

8/20 (5)

Christine Joyce

From: Corey York
Sent: Wednesday, August 01, 2012 12:23 PM
To: Manager Department
Cc: Police Department; Fire Department; JD Head; Highway Department; 'Scott Hayes'
Subject: FW: Proposed Street Parking Spaces on Spruce Street
Attachments: 2011-03-25 - Site Plan.JPG; WAVE-SITEPLANS-3.jpg; PHOTO A - Spruce St at Mass Ave - Proposed Centerline.pdf; PHOTO B - Spruce St at St #5-9 - Proposed Centerline.pdf; PHOTO C - Spruce St at St #11 - Proposed Centerline.pdf; PHOTO D - Spruce St at Arlington - Proposed Centerline.pdf; PHOTO E - Arlington St at Spruce.pdf; PHOTO F - Windsor Ave by Mass Ave.pdf; PHOTO G - Windsor Ave by Pearl St.pdf; AERIAL - Locus.pdf; Spruce Street - AERIAL LOCUS - proposed centerline.pdf; Traffic Rules and Orders - Parking - Spruce Street (west side) - 2012 - Amendment.pdf; Traffic Rules and Orders - Parking - Spruce Street _east side_ - 2012 - Amendment.pdf

As a follow-up, I have compiled some backup information that was requested to support the discussion that took place at the BOS meeting on Monday night, July 9th.

Road Pavement Width

I've attached photos of Spruce Street showing the parking that is already occurring along the easterly side in front of the Michael Rosenfeld's building and Sweet Bites. I labeled the approximate pavement widths to show the travel lane widths that exist with that parking on the road. Currently, there is about 30 feet of pavement width by Mass Ave next to the Architect building. In front of Sweet Bites, the pavement width widens to about 32 feet. This area is consistent with the applicant's proposal to realign Spruce Street next to the new development and provide a 24-foot pavement width with about an 8 foot wide parking space on the westerly side.

I also attached an aerial photo of Spruce Street showing proposed 12-foot travel lanes in both directions and labeling the remaining pavement width on the easterly side of the road that is available for parking. It should be noted that during my field inspections the parked vehicles on the easterly side of Spruce Street by Sweet Bites were already being positioned to maintain two (2) 12-foot travel lanes.

General Parking Regulations

Article V, Section 1 of the Traffic Rules and Orders has the following general parking prohibitions that were approved in 1967:

- **GENERAL PROHIBITONS.** No person shall allow, permit or suffer any vehicle registered in his name to stand or park in any street, way, highway, road or parkway under the control of the Town of Acton in violation of any of the Traffic Rules or Orders adopted by the Board of Selectmen, and in particular in any of the following places except when necessary to avoid conflict with other traffic or in compliance with the direction of a police officer or traffic sign or signal.
 - Within an intersection
 - **Upon any sidewalk**
 - Upon any crosswalk
 - **Upon a roadway where parking is permitted unless both wheels on the right side of the vehicle are within twelve (12) inches of the curb or edge of the roadway, except upon those streets which are designated as one—way street, On such one—way streets vehicles**

shall be parked in the direction in which said vehicle is moving and with both wheels within twelve (12) inches of the curb, This shall not apply to streets or parts of streets where angle parking is required by these regulations

- Upon any roadway where the parking of a vehicle will not leave a clear and unobstructed lane at least ten (10) feet wide for passing traffic.
- Upon any street or highway within ten (10) feet of a fire hydrant.
- Upon or in front of any private road or driveway.
- Upon any street or highway within twenty (20) feet of an intersecting way, except alleys.

Site Specific Parking Restrictions/Prohibitions:

- Spruce Street (westerly side) - There is a No Parking Zone on Spruce Street along the westerly side between Massachusetts Ave and Arlington Street. This amendment was approved on May 6, 1958.
- Spruce (easterly side) - I did not find a Traffic Rules and Order amendment specific to parking on the easterly side of Spruce Street between Massachusetts Ave and Arlington Street.
- Arlington Street - I did not find a Traffic Rules and Order amendment specific to parking on the southerly side of Arlington Street along the Spruce Corner frontage.

In the situations where there is no site specific parking restriction or prohibition, I would say that parking would be permitted only if the driver does not violate the general parking prohibitions described above and any applicable parking regulations determined by state law. The developer for Spruce Corner will be constructing a granite curb and concrete sidewalk along Spruce Street and Arlington Street. A vehicle cannot be legally parked along their frontage after the road improvements are completed.

