



SHINGLEMILL

ROCKLAND ZBA & TOWN DEPT. COMMENTS - RESPONSE

Date: 12/8/20

The comments and responses below consist of all new comments received in response to the 10/27/20 ZBA hearing presentation and any comments made regarding the 9/4/20 submission that had not previously been addressed or required amendment.

ZBA 11/18/20 Memo/Email

1. Limit to 4 floors above ground

Response: Per the attached financial analysis (Exhibit 1), reducing the building heights to four stories from the proposed five stories would result in a loss of 49 units and 47,546 rentable square feet. The resulting financial impacts would be as follows.

- Increased construction cost per GSF, RSF, and per Unit.
- Stabilized first year Net Operating Income and Cash Flow would decrease by over 22%.
- Based on the Debt Service Coverage Ratios and Total Project Costs, at 4 Flrs and 187 Units, there would be insufficient income to obtain a permanent loan large enough to pay off the construction loan, resulting in a \$5.2 mil shortfall.

In conclusion and based on the summary above and per Exhibit 1, it has been determined by the applicant that a reduction to four stories would render the project economically infeasible.

2. Consider obtaining public funding for construction of a sidewalk from Pond St entrance traveling west along Pond to the intersection of Hingham St.

Response: Should the project be approved by the board, the applicant will commit to assisting the town in the pursuit of public funding to facilitate the construction of a sidewalk along Pond Street from the entrance of the development to the intersection of Hingham Street. We do believe that the permitting of additional housing at the proposed site would benefit the towns pursuit for funding for this infrastructure project.

3. 5' sidewalks around the buildings

Response: It is the position of the applicant that the introduction of a 5' sidewalks around both buildings does not serve to improve pedestrian access to any area not already serviced by adequate access nor would it proved an amenity to occupants. Additionally, we would also prefer, from an operational and security standpoint, to discourage, but not restrict, access to areas at the rear of the buildings that are not specifically designated as amenities.

4. 360 degree fire access for both buildings

Response: Subsequent to an 11/19/20 coordination meeting between the applicant and the Rockland Fire Department, dedicated fire access lanes have been added to the rear of the both buildings and grading in the rear of the "Bar Building" has been modified to allow for fire department foot traffic around the building.

5. Consider moving the community building to the Wilson Street lot.

Response: It is the applicants understanding that the boards request for the relocation of the community building to the Wilson Street lot stems from the desire to eliminate on of the set back waivers being requested by the applicant. While this request is understood and appreciated, the change presents several challenges.

The first being that a special permit would be required to locate the community room at the Wilson street lot as it is not zoned for this use. Additionally, it is the position of the applicant that the Wilson St. lot is not an appropriate location for the community building. We believe that given the proximity of the outdoor lounge at the rear of the building, which will often be used for gathering and events, to the adjacent lot on Wilson St will create an undesirable condition for our neighbors. Noise and light being the main concerns. And lastly, this move would disrupt the additional parking which has been requested by the board and frankly desired by the applicant located on the Wilson St. lot. (see #8 for further detail).

6. Outside recreation areas

Response: As represented in the 12/8/2020 Shinglemill Site Plan REV, and the attached concept renderings, the applicant has introduced sever additional outdoor amenities as listed below.

- Walking Path at South end of the development (approximately 1,087 ln ft long)
- Nature Observation Deck
- Open Park Space with seating area
- Half basketball court with seating area
- Dog run at rear of “Bar” Building
- Outdoor Lounge behind community building with seating and fire pit
- Outdoor plaza and seating area at “L” Building

7. Dedicated right turn lane into the development

Response: Please refer to the attached Capacity Analysis (Exhibit 2) that compares constructing a southbound right-turn lane into the project site and maintaining the existing one-lane approach where through and right-turns are shared within the same lane.

