



TO:	Kenneth Petraglia, P.E., PTOE	DATE:	November 16, 2020
FROM:	Keri Pyke, P.E., PTOE Emma Parisi	HSH PROJECT NO.:	2019251.00
SUBJECT:	11 Dartmouth Street – Proposed Office Tower Responses to Final Peer Review Comments		

Howard Stein Hudson (HSH) has prepared this memorandum in response to the final comments received on the 11 Dartmouth Street – Proposed Office Tower from the City’s peer review consultant, Kenneth J. Petraglia, P.E., PTOE, on behalf of the Malden Planning Board dated November 5, 2020.

In direct response to feedback we received from community leaders and government officials over this past spring and summer, we modified our design to increase the number of parking spaces and reduce building height. We presented this revised design at a virtual community meeting on October 1, 2020 and received very supportive feedback. Accordingly, the revised Traffic Study is predominantly the same as the version submitted last spring, with the exception of updating the description of the building program to incorporate the increased parking count and items that specifically respond to the previous peer review comments. Responses to the final peer review comments can be found in this memorandum with any mitigation commitments subject to a final unappealed Special Permit and utilization thereof.

Comments and Responses

Peer Review Comment 1 – Intersection Crash Mitigation Recommendations

Main Street/Ferry Street/Salem Street – Upon further review and field work, we have modified our stance on the issue of parking and crosswalks at this location. This segment of Salem Street carries significant speed traffic at the Main Street intersection. The large radius curve between Salem Street and Main Street further challenges pedestrians. We withdraw our prior comments regarding these issues and no longer recommend changes.

Main Street/Centre Street – Several effective improvements offered by the proponent include: replace the existing doghouse signal head with a four-section signal head that would include a flashing yellow arrow; installation of backplates on overhead signals; and possible rephasing the



intersection to include an exclusive pedestrian phase. We do, however, request that proposed modifications include updated analysis, design, and installation.

HSH Response: These items were suggested solutions following the more detailed crash data review. The Proponent agrees that as mitigation for the project, we will provide updated analysis of these modifications to the signal at the intersection of Main Street/Centre Street. The City has recently changed the signal timing and phasing of the intersection to introduce concurrent pedestrian phasing, which generally leads to fewer delays for both pedestrians and vehicles. Given that the most-recent crash data available was for 2015-2017, and the change was made after that, we would not recommend reverting to the exclusive pedestrian phase. The Proponent will utilize its transportation consultant to provide updated analysis and design plans showing the proposed signal changes. The Proponent will provide \$5,000 to the City for purchase and installation of the signal equipment and modification to the signal timings.

Peer Review Comment 2 – Parking

The Proponent describes this facility as a TDM project, yet the modified project would increase the number of parking spaces from 75-161, more than doubling the number of parking spaces required. Yet, the report state “that... Under the Build Condition (2027), the study area intersections and approaches will generally continue to operate at the same LOS as under the No-Build (2027) Condition.”

The purpose of TDM is to reduce vehicular traffic, while substituting alternate modes of transportation. Signal timing modifications alone are not likely to significantly enhance TDM measures while more than doubling parking spaces.

HSH Response: The Proponent will continue to provide the previously outlined TDM measures to encourage non-single-occupant-vehicle (non-SOV) travel to the site irrespective of the number of parking spaces provided. TDM measures are designed to reduce vehicular traffic but the Proponent has included more parking spaces at the request of City officials and community leaders. A parking ratio of 1 space/1,000 square feet (sf) is representative of most urban office developments. With this increase in on-site parking spaces, the Proponent is no longer pursuing additional off-site spaces.



Peer Review Comment 3 – Land Uses

The proposed types of retail uses have yet to be described. This should be resolved and approved by the City to determine the size and type of vehicles (i.e. motor vehicles, construction trucks, etc.)

HSH Response: The Proponent has indicated the retail area will be used for small retail such as grab & go food outlets, a café, or other neighborhood retail. These two spaces will be approximately 2,000 sf each and will be non-destination retail. They are primarily intended to be patronized by local pedestrian traffic. The tenants will be ancillary retail and offer multiple services to reduce necessary trips to the site. The small retail spaces have been accounted for in the trip generation and traffic analysis. The tenants of the retail spaces will utilize the loading dock located on Dartmouth Court for all deliveries. Deliveries will not take place on Dartmouth Street.