



PLANNING DEPARTMENT

ELIHU THOMSON ADMINISTRATION BUILDING
22 MONUMENT AVENUE, SWAMPSCOTT, MA 01907

STAFF REVIEW COMMENT FORM

INSTRUCTIONS

Each Town of Swampscott board/commission/department shall:

- a) Review the site plan application for compliance with said board/commission/department requirements.
- b) Provide an advisory report (below) that may include an assessment of the project's:
 - Impact on the community and adjacent property(ies),
 - Recommended conditions or remedial measures necessary to mitigate the expected impacts of the proposed project on the community and adjacent property(ies),
 - Recommended measures to comply with an non-compliant (or improve any compliant) specifications outlined on the site plan (i.e. circulation, safety, wetlands protection, etc.)
 - Any questions or concerns that could be clarified during the site plan review process.
- c) Return Comment Form to the Community Development by _____.

REVIEWING AGENCY

Planning
Board/Commission/Department

M. O'Connell
Name of Reviewer

Signature

11/1/2021
Date

Winn Development
Name of Petitioner

21 Elm Place
Project Location

COMMENTS (if additional space is required, use back of form)

Staff review is conducted following site plan application review considerations (5.4.8.0):

1) *Social, economic or community needs served by the proposal.* The project addresses a community need by providing housing units, specifically affordable housing units

2) *Traffic flow and safety, including parking and loading.* Staffed reviewed comments provided by World Tech Engineering (WTE) of Traffic Impact Assessment and Supplementary Materials and has the following comments:

- a) Staff agrees with WTE recommendations listed in their October 22, 2021, letter to town.
- b) The 15 spaces on Pitman road are partially on public property and therefore cannot be considered as parking towards the petitioner's parking count.
- c) Petitioner should confirm whether or not interior "triangle" area is two-way or one-way traffic.

d) Petitioner should continue to work with the town to secure and identify a landing path/ area (on site) that will provide a sufficient space that will continue the Swampscott Rail Trail over the commuter rail train tracks to Pitman and Essex Street.

e) Petitioner should include bike sharing or car sharing services on site.

3) *Adequacy of utilities and other public services (per the Planning Board's Subdivision Rules and Regulations).* Staff defers to DPW in regard to adequacy of public utilities, storm water management, and collection system capacity. In the past, DPW and town staff worked with Kleinfelder Engineering to address underground utilities and their capacity.

In terms of additional public services, such as parks and open space, staff refers to comment #2 regarding rail trail and bike sharing. The petitioner should continue to work with the Town on this matter.

4) *Neighborhood character and social structures-* Neighborhood and built environment is one of seven domains of social determinants of health (conditions in the environments where people are born, live, learn, work, play, worship, and age) that affect a wide range of health, functioning, and quality-of-life outcomes for residents. As such, staff recommends that the petitioner consider further decreasing the number of total housing units, or height/massing along Pitman Road.

5) *Impacts on the natural environment.* The area is currently made up of mostly impervious surface with older commercial structures. Residential structures at 35 Pitman and 129 Essex Street have current grassy areas with small trees. The proposal will add street trees, but no true open space. The proposal will also add site drainage; staff encourages the petitioner to consider additional pervious materials throughout the site, and amenities like the creation of a community garden.

6) *Potential fiscal impact, including impact on Town services, tax base, employment.* Staff refers to comment #3 in regards to any comments related to impact on Town services. The proposal will increase the Town's tax base with an increase in residents. The proposal provides temporary construction jobs and potentially permanent housing staff jobs.

7) *New building construction or other site alteration shall be designed so as to:*

a) *Minimize the volume of cut and fill, the number of removed trees six (6) inch caliper or larger, the length of removed stone walls, the area of wetland vegetation displaced, the extent of stormwater flow increase from the site, soil erosion, and threat of air and water pollution.* Based on Landscape Plan (C-6), Petitioner will remove all existing trees and proposed 27 total need trees. Interior landscape area totals 2,000 sf, however this is primarily plantings and a landscaped island. There is no wetland vegetation or stone walls onsite. Refer to Comment #3 in regards to stormwater issues.

b) *maximize pedestrian and vehicular safety for both on the site and for access and egress.* Main pedestrian amenities are proposed on Pitman Rd. Staff notes there is a bus stop on Essex Street (Route 455) in front of the development and recommends the Petitioner create a safe, covered and landscaped waiting/seating area.

c) *minimize obstruction of scenic views from publicly accessible locations.* N/A – site is located below raised railroad track elevation with minimal views.

d) *minimize visual intrusion by controlling the visibility of parking, storage, or other outdoor service areas viewed from the public ways or premises residentially used or located in residential zoning districts.* Petitioner to confirm location of dumpsters and location and screening of utility boxes.

e) *minimize glare from headlights and lighting intrusion.* There will be minimal lighting intrusion at the rear of the site onto Stetson Ave. Petitioner should ensure that dark sky lighting is used along Pitman Road. Cars will be primarily entering development from Elm Place and parking floor along Pitman will be primarily blocked from view (Photometric Plan C-10).

f) *minimize unreasonable departure from the character, materials, and scale of buildings in the vicinity, as viewed from public ways and places.* Petitioner has revised architectural style since initial design and specifically created a better view on Essex Street. However, staff recommends the Petitioner consider reducing the height further along the Pitman Road section.

g) *minimize contamination of groundwater from on-site wastewater disposal systems or operations on the premises involving the use, storage, handling, or containment of hazardous substances.* Please refer to Comment #3.

h) *ensure compliance with the provisions of the Zoning by-law, including parking and landscaping.* Petitioner has requested zoning waivers to certain sections, as noted in the Application.

i) *Minimize adverse traffic impact of the proposed project.* Please refer to comment #2.

j) *Minimize the hazard of coastal flooding, taking into account the effects of long-term sea level rise and storm surge.* N/A – area is not located within FEMA flood zone.

Additional comments:

- Snow storage area does not seem sufficient. Will Petitioner be carting snow off-site?
- A previous traffic peer review for a separate project recommended signal timing modifications to the lighted intersection at Burpee and Essex. Staff recommends a full study and changes to this intersection, as well as Essex/Burrill, and Essex / Swampscott High School.
- Petitioner please confirm height calculation and mark height on plans – requested waiver for B-2 district is proposed 60 feet. Architectural elevations show elevation 90” feet but not actual calculated height.