The capacity analysis indicates that the inclusion of an exclusive southbound right-turn lane on Pond St into the site provides negligible operational improvements to both the Pond Street southbound and the proposed stop-controlled eastbound approach at the Site Driveway. The southbound right turn volume is a small portion of the southbound approach volume (less than 2% during the weekday morning peak hour and less than 5% during the weekday afternoon peak hour) and would not provide significant benefit. Therefore, separating the right-turns from the through movement is not anticipated to be an effective mitigation alternative.

Furthermore, the roadway widening necessary to construct the right-turn lane would impact existing drainage structures and the slope on the west side of Pond St. Widening Pond St in this section would also inhibit the ability to achieve the required widening necessary should the town pursue a future sidewalk within this segment of roadway.

8. Overflow parking consideration for guests

Response: As shown on the 12/8/20 Shinglemill Site Plan REV, the applicant is proposing an additional 146 parking spaces to be located at the Wilson Street lot for a total of 446 spaces, bringing the parking ration for the property up to 1.93, which, paired with lease unit type parking restrictions (see #9), will provide the property with ample overflow parking for guests. It has also been confirmed through the underwriting and title company that the applicant owns the section of the paper street (Cedar St) abutting the main site and Wilson Street lot which would allow the use of this section to be used for parking with no through way condition required. Please refer to the attached letter from Mirrione Shaugnessy Uitti (applicants council) dated 12/9/20 for specifics. (Exhibit 3)

9. 1 parking space per studio/1 bedroom units and 2 spaces per 2/3 bedroom units. (lease restriction)

Response: The applicant will commit to a 1 space per Studio & and 1 Bed, and 2 spaces per 2 Bed and 3 Bed lease condition. Considering the total proposed space count of 446, 116 spaces would then be available to be used for guest parking and allow some flexibility in the allotted spaces for some 1 Bed units. At any given time, a minimum of 22 guest parking spaces (5%) will be maintained.

10. Some semblance of compliance with the current local wetland bylaw

Response: The applicant has made all efforts to minimize the impact on the surrounding wetlands per the town's wetlands protection by-law. Where were we not able to accomplish this, we are requesting waivers per the "Comprehensive Permit Zoning Relief/Waivers requested" section on sheet C-102 of the 12/8/20 Shinglemill Site Plan REV.

Sewer Commission 9/29/20 Letter FINAL

5. All (pipe joints) lateral connections or unions be encased in concrete (or some other agreed upon material) to ensure the integrity of the connection(s) should there be any shifting or further settling of the packed soil on-site. Photographs should be taken before and after the installation(s), inspected and signed off by the Rockland Sewer Superintendent.

Response: All (pipe joints) lateral connections and unions will be encased in concrete per the 12/8/20 Shinglemill Site Plan REV.

Rockland Police Department (10/26/20)

1. In regards to parking, it is my understanding that the developer is allowing roughly 1.5 spaces per unit. With that in mind our department would like to ensure that the developer has ample parking for both it's residents and for guests who visit the site. This would limit the potential of overflow parking on the main causeway and nearby neighborhoods. We have existing housing developments that utilize permitting programs that have worked well to address this issue. This way unwanted vehicles could be towed by the housing complex expeditiously if needed.

Response: Please refer to ZBA 11/18/20 Memo/Email response #9 above.

[Type here]

2. With the amount of units proposed, it would be reasonable to expect significant pedestrian traffic from the complex. This would include residents going for casual walks or to visit some of the local stores such as Home Depot. For that reason, we would recommend the installation of sidewalks on Pond St. that extend both south and north on Pond St.

Response: Please refer to ZBA 11/18/20 Memo/Email response #2 above.

3. The Police Department would like to have unfettered 360-degree access to the site which would allow a cruiser to drive around the complex.

