

Dear Members of the Technical Advisory Committee,

Oct 2, 2022

As usual provided observations by category.

**Drainage:**

When comparing Pre and Post numbers the amount of “good” Pre is 29,047 sf (17.56%) vs the Post 15,941sf (9.64%). This is a decrease of “good” of 7.92% about 13,101 sf. A significant increase in impervious surface on the entire lot! It was made clear that detention basins were increased in size. Re-reviewing the drainage plans show Pre-PA-2 (pg 90) described as running off into a **gravel swale**. Based on the description of Post PA-2 there will no longer be a swale due to needing to provide a 20’ wide fire lane. *The concern is that the RR tracks are highly impervious and usually sit higher than the gravel on each side of them.* This causes whatever water that collects between the tracks to run off onto each side. It seems the Post results of PA-2 will be pooling along the RR track and the proposed fire road in the summer, even with the slight grade. The snow walls from plowing, will likely encourage ice forming on the fire road. A man made swale to direct and control the flow of this water, which is shown flowing toward Maplewood, could be considered, with grating along the length of the fire road to allow water from melting snow and all the “sheet flow” mentioned in both the pre and post descriptions to sheet flow under this driving/walking/riding area.

T-5037-002 POST  
 Prepared by Tighe & Bond  
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Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
11,690	39	>75% Grass cover, Good, HSG A (POST 2.0, POST 3.0, POST 3.2)
2,460	80	>75% Grass cover, Good, HSG D (POST 1.0, POST 1.1, POST 3.0)
1,125	96	Gravel surface, HSG A (POST 2.0)
6,672	96	Gravel surface, HSG D (POST 2.0)
50,755	98	Paved parking, HSG A (POST 2.0, POST 3.0, POST 3.2)
26,589	98	Paved parking, HSG D (POST 1.0, POST 1.1, POST 2.0, POST 3.0, POST 3.2)
20,986	98	Roofs, HSG A (POST 1.1, POST 3.1)
43,348	98	Unconnected roofs, HSG D (POST 1.1)
1,791	30	Woods, Good, HSG A (POST 3.0)
<b>165,416</b>	<b>93</b>	<b>TOTAL AREA</b>

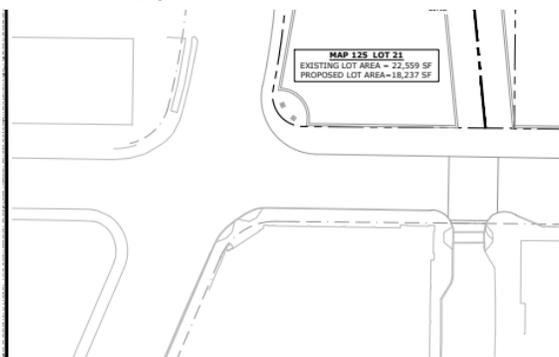
T-5037-002 PRE  
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 Page 2

Area Listing (all nodes)

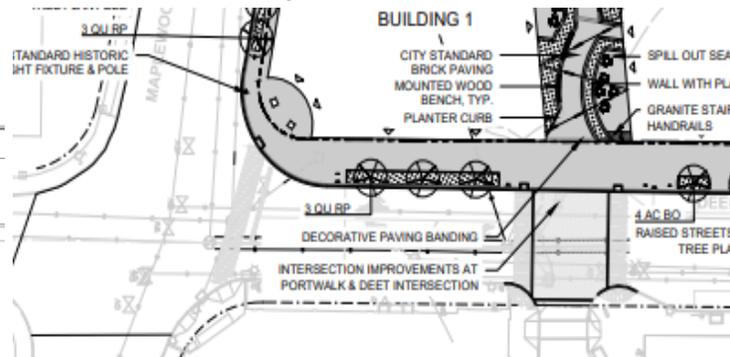
Area (sq-ft)	CN	Description (subcatchment-numbers)
12,636	39	>75% Grass cover, Good, HSG A (PRE 2.0, PRE 3.0)
10,362	80	>75% Grass cover, Good, HSG D (PRE 1.0, PRE 2.0, PRE 3.0)
2,104	96	Gravel surface, HSG A (PRE 2.0)
5,270	96	Gravel surface, HSG D (PRE 2.0)
3,120	98	Ledge, HSG A (PRE 2.0, PRE 3.0)
62,458	98	Unconnected pavement, HSG A (PRE 2.0, PRE 3.0)
63,417	98	Unconnected pavement, HSG D (PRE 1.0, PRE 2.0, PRE 3.0)
6,029	30	Woods, Good, HSG A (PRE 3.0)
<b>165,416</b>	<b>90</b>	<b>TOTAL AREA</b>

