

April 22, 2021

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

**Re: 515 West Central Street
Site Plan Modification Peer Review Update**

Dear Mr. Padula:

BETA Group, Inc. has reviewed revised documents for the proposed Site Plan Modification, “505 West Central Street, Lot 3 (515 West Central Street)” in Franklin, Massachusetts. This letter is provided to update findings, comments, and recommendations.

BASIS OF REVIEW

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

- Site Plans (10 sheets) entitled ***Site Plan Modification of 505 West Central Street, Lot 3 (515 West Central Street)*** dated October 21, 2020, revised April 15, 2021, prepared by Guerriere & Halnon, Inc. of Franklin, MA.
- Architectural Plans (4 sheets) dated August 31, 2020, revised December 4, 2020, prepared by Jarmel Kizel Architects and Engineers, Livingston, NJ.
- Traffic & Parking Assessment Report, dated February 1, 2021, prepared by Stonefield Engineering of Boston, MA.
- Parking Utilization and Traffic Impact Memorandum, dated April 15, 2021, prepared by Stonefield Engineering of Boston, MA.
- Supplemental Plans (6 Sheets) including Private Subdivision Plan (2013), Site Plan for 505 West Central Street (2010), Site As-Built (2012), and Limited site Plan Modification (2016), prepared by Guerriere & Halnon, Inc. of Franklin, MA
- Historical stormwater documents 2010-2015
- Site Plan Modification Application, including the following:
 - Cover Letter
 - Application for Approval of a Site Plan Modification (Form P)
 - Certificates of Ownership
 - Project Narrative
 - Drainage Analysis, dated October 22, 2020, revised December 16, 2020
 - Certified Abutters List

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

- Site Visit
- ***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
- **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 consists of 515 West Central Street, encompassing one lot with a total area of 1.386± acres located in the Town of Franklin (the "Site"). The Town of Franklin Assessor's office identifies the parcel as Map 270 Lot 292. This lot was previously subdivided from the larger 505 West Central Street, and access to the Lot is provided via a 40' Wide Private Way noted as "Parcel A." The Site is located within the Commercial II zoning district and is outside the Water Resources District. Surrounding parcels are also located in this district.

Vegetated wetlands are present in the northwestern section of the Site and adjacent to the Site to the north. A significant portion of the Site is within the 100' buffer zone associated with these wetlands. The Site is not located in proximity to an estimated habitat of rare or endangered species or within a FEMA-Mapped 100-year flood zone. NRCS soil maps indicate the presence of Hollis-Rock Outcrop with a Hydrologic Soil Group (HSG) rating of D (very low infiltration potential) and Urban Land, with no associated HSG rating. Test pit logs provided with the submittal indicate the primary presence of Loamy Sand.

Plans indicate the existing Site is currently undeveloped. The rear portions of the Site are predominantly woodlands, while the south-central portion to the Site is covered in brush and meadows. A utility easement runs along the southern property line which includes an underground electric line, a transformer, a hydrant, and a sewer connection.

The original Site Plan application, submitted in 2010, proposed the construction of a Medical Office/Retail building on this Site which has not been built. This Site Plan Modification proposes to instead construct a two-story day care facility (5,250± s.f. footprint). Associated site developments include a 3,790 s.f. playground, a paved parking area with 32 parking spaces, a service road around the rear of the building, landscaping, and a retaining wall. Access to the Site will be provided via the private way to the west of the Site. Proposed utilities include domestic water, fire service, sewer service, gas service. Stormwater Management is proposed via catch basin to drain manhole connections which direct flow to a drain system within the Private Way. According to supplemental plans, this drainage system discharges to a basin located in front of 505 West Central Street. In addition, a swale is proposed along the north side of the retaining wall which directs runoff to this same system.

FINDINGS, COMMENTS, AND RECOMMENDATIONS

GENERAL

- G1. Clarify if guardrail is proposed or required on the northerly side of the emergency access drive. A guardrail symbol is depicted on the plans but does not appear to be called out. *GHI: The proposed*

guard rail along the northerly side of the emergency access drive has been removed. BETA2: Information provided – issue resolved.

