

CITY OF METHUEN
COMMUNITY DEVELOPMENT BOARD
Tuesday February 11, 2026, at 6:30 PM
VIA ZOOM WEB CONFERENCE

MINUTES

1. **Call to Order of Regular Meeting.**

Chairman Stephen DeFeo called the meeting to order at 6:30 pm.

2. **Roll Call.**

Members in Attendance

Stephen DeFeo, Chairman	Present
Michael Comei, Vice Chair	Absent
Neal Hunter, Secretary	Present
William Forbes, member	Present
Ronald Hatem, member	Absent
Shadi Kassis, member	Present
Heather Plunkett, member	Present

Others in Attendance

Kathleen Colwell, Director of Planning
Amy Priante-Walkowicz, Community Development Confidential Secretary
Petitioner and Representatives of Petitioner

Chair DeFeo read the following notice into the record:

Pursuant to Chapter 186 of the General Laws, An Act Relative to Extending Certain State of Emergency Accommodations, this meeting/public hearing will be conducted via remote means. For this meeting, members of the public who wish to watch the meeting may do so on their televisions by turning to Comcast Xfinity Channel 8 or Verizon FiOS Channel 32 or view on a computer or cell phone via LIVE Stream on <https://www.methuentv.org/methuen-government-tv-live-stream/> No in-person attendance of members of the public will be permitted, and public participation in any public hearing conducted during this meeting shall be by remote means only. If the public would like to participate in the public hearing, please email your questions/comments by noon on the meeting day to kbcowell@ci.methuen.ma.us. The questions/comments will be read during the proceedings and responded to accordingly. Members of the public who wish to speak during the public hearing can register here: <https://www.methuentv.org/govmeet/> by noon on the meeting day.

3. **Acceptance of Minutes:** No minutes for acceptance

Chairman Stephen DeFeo entertained a motion to table the minutes, as there were no minutes to approve.

MOTION: Heather Plunkett, member

SECOND: William Forbes, member

DISCUSSION: None

VOTE: UNANIMOUS of the members present.

Roll Call

Mr. Forbes – yes

Mr. Hunter – yes

Mr. Comei – absent

Mr. Hatem - absent

Mr. Kassis - yes

Ms. Plunkett – yes

Chair DeFeo - yes

4. **Consent Agenda.**

For the record, there was nothing on the Consent Agenda

5. **Zoning Issues.**

For the record, there were no zoning issues.

6. **Form A Plans.**

For the record, there were no Form A plans.

7. **6:30 PM Public Hearings:** 11 Cross Street- Cross Street Planned Residential Development District Special Permit and Site Plan Approval

Chair DeFeo stated there that there has been no public input and no members of the public signed up for public participation.

Mark Bobrowski, Esq., counsel for the applicant, asked about the two absent board members and if they would perfect their attendance using the Mullen statute, to which Mr. DeFeo stated yes, that those absent members can perfect their attendance by watching this broadcast and reviewing the printed materials.

Anthony Mollica assisted with the PowerPoint slide show. Please see attachment.

Attorney Mark Bobrowski presented the application for special permit and site plan approval requested by the applicant, CROSSLD, LLC, for the property at 11 Cross Street, referring to a prepared PowerPoint slideshow. He stated that this is a 5.32-acre parcel formerly zoned as Highway Business and used as a contractor yard and warehouse. Mr. Bobrowski stated that the site is mostly stripped with one derelict building that will need to be taken down. The vote by the Methuen City Council on December 15, 2025, is now zoned as Cross Street Planned Residential Development District (CSPRDD) which allows for multifamily use.

Mr. Bobrowski stated that all of the criteria for a Special Permit and Site Plan approval will be addressed, as outlined in a memo that was submitted to the Board.

Stephen Dresser, PE, of Dresser, Williams & Way, Inc. discussed the site plans, noting that the proposed site is comprised of 3 residential buildings, a clubhouse and a pool, along with 274 parking spaces, including 47 spaces located in the lower level of building number two and 12 garage spaces. He further stated that there will be a 32% reduction in impervious area for the property, which classifies the project as a redevelopment under the Massachusetts Stormwater Standards. Mr. Dresser stated that the drainage design consists of three separate components, and while there is currently direct discharge to the wetland areas, all newly developed portions of the property will provide stormwater treatment.

Mr. Dresser noted that all roof water runoff from the buildings and the clubhouse will go to infiltration systems and each system is designed to hold the entirety of the storm and infiltrate up to the 100-year storm, which in this case is 7.7 inches for 24 hours. Mr. Dresser explained that the stormwater runoff from the parking lot will be directed to catch basins, which flow to infiltration systems that have an isolator row (which is a system with fabric that removes suspended solids, such as dirt and salt, from the catch basins). He further stated that these infiltration systems are designed to hold the entirety of a 10-year storm which is 4.91 inches for a 24-hour period, with the overflow directed to the detention basin at the end of the parking lot.

Mr. Dresser stated that the stormwater from the lower portion of the parking lot falls within the flood plain and a lower elevation area. Mr. Dresser stated that to treat the stormwater overflow from this area, the water flows to a 4-bay swale and detention area designed under the maximum extent practicable conditions of standard 7 of the stormwater standards, with all the other components designed in full compliance. Mr. Dresser stated that when completed, the proposed project will result in a significant reduction in the rate and volume of runoff and provide groundwater recharge that doesn't currently exist on the site, which represents a significant environmental improvement through this project. Mr. Dresser stated that the project will be served through public gravity sewer and also by public water. He further noted that CROSSLD has agreed to replace the 6-inch water main on Baldwin Street and extend it through the proposed site, creating a loop from Baldwin Street up to Cross Street, which will significantly improve the water circulation in the area.

Environmental consultant Bob Golledge presented on behalf of Maureen Herald of Norse Environmental. He stated that Mrs. Herald performed the wetlands delineation and is preparing the Notice of Intent for this project but was unable to attend the meeting. Mr. Golledge stated that the site has largely been stripped and a variety of soils have been stored on the site for decades, along with asphalt tailings throughout the site. Mr. Golledge notes that the Existing

Condition plan shows the wetland line, the 50- and 100-foot Buffer Zones and the existing floodplain elevation, which is 113.6 feet. Mr. Golledge stated that the proposed project generally stays outside of the 100-year floodplain, with a couple of areas where the project proposes work to address the need for circulation and access for emergency vehicles, but the project does not propose to alter any wetlands and also proposes compensatory storage at equal elevations as required by the wetlands regulations.

Mr. Golledge stated that the local bylaw calls for a 35-foot No Disturb Zone and that the applicant is proposing some work within this 35-foot zone to improve the existing area by removing fill and asphalt tailings and adding plantings in the area to improve the environmental conditions. Mr. Golledge also described the area on the proposed plan where the project proposes to provide floodplain storage. He noted that the State regulations call for the flood storage volumes to be at equal intervals in terms of elevations and the project has been designed to comply with that requirement. In summary, Mr. Golledge stated that the project has been designed to meet all the performance standards in the state wetlands regulations, and that proposed work within the restricted bylaw area is designed to improve the existing conditions.

Tom Miner with Hoc Design Landscape Architects, summarized the overall site plan, noting three buildings, a clubhouse and pool area up at the front of the site, and to the right of building #3 is proposed a tot lot and a dog park. Mr. Miner stated that landscaping for the site is a mix of native noninvasive, non-native, and drought-tolerant, trees and shrubs of different heights, textures, flowering and foliage colors. He further stated that the site's tree landscape plan includes shade trees of 3-3.5-in caliper measure, columnar shade trees and flowering trees will be 2.5-3-in caliper, evergreen trees on the back around the property line, in back of the garage, in back of building #3, at the bottom of building #2 and around the pool. He stated that all amenity area will have evergreen trees between 8-10 feet tall. Mr. Miner noted that the applicant is proposing a double-sided sign on the left-hand side of the entrance drive. He also showed representative images of the amenities he mentioned above.

Mr. Miner showed the photometric plan, which proposes zero light trespass across the property line using LED fixtures that are shielded, as needed, to prevent light to the sides. He stated that these fixtures are also dark sky compliant. Mr. Miner stated that there are three types of lights proposed: 1) a 36 or 42 inch bollard light to be used for pedestrian lighting around the pool area, 2) wall mounted lights that would attach to buildings, and 3) pole mounted lights, designed so that there is no side or upward shining of the lights.

Mr. Miner spoke about the architectural elements of the buildings, noting the following:

- Building #1 is a four-story building, with a mix of brick and PVC panels to break up the appearance, size, and height of the buildings, to provide visual interest and blend into the landscape.
- Building #2 is a four-story structure over a one-story garage which backs up to the Days Inn hotel to the south.
- Building #3 is another four-story building that backs up to the residential units, and
- A one-story clubhouse building up near the property entrance that is designed with gables.

Mr. Ken Cram from Fuss & O'Neill spoke about the traffic study and stated that they have been working closely with both the City, its Engineering consultant TEC, and have had preliminary meetings with MassDOT (Department of Transportation). Mr. Cram stated that the firm has identified improvements to the signal system along Pelham Street, particularly at the I-93 ramps, and at the intersection of Aegean Drive and Danton Drive. He further stated that the City's peer reviewer TEC has completed their review of Fuss & O'Neill's traffic study and agrees with their recommendations and is willing to work with Fuss & O'Neill in developing final conditions, as well as working with MassDOT. Mr. Cram stated that MassDOT was pleased to see all parties developing solutions for this corridor. Mr. Cram stated that Fuss & O'Neill did a full traffic impact and access study for the project following MassDOT guidelines and stated that the project is not a large generator of traffic, noting they estimated 74 new vehicle trips during the weekday morning peak hour, and 73 new vehicle trips during weekday evening peak hour. He further commented that site driveway intersection will operate at a good level of service and that there are good sightlines in front of the site, and the proponent has agreed to work to maintain those sightlines when there are large amounts of snow. Mr. Cram discussed measures proposed to help improve the traffic flow along the Pelham Street corridor, including repairing some components of the signal systems that are currently not working properly, a new and upgraded traffic control system, and new controllers with new detection to enable traffic to flow better than the current system.

Mr. Cram stated that there are proposed 274 parking spaces, which amount to a rate of 1.63 spaces per unit, which is higher than the industry standard of 1.45. Mr. Cram noted on the site plan that the proposed turning radii for Methuen response vehicles, (for largest firetruck) allows the truck to circulate around the site. He further noted that Baldwin Street, will be for emergency access only, and all residential access will be out through Cross Street. Mr. Cram stated that the proposed improvements will help the flow on Pelham Street and will not add significantly to activity out on Pelham Street, particularly eastbound, today.

Mark Bobrowski introduced the fiscal analysis which was prepared by Mark Fougere, an analyst who is based in Laconia, New Hampshire. Mr. Bobrowski stated that Mr. Fougere prepared a straightforward cost/benefit analysis. Mr. Bobrowski stated that Mr. Fougere's analysis assigned property tax revenue to the property, noting that the current valuation of the property is yielding about \$30,000 annually in tax revenue. Mr. Bobrowski stated that Mr. Fougere looked at comps from the point at Merrimack Valley and Summit Place, and the proposed Cross Point development fits into that assumed assessment per unit number, with an annual yearly property tax revenue of approximately \$437, 576, Mr. Fougere also computed the motor vehicle excise tax and, using the state formula, came up with another \$53,000 of revenue, yielding a total annual revenue of approximately \$490,000. Mr. Bobrowski stated that to estimate the number of school-aged children that the development would bring in, Mr. Fougere's analysis looked at the point at Merrimack Valley and Summit Place, and the school populations were provided to him by the Methuen School superintendent's office, and he came up with an estimate of 31 school-aged children in the 168 units for the project.

Mr. Bobrowski stated that Mr. Fougere assigned a number to the fire costs, police costs, miscellaneous department costs and schools costs (some of the school money came from the state) for a total cost to the city estimated at \$304,722 and subtracting that from the \$490,000 in

property and excise taxes, it yielded a net annual positive fiscal impact of \$186,104. (See attached materials).

