GOODRIDGE BROOK ESTATES DEVELOPMENT PLAN REVIEW

(SITE PLAN LAST REVISED 9/18/18)

TRAFFIC STUDY

- Directional Distribution
    - Sterling Road Northwest increase to 67% (up from 35%)
    - Deershorn Road decrease to 3% (down from 35%)
        - Left turn at Rte. 62 problematic in AM with Chase Road crossing… why travel away from Rte. 62 and U-turn onto Deershorn to get to Rte. 62.
- Peak Hour Trips
    - Single Family 11% OK
    - Multi-Family 10% should be higher than SF…. USE min. 12 %
- Critical Intersection Analysis
    - Sterling Road at Route 62 AM
        - With 67% direction distribution
        - With 12% peak AM Hour from Multi-Family
        - With 11% peak AM Hour from Single Family

FIRE AND RESCUE / LIFE SAFETY

- Single Family
    - No issues with single family housing development
- Multi Family (Apartments)

    (Note: As a reference I reviewed Clinton Zoning regulations with Clinton Planning office followed by a meeting with Clinton Fire Chief, Chief Luts)

    - Multi-Family Housing in all Residential Districts of Clinton allow a maximum of 3 floors (confirmed by fire Chief.)
    - The three (3) proposed Goodridge Brook Estates multi family structures are all from a fire fighting/ rescue analysis, 5 story structures in the rear.
        - There is no vehicular access to the rear of any of the 3 multi-family structures for any fire and rescue apparatus.
        - A 50-foot ladder is only good for 3 floors.
    - No emergency fire lane access provided to multi-family.

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- o Lancaster Fire Department 7-8 minutes from Multi-Family Units
  - ▪ Clinton Fire Department also 7-8 minutes from site
  - ▪ Mutual aid agreement with Clinton Fire Dept on fire alarms?
  - ▪ The number of Multi Family units will generate a significant number of false alarms and responses by the Lancaster FD.
  - ▪ Will the Fire Dept. in future want to put a Station and maned equipment closer to the site….at Tax-payers expense?
  - ▪ If the Fire Chief thinks this project will trigger additional Fire Department needs ….. then they should be stated now and be made the responsibility of the Developer, in part or entirely.

SITE PLAN – REVIEW

- • Single Family Development
  - o Roadway layout is functional
  - o Traffic circulation is good but tight (22')
  - o Assume roads will become public increase to 26'
    - o Will facilitate school bus
    - o On-street parking will be problematic from time to time.
    - o Pedestrian circulation could be better
    - o Sidewalks abut travelways… need to provide separation….. must provide min. 3'-wide grass strip.
    - o Needs internal walkway/ bicycle way to avoid need to use Sterling Road
  - o Sterling Road set back can not be reduced to 20 feet!
    - o The existing 8 homes on Sterling Road in the vicinity of this proposed project are set back at least 50 feet.
    - o 6 of these 8 lots have turn arounds as part of their driveways, the other 2 lots park backed in facing the street.
    - o No one backs onto Sterling Road and no one parks on Sterling Road.

- • Multi Family (Apartment) Development
  - o Layout is unacceptable
  - o No internal circulation is provided – dead end parking at structures
  - o How does UPS, FedEx Ground, moving van yet alone Fire Apparatus turn around

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- Apartment structure layout and site circulation suitable for a time share in Florida or barracks... not for winters in Worcester County.
  - How does landlord plow snow in the parking bays
  - How does landlord remove snow from sidewalks in front of units.
  - Perpendicular parking overhanging sidewalks
  - Probably impacts ADA accessability
  - Blow snow against buildings or blow snow onto vehicles

RECOMMENDATIONS

Should the ZBA choose to approve the application... approve it on conditions the Town and the site can support.

- **Do not waive the 3-Story height limit for multi- family units (all units).**
  - Life safety mandates 4-story structures have full perimeter vehicular circulation for fire apparatus (Not to mention possible stand pipe requirement)
  - 4-story waiver will set precedent..... other applicants will follow
  - Given the layout and sloping site topography with no vehicular access to the rear of the multi-family units limits it to 2-story buildings (with 3-storys in the rear).

- Require acceptable on-site circulation within the multi-family units
- Require secondary emergency fire lane for multi-family units
- Needs internal walkway/ bicycle way to avoid need to use Sterling Road.

- **Do not waive set back on Sterling down to 20 feet.**
- Given the 3 curb cuts on Sterling Road for roadways ("A", "E" and the Apartment Drive) prohibit private drives connecting to Sterling Road and do not waive the set back on Sterling Road to less than 30 feet. (Internal frontage set back (roadways "A", "B" and "E") can be waived to 20 feet.
- Number of lots lost: max. 7

- **Provide internal recreation**

- Eliminate 5 lots: 28, 29, 30, 31 and 32 for recreation
- Construct\ provide bus stop shelter on Road "B" at recreation area
- Construct 14- wide walkway thru recreation area and between the two (2) multi-family units.
- Walkway would provide emergency access route to multi-family units.
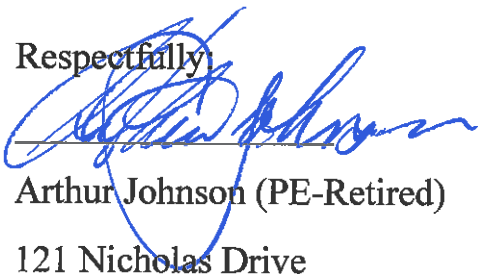
It would be my professional opinion that the maximum reasonable development capability of this project site is in the order of 110; 50 Single Family Houses and 60 Multi Family units…or less.

NOTE: Reducing the Multi-Family units to 2-story (3-story in the back) you can move all parking to other side away from structures and provide additional lawn area in front of the units along with a painted 8-wide Fire Lane along and in front of Multi-Family Apartment Buildings

PROJECT SET ASIDE ?

- Does DHCD provide for designating percentage of affordable units set aside for local residents. (Up to 70%?)

Respectfully,

Arthur Johnson (PE-Retired)

121 Nicholas Drive

Lancaster, MA

Attachment:

- Marked up prints showing possible
    1) Emergency Fire Lane
    2) On-site walkways to avoid Sterling Road
    3) On-site Bus Stops to avoid Sterling Road
- Resume (Old)
    - Senior Civil Engineer – 45 yrs. Experience
    - Planning and Zoning 18 years (Chair 12 yr)

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SITE DEVELOPMENT PLAN
"GOODRIDGE BROOK ESTATES"
Unit & Single Family Subdivision Layout
LANCASTER, MASSACHUSETTS

ZONE 'C' 55 UNITS

35 UNITS

ZONE 'A' 2 UNITS

14 EMERGENCY FIRE LANE

UTILITY EASEMENT WITHIN 20' WALKWAY TO (BIKEWAY) BUS STOPS

Handwritten annotations on plan:

- Residential
- 14' PAVED EMERGENCY FIRE LANE 40' WIDE UTILITY EASEMENT (BIKEWAY/WALKWAY)
- BUS STOP w/ COVERED SHELTER
- Residential
- HYDRANT

SITE DEVELOPMENT PLAN
"GOODRIDGE BROOK ESTATES"
Multi Unit & Single Family Subdivision Layout
LANCASTER, MASSACHUSETTS