Rockland Zoning Board of Appeals
Rockland Town Hall
242 Union Street
Rockland, Massachusetts 02370
Tuesday, September 15, 2020
7:30 P.M.

AGENDA FOR REMOTE PARTICIPATION MEETING

In response to Governor Baker's declaration of a public health emergency and the related Emergency Executive Order dated March 12, 2020, the Zoning Board of Appeals shall be meeting remotely until further notice. The audio-conferencing application Zoom will be used for this purpose. An online link and telephone access number will be provided on all meeting agendas and also on the Town's website. This application will permit the public to access and participate in future Board meetings and hearings. Instructions for joining meetings in this manner will be provided on the Town and Town Clerk's websites. In addition, Rockland Community TV (WRPS) may also provide coverage of these meetings. We extend our thanks for your understanding and participation in this manner, which is intended to keep members of the Board and the public safe.

LINK to ZOOM Meeting:

Instructions to Join Zoom Meeting

Computer/Internet Meeting Link:

Join Zoom Meeting:
https://us02web.zoom.us/j/81701163796?pwd=cG1ST0I5UTVWWVgrL0pxbWttSms3QT09

Meeting ID: 817 0116 3796
Passcode: ZBA

One tap mobile:
+19292056099,,81701163796# US (New York)
+13017158592,,81701163796# US (Germantown)

Dial by your location:
+1 929 205 6099 US (New York)
+1 301 715 8592 US (Germantown)
+1 312 626 6799 US (Chicago)
+1 669 900 6833 US (San Jose)
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)
Meeting ID: 817 0116 3796

ITEM	TIME	DESCRIPTION	DISPOSITION
Open Session			
1	7:30 P.M.	-Open Meeting (roll call vote required)	
2		Instruction on Remote Participation Meeting	
Regular Business			
3	7:30 P.M.	-Remotely conducted continuance Public Hearing on the petition filed under Chapter 40B (Comprehensive Permit) by Shinglemill LLC, c/o Coneco, 41st Street, Bridgewater, MA 02324 to allow the construction of 236 units of residential housing (the "Project") within two five-story buildings on approximately 29.33 acres of land located at 0 Pond Street and 152 Wilson Street (the "Site"). The Applicant is proposing 25% of the units to be classified as affordable as per MGL, Chapter 40B. The site is located on 0 Pond Street (Lot #13) (Map #9) and 152 Wilson Street (Lot #68) (Map #10). (roll call vote required) *Discussion of the following: Application filing, revised plans and documents (Rev. 2) received from the Applicant, Peer Review Reports from the Town Engineer's and Architect; and any correspondence received by Boards, Town Departments, residents or interested parties. A copy of this application, materials, plans and other documents are available upon request electronically from the Town Clerk 781-871-1874 extension 1 or Zoning Board of Appeals 781-871-1874 extension 1195 or you can visit the following link: https://www.rockland-ma.gov/zoning-board-appeals.	
Miscellaneous			
4		Non-Deliberative Announcements and Scheduling	
5		Adjourn (roll call vote required)	

NOTES TO REMOTE MEETINGS

1) All or any of the members of the public body may choose to participate in a public meeting via remote access. Meetings may be virtual, in their entirety.

2) The public will not be allowed into a Board/Committee meeting, even where there are any members of the public body and/or town staff or official(s) physically present at the meeting location during the meeting. "Public comment" portions of meetings will be temporarily suspended.

3) However, the public will be provided with alternative access through which they can watch or listen to meetings "in real time", and meeting notices will specify the manner in which members of the public may access audio or video of the meeting as it is occurring.

4) If, despite our best efforts, our technological capabilities do not adequately support public access to virtual or remote meetings, the Town will ensure that an audio or video recording, transcript, or other comprehensive record of the proceedings at the meeting is posted on the Town's website as soon as possible after the meeting.

5) Notices for public hearings will contain additional information about how the public may participate via electronic/technological means.

6) For executive session meetings, public access to the meeting will be limited to the open session portion(s) of the meeting only. Public access to any audio, video, internet or web-based broadcast of the meeting will be discontinued when the public body enters executive session.

7) Where individuals have a right, or are required, to attend a public meeting or hearing, including executive session meetings, they will be provided with information about how to participate in the meeting/hearing remotely.

8) Meeting notices will still be posted at least 48 hours in advance (not counting Saturdays, Sundays, or legal holidays), unless it is an emergency meeting as defined under the Open Meeting Law (in which event, the meeting notice will be posted with as much advanced notice as is possible in the circumstances. Minutes will still be taken.

Town Clerk

Rockland Police Department

490 Market Street
Rockland, MA 02370
(781) 871-3890 * (781) 871-3891
Fax (781) 982-8608

John R. Llewellyn
Chief of Police

Lieutenant Nicholas P. Zeoli

Nicholas P. Zeoli
Lieutenant

August 13, 2020

Town of Rockland Zoning Board
242 Union St.
Rockland, MA 02370

Re: Shinglemill 0 Pond St. and 152 Wilson St.

Dear Sir;

I have reviewed the plans in regards to the proposed construction of the Shinglemill project. The Rockland Police Department does not have issue with the plans as proposed.

