



April 19, 2023

Mr. Gregory Rondeau, Chairman
355 East Central Street
Franklin, MA 02038

**Re: 25 Forge Parkway
Site Plan -2nd Peer Review**

Dear Mr. Rondeau:

BETA Group, Inc. is pleased to continue our engineering peer review services for the proposed project entitled "**Site Development Plans for 25 Forge Parkway**" located at 25 Forge Parkway in Franklin, Massachusetts. This letter is provided to outline findings, comments, and recommendations.

BASIS OF REVIEW

The following documents were received by BETA and formed the basis of the review:

- Letter entitled **Site Plan Review Response Letter**; prepared by Brian Jones, P.E. with Allen & Major Associates, Inc.; dated April 4, 2023.
- Site plans entitled **Site Development Plans for 25 Forge Parkway**; prepared by Norman Lipsitz, P.L.S. with Allen & Major Associates, Inc.; dated February 15, 2023, revised April 4, 2023.
- Drainage report entitled **25 Forge Parkway Drainage Report**; prepared by Allen & Major Associates, Inc.; dated February 21, 2023, revised April 4, 2023.

Review by BETA will include the above items along with the following, as applicable:

- **Zoning Chapter 185 From the Code of the Town of Franklin**, current through July 2021
- **Zoning Map of the Town of Franklin, Massachusetts**, attested to October 7, 2020
- **Stormwater Management Chapter 153 From the Code of the Town of Franklin**, Adopted May 2, 2007
- **Subdivision Regulations Chapter 300 From the Code of the Town of Franklin**, current through March 8, 2021
- **Wetlands Protection Chapter 181 From the Code of the Town of Franklin**, dated August 20, 1997
- **Town of Franklin Best Development Practices Guidebook**, dated September 2016

INTRODUCTION

The project site includes one parcel, Lot 275-014, with a total area of 5.91 acres located at 25 Forge Parkway in the Town of Franklin (the "Site"). The Site and all the surrounding lots are located within the Industrial zoning district. The Site is not located within the Water Resource District.

The existing Site is the location of a 1-story brick building with a footprint area of 18,619± sq. ft. An existing paved 50 space parking lot and access driveway from Forge Parkway are each located on the westerly edge of the building with access to a loading dock at the rear of the building. The northerly area behind the building is currently wooded. A wooded strip is located east of the building and along the frontage in front of the building. Bordering vegetated wetlands have been flagged along the eastern and

westerly edges of the parcel. The wetlands at the rear of the site are along the banks of a pond. All proposed work is located within the portion of the Site to the north of the existing building.

Topography within the limit of work generally slopes west across the lot. There is a ridge that separates this area from the pond which is approximately 12' high and slopes at a 3h:1v slope down to the edge of the pond. The Site is not located within a wellhead protection area, a FEMA mapped 100-year floodplain, an NHESP-mapped estimated habitat of rare or endangered species, or any other critical area. NRCS soil maps indicate the presence of Ridgebury fine sandy loam with a Hydrologic Soil Group (HSG) rating of D (low infiltration potential when unsaturated) and Charlton-Hollis-Rock Complex with an HSG rating of A (high infiltration potential when unsaturated). The development area is primarily located within the HSG A soils area.

The project proposes to clear the woodlands at the rear of the Site and construct a new 16,000 sq. ft. warehouse building with an additional 38,000 ± sq. ft. of paved area to add 17 parking spaces and truck access to the warehouse. This area will connect to the existing driveway and parking west of the existing brick building. Stormwater management is proposed via a new subsurface chamber system with overflow directed to the wetlands on the adjacent parcel to the west. Three dumpsters will be located at the northerly edge of the pavement on a fenced concrete pad. Lighting for the new pavement area will be provided by 2 proposed pole mounted fixtures along the outside edge of the pavement, modification of an existing pole, and 7 wall mounted fixtures on the front of the building.

To assist with the review, BETA's original comments left in plain text, while the responses from Allen & Major Associates, Inc to the initial review are prefaced as ***A&M:*** with their response in *italics*. BETA's additional comments are prefaced **BETA2:** with comments in **bold**.

FINDINGS, COMMENTS, AND RECOMMENDATIONS

ZONING

The Site is located within the industrial (I) Zoning District. The proposed use is Warehouse, which is permitted within this district.

SCHEDULE OF LOT, AREA, FRONTAGE, YARD, AND HEIGHT REQUIREMENTS (§185 ATTACHMENT 9)

As shown on the schedule on the Zoning table on Sheet C-102 of the set, the Site meets the requirements for lot area, depth, frontage, width. The proposed building will meet the front, side, and rear yards and building height is also identified as a 1 story warehouse.