Mr. Bobrowski stated that Mr. Fougere's summary of findings indicate that property tax payments will increase substantially over current payments, there will be increased emergency call volume realized for both the Fire and Police Department's, the project is consistent with a housing production plan, and Building permit fees (which are not mentioned in the report) will generate a significant revenue for the community. Mr. Bobrowski noted that, Mr. Fougere's analysis does not include potential benefits to local businessmen, for example, with the additional customers and clients that will be added to the neighborhood.

Mr. Bobrowski noted that 25% of the units will be Affordable Units, and that 100% of the units will be eligible for the City's Subsidized Housing Inventory, which is 168 countable units; additionally, he stated that CROSSLD will execute a regulatory agreement that will be countersigned in perpetuity by the EOHLC (Executive Office of Housing and Livable Communities) and the City to maintain the affordability of the dwelling units in perpetuity, that CROSSLD will annually recertify to EOHLC and the City the continued eligibility of any tenant in an Affordable Unit, and the applicant intends to offer a preference, which will be defined by the City of up to 70% of the affordable units which would be eligible, maximum, under the federal fair housing laws.

Chair DeFeo asked if any of the board members have questions. Mr. Kassis asked if there would be a crosswalk between buildings one and two, since he only sees a crosswalk between buildings three and two on the current plan. Mr. Dresser responded that there will be a crosswalk from building one to building two, as well as a sidewalk system, and apologized that those elements did not show on the site plan, but was able to show them on the landscape plan. Mr. Dresser stated that there will be a sidewalk around the buildings. which will lead to that crosswalk.

Ms. Plunkett asked, of the 274 parking spaces total, how many would be in the garage and how many would located outside. Mr. Dresser stated that there will be 47 parking spaces inside building two, and there are 12 space in a garage unit at the top left hand corner of the plan.

Ms. Plunkett asked about snow removal, particularly in larger storms and wanted to know where the plowed snow would be put since the parking areas are fairly tight.

Mr. Dresser responded the within the drainage report's Operation and Maintenance manual that that calls for, in smaller snow storms, for snow to be plowed in the areas which are to the left and behind that garage and to the right, near the pool between the parking lot which are limited in area, but the intent would be to remove the snow from the site under the local and state guidelines. He further stated that snow cannot be plowed towards the end because that is where the environmental areas are, the floodplain and the wetlands, therefore, in any significant storm, there will be snow removal from site.

Ms. Plunkett noted that the proposed plan has emergency access only from Baldwin Street and asked how that would be enforced so that people aren't using that as a cut through to the property, and how would it be blocked off to indicate that it is emergency access only so that people are aware of this.

Mr. Dresser stated that I typically there would be a gate there with what they call a Knox box that has a universal key that the fire department would use to open it.

Ms. Plunkett also asked if the property will have gated access to get in, or will anybody be able to enter the property by driving in and out, to which Mr. Dresser stated that the main entrance will not be gated, so people can go in and out. He added that there will not be a key or a code for the main entrance.

Ms. Plunkett asked if the pool area will have security for people going in and out of it, as a safety precaution to keep people going in there accidentally.

Mr. Dresser confirmed that it will be a gated space for residents only with a fence according to state code would require a fence around it that won't be climbed and then it'd be gated with, the residential access only via a key card or a fob.

Ms. Plunkett asked to confirm if all of the maintenance of all these structures are going to come from the rents, and that it would not fall on the City to cover those expenses.

Mr. Dresser responded that yes, it's a private site, so it'll all be factored in.

Ms. Plunkett asked of Mr. Miner what non-native plants are proposed, as she is concerned about the invasive species like the vines twisting around trees and killing them in her own back yard which are likely non-native plants that were planted there at some point.

Mr. Miner responded that there are rhododendrons and other species that are not on the Massachusetts invasive list, and are drought tolerant and smaller scale plants that don't tend to overgrow, and have been selected because they are better suited for the site than all native plants. He stated that most of the trees are native plants, including red maples, evergreens, which are white spruce and white pine, as well as an improved, variety of elm that are bug free (not the Norwegian Elm as asked by Ms. Plunkett)).

Mr. Hunter asked if the trash and recycling storage is located in the south end of the property.

Mr. Dresser said that the trash and recycling will be stored there but there will also be valet pickup of trash; people will put their trash outside their doors and it will be picked up individually on trash day and brought out by maintenance basically to be to be handled by the waste management company.

Mr. Hunter asked where the dumpsters would be located.

Mr. Dresser responded the dumpsters are near the pool area but that will not be an area where everybody throws their trash, as it is not big enough for that. He stated that the vast majority of the trash will be removed by valet from their units.

Mr. Hunter noted that it is the noise from trash removal that is a concern for residential areas but since this development is closer to commercial properties it should not be that much of an issue. Mr. Hunter asked if with the lighting plan there are zeros in the blue areas, especially on the north side there where there is residential property, so as not to light up the back yard of that area.

Mr. Miner looked at the plan and confirmed that the blue dotted areas are indeed zero areas with some lighter areas (0.1) closer the actual proposed units. backyard.

Mr. Hunter noted that TEC peer review raised the concern about the landscaping plan regarding the number of trees, and it seemed that the plan was off by one tree for the acreage, and is not sure if that was resolved or not.

Chair DeFeo asked Mr. Dresser if, on the civil plan, noting the water main coming into the property from Baldwin street and then coming in from Cross Street, if there was a hydrant at the end in front of building two and asked if that will be a dead-end leg, to which Mr. Dresser answered yes.

Chair DeFeo asked if the project is proposing a three-way valve over where Baldwin Street comes in from Cross Street, where they intersect.

Mr. Dresser answered that yes, they are proposing to replace that whole six inch main with an eight inch He further stated that it is 12 inches out on Pelham, so it will be a 12 X 12 X 8 gate there, and he believes there will be an 8 x 8 X 8 gate up at the connection at Crossroads, therefore it will all be triple gated.

Chair DeFeo stated that he was referring to the areas between building one and two.

Mr. Dresser stated that it is not in the design, thinks there would probably be just a gate in each direction. One gate somewhere, at the request of the water department on the line from Baldwin to that, and then one gate down to the hydrant would likely be the resolution of that. He stated that there is no need to have a third gate on that first line in, as the other two would shut off those lines.

Chair DeFeo asked to confirm that there will be a gate out at Baldwin Street, to which Mr. Dresser confirmed that yes, there will be a triple gate out at Baldwin Street, and a gate somewhere between the existing hydrant on Baldwin Street and that connection, and there will likely be a gate on that dead end line down to the hydrant.

Chair DeFeo asked to confirm if there will be a new fire hydrant installed at the entryway to the development, to avoid the Fire Department having to drag a hose from across Cross Street to fight a fire. Mr. Dresser stated that yes, a new fire hydrant has been added.

Chair DeFeo then asked if the development's sign at the entrance will be lit up.

Mr. Miner noted that the lighting for the ding had not yet been discussed but that to comply with dark sky requirements lighting would have to be top mounted, since they usually wouldn't use ground spotlights.

Chair DeFeo asked if traffic would be affected by the light coming from the development's sign, to which Mr. Miner stated that they have not gotten to the specifics yet of the lighting for the sign but that they typically use down focused light on the sign themselves, and therefore should not impact visibility coming out of the site or down the street.

Chair DeFeo noted that he had reviewed the fiscal analysis and that it was very helpful. Mrs. Colwell stated that the Board has received peer review report from TEC that will be reviewed by the Board and the applicant in the next week or so, and then the applicant can provide any further requested information to the Board's consultant for review. Mrs. Colwell stated that there would be a meeting with the applicant and peer review team to go through the comments before having the plans revised, and she will work to set up the necessary meetings, now that the project has been introduced and questions have been asked. She noted that the Fire Department has received the fire truck turning radius plan that was just submitted and will be conducting a detailed review of the plan, and respond accordingly, and that the Fire Department would be included in an upcoming staff meeting to discuss any issues together. She further noted that various departments would be reviewing the issues together, including the traffic study, with the City's Department of Public Works (DPW) and Kevin Dandrade from TEC, who reviews the traffic issues. She stated that the traffic at this point appears to meet the items that were discussed leading up to this hearing, and that the plan has, at least theoretically, been approved by MassDOT and also reviewed by TEC.

Chair DeFeo asked Mr. Cram where the traffic permitting stood with MassDOT (Department of Transportation) as far as their stated permitting, to which Mr. Cram replied that they have not started the MassDOT permitting project, but did have a meeting, about a month and a half ago, and the city was there, Kevin Dandrade from TEC was there, and a number of representatives from MassDOT were there, including Paul Steadman, the district highway director. Mr. Cram stated that the applicant wants to get through the local permitting phase first, as MassDOT will want to know if the project has been approved locally yet Mr. Cram stated that once the local approval has been obtained the next step will be working with MassDOT, who appears very willing to work with them.

Chair DeFeo then asked if Mr. Bobrowsky had any comments or questions for the Board, to which Mr. Bobrowsky stated that he appreciated that the project has been reviewed in an expedited fashion, and thanked Kevin Dandrade from TEC, Mrs. Colwell for her assistance and Chair DeFeo for meeting with them and stated that the applicant's team looks forward to providing more answers at the next continued session.

Chair DeFeo entertained a motion to table until next meeting.

MOTION: Ms. Plunkett

SECOND: Mr. Hunter

Discussion – no discussion

VOTE: UNANIMOUS of the members present

Roll Call

Mr. Forbes – yes
Mr. Comie – absent
Mr. Hatem – absent
Mr. Hunter -yes
Mr. Kassis - yes
Ms. Plunkett- yes
Chair DeFeo – yes

8. **Continued Public Hearing:** 143 Pleasant Valley Street -Special Permit and Site Plan
Approval for a Hotel

Mrs. Colwell stated that she received a letter from Attorney Capani, who is representing the applicant, requesting a continuance of the public hearing to be held on Wednesday, February 11th, to the next regularly scheduled meeting of the Community Development Board on March 11th, noting that the continuance allows both parties and consultants additional time to address recommendations and unresolved issues, making the hearing more productive. She further stated that the applicant's team has been working through the comments with TEC and did submit revised plans on Monday, however more time is needed for the staff to get together and review those revisions. She noted that the expectation is that by March 11th all outstanding issues should be resolved for that project as far as the city staff is concerned.

Chair DeFeo entertained a motion to table to the next meeting.

MOTION – Mr. Kassis

SECOND: - Mr. Forbes

VOTE: UNANIMOUS of the members present.

Roll Call

Mr. Forbes – yes
Mr. Comei – absent
Mr. Hatem – absent
Mr. Hunter- yes
Mr. Kassis – yes
Ms. Plunkett – yes
Chair DeFeo - yes

9. **New Business.**

- a. Set Public Hearing Date: For the record, there were no new applications for this month and therefore no new public hearing dates o set.

b. Vote to Elect Community Development Board Chair, Vice Chair, Secretary

Chair DeFeo noted that with two board members missing the board could consider whether to wait until the two absent members can attend or could proceed with the elections.

Mr. Hunter and Ms. Plunkett stated they prefer to wait until all board members are available. Mr. Forbes asked if a paper vote can be taken to which Chair DeFeo stated no.

Mr. Hunter asked if there was any issue with waiting until March 11th and Chair DeFeo stated that the Board has waited in the past to get a full Board for the vote.

Chair DeFeo entertained a motion to table the vote to elect Community Development Board Chair, Vice Chair and Secretary to the next meeting.

MOTION: Ms. Plunkett

SECOND: Mr. Kassis

VOTE: UNANIMOUS of the members present.

Roll Call

Mr. Forbes – yes

Mr. Comei- absent

Mr. Hatem - absent

Mr. Hunter – yes

Mr. Kassis – yes

Ms. Plunkett - yes

Chair Defeo – yes

c. Vote to authorize Chair to endorse plans

Mr. Forbes asked what it meant to vote to endorse the plans, to which Chair DeFeo explained that instead of the entire board getting together to sign plans, the board would vote to endorse the plan once; once that happens, instead of the entire board getting together the Chair can sign the plan for the Board.