School Buses

The Detective Cowan raised his concerns about congestion and the suitability of the proposed road alignment for school buses. I forwarded an email with the applicant’s proposal to the School to confirm if they had seen these plans and if they had any comments or concerns. JD Head left me a phone message on Monday, July 9th and indicated that they were generally ok with the concept.

Right of Way Information

I’ve attached Site Plans for this development at the intersection of Spruce and Arlington (Spruce Corner) and the WAVE Project at the intersection of Spruce Street and Mass Ave. The plans show the edge of the ROW for Spruce Street at both intersections to be within the sidewalk. The edge of the Spruce Street ROW then shifts to edge and/or slightly within the road pavement at about 11 Spruce Street (Ernie’s Auto Body & the computer repair facility).

Windsor Ave at Mass Ave

- Windsor Ave (westerly side) – There is a 1-hour parking restriction on the westerly side from Mass Ave to Pearl Street that was approved on July 2, 1963.
- Windsor Ave (easterly side) – There is a No Parking Zone on the easterly side from Mass Ave to Pearl Street that was approved on March 31, 1948

I’ve attached photos (Photos F & G) of Windsor Ave showing the parking that occurs at this location and labeled the approximate pavement widths to show the travel lane widths that exist with that parking on that road. Currently, there

is only about 25-26 feet of total pavement width. Assuming an 8-foot wide parking area on the westerly side of Windsor Ave, this would only leave about 17-18 feet of pavement width for vehicles driving in both directions.

Proposed Traffic Rules and Orders Amendments

I've attached the proposed amendments to Article V (Parking) of the Traffic Rules and Orders.

- The amendment for the westerly side of Spruce Street is the same amendment that was presented to the Board on July 9th. The westerly side of Spruce Street from Massachusetts Avenue to Arlington Street currently has a parking prohibition. This amendment to the Traffic Rules and Orders will modify the parking prohibition to allow a 2 hour parking restriction for the three (3) new spaces being constructed on Spruce Street by the intersection with Arlington Street.
- I've included a second amendment for Spruce Street and Arlington Street along the frontage of the new development entitled "Spruce Corner". Currently, there are no parking restrictions approved for the easterly side of Spruce Street or along Arlington Street adjacent to Spruce Corner. This amendment would prohibit parking along their frontage on Spruce Street and Arlington Street. The developer for Spruce Corner is required to construct a granite curb and concrete sidewalk along Spruce Street and Arlington Street and a vehicle cannot be legally parked along their frontage after these road improvements are completed. This amendment would formalize the No Parking zone so that it could be posted. If this amendment was not passed, vehicles still could not legally park along this section of Arlington or Spruce Street. Parking is prohibited on sidewalks and upon any roadway where the parking of a vehicle will not leave a clear and unobstructed lane at least ten (10) feet wide for passing traffic.

Please let me know if you need any additional information.

*Thank You,
Corey York, DPW Director / Town Engineer*

*472 Main Street
Acton, MA 01720
(978) 929-6630 tele
(978) 929-6340 fax*

From: Corey York
Sent: Friday, June 22, 2012 5:30 PM
To: Fire Department; JD Head
Subject: Fwd: Proposed Street Parking Spaces on Spruce Street

Sorry. I just realized that I didn't include your emails on the message I sent below.

Corey

Begin forwarded message:

From: Corey York <cyork@acton-ma.gov>
Date: June 22, 2012 4:30:59 PM EDT
To: Highway Department <Highway@acton-ma.gov>, Engineering Department

<Engineering@acton-ma.gov>, Police Department <Police@acton-ma.gov>
Cc: Robert Cowan <rcowan@acton-ma.gov>, Robert Parisi <rparisi@acton-ma.gov>, Steve
Ledoux <sledoux@acton-ma.gov>
Subject: FW: Proposed Street Parking Spaces on Spruce Street

FYI

I had asked the Project engineer to paint the proposed gutter-line for Spruce Street by the intersection with Arlington Street. They painted it earlier this week for me, but they had made a mistake and wanted to re-lay it out. Apparently, the engineer marked it today for any to view before they reconstruct the area sometime later next week. The plan is to not touch the concrete sidewalk and to maintain a 24' road width that aligns with the existing roadway.

Corey

From: Scott Hayes [mailto:scott@foresite1.com]
Sent: Tuesday, May 29, 2012 5:29 PM
To: Corey York
Subject: RE: Proposed Street Parking Spaces on Spruce Street

Thanks Corey.

