April 6, 2022

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

Re: 70, 72, 88, and 94 East Central Street Modification
Traffic Peer Review

Dear Mr. Rondeau:

BETA Group, Inc. (BETA) conducted a review of the traffic memorandum provided by the applicant for the proposed project entitled "70, 72, 88, and 94 East Central Street" located in Franklin, Massachusetts. This letter is provided to outline findings, comments, and recommendations. Typically, a crash analysis, existing and future volume and operations analysis, trip distribution, and mitigation review is included, however, this memorandum focused on only the vehicle trip generation.

BASIS OF REVIEW

BETA received the following items:

- Memorandum entitled: Traffic Impact Assessment Proposed Residential Development; dated March 31, 2022; prepared by Tetra Tech.

PROJECT DESCRIPTION

The project area includes three parcels located along East Central Street in the Town of Franklin. Parcel 286-34 includes #70 and #72 East Central Street and is located within the Downtown Commercial District. Parcels 286-33 and 286-32 include #88 and #94 East Central Street. Numbers 70 and 72 East Central Street are mixed use buildings, and 88 and 94 East Central Street are each developed with a single-family residence with associated driveways and walkways.

The project proposes to remove the existing residential structures at #88 and #94 East Central Street to construct a 3-story, 10,554 +/- SF structure with mixed residential and commercial uses.

FINDINGS, COMMENTS AND RECOMMENDATIONS

The memorandum assessed the traffic impact of the proposed project.

The overall site currently provides 12 residential units and two single family houses. The proposed project would maintain the existing 12 residential units, replace the two single family houses with a three-story structure consisting of 17 residential units (five two-bedroom and 5 three-bedroom) and 952 square feet of commercial space on the ground floor.

The project-generated traffic volumes were determined by utilizing trip-generation statistics published by the Institute of Transportation Engineers (ITE) for Land Use Code (LUC) 220 Multifamily Housing (Low-Rise), and 712 Small Office Building. In addition, the existing single family land use LUC 210 Single-Family Detached Housing site trips were estimated for the existing two single family residences that will be removed as part of this project. The land uses are appropriate.

The site is located within ¼ mile of the Franklin commuter rail station and therefore considered "close to transit" according to the ITE criteria and the "close to transit" subcategory can be applied to the trip generation.

The existing single-family trips were calculated to be one exiting during the weekday morning peak hour, and 2 (1 entering, 1 exiting) during the weekday afternoon peak hour.

The additional project site development is estimated to generate a total of 94 new trips on an average weekday with 9 (4 entering, 5 exiting) during the weekday morning peak hour, and 12 (7 entering, 5 exiting) during the weekday afternoon peak hour. These trips do not include the existing 12 residential units on site to remain or the two single family home trip reduction.

With the existing single-family homes (to be removed) deducted from the overall proposed trips the new net trips generated by the project site are 75 new trips on an average weekday with 8 (4 entering, 4 exiting) during the weekday morning peak hour, and 10 (6 entering, 4 exiting) during the weekday afternoon peak hour.

The existing impact of the 12 residential units was not quantified in this memorandum. BETA performed a quick ITE analysis of the morning and afternoon impacts. This resulted in an additional 5 and 7 trips during the morning and afternoon peak hours, respectively.

Based on the provided information, this project would overall have minimal traffic impact on the surrounding roadways.

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

Very truly yours,

BETA Group, Inc.

Jaklyn Centracchio

Jaklyn Centracchio, PE, PTOE
Project Manager

cc: Amy Love, Town Planner

Job No: 4830 – 82

TETRA TECH

March 31, 2022

Mr. Brad Chaffee, President
Camford Property Group, Inc.
37 East Central Street
Franklin, MA 02038

Re: Traffic Impact Assessment
Proposed Residential Development
88-94 East Central Street
Franklin, Massachusetts

Dear Mr. Chaffee:

Tetra Tech has reviewed the potential traffic impacts of the proposed residential development to be located at 88 and 94 East Central Street in Franklin, Massachusetts. The traffic impact assessment was completed in response to a request from the Town of Franklin Planning Board. As part of this assessment, Tetra Tech prepared vehicle trip generation estimates for the existing and proposed uses on site. This letter documents our findings.

Project Description

The property is located on the south side of East Central Street and is adjacent to the existing residential development at 70 and 72 East Central Street, which currently provides 12 residential units. The existing parcels at 88 and 94 East Central Street each contain a single-family house. As part of the proposed project, the two single-family homes will be replaced by 17 residential units to be constructed, including five two-bedroom units and 12 three-bedroom units. Approximately 952 square feet (sf) of commercial space is also proposed on the ground floor. A total of 42 parking spaces are proposed, including 19 garage spaces and 23 spaces in a surface parking lot. Access to the site will be provided by way of two connections to the adjacent development at 70 and 72 East Central Street, as well as a new full-access driveway approximately 200 feet to the east of the existing driveway at 70 and 72 East Central Street.

Trip Generation

Trip generation estimates for the project were developed based on data presented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (2021). The project will consist of 17 residential units and 952 sf of commercial space. Trip estimates for the proposed development were based on the ITE trip rates for Land Use Code (LUC) 220 (Multi-Family Housing – Low Rise) and LUC 712 (Small Office Building). The total number of site trips during the critical time periods (weekday daily, morning peak hour, and evening peak hour) was calculated by summing the two proposed uses. Additionally, a credit for the existing site trip generation for the single-family homes to be removed was estimated using Land Use Code 210 (Single-Family Detached Housing) and applied to the total trip generation to determine the net new trips for the proposed development. The trip generation summary is provided in Table 1.

Marlborough Technology Park
100 Nickerson Road, Marlborough, MA 01752
Tel 508.786.2200 Fax 508.786.2201 tetratech.com

Table 1 Trip Generation Summary

Time Period	Proposed Development			Existing	Net
	Residential[1]	Commercial[2]	Total Trips	Trips[3]	New Trips[4]
Weekday Daily					
Enter	40	7	47	9	**38**
Exit	40	7	47	10	**37**
Total	80	14	94	19	**75**
Weekday Morning Peak Hour					
Enter	2	2	4	0	**4**
Exit	5	0	5	1	**4**
Total	7	2	9	1	**8**
Weekday Evening Peak Hour					
Enter	6	1	7	1	**6**
Exit	4	1	5	1	**4**
Total	10	2	12	2	**10**

[1]Source: ITE Trip Generation, 11th Edition, Land Use Code 220 (Multifamily Housing – Low Rise)
[2]Source: ITE Trip Generation, 11th Edition, Land Use Code 712 (Small Office)
[3]Source: ITE Trip Generation, 11th Edition, Land Use Code 210 (Single-Family Detached Housing)
[4]Net new trips = Proposed Development Trips – Existing Trips

As shown in Table 1, the proposed development is expected to generate approximately 75 new trips on a daily basis, including eight new trips (four entering and four exiting) during the weekday morning peak hour and ten new trips (six entering and four exiting) during the weekday evening peak hour. This is equivalent to one new trip every six to eight minutes. As noted above, these trips will be split between entering and exiting trips, so the impacts to area traffic will be nearly imperceptible. The trip generation calculations are provided in the attachments. The site is within a ¼ mile walk of the Franklin commuter rail station, and within walking distance of a multitude of nearby businesses including retail and restaurants which will help to minimize the number of vehicle trips to and from the proposed development.