SCH1. On the Zoning summary table on sheet C-102 add an Existing Condition column. This will allow the Board the ability to determine the impact of the proposed development on the site when compared to existing conditions.

A&M: *The existing column has been added to the zoning summary table as requested.*

BETA2: **Comment addressed.**

SIGNS (§185-20)

S1. Provide details, sizes, and locations of any proposed signs or modifications to existing signs on site if applicable.

A&M: *The applicant is not proposing any changes to the existing signage.*

BETA2: No further comments

PARKING, LOADING AND DRIVEWAY REQUIREMENTS (§185-21)

Access to the proposed warehouse and expanded parking area will come through the existing entrance from Forge Parkway. The width of the entrance drive is 26'± wide as it passes in front of the existing building. There is vertical granite curbing along the entrance driveway and in front of the existing building. The curbing changes to a bituminous berm around the parking spaces and landscape islands. There are currently 50 parking spaces on the site including 3 accessible spaces. There is a paved approach driveway to a loading area on the north side of the existing building off the entrance driveway. The proposed pavement expansion will extend north beyond the existing pavement edge. The bituminous berm will be removed, and the proposed pavement will match the existing edge. The existing landscaped islands in the parking lot will be maintained.

- P1. In accordance with §185-21, C. (5). Parking lots for 20 or more cars shall contain or be bordered within 5' by at least one tree per 10 parking spaces,, with not less than 40 square feet of unpaved soil area per tree.

***A&M:** The project proposes a total of 67 parking spaces which means that 7 trees are required. The perimeter of the site is wooded, with far more than 7 trees existing. We respectfully suggest that the existing trees meet the requirement. The landscape plan proposes adding three additional trees within the landscape islands.*

BETA2: The landscaping plan shows 2 additional trees. As a minimum, BETA recommends that the existing trees that fulfill this requirement be identified on the landscaping plan. BETA will defer this issue to the Board.

CURBING (§185-29)

A bituminous curb is being proposed around the expanded pavement area. This matches the current edge of pavement treatment on the site beyond the entrance drive. There is a wooden guard rail proposed along the westerly edge of the new pavement area above the 2h:1v rip rap slope in this area.

- C1. BETA recommends that a vertical curb be placed along this edge with a return along the north edge wherever the slope is greater than 3h:1v. Since the remaining curb treatment matches the existing BETA will defer this to the Board whether vertical curbing should be used for the remaining pavement area.

***A&M:** The new curbing is proposed to match the existing curbing which helps to maintain a consistent appearance across the site. The proposed steel guard rail will provide sufficient protection where slopes exceed 3:1.*

BETA2: BETA will defer this issue to the Board.

SITE PLAN AND DESIGN REVIEW (§185-31)

The project has been submitted for Site Plan Review and is required to conform to the requirements of this section.

- SP1. Materials required for design review as provided in §185-31.2. Design Review Commission should be provided. (§185-31.1.C(3)(q)).

A&M: *Section 185-31.2B.(1) does not apply to the Industrial Zoning District of the proposed uses (warehouse and contractors yard) and there fore submission to the Design Review Commission is not required.*

BETA2: **No further comments**

SP2. Provide data quantifying on-site generation of noise and odors (§185-31.1.C(3)(r)).

A&M: *The facility will be used for the storage of vehicles and materials owned by the applicant, who is the current tenant. On-site generation of noise and odors will not very greatly from those that are produced on the site today, which are typical of a parking lot in the underlying Industrial Zoning District.*

BETA2: **No further comments.**

SP3. In accordance with §185-31.1.C(4)(a), the issue of traffic safety at the entrance into the site should be addressed by the Applicant to determine that it is protected. As noted in §185-31.1.C(3)(s), the description of traffic circulation, safety and capacity should be in sufficient detail for the board to make a determination of whether a traffic impact analysis is necessary.