On May 29, 2012 4:33 PM, "Corey York" <cyork@acton-ma.gov> wrote:

Steve L,

I've reviewed the Spruce Street parking proposal from Scott Hayes in his email below dated May 16, 2012 and have the following comments:

Existing Conditions

- There is a No Parking Zone on Spruce Street along the westerly side between Massachusetts Ave and Arlington Street. This was approved by the Town on May 6, 1958.
- The Traffic Rules and Orders specifies a general parking prohibition on public ways within 20 feet from an intersection.
- The Highway Department reconstructed the existing sidewalk on the westerly side of Spruce Street last year.
- The Engineering Department has heard concerns about the lack of parking within West Acton Center. These concerns have generally been focused on Mass Ave (Route 111).

Proposed On-Street Parking

- The road pavement for Spruce Street will be no less than 24 feet wide.
- The three (3) proposed parking spaces will be 22 feet in length by 8 feet wide. This conforms to the parking standards established in the Zoning Bylaw.
- The proposed parking will have a 20 foot minimum offset from the paved intersection rounding at Arlington Street. This will conform to the TR&Os general parking prohibition at/near intersections.
- These spaces will remain open to the public
- The new parking spaces are shown to remain entirely within the Spruce Street layout

Recommendations:

- Traffic Rules and Orders

I would agree that the Town should approve a time restriction for these spaces. If these parking spaces are approved, the Engineering Department will prepare an amendment to the existing Traffic Rules and Orders to remove the No Parking Restriction at this location and establish a 2-hour parking restriction to be consistent with the other streets in the area. The Town would then furnish and install the signage for the parking restriction.

- Existing Public Sidewalk

The relocated granite curbing should not impact the existing 5 foot wide concrete sidewalk along Spruce Street.

- Construction Requirements

The typical cross-section for the bituminous concrete should, at a minimum, comply with the standards set forth in the Subdivision Rules and Regulations for a street.

The granite curbing should be installed in the same manner as approved on their Spruce Corner development plans.

- Pavement Markings

The applicant should be responsible for the pavement markings to delineate the three (3) parking spaces.

I recommend that the parking spaces be approved to help mitigate some of the parking issues that are occurring in West Acton Center. It is also my understanding that the applicant is also working on modifications to the Spruce Corner plans to provide additional parking spaces on their own property.

Let me know if you need any additional information.

Thank you,

Corey York

From: Scott Hayes [mailto:scott@foresite1.com]
Sent: Wednesday, May 16, 2012 2:29 PM
To: Manager Department
Cc: Corey York; Roland Bartl; Mark Roderick
Subject: Proposed Street Parking Spaces on Spruce Street

Dear Mr. Ledoux,

Attached please find a sketch plan for 3 proposed parallel street parking spaces on the west side of Spruce Street just southwest of the corner of the intersection of Arlington St. and Spruce St. Our client, West Acton Trio, LLC, is currently constructing the 'Spruce Corner' mixed use (residential and office/retail) project on the opposite side of the street and would like to add these parallel street parking spaces within the public right of way for the intermittent use of the neighborhood and general public. We propose these spaces to be posted with a 2 hour parking limit sign during normal business hours. Our client is willing to pay the cost to construct these spaces, however, is unsure of the process by which to get approval from the Town to do so. Corey York in the Engineering Dept. suggested I send this request directly to your office that you might be the best person to contact to get the ball rolling.

I am available to attend a BOS meeting if necessary to present this to the Board if that would be helpful. Please let me know what our next steps should be to move this forward.

Thank you in advance for your consideration.

Scott Hayes, PE

Principal

FORESITE Engineering

16 Gleasondale Road, Suite 1-1

Stow, Massachusetts 01775

Phone (978) 461-2350

Fax (978) 841-4102

Email scott@foresite1.com

KING SCHEDULE

| PKG | EXT. PKG | TOTAL |
|-----|----------|-------|
| 0 | 1 | 1 |
| 0 | 1 | 1 |
| 0 | 1 | 1 |
| 1 | 2 | 2 |
| 1 | 2 | 2 |
| 1 | 2 | 2 |
| 1 | 2 | 2 |
| 0 | 6 | 6 |
| 4 | 13 | 17 |

ACTON ZONING BYLAW REQUIRES A MIN. PER SINGLE FAMILY DWELLING UNIT. SPACES MEET THE DIMENSIONAL REQUIREMENTS OF PARAGRAPH 5.03 OF THE ACTON ZONING BYLAW.