Mrs. Colwell stated that there are forms that the board needs to sign every year and send to the Registry of Deeds. She noted that this form for the Registry of Deeds, contains a statement that allows the chairman to sign on behalf of the board, so that when the Registry of Deeds gets a plan, they know that the Chair's signature alone is sufficient, and, the vote not only authorizes the Chair to sign the plans, but also the Vice Chair in the Chair's absence. She further noted that the Registry requires the board members' actual handwritten signature. She noted the

official form would be included in the Board members' packets next month that has that wording that for that vote.

Chair DeFeo entertained a notion to table the vote to authorize the Chair to endorse plans to the next meeting.

MOTION: Ms. Plunkett

SECOND: Mr. Hunter

VOTE: UNANIMOUS of the members present.

Roll Call

Mr. Forbes – yes
Mr. Comei- absent
Mr. Hatem – absent
Mr. Hunter - yes
Mr. Kassis – yes
Ms. Plunkett -yes
Chair DeFeo – yes

d. Any other new business – For the record, there was no new business.

10. Old Business.

a. Any other old business – For the record there was no old business.

11. Correspondence. For the record there was no additional correspondence other than the information sent in the packets via regular mail and emailed to the Board members.

12. Adjourn.

There being no further business before the Board, Chairman Stephen DeFeo entertained a motion to adjourn.

MOTION: Mr. Kassis

SECOND: Ms. Plunkett

VOTE: UNANIMOUS of the members present.

Roll Call

Mr. Forbes – yes
Mr. Hunter – yes
Mr. Comei – absent
Mr. Hatem - absent
Mr. Kassis - yes

Ms. Plunkett – yes
Chair DeFeo - yes

Chairman Stephen DeFeo adjourned the meeting at 7:32 pm.

Respectfully Submitted,

Amy Priante-Walkowicz
Community Development Confidential Secretary

*****NEXT REGULAR MEETING Wednesday March 11, 2026 *****

**APPLICATION FOR SPECIAL
PERMIT AND SITE PLAN
APPROVAL**

CROSSL, LLC
11 Cross Street, Methuen

Blatman, Bobrowski, Haverty & Silverstein, LLC

Subject Property: 5.32 Acres at 11 Cross Street

- A contiguous 5.32 acre parcel.
- Formerly zoned Highway Business (HB).
- Formerly used as contractor yard and warehouse.
- Now zoned C SPRDD for multifamily use.



SPECIAL PERMIT CRITERIA

a. Social, economic, or community needs which are served by the proposal.

Methuen's need for affordable housing is well-documented. With the development of this Project, 42 new affordable units be added in perpetuity to Methuen's year-round stock and all 168 units will be added to the SHI. Under Federal law, a local preference will be established to target up to 70% of the affordable units to those constituencies with needs, i.e. teachers, police officers and firefighters.

b. Traffic flow and safety, including parking and loading.

CROSSLD has committed to traffic signal equipment upgrades for nearby signalized intersections, sidewalks and other pedestrian improvements. CROSSLD will be implementing traffic signal improvements identified in the City's 2024 Pelham Street study. Our transportation engineer will work with the City's peer reviewer to draft special permit conditions to accomplish these goals. Parking for residents is calculated at 1.63 spaces per unit, exceeding the Institute of Transportation Engineers 85th percentile of 1.45 spaces per unit.

c. Adequacy of utilities and other public services.

The Project will connect to municipal water and sewer. There is adequate capacity in both systems.

d. Neighborhood character and social structures.

Before the change to the CSPRDD, the subject property was in a neighborhood zoned Highway Business. Consequently, there are several businesses in place that will enjoy new-found clients and customers. The sidewalk connection will knit the Project into the existing neighborhood. Some local business owners have already sent letters to the CDB endorsing the Project.

e. Impacts on the natural environment;

Stormwater from the current site directly discharges to the wetlands. The proposed design will include significant stormwater improvements including groundwater recharge and reductions in rates and volume of runoff for all storms. The project will comply with state and local wetlands regulations and local standards for lights, noise and landscaping.

f. Potential fiscal impact, including impact on City services, tax base, and employment; and

The property currently yields approximately \$30,000 annually to the City. After completion, the Project will yield a significantly greater amount.

g. Consistency with the most recent City of Methuen Master Plan.

The most recent Master Plan calls for multi-unit development in order to address the City's need for affordable housing.

SITE PLAN APPROVAL CRITERIA

a. Minimize the volume of cut and fill, the number of removed trees 6" caliper or larger, the length of removed stone walls, the area of wetland vegetation displaced, the extent of stormwater flow increases from the site, soil erosion, and threat of air and water pollution.

The site has been a contractor's yard for the last fifty years. Development of the site will reduce impervious area and falls under the Redevelopment Criteria of the Massachusetts Stormwater Standards. As stated, the project will reduce rate and volume of runoff to the wetlands and provide a vast improvement of environmental conditions.

b. Maximize pedestrian and vehicular safety both on the site and egressing from it.

The Project will enhance pedestrian and vehicular safety by including geometric and equipment upgrades for nearby signalized intersections, connection to an existing sidewalk system, and other safety improvements.

c. Minimize obstruction of scenic views from publicly accessible locations.

The Project will minimize impacts on scenic views.

d. Minimize visual intrusion by controlling the visibility of parking, storage, or other outdoor service areas viewed from public ways or premises residentially used or zoned.

The Project's parking and other service areas will be screened to minimize visibility from ways and nearby residential properties.

e. Minimize glare from headlights and lighting intrusion.

The proposed screening will minimize visual intrusion and glare from headlights. A photometric plan will be placed into evidence to show that glare and overspill will be carefully managed.

f. Minimize unreasonable departure from the character, materials, and scale of buildings in the vicinity, as viewed from public ways and places.

The multi-unit buildings will be designed and situated so as to be consistent with other buildings in the vicinity.

g. Minimize contamination of groundwater from on-site waste-water disposal systems or operations on the premises involving the use, storage, handling, or containment of hazardous substances.

The site will be served by public sewer. Hazardous substance use and storage will be limited to those necessary for the operation and maintenance of residential dwelling units.

h. Ensure compliance with the provisions of this Zoning Ordinance, including parking and landscaping.

The Project has been designed to comply with all applicable provisions of the Zoning Ordinance.

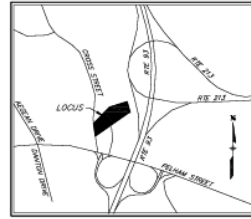
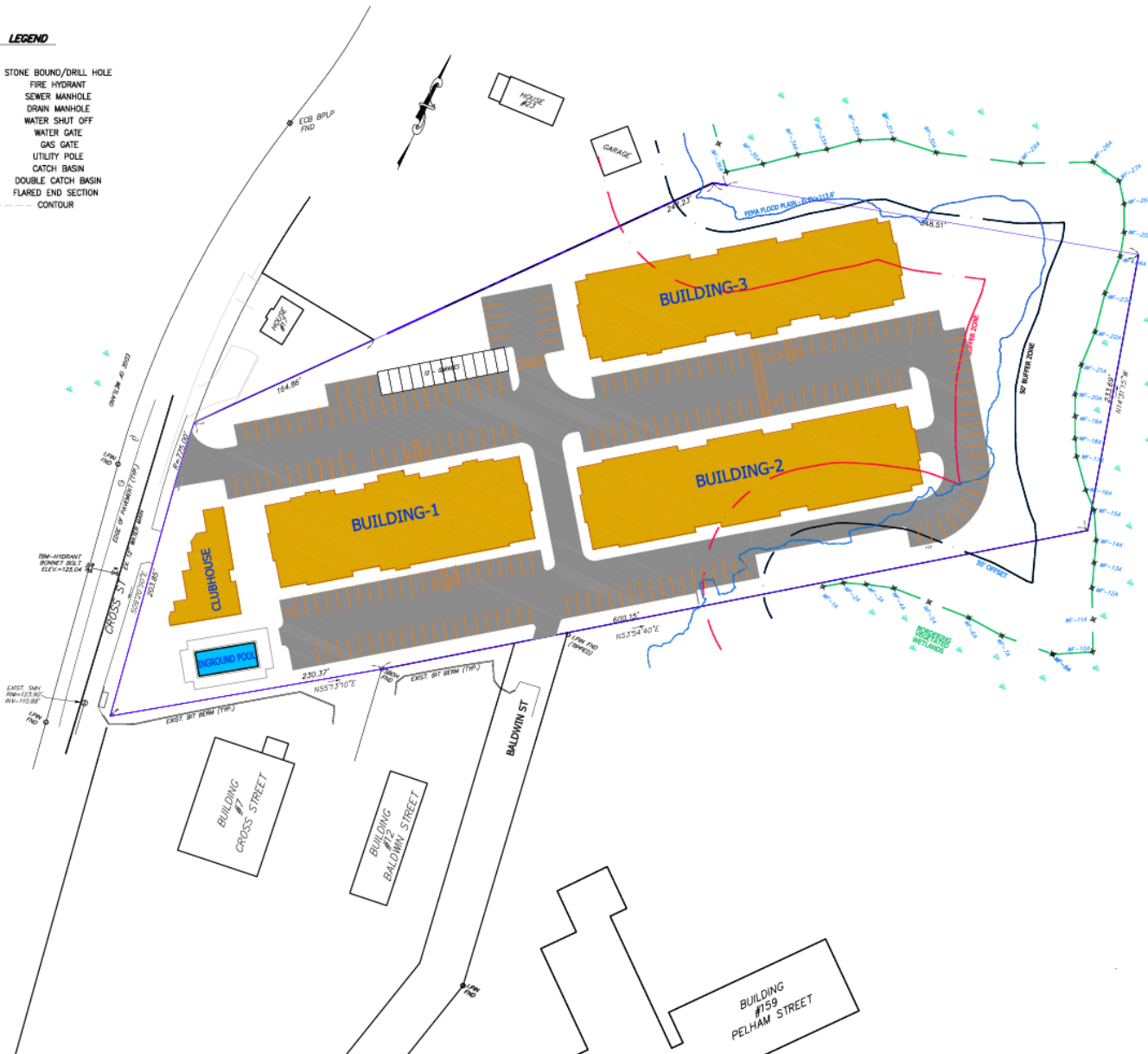
i. Ensure compliance with the Massachusetts Department of Environmental Protection Stormwater Policy.

The Project has been designed to comply with all applicable provisions of MassDEP's Stormwater Management regulations.

SITE DEVELOPMENT PLAN

LEGEND

- STONE BOUND/DRILL HOLE
- △ FIRE HYDRANT
- ⊙ SEWER MANHOLE
- ⊙ DRAIN MANHOLE
- ⊙ WATER SHUT OFF
- ⊙ WATER GATE
- ⊙ GAS GATE
- ⊙ UTILITY POLE
- ⊙ CATCH BASIN
- ⊙ DOUBLE CATCH BASIN
- ⊙ FLARED END SECTION
- CONTOUR



LOCUS MAP
(N15)
PARCEL ID: 512-124-23

BEDROOM MIX	
ZONE: PROPOSED CSPPRO ZONING	
USE: MULTI-FAMILY	
BEDROOM MIX	
ONE-BEDROOM UNITS	79
TWO-BEDROOM UNITS	62
THREE-BEDROOM UNITS	27

PARKING TABLE				
ZONE: CSPPRO ZONING				
USE: MULTI-FAMILY				
PARKING REQUIREMENTS	REQUIRED	PROVIDED		
MULTI-FAMILY DWELLINGS				
ONE-BEDROOM UNITS	1.0 SPACE PER UNIT	79	EXTERIOR	215
TWO-BEDROOM UNITS	1.75 SPACES PER UNIT	62	INTERIOR	47
THREE-BEDROOM UNITS	2.0 SPACES PER UNIT	27	GARAGE	12
ANCILLARY OR ACCESSORY BUILDINGS	1.0 SPACES/200 GROSS SF	3,150 SF		
TOTAL SPACES		251		274