Sincerely,

Lt. Nicholas P. Zeoli

Town Clerk

AMORY ENGINEERS, P.C.

WATER WORKS • WATER RESOURCES • CIVIL WORKS

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August 14, 2020

Rockland Zoning Board of Appeals
Town Offices
242 Union Street
Rockland, MA 02370

Subject: **Shinglemill – Chapter 40B Comprehensive Permit**

Dear Zoning Board of Appeals:

This is to advise that we have reviewed the following documents related to the proposed Shinglemill Chapter 40B development off Pond Street:

- Shinglemills Multi-Family Development site plans (23 sheets), dated July 13, 2020, prepared by Tighe & Bond (T&B)
- Stormwater Management Report, dated July 13, 2020, prepared by T&B
- Limited Summary of Environmental and Geotechnical Conditions, dated July 30, 2020, prepared by T&B
- Exhibit "A" List of Requested Exceptions, Waivers and Permits, received via email August 3, 3030 from David Andronico
- Response to comments, dated July 29, 2020, prepared by David Andronico
- Correspondence:
  - Letter from Joseph LaPointe, Superintendent, Abington & Rockland Joint Water Works, dated July 30, 2020

The documents have been revised to address comments contained in our June 10, 2020 letter to the Board. Below are our original comment in plain text, David Andronico's responses in red text and our additional comment in **bold text**.

Comments

We note the following with respect to the list of requested exceptions, waivers and permits (Exhibit A under Tab 3 of the Shinglemill LLC Comprehensive Permit Submission Package):

1. The list does not identify the relief that is requested from each bylaw/rule/regulation. The Board needs to know what relief is sought in order to determine the impacts of granting each waiver. Forthcoming. **An updated list of waivers was submitted as listed above.**

2. Waiver 1 appears to ask that the Applicant not be required to submit a Notice of Intent to the Conservation Commission. This is a State requirement and cannot be waived under Chapter 40B. Noted, an NOI will be submitted for this project to MassDEP. **The Notice**

of Intent should be submitted to the Rockland Conservation Commission in accordance with the Wetlands Protection Act (310 CMR 10.00).

3. The proposed development would require Site Plan Review if not applied for under Chapter 40B. The list of waivers should identify waivers requested from the Rules and Regulations of the Planning Board (R&R) as they relate to Site Plan Review, Design Standards and Construction Specifications. Forthcoming. The project is filing under 40B **Waivers from the R&R are included in the updated list of waivers.**

General and roadway:

1. As noted above, essentially the entire site proposed for development will be constructed on fill. A mass balance analysis should be provided so that the Board understands the amount of fill required along with an estimated number of truck trips required to import the fill. Based on the attached pan, we will be importing 57,800 cy of fill to bring the site up to grade. We will also be importing an additional 16,000 cy of gravel, top-soil, and material for pipe bedding, bringing the total to 72,800 cy. The bulk of the material would be brought in at the beginning of the project (approx.. 42,000 cy) and would account for the heaviest truck traffic we could expect. Using that as a baseline, assume the following;
   - 1,680 truck loads
   - Avg. 50 truckloads a day
   - Duration of 34 days

   Based on the 72,800 c.y. figure, the total truckloads would be about 2,910.

2. The proposed retaining walls reach heights of up to 13.5 feet. Railings, fences or other fall protection should be provided on the walls. Also, retaining walls in excess of four feet require a building permit and must be designed by a registered professional engineer. Retaining wall heights have been reduced. A typical guardrail section detail is provided on Sheet C-502 for guardrail detail. In addition, roadway sections at every 100ft will be included in the next Site Plan package to be submitted by August 25th that will provide more detail for the roadway retaining walls. **The Typical Retaining Wall Section on Sheet C-502 shows a fence and guardrail along the top of retaining walls and indicates that the wall will be designed by a registered structural engineer. The revised grading plans should indicate top and bottom of wall elevations as the May 14, 2020 plans showed.**

3. Some of the proposed retaining walls are shown to be right along the wetland lines. The type of wall should be provided with construction details so that the potential impacts to the wetlands may be assessed. See response to Item 2. **The Typical Retaining Wall Section on Sheet C-502 specifies the walls to be Versa-Lok modular concrete walls. The detail shows disturbance between the wall and wetlands. In some locations there does not appear to be sufficient space between the wall and wetland to allow for disturbance without encroaching into the wetlands.**

4. Additional guard rails should be provided where parking areas are adjacent to retaining walls. See sheet C-102.2 for proposed locations of guard rails and sheet C-502 for guardrail detail. **Additional guard rails are proposed, however, there should be a guard rail along the south end of the parking area west of the rectangular building.**

5. An analysis should be provided to demonstrate that the Rockland Fire Department's largest apparatus may freely maneuver within the proposed roadway and around the site. See sheet C-701 for FD maneuverability analysis. **We recommend consultation with the Fire Department to confirm their satisfaction with the access.**

6. A typical roadway section should be included on the plans to show dimensions, materials of construction, utility locations, etc.
See sheet C-502 for typical roadway detail. Per request of the of ZBA, roadway cross-sections at every 100ft will be included in the next Site Plan package to be submitted by August 25th. **Addressed.**