DATA:

- 2 SINGLE FAMILY DWELLINGS
- 4 DWELLING UNITS (2 DUPLEXES)
- 3 APARTMENTS
- 4,396 S.F. COMMERCIAL (RETAIL OR OFFICE)

UNITS - (3) 2-BEDROOM UNITS = 18 BEDROOMS

1 GAL/DAY/BEDROOM = 1,800 GAL/DAY

0.75 GAL/DAY/1,000 S.F. = 150 GAL/DAY

150 DESIGN FLOW = 1,980 + 150 = 2,130 GAL/DAY

VER:

IMPERVIOUS COVER = 2,646 S.F. (7.19%)

OVERAGE = 7,002 S.F. (19.02%)

PAVING AND WALKS = 4,396 S.F. (13.4%)

IMPERVIOUS COVER = 11,923 S.F. (32.4%)

TIO

38,794 SQ.FT.

- 1,029 SQ.FT.

E AREA = 35,765 SQ.FT.

PROPOSED = 19,086 SQ.FT.

NET FLOOR AREA < 0.40

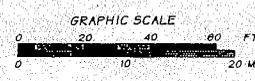
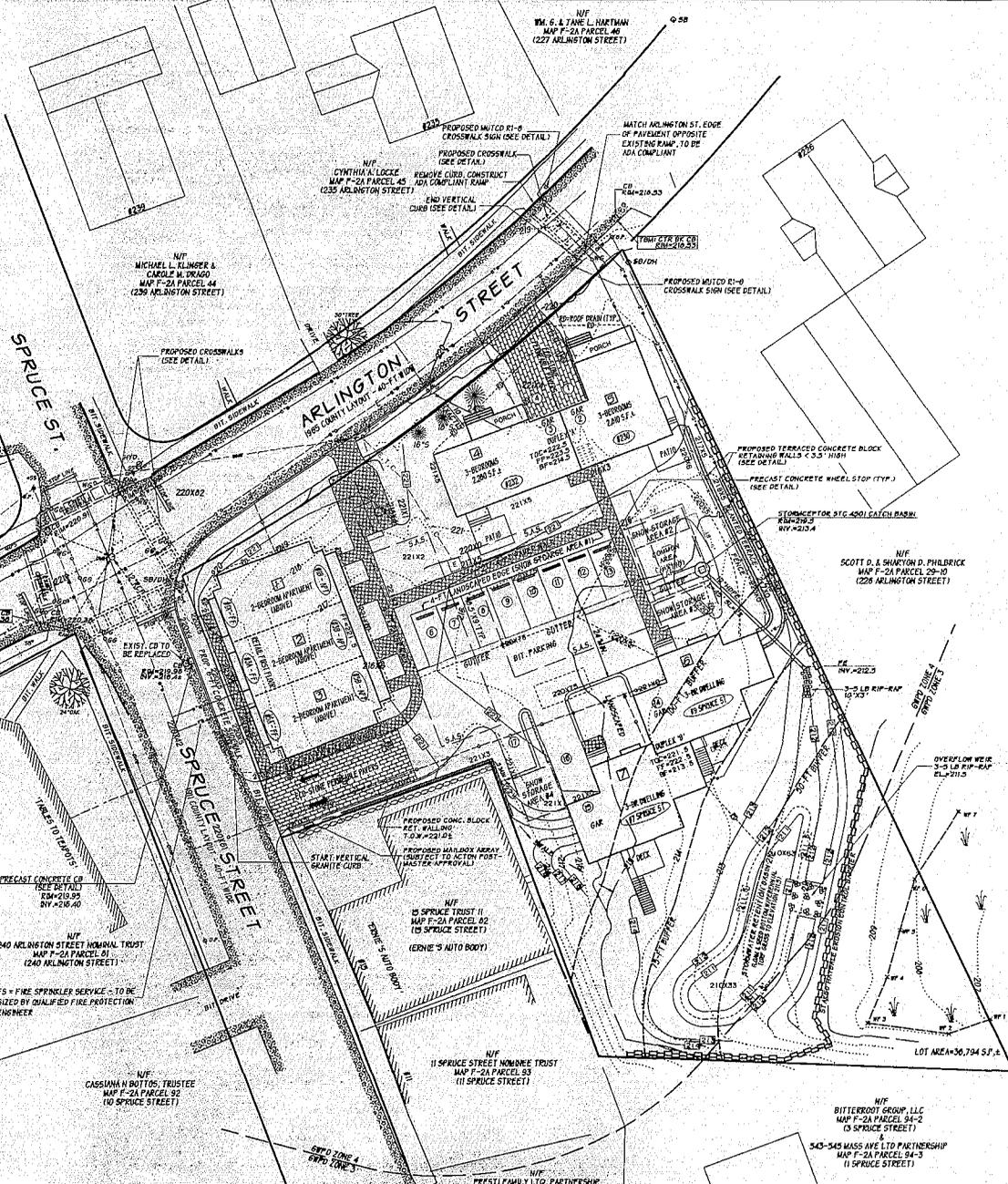
DEVELOPABLE SITE AREA

