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PLANNING DEPT.

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January 21, 2020

Mr. Anthony Padula, Chairman
Franklin Planning Board
355 East Central Street
Franklin, MA 02038

RE: "Maple Hill" Definitive Plan

Dear Mr. Padula:

On behalf of my client, Carroll Construction Corp., I am submitting herewith a definitive plan in accordance with Chapter 300, Article III, Paragraph 300-8 Definitive Plan of the Code of Town of Franklin. Enclosed please find six full size and eight half-size sets of the definitive plans. A certified list of abutters, three Form C's - Application for Approval of Definitive Plan, three Certificates of Ownership, and a check in the amount of \$14,506 based on the Town fee of \$2/lf of roadway are enclosed.

The site is located off the end of Bridle Path, Kimberlee Avenue, and Hancock Road on three parcels of land totaling about 73.3 acres listed as Assessors' Parcel 234-012-000, Parcel 235-142-000 (portion), and Parcel 242-027-000. The parcels are owned by respectively, The Franklin Labastie Family, LLC, Kathleen A. Labastie Trust, and the Fitzgerald Family Irrevocable Trust. The property is located in the Rural Residential II zoning district and is a wooded parcel that contains a network of trails. It sits on a ridge line that generally runs north-south and the land generally pitches to the west toward an intermittent stream and wetland that runs parallel to Maple Street. Other portions pitch toward another wetland in the northern portion of the lot and toward the south lot line toward Madison Avenue. There is a 68' elevation difference on the property between the high point near the rear of the homes on Newell Drive and the wetland near Hancock Road. There are two isolated wetlands on the northern portion of the property as well as the bordering vegetated wetlands that are adjacent to the aforementioned intermittent stream on the west side of the property. All of the wetlands have been confirmed by the Franklin Conservation Commission under an Order of Resource Area Delineation.

The design is a 56' wide roadway that will connect Bridle Path and Kimberlee Avenue utilizing about 7,255 feet of new roadway. The pavement width is 32' with a 5' sidewalk on one side that will connect to the existing sidewalks on Bridle Path and Kimberlee Avenue. We have submitted a Form R requesting that the Board waive the requirement for sidewalks on both sides of the roadway since both Bridle Path and Kimberlee Avenue have only one sidewalk. The site will be served by municipal water on Bridle Path and Kimberlee Avenue that will connect the two existing dead-end line thus improving the water system in the whole area. Each lot will contain an individual septic system and soil testing has been conducted on about 45 lots as of the date of filing. The testing has been witnessed by the Board of Health Agent and we have found that the soils are suitable for on-site leaching systems. Storm water is proposed to be handled through the use of a conventional catch basin/drain manhole system that will drain to six storm water basins located throughout the property. Each of the basins will be on its own lot that will have access to the roadways. The basins on Drainage Lots D & E near the south property line will be largely retention basins in areas that are already acting as natural retention basins though Basin E will have some outflow before the 100-year event, though less than the existing condition. The remaining four basins will be detention basins and they are

located on Drainage Lots A-C & F on the west and north sides of the parcel that will drain to the existing bordering vegetated wetlands on the property. All of the basins meet the setback dimensional requirements of the subdivision control bylaw.

Due to its size we project the construction to be implemented in three phases. The first phase will involve the construction of about 2,700 lf of roadway and 20 lots, the second phase will also be about 2,700 lf of roadway and 23 lots, and the final phase will be about 1,840 lf of roadway and 15 lots. The phasing plan is Sheet 2 of the definitive plan. The phasing is designed to ensure that continuous access is available throughout the construction period through the use of 24' wide temporary roadways through Lots 42 and 51 which are at the ends of the first two phases. The water lines will also be looped through these easements so that water pressure will be maintained throughout the construction period.

During the preliminary plan process concerns were voiced from the neighbors on Bridle Path and Kimberlee Avenue about the impact that the project will have on the traffic conditions within their neighborhood. In response to that issue the Proponent has engaged Vanasse and Associates who have conducted a traffic impact evaluation of the project and its immediate environs. The report was prepared in accordance with the MassDOT "Transportation Impact Assessment Guidelines". It involved the assessment of the existing conditions in the study area, including physical conditions of the roadways, observation of traffic flows, and collection of vehicle counts. The second part of the assessment involved the projection and analysis of the future traffic conditions. The final stage includes recommendations on measure to mitigate any issues found in first two phases. The report concluded that the project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with the implementation of several on-site and off-site measures. The report is included within our filing.