ZONING TABLE		
ZONE: CSPPRO ZONING		
USE: MULTI-FAMILY		
	REQUIRED	PROVIDED
MINIMUM LOT AREA	5.0 Acres	5.33 Acres
MINIMUM FRONTAGE	200'	254.56'
MINIMUM LOT WIDTH	200'	254.56'
MAXIMUM BUILDING HEIGHTS:		
MULTI-FAMILY DWELLINGS	5 STORIES AND 70'	5 STORIES / 66'
ANCILLARY OR ACCESSORY BUILDINGS	2 STORIES AND 35'	1 STORY / 32'-8"
BUILDING SETBACKS	<10' FROM BOUNDARY OF CSPPRO	10.5'
MULTI-FAMILY DWELLING SEPARATION	>25' FROM ANY OTHER MULTI-FAMILY DWELLINGS	>25' FROM ANY OTHER MULTI-FAMILY DWELLINGS
UNIT DENSITY	30 UNITS PER ACRE	31.5 UNITS PER ACRE

PREPARED FOR:
CROSS LD 0028, LLC
11 CROSS STREET
METHUEN, MA 01884



NOTICE OF INTENT PLAN

THE RESIDENCES AT CROSS POINT
METHUEN, MA

TITLE SHEET

SCALE: 1"=40' FEBRUARY 3, 2026

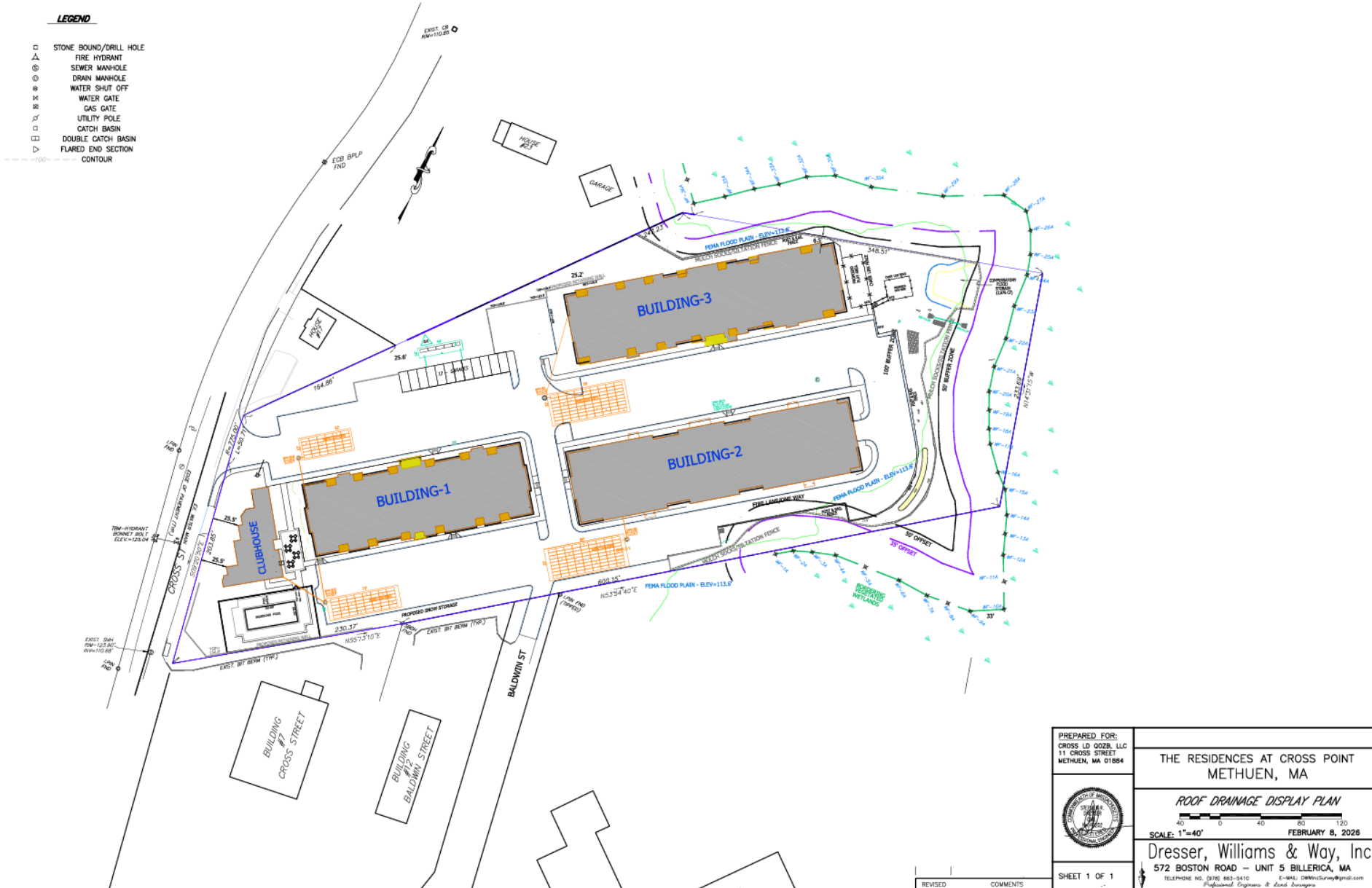
Dresser, Williams & Way, Inc.

572 BOSTON ROAD - UNIT 5 BILLERICA, MA
TELEPHONE NO. (978) 663-5410 E-MAIL: DW@DNC1180400.COM
Professional Engineers & Land Surveyors

ROOF DRAINAGE DISPLAY PLAN

LEGEND

- STONE BOUND/DRILL HOLE
- △ FIRE HYDRANT
- SEWER MANHOLE
- ⊙ DRAIN MANHOLE
- ⊗ WATER SHUT OFF
- ⊕ WATER GATE
- ⊖ GAS GATE
- ⊙ UTILITY POLE
- ⊙ CATCH BASIN
- ⊙ DOUBLE CATCH BASIN
- ⊙ FLARED END SECTION
- CONTOUR



UPPER PARKING LOT DISPLAY PLAN

LEGEND

- STONE BOUND/DRILL HOLE
- △ FIRE HYDRANT
- ⊙ SEWER MANHOLE
- ⊙ DRAIN MANHOLE
- ⊙ WATER SHUT OFF
- ⊙ WATER GATE
- ⊙ GAS GATE
- ⊙ UTILITY POLE
- ⊙ CATCH BASIN
- ⊙ DOUBLE CATCH BASIN
- ⊙ FLARED END SECTION
- CONTOUR



PREPARED FOR:
CROSS LD OGB, LLC
11 CROSS STREET
METHUEN, MA 01884



THE RESIDENCES AT CROSS POINT
METHUEN, MA

UPPER PARKING LOT DISPLAY PLAN

SCALE: 1"=40' FEBRUARY 8, 2026

Dresser, Williams & Way, Inc.
572 BOSTON ROAD - UNIT 5 BILLERICA, MA

TELEPHONE NO. (978) 663-5410 E-MAIL: DWWHsurvey@gmail.com
Professional Engineers & Land Surveyors

REVISED COMMENTS

SHEET 1 OF 1

LOWER PARKING LOT DISPLAY PLAN

LEGEND

- STONE BOUND/DRILL HOLE
- △ FIRE HYDRANT
- ⊙ SEWER MANHOLE
- ⊙ DRAIN MANHOLE
- ⊙ WATER SHUT OFF
- ⊙ WATER GATE
- ⊙ GAS GATE
- ⊙ UTILITY POLE
- ⊙ CATCH BASIN
- ⊙ DOUBLE CATCH BASIN
- ⊙ FLARED END SECTION
- CONTOUR



PREPARED FOR:
CROSS LD CO2B, LLC
11 CROSS STREET
METHUEN, MA 01884



THE RESIDENCES AT CROSS POINT
METHUEN, MA

LOWER PARKING LOT DISPLAY PLAN

SCALE: 1"=40' FEBRUARY 8, 2026

Dresser, Williams & Way, Inc.

572 BOSTON ROAD - UNIT 5 BILLERICA, MA

TELEPHONE NO. (978) 663-5410 E-MAIL: DW@dwway.com

Professional Engineers & Land Surveyors

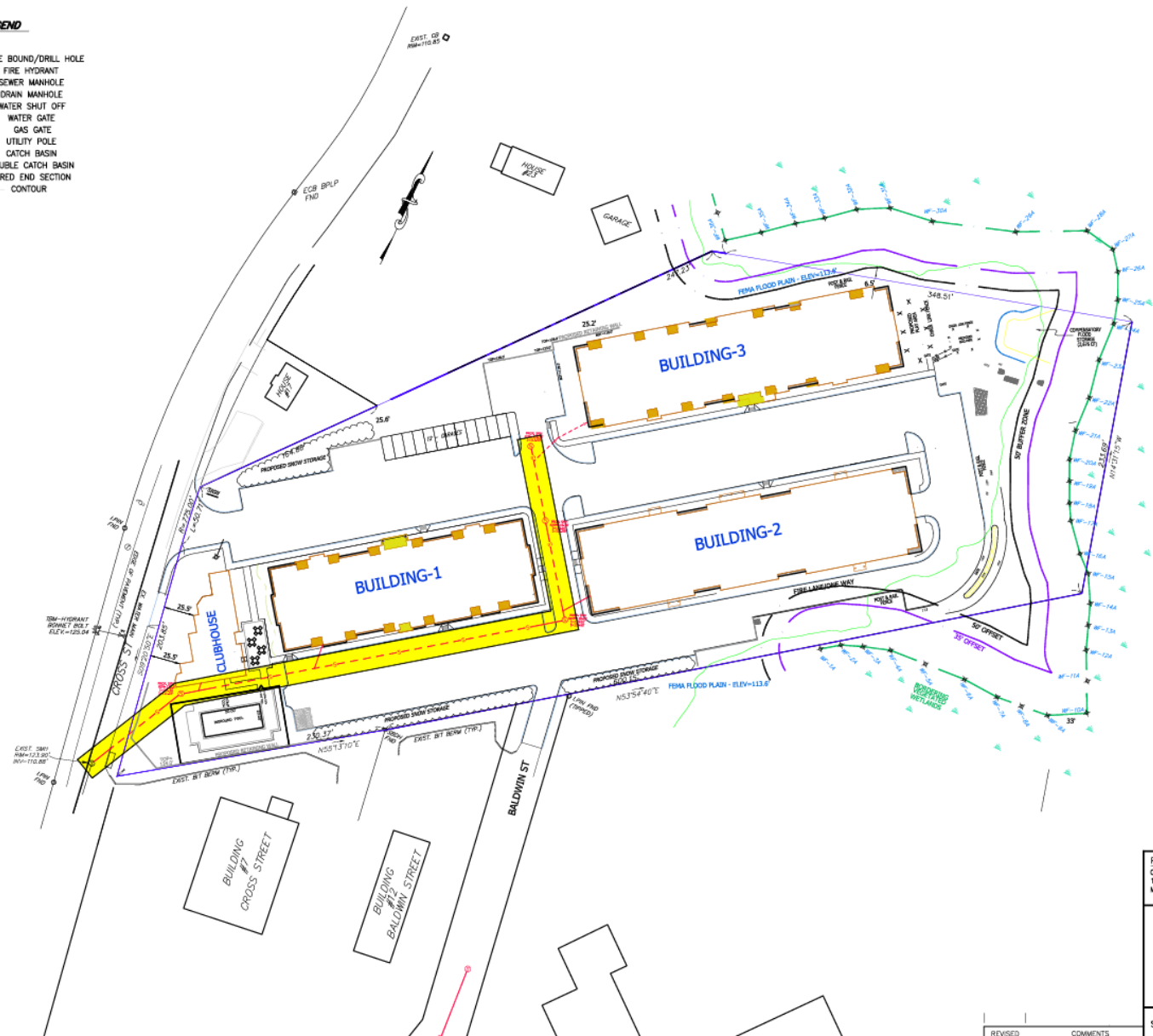
REVISION COMMENTS

SHEET 1 OF 1

SEWER CONNECTION PLAN

LEGEND

-  STONE BOUND/DRILL HOLE
 FIRE HYDRANT
 SEWER MANHOLE
 DRAIN MANHOLE
 WATER SHUT OFF
 WATER GATE
 GAS GATE
 UTILITY POLE
 CATCH BASIN
 DOUBLE CATCH BASIN
 FLARED END SECTION
 CONTOUR



