

November 14, 2023

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

**Re: Factory Square Property Redevelopment-Permit Modification
1, 3, 5, & 7 Fisher Street
Site Plan Peer Review**

Dear Mr. Rondeau:

BETA Group, Inc. has reviewed the revised documents for the proposed modifications to the site plans as permitted for the proposed "**Factory Square Property Redevelopment 1, 3, 5, and 7 Fisher Street**" located in Franklin, Massachusetts. This letter is provided to inform you of our findings, comments, and recommendations relative to the proposed modifications.

BASIS OF REVIEW

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

- Plans (12 sheets) entitled: **Factory Square Property Redevelopment** revised to October 23, 2023, prepared by Level Design Group, LLC. of Plainville, MA.
- Plans (3 sheets) entitled: **Factory Square Property Redevelopment, Trucking Access** revised to October 30, 2023, prepared by Level Design Group, LLC. of Plainville, MA.
- Letter to Mr. Gregory Rondeau, Chair, Franklin Planning Board dated October 03, 2023 **RE: Factory Square Property Redevelopment, Site Plan Peer Review**, from Level Design Group, LLC of Plainville, MA.
- Letter to Mr. Gregory Rondeau, Chair, Franklin Planning Board dated November 07, 2023 **RE: Factory Square, 1-7 Fisher Street, K Fisher Street LLC**, from Craig A. Ciechanowski, Esq. of Ciechanowski Law Group, PC, Mansfield, MA.

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

- **Zoning Chapter 185 From the Code of the Town of Franklin**, current through October 2019
- **Zoning Map of the Town of Franklin, Massachusetts**, attested to April 30, 2019
- **Stormwater Management Chapter 153 From the Code of the Town of Franklin**, Adopted May 2, 2007, including amendments dated February 17, 2021.
- **Subdivision Regulations Chapter 300 From the Code of the Town of Franklin**, current through January 1, 2016
- **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 a single 14.75± acre parcel (#278-016) located on Fisher Street in the Town of Franklin (the "Site"). The Site is located within the Mixed Business Innovation zoning district. Areas to the west and south are also within this district, while areas to the north and east are within the Single-Family IV district.

The proposed site plan modification is primarily a reduction in the proposed parking based on a change in use for the existing buildings. The restaurant/theater/assembly use in the 5 Fisher Street building has been removed and the building will now be used primarily as a combination of Industrial and Manufacturing. The existing building footprint at 3 Fisher will be maintained and renovated. It will continue to be used as primarily a Warehouse with some office use. By reducing the parking requirements, the applicant is proposing to eliminate the parking lot that was approved in the southeast corner of the parcel and replace it with 34 stacked parking spaces which will be designated as tenant parking. In addition, the proposed courtyard improvements around the office building at the front of 5 Fisher will be reduced significantly and paved access between the buildings at 3 & 5 Fisher will be maintained.

In conjunction with the reduction in parking, the applicant is proposing to eliminate all the proposed stormwater improvements associated with the parking lot at the southeast corner of the parcel.

To assist with the review, the response from Level Design Group to our original comment will be labeled "**LDG: The**". BETA's response will be labeled "**BETA: The**".

FINDINGS, COMMENTS, AND RECOMMENDATIONS

GENERAL

- G1. Provide north arrows on the site plans.

LDG: North Arrows are shown on each plan sheet as requested.

BETA: Comment addressed.

- G2. Evaluate the need for additional dumpster locations since none are indicated in the revised site plans. All the dumpster pads originally proposed along the west side of 5 Fisher are now designated as parking spaces. The dumpster pad at the northeast corner of 3 Fisher building is no longer available since the loading dock ramp will now be activated.

LDG: In speaking with the Ownership, the dumpsters are located as they have discussed with the proposed facility tenants and for the application presented are the proposed locations.

BETA: There are now 4 dumpster pads identified on the drawings. Based upon the plans, the tenants at 1,3 & 5 Fisher will all use the one dumpster adjacent to 5 Fisher. No further comments.

ZONING

The Site is located within the Mixed Business Innovation (MBI) Zoning District. The proposed Site is multi-use including Office, Industrial, Warehouse, and Factory uses. Warehouse uses are permitted in this district. Factory uses may or may not be permitted depending on the type of Factory. Office uses are permitted by Special Permit.

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

The Site meets the requirements for lot area, depth, frontage, width; front and side yards; building height; and impervious coverage. The Site does not meet the requirements for front, side, and rear yard width; however, these are existing nonconformity.

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

Access to the Site is proposed via five curb cuts at Fisher St, West Central St, and Hayward St. One existing curb cut along Fisher St will be closed. These site entrances will connect a series of driveways and parking lots located on all sides of the renovated buildings.

A total of 238 parking spaces will be provided at buildings 3, 5, and 7 including 19 existing spaces which are to remain at 29 Hayward. Seven of these parking spaces are designed to be accessible, 6 of which are van accessible. Typical parking spaces are 19 feet wide and 9 feet long. Driveway widths are a minimum of 24 feet wide. However, the paved access between the buildings at 3 & 5 Fisher will now be maintained and is only 10' wide.

Parking requirements for the Mixed Business Innovation District are defined by the Zoning Bylaw. For Industrial Uses, 1 space is required per 400 sq. ft. of floor area; for Retail/Medical/Legal Offices, 1 space is required per 200 sq. ft. of floor area plus one space per separate enterprise; for Other Office uses, 1 space is required per 250 sq. ft. of floor area; for Warehouse uses, 1 space is required per 1,000 sq. ft. of floor area. The areas provided in the parking requirement summary result in a total required parking space count of 246 spaces. For this number of parking spaces, seven must be accessible spaces, two of which must be van accessible.

The provided 238 parking spaces do not satisfy the parking requirements. However, the approved site plan documents the ability to provide a 172-space parking lot at the southeast corner of the lot between Hayward Street and Fisher Street, which would certainly provide the number needed to meet the bylaw requirements.

- P1. The parking space requirement in the table is incorrect. Based upon the required spaces listed, the total number required would be 263 spaces. Correct the table and request approval for the reduced number of parking spaces in accordance with 185-21A.(4).

LDG: A table of space counts for each building has been prepared as requested. Each building has a parking number rounded to the nearest integer and then added to have the worst-case scenario parking outlined. The buildings on-site, including 29 Hayward, require 217 total spaces in accordance with the buildings and uses. The total parking provided is 234 spaces, there are two spaces within the setback as previously approved and the applicant is requesting a waiver for the accessible parking at the rear of 3 Fisher. If none of the waivers are permitted and the Accessible spaces are relocated this will cause a loss of 6 spaces. The site 234 spaces minus 6 for a total of 228 is still in excess of the zoning requirements, though in substantially less compliance with the state and federal accessibility codes associated with location and accessibility of spaces.

BETA: Overall floor space area has now been reduced by 3,000 square feet from the previous submission. However, the gross floor area now corresponds more closely with the footprints identified on the site plans. Waiver has been requested, no further comments.

- P2. Based upon the new parking layout, only 2 spaces are located within 10' of a right of way. In the prior design, 12 spaces were located within 10' of the Fisher Street Right of Way. Compliance with

the requirements of the bylaws (§185-21.C(1)) is not as significant an impact as the previously approved plan and the Board may wish to reconsider the waiver.