**Deer Street Road Alignment and CrossWalk**

C-204 (pg 41)



L-101 (pg 52)



Sometimes just lining up one side of the road with another solves a lot of problems. Both 2 Russell and 161 Deer are works in progress with some management of sidewalks Deer St could be lined up to become a more functional intersection looking at the presented plans. It is remembered that one side of Deer St is merely a two way and the other is a four way street.

*The crosswalk situation is a matter of pedestrian management.* The proposed Deer St/Portwalk crosswalk sits much closer to a busy intersection, is a wider area to cross and has significantly more traffic at peak hours when the most people would be crossing than Hanover St. It is only the look not the function that is comparable. The area also has a very active right turn from Maplewood onto Deer St and a wild left turn from Deer St onto Maplewood at peak hours! Solutions to consider, some have been discussed could be: (a) only have ONE cross walk on the side furthest from the Maplewood intersection (b) create an island in the middle or two bump out (similar to at White Heron) to slow down traffic and make the crossing distance less (c) add an RRFB (d) use a **painted white cross walk with left and right side excessively large outlines in white** (f) add a colored street light for better night visibility. Many tired tourists looking for the Sheridan entrance often are not watching the road in that area.

### **The Bike/Pedestrian/Driveway/Fire Road**

Anyone who has ever driven in a city with decorative colored bricks as street markings in the road knows they are almost impossible to see, much less figure out, in the dark, even with adequate lighting. Those of us leaning on the more senior side find them even harder to see in the dark. It could be more helpful to create slightly recessed reflective markings, instead of the proposed colored bricks or just create an area marked with white paint specifically for pedestrians. Cyclists move with the flow of traffic anyway and therefore should not need a specific place to ride.

**There does need to be a fence, plantings or something to keep people from moving onto the RR Track setback by accident along this fire road.** The Historic District Committee only tends to review what is in their purview, safety and zoning issues are not commonly addressed. *Trains are a LOT wider than the track and most people don't realize that, much less drivers who are hoping pedestrians will move out of their way.*

### **Lighting**

According to Plan E-001 (pg 55) the lighting provided is merely 227 lumens under the MAXIMUM allowed, that amounts to about one 25 Watt incandescent bulb. The city's light sources are over the MAXIMUM allowed by 1059 lumens. Both are shameful numbers considering that LEDs are supposed to help us reduce the amount of energy wasted and help to reduce the need for so much lighting. **There is nothing on the lighting plan which indicates which lights will be turned off between 11PM and 6AM and which low level lights will be used for security purposes.**

### **Landscape Plan (L-101 pg 52)**

Seems to be lacking in details, maybe because it is not in the 100' buffer

### **Community Space Exhibit (pg 184)**

Was unable to find an **easement plan** for community spaces.

Respectfully,

Elizabeth Bratter,  
159 McDonough St  
Property Owner

**RE: 2 Russell St**  
**Meeting: TAC 09/06/22**  
**Packet Pages: 5 to 10 (page 20-395)**

Dear Members of the Technical Advisory Committee,

09/06/22

It is very disconcerting that some of the discussions by this committee were not found in this packet. If they are submitted during the meeting, one could contend that it's hard to provide public comment after the fact and the project should return for another meeting with updated information.

