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9.19.25

BETA Group – Response to Comments on 6-26-25, Additional Comments provided 9-18-25

380 King Street – Site Plan

Franklin, MA 02038

## REVIEW COMMENTS BY BETA GROUP

### RESPONSES IN BLUE

- Z1. BETA recommends that the Zoning summary be expanded to show that the setback dimensions for the proposed building comply with the zoning requirements.

Zoning setback requirements and provided distances to said setbacks have been added to the Zoning summary table on sheet C-100A of the revised plan set.

- Z2. Depict existing and proposed sidewalk width on the plans. The sidewalk along the frontage must be at least 6 feet in width. BETA defers to the Town if the existing width can be maintained. (§ 185-28).

The proposed sidewalk width is noted on plan sheet C-100A. The proposed work on the section of sidewalk along the frontage of King Street shall match existing sidewalk width. Per discussions with the Town Planning Board the existing sidewalk does not need to be altered.

- Z3. Based upon the plans, it appears that the proposed interior sidewalk will be 4' wide. At the front of the building at the west corner, the sidewalk width measures only 3'. BETA recommends that this sidewalk be a minimum of 5' wide.

The proposed width of interior sidewalk has been revised to provide a continuous width of 4 feet. The width of interior sidewalks is in conformance with the 2010 ADA Standards for Accessible Design dated September 15, 2010.

- Z4. BETA recommends that a sidewalk connection from the proposed site to King Street be designed and shown.

A connection to the existing sidewalk on King Street has been provided in the revised plan set.

Z5. Snow storage areas should be identified in the plans. (§ 185-31.C.(3).(i)).

Snow storage areas can be located on plan sheet C-100A of the provided plan set.

Z6. Provide note that all plantings shall come from the Best Development Practices Guidebook (§ 185-31.C.(3).(k)).

Note 16 on Sheet C-201 states that all plantings shall conform from the Town of Franklin's Best Development Practices Guidebook. See landscape plan for additional detail.

Z7. Indicate if site lighting is proposed and provide photometric plan if applicable (§ 185-31.C.(3).(L)).

Site lighting is proposed as part of this project and the proposed light locations can be found on Sheet C-101. A lighting plan and photometric plan has been provided in the revised plan set.

Z8. Provide description of traffic circulation and safety especially since the abutting commercial uses will be granted access easements at both the front and rear of the parcel. (§ 185-31.C.(3).(s)).

Access has been revised in the provided plan set. Access is no longer granted for the eastern Lot, housing Sierra's Brick Oven Pizza, on the southern portion of the site. The entrance onto the subject parcel from King Street has been closed. A traffic circulation plan and traffic impact report has been provided by VHB as part of the revised plan set.

T1. The planning board should discuss whether a Traffic Impact Analysis is warranted for this project.

A traffic impact report prepared by VHB is included in the revised package.

T2. Apparatus circulation shown on sheet C-200 is dependent upon entrance into the site from the adjacent lot. BETA defers this final assessment to the fire department but recommends that this be modified to show access from the main driveway entrance.

The fire apparatus circulation has been modified to include entry and egress from the entrance on 370 as well as 390 King Street. The entrance on 380 King Street to the public right-of-way is proposed to be closed in lieu of the cross access provided by both adjacent lots. This modification has been reviewed and approved by the local fire chief. The email from the fire chief is included in the revised package.

T3. Confirm that the proposed configuration has been reviewed by the Town Fire Department.

Refer to the response to comment T2.

T4. The proposed grade across the parking spaces at the rear of the parcel are shown at a 4.3%± grade. Recommended maximum grades for parking spaces is 3.0%. BETA recommends that the design review modifying the design to adhere to this maximum grade.

Site grading has been revised as part of the attached plan set. Due to the existing slopes of the adjoining sites as well as the existing site, the provided grades for parking and drive aisles have been reduced to the maximum extent practicable.

T5. Proposed curb material should be designated on the plans.

The curb type and material shall be precast concrete curbing as called out on plan sheet C-100A.

T6. There are no designated guest parking spaces on the site. BETA recommends an adequate number of spaces be provided for guest spaces or an easement be granted for the potential use of the parking spaces on one of the abutting commercial sites.

This project meets the required parking requirements. A waiver for 59 spaces (one less than the required 60 spaces) is being requested. This was discussed and recommended by planning board members to provide additional green space.

SL1. Identify the size, type and number of fixtures to be mounted at each pole location.

There are 5 proposed 150W pole mounted light fixtures as shown on the provided photometric plan and details.

SL2. Provide a Photometric plan with sufficient illuminance values to document that there are no adverse impacts on the abutting parcels.

Refer to response to comment Z7. All proposed light fixtures will be dark sky compliant.

U1. BETA recommends that a construction detail for the proposed electrical conduit bank and trench be provided.

A construction detail for the proposed electrical service connection has been provided on the revised plan set sheet C-204.

LA1. Provide a landscaping plan which documents compliance with the bylaws.

A landscape plan has been provided as part of the revised plan set.

LA2. Indicate method to be utilized to protect the existing trees which as shown will be maintained.