Conclusion

The proposed development is expected to have minimal impacts to the surrounding area roadways. The site is expected to generate 75 new vehicles trips on a daily basis, including eight to ten new vehicle trips during the morning and evening peak hours. The additional trips related to the proposed project are not expected to have a perceptible impact on area traffic operations. The site's proximity to nearby businesses and the Franklin commuter rail stop will help to minimize the number of vehicle trips to and from the site.

We trust that this letter will prove useful to the Town of Franklin's review of this proposed development project. Please do not hesitate to contact us if you have any questions or need additional information.

Very truly yours,

Sasha L. Wood, PE

Trip Generation Summary
88 94 East Central Street
Franklin, Massachusetts

Time Period		LUC 220 Multi-Family Housing (Low Rise) 17 units		LUC 712 Small Office Building 952 SF		LUC 210 Single-Family Detached Housing 2 dwelling units		
		Rate/Directional Split[1]	# Trips	**Rate**/Directional Split	# Trips	**Rate**/Directional Split	# Trips[2]	**Total Trips**[3]
Weekday Daily		**4.72**		**14.39**		**9.43**		
	Enter	50%	40	50%	7	50%	9	**38**
	Exit	50%	40	50%	7	50%	10	**37**
	Total		80		14		19	**75**
AM Peak Hour		**0.40**		**1.67**		**0.70**		
	Enter	24%	2	82%	2	26%	0	**4**
	Exit	76%	5	18%	0	74%	1	**4**
	Total		7		2		1	**8**
PM Peak Hour		**0.61**		**2.16**		**0.94**		
	Enter	60%	6	34%	1	63%	1	**6**
	Exit	40%	4	66%	1	37%	1	**4**
	Total		10		2		2	**10**

Notes:

1. Limited data available for LUC 220 "close to rail transit" for weekday AM and PM peak hours. Rates shown for these time periods are the maximum of the "close to rail transit" and "not close to rail transit" subcatergories to provide a conservative assessment.
2. Single-Family Detached Housing trips to be removed
3. Total Trips = Multi-Family Housing Trips + Small Office Building Trips - Single-Family Detached Housing Trips

Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

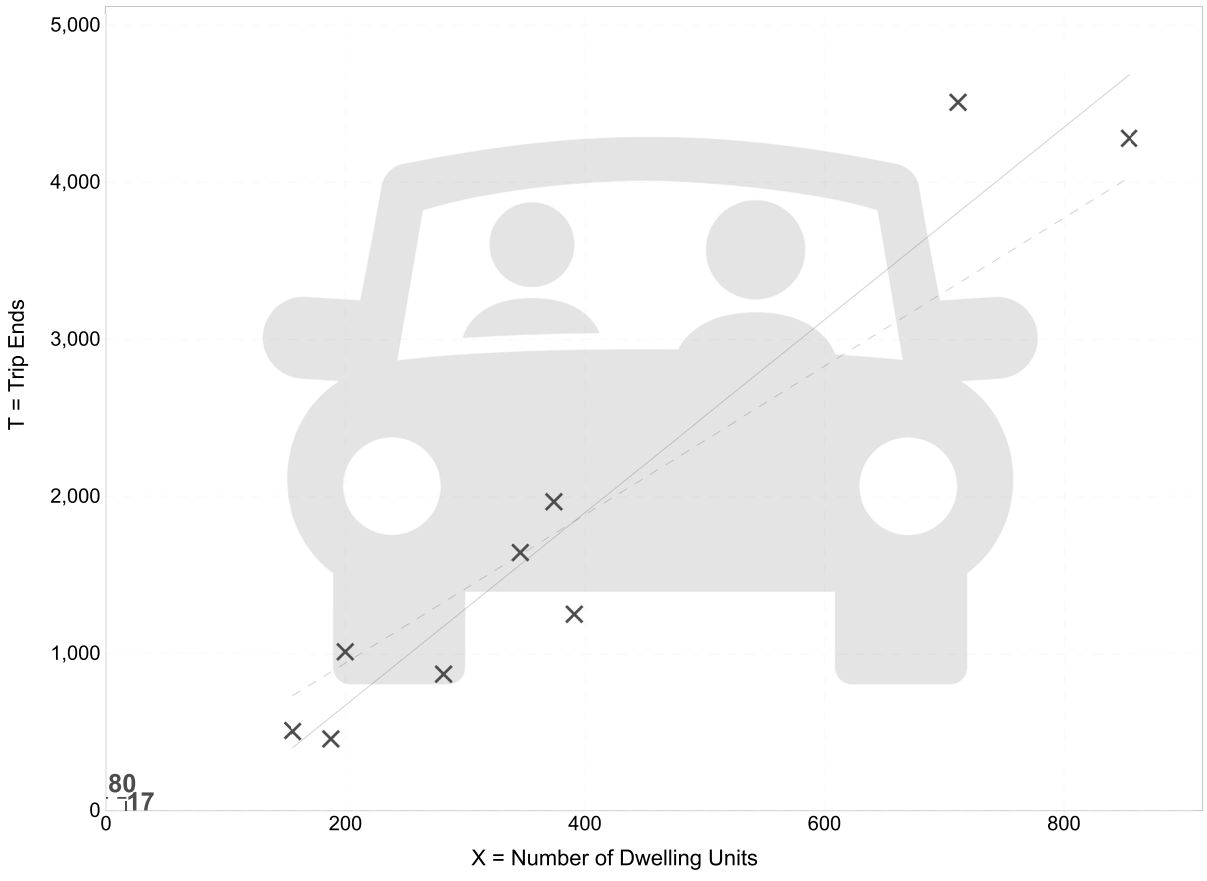
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Dwelling Units: 389
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.72	2.46 - 6.34	1.27