Response: Due to site constraints, 360-degree drive lane access would be unachievable without significantly impacting the footprint and financial feasibility of the project, however foot traffic/access around both building have been accomplished per the response to Rockland Fire Department (10/26/20) #1 below

4. It is my understanding that the construction of the site will require a substantial delivery of fill material. With this in mind the developer should consider scheduling the deliveries so that they do not adversely effect the traffic flow during peak times such as in the morning and afternoon rush hours. The developer should be willing to consider police details if necessary to assist any potential traffic issues around the site during construction. This could be coordinated with the Police Department on an "as needed" basis.

Response: The applicant will commit to scheduling deliveries to the site around the morning and afternoon rush hours and will coordinate with the Rockland Police Department to determine the need for details during construction as would be standard practice for a project this size.

Rockland Fire Department (10/26/20)

1. It is preferred that all buildings have 360-degree access for firefighting vehicles.... The Rockland FD is concerned with this limited access. If a fire were to occur, access to residents above the third floor would be drastically limited, especially at the rear of buildings. This is a life safety concern for the residents of the building.

The Rockland Fire Department is requesting the Rockland ZBA to set conditions requiring level graded, 20-foot fire lanes at the rear of each building (where possible). It is understood that the fire lanes may not be continuous due to wetland restrictions. Still, every effort will be made to ensure that the Rockland Fire Department Aerial Ladder will have access to all floors and living units within each building.

Any retaining walls along fire lanes, parking areas, or FD access roads must be engineered to support the heaviest FD vehicle's weight that may respond. CMR 527 18.2.2.1.1.1

Response: Dedicated fire access lanes have been added to the rear of both buildings and grading in the rear of the "Bar Building" has been modified to allow for fire department foot traffic around the building. (see sheet C-102.2 of the 12/8/20 Shinglemill Site Plan REV)

2. All Fire Lanes will be kept clear of snow at all times.

Response: As it is the intention of the applicant to hold and operate the property upon completion of the construction, the applicant will commit to keeping all fire lanes clear of snow at all times.

[Type here]

3. Due to the density of this development, vehicle parking will be a concern for public safety access. The Rockland Fire Department is requesting the Rockland ZBA to set conditions that require the property owner and management to maintain “No Parking Fire Lane” signage and road markings along all fire lanes. Also, the Rockland Fire Department requests no parking be allowed along any portion of the 24-foot wide entrance causeway to the property. 527 CMR 18.2.3.5.1

Response: "No Parking, Fire Lane" striping & signs have been added to the Site Plan (see sheet C-102.2 of the 12/8/20 Shinglemill Site Plan REV)

4. The Parking lot access shall allow for the widest turning radius of all trucks that may respond to this property. The turning radius needs to allow the apparatus to remain in their lane and not cross into the opposing travel lane. (provided by RFD upon request) 527 CMR 18.1.1.3/ 527 CMR 18.2.3.4.3.2

Response: Parking lot access allows for the widest turning radius of all trucks that may respond to this property. (see sheets C-701.1 & C-701.2 of the 12/8/20 Shinglemill Site Plan REV for fire truck turning plans.

5. Location of fire hydrants. The Rockland Fire Department requests the Rockland ZBA to set the following conditions: Fire hydrants shall not be placed on stand-alone islands within the parking area. Fire Hydrants shall be located on sidewalk areas and protected from vehicle and snowplow damage.

Response: Hydrant has been relocated out of island and bollard protection has been provided per Fire Department request. (see sheet C-102.2 of the 12/8/20 Shinglemill Site Plan REV)

6. The Rockland Fire Department is requesting the Rockland ZBA set a condition that a dedicated 2-inch underground conduit is to be provided for municipal fire alarm wires only. This conduit shall be installed from the base of the nearest utility pole Rockland Fire Department municipal fire alarm wire runs and end at each building where the Master Fire Alarm Box will be located.

Response: The Utility Plan has been updated to call for a dedicated 2-inch conduit to be provided for municipal fire alarm wires from the proposed utility pole tie into each building.