7. The four-inch gravel and eight-inch gravel layers on the Typical Pavement Section on Sheet 22 should be specified to be dense-graded crushed stone (M2.01.7) and Type C gravel (M1.03.0, 2-inch largest stone), respectively. The detail on Sheet C-502 will be modified in the next Site Plan package to be submitted by August 25th to match these specifications and also to include a note that "A geosynthetic reinforcement, such as Mirafi RSi series, Tensar TriAx TR series, or similar, should be used to improve distribution of the expected vehicular loads, in paved areas of the site where grades are not expected to be raised by more than 18 inches, if unsuitable soils are encountered at the proposed pavement subgrade" as per recommendation in the geotechnical evaluation. **Comment remains. Parking Lot Pavement Section on Sheet C-502 should be revised.**

8. We recommend that the Cape Cod berm along the access road be installed integrally with the binder and wearing courses of pavement. Confirmed, the next Site Plan package to be submitted by August 25th will include cape cod berm along the roadway and parking lot perimeter. Monolithic curb will be constructed along all sidewalks. **Comment remains.**

9. We note that there is no pedestrian access proposed along the proposed roadway between Pond Street and the proposed buildings. Pedestrian facilities should be considered and if proposed there should be lighting.
In consideration that there is no pedestrian access along Pond Street, we have omitted sidewalks along the "Pond Street access road" as it would dead end once Pond Street was reached. **Comment remains.**

10. It is not clear where the proposed sidewalk ends behind the larger building (northeast corner). See sheet L1.1 for proposed sidewalk and walkways. **Addressed.**

11. The Bituminous Concrete Sidewalk detail on Sheet 22 should specify that the maximum allowable cross slope is two percent (2%) in accordance with the Americans with Disabilities Act (ADA) and Massachusetts Architectural Access Board (AAB) requirements. Confirmed, Note 5 on the Broom Finish Concrete Paving detail on Sheet LD1.0 indicates the max slope shall be 2%. **Addressed, but this should also be noted on the Civil plans.**

12. Truck access to the dumpster location west of the smaller building will be difficult.

There will be no open dumpster on the site. We have opted to use trash compactor room within the buildings. **No longer applicable.**

13. Dumpster pad dimensions should be clarified. They are shown to be 10-ft. by 10-ft. on the Dumpster Enclosure Detail on Sheet 22 but shown to be 10-ft. by 25-ft. in plan on Sheet 12.
There will be no open dumpster on the site. We have opted to use trash compactor room within the buildings. **No longer applicable.**

14. The Zoning Table on Sheet 2 should include a column for required dimensions.
See Site Plan, Sheet 102.2 for Zoning Table. **Addressed.**

15. Proposed landscaping should be shown on the plans.
See sheet LP1.1 for the proposed planting plan. **Addressed.**

16. We assume that there will be exterior lighting. Documentation should be provided to demonstrate compliance with R&R §I.I.4.b.10), including the proposed location, kind, direction, intensity and time of proposed lighting.
See sheet E1.0 for proposed lighting plan. **Addressed – photometric plans E1.0 and E1.1, prepared by Traverse Landscape Architects show that there will be no light trespass onto adjacent properties.**

Utilities:

1. The size, type and materials of construction of the proposed water main should be specified on the plans. An 8-inch ductile iron water main is proposed. See Utilities Plans, Sheets C-104.1 & 2. **Addressed.**

2. Documentation should be provided to demonstrate that there will be adequate water supply for domestic use and fire flow. We are coordinating water supply with Water Department. In addition, Fire Pumps will be included in the buildings. **Comment remains.**

3. Documentation of adequate capacity in the existing municipal sewer system should be provided. We are is coordinating sewer connection to the municipal system with the sewer department. **Comment remains.**

Stormwater and erosion control:

1. The drainage calculations indicate that the post-development rate and volume of stormwater runoff will not exceed existing conditions. However, the calculation time span should be extended to run from 5 to 48 hours to more accurately assess the total volume of runoff and verify that it will not be increased in the proposed conditions during the 2-, 10-, 25- and 100-year storm events. Confirmed, the calculation times will be 5 to 48hours in an updated Drainage Analysis that Site Plan package to be submitted August 25th. **Addressed, however, we have additional comments related to stormwater and erosion control which are listed below.**

2. There are underdrains in the proposed rain gardens. However, the underdrains have not been modeled in the HydroCAD calculations. These need to be modeled to verify that post development runoff will not exceed existing. Discharge locations of the underdrains should also be shown/specified. The BMP has been revised to a gravel wetland. **No longer applicable.**

3. The drain piping is proposed to be high-density polyethylene (HDPE). This would require a waiver from R&R §III.C.2.e.1) which requires reinforced concrete pipe. If the Board allows the HDPE pipe, for durability we recommend that flared end sections be reinforced concrete. The riprap at the flared ends should be specified to conform to M2.02.3. A waiver for HDPE pipe is indicated on the Grading, Drainage & Erosion Control Plan, Sheet C-103.2 and will also be included in the compiled list of waivers that is forthcoming as indicated in Comment 1 response. **A waiver has been requested to allow for HDPE pipe. Again, if HDPE pipe is allowed, we recommend that flared end sections be reinforced concrete. The riprap at the flared ends should be specified to conform to M2.02.3.**