Data Plot and Equation



Fitted Curve Equation: T = 6.13(X) - 550.73

R^2= 0.93

Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

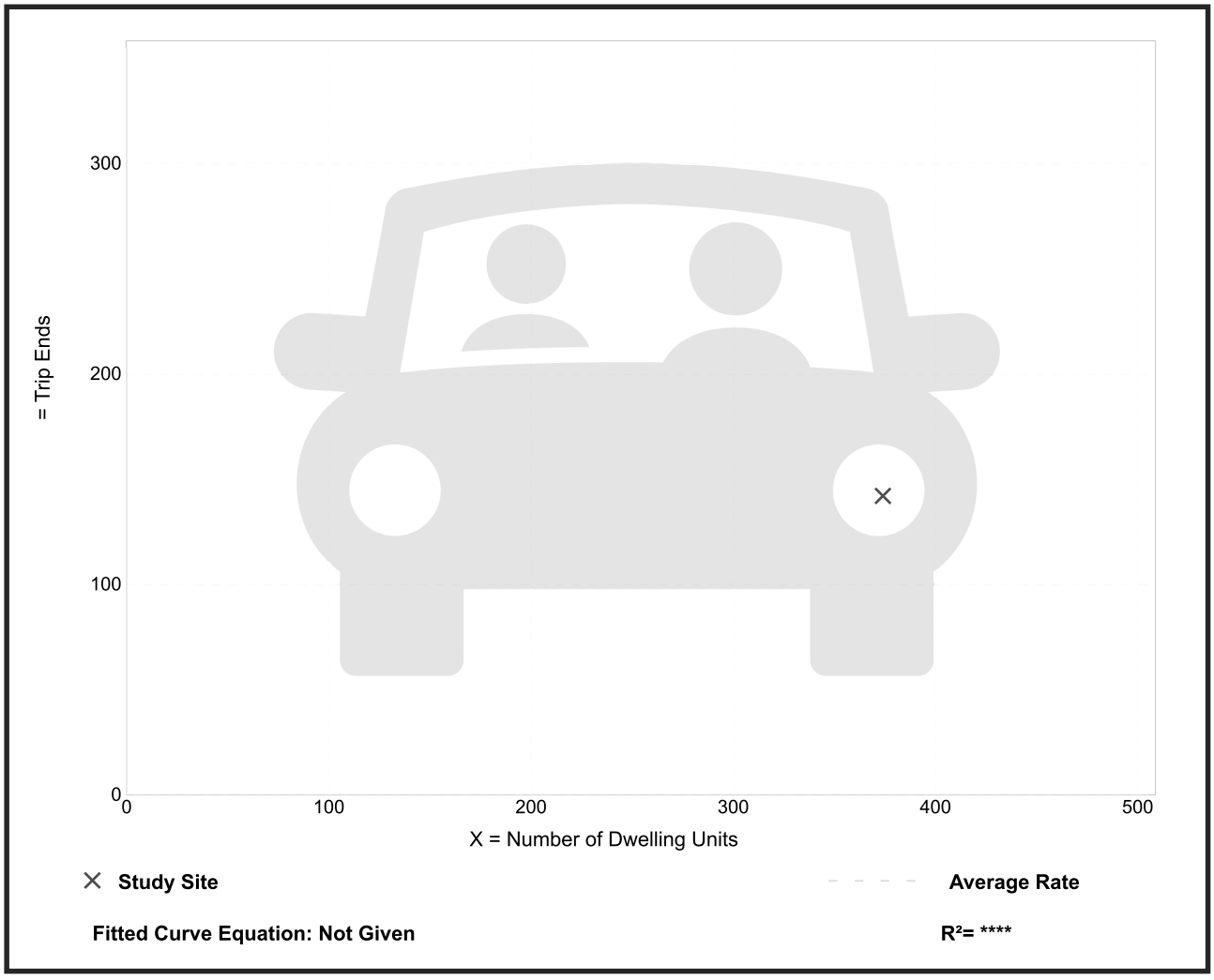
Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	1
Avg. Num. of Dwelling Units:	374
Directional Distribution:	29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.38 - 0.38	*

Data Plot and Equation

Caution – Small Sample Size



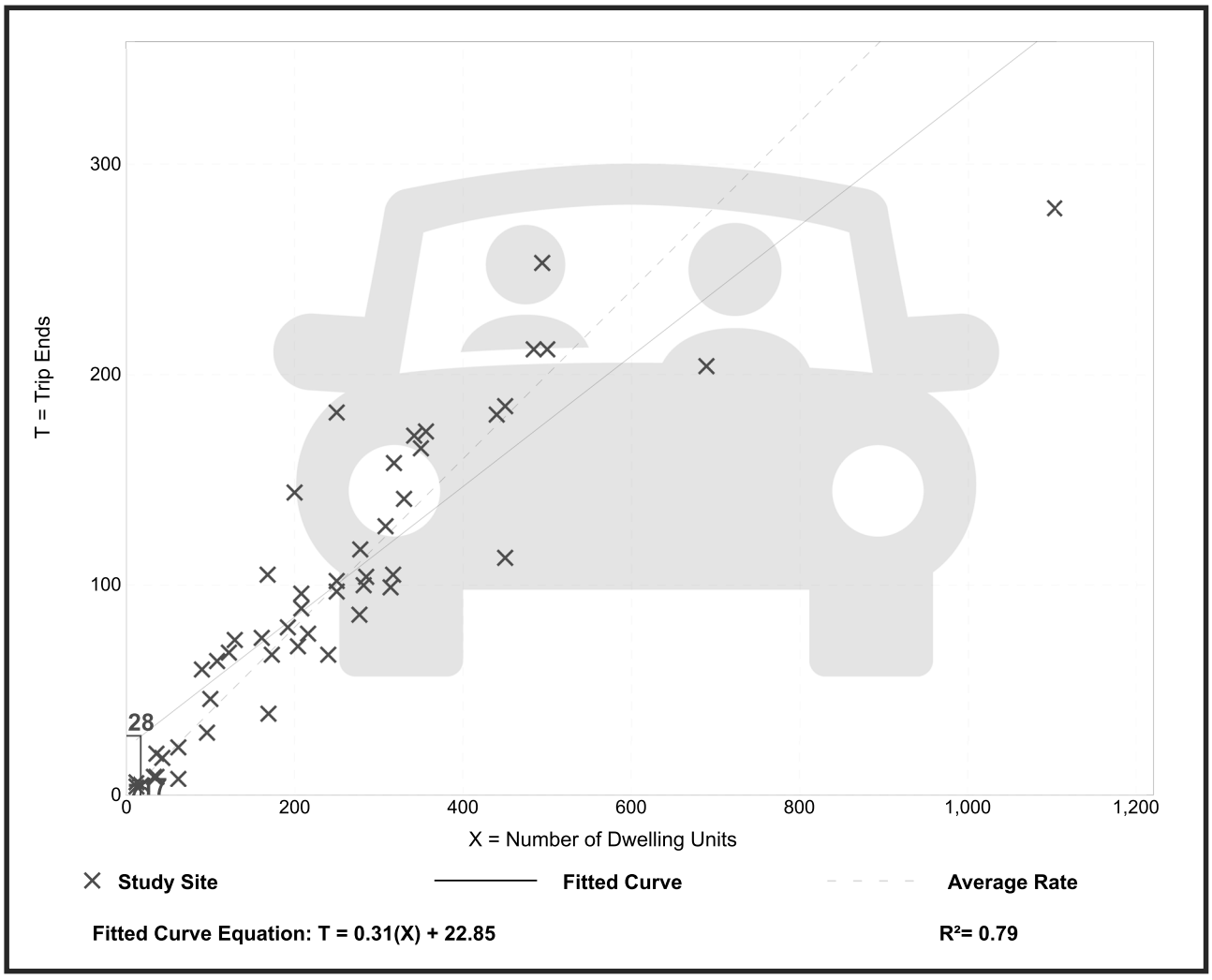
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	49
Avg. Num. of Dwelling Units:	249
Directional Distribution:	24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