20,295 S.F. = 0.582

35,765 S.F. = 0.982

AREA ABOVE P.A.R. OF 0.4 IS OR AREA MEETING THE PROVISION IN THE TABLE OF STANDARD REQUIREMENTS (2BL SEC. 5) FOR P.A.R. TO A MAX. OF 0.7

GRAPHIC SCALE



- NOTES:**
- NO FILL CONTAINING HAZARDOUS MATERIALS OR WASTE SHALL BE USED ON SITE.
 - LIMIT OF CLEARING SHALL BE CLEARLY STAKED IN THE FIELD PRIOR TO THE START OF CONSTRUCTION AND SHALL BE OBSERVED AS THE LIMIT OF ALL WORK.
 - ALL CATCH BASIN SUMPS AND STORM WATER BASINS SHALL BE CLEANED FOLLOWING CONSTRUCTION AND ANNUALLY THEREAFTER.
 - NO EARTH OR CONSTRUCTION DEBRIS SHALL BE HAULED EXCEPT BETWEEN THE HOURS OF 9 AM AND 4 PM ON WEEKDAYS.
 - TRAVELLED IMPERVIOUS SURFACES SHALL BE CONSTRUCTED OF BITUMINOUS ASPHALTIC CONCRETE, TYPE I, LAID IN TWO COURSE A 2" BINDER COURSE AND A 1" FINISH (TOP) COURSE. EXCEPT WHERE ECO-STONE PERMEABLE PAVERS ARE PROPOSED.
 - ALL STUMPS SHALL BE EITHER GROUND ON SITE WITH A STUMP GRINDER OR REMOVED FROM THE SITE FOR PROPER DISPOSAL.
 - CONTRACTOR SHALL CONTACT DIGSAFE AT (800) 344-7233 AT LEAST 72 HOURS BEFORE EXCAVATING ON PUBLIC OR PRIVATE PROPERTY.
 - THIS SITE LIES WITHIN TOWN OF ACTON GROUNDWATER PROTECT DISTRICT ZONES 3 & 4.
 - NO PORTION OF THE SITE LIES WITHIN THE 100 YEAR FLOODPLAIN REF. P.F.R.M. 250176 REV. 1/6/02.
 - ALL ELEVATIONS REFER TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29). BENCHMARK TRANSFERRED FROM RM TOP CENTERLINE UPSTREAM HEADWALL OF RT. 11 BRIDGE OVER FORT POND BROOK (ELEV. = 202.70), TO CONVERT TO NAVD83 (-
 - ALL PROPOSED WATER MAINS, SERVICES, AND HYDRANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE WATER SUPPLY DISTRICT.
 - PRESSURE TREATED WOOD GUARD RAIL SHALL BE INSTALLED ALONG THE TOP OF THE PROPOSED CONCRETE BLOCK RETAINING WALL ALONG THE SOUTH EDGE OF THE SITE ACCESS DRIVEWAY (SEE DETAIL).
 - SITE SHALL BE GRADED TO ENSURE RUNOFF AWAY FROM STREET, BUILDINGS AND ABUTTING PROPERTY AND TO PREVENT POOLING DRAINAGE.
 - THERE ARE NO KNOWN UNDERGROUND STORAGE TANKS ON SITE AND NONE ARE PROPOSED AS PART OF THIS DEVELOPMENT.
 - NO DUMPSTER IS PROPOSED; EACH DWELLING UNIT OWNER SHALL BE RESPONSIBLE FOR THAT UNIT'S TRASH REMOVAL.
 - BORDERING VEGETATED WETLANDS WERE DELINEATED BY CARR RESEARCH LABORATORY, INC. IN SEPTEMBER OF 2000.
 - ACCESS DRIVEWAY AND CURB ROUNDINGS PROPOSED ARE SUFFICIENT TO ACCOMMODATE, AT A MINIMUM, AN SU-30 DESIGN VEHICLE.
 - ALL FOUND SURVEY MONUMENTS SHALL BE MARKED IN THE FIELD TO CONSTRUCTION, AND SHALL BE REPAIRED OR REPLACED IF ANY DAMAGE OCCURS DURING CONSTRUCTION.
 - ROOF DRAIN LEADERS FROM UNITS 1-3 ARE TO BE PIPED TO ECO-PAYER BED IN MAIN ACCESS DRIVE. ROOF DRAIN LEADERS FROM UNITS 4-5 ARE TO BE PIPED TO ECO-STONE PAYER BED IN UNIT 4-5 DRIVEWAY.
 - ROOF DRAIN LEADERS FROM UNITS 6-7 ARE TO DISCHARGE TO RETAINING WALL.