The Subdivision Rules and Regulations require an environmental analysis for any project of 5 lots or greater. The following is a listing of the scope and analysis.

(1) Impact upon ground- and surface water quality and level, including estimated phosphate and nitrate loading on groundwater and surface water from septic tanks, lawn fertilizer, toxic wastes, storage of petroleum products and other activities within the development. For all developments located in whole or in part within Water Resource Districts, this shall include analysis of open and closed drainage system alternatives, examining effects upon the basic water budget and upon the speed of transport of contaminants. The project site is a standard residential subdivision that does not lie within a Water Resource District. Water quality will be handled through the use of structures and infiltration basins such that the composite TSS removal from the site will meet the DEP Stormwater Standard of 80%. Any impact to the ground water would be through effluent from the homes and fertilizer from lawns. The site will be using on-site wastewater systems because the Town will not allow a connection to the municipal sewer system. Because it is within a single-family home residential district the storage of toxic products, except in household quantities, is not allowed. Within a Zone 2 to a public well – which is not the case here – the DEP requires that there be at least 40,000 sf of area in order to ensure that nitrate nitrogen is diluted to less than 10 mg/l. This project site is 73.3 acres or 3,192,948 sf with a total of 58 lots. Therefore, the housing density is 55,050 sf per lot – which is 38% higher than the DEP requirement and the dilution provided by the large lot area will ensure that the ground water is protected. The area of lawn and what a homeowner uses on their lawn is up to the homeowner, but in designing the project we have assumed that lawns would be approximately 10,000 sf per lot, which would provide homeowners an adequate, though not elaborate, yard.

(2) Material effects upon important wildlife habitats, outstanding botanical features and scenic or historic environs. There are no outstanding botanical features on the site and, according to the Mass Historical Commission layer on the MassGIS website, the site does not contain any historic elements. Also, according to the MassGIS website there are no certified or potential vernal pools on the property. The property lies between land owned by the Metacomet Land Trust to the northwest and southeast and wildlife does exist in the area. The wildlife corridor that runs along the intermittent stream to the west of the project will continue to function as such and other wildlife will be accommodated in the open spaces around the homes and around the project site.

(3) *Capability of soils, vegetative cover and proposed erosion control efforts to support proposed development without danger of erosion, silting or other instability.* The site will fall under local, state and federal regulations that require the preparation of a detailed Storm Water Pollution Prevention Plan, which is included with the filing – see Sheet 39 of the definitive plan and Appendix E of the Storm Water Report. If the plan is implemented and monitored then the site will support the proposed project with no long-term impacts.

(4) *Relationship to the requirements of M.G.L.A. C. 131, § 40 and 40A, the Wetlands Protection Act and the Town of Franklin Wetlands Bylaw.* The project will fall under the Town of Franklin Wetlands Bylaw and the Wetlands Protection Act. A Notice of Intent will be filed for the construction of the roadway and storm water system since a portion of that infrastructure will lie within 100' of the aforementioned bordering vegetated wetlands on the east and south sides of the property and the isolated vegetated wetlands in the southerly portion of the project. The design of the roadways and drainage is in compliance with those regulations and each home that lies within the buffer zone to a resource area will be required to file a separate notice with the DEP and the Commission or just the Commission in those instances with the local bylaw only applies.

(5) *Impact upon the existing water supply and distribution systems and well capacity of the town.* The Town of Franklin water system currently uses approximately 2,690,000 gpd. The proposed project will add about 7,253 lf of 8" water line and 15 hydrants to the Town's inventory which will require periodic maintenance. As was previously mentioned the project will allow the elimination of 2 dead-end lines on Bridle Path and Kimberlee Avenue which will improve the water pressure in the system. This project will add 58 single family homes to the system with an estimated use of approximately 25,520 gpd (assuming 4 bedrooms/home and 110 gpd/bedroom). This translates to an increase in demand of less than 1% on the water system, which is de minimis. This is a high estimate since the Title 5 flow rates are about double the actual usage.

(6) *Pretreatment of waste materials considered by the Department of Environmental Quality Engineering to be hazardous to the public, including but not limited to the proper containment and handling of petrochemical substances.* No hazardous waste is allowed on the site except in household quantities, which will be the responsibility of the individual homeowner. During construction the SWPPP will address the fueling of vehicles and the maintenance of vehicles on the project.

We look forward to further discussing this project with you and thank you for your consideration.

Very truly yours,

BAY COLONY GROUP, INC.



William R. Buckley, Jr., P.E.
Project Manager