Details pertaining to the protection of existing trees during construction has been included in the landscape plans as part of this revised plan set.

LA3. BETA will defer to the Board whether the naturally vegetated buffer to the rear of the parcel will satisfy the requirements of §185-35 for screening.

Noted.

SW1. Review the existing outlet erosion protection at each of the outfalls on Spruce Pond to determine if any maintenance is required.

Note No. 5 on Sheet C-001 has been added to the plans to inspect and rehabilitate the existing outfalls on Spruce Pond as required for the benefit of this project prior to the connection of the proposed stormwater facilities.

SW2. Provide timing schedules and sequences of development including clearing, stripping, rough grading, construction, final grading, and vegetative stabilization.

A stormwater pollution and prevention plan can be found in the appendix of the stormwater report and includes timing and sequencing of construction.

SW3. The applicant is reminded that a stormwater permit from the Town of Franklin DPW is required for the proposed activity.

Correspondence is underway between NEI and the Town of Franklin DPW regarding the stormwater permit required for the proposed activity. Stormwater report and calculations can be found in the package.

SW4. Provide an O & M Plan in accordance with the requirements of §153-18 signed by the Owner.

An O&M plan in accordance with the requirements of §153-18 within the Town of Franklin Code of Ordinances can be found in the appendix of the stormwater report.

SW5. Drainage piping is proposed to be HDPE with less than 42" of cover depth. BETA recommends that the stormwater piping be revised to RCP consistent with the requirements of the section. Either request the waiver or bring the piping into compliance with the regulations. (§300-11.B(2.a)).

Technical Note 2.01 Minimum and Maximum Burial Depth for Corrugated HDPE Pipe (per AASHTO) sets the minimum cover of 12" diameter HDPE piping at 12" below grade to provide H<sub>2</sub>O loading. The design set forth in the revised plans is in conformance with this requirement. Standing water shall not exist within proposed pipes as designed for this project. A waiver for the depth and material requirement of the Town shall be filed and included with this project submission.

SW6. Indicate if proposed seed mix and plantings will reflect native vegetation, particularly near woodland areas (BDPG Page 7).

The landscape features including seed mix and plantings are in conformance with the Best Development Practices Guidebook and the details can be found on the landscape plan.

SW7. Confirm that landscaping plan has been designed in accordance with the planting bed and seeding guidelines outlined on Page 15.

Refer to the response to comment SW6.

SW8. A small portion of the runoff from the proposed driveway connection with 370 King Street will flow untreated towards the collection system on the adjacent site. BETA recommends that this area be addressed to demonstrate compliance with the standards.

The driveway connection to 370 King Street on the southern portion of the site has been revised to treat all proposed impervious cover in this area with proposed stormwater treatment facilities.

Due to site constraints, the small impervious area on the north driveway access to 370 King Street cannot be collected. The proposed site collects a portion of impervious area from the site west of the subject parcel (390 King Street) through the northern and southern driveway entrances. The impervious areas are collected and treated in the proposed systems. Overall the project is collecting and treating more impervious area than the site contributes. These calculations can be found in the water quality calculations within the stormwater report.

SW9. Provide individual watershed areas for the catch basins to document that the impervious surface area tributary to these structures is less than ¼ of acre.

A watershed map (CB Sheds) has been included in the stormwater report appendix to show all catchment areas are less than the required ¼ acre.

SW10. The exfiltration rate utilized in the design of the subsurface systems is 1.02 inches per hour. BETA agrees that the Rawls rate for the material as described in the soil evaluation was used, however: the soil evaluations identify the layers as a dense layer. Based upon our experience with these soil types, BETA recommends that an exfiltration rate of 0.17 inches per hour be used for the design of these 3 systems or perform an in-situ saturated conductivity test to determine a rate.

A percolation test was conducted on November 26<sup>th</sup>, 2024 during the soil evaluations, concluding perc rates of greater than 1.02 inches per hour. The perc tests were completed in the C layer ranging from 32 inches to 35 inches from the surface. To remain conservative, the Rawls rate for sandy loam as found in the soil evaluations were utilized for this design. This percolation test can be found in the revised site plan package. We appreciated BETA's experience, however our observations yielded sandy soils, and we do feel comfortable with the rates used, especially when blackboarded against the in-situ rates. The perc testing data is now included in the appendix.

SW11. Review subcatchment boundary for EDA-1. It appears that the catchment area behind the building flows onto the site rather than the King Street system area. This issue will also apply to the proposed conditions analysis where all of EDA-1 is assumed to bypass the proposed system on the site.

EDA-1 and EDA-3 have been revised to capture the runoff from 390 King Street. The proposed watershed maps have been revised to include these additional areas.

SW12. Only three test pits were conducted on site, however, based upon the consistency of the results BETA does not believe that any additional test pits are required for the design.

Noted.

SW13. BETA recommends that a construction detail be added to the plans which show the remove and replace required beneath the proposed subsurface infiltration system.

The depth of the proposed infiltration basins should be below all fill amounts. In the event there is remaining fill a note has been added to sheet C-300 to remove and replace all fill with clean C-33 Sand.

