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PLANNING DEPT.

April 5, 2024

To: Mr. Gregory Rondeau, Chairman
Town of Franklin Planning Board
355 East Central Street
Franklin, MA 02038

A&M Project #: 1362-25
Re: 6 Forge Parkway
Industrial Building
Response to
Review Comments

Copy: Donegal, LLC

Dear Mr. Rondeau,

Allen & Major (A&M) is in receipt of review comments from the BETA Group, Inc., dated March 20, 2024, for the above referenced project. Please find A&M's responses to these comments below. The initial comments are provided along with A&M's responses in **bold**.

BETA Group, Inc.:

G1. *The locus map identifies the wrong lot and should be corrected. It appears to show 25 Forge Parkway as the locus.*

A&M Response: The locus map on the cover sheet has been updated as requested.

Z1. *As previously noted, the lot width in the table should be changed to reflect the definition under the bylaws. In addition, the circle should also be shown on the plan.*

A&M Response: The lot width has been updated as requested and the circle is shown on the plan, see sheet C-102.

Z2. *Based upon the presence of the office space, a Special permit from the Planning Board is required in accordance with the bylaws.*

A&M Response: The office space in the proposed building is in support of the industrial use and is not a separate tenant space. The proposed project will not increase the estimated water consumption over 15,000 gallons per day. We therefore believe that a Special Permit is not required.

Z3. *The table indicates that the maximum building height and stories are to be determined. The architectural plans indicate that the building height will be 29'-6", however they do not note the number of stories. These figures should be on the table.*

A&M Response: The building height and number of stories has been added to the table as requested.

P1. *Correct the table to indicate that 51 standard spaces are provided not 49.*

A&M Response: The Off-Street Parking and Loading Summary Table indicates that there are 51 parking spaces, 48 standard and 3 accessible.

P2. *The entrance driveway is approximately 500' long before it gets to the site development. In addition, there is only one way entrance driveway. BETA recommends that the access driveway alignment be forwarded to the fire department for their review.*

A&M Response: The fire department has reviewed the site plan and provided their comments.

P3. *The lot line between 4 & 6 Forge Parkway is in the middle of the existing access driveway. The existing conditions plan does indicate that there are any easements on the parcel which indicate that either party has access and utility rights. BETA recommends that easements associated with this driveway and utilities be shown on the plans.*

A&M Response: The existing conditions have been updated to show the "Common Driveway" easement as recorded in Bk 14286 Pg 223 of the Norfolk Registry of Deeds.

P4. *Just before the driveway enters the site development area, the rip rap slope on the left side will extend off the property. Note 15 on sheet C-103 indicates that A temporary Easement may be required. BETA recommends that the designer document the ability to obtain the easement from the abutter for this construction.*

A&M Response: The alignment of the driveway has been modified slightly so as to reduce the need for an offsite temporary construction easement.

P5. *In accordance with §185-21.C(5) of the bylaws, "Parking lots for 20 or more cars shall contain or be bordered within five feet by at least one tree per 10 parking spaces,..." For the proposed 51 spaces this would equate to 6 trees. The Landscaping Plan on Sheet L-101 shows 18 trees around the front parking lot and entrance driveway.*

No response required.

C1. *Based upon the site plans, the entirety of the parking lot, including the access drive and loading dock areas will have vertical precast concrete curbing.*

No response required.

SP1. *There are 2 preliminary architectural plans included in the submission including all 4 elevations and a floor plan.*

No response required.

SP2. *There is no site lighting identified or shown on the plans. In accordance with §185-31, C(3)(l), A photometric plan with sufficient illuminance values, to determine compliance with §185- 31.1C(4)(e) is required.*

A&M Response: A photometric plan has been provided as requested.

SP3. *Plans should indicate if any signs are being proposed and provide a detail if applicable.*

A&M Response: A sign has been illustrated on the site plans including an anticipated sign. A formal sign permit application will be filed upon approval of the site plans by the sign installer.

SP4. In accordance with §185-31, C(4)Review criteria. The Planning Board shall approve a site plan only upon its determination.....

(b) Reasonable use is made of building location, grading, and vegetation to reduce visibility of structures, parking area, outside storage, or other outdoor service areas (e.g., waste removal) from public views.

Based upon the 2021 Aerial imagery available it is difficult to determine if the vegetation along route 140 is sufficient to screen the loading docks from view from the roadway. In addition, because of the steep grades to the floor of the valley from the loading docks area will be covered in riprap without any vegetation. BETA recommends that the applicant provide additional information to the Board to allow that determination to be made.

A&M Response: Based on available aerial and street view imagery, it appears that a substantial vegetated berm exists and will separate and screen the development from Route 140. See Images 1 and 2 below.