EXHIBIT 1



JONES STREET

SHINGLEMILL

FINANCIAL ANALYSIS

12/8/20

	AS PROPOSED (5 Flrs)	REDUCTION TO 4 FLRS (Incls Façade Articulation)	DELTA	% DELTA
Gross SF	285,349	224,651	-60,698	
Rentable SF	229,349	176,148	-53,201	
Unit	236	187	-49	
Total Project Cost	\$ 76,478,702	\$ 71,310,322		
Equity	\$ 26,767,546	\$ 24,958,613		
Construction Loan	\$ 49,711,156	\$ 46,351,709		
Cost / Gross SF	\$ 268.02	\$ 317.43	\$ 49.41	18%
Cost / Rentable SF	\$ 333.46	\$ 404.83	\$ 71.37	21%
Cost / Unit	\$ 324,062.30	\$ 381,338.62	\$ 57,276.32	18%
Gross Rental Income (yr 1)	\$ 6,739,388	\$ 5,341,210		
Other Income	\$ 64,384	\$ 68,952		
Less Vacancy - Market Units - 5%	\$ 269,762	\$ 213,360		
Less Vacancy - Affordable Units - 5%	\$ 67,207	\$ 53,700		
Gross Effective Income	\$ 6,466,803	\$ 5,143,102		
Less Operating Expenses	\$ 1,965,429	\$ 1,645,273		
Net Operating Income	\$ 4,501,373	\$ 3,497,829	\$ (1,003,544)	-22.3%
Less Permanent Debt Loan Service*	\$ 3,601,099	\$ 2,798,264		
Cash Flow	\$ 900,275	\$ 699,566	\$ (200,709)	-22.3%
Debt Service Coverage Ratio	1.25	1.25		
Permanent Debt Coverage	\$ 52,852,654	\$ 41,069,592		
Permanent Debt Less Construction Loan Variance	\$ 3,141,498	\$ (5,282,117)		

SUMMARY:

- Increased construction cost per GSF, RSF, and per Unit.
- Stabilized first year Net Operating Income and Cash Flow would decrease by over 22%.
- Based on the Debt Service Coverage Ratios and Total Project Costs, at 4 Flrs and 187 Units, there would be insufficient income to obtain a permanent loan large enough to pay off the construction loan, resulting in a \$5.2 mil shortfall.

* Permanent Debt Loan Service Calculation

Loan Amount	\$52,852,654	\$41,069,592
Loan Term	30 yr	30 yr
Interest Rate	5.5%	5.5%
Payments per Year	12	12
Monthly Payment	\$300,092	\$233,189
Yearly Payment	\$3,601,099	\$2,798,264

EXHIBIT 2

McMahon Associates
Capacity Analysis Summary
Proposed Shingle Mill Development
Rockland, MA
December 8, 2020

Pond Street at Proposed Site Driveway										
Peak Hour Movement			2026 Build ⁽¹⁾				2026 Build - Mitigation ⁽²⁾			
			LOS ⁽³⁾	Delay ⁽⁴⁾	V/C ⁽⁵⁾	95th ⁽⁶⁾	LOS	Delay	V/C	95th
Weekday AM	EB	L	F	>50.0	0.96	103	F	>50.0	0.94	100
		R	C	19.0	0.06	5	C	18.8	0.06	5
	NB	LT	A	0.1	0.01	0	A	0.1	0.01	0
	SB	TR	A	0.0	0.00	0	n/a	n/a	n/a	n/a
		T	n/a	n/a	n/a	n/a	A	0.0	0.00	0
		R	n/a	n/a	n/a	n/a	A	0.0	0.00	0
Weekday PM	EB	L	F	>50.0	0.67	65	F	>50.0	0.64	63
		R	C	19.2	0.04	3	C	18.7	0.04	3
	NB	LT	A	0.2	0.03	3	A	0.2	0.03	3
	SB	TR	A	0.0	0.00	0	n/a	n/a	n/a	n/a
		T	n/a	n/a	n/a	n/a	A	0.0	0.00	0
		R	n/a	n/a	n/a	n/a	A	0.0	0.00	0