PREPARED FOR:
CROSS LD 002B, LLC
11 CROSS STREET
METHUEN, MA 01884

THE RESIDENCES AT CROSS POINT
METHUEN, MA

SEWER CONNECTION PLAN

SCALE: 1"=40' FEBRUARY 8, 2026

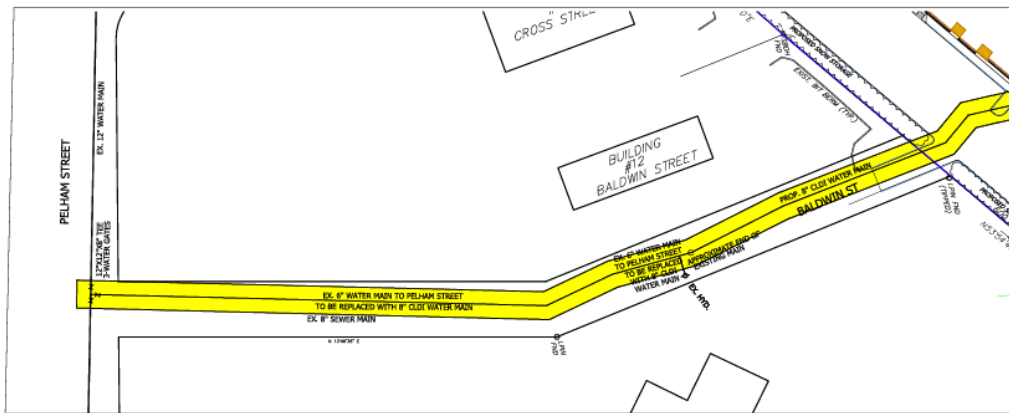
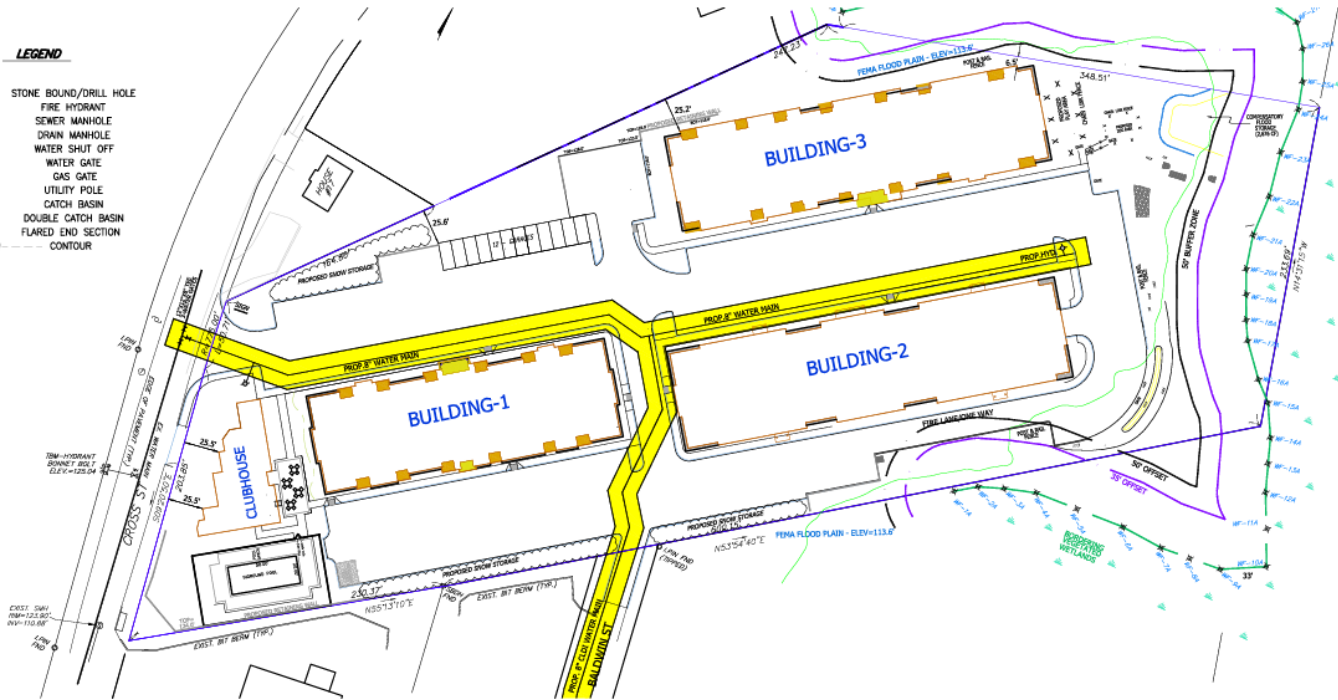
Dresser, Williams & Way, Inc.
572 BOSTON ROAD - UNIT 5 BILLERICA, MA
TELEPHONE NO. (978) 653-5410 E-MAIL: DWWinSurvey@gmail.com
Professional Services to Earth-Science

SHEET 1 OF 1

REVISED	COMMENTS
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WATER CONNECTION PLAN

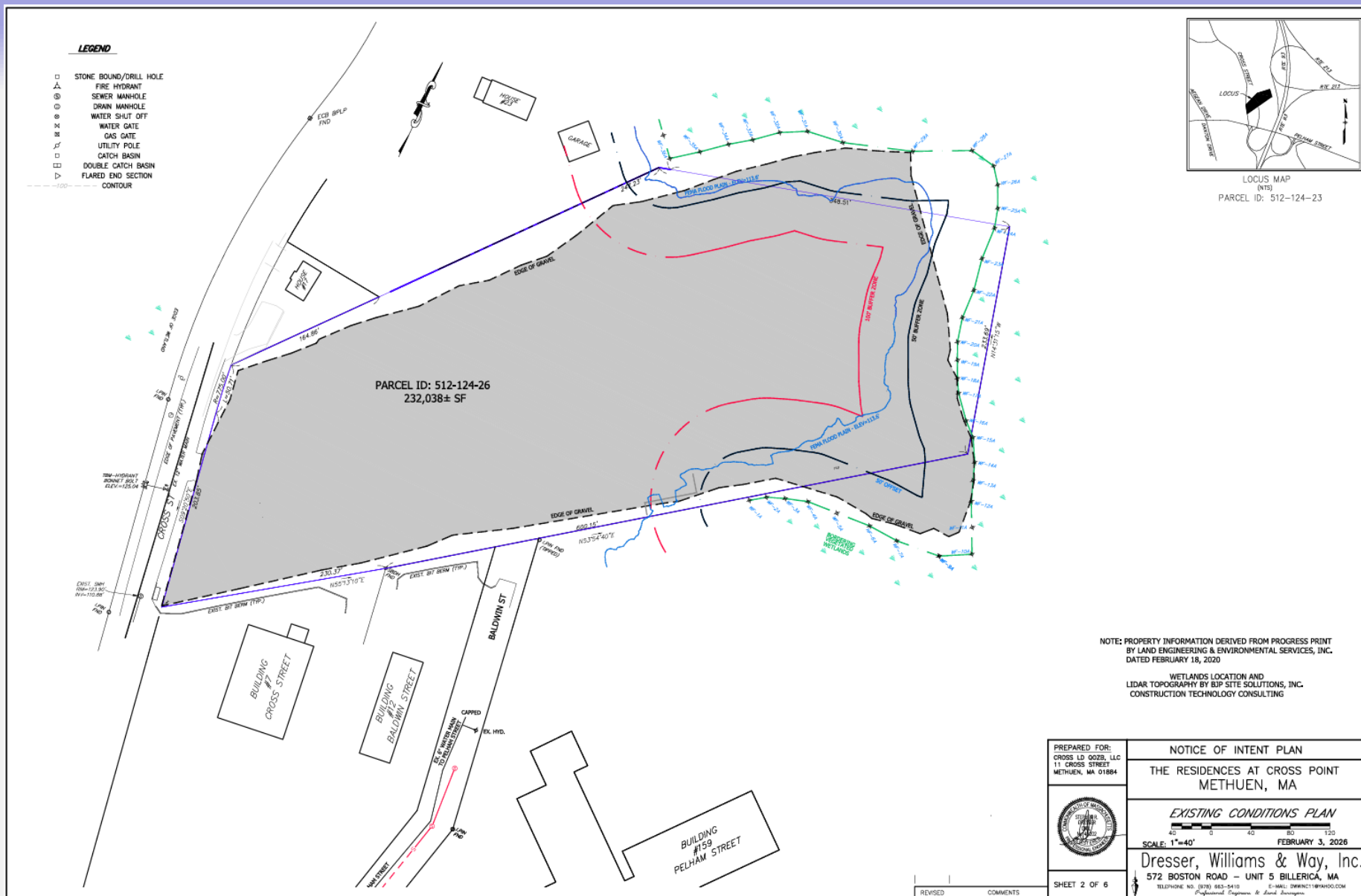
- LEGEND**
- STONE BOUND/DRILL HOLE
 - △ FIRE HYDRANT
 - SEWER MANHOLE
 - ⊙ DRAIN MANHOLE
 - ⊗ WATER SHUT OFF
 - ⊕ WATER GATE
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 - ⊙ CATCH BASIN
 - ⊙ DOUBLE CATCH BASIN
 - ⊙ FLARED END SECTION
 - CONTOUR



BALDWIN STREET UTILITIES

PREPARED FOR: CROSS LD 002B, LLC 11 CROSS STREET METHUEN, MA 01884	THE RESIDENCES AT CROSS POINT METHUEN, MA WATER CONNECTION PLAN SCALE: 1"=40' FEBRUARY 8, 2026
	Dresser, Williams & Way, Inc. 572 BOSTON ROAD - UNIT 5 BILLERICA, MA TELEPHONE NO. (978) 683-5410 E-MAIL: DWW@clunet.com <i>Professional Engineers & Land Surveyors</i>
SHEET 1 OF 1	REVISED COMMENTS

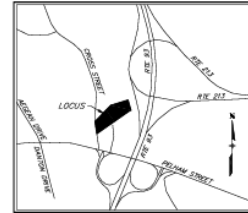
EXISTING CONDITIONS PLAN



EXISTING CONDITIONS / OVERLAY PLAN

LEGEND

- STONE BOUND/DRILL HOLE
- △ FIRE HYDRANT
- SEWER MANHOLE
- DRAIN MANHOLE
- × WATER SHUT OFF
- × WATER GATE
- × GAS GATE
- × UTILITY POLE
- CATCH BASIN
- DOUBLE CATCH BASIN
- ▽ FLARED END SECTION
- CONTOUR



LOCUS MAP
(NTS)
PARCEL ID: 512-124-23



NOTE: PROPERTY INFORMATION DERIVED FROM PROGRESS PRINT
BY LAND ENGINEERING & ENVIRONMENTAL SERVICES, INC.
DATED FEBRUARY 18, 2020