Image 1 - View looking southwest, towards the development, from Route 140, Source: Google Maps

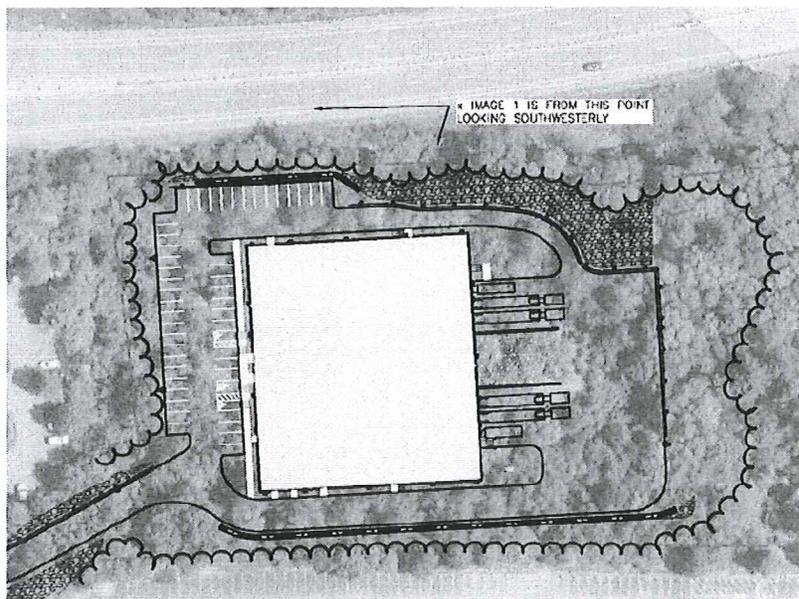


Image 2 - Plan and Aerial View showing perspective for Image 1, Source: AutoCAD Civil 3D

SW1. *The applicant has proposed the use of PVC and HDPE pipe for the stormwater collection system. In accordance with §300-11.B(2.a) the pipe should be RCP.*

A&M Response: The applicant respectfully requests a waiver to the requirement to use reinforced concrete pipe (RCP). Form R is included herewith.

SW2. *Runoff from a portion of the existing access driveway flows to the Forge Parkway system. The calculations should address the issue of compliance with the standards for this portion of the site.*

A&M Response: The project does not impact the flows to Forge Parkway. Providing calculations for the runoff to Forge Parkway would show no change and seems unnecessary.

SW3. *There are 2 outfalls along the southerly property line that discharge onto the parcel from 8 Forge Parkway onto the proposed development area. Each of these discharge points are located within easements on the subject parcel. The design proposes to pipe this flow to the east and discharge to a point on the easterly slope below the fill line. Each of these discharge points currently flows through an existing stormwater feature and/or an area that will qualify them for LID credits. Accordingly, collecting this runoff and piping it directly to a discharge will result in an untreated discharge point. The treatment and infiltration provided for these 2 existing discharge points must be maintained by the proposed design.*

A&M Response: Additional research was conducted to investigate the topography on site, in the vicinity of the two discharge pipes described above. It was found that a swale exists on site that conveys the stormwater from the existing discharge pipes towards the rear of the site. The stormwater model has been updated to include times of concentration given this new information and an updated report is provided with this letter. Subsequently, since these discharges are existing and the means of conveyance is simply changed from an open channel to a closed pipe network, they would not be considered a "new discharge" point.

SW4. *Since there will be vehicular access into the building, floor drains will be required and connected with the existing municipal sanitary sewer collection system. This flow will need to flow through an oil water separator prior to discharge into the system. It should be shown on the plan and a detail provided.*

A&M Response: An oil water separator has been added to the Utilities Plan, sheet C-104, as requested.

SW5. *The existing discharge culverts coming from the south have not been included in the overall analysis. By routing these 2 discharge points directly to the wetlands at the northeast corner of the parcel (DP 3) the design will decrease the Tc for this flow. The change in peak flow rates associated with this routing should be accounted for in the design. The calculations provided only document that the capacity of the proposed culvert will be greater than the 2 existing tributary culverts.*

A&M Response: As mentioned above, the stormwater model has been updated to include the runoff from these two discharge pipes and an updated report is provided with this letter.

SW6. *The existing impervious surfaces at the front of the site which will continue to flow into the Forge Parkway System should not be excluded from the overall recharge requirement.*

A&M Response: Although the flow characteristics remain unchanged, the area described above has been added to the recharge requirement calculation, as requested and indicates that the previously provided infiltration is sufficient to meet the criteria.