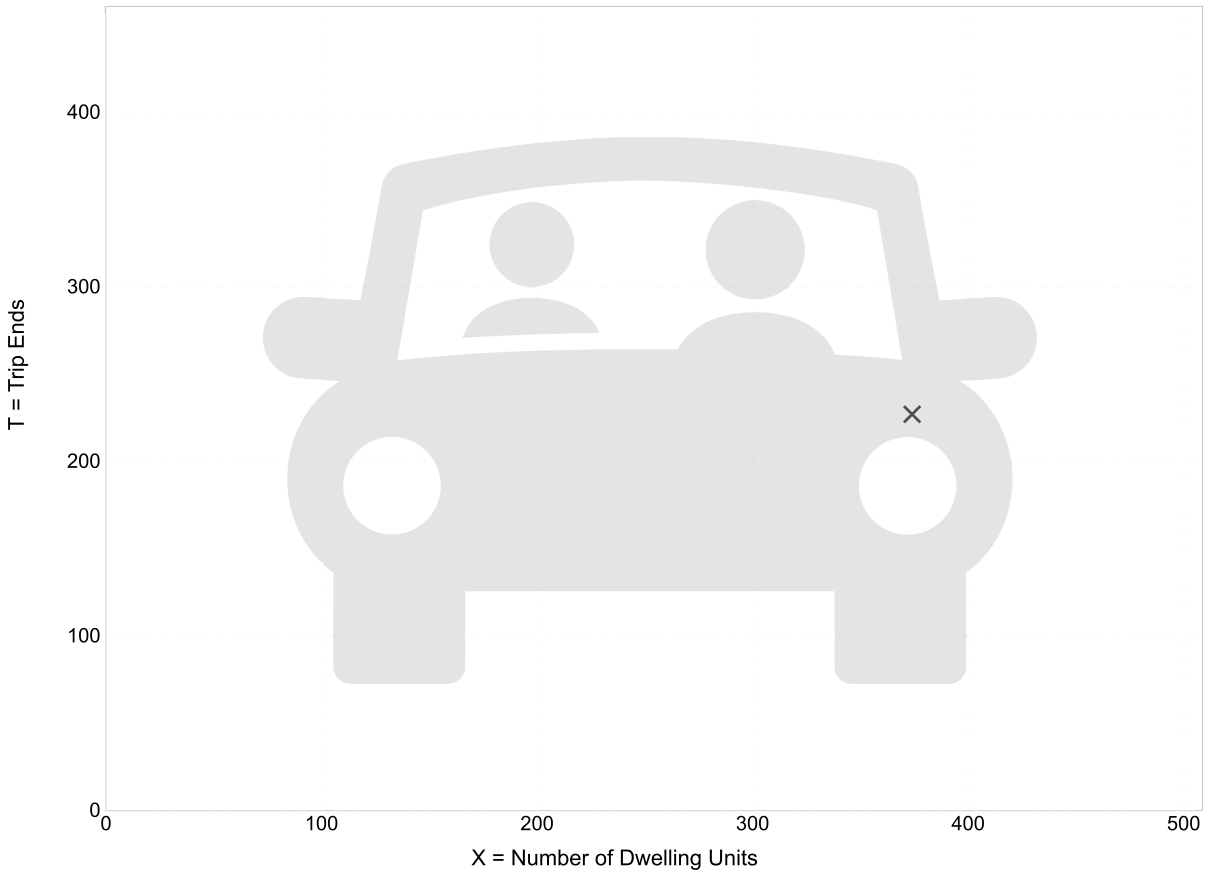
Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	1
Avg. Num. of Dwelling Units:	374
Directional Distribution:	60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.61 - 0.61	*

Data Plot and Equation

Caution – Small Sample Size



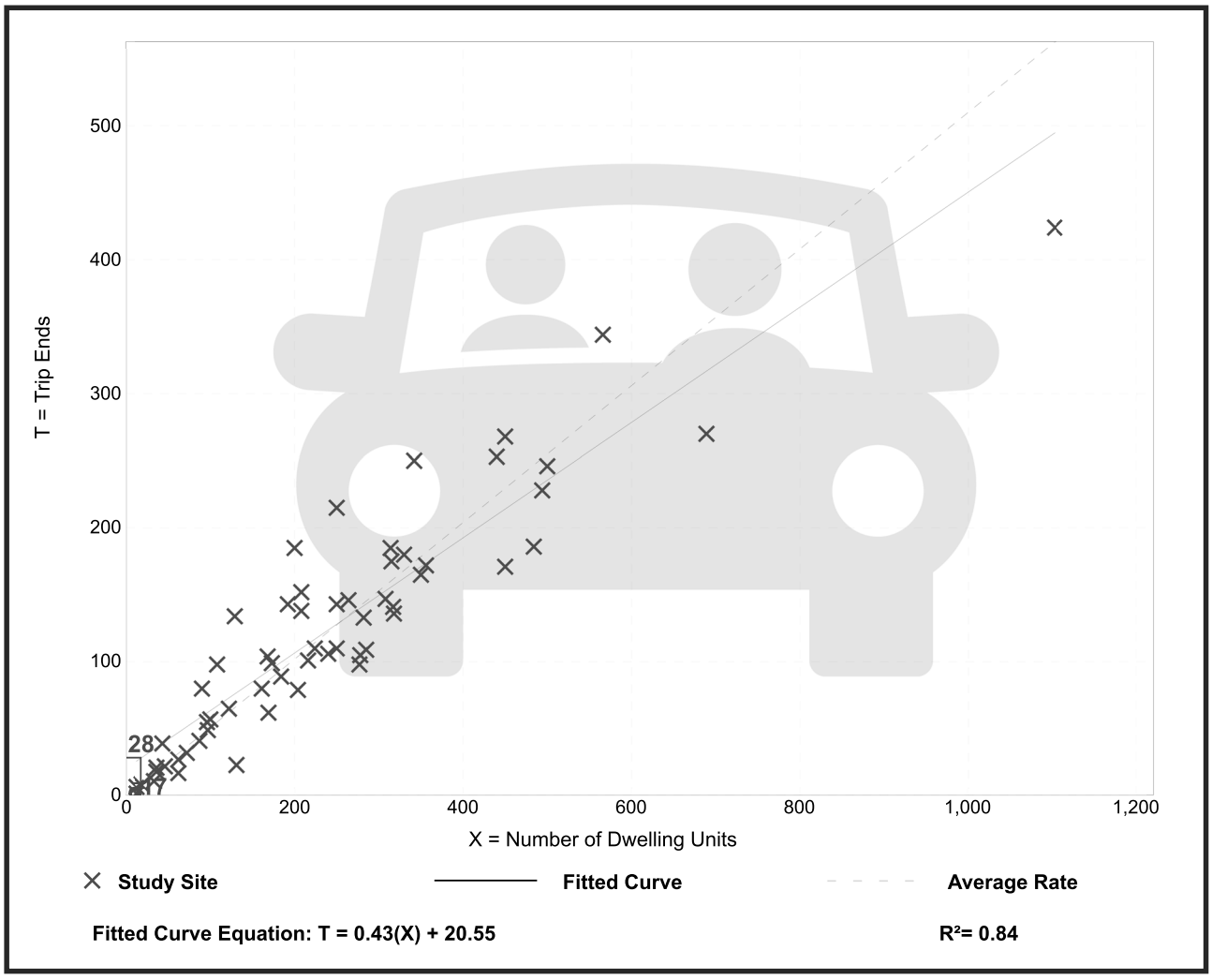
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Small Office Building
(712)