(1) Pond Street southbound approach operating as a one shared through/right-turn lane

(2) Pond Street southbound approach operating as one through lane and one exclusive right-turn lane

(3) Level-of-Service

(4) Average vehicle delay in seconds

(5) Volume to capacity ratio

(6) 95th Percentile Queue Length (ft)

Shingle Mills Development
8: Pond Street & Site Driveway

Weekday AM
2026 Build

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	15	5	958	893	16
Future Vol, veh/h	44	15	5	958	893	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	86	86	85	85
Heavy Vehicles, %	0	0	0	1	3	0
Mvmt Flow	48	16	6	1114	1051	19
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2187	1061	1070	0	-	0
Stage 1	1061	-	-	-	-	-
Stage 2	1126	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	51	274	659	-	-	-
Stage 1	336	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	50	274	659	-	-	-
Mov Cap-2 Maneuver	50	-	-	-	-	-
Stage 1	328	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	186.4	0.1		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	659	-	50	274	-	-
HCM Lane V/C Ratio	0.009	-	0.957	0.06	-	-
HCM Control Delay (s)	10.5	0	243.5	19	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0	-	4.1	0.2	-	-

Shingle Mills Development
8: Pond Street & Site Driveway

Weekday PM
2026 Build

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	10	16	914	978	46
Future Vol, veh/h	29	10	16	914	978	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	86	86	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	11	19	1063	1063	50

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2189	1088	1113	0	-	0
Stage 1	1088	-	-	-	-	-
Stage 2	1101	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	51	265	635	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	47	265	635	-	-	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	321	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	136.2	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	635	-	47	265	-	-
HCM Lane V/C Ratio	0.029	-	0.671	0.041	-	-
HCM Control Delay (s)	10.8	0	176.6	19.2	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.6	0.1	-	-

Shingle Mills Development
8: Pond Street & Site Driveway

Weekday AM
2026 Build Mit

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	15	5	958	893	16
Future Vol, veh/h	44	15	5	958	893	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	86	86	85	85
Heavy Vehicles, %	0	0	0	1	3	0
Mvmt Flow	48	16	6	1114	1051	19
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2177	1051	1070	0	-	0
Stage 1	1051	-	-	-	-	-
Stage 2	1126	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	52	278	659	-	-	-
Stage 1	339	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	51	278	659	-	-	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	179.8	0.1		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	659	-	51	278	-	-
HCM Lane V/C Ratio	0.009	-	0.938	0.059	-	-
HCM Control Delay (s)	10.5	0	234.7	18.8	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile O(veh)	0	-	4	0.2	-	-

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	10	16	914	978	46
Future Vol, veh/h	29	10	16	914	978	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	86	86	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	11	19	1063	1063	50

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2164	1063	1113	0	-	0
Stage 1	1063	-	-	-	-	-
Stage 2	1101	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	53	274	635	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	274	635	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	311	-	-	-	-	-
Stage 2	321	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	127.3	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	635	-	49	274	-	-
HCM Lane V/C Ratio	0.029	-	0.643	0.04	-	-
HCM Control Delay (s)	10.8	0	164.7	18.7	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.5	0.1	-	-

EXHIBIT 3



December 9, 2020

Robert C. Rosa, III, Chair
Rockland Zoning Board of Appeals
242 Union Street
Rockland, Massachusetts 02370

Re: 0 Pond Street and 152 Wilson Street, Rockland, Massachusetts

Dear Chairman Rosa:

This office represents Shinglemill, LLC (the “Applicant”) with respect to its application for a comprehensive permit to construct 236 apartment units at the above referenced properties (the “Properties”).

At a recent meeting, the Board raised the question of the authority of the Applicant to improve Cedar Street for purposes of access and parking as depicted on the recently submitted plans. This question was posed to Commonwealth Land Title Insurance Company (“Commonwealth”) and it was requested that they expand their title commitment to insure the Properties so as to include the Applicant’s rights in the section of Cedar Street in question. Commonwealth will be providing title insurance with respect to the ownership of the Properties and the financing of the development.