- G2. Provide details for the proposed pervious pavers, water quality unit, and vertical granite curbing.
- G3. Confirm that the pervious pavers are suitable for the traffic loads associated with waste collection and fire vehicles and that they are also acceptable to the Fire Chief.
- G4. The designer is requested to provide a comprehensive list of revisions to the plans. For example, the previously proposed curbing around the emergency access road has been removed but does not appear to be noted in the submission cover letter to the Board. Also, screening enhancements have been added at the front of the property adjacent to the Wendy's parcel.

ZONING

The Site is located within the Commercial (II) Zoning District. The proposed use of the Site as a Daycare is permitted by right in this district under the definition of an educational use.

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

The Site meets the requirements for lot area, depth, frontage, width; front, rear, and side yards; building height; and impervious coverage.

- SCH1. Indicate proposed building height in feet to confirm a special permit is not required. *GHI: The proposed top of roof height is 33'-4"*. See architectural plans for additional information. **BETA2: Information provided – issue resolved.**
- SCH2. Revise the impervious coverage % on the zoning table to be reflective of the indicated impervious areas (5,250 and 17,701 sq. ft.) and the upland area noted on the Lot label (56,528 sq. ft.). *GHI: Additional information has been added to the Zoning Table as requested. BETA2: Impervious coverage % revised – issue resolved.*

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

Access to the Site is provided via an existing private way that connects to West Central Street and a secondary access route is proposed for emergency and waste collection vehicles via a paved driveway connecting to the adjacent lot to the south. A parking area with 33 parking spaces is proposed to the south of the building. Two of these parking spaces are designed to be accessible parking spaces suitable for vans. Parking spaces are 9' wide and 19' long. The proposed emergency access driveway is 18' wide and the access aisle in the proposed parking area is 24' wide. It is anticipated that the Fire Chief will review turning movements for emergency vehicles throughout the site

Parking requirements for daycare facilities are not defined in the zoning bylaw. The Institute of Transportation Engineers (ITE) provides general parking demand data for day care centers under Land Use Code (LUC) 565, with an average rate of 2.45 spaces per 1,000 sq. ft. of gross floor area (GFA). Based on an assumed GFA of 10,400 sq. ft. an estimated 26 spaces would be required for the facility. A total of 32 parking spaces (22 for employees and 10 for visitors) are proposed. Based on the Americans with Disabilities Act (ADA), two accessible parking spaces are required.

- P1. Although the proposed parking is consistent with the average data provided by ITE, the proponent should confirm that parking is adequate through empirical data at similar facilities based upon GFA, number of employees, and maximum number of students. *GHI: Licensing calculations have*

been provided on architectural plans as requested. BETA2: The licensing calculations provide information on the number of students and staff; however, there is no information provided to confirm that the proposed number of parking spaces is sufficient for operations. It appears there are at least 10 active facilities in Massachusetts under the same ownership and it is anticipated that empirical information would be readily available – issue remains outstanding. GHI: A Traffic and Analysis Report dated February 1, 2021 prepared by Stonefield Engineering was provided to the Planning Board and presented at the February 8, 2021 Planning Board public hearing. Additional information prepared by Stonefield Engineering entitled Parking Utilization and Traffic Impact Memorandum has been provide with this submittal. BETA2: Empirical information has been provided which supports the designer’s assertion that parking is sufficient for operations. Provided data was based upon similarly sized facilities to the current proposal that have stand alone parking. The percentage of enrollment is only given for 2 out of the 6 study facilities and BETA requests the designer to provide this information for all study facilities; however, if the majority are found to be close to the typical 80% of maximum enrollment then the proposed parking is likely to be adequate. BETA notes that review of the traffic memorandums was limited to parking only. Additional review of the trip generation can be provided if requested by the Board.