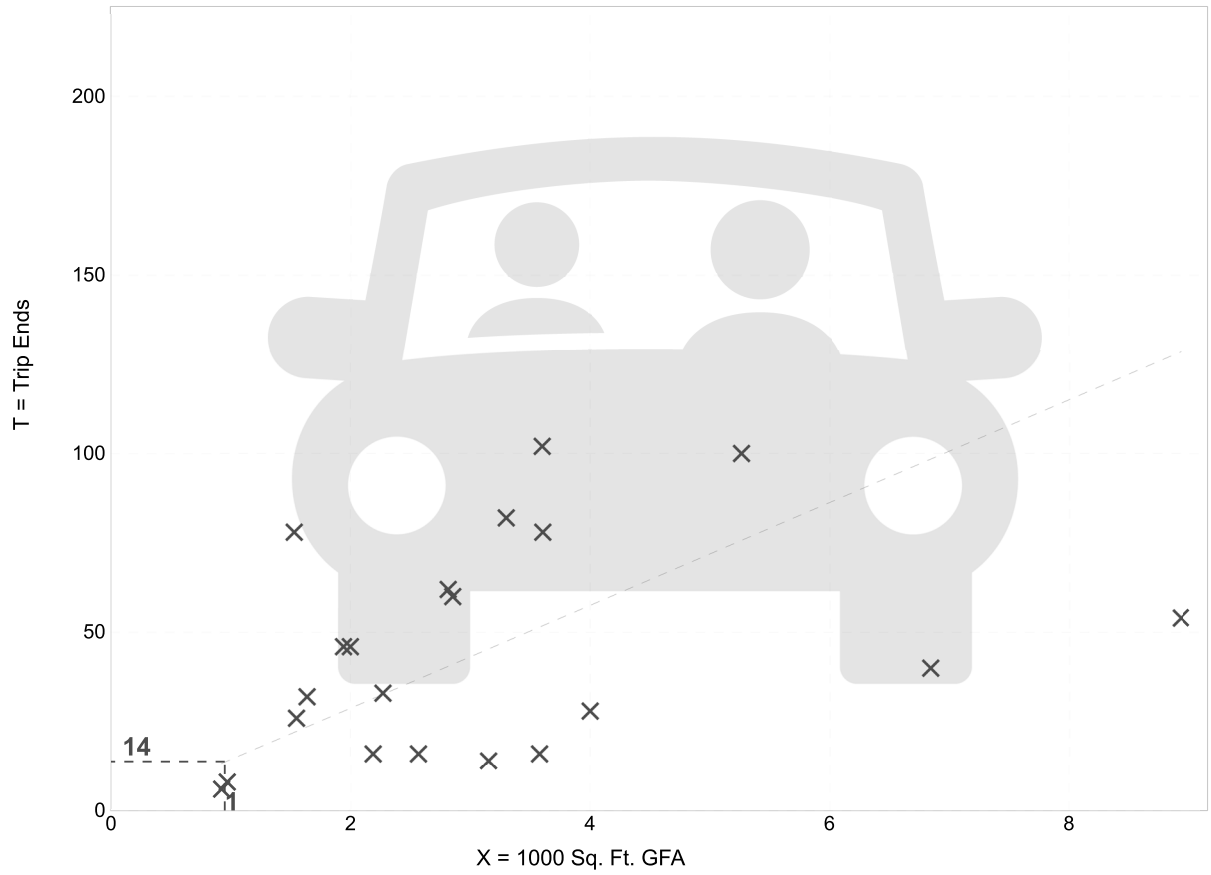
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.39	4.44 - 50.91	10.16

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

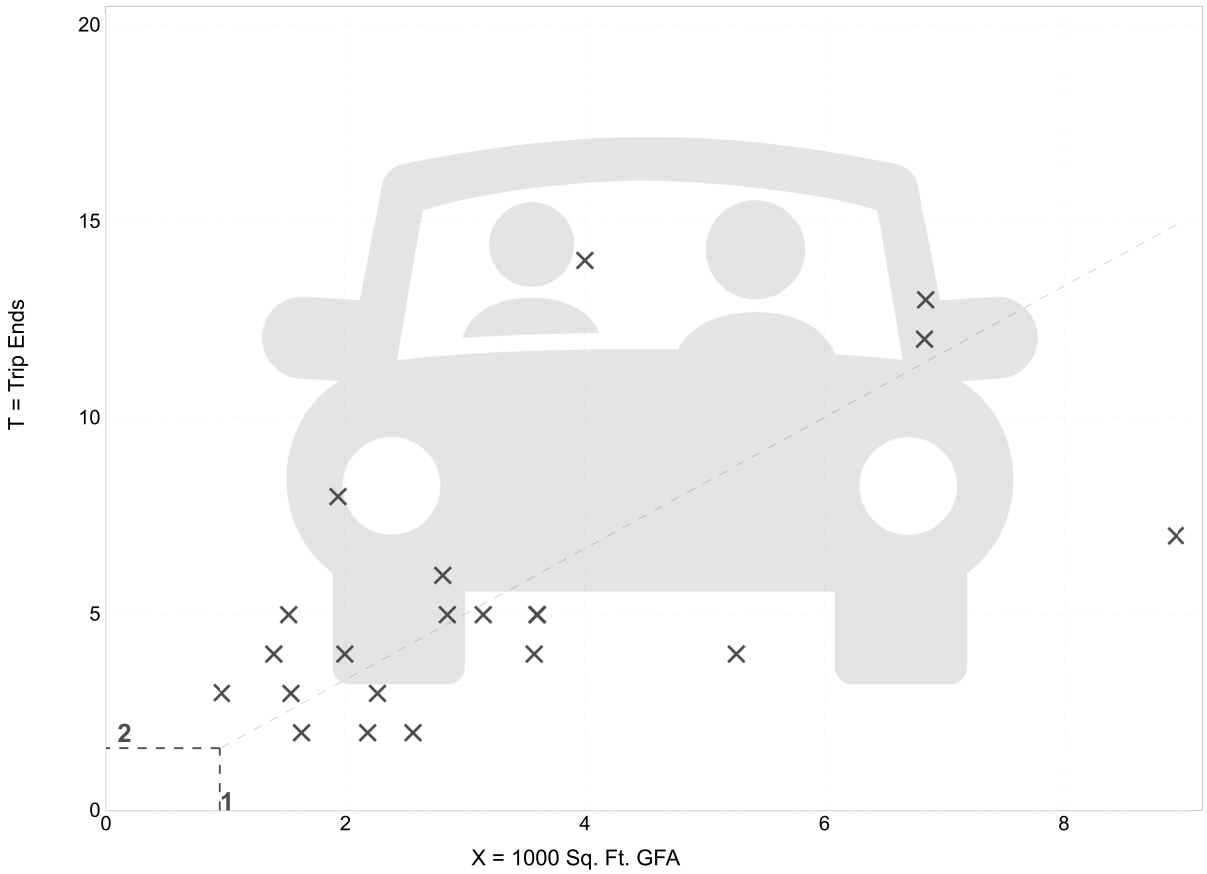
Small Office Building
(712)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 82% entering, 18% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.67	0.76 - 4.12	0.88