ZONING REQUIREMENTS - MIN. OR MAX.

| | | |
|---------------------------|-------|-------------|
| MINIMUM LOT AREA: | NR | 36,794 S.F. |
| MINIMUM LOT FRONTAGE: | NR | 103.93' ± |
| MINIMUM LOT WIDTH: | NR | 93.00' ± |
| MINIMUM LOT WIDTH: | NR | 113' ± |
| MINIMUM FRONT YARD: | NR | 5-FT |
| MINIMUM SIDE & REAR YARD: | NR | 3.5-FT |
| MINIMUM OPEN SPACE: | NR | 23.236' ± |
| MAXIMUM FLOOR AREA RATIO: | 0.40 | 0.582 |
| MAXIMUM BUILDING HEIGHT: | 36-FT | 33'-2" |

* FLOOR AREA RATIO MAY BE INCREASED TO 0.70 PROVIDED THAT FOR EVERY 1,000 S.F. OF NON-RESIDENTIAL FLOOR AREA ABOVE A FLOOR AREA RATIO OF 0.40 AN AT LEAST EQUAL AMOUNT OF RESIDENTIAL IN IS PROVIDED SIMULTANEOUSLY. THE PROPOSED DEVELOPMENT MEETS THIS CRITERIA.

"SPRUCE CORNER"
ARLINGTON STREET & SPRUCE STREET
WEST ACTON, MASSACHUSETTS

SITE DEVELOPMENT PLAN
SHEET 03 OF 12

SITE LOCATION: **232 ARLINGTON STREET**
ACTON, MASSACHUSETTS 01720
ASSESSORS MAP: F-2A PARCELS 70, 71 & 93

PREPARED FOR: **WEST ACTON TRIO, LLC**
P.O. BOX 401012
CAMBRIDGE, MASSACHUSETTS 02140

REVISED: 10/16/11, 3/25/11
DATE: JULY 6, 2010

ENGINEERING
SURVEYING
PLANNING

FORESITE ENGINEERING
16 Glenvarde Road Suite 1-1
Stow, Massachusetts 01773

Copyright 2011, Foresite Engineering Associates, Inc.

16 SCHEDULE

| KG | EXT. PKG | TOTAL |
|----|----------|-------|
| 1 | 1 | 1 |
| 1 | 1 | 1 |
| 1 | 1 | 1 |
| 1 | 2 | 2 |
| 1 | 2 | 2 |
| 1 | 2 | 2 |
| 1 | 2 | 2 |
| 6 | 6 | 6 |
| 13 | 17 | 17 |

ZONING BYLAW REQUIRES A MIN. SINGLE FAMILY DWELLING UNIT. ES MEET THE DIMENSIONAL 7 CAR PARKING SPACES OF THE ACTON ZONING BYLAW.

N/F LR PROPERTIES, LLC MAP F-2A PARCEL 81 (241 ARLINGTON STREET)

VILLAGE ACTON DISTRICT ZONE 3 & 4

- 2(A):**
- 2 SINGLE FAMILY DWELLINGS
 - 4 DWELLING UNITS (2 DUPLEXES)
 - 3 APARTMENTS
 - 4,398 S.F. COMMERCIAL (RETAIL OR OFFICE)