- P2. Two parking spaces are proposed outside of the Site and are located within the limits of the private way (Parcel A) right-of-way. In accordance with (§185-21.C.1), no parking is permitted within 10 feet of a street right-of-way; however, BETA recommends for the Board to discuss the applicability of this provision to a private way. *GHI: Applicant defers to the Board for additional discussion. BETA2: BETA defers to the Board on this issue.*
- P3. Provide a stop sign and stop bar where the site driveway will connect to the existing way on Parcel A. *GHI: Stop line and signage was added to the plan. BETA2: Sign and bar provided – issue resolved.*
- P4. Review alternatives for the emergency access drive that would allow vehicles to circulate in a clockwise direction. The current proposal would require emergency and waste collection vehicles to travel against the existing traffic pattern at the Wendy’s site. *GHI: As requested, alternative traffic patterns were evaluated and have been revised to allow vehicles to circulate in a clockwise direction through the site. BETA2: Traffic flow direction in emergency access drive revised – issue resolved.*
- P5. Clarify if the 18’ emergency access drive is to be constructed of conventional pavement or pervious pavers (as noted in the project narrative). *GHI: The access around the facility has been revised to 20 feet wide at the request of the Fire Department and is proposed to be conventional pavement with curbing. BETA2: Information provided – issue resolved.*

SIDEWALKS (§185-28)

The project proposes a 4.5’ wide concrete sidewalk along the southern side of the proposed parking area which continues west to the private way. Existing sidewalks along the private way connect to West Central Street. A crosswalk is provided that spans the length of the parking lot.

- P6. Revise width of sidewalk to 5 feet or provide passing spaces at intervals no greater than 200 feet in accordance with 521 CMR 20.5. *GHI: The width of the sidewalk has been increased to 5 feet as requested. BETA2: Sidewalk width revised – issue resolved.*

- P7. Provide an accessible ramp in the proposed sidewalk at the crosswalk located in Parcel A that connects to the Midas site. Although features located on other lots are not the responsibility of the current applicant, BETA notes that a permanent accessible ramp has not been installed at the end of the sidewalk on the Midas site at the connection to Parcel A. *GHI: Construction of the accessible ramp at the crosswalk located in Parcel A that connects to the Midas site is not associated with the proposed project. On behalf of the Applicant, Guerriere & Halnon requests the Board not require the Applicant to do work outside the limits of their proposed site. BETA2: The Applicant is proposing to construct a sidewalk outside the limits of their proposed site and not providing an accessible ramp within their limits of work would restrict access to the crosswalk and Midas site – issue remains outstanding.*

CURBING (§185-29)

The project proposes the use of sloped granite curbing along the access driveway at the private way and vertical concrete curbing is proposed along the perimeter of the parking area. No curbing is proposed along the remaining paved access areas.

- C1. Consider providing vertical curb at the driveway connection to Parcel A to match the existing curbing. If sloped curbing is to remain, indicate the location where the sloped granite curbing transitions to vertical concrete curbing and provide location and detail for sloped-face to vertical-face transition curb. *GHI: Vertical curbing at driveway connection to Parcel A has been provided. Please see sheet 4 of the revised site plan set. BETA2: Curbing revised. Clarify limits of granite and concrete curbing. BETA3: Issue remains outstanding.*
- C2. Revise reinforced concrete curb details to indicate that curbing shall be precast. *GHI: The reinforced concrete curb details have been revised as requested. BETA2: Detail revised – issue resolved.*

SITE PLAN AND DESIGN REVIEW (§185-31)

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

- SP1. The provided lighting plan indicates spillage over the southerly property line onto the adjacent commercial property (Wendy's). BETA defers to the Board to determine if the spillage represents a nuisance per (§185-31.C(4)(e)). *GHI: Applicant defers to the Board. BETA2: BETA recommends for the Board to discuss this issue.*

SCREENING

The project proposes outdoor parking for 10 or more cars which must be screened in accordance with this section. Although the Site does not abut any residentially zoned districts, the adjacent use to the east is a residential condominium complex.