LDG: *A table of space counts for each building has been prepared as requested. Each building has a parking number rounded to the nearest integer and then added to have the worst-case scenario parking outlined. The buildings on-site, including 29 Hayward, require 217 total spaces in accordance with the buildings and uses. The total parking provided is 234 spaces, there are two spaces within the setback as previously approved and the applicant is requesting a waiver for the accessible parking at the rear of 3 Fisher. If none of the waivers are permitted and the Accessible spaces are relocated this will cause a loss of 6 spaces. The site 234 spaces minus 6 for a total of 228 is still in excess of the zoning requirements, though in substantially less compliance with the state and federal accessibility codes associated with location and accessibility of spaces.*

BETA: *Eliminating the 2 spaces only eliminates the spaces, which as noted are in excess of the zoning requirements. In addition, based upon the grades, eliminating the spaces will also eliminate the need for the retaining wall, which is anticipated to reduce construction costs.. BETA defers this to the Board.*

- P3. The uses shown on the architectural floor plans do not agree with the parking summary for the 3 Fisher Street building. There are separate tenants indicated as well as office space. The parking requirements should match the proposed use.

LDG: *The total parking has been revised to utilize the zoning code definitions of space based upon the current zoning code and leased space from the ownership.*

BETA: *No further comments.*

- P4. The aisle width for access to the 3 parking spaces at the south end of 3 Fisher is only 13' wide by scale. Either modify the design or request the waiver. (§185-21.C(8))

LDG: *The Aisle is a minimum 19.7' and a maximum 23.1' which does not meet as noted the drive aisle requirements at a parking space. However, leaves ample room for maneuvering a vehicle. The intention of the area is to provide 3 total spaces, 2 accessible as noted as this is the accessible entrance to the shipping area. By way of this letter LDG requests a waiver on behalf of the client from Section 185-21.C(8).*

BETA: *The aisle width leading into the spaces is only 13' wide. BETA recommends that the designer review the layout in this area to eliminate the need for the waiver.*

- P5. The entrance into the driveway between buildings 3 & 5 Fisher from the north has a short radius curve which may not allow vehicular access to the south. The designer should identify the curve data at this point and demonstrate what type of vehicles can negotiate this curve and provide appropriate signage.

LDG: *The design is quite intentional and has gated entry on both ends. This is a maintenance driveway intended for the use by the facility personnel and is not accessible to the public.*

BETA: *No further comments.*

- P6. Based upon the issues with driveway access width discussed in comments P4 & P5 above, BETA recommends that the site plans be forwarded to the Fire Chief to evaluate circulation and access in this area.

LDG: *The Fire Chief Commented that the plans as previously presented were adequate.*

BETA: No further comments.

- P7. There are 34 parking spaces shown at the southeast corner of 5 Fisher, which as proposed are stacked 3 rows deep. They are designated as tenant parking. However, there are no provisions in the bylaws that would allow the spaces aligned in this configuration to be used to meet the bylaw requirements. Either request the waiver or provide the access aisle widths required under the by law.

LDG: The area has been modified as discussed in our review meeting. The area now provides 17 total spaces with a one-way drive aisle to angled spaces on the south side.

BETA: No further comments.

- P8. 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 256 spaces this would equate to 26 trees. The revised landscape plans show that only 7 trees are proposed. Provide the trees in accordance with the bylaws.

LDG: The plans have now been updated to meet the requirement, and are now including 25 total, 24 req'd.

BETA: No further comments.

- P9. The pavement access into the building at the north face of 3 Fisher building does not match the doors indicated in the floor plans. Correct the edge of pavement to match the doorway alignments and add notes as appropriate for the pedestrian access to Fisher Street.

LDG: The entrances have been realigned with the architectural plans.

BETA: No further comments

Sidewalks (§185-28)

No public sidewalks are proposed under this project. There are a limited number of sidewalks proposed within the site which will lead up to the buildings at 3 & 5 Fisher. Existing sidewalks to remain are present along West Central Street and Fisher Street.

- SI1. Clarify pedestrian access into 5 Fisher building. It appears that the only handicap access provided to the structure will be limited to the sidewalk at the southeast corner of the building.

LDG: This currently is the only space with an office which would necessitate modifications. As each building permit is presented the applicant will work with the building inspector to provide appropriate access.

BETA: BETA recommends that this be set as a condition of approval.

- SI2. Clarify that the sidewalk entrance into 3 Fisher building at the courtyard between 3 & 5 Fisher will meet ADA requirements for slope leading up to the doorway.

LDG: Access to 3 Fisher along the sidewalk is accurate and accessible.

BETA: Grades as noted on sheet 6 of 19 indicate ramp grade is <5.0%. No further comments.

CURBING (§185-29)

C1. Revise the curb plan to reflect the revised site plan and document that curbing will comply with the intent of the approved plan.

***LDG:** LDG would propose to revise the color curbing plan to refer to the new plan set as appropriate as a final step in the design review once all layout issues are cleared up. The intention of the approved plan would remain.*

***BETA:** BETA will defer until final plans are developed.*

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. The proposed lighting plan shows that the only lighting will be provided in the areas of the parking lots in front of 7 Fisher and behind 3 Fisher. The remainder of the site will have no lighting. There will be some minor spillage onto Fisher Street and the West Central Street sidewalk.

SP1. Based on the proximity of the site to the abutting residential uses, BETA recommends that information regarding any potential noise sources associated with the proposed renovations be provided to the Board for their review.

***LDG:** There are no modifications to the existing equipment on 5 Fisher, the equipment at 3 Fisher will not exceed the metal fabrication noise levels which currently exist in the building.*

***BETA:** Identify what proposed equipment at 3 Fisher will not exceed existing noise levels.*

SP2. The lighting plan does not identify any security lighting at the entrances. Nor are there any proposed lights at the entrances. BETA recommends that the applicant identify whatever lighting will be provided at both the loading docks and the pedestrian access into the buildings.

***LDG:** Pedestrian access which is visible to Fisher has been agreed to by the applicant with the Design Review board to be a "similar historic style" fixture. A complete photometric for the improved portion of the site around 1,3,5,& 7 Fisher has been completed.*

***BETA:** As shown on the photometric plan, there is a small amount of spillage on to Fisher Street at the rear loading dock. These levels are like other sites where minor spillage has been allowed. BETA recommends that the waiver be requested.*

SCREENING (§185-35)

The project proposes outdoor parking for 10 or more cars as well as loading docks which must be screened in accordance with this section. Residential districts are located to the northwest, north, east, and south of the Site. Residences are present in these areas, though existing vegetation may partially obstruct visibility of the Site.

The proposed plantings have been reduced substantially from the prior approval. The screening proposed between the West Central Street entrance and 5 Fisher building have been eliminated. All the screening originally proposed along Fisher Street has also been eliminated. The tree numbers in the parking lot north of the building at 7 Fisher have also been reduced and there are no trees proposed along West Central Street.

- L1. In the revised plans, all the screening along the Site's frontage on Fisher Street has been eliminated. The planting scheme from the previous approval should be maintained or a different plan in compliance with the requirements of the bylaws be provided.

***LDG:** The trees are now included along Fisher as required by the by-law and are similar in location to the previously approved plan. There were some revisions due to concern with the client over existing sewer and water lines within the zone along Fisher St.*

***BETA:** No further comments.*

- L2. BETA recommends that the Landscape Plans be included in the final endorsed set.

***LDG:** Plans are included, refer to*

***BETA:** Plans included, No further comments.*

- L3. All the screening shown on the approved plans along West Central Street and in the islands adjacent to the West Central Street entrance has either been removed or reduced in scope. BETA recommends that the planting scheme from the previous approval should be maintained or a different plan in compliance with the requirements of the bylaws be provided.

***LDG:** The plans have been updated to include the existing plantings and trees along West Central St. and around 1 Fisher St. The plan also includes the previously approved plantings within the site.*

***BETA:** No further comments.*

UTILITIES

All existing utilities will be retained. Detailed review of utilities is anticipated to be provided by the DPW and Fire Chief, as applicable.

- U1. As shown in the architectural plans, vehicle access will be provided to Building 3 through the drive-in door, an oil separator will be required in accordance with 248 CMR 10.09 prior to discharge into the municipal sanitary sewer collection system.