In response to the inquiry, Commonwealth retained a title examiner to research the ownership of, and rights to use, the section of Cedar Street in question. The research included examining title to the all of the parcels that abut Cedar Street, including the Properties. The title examiner concluded that the Applicant is the owner of the section of Cedar Street highlighted in yellow on the attached plan. Based upon this conclusion, Commonwealth will issue a title insurance policy that insures the Applicant’s ownership rights in this section of Cedar Street. The ownership rights include the right to improve Cedar Street and park thereon. In the interim, Commonwealth will provide a written Commitment to issue an owner’s title policy that will include the aforesaid rights. The Applicant will provide to the Board a copy of Commonwealth’s title commitment upon receipt.

Office Locations

Main Office – Use for all correspondence
2 Batterymarch Park, Suite 302
Quincy, MA 02169
Tel. (508) 510-5727 ■ Fax (508) 857-0751

46 Railroad Avenue, Unit 202
Duxbury, MA 02332
Tel. (781) 452-7913

Robert C. Rosa, III, Chair
December 9, 2020
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In the meantime, should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Walter Mirrione', with a stylized, wavy line extending from the end.

Walter Mirrione, Esq.

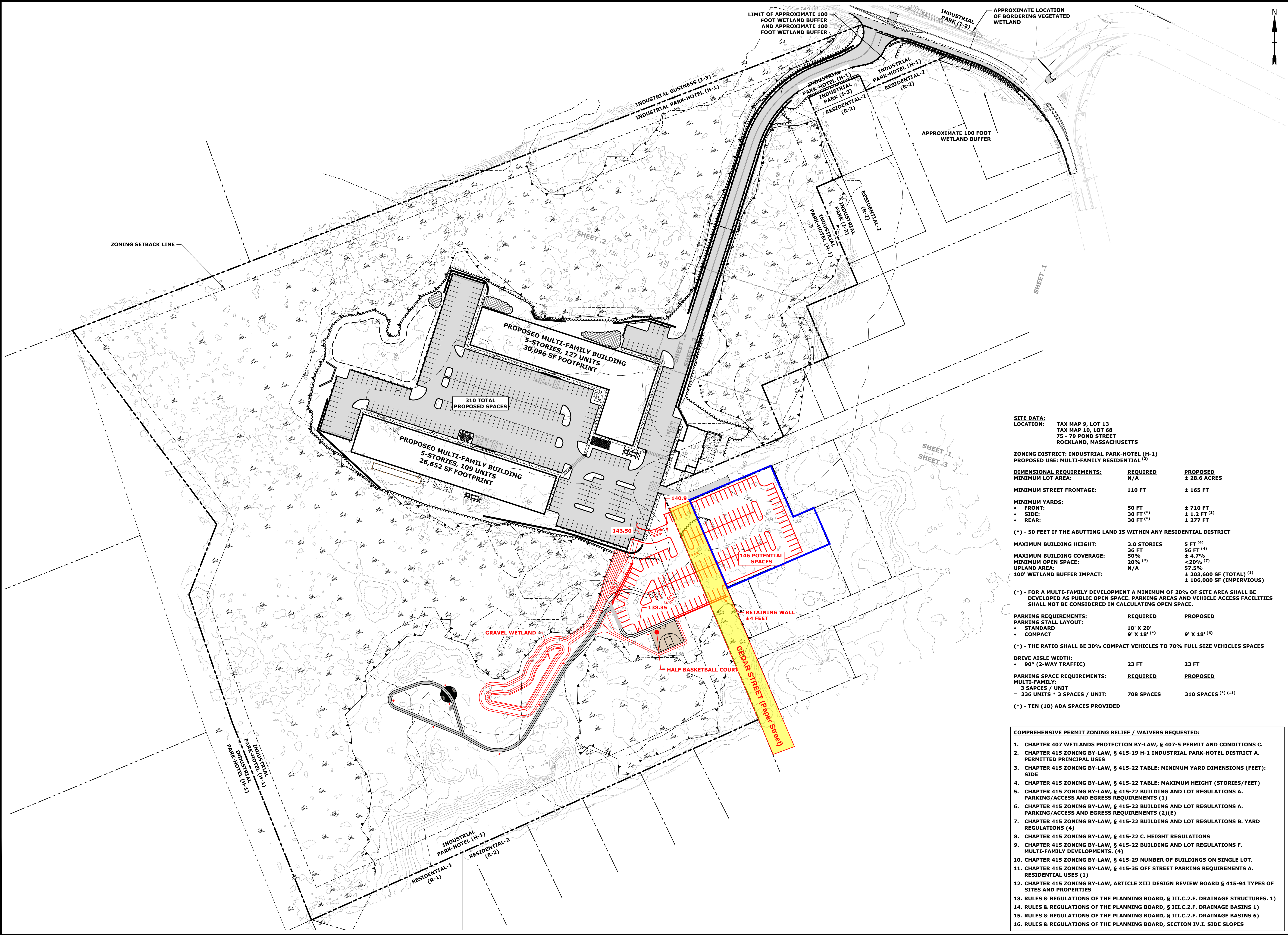
Enclosure

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Last Save Date: October 13, 2020 12:09 PM By: CML
Plot Date: Tuesday, October 13, 2020 Plotted By: Craig M. Langdon