Data Plot and Equation



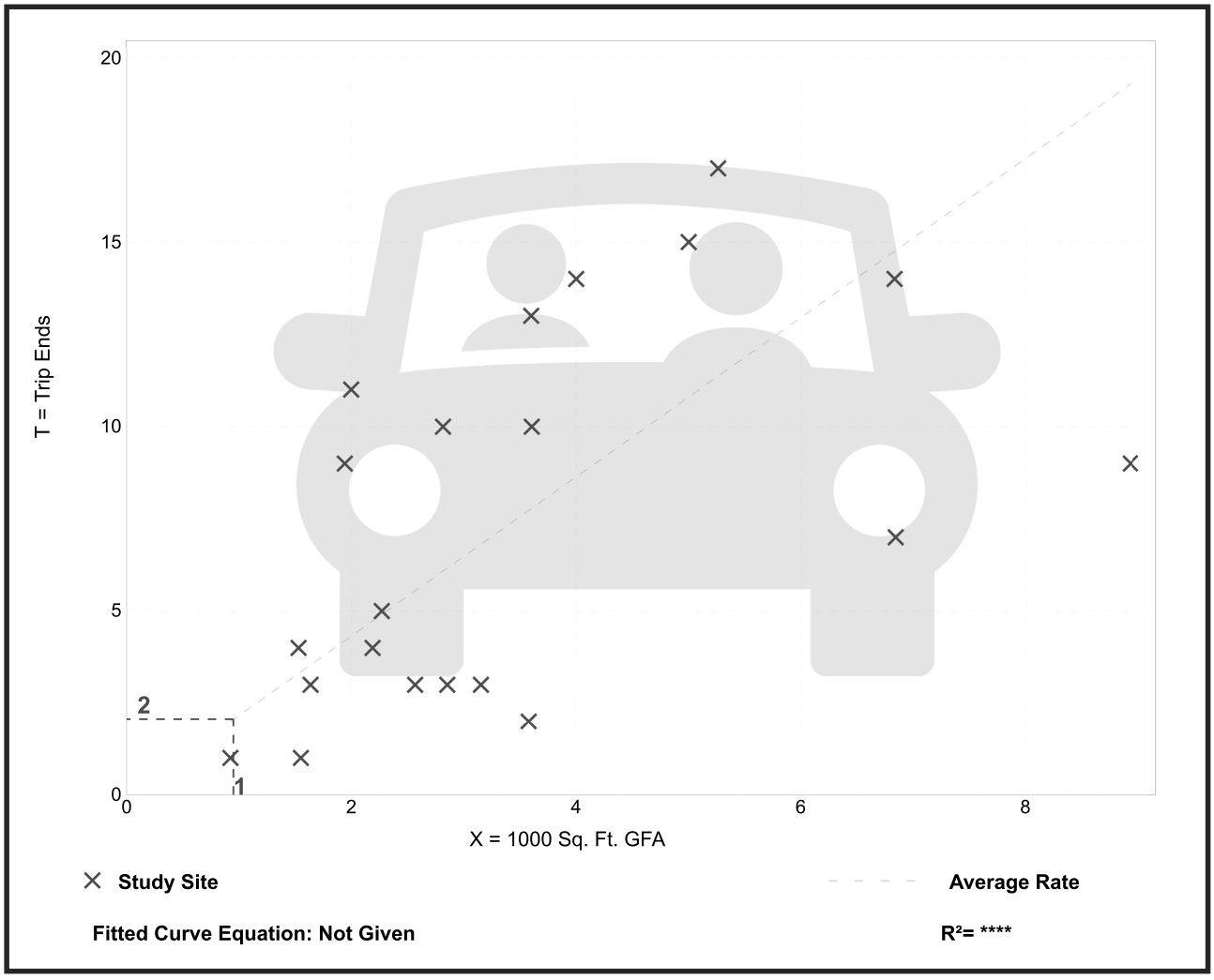
Small Office Building
(712)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.56 - 5.50	1.26

Data Plot and Equation



Single-Family Detached Housing
(210)

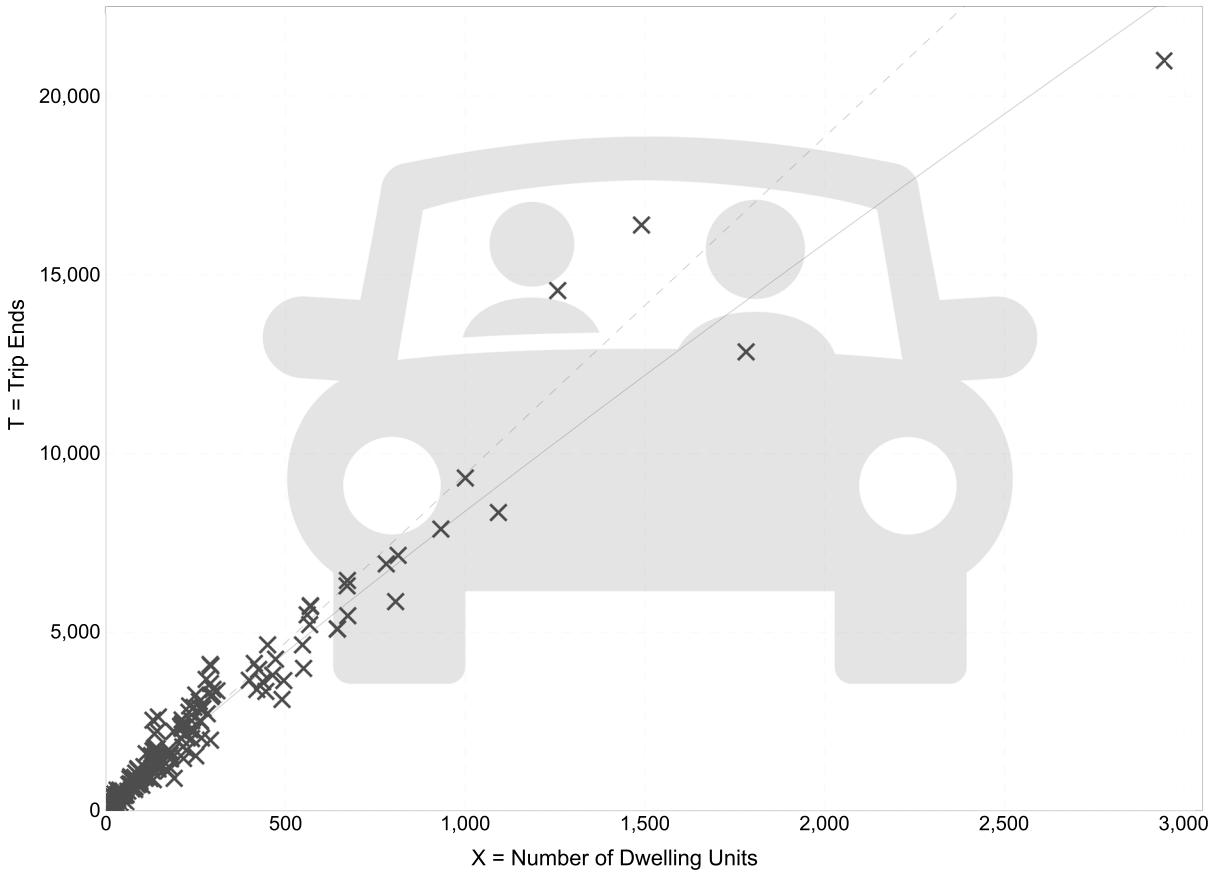
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68 **R^2= 0.95**