1 + (3) 2-BEDROOM UNITS = 18 BEDROOMS
L/DAY/BEDROOM = 1,980 GAL/DAY

5 GAL/DAY/1,000 S.F. = 150 GAL/DAY
DESIGN FLOW = 1,980 + 150 = 2,130 GAL/DAY

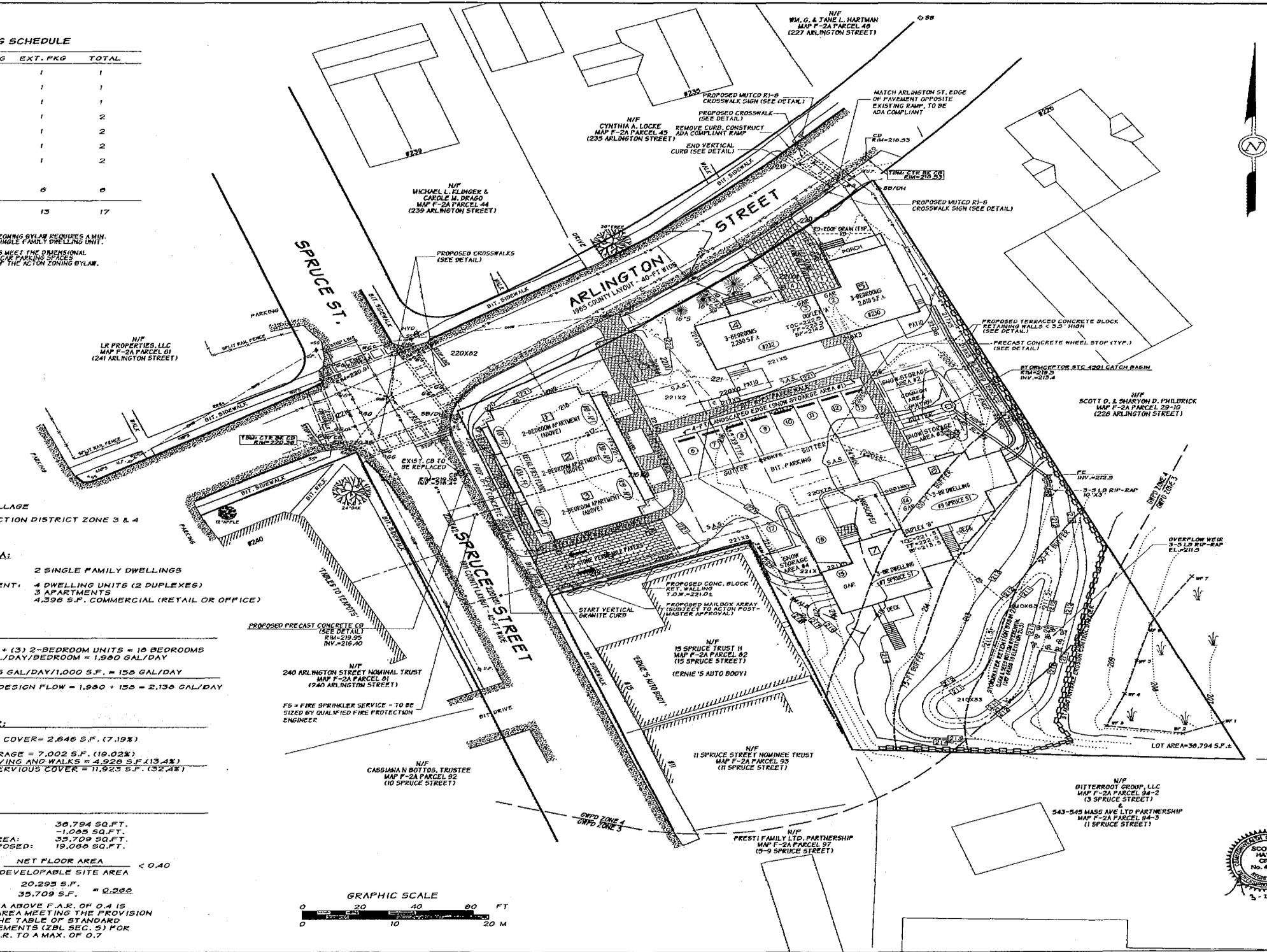
5 COVER = 2,640 S.F. (7.19%)

RAGE = 7,002 S.F. (19.02%)
WING AND WALKS = 4,920 S.F. (13.4%)
SERVICIOUS COVER = 11,925 S.F. (32.4%)