***LDG:** The O/W separator has been added to the corner of 3 Fisher Street. During construction this might be modified as there are two other sewer connections to 3 Fisher existing, all appropriate permits for the connection will be garnered from the DPW at the time of construction.*

***BETA:** No further comments.*

STORMWATER MANAGEMENT

The project use has been reduced and it is now a redevelopment that will result in a decrease in overall impervious coverage across the site. Stormwater management will be accomplished through a closed drainage system consisting of existing and proposed catch basins and manholes. All stormwater from the site will be directed into existing piping and outfalls. The system as previously approved across the westerly portion of the site adjacent to 5 Fisher will remain the same. The proposed changes in the front parking area north of 5 Fisher will primarily utilize the existing stormwater collection system modified as necessary to connect the 4 proposed catch basins. Additional manholes will be provided where these catch basins connect with the existing collection system. The drainage report is a narrative that indicates that the site design meets both the Massachusetts Stormwater Standards and the Town of Franklin

Stormwater bylaw requirements. Because there is a reduction in the overall impervious surfaces on site, Compliance with Standard 2: Peak Flow Rate Attenuation is not a concern. However, calculations and documentation that the design meets the requirements of the bylaws and meets the Stormwater Standards to the *Maximum Extent Practicable* relative to treatment and recharge (Standards 3 & 4) are still required.

LDG: *The redevelopment as a whole reduces pavement throughout the site, there is a net decrease in impervious space, which under the redevelopment guidelines for the Commonwealth of Massachusetts meets the requirements for Standard 3. TSS Removal for Standard 4 is exceeded through the treatment of on-site and extensive off-site flows.*

BETA: ***BETA recommends that the designer review the Massachusetts MS4 General Permit. Reduction in overall impervious on site does not qualify the site to meet the current standards. In addition, nutrient reductions are directly linked to infiltration structures, or other qualifying stormwater control methods.***

The designer has provided a lengthy explanation in their response to address the stormwater comments. However, there is data presented which does not seem to correlate with the original design calculations. The response to the comments does not adequately address the issue of meeting the requirements of the by-laws and the definition of Maximum Extent Practicable under the Massachusetts Stormwater Standards.

GENERAL

SW1. Provide supporting calculations to demonstrate that the redevelopment meets the requirements of Chapter 153-16. In accordance with the requirements of the bylaws:

2) *For redevelopment sites, stormwater management systems shall also improve existing conditions by be designed to the following criteria:*

a. *Retain the volume of runoff equivalent to, or greater than, 0.80 inch multiplied by the total post-construction impervious surface area on the site AND/OR*

b. *Remove 80% of the average annual post-construction load of Total Suspended Solids (TSS) generated from the total post-construction impervious area on the site AND 50% of the average annual load of Total Phosphorus (TP) generated from the total post-construction impervious surface area on the site. Pollutant removal shall be calculated consistent with EPA Region 1's BMP Performance Extrapolation Tool or other BMP performance evaluation tool provided by EPA Region 1 where available. If EPA Region 1 tools do not address the planned or installed BMP performance any federally or State approved BMP design guidance or performance standards (e.g. State stormwater handbooks and design guidance manuals) may be used to calculate BMP performance.*

LDG: *There are slight internal site development modifications with capture and discharge of water from the approved plan to the currently proposed modified site plan set. The water flow path and discharge point remain the stone swale and associated overflow for the site drainage. The development includes treatment of previously installed site and Town drainage prior to discharge and treatment of the new drainage areas prior to discharge to the existing Town drain line. This modification will however minimize pavement over the approved plan and thus will provide increased water quality.*

To address changes in flow path from the approved plans in the post condition there is a change of 7,821 sq. ft. of area which under the approved design was to be captured in the parking lot drainage system. This flow area will now be captured in the new catch basin at the rear (south end) of the building. This flow previously was captured in the same drain line by a catch basin further along the drain line. There is a small portion of existing pavement which previously drained to the field at the southern end of the property, this portion has been reduced but will continue to flow along this path until such time as the future parking is constructed.

Due to the proposed development retaining the future parking area as was fully designed and approved there is no modification to the drainage system. It was felt by the design team and applicant that the increase in green space will be a positive effect on the system, thus allowing the system to maintain the impervious as designed will be a conservative design approach.

The redevelopment of the property does not contain new impervious area, there will be a net reduction in overall impervious space in the area of construction by will have treatment of the main driveway from Fisher Street through a new water quality swale. The overall impervious area on site will be reduced by a total of xxx s.f.

BETA: As noted above, conformance with the requirements of the MS4 permit is required for any redevelopment. In this case, except for those areas directly adjacent to the building at 29 Hayward Street, all the impervious surfaces on site are being modified. The 2 stormwater infiltration structures at 29 Hayward are outside the limits of the site as defined by the MS4 permit and should not be included in the redevelopment analysis. The calculations submitted by the applicant's representative to support their claims are lengthy and there is no supporting data and details to substantiate their determination and support their assertion that the measures proposed will provide the treatment assumed. BETA recommends that a report be prepared and submitted which substantiates the data presented.

SW2. All the proposed terminal treatment will be proprietary separators installed in line in the existing discharge lines on site. However, runoff from a portion of the site will bypass the treatment provided by the proprietary separators. A weighted average of the overall TSS removal provided should be provided.

LDG: There is proprietary treatment for two drain lines on the site which are designed, as detailed above, to treat the site, but also to treat a large portion of the flow from off property as a benefit to the Town of Franklin. This was negotiated with the Town and developer during the initial permitting. The Town then requested additional pre-treatment alongside the existing stone line discharge swale on the western side of the site. Two areas were designed:

- 1. There is a vegetated swale along the western edge of the swale which will receive flow from the driveway, overland. It also receives some flow from the abutting properties overland. This is then infiltrated or taken through an underdrain to the outlet of the stone swale.*
- 2. There is a second vegetated swale with overland overflow to the existing stone swale along the eastern edge of the existing stone lined channel. This will receive flow which bypasses the catch basins along the face of 29 Hayward Street as well as from the loading dock area of 5 Fisher Street.*

Both of these areas were the subject of extensive discussion during the initial permitting for a few reasons. The first is that there is no curbing proposed in these areas, to allow flow from these

paved areas into one of these three treatment and conveyance measures. Second, there are no catch basins along this area, this is due to the existing stone lined swale and its use as a conveyance for the site as well as 40+ acres of off-site flow. Lastly was the additional treatment garnered for the property through the installation of the swales.

BETA: The question was not to discuss the measures provided it was only to quantify and document the overall TSS Removal efficiency of the system on site. Comment remains.

- SW3. Revise proposed drainage pipe to be RCP. Where cover is less than 42" provide Class V RCP (§300-11.B.(2)(a)). A number of the new connections into the existing system are identified as either PVC or HDPE.

LDG: Piping runs have been modified to RCP or Class V RCP as required based upon depth with two exceptions. The proposed trench drains along Fisher street, north and south ends. LDG investigated trench drain manufacturers and there are no manufacturers who will transition from the trench drain to an RCP pipe. For added protection, these two 8" pipes have been designated as 8" CI or cast iron.

BETA: Pipes now designated as RCP. Connections from the trench drains are small enough that RCP is not appropriate and cast iron as designated is sound. No further comments.

- SW4. There are several catch basins located at the northeast corner of the building at 5 Fisher. In the previous design, this system was to remain unchanged. However, with the proposed revisions, this system will be modified and become integral to the performance of the onsite system. There are some missing invert data and there is no outlet from this system identified on the plans. Show all the data associated with these structures needed to verify that they will direct runoff as assumed to the west and have the capacity to do so.