WETLANDS LOCATION AND
LIDAR TOPOGRAPHY BY BIP SITE SOLUTIONS, INC.
CONSTRUCTION TECHNOLOGY CONSULTING

PREPARED FOR:
CROSS LD Q029, LLC
11 CROSS STREET
METHUEN, MA 01884



NOTICE OF INTENT PLAN

METHUEN, MA

EXISTING CONDITIONS/OVERLAY PLAN

SCALE: 1"=40' FEBRUARY 3, 2026

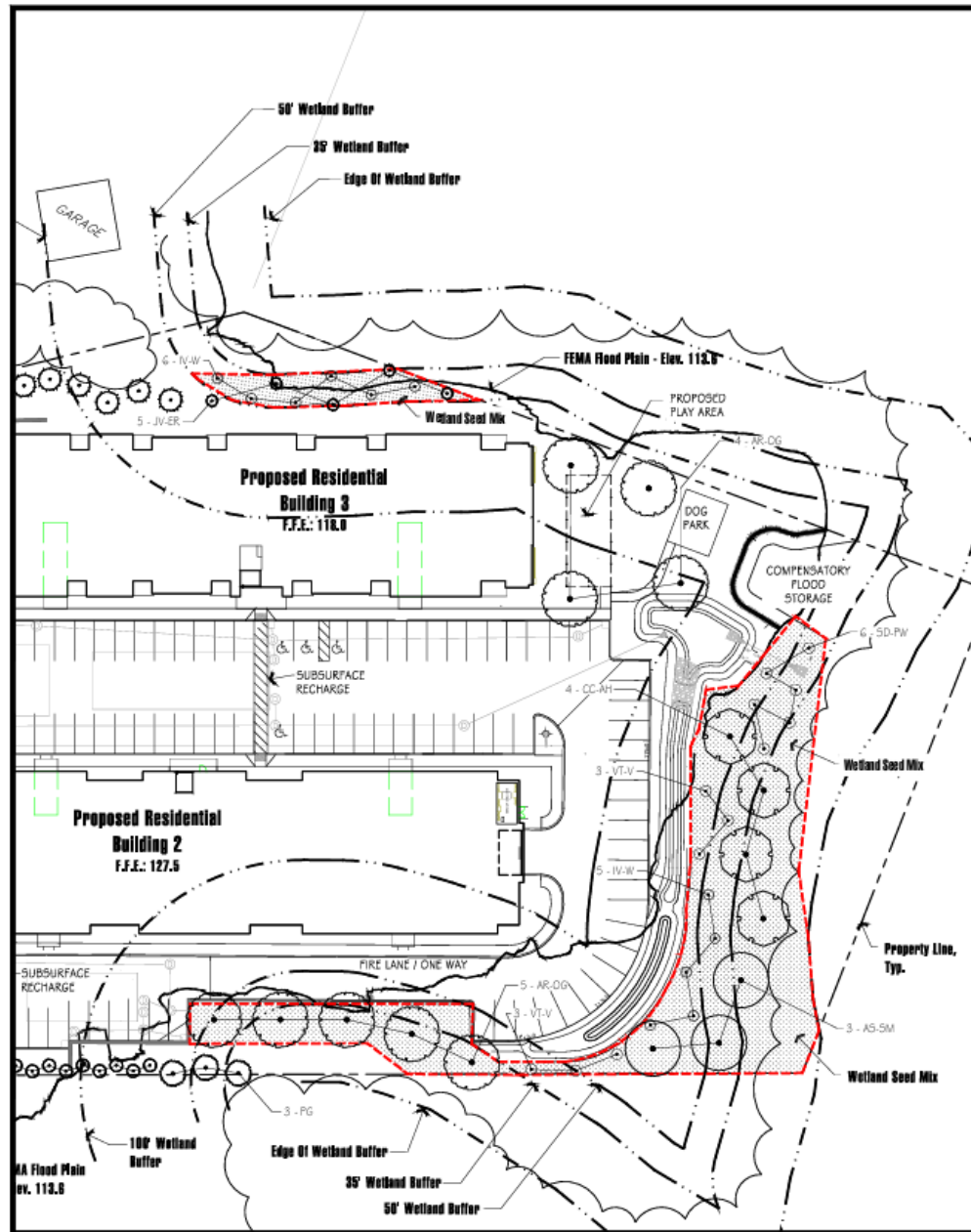
Dresser, Williams & Way, Inc.
572 BOSTON ROAD - UNIT 5 BILLERICA, MA

TELEPHONE NO. (978) 883-5410 E-MAIL: DW@DRESSERWILLIAMS.COM
Professional Engineers & Land Surveyors

SHEET 2 OF 6

REVISED COMMENTS

BUFFER PLAN



LANDSCAPE PLAN



Hawk Design, Inc.
Landscape Architecture
Land Planning
Barnstable, MA
508-553-0800
info@hawkdesigninc.com

Project No. 1001
Date: 1/10/20
Scale: 1" = 30'-0"



Date: 1/10/20
Revision:
For: Client



The Residences at Cross Point
11 Cross Street, Barnstable, Massachusetts 01940
Cross Point LLC, LLC

Site Plan
Bordering

Scale: 1" = 30'-0"
Sheet: **L1.0**

Base information provided electronically by:
© 2020, William & Wally, Inc. of Barnstable, MA

AMENITIES



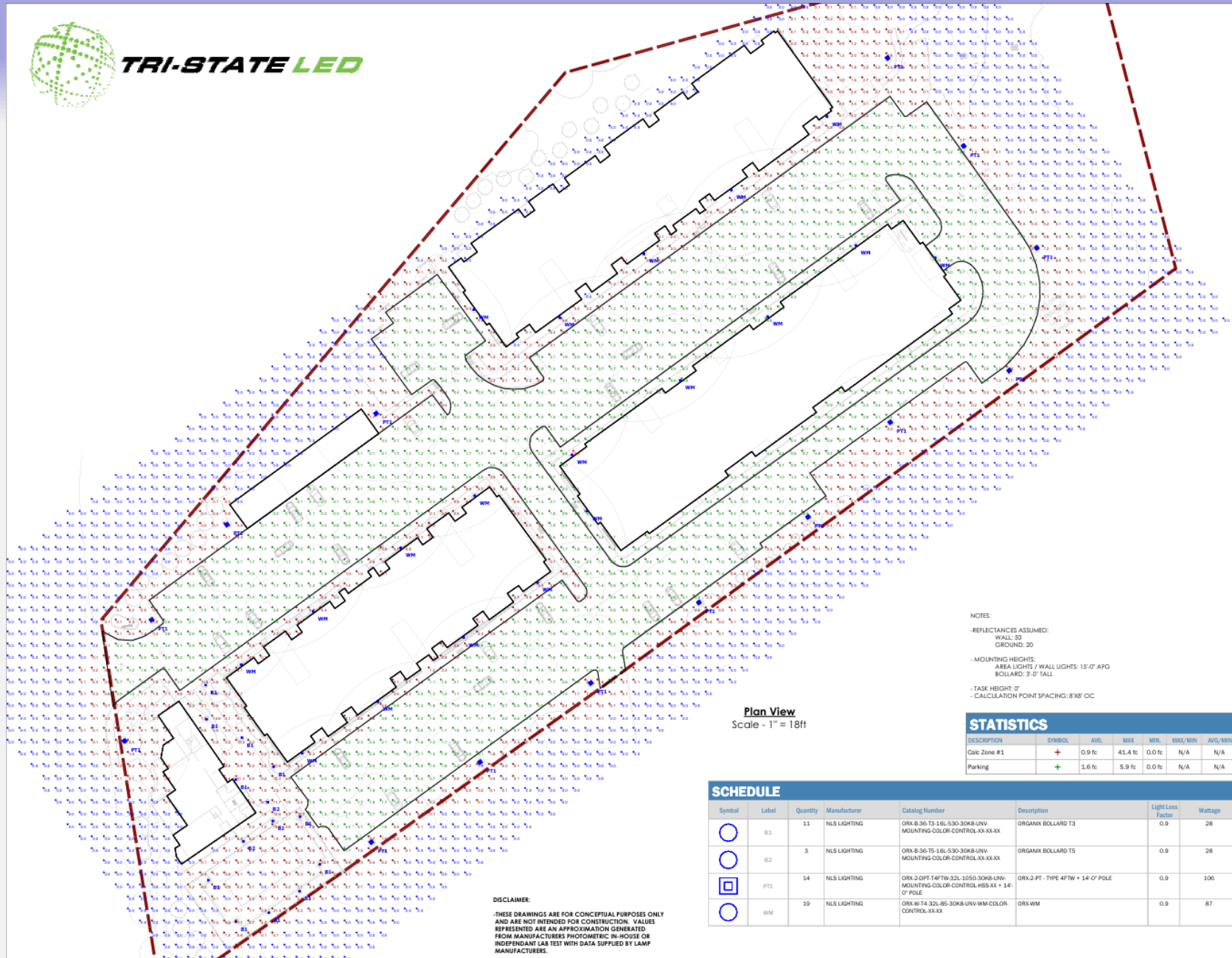
LIGHTING PLAN



TRI-STATE LED



Cross Street - Neilthuen
02-02-2026



Plan View
Scale - 1" = 18ft

NOTES:

REFLECTANCES ASSUMED:
WALL: 20
GROUND: 20

MOUNTING HEIGHTS:
AREA LIGHTS / WALL LIGHTS: 15'-0" AFG
BOLLARD: 3'-0" TALL

TASK HEIGHT: 0'
CALCULATION POINT SPACING: 8'X8' 0C

STATISTICS

DESCRIPTION	SYMBOL	AVG.	MAX.	MIN.	MAX/MIN	AVG/MIN
Calc Zone #1	+	0.9 fc	41.4 fc	0.0 fc	N/A	N/A
Parking	+	1.6 fc	5.9 fc	0.0 fc	N/A	N/A

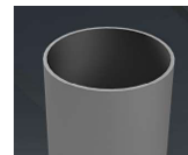
SCHEDULE

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Light Loss Factor	Wattage
	B1	11	NLS LIGHTING	ORX-B-36-T3-16L-530-30K8-UNV-MOUNTING-COLOR-CONTROL-XX-XX-XX	ORGANIX BOLLARD T3	0.9	28
	B2	3	NLS LIGHTING	ORX-B-36-T5-16L-530-30K8-UNV-MOUNTING-COLOR-CONTROL-XX-XX-XX	ORGANIX BOLLARD T5	0.9	28
	PTL	14	NLS LIGHTING	ORX-2-0PT-T4FW-32L-1050-30K8-UNV-MOUNTING-COLOR-CONTROL-HSS-XX + 14'-0" POLE	ORX-2-PT - TYPE 4FTW + 14'-0" POLE	0.9	106
	WM	10	NLS LIGHTING	ORX-W-T4-32L-85-30K8-UNV-WM-COLOR-CONTROL-XX-XX	ORX-WM	0.9	87

DISCLAIMER:

THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES ONLY AND ARE NOT INTENDED FOR CONSTRUCTION. VALUES REPRESENTED ARE AN APPROXIMATION GENERATED FROM MANUFACTURERS PHOTOMETRIC IN-HOUSE OR INDEPENDANT LAB TEST WITH DATA SUPPLIED BY LAMP MANUFACTURERS.

Prepared:
Reviewed:
Date:
Scale:
Drawing No:
Revisions:

[illegible][illegible]**TRI-STATE LED**

-THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES ONLY AND ARE NOT INTENDED FOR CONSTRUCTION. VALUES REPRESENTED ARE AN APPROXIMATION GENERATED FROM MANUFACTURERS PHOTOMETRIC IN-HOUSE OR INDEPENDANT LAB TEST WITH DATA SUPPLIED BY LAMP MANUFACTURERS.