A&M: *The entrance to the site is existing with no changes proposed. The turning radii entering and exiting the site are large enough to facilitate large trucks if necessary. The entrance is well lit, with one onsite light fixture on the north side of the driveway as well as a double luminaire fixture in the median within Forge Parkway. Traffic circulation within the site uses typical parking stalls and drive aisles and the proposed portion of the site provides ample space for maneuvering trucks. The current owner and tenant will remain the user of the property and so traffic is not expected to increase significantly.*

BETA2: **The use of the site is being converted from office to warehouse. BETA recommends that truck turning movements at the entrance for the tractor trailers anticipated be shown and site distances identified to determine whether some trimming of vegetation is needed along Forge Parkway to maintain sight distances, especially to the east.**

SP4. In accordance with §185-31.1.C(4)(e) no site feature shall create glare or illumination which extends beyond a site's property lines and creates a hazard or nuisance to neighboring property owners. A lighting plan has been submitted and there is some minor illumination beyond the property line at the northwest corner of the parcel. A waiver should be requested.

A&M: *The Lighting Plan has been revised such that there is no longer any light spillover onto the adjacent property.*

BETA2: **Comment addressed.**

UTILITIES

The site plans do not show all the utility connections with the existing structure. Based on their proximity to the proposed building addition, it does not appear that any further extensions of the existing utilities are required.

U1. Based on the at grade access into the proposed warehouse addition, floor drains will be required and should be connected to the municipal sewer collection system. A note should be added to the plans indicating that the floor drains will flow through a gas trap prior to discharge into the municipal system.

A&M: *The note has been added to the plan as requested, see note #9 on sheet C-102.*

BETA2: Comment addressed.

STORMWATER MANAGEMENT

The stormwater management design proposes a subsurface infiltration system located along the western edge of the proposed parking lot. Runoff from the pavement area will be collected by 2 double grated catch basins located on either side of the subsurface chamber system. Roof runoff will be piped directly into a collection system around the rear of the building. The discharge from the existing catch basin at the rear of the existing building will be redirected to the roof collection system for the proposed structure. All this runoff will be piped directly into the subsurface infiltration system. Overflow from this system will be conveyed to a new outfall at the far northwest corner of the site. This outfall will discharge onto the proposed rip rap surface treatment along this slope prior to discharge into a stormwater detention basin located at 27 Forge Parkway.

STORMWATER MANAGEMENT REGULATIONS (CHAPTER 153)

The project proposes to disturb land in excess of one acre within the Town of Franklin. It is therefore subject to the Stormwater Management Regulations. The project is also required to comply with the Town of Franklin Best Development Practices Guidebook (BDPG). Compliance with these regulations is outlined below and throughout the following sections.

SUBDIVISION REGULATIONS - STORMWATER MANAGEMENT REGULATIONS (§300-11)

Additional requirements for stormwater management are outlined in §300-11 of the Town of Franklin Subdivision Regulations.

SW1. Revise proposed drainage pipe to be reinforced concrete or request waiver (§300-11.B(2.a)).

A&M: *The applicant respectfully requests a waiver to the requirement to use reinforced concrete pipe (RCP). The proposed drainage pipes need to connect to the subsurface plastic chambers. HDPE piping is typically used to make this connection. The openings and fittings are set up to receive double wall HDPE pipe.*

BETA2: BETA will defer this question to the DPW.

SW2. Provide required headwall at outfall (§300-11.B(2.c)) or request waiver.

A&M: *The flared end section has been replaced with a headwall as requested.*

BETA2: Comment addressed.

MASSDEP STORMWATER STANDARDS

The project is subject to the Massachusetts Stormwater Standards as outlined by MassDEP. Compliance with these standards is outlined below:

NO UNTREATED STORMWATER (STANDARD NUMBER 1): *No new stormwater conveyances (e.g., outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.* The project proposes one new outfall which will discharge on the rip rap slope and in accordance with the calculations only at the peak of the 100-year frequency event.

SW3. Based on the calculations and the watershed maps, it appears that a small portion of the proposed pavement area will flow south towards the existing stormwater system. The existing stormwater collection system on site does not conform to the requirements of the standards

and/or bylaw. BETA recommends that the designer review the outfall from the site to Forge Parkway stormwater collection system and provide a BMP that will provide the treatment required by the standards.

A&M: *The grading of the site has been revised in such a way that there is now a 1,104 square foot reduction in the amount of pavement draining into the municipal stormwater system. This reduction results in the improvement of the quality of runoff to the municipal system, over existing conditions. We therefore respectfully suggest that additional treatment of runoff from existing pavement is unwarranted.*

BETA2: **Comment addressed. (See Comment SW10 below)**

POST-DEVELOPMENT PEAK DISCHARGE RATES (STANDARD NUMBER 2): *Stormwater management systems must be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates.* The project proposes a net increase in impervious area and changes to site hydrology. Stormwater runoff will be mitigated via a new subsurface infiltration BMP. Calculations indicate a decrease in peak discharge rate to all watersheds.