LDG: as detailed in our meeting there are some pipes which traverse under the building. The design as presented attempts to limit the flows in this area so that there is less under the building and more outside the building in a new system or in a system which is being treated prior to discharge.

BETA: The pipe run through the building is now identified and shown on the plans. It should be noted on the plans if these structures will be modified since the grading around the basins may render them obsolete.

- SW5. The existing DMH just west of the southerly Fisher Street entrance is full of sediment. The plans show that there is a 12" RCP which flows either in or out of this manhole from the vegetated area at the south end of the site. BETA recommends that this system be cleaned, and invert elevations established and shown on the design plans to determine if the proposed stormwater collection system at the southeast corner of 5 Fisher will work as designed.

LDG: Inverts have been noted.

BETA: BETA recommends that the designer review the inverts in this pipe run. The invert at the angle point is a foot higher than the invert at the new manhole.

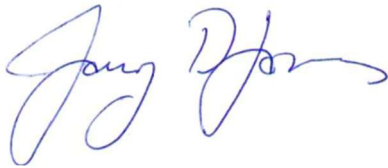
Mr. Gregory Rondeau, Chairman

November 14, 2023

Page 11 of 11

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

Very truly yours,
BETA Group, Inc.

A handwritten signature in blue ink, appearing to read "Gary D. James". The signature is fluid and cursive, with the first name "Gary" being more prominent than the last name "James".

Gary D. James, PE
Senior Project Engineer

cc: Amy Love, Planner

Town of Franklin

355 East Central Street
Franklin, Massachusetts 02038-1352



Phone: (508) 520-4907
www.franklinma.gov

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

DATE: November 15, 2023
TO: Franklin Planning Board
FROM: Department of Planning and Community Development
RE: 3, 5 Fisher Street
Site Plan Modification

The DPCD has reviewed the above referenced Site Plan Modification application for the Monday, November 20, 2023 Planning Board meeting and offers the following commentary:

General:

1. The site is at 3 Fisher Street, and located in the Mixed Business Zoning District.
2. The proposed project includes maintaining the entire building at 3 Fisher Street, and re-configuring the parking areas.
3. Review letters have been provided from BETA, DPW and Fire.

Comments:

1. Per section §185-31.C(3)(i) – provide outdoor lighting, open space areas, snow storage and parking areas. *Applicant has provided*
2. Per section §185-31.C(3)(j) – provide location, size and sketch of all proposed signs. *Applicant has provided*
3. Per section §185-31.C(3)(k) – provide a complete landscaping plan, including existing vegetation and proposed plantings for the entire site. *Applicant has provided*

Comments from September 8 meeting:

1. Has fire reviewed the plan. *Letter attached from Fire*
2. Provide truck turning and internal traffic pattern. *Applicant has provided*
3. Mark dumpster pads. *Applicant has provided*
4. Remove the stacked parking. *Applicant has reconfigured the parking area.*



FRANKLIN FIRE DEPARTMENT

To : DPCD

FROM : J. S. BARBIERI, DEPUTY FIRE CHIEF

DATE : 28 AUGUST 2023

RE : SITE PLAN – 1, 3, 5, & 7 FISHER ST –FACTORY SQUARE

Thank you for the opportunity to review the above referenced plan.

We have reviewed the revised plans and have no additional comments regarding this project.

Please contact me should you have any question or require any additional information.

cc: file



October 3, 2023

Town of Franklin, Planning Board
Attn: Mr. Gregory Rondeau, Chair
C/O Mrs. Amy Love, Planner
355 East Central Street
Franklin, MA 02038

Re: Factory Square Property Redevelopment
1, 3, 5, & 7 Fisher Street
Site Plan Peer Review Response
LDG Proj. No.: 1899.00

Dear Mr. Rondeau:

Level Design Group, LLC (LDG) on behalf of KCRES, LLC does hereby submit a response to comments for the above referenced project. The comments were peer review comments provided by BETA Engineering, dated September 8, 2023, and the DPW letter by Mike Maglio, Dated September 13, 2023, and Planning dated September 11, 2023 and are answered in the same order as presented in those letters.

Findings, Comments, and Recommendations

General

G1. Provide north arrows on the site plans.

North arrows are shown on each plan sheet as requested.

G2. Evaluate the need for additional dumpster locations since none are indicated in the revised site plans. All the dumpster pads originally proposed along the west side of 5 Fisher are now designated as parking spaces. The dumpster pad at the northeast corner of 3 Fisher building is no longer available since the loading dock ramp will now be activated.

In speaking with Ownership, the dumpsters are located as they have discussed with the proposed facility tenants and for the application presented are the proposed locations.

Parking, Loading and Driveway Requirements (§185-21)

P1. The parking space requirement in the table is incorrect. Based upon the required spaces listed, the total number required would be 263 spaces. Correct the table and request approval for the reduced number of parking spaces in accordance with 185-21A.(4).

A table of space counts for each building has been prepared as requested. Each building has a parking number rounded to the next integer and then added to have the worst-case scenario parking outlined. The buildings on-site, including 29 Hayward, require 217 total spaces in accordance with the buildings and uses. The total parking provided is 234 spaces, there are two spaces within the setback as previously approved and the applicant is requesting a waiver for the Accessible parking at the rear of 3 Fisher. If none of the waivers are permitted and the Accessible spaces are relocated this will cause a loss of 6 spaces. The site 234 spaces, minus 6 for a total of 228 is still in excess of the zoning

requirements, though in substantially less compliance with the State and federal accessibility codes associated with location and accessibility of spaces.

- P2. Based upon the new parking layout, only 2 spaces are located within 10' of a right of way. In the prior design, 12 spaces were located within 10' of the Fisher Street Right of Way. Compliance with the requirements of the bylaws (§185-21.C(1)) is not as significant an impact as the previously approved plan and the Board may wish to reconsider the waiver.

A table of space counts for each building has been prepared as requested. Each building has a parking number rounded to the next integer and then added to have the worst-case scenario parking outlined. The buildings on-site, including 29 Hayward, require 217 total spaces in accordance with the buildings and uses. The total parking provided is 234 spaces, there are two spaces within the setback as previously approved and the applicant is requesting a waiver for the Accessible parking at the rear of 3 Fisher. If none of the waivers are permitted and the Accessible spaces are relocated this will cause a loss of 6 spaces. The site 234 spaces, minus 6 for a total of 228 is still in excess of the zoning requirements, though in substantially less compliance with the State and federal accessibility codes associated with location and accessibility of spaces.

- P3. The uses shown on the architectural floor plans do not agree with the parking summary for the 3 Fisher Street building. There are separate tenants indicated as well as office space. The parking requirements should match the proposed use.

The total parking has been revised to utilize the zoning code definitions of space based upon the current zoning code and the leased space from the ownership.

- P4. The aisle width for access to the 3 parking spaces at the south end of 3 Fisher is only 13' wide by scale. Either modify the design or request the waiver. (§185-21.C(8))

The Aisle is a minimum 19.7' and a maximum 23.1' which does not meet as noted the drive aisle requirements at a parking space. However leaves ample room for maneuvering a vehicle. The intention of the area is to provide 3 total spaces, 2 accessible as noted as this is the accessible entrance to the shipping area. By way of this letter LDG requests a waiver on behalf of their client from section 185-21.C(8)

- P5. The entrance into the driveway between buildings 3 & 5 Fisher from the north has a short radius curve which may not allow vehicular access to the south. The designer should identify the curve data at this point and demonstrate what type of vehicles can negotiate this curve and provide appropriate signage.

The design is quite intentional and has gated entry on both ends. This is a maintenance driveway intended for the use by the facility personnel and is not accessible to the public.

- P6. Based upon the issues with driveway access width discussed in comments P4 & P5 above, BETA recommends that the site plans be forwarded to the Fire Chief to evaluate circulation and access in this area.