The landscaping plan proposes ornamental plantings as well as six Red Maple trees to satisfy the requirements of §185-21.C(4). Screening in the form of a 6' high chain-link fence with slats is proposed along the residential property line.

UTILITIES

Proposed utilities include domestic water, fire service, sanitary sewer, gas service, electric service, and stormwater drainage lines. Detailed review of utilities is anticipated to be provided by the DPW and Fire Chief, as applicable.

STORMWATER MANAGEMENT

The project proposes to direct runoff from impervious roof areas into an existing subsurface infiltration system located on the Wendy's site. Runoff from impervious parking and driveway areas will be directed to new deep-sump catch basins and then to an existing closed drainage system that discharges to an existing stormwater basin adjacent to West Central Street. The project narrative indicates that the existing systems that were previously approved and installed are sized to mitigate impacts from the current development.

GENERAL

SW1. The application includes a significant number of historical documents and a summary of how the current project will comply with several of the stormwater management standards. Although it is anticipated that the project will generally remain in compliance, the designer should provide a brief summary for all of the stormwater standards, along with selected historical or new documents to demonstrate compliance. The summary should also include:

- a. Demonstration that the project will not result in any increases in runoff volumes to comply with §300-11.A.(3) and the Best Development Practices Guidebook.
- b. The total impervious area proposed to be directed the existing stormwater basin. The project narrative indicates the basin was sized to handle 1.3 acres of impervious; however, the proposed area is not documented.
- c. Clarification on the closed drainage system configuration that directs flow to the existing stormwater basin. The Site As-Built for Wendy's Restaurant indicates that DMH#10 has a low flow (6") pipe that directs flow to the West Central Street drainage system. Unless the existing DMH has a weir, stormwater flows from the first flush may bypass the stormwater basin and the required TSS removal rate may not be achieved.

*GHI: As requested, a revised drainage analysis has been provided for BETA's review. In addition, upon inspection of DMH#10, there is an existing low flow (6") pipe with a cap and 1" orifice that directs flow to the West Central Street drainage system. Based on our drainage analysis and review of historical documents, it has been determined that the 6" pipe can be capped with no significant impact to the existing and/or proposed stormwater systems anticipated. **BETA2: The provided documentation and capping of the existing low flow orifice in the infiltration basin confirms that the project will meet applicable stormwater standards for the proposed development as compared to the existing conditions (2011). In consideration that the existing low flow orifice does not appear to be included in the previously approved stormwater models the designer should investigate if it was added to resolve an issue with standing water in the infiltration basin after initial construction. If corrective actions are required to restore the infiltrative capacity of the soils within the basin they should take place prior to or during construction of the current project. BETA3: Issue remains outstanding. BETA recommends that if the project is***

approved a Condition should be included that requires the basin to be monitored following construction to confirm adequate infiltration function. If the basin is found to have standing water for longer than 72 hours, corrective actions should be required.