4. There is a proposed 18-inch drain line between the larger building and a proposed retaining wall north of the building. Future maintenance/replacement of this pipe would essentially be impossible due to the wall being six feet from the building. Also, depending on the type of retaining wall, there may not be enough room for the pipe. The proposed retaining wall was revised to be 8ft at the closest point to building. In addition, the limit of retaining wall has been reduced and/or pulled further away from the building to provide additional separation. Also, manhole has also been added to the drain line run to allow for access. **The retaining wall is now shown about eight feet off the building and the wall is proposed to be a segmental type wall which requires horizontal geosynthetic reinforcement behind the wall. Future maintenance of the drain line would likely require disturbing the geosynthetic reinforcement which could compromise the stability of the wall.**

5. The proposed subsurface infiltration system will require a waiver from R&R §III.C.2.f.1). Documentation should also be provided to verify that the system is capable of supporting the Fire Department's heaviest apparatus. A waiver for the infiltration system is indicated on the Grading, Drainage & Erosion Control Plan, Sheet C-103.2 and will also be included in the compiled list of waivers that is forthcoming as indicated in Comment 1 response. **A waiver has been requested to allow for the subsurface system. However, documentation to verify that the system is capable of supporting the Fire Department's heaviest apparatus has not been provided.**

6. The Catch Basin (CB) detail on Sheet 19 should specify a gas trap hood in the catch basins. We recommend that hoods be The Eliminator, Snout or equal. Hoods have been specified as The Eliminator as per detail on Sheet C-504. **Addressed.**

7. In order to convey the design storm, catch basin CB-C1 should be equipped with a double frame and grate. Double grates have been specified on PCB-11 and PCB-12 in the middle of the parking lot as indicated on the Grading, Drainage & Erosion Control Plan, Sheet C-103.2. **Pipe sizing calculations should be provided to verify all pipe and inlet capacities are adequate.**

8. The Rain Garden section of the Operation and Maintenance Plan (O&M) should include annual soil/media addition. The BMP has been revised to a gravel wetland and O&M requirements for the gravel wetland are included in the Stormwater Management Report. **No longer applicable.**

9. Rain garden plant types should be specified on the plans (Sheet 24). Wetland Conservation Seed mix has been specified for the Gravel Wetland on the Overall Planting Plan, Sheet LP1.0. **No longer applicable.**

10. The Erosion Control Barrier detail on Sheet 17 should specify that the filter sock be a minimum of 12-inch diameter. We don't believe that an 8-inch diameter is adequate for this site. Silt Sock detail on Sheet C-501 indicates it shall be 12-inches. **Addressed.**

11. Sheet 24 shows Flood Plain Impact and Flood Plain Compensation details. The compensation/replication area and volume are essentially a 1:1 ratio. We believe that the flood plain compensation area should provide replication area and volume at a 2:1 ratio. See Floodplain Impact & Replication Detail on Sheet C-506 which shows that the impacted floodplain volume is 19.2 CY and the replication is 57 CY which is a ratio of 3:1. **Addressed.**

12. There are existing reinforced concrete culverts under the proposed access road from Pond Street. The condition of these culverts should be assessed and they should be replaced if necessary as part of this project since they will have at least ten feet of cover when the proposed road is constructed. The culverts must also be taken into consideration during the final design of the proposed retaining walls as wall construction will likely impact the culverts. Tighe & Bond performed a site observation on July 15, 2020. The existing culverts appear to be in good condition based on visual observation. Enclosed are photos the existing culverts crossing the proposed driveway and Pond Street. **Documentation (photos) should be provided.**

Additional Comments – August 14, 2020

1. The drainage calculations require revision to accurately model the post-development runoff from the development. Issues include the following:

   a. The HydroCAD model does not include the 4-foot wide by 6-inch high weir at El. 137.25 in the outlet control structure for the gravel wetland. Including this weir will likely show that outflow from the gravel wetland is much greater than reported and may result in post-development runoff greater than existing.

   b. The outlet from the subsurface infiltration system is modeled as an 18-ingh pipe at El. 140.0. The outlet is actually a 15-inch pipe at El. 139.25.

2. The elevation of the top of the riser pipes should be specified on the Gravel Wetland detail on Sheet C-505.

3. Note 2 on the Gravel Wetland detail on Sheet C-505 states "Infiltration testing of the native soils at the subgrade of the proposed gravel wetland shall occur prior to the installation of the gravel wetland and shall be coordinated with the engineer. If the native soils exceed a permeability rate of 0.03 ft/day the soils should (be) amended or liner added as determined by the engineer." Should the Board approve the project we recommend that this be a condition of approval with the following sentence added: "The infiltration testing shall be witnessed by the Board's consultant engineer and the soil amendment or liner shall be subject to approval by the Board's consultant engineer."

4. There does not appear to be adequate access around the gravel wetland for maintenance equipment.

5. Inspection ports should be provided on the subsurface infiltration system. The inspection ports should be shown in plan and detailed in the plans.