SW4. Because of the basin on the adjacent parcel at 27 Forge Parkway, provide table comparing pre- and post-development runoff volumes.

A&M: *The project does not impact the flow to the basin described above and therefore will result in no change to the runoff rate to said basin.*

BETA2: **In accordance with the Town of Franklin requirements, the post development peak flow rate and total volume must not exceed pre-development levels. Comment remains. (See comment below)**

SW5. In the Hydro-CAD analysis of the infiltration system, the exfiltration rate has been applied to the surface area of the system. In accordance with the handbook, this should be applied to the bottom area only.

A&M: *The area to which exfiltration rate is applied has been revised as requested.*

BETA2: **There remains an issue with the exfiltration rate in HYDRO-CAD, the actual exfiltration rate should be**

$$\begin{aligned} \text{Rawls Rate} &= 2.41 \text{ Inches/hour} \\ \text{Surface area} &= 101.58' \times 63.06' = 6,405.3 \text{ sq. ft.} \\ \text{Rate} &= 6,405.3 [(2.41"/\text{hr})/(12"/\text{ft})] = 1,281.13 \text{ cu. ft./hr} \\ &= 1,281.13 (1 \text{ hr}/3600 \text{ secs}) = 0.36 \text{ cfs.} \end{aligned}$$

In the HYDRO-CAD analysis page 26, the exfiltration rate for the system is 1.10 cfs. Which is 3x the actual rate. Comment remains.

RECHARGE TO GROUNDWATER (STANDARD NUMBER 3): *Loss of annual recharge to groundwater should be minimized through the use of infiltration measures to maximum extent practicable.* NRCS soil maps indicate that soil in the area of proposed infiltration system is Charlton-Hollis-Rock complex with a Hydrologic Soil Group (HSG) rating of A (high infiltration potential). The proposed building area is identified as Ridgebury, fine sandy loam with a HSG Rating of C (moderate infiltration potential).

The Applicant has conducted test pits at the Site indicating that subsurface soil is loamy sand. The depth of the test pits was limited to a depth of 9'. Groundwater and/or redoximorphic features were not indicated on the test pit logs, therefore, ESHGW was not established and the elevation at the bottom of the deepest test pit was Elev. 282.0±.

Recharge is proposed via a new subsurface infiltration system. Runoff from the proposed pavement area will be collected in 2-double grated catch basins. Flow from the 2 basins will be directed into an isolator row to provide the pretreatment required. The BMPs are anticipated to provide groundwater recharge nearly 10x the volume required by the standards.

SW6. Based upon the proximity of the rip rap slope to the edge of the infiltration system, BETA recommends that an impermeable breakout barrier be provided along the north and west edge of the system.

A&M: *An impenetrable barrier has been added to the plan and detail as requested.*

BETA2: **Comment addressed.**

SW7. The elevation noted in the stage-storage table in Appendix 6 is incorrect. The static storage elevation is the weir crest in the manhole at Elev. 289.60. The storage volume is far greater than stated. Based upon this, adjust the calculation for dewatering time accordingly.

A&M: *The revisions requested above have been completed.*

BETA2: **Comment addressed.**

TOTAL SUSPENDED SOLIDS (STANDARD NUMBER 4): *For new development, stormwater management systems must be designed to remove 80% (90% per Town Bylaw) of the annual load of Total Suspended Solids (TSS). The runoff from the proposed additional impervious surfaces will flow through a single treatment train.*

The project is required to treat the 1.0-inch water quality volume per Town Bylaws. The static storage volume provided in the proposed infiltration BMP is more than what is required. The Isolator Row will provide the pretreatment required. The roof runoff and the runoff from the landscaped area at the rear of the buildings will flow directly into the chamber system.

SW8. Impervious watershed area into the 2 catch basins far exceeds 0.25 acres, thus in accordance with Volume 2 Chapter 2 they will not provide the 25% TSS Removal anticipated by the design engineer. Adjust the TSS Removal calculations accordingly.

A&M: *The calculation has been revised as requested.*

BETA2: **Comment addressed.**

SW9. In accordance with the stormwater standards, one additional test pit should be conducted in the infiltration system location. BETA recommends that the test pit be excavated to a depth sufficient to document that the Estimated Seasonal High Groundwater is below Elev. 280.75. If the actual elevation of ESHGW is determined to be higher than in accordance with the standards, a mounding analysis will be required for the system.