Cross Street - Methuen
02-03-2026

Designer
Benjamin P. Rowe
Scale
1/29/2026
Code
Plot to Scale
Drawing No.
Summary

ARCHITECTURAL PLANS

FRONT ELEVATION – BUILDING 1



FRONT ELEVATION

ARCHITECTURAL PLANS

FRONT ELEVATION – BUILDING 2



FRONT ELEVATION

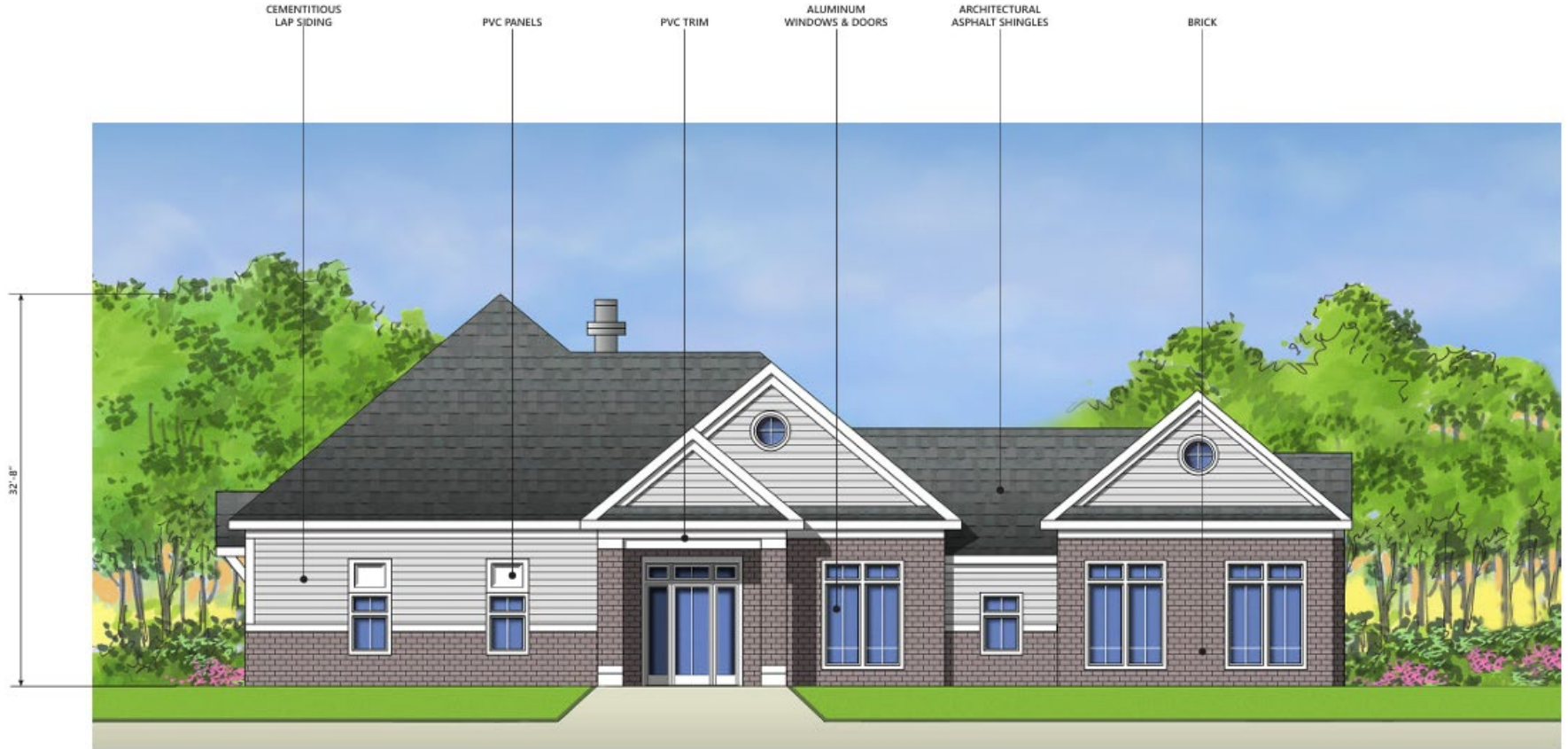
ARCHITECTURAL PLANS

FRONT ELEVATION – BUILDING 3



FRONT ELEVATION

FRONT ELEVATION – CLUBHOUSE



FRONT ELEVATION

RESIDENCES AT CROSS POINT MAJOR POINTS

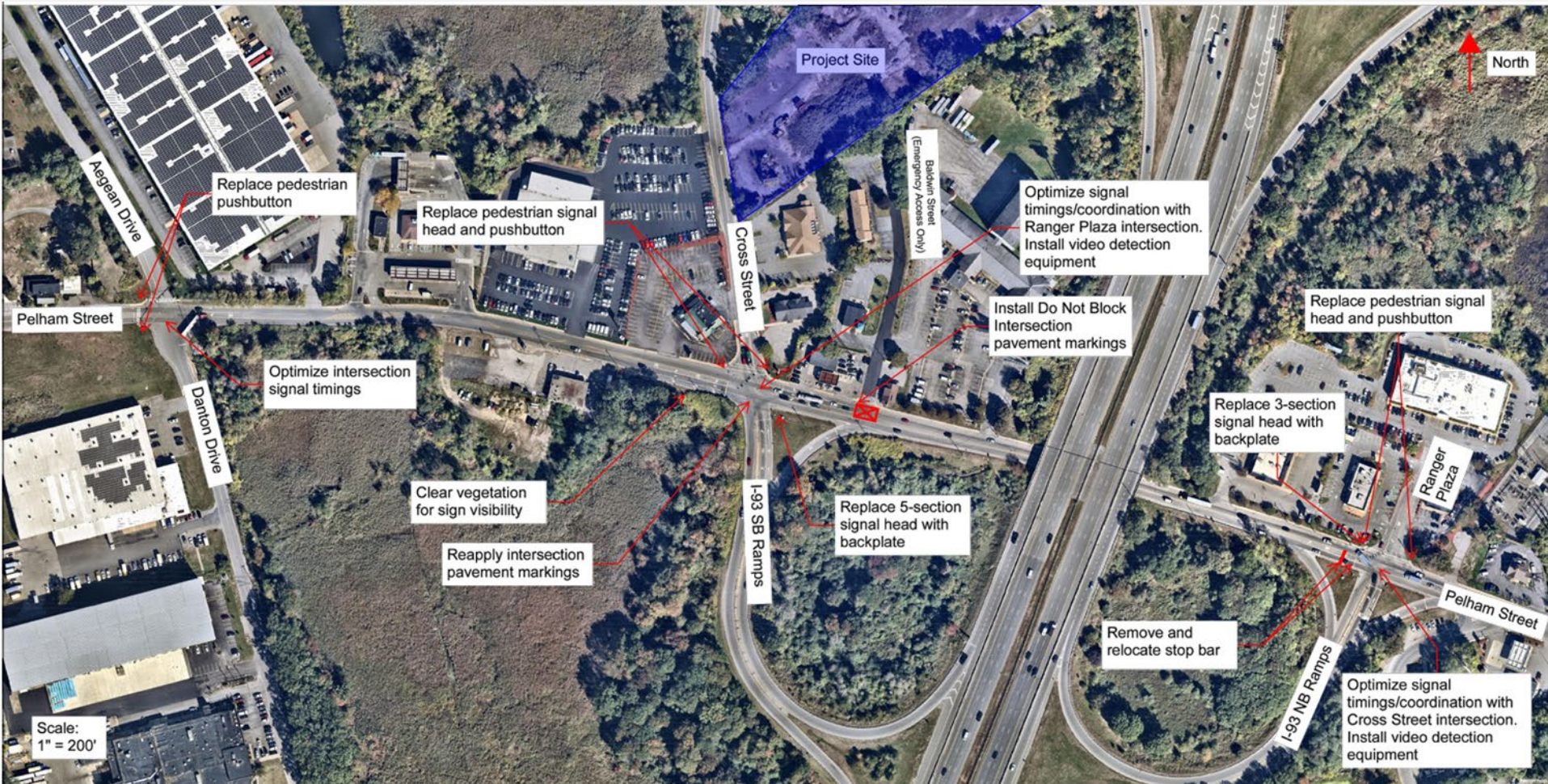
- Project has been presented to the City and the Department of Transportation.
- Proponent will make improvements that were identified in the City's 2024 Report for Pelham Street.
- City's review is complete and agrees with Proponent's solutions.
- MassDOT has indicated that proposed improvements are acceptable pending their final approval.

RESIDENCES AT CROSS POINT

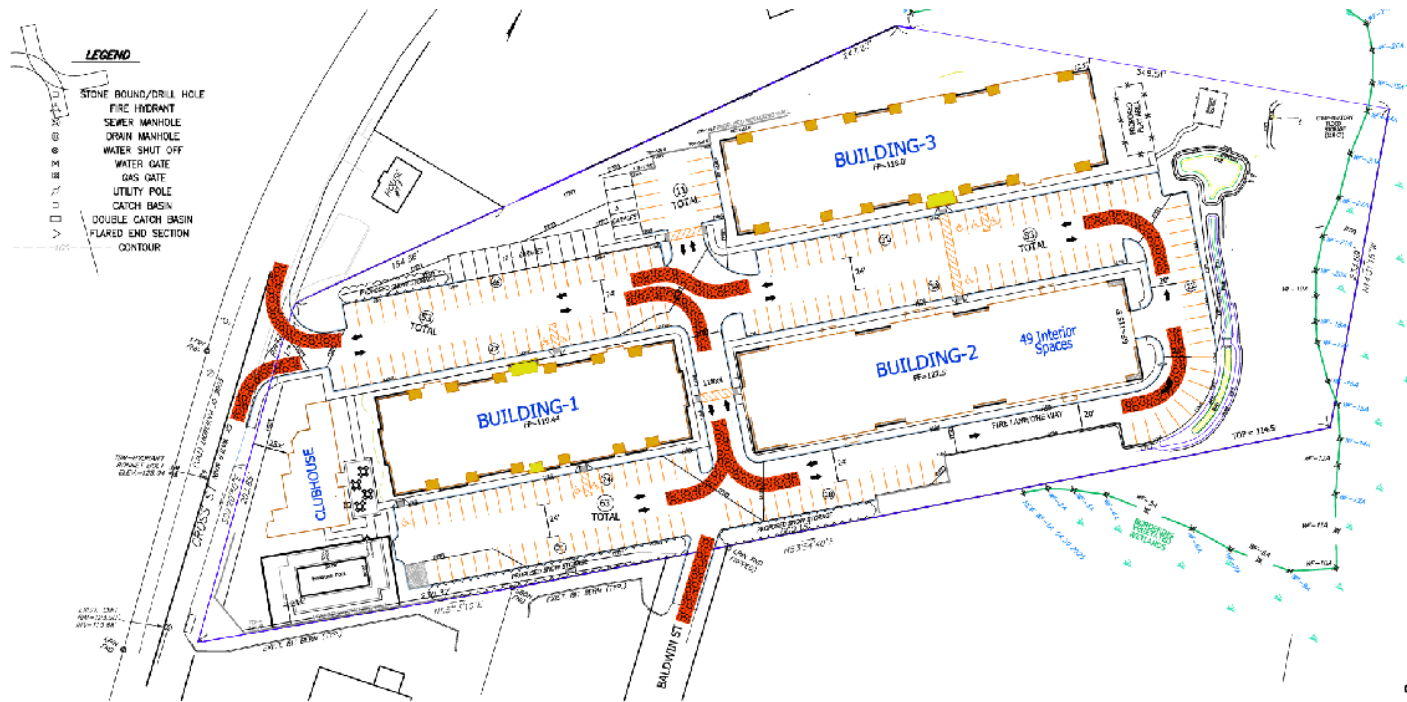
TRAFFIC STUDY SUMMARY

- The Traffic Impact and Access Study was prepared in accordance with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*.
- The Project is expected to generate a total of 870 vehicle trips (435 vehicles entering and 435 vehicles exiting). During the weekday morning peak hour, a total of 74 vehicle trips (17 vehicles entering and 57 vehicles exiting) would be expected. During the weekday evening peak hour, a total of 73 vehicle trips (47 vehicles entering and 26 vehicles exiting) would be expected.
- Motorists exiting the Project site to Cross Street are not projected to experience significant operations (volume to capacity (v/c) ratio less than 0.20).
- Sight lines at the Project site driveway intersections were found to exceed the recommended minimum values for safe and efficient operation based on the appropriate approach speed.