6. Section 3.3.6 of the Long Term Pollution Prevention, Operation & Maintenance Plan included in the Stormwater Management Report notes that snow storage areas are shown on the plans. We have not seen where these areas are shown.

7. The Rockland Wetland Protection Bylaw (Chapter 407), defines the 100-foot buffer to wetlands as a resource area. Much of this project with within this resource area (the 100-foot buffer to wetlands). We request that the Applicant's engineer provide the total area of disturbance and the total proposed impervious area within the 100-foot buffer to wetlands so that we may assess the impacts.

8. Some of the proposed improvements along Pond Street are not within the Pond Street right-of-way and are on private property which does not belong to the Applicant.

9. A waiver has been requested to allow for all non-handicap parking spaces to be "compact spaces" at 9-ft. wide by 18-ft. long. Dimensions on Sheet C-102.2 indicate that these are the typical dimensions of the parking spaces. However, all non-handicap parking spaces scale at 9.5-ft wide by 19.5-ft. long.

Should you have any question, please give us a call.

Very truly yours,

AMORY ENGINEERS, P.C.

By:

Patrick G. Brennan, P.E.

PGB

Town Clerk

ROCKLAND FIRE DEPARTMENT

P.O. BOX 542
300 Union Street
Rockland, Massachusetts 02370-0542

Scott F. Dudley, *Chief*
Thomas Heaney, *Deputy Chief*
Mary Ryan, *Executive Assistant*

Phone (781) 878-2128
Fax (781) 982-0362

August 31, 2020

Ms. Judi Barrett
Barrett Planning Group L.L.C.

Dear Judi,

The Rockland Fire Department still has several concerns over the access to Shinglemill.

1.) The swept path analysis shows that the ladder truck will have difficulty in accessing the entire property. The Rockland Fire Department needs to see a revised swept path analysis without the ladder riding on or against curbs (CMR 18.2.3.4.3.1 and 18.2.3.4.3.2) or the need for the truck to enter the opposite lane of traffic to make turns (CMR 527 18.2.3.4.8.) The swept path analysis is incomplete, it needs to include entering from Pond St.

2.) The hydrant located on the island is not acceptable to the Rockland Fire Department. It needs to be moved to the front of building 1 (the L shaped building) opposite the generator.

3.) The Rockland Fire Department is also concerned about radio communications and is requesting a Bi-Directional Amplifier or test results prior to occupancy that all Rockland Police and Fire frequencies will transmit and receive without interference (CMR 527 11.10.2.)

Sincerely,

Deputy Thomas Heaney

Town Clerk

DAVIS
SQUARE
ARCHITECTS

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Clifford J. Boehmer, AIA
Ross A. Speer, AIA
Iris L. Ren, AIA

September 2, 2020

Robert Rosa, Chair
ROCKLAND ZONING BOARD OF APPEALS
242 Union Street
Rockland, MA 02370

RE: Shinglemill Apartments
Preliminary Architectural Peer Review Report

Dear Robert:

In accordance with my proposal to you dated July 1, 2020, I'm writing this letter to provide you with a preliminary report on the documents I've received related to the proposed Shinglemill Apartments on Pond Street in Rockland MA. I am anticipating that if requested, I will present these comments at the ZBA hearing scheduled for Tuesday, September 15. This report is organized to follow the various tasks outlined in my proposal.

1. **Review of the developer's application, plans and drawings, reports from other peer reviewers and Town officials, letters from neighboring residents, etc.**
Documents reviewed (comments on documents contained in Section 5 below):

- Plan set "Shinglemill Site Plans, 0 Pond Street..." dated October 29, 2019 (this set has been supplanted).
- Architectural plan set extracted from Application depicting original building forms (this set has also been supplanted).
- Schematic renderings A-1, A-2, A-3 and Clubhouse Schematic rendering dated September 17, 2019 (no longer current design of main residential buildings or clubhouse).
- Aerial photograph site plan and existing context views (supplanted scheme).
- Narrative Description of Design Approach extracted from Application. Most language not applicable to current scheme.
- Sustainable Development Criteria Scorecard extracted from Application.
- Drawing set "Shinglemills Multi-Family Development..." dated July 13, 2020 (presumably the current proposal). Set includes updated renderings of residential buildings and clubhouse.
- Drawing set "Shinglemill Apartments Comprehensive Permit Plans..." dated May 14, 2020.
- Aerial Map with current scheme superimposed, dated 7.21.20.
- Limited Summary of Environmental and Geotechnical Conditions memo to David Andronico prepared by Tighe & Bond dated July 30, 2020.
- Traffic Study Peer Review prepared for the Rockland ZBA by Gillon Associates dated July 27, 2020.
- Civil Engineering Peer Review prepared for the Rockland ZBA prepared by Amory Engineers, P.C., dated August 14, 2020 and June 10, 2020.