SW7. *The 2 existing discharge culverts from the southerly parcel each discharge to a potential infiltration area. Directly routing this flow to the rear of the parcel will bypass this potential. This should be addressed in the report.*

A&M Response: As mentioned above, through additional investigations, it was determined that these two existing culverts are directed to the rear of the site via an open channel and not to an infiltration practice as the comment states. The stormwater model has been updated to include the runoff from these two discharge pipes and an updated report is provided with this letter.

SW8. *Based upon the size of Infiltration system 2, in accordance with the stormwater standards, 2 additional test pits within the limits of the system are required.*

A&M Response: The stormwater manual requires one test pit per 5,000 square feet of basin area. The infiltration system has a footprint of 7,871 square feet meaning that 2 test pits are required. Test pit "GEO-TP-5" was conducted in the footprint of the practice and test pits "GEO-TP-3" and "GEO-TP-4" were both conducted within 15-20 feet of the practice. We respectfully request that the advancement of additional confirmatory tests pits prior to the start of construction be made a condition of approval.

SW9. *There is no test pit data for proposed infiltration system 1 at the 4 Forge Parkway entrance driveway. The bottom of the stone beneath the chambers will be set at Elevation 271.50. This elevation is 2.5' lower than the existing stormwater basin at the rear of the 4 Forge Parkway site. The nearest test pit TP-8 encountered ledge and groundwater at 13'. The plans state that test pits will be conducted at the time of construction. However, BETA recommends that a test pit be conducted during the design phase to ensure that the design can be implemented, since the design options for this location are limited by space constraints.*

A&M Response: Contrary to the review comment, there was no ledge encountered within TP-8 nor any of the test pits conducted on the parcel. As there was no redoximorphic features indicated in TP-8 and seepage was observed to be 13' from the surface (@Elev 266.7+/-) which is approximately 4.8 feet below the bottom of this stormwater basin, it is unlikely that the soil conditions will contradict those found at TP-8. We respectfully request that the advancement of additional confirmatory tests pits prior to the start of construction be made a condition of approval.

SW10. *The fill slope along the northerly edge of Infiltration system 2 is greater than 3:1 as it extends from the crest at elevation 273.0+ to a low point at Elevation 241.0 at the northeast corner. For grades steeper than 2:1, the designer is proposing a riprap covered slope. The design has proposed an impermeable liner along the down gradient edge of the system. However as noted the liner will only extend as deep as the excavation limits associated with system installation. Based upon the elevation BETA recommends that the system be setback a minimum of 50' from the slopes greater than 3:1.*

A&M Response: The current design has the bottom of the excavation (El 265.75) which more than 25' from the 3:1 slope area. Additionally, the plans have been updated to extend the impermeable barrier down to an elevation of 260.0 which is the lowest point of naturally occurring soils within the system. It is our professional opinion that between these two measures, there is a highly unlikely chance that there will be any seepage into the slope areas from the infiltration system.

SW11. *At the northeast corner of Infiltration System 1, there will be a need for approximately 6' of fill below the lower stone layer. In addition, there is approximately 3' of fill above the original A & B horizon soils which must be removed. The detail for the system should be modified to identify the limits of excavation and specify the backfill material.*

A&M Response: A note has been added to the infiltration system detail explaining the requirement to remove the existing fill below the system, as requested.

SW12. The impervious surface area tributary to CB 1 is greater than 0.25 acres. In accordance with Volume 2, Chapter 2 of the standards, the impervious surface area tributary to a deep sump catch basin should be less than 0.25 acres. BETA recommends that this design be modified to meet the criteria.

A&M Response: Catch basin CB-1 is proposed to be a double grate structure, with a 5' diameter, which increases its inlet capacity and storage capacity. The impervious area directed to CB-1 is approximately 13,000 square feet which is appropriate for a double grate catch basin.

SW13. The TSS removal rate for the proprietary separator should be limited to 45% which reflect actual rates achieved as documented by the EPA.

A&M Response: Although this is not an accurate statement as these systems have provided data that indicates, their systems exceed 80% TSS removal and also have received NJCAT supporting those claim, the calculations have been updated to limit the TSS removal rate to 45%. Updated calculations have been provided.

SW14. The applicant is reminded that a Stormwater permit from the Franklin DPW is required based upon the size of the disturbance.

A&M Response: Understood.

SW15. There is a list of Supplemental Information noted on page 25 of the drainage report. Each of these items should be attached directly to the O & M manual for the site and issued as a single document.

A&M Response: The intent is to attach the items described above and issue it as a single document.

Very Truly Yours,

ALLEN & MAJOR ASSOCIATES, INC



Michael A. Malynowski, PE
Senior Project Manager

Attachments:

1. Site Development Plans, revised as of April 1, 2024
2. Drainage Report, revised as of April 1, 2024
3. Form R