- SW2. Revise pipe run from CB #20-1 to provide 42" of cover or revise pipe to Class V. *GHI: The referenced pipe run has been revised to Class V RCP.* **BETA2: Pipe class revised – issue resolved.**
- SW3. BETA notes that the use of HDPE pipe is proposed from CB #20-2 to DMH #20-4. Although the pipe is located primarily outside of pavement areas at least a portion of the pipe is located under the emergency access drive. *GHI: The pipe run from CB #20-2 through DMH #20-4 has been adjusted accordingly.* **BETA2: The proposed use of HDPE pipe will require a waiver from the Planning Board. BETA3: At a previous public hearing the Board did not object to the use of HDPE for this segment of drainage pipe – issue dismissed.**
- SW4. Provide additional spot grades along the emergency access drive on the north and west sides of the building to clarify drainage patterns. Consider providing an edge treatment to direct stormwater to structures. *GHI: Curbing has been added to the emergency access drive to direct water into the drainage system as recommended. Additional spot grades have been provided as requested.* **BETA2: Spot grades and curbing provided – issue resolved.**
- SW5. Evaluate if any special provisions, such as providing an impervious liner, are required in the swale above the retaining wall to prevent adverse impacts from seepage. *GHI: Acknowledged and will be reviewed and evaluated by the structural engineers designing the retaining wall.* **BETA2: Information provided – issue dismissed.**
- SW6. Indicate location of proposed silt sacks, including within the Parcel A right-of-way. *GHI: Notes have been added to the erosion control plan to indicate the location of silt sacks. See sheet 3 of the revised site plan set.* **BETA2: Notes provided – issue resolved.**
- SW7. Revise erosion control barrier to be located on the downgradient side of the proposed stockpile area. *GHI: Additional erosion control barrier has been proposed on the down gradient side of the stockpile as requested. See sheet 3 of the revised site plan set.* **BETA2: Erosion control barrier location revised – issue resolved.**
- SW8. Confirm the existing stormwater management systems have been maintained in compliance with the approved long-term operation and maintenance plan. *GHI: It is our understanding that the stormwater management systems have been maintained and functioning in accordance with the intent of the original design.* **BETA2: Information provided – issue dismissed.**
- SW9. **Provide a revised stormwater report to reflect changes in impervious areas (pervious pavers), the addition of a water quality unit, and the project's compliance with the MS4 regulations that have recently been incorporated into the Town's Stormwater Management Bylaw. Supporting calculations for sizing of the water quality unit as well as updates to the operation and maintenance plan for new features should also be included.**

Mr. Anthony Padula, Chairman

April 22, 2021

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

Very truly yours,
BETA Group, Inc.



Matthew J. Crowley, PE
Project Manager



Stephen Borgatti
Staff Engineer

cc: Amy Love, Planner
Jennifer Delmore, Conservation Agent



TOWN OF FRANKLIN
DEPARTMENT OF PUBLIC WORKS
Franklin Municipal Building
257 Fisher Street
Franklin, MA 02038-3026

April 21, 2021

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

RE: Site Plan Modification – 515 West Central St Daycare

Dear Mr. Chairman and Members:

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

1. We note that the rear access roadway has been change to porous pavers. Details showing the construction and installation of the porous pavers should be provided.
2. Changes to the storm water model should be provided if modifications from the use of porous pavers will alter the runoff characteristics.
3. We note that the groundwater elevation shown for test pit #17 is higher than the finish grade for the access road. Potential for breakout through the porous pavers should be evaluated.
4. How will the proposed catch basins along the access road operate in conjunction with the porous pavers?

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

Sincerely,

Michael Maglio, P.E.
Town Engineer



FRANKLIN PLANNING & COMMUNITY DEVELOPMENT

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FRANKLIN, MA 02038-1352
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MEMORANDUM

DATE: April 21, 2021
TO: Franklin Planning Board
FROM: Department of Planning and Community Development
RE: 515 West Central St
Site Plan Modification

The DPCD has reviewed the above referenced Site Plan Modification application for the Monday, April 26, 2021 Planning Board meeting and offers the following commentary:

General:

1. The site is located at 515 West Central St in the Commercial II Zoning District (Assessors Map 270 Lot 29.2).
2. The applicant is proposing to construct a two-story 5,250 sq/ft of daycare facility to include parking spaces, with drainage and landscaping.
3. The Applicant has filed with the Conservation Commission.
4. Applicant has not requested any waivers.
5. Applicant has received recommendation from the Design Review Commission.

Applicant has submitted the following for the April 26 meeting:

1. Revised Site Plan
2. Traffic Memo
3. Response to DPW and BETA
4. Presentation of the Child Care Facility
5. Deeds and private road ownerships

Comments from March 22, 2021:

1. Chair Padula stated that the Planning Board has concerns about the snow storage, cul de sac, pavement, parking spaces, and screening between this lot and the Wendy's property
2. Mr. Halligan stated that his biggest concern is parking and the amount of traffic. Chair Padula noted the difficulty of having parking spaces in the queuing line/drop-off line
3. Planning Board asked that the owners of the roadway be part of the application since the parking spaces and curbing will be within the cul-de-sac.