REFERENCE MATERIALS

- Handbook: Approach to Chapter 40B Design Reviews, prepared by The Cecil Group, Inc. for DHCD, MassDevelopment, MassHousig, and MHP, January, 2011
- Excerpts from the Rockland Housing Production Plan, including USGS image, Flood Insurance Rate Map, and diagrams of Rockland Potential Development Sites, Flooding and Hazard Areas, Protected Water Sources, and Environmental Conservation and Protection Areas.
- Article form The Patriot Ledger "Shingle Mill development would bring 236-unit apartment complex to Rockland" dated July 28, 2020.

2. **Initial Meeting at the site with the Developer's Design team and Representative of the Town**

This reviewer has not had the opportunity to meet at the site with either the developer or any Town representative. However, a thorough "reconnaissance" has been conducted using Google Earth.

3. **Conduct site visit and reconnaissance assessment of surrounding residential and nonresidential areas within 1/2 mile of the project site.**

As noted above, the assessment has utilized Google Earth, as well as information related to the site excerpted from the Town's Housing Production Plan.

The site is a 28.64 acre, largely vegetated parcel south of the Hingham Street Home Depot, northwest of a small scale residential neighborhood of approximately 120 homes, east of a Doubletree Hilton, and due north of (although not directly abutting) the Rockland Abington Reservoir. A small area of the site was historically used as a junk yard, and reportedly, some debris remains on the site. To create a developable "podium", significant lineal footage of retaining walls would have to be constructed (ranging in height from six to fourteen feet), and something like 73,000 cubic yards of fill would be imported to distribute across all built areas (see geotechnical and civil reports for detailed information). After construction, according to the civil engineering drawings, of the total site area, there will be 2.81 acres of pavement and parking, and 1.37 acres of building area (note that the areas indicated on the cover sheet do not add up to the total acreage). The remainder of the site will remain wetlands, and presumably required buffer areas.

Within ½ mile of the site there is significant commercial development to the west, north, and northeast. Given the proposed circulation to the site by a single "causeway" built up off of the existing grade, or the pedestrian access through the emergency fire entry/egress through the abutting residential area, all access to the commercial uses is via Pond Street. As currently configured, there are no walkways (or bike lanes) on either side of Pond Street all the way from the proposed development driveway to where it intersects Hingham Road. The entire length of the west side of Ponds street is very tight up to a metal guard rail system that provides no space for walking except in the travel lane. Some of the east side affords a grassy strip that is wide enough in some spots that it could be used for walking. These facts, combined with the current project driveway design that does not include any sidewalks, makes the pedestrian experience on the route to Hingham Street unpleasant, potentially hazardous.

The development of small homes to the southeast of the site, that potentially could be accessed through the fire emergency gate, is a more attractive option for walking. This includes Curry Street, Wright Street, Wilson Street, Colby Street, Turner Road, and Old Country Way. These streets are connected off of Pond Street, which in this stretch appears to have a narrow, paved path immediately adjacent to the southbound travel lane, not defined by curbs, that serves as a pedestrian walkway. None of these side-streets appear to have sidewalks, which given the low density of homes, infrequent vehicular traffic, and the fact that they are all dead-end, does not present a major problem for pedestrians.

Where Pond Street intersects Hingham Street, directly across the way is a large Park and Ride lot, where reportedly buses can be boarded bound for Boston. Unfortunately, there does not appear to be a crosswalk in that location, which is consistent with the fact that there are no sidewalks or bike lanes towards the west on Hingham (with limited walkability once past the Home Depot), and very limited walkable paths to the east. In short, while there are a variety of retail and other commercial amenities, including some with employment opportunities within ½ mile of the site, practically speaking, access is only by car (or by bicycle on roads not set up for safe cycling).

4. **Consult with the Applicant's design team, as appropriate.**

This peer reviewer has had no contact with the design team other than a request for some additional materials related to the application, including a copy of the Project Eligibility Letter and access to a 3-D computer model.

5. **Provide an oral presentation to the ZBA. Said presentation typically includes comments and preliminary recommendations on the following:**

Comments will likely be delivered to the ZBA on Tuesday, September 15th, 2020.

a. Orientation of buildings in relation to parking areas, open space, and on-site amenities

The proposed site is essentially an island in the middle of wetlands, accessed by a "causeway", all defined by retaining walls that roughly follow wetland delineations and required setbacks. Within the bounds of the island there is virtually nothing but parking, building footprints, proposed fire access, a dog run, and space for an emergency generator.

The project proposes a total of 236 units in two buildings. One building (110 units) is a "bar" shape (366 feet long), and the other (126 units) is "L" shaped (335 feet X 155 feet measured on outside faces of the L). The "courtyard" space between the two is filled with five lanes of 90-degree car parking. The site area between the end of the bar, and the short end of the L is also filled with parking. Between the buildings and the parking there is a sidewalk that runs along the front ends of the parked cars, and there is a planted buffer that appears to be about five feet wide between the back of the sidewalk and the face of the building. This head-in parking arrangement, with headlights oriented to the building, occurs at five of the six elevations of the L building, and three of the four bar building elevations.

Outdoor amenities appear to be limited to four six-foot benches within the parking lots near the primary building entries, an eight-foot by twelve-foot "pergola/café table and chair" near one of the emergency generators and transformer, a dog run (that appears to be fourteen feet below the entry level of the bar building), some outdoor trash receptacles, and a roughly circular "5' bituminous walkway" that appears to come off of a switchback ramp structure at the southeast corner of the site (the ramp structure is necessary as the height of the retaining wall at that point appears to be about 11.8 feet).