**Some things which are not clear found in the TAC questions on page 66.**

2. **Solid waste** pick up, think about Bow St on trash pick up day. Will this be private or city? How many buckets will be sitting out there for all those units? Based on the number of buckets that 99 Bow St uses (about 15++) for ONE restaurant, these commercial areas and residential units could need upwards of 50 or more buckets. Will there be a limit on how long they can sit out once emptied since it is supposed to be a pedestrian/bike/residential roadway? Deliveries may become difficult on trash day.
5. **Stormwater** treatment is addressed however **detention basin** sizes seem small for the 2.29 acres of lots with 81,836sf footprints of buildings of which 98% of it seems impervious surfaces. Will the water release be coordinated with low tide instead of a 48 or 72 hour period? Are they following the increase to 20% detention instead of the former 15% (per stormwater management best practices)?
7. Was unable to find a copy of the **Peer Review** Traffic Study in the packet or minimally comments regarding the review? What about the dueling crosswalks? What about pedestrian restraints to keep them from crossing willy nilly all along Deer St? What about traffic calming and RRBV devices which are RED not yellow for Deer St?
12. **Wide sidewalks** fall under **10.5A46.10 #4**. Building 1 should have a 12' wide sidewalk and buildings 2 and 3 should have 14' wide sidewalks. The sidewalk width seems to only appear on the RR track side of the buildings. *It does not seem to appear on any other side of the site plans.*

<sup>4</sup> In order to receive the **building height** incentive, the **sidewalk** width in front of any **façade** shall be at least 10 feet plus two feet for each story of **building height** above three stories. Any property area needed to comply with this requirement shall count as **open space** as required in Figures 10.5A41.10A-D (Development Standards) and as **community space**; even if less than 15 feet in width.

**Issues discussed by the Committee found in the packet meeting notes page 9:**

- Safety** concerns regarding the dueling crosswalks seem to still not have been addressed.
- A letter by Light Box (pg 395) stated, all lights meet city lumens and light requirements and plan E-001 was updated as well. Hopefully the **“outside” lights** will be turned off or minimally motion activated between 11PM and 6AM as required by the ordinance saving the developer money and creating dark skies for residents to enjoy the stars.
- It is interesting that the “site area” for the lighting is shown as 2.07 acres, actual size of the 3 lots. The site area for **storm water “post” total** (pg 92) shows calculations were done using 165,416sf = 3.80 acres but the total site area seems to be 2.29 acres (0.55, 1.11, 0.44, 0.22). It's hard to believe there is about 1.51 acres of road there which seems to be included in this.

**Unanswered questions:**

What about **the green areas** on the buildings? All along it was talked about that these may be green roofs, yet they are still not in the landscape plan. What is the plan for these large impervious surface areas on Building 2 and 3?

L-101 page 47 shows seasonal grasses and perennials by the trees on Deer St **these could be extended the entire length of Deer St to deter pedestrians from crossing willy nilly with a nice chain accent as well.**

**A Stormwater item which doesn't seem logical to a non-stormwater expert.**

*How did the stormwater at PA-2 change so much when the post development Analysis states, nothing changed.*

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## **Section 4 Peak Rate Comparison**

The following table summarizes and compares the pre- and post-development peak runoff rates from the 2-year, 10-year, 25-year and 50-year storm events at the point of analysis.

**Table 4.1  
Comparison of Pre- and Post-Development Flows (CFS)**

	<b>2-Year Storm</b>	<b>10-Year Storm</b>	<b>25-Year Storm</b>	<b>50-Year Storm</b>
<b>Pre-Development Watershed</b>				
PA-1	1.16	1.83	2.34	2.83
PA-2	5.91	9.44	12.16	14.70
PA-3	4.38	7.71	10.30	12.71
<b>Post-Development Watershed</b>				
PA-1	1.15	1.65	2.21	2.83
PA-2	2.05	3.15	4.01	4.81
PA-3	4.31	7.65	10.24	12.66

The Peak Runoff Control Requirements of Env-Wq 1507.06 are required to be met for all points of analysis. As shown in Table 1.2 the Post-development flows are decreased from the Pre-development flows for all points of analysis.

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### **Point of Analysis (PA-2)**

Post-development Watershed 2.0 (POST 2.0) is comprised mostly of the brick fire, pedestrian, and bicycle access drive. Additionally, this watershed has portions of gravel adjacent to the railroad tracks. Like the pre-development conditions, runoff from this watershed travels parallel to the railroad tracks prior to infiltrating into the ground.

Please take your time in reviewing all aspects of this huge development. It would be a shame if the lighting became another Foundry Garage, the stormwater to become an AC Hotel or South Playground Parking Lot or if it became a PortWalk Place of lots of hardscapes with very little "real" green spaces. Thank you for taking the time to review this letter.

Sincerely,

Elizabeth Bratter  
159 McDonough St  
Property Owner