The Fire Chief Commented that the plans as previously presented were adequate.

- P7. There are 34 parking spaces shown at the southeast corner of 5 Fisher, which as proposed are stacked 3 rows deep. They are designated as tenant parking. However, there are no provisions in the bylaws that would allow the spaces aligned in this configuration to be used to meet the bylaw requirements. Either request the waiver or provide the access aisle widths required under the by law.

The area has been modified as discussed in our review meeting. The area now provides 17 total spaces with a one way drive aisle to angled spaces on the south side.

- P8. 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 256 spaces this would equate to 26 trees. The revised landscape plans show that only 7 trees are proposed. Provide the trees in accordance with the bylaws.

The plans have been updated to meet the minimum requirement, and are now including 25 total, though 24 req'd.

- P9. The pavement access into the building at the north face of 3 Fisher building does not match the doors indicated in the floor plans. Correct the edge of pavement to match the doorway alignments and add notes as appropriate for the pedestrian access to Fisher Street.

The entrances have been realigned with the architectural plans.

Sidewalks (§185-28)

- SI1. Clarify pedestrian access into 5 Fisher building. It appears that the only handicap access provided to the structure will be limited to the sidewalk at the southeast corner of the building.

This currently is the only space with an office which would necessitate modifications. As each building permit is presented the applicant will work with the building inspector to provide appropriate access.

- SI2. Clarify that the sidewalk entrance into 3 Fisher building at the courtyard between 3 & 5 Fisher will meet ADA requirements for slope leading up to the doorway.

Access to 3 Fisher along the sidewalk is accurate and accessible.

CURBING (§185-29)

- C1. Revise the curb plan to reflect the revised site plan and document that curbing will comply with the intent of the approved plan.

LDG would propose to revise the color curbing plan to refer to the new plan set as appropriate as a final step in the design review once all layout issues are cleared up. The intention of the approved plan would remain.

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. The proposed lighting plan shows that the only lighting will be provided in the areas of the parking lots in front of 7 Fisher and behind 3 Fisher. The remainder of the site will have no lighting. There will be some minor spillage onto Fisher Street and the West Central Street sidewalk.

SP1. Based on the proximity of the site to the abutting residential uses, BETA recommends that information regarding any potential noise sources associated with the proposed renovations be provided to the Board for their review.

There are no modifications to the existing equipment on 5 Fisher, the equipment at 3 Fisher will not exceed the metal fabrication noise levels which currently exist in the building.

SP2. The lighting plan does not identify any security lighting at the entrances. Nor are there any proposed lights at the entrances. BETA recommends that the applicant identify whatever lighting will be provided at both the loading docks and the pedestrian access into the buildings.

Pedestrian access which is visible to Fisher has been agreed to by the applicant with the Design review board to be a "similar historic style" fixture. A complete photometric for the improved portion of the site around 1, 3, 5, & 7 Fisher has been completed.

SCREENING (§185-35)

The project proposes outdoor parking for 10 or more cars as well as loading docks which must be screened in accordance with this section. Residential districts are located to the northwest, north, east, and south of the Site. Residences are present in these areas, though existing vegetation may partially obstruct visibility of the Site.

The proposed plantings have been reduced substantially from the prior approval. The screening proposed between the West Central Street entrance and 5 Fisher building have been eliminated.

All the screening originally proposed along Fisher Street has also been eliminated. The tree numbers in the parking lot north of the building at 7 Fisher have also been reduced and there are no trees proposed along West Central Street.

SW1. In the revised plans, all the screening along the Site's frontage on Fisher Street has been eliminated. The planting scheme from the previous approval should be maintained or a different plan in compliance with the requirements of the bylaws be provided.

The trees are now included along Fisher as required by the by-law, and are similar in location to the previous approved plan. There were some revisions due to concern with the client over existing sewer and water lines within the zone long Fisher St.

SW2. BETA recommends that the Landscape Plans be included in the final endorsed set.

Plans are included, refer to



SW3. All the screening shown on the approved plans along West Central Street and in the islands adjacent to the West Central Street entrance has either been removed or reduced in scope. BETA recommends that the planting scheme from the previous approval should be maintained or a different plan in compliance with the requirements of the bylaws be provided.

The plans have been updated to include the existing plantings and trees along West Central St and around 1 Fisher St. The plan also includes the previously approved plantings within the site.

UTILITIES

All existing utilities will be retained. Detailed review of utilities is anticipated to be provided by the DPW and Fire Chief, as applicable.

U1. As shown in the architectural plans, vehicle access will be provided to Building 3 through the drive-in door, an oil separator will be required in accordance with 248 CMR 10.09 prior to discharge into the municipal sanitary sewer collection system.

The O/W separator has been added to the corner of 3 Fisher Street. During construction this might be modified as there are two other sewer connections to 3 Fisher existing, all appropriate permits for the connection will be garnered from the DPW at the time of construction.

STORMWATER MANAGEMENT

The project use has been reduced and it is now a redevelopment that will result in a decrease in overall impervious coverage across the site. Stormwater management will be accomplished through a closed drainage system consisting of existing and proposed catch basins and manholes. All stormwater from the site will be directed into existing piping and outfalls. The system as previously approved across the westerly portion of the site adjacent to 5 Fisher will remain the same. The proposed changes in the front parking area north of 5 Fisher will primarily utilize the existing stormwater collection system modified as necessary to connect the 4 proposed catch basins. Additional manholes will be provided where these catch basins connect with the existing collection system. The drainage report is a narrative that indicates that the site design meets both the Massachusetts Stormwater Standards and the Town of Franklin Stormwater bylaw requirements. Because there is a reduction in the overall impervious surfaces on site, Compliance with Standard 2: Peak Flow Rate Attenuation is not a concern. However, calculations and documentation that the design meets the requirements of the bylaws and meets the Stormwater Standards to the Maximum Extent Practicable relative to treatment and recharge (Standards 3 & 4) are still required.

The redevelopment as a whole reduces pavement throughout the site, there is a net decrease in impervious space, which under the redevelopment guidelines for the Commonwealth of Massachusetts meets the requirements for Standard 3. TSS removal for Standard 4 is exceeded through the treatment of on-site and extensive off-site flows.

GENERAL



SW1. Provide supporting calculations to demonstrate that the redevelopment meets the requirements of Chapter 153-16. In accordance with the requirements of the bylaws:

- 2) For redevelopment sites, stormwater management systems shall also improve existing conditions by be designed to the following criteria:
 - a. Retain the volume of runoff equivalent to, or greater than, 0.80 inch multiplied by the total post-construction impervious surface area on the site AND/OR
 - b. Remove 80% of the average annual post-construction load of Total Suspended Solids (TSS) generated from the total post-construction impervious area on the site AND 50% of the average annual load of Total Phosphorus (TP) generated from the total postconstruction impervious surface area on the site. Pollutant removal shall be calculated consistent with EPA Region 1's BMP Performance Extrapolation Tool or other BMP performance evaluation tool provided by EPA Region 1 where available. If EPA Region 1 tools do not address the planned or installed BMP performance any federally or State approved BMP design guidance or performance standards (e.g. State stormwater handbooks and design guidance manuals) may be used to calculate BMP performance.

There are slight internal site development modifications with capture and discharge of water from the approved plan to the currently proposed modified plan set. The water flow path and discharge point remain the stone swale and associated overflow for the site drainage. The development includes treatment of previously installed site and Town drainage prior to discharge and treatment of the new drainage areas prior to discharge to the existing Town drain line. This modification will however minimize pavement over the approved plan and thus will provide increased water quality.

To address changes in flow path from the approved plans in the post condition there is a change of 7,812 s.f. of area which under the approved design was to be captured in the new parking lot drainage system. This flow area will now be captured in the new catch basin at the rear (south end) of the building. This flow previously was captured in the same drain line by a catch basin further along the existing drain line.