There is a clubhouse on the eastern most part of the site, immediately adjacent to the emergency vehicular access to Wilson Street. An outdoor area behind the clubhouse is labeled "Outdoor clubhouse space, concrete patio and amenities." The clubhouse floor plan is not annotated, but it appears to include a lounge area, a pool table, a kitchen area, bathrooms, office spaces, and what looks like a mail area within the entry vestibule.

The sidewalks within the development only serve as buffers along the edge of parking. There is a stamped concrete walkway that bridges between the bar building and L building sidewalks. There is also a proposed concrete walk that crossed from the L building to the clubhouse. There is no sidewalk that leads across the causeway out to Pond Street. The entry drive is designed to only accommodate vehicles, presumably to minimize its impact on the surrounding wetlands.

b. Function, use and adequacy of open space and landscaped areas

For the scale of this development, the areas that are allotted for usable open space are seriously deficient. This deficiency is compounded by the fact that the site has very poor connectivity with any nearby usable outdoor space. The major on-site outdoor area is the parking lot between the two buildings, that as designed, has very few planted areas that could make it more pleasant for residents and provide some environmental benefits (less impervious surface, diminished heat island effect, etc.). The experience within the parking area would be very similar to parking between two 'big box" stores, made even less comfortable by the proposed height of the buildings (most big box stores are one-story, the proposed buildings are five-story). Much of the courtyard parking area will be in shadow for significant time of the day for most of the year, with the exception of mid-summer. There is no shadow study provided that depicts likely impact.

There is a landscaping plan included in the submitted materials. As noted above, there are minimal plantings proposed for the parking lots. There is also some effort at landscaping at the project entry area off of Pond Street. Along the primary facades of the two buildings the landscape plan is showing a tight, uniform pattern of shrubs planted in the 5-foot space between the sidewalk and building wall. This is likely an attempt to cut back on headlight intrusion into the ground floor units and potentially create some privacy. Unfortunately, it

is not likely that landscaping in such a narrow strip will be very effective, resulting in those units keeping shades closed most of the time.

c. Use and treatment of natural resources

The developed area is virtually 100% surrounded by wetlands. While outside the realm of this reviewer's expertise, the site is depicted on diagrams included in the Housing Production Plan that indicate potential flooding hazards, an activity and use limitation, inclusion in a protected water source area (as well as being located within wetlands, as noted in several locations in this review).

d. Building design, setbacks, massing and scale in relationship to the surrounding context and topography

The Narrative Description of Design Approach, while based on the more contemporary-looking original proposal, supports the notion of the building as a "destination", as opposed to a development that is tied into the surrounding context. While there is an existing small-scale residential street that the development has frontage on, the only proposed connection is for emergency vehicles. This design approach is somewhat consistent with the nearby pattern of development as it applies to commercial uses (in the sense that it is a free-standing, "destination" project), although most of those existing nearby developments are not screened from their neighbors to the degree this one is (given that it is surrounded by a heavily vegetated wetland). To state is simply, rather than designing the buildings to fit in with neighboring development, residential or otherwise, the project is meant to be isolated from context.

While this overall strategy could potentially support an argument that the new development minimizes impact to the surrounding community (at least from an architectural perspective, not necessarily from an environmental or traffic perspective), then the evaluation of the quality of design should be focused primarily on the perspective of the future residents and their visitors. To this end, the developer is proposing a number of amenities that are housed within the two buildings (as opposed to outdoor amenities, as there is no space provided on the site for those). Shared between the two buildings, the amenities include package rooms, office pods, pet spa, conference room, coffee space, cardio room, yoga/spin space, and a three-story climbing wall. Some of these appear to potentially encourage working "from home" from common areas within the buildings. There does not appear to be any area designated for bike storage for the residents, perhaps because as discussed above, the proximate town area is not bike-friendly.

Regarding the buildings themselves, they are massive relative to any nearby residential context, including the Doubletree Hilton. Both buildings are a full five stories high, with a sloped portion of room that brings the overall height close to 70 feet. Neither building has any meaningful articulation in the massing, and the buildings are very long (the longer of the two is 366 feet). While the windows are of a generous size, the fenestration pattern is uniform throughout the height of the building. It appears from the rendered elevations and perspective drawings that the means of breaking down the scale of the buildings is limited to color variation, some trim banding, and some gables that are perpendicular to the primary sloped roof plane. From a resident perspective, the large scale of the buildings is exacerbated by minimal setbacks from the sidewalks that define the parking lot.

To help understand the project's impact to the public realm, there is a rendering of the L-shaped building seen from the entry to the Home Depot parking lot. The visibility of the structure is enhanced by the fact that it is built on top of the earth podium discussed above. None of the views (including the building elevations) give a sense of what rooftop equipment will be visible.