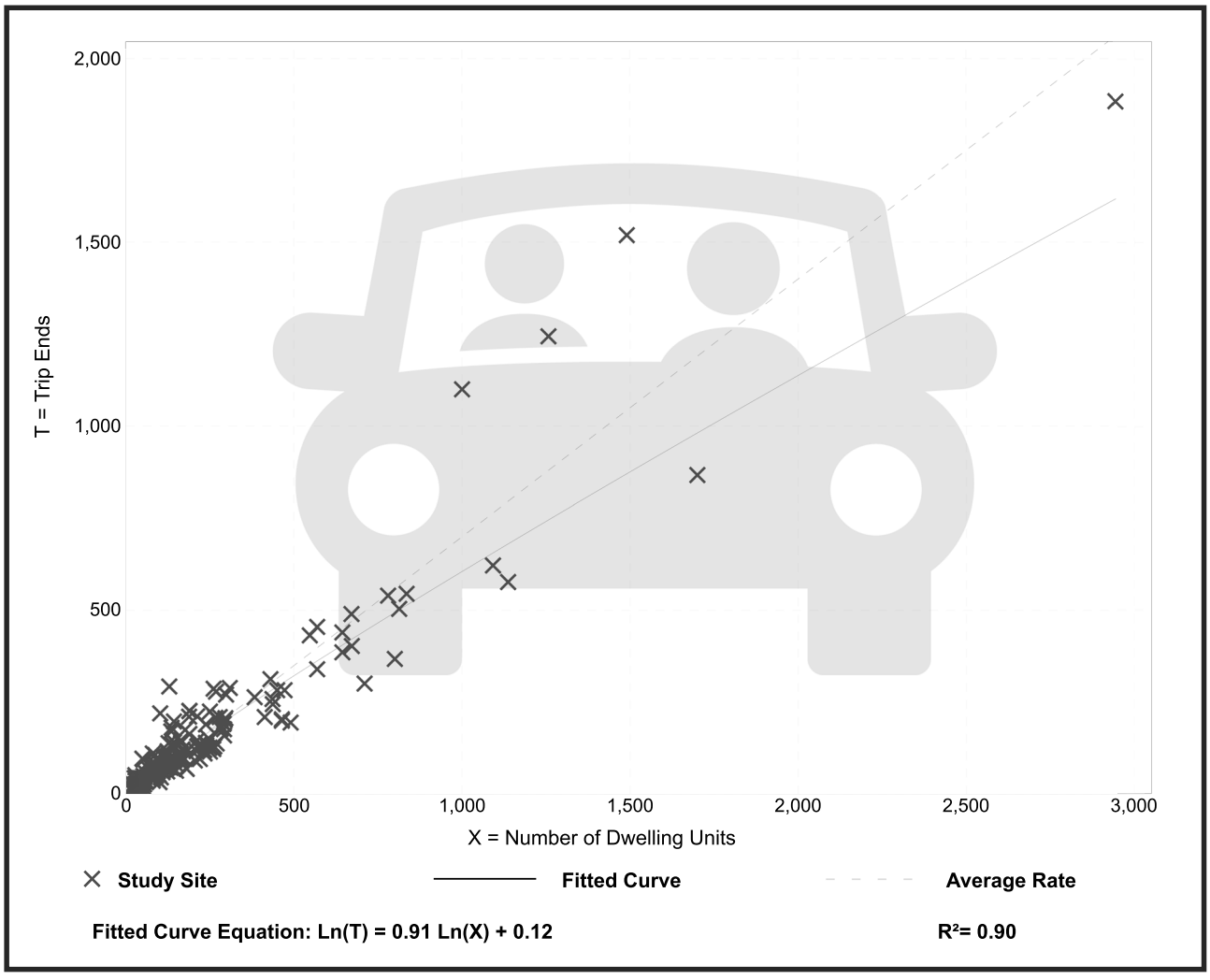
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	192
Avg. Num. of Dwelling Units:	226
Directional Distribution:	26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



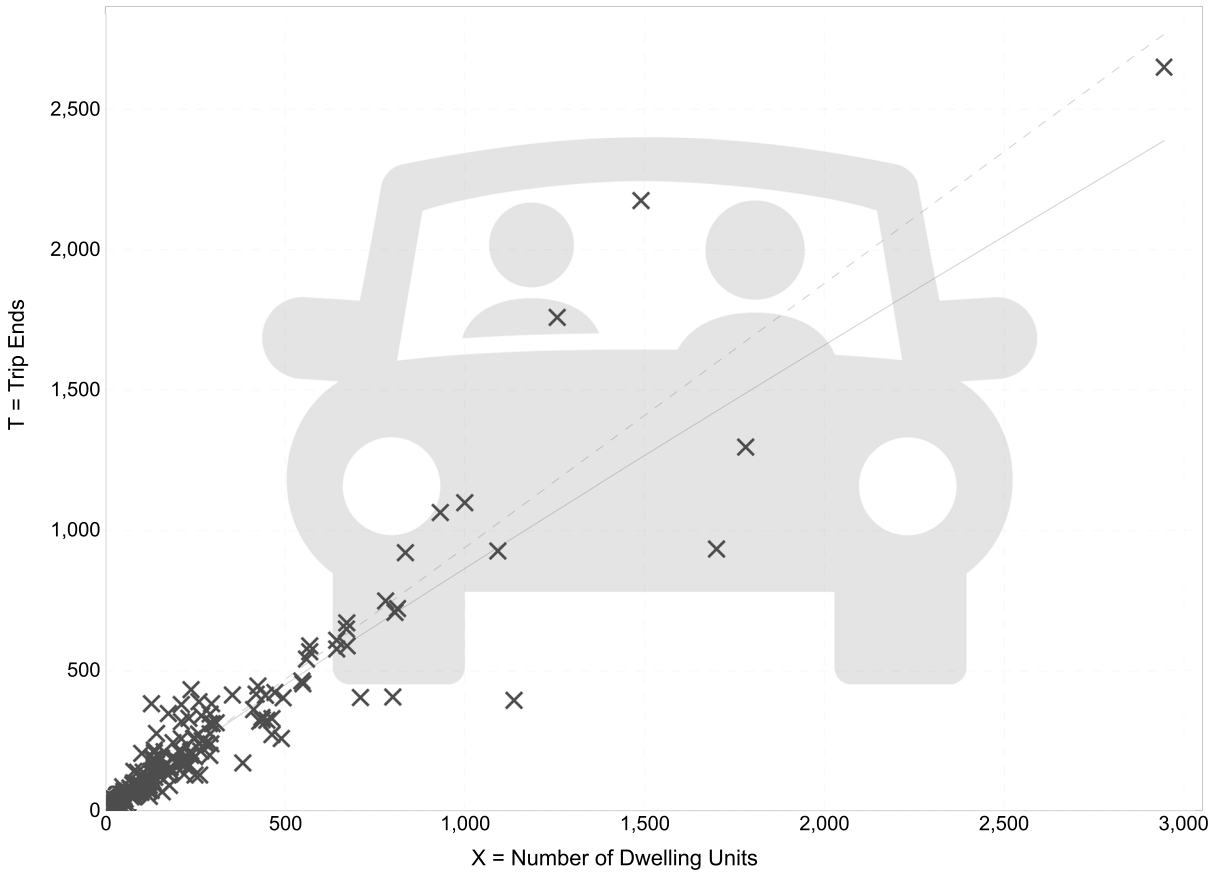
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27 **R^2= 0.92**

Town of Franklin

355 East Central Street
Franklin, Massachusetts 02038-1352

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

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

MEMORANDUM

DATE: **March 23, 2022**

TO: **Franklin Planning Board**

FROM: **Department of Planning and Community Development**

RE: **72-94 East Central St**
Special Permit & Site Plan Modification

The DPCD has reviewed the above referenced Site Plan Modification application for the Monday, April 11, 2022 Planning Board meeting and offers the following commentary:

General:

1. The site is located at 72-94 East Central St in the Commercial I Zoning District.

2. The applicant is proposing to construct a mixed use three story building with 17 residential units and 1 commercial unit. Multi-Family requires a Special Permit in the Commercial I Zoning District, under 185 Attachment 7, 6.1.

Overview:

- 54 Units are allowed, the Applicant is proposing 17 Units
  - 2 Bedrooms = 5 Units
  - 3 Bedrooms = 12 Units
- 27 Parking Spaces are required, the Applicant is proposing 42 parking spaces.

Waivers Request:

- To allow less than 42” of cover over the RCP drain pipe, proposed class V RCP
- To allow the use of HPDE pipe from catch basin 92 to the underground pond, from the underground pond to drain manhole 93, the roof leader collection system and from roof leader connection to DMH 95.

Documents Submitted:

1. Revised Site Plan, including Elevation Plan
2. Response letter
3. Traffic Study from Tetra Tech

Comments from March 28, 2022:

- No Light Spillage – ***remove waiver from plan***
- Traffic Study to be completed by an engineer - ***Submitted***
- Height to be addressed on the architectural plans - ***Submitted***
- "Do not enter" sign to be located at the end of the asphalt area by the dumpster. – ***Added***
- Add to the rear of the building a hammerhead turnaround for emergency vehicles. ***Added***
- Add Aborvities in rear of building for screening - ***Added***
- Parking spaces 15 and 14 to be reviewed – ***Spot 15R to be eliminated***
- White vinyl fence between the two properties – November 18, 2019 the Board voted to allow a chain link fence be installed instead of a white vinyl fence, provided a letter from the abutter is in agreement. ***To be installed prior to the Final Form H.***
- ***BETA has submitted a response letter to the traffic.***

Special Conditions:

- Prior to endorsement, the applicant will provide a recommendation from the Design Review Commission.
- The house located at 88 East Central St will be demolished prior to the Final Form H.