268 File Location: J:\03019 Jones Street\002 Pond St., Rockland\Drawings- Figures\AutoCAD\Sheet\03019-002-C-Design- Parking.DWG Layout Tab: Site



SITE DATA:		
LOCATION: TAX MAP 9, LOT 13 TAX MAP 10, LOT 68 75 - 79 POND STREET ROCKLAND, MASSACHUSETTS		
ZONING DISTRICT: INDUSTRIAL PARK-HOTEL (H-1) PROPOSED USE: MULTI-FAMILY RESIDENTIAL ⁽²⁾		
DIMENSIONAL REQUIREMENTS:	REQUIRED	PROPOSED
MINIMUM LOT AREA:	N/A	± 28.6 ACRES
MINIMUM STREET FRONTAGE:	110 FT	± 165 FT
MINIMUM YARDS:		
• FRONT:	50 FT ^(*)	± 710 FT
• SIDE:	30 FT ^(*)	± 1.2 FT ⁽³⁾
• REAR:	30 FT ^(*)	± 277 FT
(*) - 50 FEET IF THE ABUTTING LAND IS WITHIN ANY RESIDENTIAL DISTRICT		
MAXIMUM BUILDING HEIGHT:	3.0 STORIES 36 FT	5 FT ⁽⁴⁾ 56 FT ⁽⁴⁾
MAXIMUM BUILDING COVERAGE:	50%	± 4.7%
MINIMUM OPEN SPACE:	20% ^(*)	<20% ⁽⁷⁾
UPLAND AREA:	N/A	57.5%
100' WETLAND BUFFER IMPACT:		± 203,600 SF (TOTAL) ⁽¹⁾ ± 106,000 SF (IMPERVIOUS)
(*) - FOR A MULTI-FAMILY DEVELOPMENT A MINIMUM OF 20% OF SITE AREA SHALL BE DEVELOPED AS PUBLIC OPEN SPACE. PARKING AREAS AND VEHICLE ACCESS FACILITIES SHALL NOT BE CONSIDERED IN CALCULATING OPEN SPACE.		
PARKING REQUIREMENTS:	REQUIRED	PROPOSED
PARKING STALL LAYOUT:		
• STANDARD	10' X 20'	
• COMPACT	9' X 18' ^(*)	9' X 18' ⁽⁶⁾
(*) - THE RATIO SHALL BE 30% COMPACT VEHICLES TO 70% FULL SIZE VEHICLES SPACES		
DRIVE AISLE WIDTH:		
• 90° (2-WAY TRAFFIC)	23 FT	23 FT
PARKING SPACE REQUIREMENTS:	REQUIRED	PROPOSED
MULTI-FAMILY:		
3 SPACES / UNIT		
= 236 UNITS * 3 SPACES / UNIT:	708 SPACES	310 SPACES ^(*) ⁽¹¹⁾
(*) - TEN (10) ADA SPACES PROVIDED		