Some of the development would also be visible from the end of Wilson Street, but no materials are provided that describe the impact from that location. There is also a birds-eye rendering of the building that is plugged into what is likely a Google Earth vista. This view underscores the isolating nature of the siting of this development.

e. Viewsheds of the project visible from the public street, public areas and from the vantage point of nearby residential neighborhoods

These points are discussed in the sections above.

f. Pedestrian and vehicular circulation, adequacy of accessibility provisions. Of particular interest are the implications of access and egress in terms of pedestrians, bicycles and motorists. Adequacy of parking facilities

As discussed above, other than by motor vehicles, access to the site is very limited. Determining the correct parking ratio for this development is beyond the scope of this review.

g. Integration of buildings and site, including but not limited to preservation of existing tree cover

Significant clearing of vegetation outside of designated wetlands buffers is required in order to create the site for this project. The site is more "carved out of" the existing site than integrated into the site. Tall retaining walls and the imported earth podium further separate the building site from the surrounding context.

h. Exterior materials

Façade materials are not called out on the building elevations. The Narrative Description of Design Approach states that "The façade makes use of a variety of high-quality contemporary materials organized in a way to convey overlapping scales."

i. Energy efficiency

It is not possible to ascertain from submitted materials.

j. Exterior lighting

Lighting plans are included in the submission that indicate both building mounted site lighting and pole-mounted fixtures within the parking areas and along the entry drive. It appears from the photometrics that there is minimal spill-over beyond the built up areas of the site.

k. Proposed landscape elements, planting materials, and planting design

As discussed above, given the constraints imposed by large buildings on a small buildable area, the landscaping is not a notable design feature.

l. Feasibility of incorporating environmental and energy performance standards in the design, construction and operation of the buildings

In any new construction, there are many opportunities for enhancing energy performance. Meeting current Massachusetts Building Code requirements go a long way towards responsible energy conservation. Several sustainable-related boxes are checked within the Sustainable Development Criteria Scorecard that was included in the application materials, including conformance with Energy Star standards. Also checked was "Uses renewable energy source, recycled and/or non-/low toxic materials, exceeds the state energy code, is configured to optimize solar access, and/or otherwise results in waste reduction and conservation of resources." It will be important to monitor these commitments as the project's design advances.

m. Any other design-related considerations identified by the consultant, ZBA, staff or working group

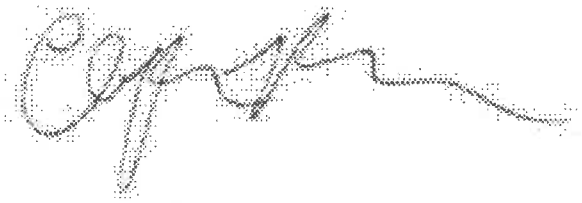
- Locations/types/plans of the required 12 Group 2 fully accessible units are not provided. Note that all units in elevator-fed buildings must at a minimum, be Group 1 units.
- No spaces are allocated for bicycle parking.
- Is there a narrative describing how trash will be handled on the site?
- Has the developer drafted a Construction Management Plan that describes impact to the community and to the surrounding wetlands?
- The civil engineering peer review (August 14 revision) continues to have concerns related to the feasibility of constructing the plans as currently drawn, perhaps most importantly, the retaining walls.
- Rockland Fire Department has some issues with access to the site relative to turning radii.

n. ***Techniques to mitigate visual (and other) impacts***
   - As noted above, there is virtually no meaningful articulation that could help break down the scale of the building in order to make a more pleasant residential environment. This articulation must happen in plan and in section to have any impact given how long and tall the structures are.
   - If parking is going to be located close to buildings, and if the building scale is as currently depicted, the set back to the buildings must be significantly increased.
   - If parking needs to face the buildings, consideration should be given to raising the first floor level off of grade.
   - To open up more site area to create outdoor amenity space, consider under building parking (that could also decrease the amount of fill that must be brought to the site).

I hope you will contact me to discuss this memo in detail, or to talk about issues that I have failed to cover. Looking forward to discussing this proposed development with you at a future ZBA hearing.

Thank you very much.

Sincerely,



Clifford Boehmer, AIA

Shinglemill hearing Sept 15, 2020

I continue to question, as I have written in previous letters, how 152 Wilson can be included in the Shinglemill business when Town Meeting voted decisively that it remain Residential.

But I have a **MUCH GREATER** concern, and that is about increasing the traffic entering Pond Street by 400 resident cars, visitors, and delivery traffic in such a very sensitive area of Pond. The Shinglemill entrance is .2 mile from the intersection of Pond with Hingham Street. It is also diagonally across the street from Longwater Drive & the businesses of Assinippi Park. This road, beside the businesses, handles much traffic as an access from Hanover to RT 3 (as does Pond St). There are times during the day at present (without further inclusion of traffic) when traffic is snarled through Longwater & Pond Streets to get on to Hingham Street. Of greater concern still is when traffic can not get on to Pond and backs up to the Southbound exit ramp of RT 3. There are already **MANY** accidents at the Home Depot light & the Pond Street light.

Please think about the impact to this area and neighborhood that would be engendered by funneling in the midst of this situation the additional volume of traffic you are considering.

Thank you.

Virginia A Hoffman
66 Colby Street

Sent by e-mail, but undeliverable.