SW14. The Estimated seasonal high groundwater level on site has been determined based on a "Frimpter" adjustment above the bottom of the test pits of 29". BETA does not agree with this adjustment, based upon the redoximorphic features encountered and the density of the underlying mineral soils, the top of the C horizon soils should be used as ESGHW.

The proposed stormwater facilities have been redesigned as part of the revised plan set. The stormwater features now provide adequate separation from the elevations in which redox features were found during the site's soil evaluations.

SW15. Since the proposed infiltration systems are being used for both Standards 2 & 4, in accordance with the standards, a mounding analysis is required.

The mounding analysis for each infiltration system can be found in the appendix of the Stormwater Report.

SW16. Please review the Diversion manhole detail on sheet C-300 it appears that the diversion manhole outlets are mislabeled.

The labels for the Diversion manholes on sheet C-300 have been revised.

SW17. A setback of at least 10 feet from the property lines and buildings for all SCM's is typically required per (MA Handbook V1C1 Pg 8). Infiltration system No. 2 should be moved to meet this setback.

All Stormwater Control Measures (SCM's) have been relocated on the revised plan set to conform with the 10' minimum separation setback from property lines and buildings.

SW18. Provide impervious surface area tributary to each catch basin to document compliance with the requirements of Volume 2, Chapter 2 page 4 for maximum tributary area. (See SW3)

Refer to response to comment SW9.

SW19. The plans should identify what treatment will be provided by the swale located along the easterly side of the building. TSS Removal calculations should be provided for this train also.

Per the previous design, the conveyance swale located due east of the proposed building was for conveyance purposes only. As part of the revised design provided here within, this swale has been removed.

SW20. Remove pretreatment devices from TSS worksheet for total TTS; the 80% TSS provided by the subsurface system is inclusive of required pretreatment.

The pretreatment devices have been removed and the calculation only show the isolator pretreatment row. The revised TSS worksheet provided as attached.

SW21. BETA recommends that silt sacks be added to the catch basins at 370 King Street site. In addition, features needed to protect the existing collection system once the catch basins are removed should also be spelled out.

Inlet protection has been called out on the revised plan set on 370 King Street and within the downstream catch basin along King Street. (See sheet C-001)

Note No. 15 on Sheet C-101 has been added to the revised plan set stating the utilization of inlet protection at all new catch basins until site stabilization has occurred.

SW22. Provide construction sequence to identify timing associated with the removal of the existing pavement at the front of the lot.

Refer to response to comment SW2. The existing pavement at the front of the lot shall be removed during the sequence to remove other existing site features and utilities.

SW23. Clearly indicate inlet protection will be provided at all new catch basins until the Site is fully stabilized. In coordination with the DPW provide inlet protection at existing catch basins adjacent to the site on King Street.

Refer to response to comment SW21.

SW24. Provide the O & M report and a Long-Term Pollution prevention plan.

Refer to response to comment SW2 & SW4.

SW25. Provide a signed Illicit Discharge Compliance Statement.

An Illicit Discharge Compliance Statement has been included in the revised stormwater report as attached.

Additional Comments from BETA provided by email 9-18-25:

1. The existing left turn lane providing access to 380 King Street will need to be removed or relocated.

The existing left turn lane has been conceptually shown on the revised plan set to be removed and replaced with stripping. NEI and VHB shall coordinate with the Town and DPW for final stripping removal and replacement.

2. Related to this, the applicant should provide a plan with the proposed changes to the King Street lane configuration as a result of the driveway closure.

See response to comment 1.

3. The applicant should clarify why the driveway proposed to be closed was selected and not one of the adjacent driveways at either 370 and 390 King Street.

The Board recommended the closure of this accessway at 380 King Street. This entrance was chosen to be closed following discussion with the Board members. This option provided additional green space and increases the driveway spacing of the remaining entrances.

4. The applicant should provide a discussion of how they expect the traffic generated by the proposed residential development to be distributed to and from the other access driveways on King Street.

A traffic memorandum by VHB has been attached as part of this submission.

5. An analysis of the existing and expected operations at the King Street and Union Street signalized intersection, should be provided. Specifically, the expected queue length along the southbound King Street approach to Union Street should be provided for the future build, or post-development conditions. This is critical to understand whether additional off-site mitigation measures are warranted.

See response to comment 4.

6. The speed hump shown at the proposed connection between 380 and 390 King Street is not needed. Vehicles will be slowing down to make the right turning maneuvers to and from the proposed connection.

The speed hump locations have been discussed with the Board members. If requested, this speed hump at this location can be removed.

7. The stop sign and stop line at the proposed connection are also not needed.

The stop sign and stop lines have also been previously discussed and recommended by the Board members. If requested, the stop sign and stop bar can be removed.

8. A detail for the proposed speed table should be provided.

A detail for the proposed speed table has been provided in the updated plan set on sheet C-203.

/s \_\_\_\_\_  
Joseph Malo, PE  
Vice President

/s \_\_\_\_\_  
Neal Hingorany, PLS, MS.  
President

Should you have any questions or comments please don't hesitate to contact my office, 4016836630, or email [nhingorany@nei-cds.com](mailto:nhingorany@nei-cds.com).