COMPREHENSIVE PERMIT ZONING RELIEF / WAIVERS REQUESTED:		
1. CHAPTER 407 WETLANDS PROTECTION BY-LAW, § 407-5 PERMIT AND CONDITIONS C.		
2. CHAPTER 415 ZONING BY-LAW, § 415-19 H-1 INDUSTRIAL PARK-HOTEL DISTRICT A. PERMITTED PRINCIPAL USES		
3. CHAPTER 415 ZONING BY-LAW, § 415-22 TABLE: MINIMUM YARD DIMENSIONS (FEET): SIDE		
4. CHAPTER 415 ZONING BY-LAW, § 415-22 TABLE: MAXIMUM HEIGHT (STORIES/FEET)		
5. CHAPTER 415 ZONING BY-LAW, § 415-22 BUILDING AND LOT REGULATIONS A. PARKING/ACCESS AND EGRESS REQUIREMENTS (1)		
6. CHAPTER 415 ZONING BY-LAW, § 415-22 BUILDING AND LOT REGULATIONS A. PARKING/ACCESS AND EGRESS REQUIREMENTS (2)(E)		
7. CHAPTER 415 ZONING BY-LAW, § 415-22 BUILDING AND LOT REGULATIONS B. YARD REGULATIONS (4)		
8. CHAPTER 415 ZONING BY-LAW, § 415-22 C. HEIGHT REGULATIONS		
9. CHAPTER 415 ZONING BY-LAW, § 415-22 BUILDING AND LOT REGULATIONS F. MULTI-FAMILY DEVELOPMENTS. (4)		
10. CHAPTER 415 ZONING BY-LAW, § 415-29 NUMBER OF BUILDINGS ON SINGLE LOT.		
11. CHAPTER 415 ZONING BY-LAW, § 415-35 OFF STREET PARKING REQUIREMENTS A. RESIDENTIAL USES (1)		
12. CHAPTER 415 ZONING BY-LAW, ARTICLE XIII DESIGN REVIEW BOARD § 415-94 TYPES OF SITES AND PROPERTIES		
13. RULES & REGULATIONS OF THE PLANNING BOARD, § III.C.2.E. DRAINAGE STRUCTURES. 1)		
14. RULES & REGULATIONS OF THE PLANNING BOARD, § III.C.2.F. DRAINAGE BASINS 1)		
15. RULES & REGULATIONS OF THE PLANNING BOARD, § III.C.2.F. DRAINAGE BASINS 6)		
16. RULES & REGULATIONS OF THE PLANNING BOARD, SECTION IV.I. SIDE SLOPES		

SCALE IN FEET

0 80' 160'

GRAPHIC SCALE

Shingle Mill Multi-Family Development

Shinglemill, LLC

75 - 79 Pond Street
Rockland,
Massachusetts

C	9/16/2020	Not Submission
B	9/4/2020	Supplemental Comprehensive Permit
A	7/13/2020	Submitted for Comprehensive Permit
MARK	DATE	DESCRIPTION
PROJECT NO:		J5019-002
DATE:		7/13/2020
FILE:		J5019-002-C-DESIGN_PARKING.DWG
DRAWN BY:		CML
CHECKED:		PMC
APPROVED:		BLM

OVERLAY SITE PLAN

SCALE: AS SHOWN

C-102