A&M: *It has been noted on the Grading & Design Plan that an additional test pit shall be performed prior to construction to confirm that there is sufficient separation between the infiltration system and ESHGW, see note #14. Additionally, a mounding analysis has been performed which shows that a 2.48' mound will occur below the infiltration system. This value is acceptable given the current design because the bottom of the system is situated 2.75' above the bottom of test pit #2.*

BETA2: **BETA recommends that this be added as a condition of approval.**

HIGHER POTENTIAL POLLUTANT LOADS (STANDARD NUMBER 5): *Stormwater discharges from Land Uses with Higher Potential Pollutant Loads (LUHPPLs) require the use of specific stormwater management BMPs. The project is not considered a LUHPPL – not applicable.*

CRITICAL AREAS (STANDARD NUMBER 6): *Stormwater discharges to critical areas must utilize certain stormwater management BMPs approved for critical areas. The project is not located within a critical area – not applicable.*

REDEVELOPMENT (STANDARD NUMBER 7): *Redevelopment of previously developed sites must meet the Stormwater Management Standards to the maximum extent practicable. Although most of the proposed development is new impervious surfaces beyond the limit of the existing impervious surfaces, the project is a redevelopment based upon the fact that a portion of the runoff from the proposed impervious surfaces will flow into the existing stormwater collection system on site and not the proposed improvements.*

SW10. BETA recommends that the design engineer review the proposed pavement areas and document that portion that flows south into the existing system and whether enough of the existing impervious surfaces can be diverted to offset that increase or provide treatment at outlet to meet the standards. (See SW3 above)

A&M: *As mentioned above, the grading design has been revised to result in a net reduction in pavement area flowing to the municipal drainage system.*

BETA2: **BETA agrees that the modification of the proposed grading will result in a net reduction in the impervious surfaces on site tributary to the system in Forge Parkway, thus the treatment and infiltration requirements for this discharge are not required to meet the standards completely. However, there is the possibility to provide some proprietary treatment either at the final manhole or in the catch basins which will provide some treatment and meet the definition of Maximum Extent Possible.**

EROSION AND SEDIMENT CONTROLS (STANDARD NUMBER 8): *Erosion and sediment controls must be implemented to prevent impacts during construction or land disturbance activities. As the project proposes to disturb greater than one acre of land, it will be required to file a Notice of Intent with EPA and develop a Stormwater Pollution Prevention Plan (SWPPP). Erosion control measures are depicted on the plans include silt fence, inlet protection, stabilized construction entrance, dust control, and designated stockpile area.*

SW11. The applicant is reminded that a Stormwater permit from the Franklin DPW is required based upon the size of the disturbance.

A&M: *Understood. The applicant will file the Stormwater permit application prior to construction.*

BETA2: **No further comments.**

SW12. Provide inlet protection at the 2 existing double grated catch basins in the parking lot in addition to the one at the entrance driveway.

A&M: *Inlet protection has been added to the two existing double grate catch basins, as requested.*

BETA2: **Comment addressed.**

SW13. Provide means of protecting subsurface infiltration system from construction-period sediment.

A&M: Additional notes have added to sheet C-101 (note #7) and sheet C-103 (Infiltration System Protection Notes #1-3) to address this comment.

BETA2: Comment addressed.

SW14. Provide construction sequencing in accordance with the requirements of §153-12.M.

A&M: Construction sequence notes have been added to sheet C101 as requested.

BETA2: Comment addressed.

SW15. Include requirement that erosion control barriers must be installed, inspected, and approved by a professional engineer or licensed wetlands scientist and that no sedimentation barrier may be removed without prior approval of the commission or its staff (BDPG).

A&M: The above has been included in the construction sequence notes, as requested.

BETA2: Comment addressed.

OPERATIONS/MAINTENANCE PLAN (STANDARD NUMBER 9): A Long-Term Operation and Maintenance Plan shall be developed and implemented to ensure that stormwater management systems function as designed. A Stormwater Operation and Maintenance Manual was provided with the Stormwater Management Report.

SW16. Include maintenance of the outfall and riprap apron.

A&M: Maintenance of the outfall and riprap apron has been added to the Operation & Maintenance Plan as requested.

BETA2: Comment addressed.

SW17. Provide owner signature (§153-18.B(5)).

A&M: The owner's signature has been added to the O&M Plan as requested.

BETA2: Comment addressed.

SW18. Include provision requiring a documentation submittal to the DPW confirming when maintenance has been satisfactorily completed (§153-18.B(6)).