There is a small portion of existing pavement which previously drained to the field at the southern end of the property, this portion has been reduced but will continue to flow along this path until such time as the future parking is constructed.

Due to the proposed development retaining the future parking area as was fully designed and approved there is no modification to the drainage system. It was felt by the design team and applicant that the increase in green space will be a positive effect on the system, thus allowing the system to maintain the impervious as designed will be a conservative design approach.

The redevelopment portion of the property does not contain new impervious area, there will be a net reduction in overall impervious space in the area of construction by will have treatment of the main driveway from Fisher Street through a new water quality swale. The overall impervious area on site will be reduced pre/post by a total of xxx s.f.

Required Recharge Volume for the New Development area = (0± sf of impervious area) x (0.6 in of runoff for HSG A) x (1 ft./12 in.) = 0± cu. ft.

Franklin Stormwater By-Law Required Recharge Volume for the Development = (237,961 ± sf of impervious area) x (0.80 in of runoff for Franklin Standards) x (1 ft./12 in.) = 15,864 ± cu. ft.

Water used to satisfy the recharge to groundwater standard is from pretreated surface runoff from the parking area and driveway and from the proposed building rooftops. The Simple Dynamic Method of Recharge Volume was utilized to calculate recharged groundwater. Infiltration of stormwater adjacent to 29 Hayward Street is calculated for the two stormwater basins associated with the development, two rainstore³ systems with a size of 10x100x4 with a stone envelope of 11.5x102x4. Total volume of rainstore³, 760 ft³ with a stone volume of 207.6ft³ giving each system a total infiltrative volume of 3,967 ft³, or 7,935 ft³. 1 Fisher has a roof drainage system installed with a capacity of 230ft³. Total storage and recharge on-site is 8,165.5 ft³

Simple Dynamic Method Calculations for all proposed infiltration practices:

Required Recharge Volume:

$R_v = F \times \text{impervious area created}$

$R_v = (HSG \text{ "A"}) \times (\text{impervious area created})$

Recharge Volume Provided:

$A = R_v \div (d + Kt)$, where d = depth below outlet, Kt = Rawls Rate = 8.27 inches per hour
 t = time (2 hours – Stormwater Handbook Recommendation)

Minimum Required Volume of Infiltration Practice = $V \text{ (cf)} = A \times d$ (or $n \times d$ where n is the void space % of the system) where n = Overall Storage Efficiency of the Infiltration pits, d = depth below lowest outlet.

The total minimum recharge volume requirement under the Franklin Regulations 15,864 ± cu. ft. with no additional treatment in accordance with the regulations. For the entire site there is a recharge volume of 8,165 ± cu.ft. of storage provided below the lowest outlet of each subsurface infiltration system. This leaves some portion of the site discharge (approximately 48.5%) to be treated in another method in accordance with the regulations. Part b of the regulation details:

Remove 80% of the average annual post-construction load of Total Suspended Solids (TSS) generated from the total post-construction impervious area on the site AND 50% of the average annual load of Total Phosphorus (TP) generated from the total postconstruction impervious surface area on the site. Pollutant removal shall be calculated consistent with EPA Region 1's BMP Performance Extrapolation Tool or other BMP performance evaluation tool provided by EPA Region 1 where available. If EPA Region 1 tools do not address the planned or installed BMP performance any federally or State approved BMP design guidance or performance standards (e.g. State stormwater handbooks and design guidance manuals) may be used to calculate BMP performance.

The site, as designed incorporates deep sump and hooded Catch basins, street sweeping and a CDS stormwater treatment unit, which treats on and off-site flows coming through the property, in conjunction with a newly installed infiltration swale and sediment forebay there will be

treatment of overland flows from the property where none existed. Overland areas which will be treated include:

The volume of stormwater runoff to be treated for water quality is calculated as one-half inch times the total post-development impervious area of the site based on current MADEP Stormwater Management Standards. With the understanding that the proposed development sensitive resources downstream from the development water quality calculations detail compliance with a water quality volume equal to one-inch times the total post-development impervious in accordance with Town of Franklin Requirements The water quality volume calculation is detailed below.

Total Site Impervious Area= 237,961± ±s.f.

1.0 inch x 1 foot/12 inches= 0.0833 feet

0.0833 feet x 237,961±s.f.= 19,822.15± ft³

48.5% of treated volume to comply with Franklin Stormwater By-law=9,613.7ft³

Total Volume to be treated for Water Quality= 9,613.7± ft³

As detailed above, the infiltration systems provide 8,165±ft³ of volume below their lowest outlets. This volume in conjunction with two structured sediment traps, satisfies the required water quality volume to be treated for the proposed development. To achieve the required 44% TSS removal prior to flow being infiltrated a variety of structural practices are utilized. All impervious areas, not including roof top runoff directly piped to an infiltration practice, will be collected in deep sump and hooded catch basins and treated by a CDS Stormwater Treatment Unit to achieve the minimum 44% TSS removal required for each system prior to flows being infiltrated. Sizing calculation for the two Stormwater Treatment Units is detailed below.

The overall water quality onsite is improved through the installation of treatment units at two main locations, other than the new development area. The two areas of installation are the reconfigured parking area to the south of 5 Fisher Street. This parking area previously travelled under the existing structure and connected into the existing line which traverses the site from Fisher Street. This it being reconfigured with a new main drain line outside of the building footprint and a CDS treatment units prior to discharge into the main drain. The second area is in the location of building removal and replacement with parking area. The replacement will decrease the on-site impervious however will still pick up the overall from the CB's on West Central Street as it does today. This flow will be treated through a new CDS unit as well prior to discharge, onsite. The treatment exceeds the requirements for discharge on property.

CDS Stormwater Treatment Unit Sizing

The CDS Units are sized using the Massachusetts Department of Environmental Protection Wetlands Program – Standard Method to Convert Required Water Quality Volume to a Discharge Rate for Sizing Flow Based Manufactured Proprietary Stormwater Treatment Practices.

Flow to southern 15" RCP

$$Q_{1.0} = (qu)(A)(WQV)$$



qu=774 csm/in for a Tc of 0.1 hours (taken from Figure 2 of the Massachusetts Department of Environmental Protection Wetlands program - Standard Method to Convert Required Water Quality Volume to a Discharge Rate

A=1.6 Acres

WQV=1.0 inches

Q_{1.0}=(774 csm/in) (1.6 acres - impervious coverage) (0.0015625 sq. mi I acre) (1.0 inch)

Q_{1.0} = 0.16 cfs < CDS Model 20 15 with a Treatment Capacity =1.4 cfs

Flow to existing 24"

Q_{1.0}=(qu)(A)(WQV)

qu=774 csm/in for a Tc of 0.1 hours (taken from Figure 2 of the Massachusetts Department of Environmental Protection Wetlands program - Standard Method to Convert Required Water Quality Volume to a Discharge Rate

A=4.5 acres

WQV=1.0 inches

Q_{1.0}=(774 csm/in) (4.5 acres) (0.0015625 sq. mi I acre) (1.0 inch)

Q_{1.0} = 2.19 cfs < CDS Model 20 20 with a Treatment Capacity =2.4 cfs

Phosphorous removal is calculated through MA MS4 2022 General Permit Attachment 3 to Appendix F:

Methods to Calculate Phosphorus Load Reductions for Structural Stormwater Best Management Practices in the Watershed

Infiltration Trench is a practice that provides temporary storage of runoff using the void spaces within the soil/sand/gravel mixture that is used to backfill the trench for subsequent infiltration into the surrounding sub-soils. Performance results for the infiltration trench can be used for all subsurface infiltration practices including systems that include pipes and/or chambers that temporary storage. Also, the results for this BMP type can be used for bio-retention systems that rely on infiltration when the majority of the temporary storage capacity is provided in the void spaces of the soil filter media and porous pavements that allow infiltration to occur.