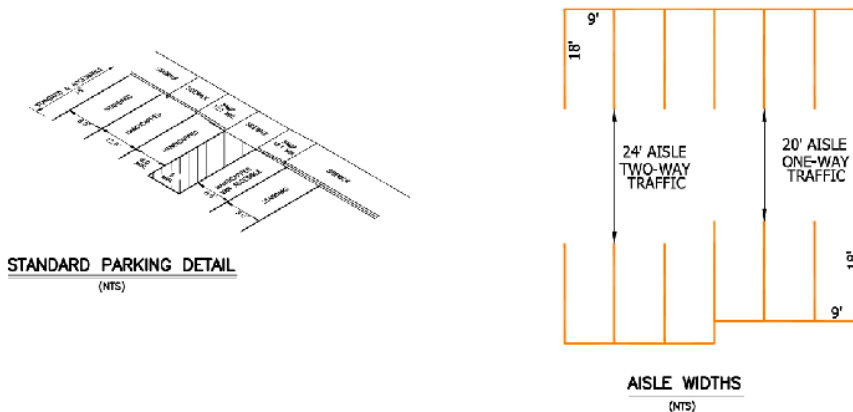
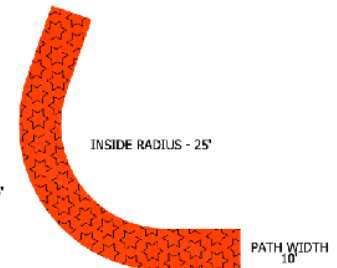
CONCEPTUAL IMPROVEMENT PLAN



PARKING AND CIRCULATION PLAN



PARKING TABLE					
ZETA C. CHURCHILL JUNIOR EST. MATHIE FAMILY					
					PERIOD 10-12
PARKING REQUIREMENTS					
MULTI FAMILY CHURCHES					
ONE-LEVEL UNIT	1.0 SPACE PER UNIT	AS	AS	EXTENSIVE	2-3
TWO-BEDROOM UNITS	1.25 SPACES PER UNIT	AS	AS	EXTENSIVE	4-5
THREE-BEDROOM UNITS	2.0 SPACES PER UNIT	AS	AS	EXTENSIVE	6-7
APARTS AND ACCESSORY BUILDINGS	1.0 SPACE/2000 GROSS SQ. FT.	2.0	5.0		
TOTAL SPACES					261
					276



FIRE TRUCK TURNING PATHS

INSIDE RADIUS - 25'
OUTSIDE RADIUS - 35'
PATH WIDTH - 10'

PREPARED FOR: CROSS LD 0028, LLC 11 CROSS STREET METHUEN, MA 01804	PLAN OF LAND
	THE RESIDENCES AT CROSS POINT METHUEN, MA
	PARKING AND CIRCULATION PLAN
	SCALE 1"=40'
SHEET 1 OF 1	JANUARY 8, 2026 Dresser, Williams & Way, Inc. 572 BOSTON ROAD - UNIT 5 BILLERICA, MA TEL: (617) 653-0000 FAX: (617) 653-0001 E-MAIL: DW@DresserWilliamsWay.com WWW: www.DresserWilliamsWay.com

FISCAL IMPACT ANALYSIS

Table 2
Anticipated Yearly Property Tax Revenue

	# Units	Assessment	Assessment/Unit
The Point at Merr. Valley	156	\$40,549,800	\$259,935
Summit Place	280	\$66,786,000	\$238,521
	436	\$107,335,800	\$246,183
Proposed Crosspoint	168	\$41,358,749	
Est. Property Taxes @ \$10.58	\$437,576		

Table 3
Motor Vehicle Excise Tax

	#	Value	
Vehicles³	213	\$10,000	\$2,130,000
\$25/\$1,000			\$53,250

Table 4
Estimated Yearly Revenue

Property Taxes	\$437,576
Excise Tax	\$53,250
Total Revenue	\$490,826

FISCAL IMPACT ANALYSIS (cont.)

Table 10
Estimated School Age Children

	# Units	# SAC	SAC/Unit
The Point at Merr. Valley	156	31	0.199
Summit Place	280	50	0.179
Average	436	81	0.186
Proposed Cross Point	168	31	

We reviewed the findings with Superintendent Brandi Kwong. Given the declining enrollment seen in the community, the Superintendent did not believe there would be any new general educational expense impact on the schools.

FISCAL IMPACT ANALYSIS (cont.)

Table 11
Estimated Annual Fiscal Impact

Gross Rev. Property Taxes & Excise Taxes	\$490,826
Estimated Municipal Costs	
Police	-\$51,012
Fire	-\$60,000
Other Departments, Misl.	-\$21,000
Schools	-\$172,710
Total Costs	-\$304,722
Net Annual Positive Fiscal Impact	+186,104

FISCAL IMPACT ANALYSIS (cont.)

Summary of Findings

- The Proposed Development will result in estimated gross revenues totaling \$490,826 and annual anticipated expenses totaling \$304,722. Property tax payments will increase substantially over current payments.
- Increased emergency call volume will be realized for both the Police and Fire Departments.
- The project is consistent with the City's Housing Production Plan.
- Building permit fees will generate significant revenue for the community.
- Limited measurable impacts are foreseen by other city departments.
- Only 31 school age children are estimated; Chapter 70 Aid may increase with the addition of the new students.
- Analysis does not consider intangible economic benefits of creating additional jobs for the area from both the planned construction activity, as well as the planned commercial space. In addition, the apartment community will increase the number of residents in the community to support local businesses.

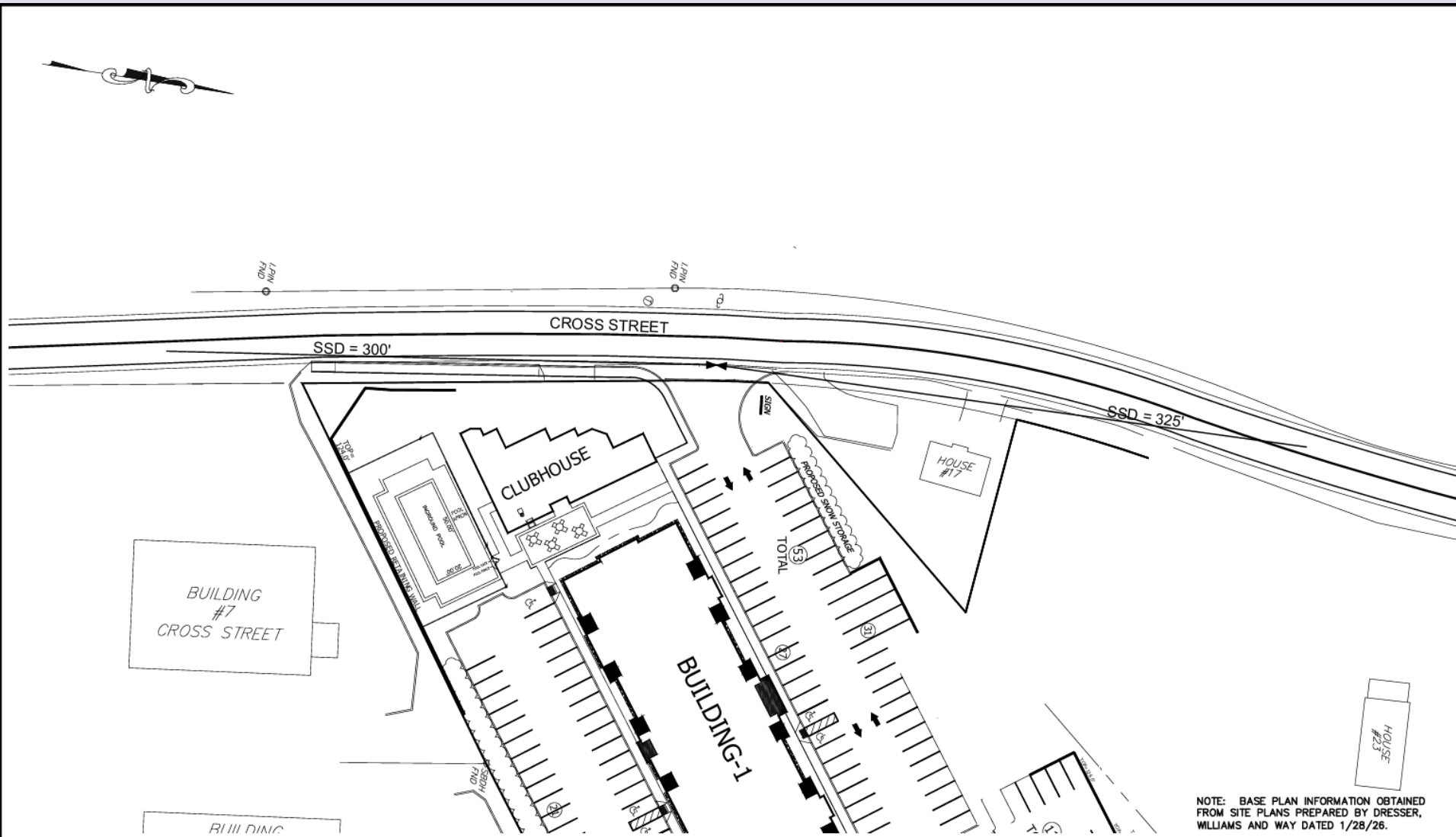
Thank you.

Questions?

CSPRDD – Affordable Housing

- 25% of the units in the CSPRD shall be and shall remain Affordable Units.
- All (100%) of the units shall be eligible to be included in the City's Subsidized Housing Inventory, as maintained by EOHLC.
- CROSSLD shall execute a Regulatory Agreement countersigned by the EOHLC and the City to preserve the affordability of the dwelling units in perpetuity.
- CROSSLD shall annually recertify to EOHLC and the City the continuing eligibility of any tenant in an Affordable Unit.
- As allowed by federal law, up to seventy percent (70%) of the Affordable Units shall be reserved for households that qualify under a local preference definition approved by the EOHLC.

STOPPING SIGHT DISTANCES



OFF-SITE MITIGATION

Pelham Street at Aegean Drive and Danton Drive

- Replace the pushbuttons at the southwest and northwest corners to establish ADA compliance.
- Re-evaluate detection zones and time of day plans.
- Evaluate and replace any defective LED signal modules, visors, and/or backplates.

Pelham Street at Cross Street and I-93 Southbound Ramps

- Replace the existing loop detection with 360° Video Detection.
- Re-evaluate coordination plans.
- Replace the pedestrian signal heads and pushbuttons for the Cross Street crossing.
- Timing pattern to run coordinated with the signal at the I-93 northbound ramps.

OFF-SITE MITIGATION

Pelham Street at Cross Street and I-93 Southbound Ramps (Cont.)

- Evaluate and replace existing MUTCD R3-8 series graphic lane-use signs and clear vegetation to improve visibility of current signs.
- Reapply pavement markings for the current lane use pattern.
- Apply new ‘Do Not Block’ box pavement markings on Pelham Street westbound at Baldwin Street, subject to MassDOT review and approval.
- Update all pedestrian phase timings based on current MassDOT policies.
- Evaluate and replace any defective LED signal modules, visors, and/or backplates.

OFF-SITE MITIGATION

Pelham Street at Ranger Plaza Driveway and I-93 Northbound Ramps

- Replace the existing loop detection with 360° Video Detection.
- Re-evaluate coordination plans.
- Replace the pedestrian signal heads and pushbuttons for the Ranger Plaza crossing.
- Replace the three-section westbound signal head and backplates (with retroreflective borders) on the northwestern corner.
- Replace the visor for the green indication of the eastbound signal head on the southeastern corner.
- Timing pattern to run coordinated with the signal at the I-93 southbound ramps.
- Coordinate improvements with MassDOT/TEC for on-going design of sidewalk connections and crosswalk enhancements from Mystic Street.
- Evaluate and replace any defective LED signal modules, visors, and/or backplates.
- Eradicate existing stop line for Pelham Street eastbound and restripe new stop line approximately 10 feet further back to better accommodate left-turning truck movements from the I-93 northbound off-ramp.

TRANSPORTATION DEMAND MANAGEMENT

Regularly scheduled public transportation services are not currently available to the PRD site or along Pelham Street. In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles, the following Transportation Demand Management (TDM) measures will be implemented as a part of the PRD:

- An on-site transportation coordinator (TC) will be assigned to coordinate the traffic reduction program for the PRD,
- The TC will work with the City of Methuen, MassDOT and the MVRPC to develop the elements of the traffic reduction program for the PRD,
- The TC will disseminate public transit schedules to tenants of the building (MeVa Bus schedules),
- The TC will electronically disseminate *a newsletter identifying carpooling opportunities and available TDM measures and incentives*,
- The TC, in association with available ride matching services (such as Ride Match (<https://massridematch.org/>)) to establish potential carpooling and van pooling programs,

TRANSPORTATION DEMAND MANAGEMENT

- Sidewalks and pedestrian areas will be provided within the PRD,
- Designating one parking space for low-emission vehicles closer to building entrances to promote the use of clean fuel vehicles,
- Explore potential accommodations for a car sharing service (e.g., Zip Car), and
- The PRD will include provision of safe, secure, weather-protected bicycle racks and/or storage lockers. Signs will be provided at appropriate locations within the PRD directing bicyclists to the bicycle storage facilities.