A&M: The requested note has been added to the Operation and Maintenance Plan, Notification Procedures for Change of Responsibility for O&M section.

BETA2: Comment addressed.

SW19. Include note that the owner of the stormwater management system must notify the Director of changes in ownership or assignment of financial responsibility (§153-18.D(1)).

A&M: The requested note has been added to the Operation and Maintenance Plan, Notification Procedures for Change of Responsibility for O&M section.

BETA2: Comment addressed.

SW20. Provide Map showing the location of all stormwater BMPs in each treatment train along with the discharge point.

A&M: A figure has been added to the O&M Plan as requested.

BETA2: Comment addressed.

Mr. Gregory Rondeau, Chairman

April 19, 2023

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SW21. Identify proposed inspection port locations on the plan view of the subsurface infiltration system.

A&M: *No response given.*

BETA2: **Comment remains.**

ILLICIT DISCHARGES (STANDARD NUMBER 10): *All illicit discharges to the stormwater management system are prohibited.* An Illicit Discharge Compliance Statement was provided with the submission.

SW22. Provide signature of owner on the illicit discharge compliance statement.

A&M: *The owner's signature has been provided as requested.*

BETA2: **Comment addressed.**

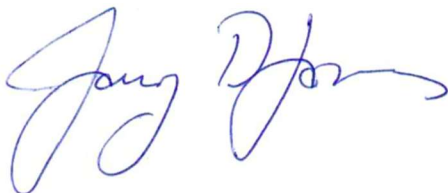
WETLANDS PROTECTION

The Project proposes work within Areas Subject to Protection and Jurisdiction of the Franklin Conservation Commission, including the 100-foot Buffer Zone to a vegetated wetland. Work within his area includes a small portion of the proposed parking lot, and the back half of the proposed warehouse addition. Therefore, the Applicant is required to submit an NOI to the Town of Franklin Conservation Commission and must obtain an Order of Conditions to complete the proposed work.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,

BETA Group, Inc.



Gary D. James, P.E.
Senior Project Engineer

cc: Amy Love, Town Planner



TOWN OF FRANKLIN

DEPARTMENT OF PUBLIC WORKS

Franklin Municipal Building

257 Fisher Street

Franklin, MA 02038-3026

April 20, 2023

Mr. Greg Rondeau, Chairman
Members of the Franklin Planning Board
355 East Central Street
Franklin, MA 02038

RE: Site Plan Modification – Warehouse Addition, #25 Forge Parkway

Dear Mr. Chairman and Members:

We have reviewed the submitted materials for the subject project and offer the following comments:

1. The applicant has indicated that they will be requesting a waiver for the use of HDPE pipe for drainage. The Board has typically allowed HDPE pipe for underground infiltration systems and connections to and from the system. The extent of the use of HDPE pipe on this site beyond the infiltration system is limited to 25 feet from the outlet control structure to the headwall and 2 feet from a catch basin to the inlet manhole to the infiltration system.
2. The discharge point from proposed infiltration system outlet has been moved back 4 feet from the property line, however we are still concerned about potential erosion from the discharge during extreme events. Consideration should be given to providing appropriately sized riprap at the outfall for energy dissipation and/or rotating the outfall 90 degrees to the north where there is more room on the subject property if the existing grades are conducive to that alignment.

Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

Michael Maglio, P.E.
Town Engineer

Town of Franklin

355 East Central Street
Franklin, Massachusetts 02038-1352



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DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

DATE: April 19, 2023
TO: Franklin Planning Board
FROM: Department of Planning and Community Development
RE: 25 Forge Parkway
Site Plan Modification

The DPCD has reviewed the above referenced Site Plan Modification application for the Monday, April 24, 2023 Planning Board meeting and offers the following commentary:

General:

1. The site is located at 25 Forge Parkway located in the Industrial Zoning District (Assessors Map 275 Lot 014).
2. The proposed project includes the construction of a 16,000 bay building addition, 17 additional parking spaces and contractor yard.
3. The Applicant is required to file with the Conservation Commission.

Comments from the March 27, 2023 meeting:

1. Applicant is providing cape cod berm. *Planning Board requested reinforced concrete or granite along the north end of the site.*
2. Applicant should submit a landscaping plan. *Landscaping plan has been submitted.*
3. Fire has requested an access road north of the building addition. *Plans should show the fire lane along the North side of the site.*
4. Mark the drive isle through the contractors yard.

Waiver Requested:

- §300-11.B.2.a – Reinforced Concrete pipe