Each of the three methods qualifies as an infiltration trench of some variety under the policy.

Phosphorus load reduction target (P target) = 50% of the remainder of the flow area, 48.5% of total, 115,411.1 ft²

There are three areas of treatment for Phosphorous Removal, the proposed water quality swale, the proposed forebay and the existing stone lined swale. Knowing that the treatment for TSS in the two existing drain lines, which is of benefit to the Town of Franklin in the MS4 permit locally



due to treatment of existing street flows prior to discharge, the CDS units are not currently quantified under the Stormwater standards as a phosphorous removal technology.

Through EPA Opti-tool the flow and reduction characteristics re as follows for each of the three swales present on-site.

Driveway to new Swale west of Stone Swale

BMP Subarea ID	Land Use Category	Cover Type	Area (acres)	P export Rate (lb/acre/yr)*	P Total
1	Commercial / Industrial	Impervious	1.41	1.78	2.5098
2	Landscaped (HSG A)	Pervious	0.157	0.03	0.00471
3	Forest (HSG A)	Pervious	0	0.13	0
TOTAL					2.51451

Driveway to new forebay/swale east of Stone Swale

BMP Subarea ID	Land Use Category	Cover Type	Area (acres)	P export Rate (lb/acre/yr)*	P Total
1	Commercial / Industrial	Impervious	0.4957	1.78	0.882346
2	Landscaped (HSG A)	Pervious	0.02	0.03	0.0006
3	Forest (HSG A)	Pervious	0	0.13	0
TOTAL					0.882946

Stone Swale - independent of site flows Reduced

BMP Subarea ID	Land Use Category	Cover Type	Area (acres)	P export Rate (lb/acre/yr)*	P Total
1	Commercial / Industrial	Impervious	26.2543	1.78	46.73265
2	Landscaped (HSG A)	Pervious	19.253	0.03	0.57759
3	Forest (HSG A)	Pervious	5.28	0.13	0.6864
TOTAL					47.99664

Stone Swale - Existing

BMP Subarea ID	Land Use Category	Cover Type	Area (acres)	P export Rate (lb/acre/yr)*	P Total
1	Commercial / Industrial	Impervious	28.16	1.78	50.1248
2	Landscaped (HSG A)	Pervious	19.43	0.03	0.5829
3	Forest (HSG A)	Pervious	5.28	0.13	0.6864
TOTAL					51.3941



Stone Swale - Site Only

<i>BMP Subarea ID</i>	<i>Land Use Category</i>	<i>Cover Type</i>	<i>Area (acres)</i>	<i>P export Rate (lb/acre/yr)*</i>	<i>P Total</i>
1	Commercial / Industrial	Impervious	4.53	1.78	8.0634
2	Landscaped (HSG A)	Pervious	2.81	0.03	0.0843
3	Forest (HSG A)	Pervious	0	0.13	0

TOTAL 8.1477

TOTAL 'P' Removed 3.397456

Percentage 'P' Removed 41.70%

The Site Phosphorus removal is laid out above for the complete site, per the stormwater report because there are greater areas which drain to the property swale than the development site, these areas were then removed, leaving only the property.

The property as a whole evaluates the existing swale discharge, to the proposed due to the installation of two additional landscape/structural BMP's the two swales, and the flow they treat prior to the existing stone swale and its associated discharge. The act of installing the two infiltration swales will allow the removal of 41% of the flow on-site from the existing stone swale until treatment occurs. In conjunction with the on-site measures already implemented as redevelopment, 3 structural basins the site is well in excess of the total treatment/removal required for the development.

In addition, if the site were to be evaluated only on the Massachusetts Stormwater Standards the following would be the analysis of the removal percentages:

Water Quality Swale:

In accordance with the Stormwater Standards the Water quality Swale as proposed will remove 20%-90% of the phosphorous depending on configuration and overflow, as configured the system will treat or remove 70+% of the phosphorous which flows to the swale. The swale will treat 19,481 s.f. of existing/proposed pavement area on property. This area represents a total of 16.8% of the area which requires additional treatment per the above calculations. There will be a net reduction of 70% of the phosphorous in this area.

Stone Lined Infiltration Swale:

In accordance with the Stormwater Standards the Stone Lined Infiltration Swale as exists will remove 40%-70% of the phosphorous depending on configuration and overflow, as configured the system will treat or remove 40+% of the phosphorous which flows to the swale. The swale treats not only the flow from the entire developed area of the site, but also 10-15 acres of additional off-site space which drains through the West Central Street site from the north side of West Central. The swale phosphorous removal far exceeds the requirements of the by-law.

Sediment forebay constructed as swale:

In accordance with the Stormwater Standards the Water quality Swale as proposed will remove 20%-90% of the phosphorous depending on configuration and overflow, as configured the system will treat or remove 70+% of the phosphorous which flows to the swale. The swale will treat 22,603 s.f. of existing/proposed pavement area on property. This area represents a total of 19.6% of the area which requires additional treatment per the above calculations. There will be a net reduction of 70% of the phosphorous in this area.

SW2. All the proposed terminal treatment will be proprietary separators installed in line in the existing discharge lines on site. However, runoff from a portion of the site will bypass the treatment provided by the proprietary separators. A weighted average of the overall TSS removal provided should be provided.

There is proprietary treatment for two drainage lines on the site which are designed, as detailed above, to treat the site, but also to treat a large portion of flow from off-property as a benefit to the Town of Franklin. This was negotiated with the Town and developer during the initial permitting. The Town then requested additional pre-treatment alongside the existing stone lined discharge swale on the western side of the site. Two areas were then designed:

- 1. There is a vegetated swale, along the western edge of the swale which will receive flow from the driveway, overland. It also receives some flow from the abutting properties overland. This is then infiltrated, or taken through a underdrain to the outlet of the stone swale.*
- 2. There is a second vegetated swale with overland overflow to the existing stone swale along the eastern edge of the existing stone lined channel. This will receive flow which bypasses the catch basins along the face of 29 Hayward street as well as from the loading dock area of 5 Fisher Street.*

Both of these areas were the subject of extensive discussion during the initial permitting for a few reasons. The first is that there is no curbing proposed in these areas, to allow flow form these paved areas into one of these three treatment and conveyance measures. Second, there are no catch basins along this area, this is due to the existing stone lined swale and its use as a conveyance for the site as well as 40+ acres of off site flow. Lastly was the additional treatment garnered for the property through the installation of the swales.

SW3. Revise proposed drainage pipe to be RCP. Where cover is less than 42" provide Class V RCP (§300-11.B.(2)(a)). A number of the new connections into the existing system are identified as either PVC or HDPE.

Piping runs have been modified to RCP or Class V-RCP as required based upon depth with two exceptions. The proposed trench drains along 3 Fisher street, north and south ends. LDG investigated trench drain manufacturers and there are no manufacturers who will transition from the trench drain to an RCP pipe. For added protection these two 8" pipes have been designated as 8" CI or cast iron.

SW4. There are several catch basins located at the northeast corner of the building at 5 Fisher. In the previous design, this system was to remain unchanged. However, with the proposed revisions, this system will be modified and become integral to the performance of the onsite system. There are some missing invert data and there is no outlet from this system identified on the plans. Show all the data associated with these structures needed to verify that they will direct runoff as assumed to the west and have the capacity to do so.

As detailed in our meeting there are some pipes which traverse under the building. The design as presented attempts to limit the flows in this area so that there is less under the building and more outside the building in a new system or in a system which is being treated prior to discharge.