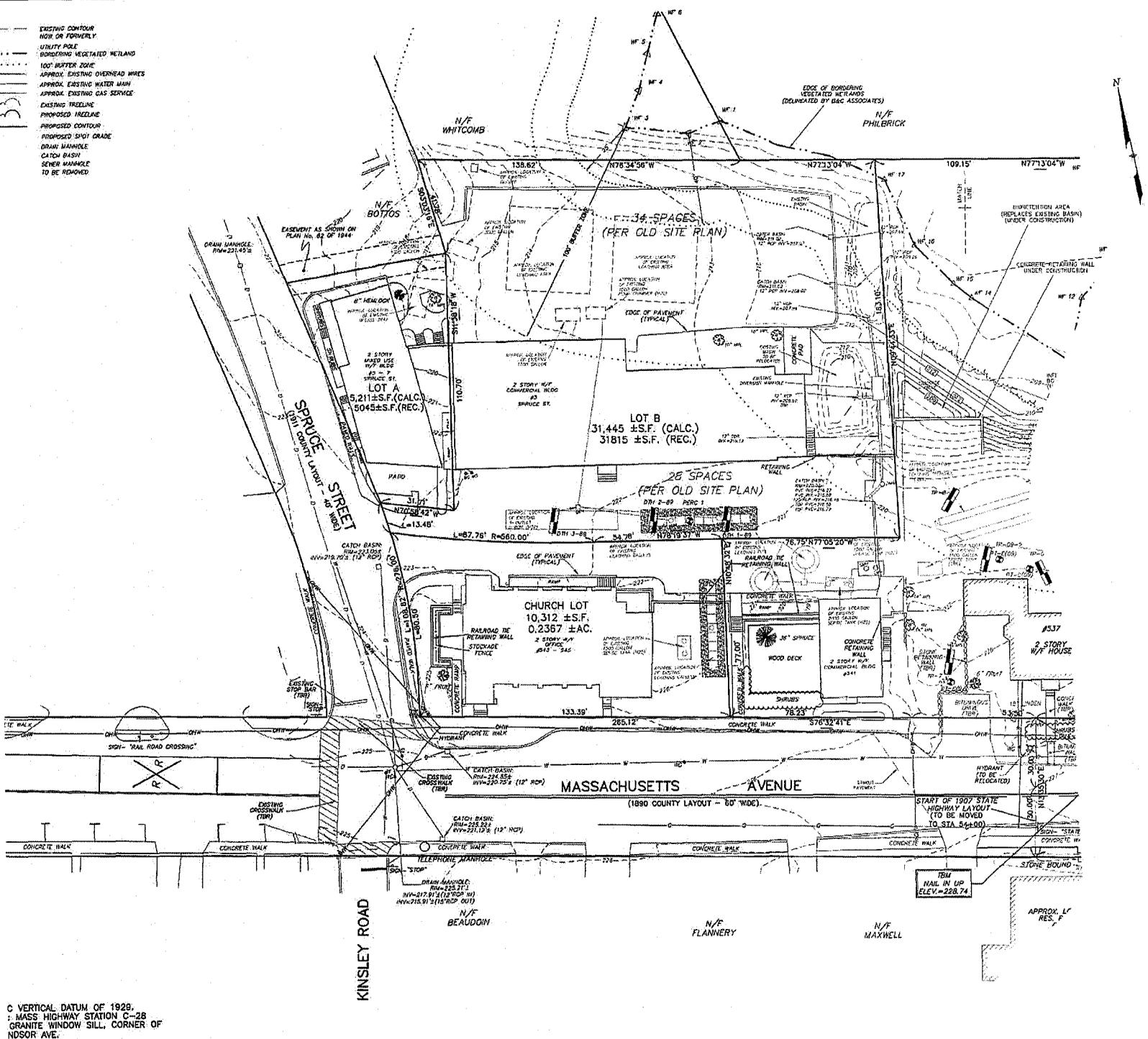
30,794 SQ.FT.
-1,089 SQ.FT.
REA: 33,709 SQ.FT.
POSED: 19,080 SQ.FT.

NET FLOOR AREA < 0.40
DEVELOPABLE SITE AREA
20,295 S.F. = 0.280
35,709 S.F.

1A ABOVE F.A.R. OF 0.4 IS AREA MEETING THE PROVISIONS OF THE TABLE OF STANDARDS ELEMENTS (ZBL SEC. 5) FOR I.R. TO A MAX. OF 0.7



- EXISTING CONTOUR NOW OR FORMERLY
- UTILITY POLE
- BORDERING VEGETATED WETLAND
- 100' BUFFER ZONE
- APPROX. EXISTING OVERHEAD WIRE
- APPROX. EXISTING WATER MAIN
- APPROX. EXISTING GAS SERVICE
- EXISTING TREELINE
- PROPOSED TREELINE
- PROPOSED CONTOUR
- PROPOSED SHOT DRADE
- DRAIN MANHOLE
- CATCH BASIN
- SEWER MANHOLE TO BE REMOVED



WAVE
SITE PLAN
ACTON, MASSACHUSETTS

EXISTING CONDITIONS AND DEMOLITION PLAN

FOR: ROSENFELD
 SCALE: 1"=20' JULY 31, 2009
 REV: DECEMBER 21, 2009 REV: FEBRUARY 17, 2010

STAMSKI AND McNARY, INC.
 80 HARRIS STREET ACTON, MASSACHUSETTS
 (978) 263-8585
 ENGINEERING - PLANNING - SURVEYING

0 10 20 40 60 80 FT

(3320SP-WAV-E.DWG) SHEET 3 OF 8 SM-3320

C VERTICAL DATUM OF 1929;
 1 MASS HIGHWAY STATION C-28
 GRANITE WINDOW SILL, CORNER OF
 NDSOR AVE.