SW5. The existing DMH just west of the southerly Fisher Street entrance is full of sediment. The plans show that there is a 12" RCP which flows either in or out of this manhole from the vegetated area at the south end of the site. BETA recommends that this system be cleaned, and invert elevations established and shown on the design plans to determine if the proposed stormwater collection system at the southeast corner of 5 Fisher will work as designed.

Inverts have been noted

DPW Comments

Site Plan Modification – Factory Square, 5 Fisher Street

1. The new plans should include a north arrow for orientation.
The north arrows are on the revised plan set
2. The previously proposed grease trap is still shown on the plan, however there is no notation or callout associated with it on the new plan.
The grease trap has been removed at this stage due to the change in uses proposed.
3. There is a proposed CB being installed in the area of the three parking spaces on the northeast side of Building 5 that is to be connected to an existing MH. It is unclear where this existing manhole discharges downstream.
This connects to the existing 24" which discharges through the new CDS unit to the existing Stone Lined Swale.
4. The newly proposed employee parking area in the southern part of the site consists of three rows of stacked parking. While there is no provision for this type of parking configuration in the bylaws, the Board should consider if this is appropriate.

The area has been reconfigured.
5. It appears that a portion of the employee parking will require the addition of some impervious area. The applicant should provide a summary describing the net changes in impervious area associated with the redevelopment portion of the site, and note whether there will be any new pavement installed associated with the portion of the site associated with the new development.



The net change is a removal as noted on the demolition plan

Planning Comments

General:

The site is at 3 Fisher Street, and located in the Mixed Business Zoning District. The proposed project includes maintaining the entire building at 3 Fisher Street, and reconfiguring the parking areas. Review letters will be provided from BETA, DPW and Fire.

Comments:

1. Per section §185-31.C(3)(i) – provide outdoor lighting, open space areas, snow storage and parking areas.

Notes have been provided on the revised documentation.

2. Per section §185-31.C(3)(j) – provide location, size and sketch of all proposed signs.

Locations previously approved are not proposed to be modified. The locations are noted on the site plan set as reference.

3. Per section §185-31.C(3)(k) – provide a complete landscaping plan, including existing vegetation and proposed plantings for the entire site.

A compiled landscape plan for the area around 1, 3, 5, & 7 is being prepared.

Enclosed please find:

- 1 Full Size sets of plans
- 5 reduced (11x17) size sets of plans
- 6 copies of associated documentation

I look forward to meeting with the Board at the next meeting. If there are any questions prior to the hearing please do not hesitate to ask.

Truly yours,
LEVEL DESIGN GROUP, LLC

Daniel Campbell, P.E.
Principal

Attachments
Cc: KCRES
File



VINCENT A. DiIORIO, INC.
CONSULTING ENGINEERS

TO: DAN CAMPBELL – LEVEL DESIGN
FROM: CODY OLIVA
SUBJECT: FISHER ST SITE LIGHTING
RE: **PHOTOMETRIC MODELING**
DATE: OCTOBER 17, 2023
CC:

This office has prepared a Photometric Model of the site at 5 Fisher St in Franklin, MA.

A drawing was developed and indicates light levels across the site. The site was modeled with fixtures and features on the same plane and does not account for surface undulations. The model also does not account for foliage, fencing or other features that may obstruct or reflect light.

As a result, light along the edges of the site may be lower than indicated.

If you have any questions, please feel free to contact this office at any time.



Craig A. Ciechanowski, Esq.
cac@clgmalaw.com
(508) 501-5011 - direct
(508) 501-5010 – main

20 Cabot Boulevard
Suite 210
Mansfield, MA 02048

November 7, 2023

Gregory Rondeau, Chairman
Planning Board
Town of Franklin
Franklin, MA 02038

Re: Factory Square
1-7 Fisher Street
K Fisher Street LLC

Dear Chairman Rondeau:

This office is counsel to K Fisher Street LLC (the “Applicant”), the owner of the above-referenced property (the “Property”). The Applicant has submitted to the Town of Franklin Planning Board a request for a limited site plan approval (the “Application”) pursuant to Section 185-31.D. of the Town of Franklin Zoning Bylaws (the “Bylaws”). The Application seeks approval of a limited site to indicate that a building, which the Applicant initially expected to remove, will not be removed and the anticipated use of the property will revert to warehousing, which was one of the historical uses of the site. The Property is located within the Mixed Business Innovation zoning district, in which warehousing and distribution facilities are allowed uses.

This letter is written in support of that application for a limited site plan review. Because the application meets the requirements of Section 185-31.D. of the Bylaws, a full site plan application is not required. The Application meets the requirements for limited site plan approval because:

1. The Property has previous site plan approval from the Planning Board, as evidenced by the site plan bearing the endorsement of the Planning Board dated May 23, 2022 (the “Prior Approval”).

2. The proposal does not result in the creation of additional parking spaces or impervious coverage. Rather, the proposal results in a reduction in the impervious coverage previously approved.
3. No exterior addition, alteration or improvement to structures and or land is proposed. As a result, the proposal does not alter access to a public way, result in a substantial change in use or require any additional relief from the Town of Franklin Zoning Board of Appeals.

As described above, the Applicant's proposal is simply to retain a building initially expected to be removed and to return to warehousing uses on the site. No other change is proposed which requires approval. Because no other changes or alterations are proposed, and because the Property has a prior site plan approval from the Planning Board, the Application meets the review criteria set forth in Section 185-31.C(4) of the Bylaws.

It is our understanding that during the review of this Application, various individuals providing review have suggested that the Planning Board either impose restrictions on the site which the Planning Board does not have authority to impose or withdraw waivers that have been previously approved by the Planning Board. Specifically, a suggestion has been made with respect to limiting certain hours of operation at the Property due to an allegation of excessive noise from trucks. However, in reviewing Section 185-31.C(4) specifically and the Bylaws generally, it is clear that the Planning Board does not, during the limited site plan review process, have the authority to impose limits on hours of operation. Despite that, the Applicant is willing to request all tenants of the Property with trucks as part of the tenant's business operation to incorporate the use of white noise backup alarms on all trucks. A cut sheet describing such alarms is enclosed for your reference. A current tenant, Postal Center International, has already agreed to install these alarms on all trucks.

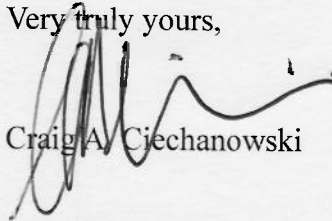
In addition, a suggestion has been made that a waiver granted by the Planning Board in the Prior Approval be withdrawn by the Planning Board. No justification has been provided for that suggestion by those who have made it. As a result, we and the Applicant can only assume that the suggestion has been made in an effort to significantly increase the cost of site redevelopment by the Applicant and negatively affecting the Applicant's investment in the Property and the Town. A close look at the Application reveals that the Applicant has, through layouts of the parking areas, *lessened* the impact of the previously approved waiver. The waiver contained in the Prior Approval was for the location of a total of twelve (12) parking spaces. As a result of the revised parking area layout, the waiver is only needed for the location of two (2) parking spaces. The Planning Board has no authority to withdraw a previously approved waiver where the Applicant has continued to use the Property consistent with the waiver.

Gregory Rondeau, Chairman
Planning Board
Town of Franklin
November 7, 2023
Page 3

The Applicant and its professionals have adequately responded to all items raised by the Planning Board and its reviewers during the Application review process. For those reasons and the reasons cited above, the Applicant is entitled to limited site plan approval.

Thank you to you and the Planning Board for your consideration of this Application.

Very truly yours,

A handwritten signature in black ink, appearing to read "Craig A. Ciechanowski". The signature is stylized with a large initial "C" and a long horizontal stroke at the end.

Craig A. Ciechanowski

CAC:

cc: K Fisher Street LLC