This determination shall be in addition to the following specific findings:

If you vote NO on any of the following, please state reason why you are voting NO:

(1) **Special Permits:** To allow Multi-Family in the Commercial I Zoning District, under 185 Attachment 7, 6.1.

(a) Proposed project addresses or is consistent with neighborhood or Town need.

Gregory Rondeau	YES	NO	Jennifer Williams	YES	NO
Rick Power	YES	NO	Beth Wierling	YES	NO
William David	YES	NO			

(b) Vehicular traffic flow, access and parking and pedestrian safety are properly addressed.

Gregory Rondeau	YES	NO	Jennifer Williams	YES	NO
Rick Power	YES	NO	Beth Wierling	YES	NO
William David	YES	NO			

(c) Public roadways, drainage, utilities and other infrastructure are adequate or will be upgraded to accommodate development.

Gregory Rondeau	YES	NO	Jennifer Williams	YES	NO
Rick Power	YES	NO	Beth Wierling	YES	NO
William David	YES	NO			

(d) Neighborhood character and social structure will not be negatively impacted.

Gregory Rondeau	YES	NO	Jennifer Williams	YES	NO
Rick Power	YES	NO	Beth Wierling	YES	NO
William David	YES	NO			

(e) Project will not destroy or cause substantial damage to any environmentally-significant natural resource, habitat, or feature or, if it will, proposed mitigation, remediation, replication or compensatory measures are adequate.

Gregory Rondeau	YES	NO	Jennifer Williams	YES	NO
Rick Power	YES	NO	Beth Wierling	YES	NO
William David	YES	NO			

(f) Number, height, bulk, location and siting of building(s) and structure(s) will not result in abutting properties being deprived of light or fresh air circulation or being exposed to flooding or subjected to excessive noise, odor, light, vibrations, or airborne particulates.

Gregory Rondeau	YES	NO	Jennifer Williams	YES	NO
Rick Power	YES	NO	Beth Wierling	YES	NO
William David	YES	NO			

(g) Water consumption and sewer use, taking into consideration current and projected future local water supply and demand and wastewater treatment capacity, will not be excessive.

Gregory Rondeau	YES	NO	Jennifer Williams	YES	NO
Rick Power	YES	NO	Beth Wierling	YES	NO
William David	YES	NO			

The proposed use will not have adverse effects which overbalance its beneficial effects on either the neighborhood or the Town, in view of the particular characteristics of the site and of the proposal in relation to that site.

Gregory Rondeau	YES	NO	Jennifer Williams	YES	NO
Rick Power	YES	NO	Beth Wierling	YES	NO
William David	YES	NO			

United
Consultants, Inc.
850 Franklin Street Suite 11D
Wrentham, MA 02093
508-384-6560 FAX 508-384-6566

March 29, 2022

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

RE: 70, 72, 88 and 94 East Central Street Site Plan

Dear Mr. Chairman and Board Members,

On behalf of the applicant 70 East Central Street, LLC, we have provided a summary of the following outstanding comments from BETA Group, Inc. We have also provided comments received from the Town of Franklin Planning Board at the public hearing. Our responses are immediately following each comment and they have been italicized.

BETA Group, Inc.

General Comments

G1. No sight lighting is identified not is there any plan in the submission that indicates what the illumination on the ground will be. *Refer to sheet SL1 prepared by S&K Associates.*

BETA: Based upon the lighting plan as submitted it does appear that there may be some minor spillage (10' +/-) onto the abutting lot behind the building. The intensity does not show beyond the property line however based upon the light reductions shown elsewhere, the light will extend as noted above.

UCI2: *The applicant has had the site lighting plan updated.*

Zoning

The Site is primarily located within the Commercial I (CI) District (#88 and #94) with the existing #70/#72 parcel located in the Downtown Commercial (DC) District. The proposed uses of the Site are multi-family residential (17 new units) and 972 sq. ft. of commercial space. Multi-family use is permitted by Special Permit from the Planning Board. The proposed number of units are well within the limits of the Zoning by-laws (1 unit /1,000 sq. ft.) . Some commercial uses are permitted by right within the district, while others require Special Permits or are prohibited. No information has been provided for the specific use of the commercial space.

Z1. Clarify the intended use of the commercial space, if known. *The use is not know at this time.*

BETA: BETA recommends that a condition be set relative to the use for later review.

Utilities

The proposed development is shown to be serviced by water, sewer, gas and electric utilities. In addition, all the stormwater systems on site will tie into the municipal separate stormwater sewer system in East Central Street. Detailed review of utilities is anticipated to be provided by the DPW. A manhole will be provided at the sewer tie in East Central Street rather than a wye connection. A detail for this manhole has been provided on sheet 8 of 9. Ac units for the proposed building will be provided in 2 separate areas. 8 are proposed at the southeast corner of the building and 10 are proposed along the easterly edge of the building. The existing drainage system at 70-72 East Central is already connected with the drainage system in East Central Street and this connection will not be altered with this modification. 2 additional catch basins will be added to accommodate the changes in the pavement layout necessary to provide the new garage entrance at #94 and the new connection with the 2 additional parking areas in front of #94. The proposed system at #94 will consist of an infiltration system that will accept flow from the roof of the building and a catch basin at the northwest corner of the parking lot. 2 additional catch basins will be placed at the driveway entrance adjacent to East Central Street. Discharge from the infiltration system as well as the 2 basins at the intersection will be piped into a drain manhole in East Central Street. A waiver has been requested to allow the use of HDPE piping for components of the drainage system and to provide less than 42" of cover.

U3. Provide a trench detail for the HDPE piping. Depth of cover on the connection from CB 92 to the infiltration system will be less than 2'. Backfill requirements on this material is critical to ensure that they remain round and are properly supported by the backfill material. *A HDPE pipe trench detail has been added to sheet 7.*
BETA: Add a note to the detail that the backfill around the pipe shall conform to the requirements of Mass Highway Material Spec. M2.01.4 and be compacted.
UCI2: A note has been added to sheet 7.

U4. Provide the manufacturers information regarding potential noise issues associated with the AC condensers and demonstrate that the units will not be a nuisance to the abutters. *The applicant has provided cut sheets for the AC units.*
BETA: Based upon the 75 decibel rating for the units, BETA recommends that a 2nd row (6 trees) of arborvitae be added in the area of the units at the rear of the #94 building to provide an additional degree of noise attenuation for the abutters.
UCI2: Six additional trees have been added on sheet5 and the tree planting schedule was also revised.

Storm-water Management

The project proposes to direct runoff from most impervious areas into closed drainage systems comprised of roof leaders, catch basins, manholes, stormwater quality units, and subsurface infiltration systems. The majority of runoff from new impervious surfaces will be directed to a new subsurface infiltration system and a portion of the runoff will be directed to the existing stormwater systems located on the #70/#72 East Central Street site. Overflows from the new stormwater system will be directed to East Central Street through a direct connection to the Town drainage system.

GENERAL

SW1. The proposed infiltration system is being used to reduce peak flow rates and provide recharge. The system as proposed will be set 2' above groundwater. In accordance with Volume 1, Chapter 1 of the standards, perform a mounding analysis to determine if the mound rises into the proposed storage area. The *mounding analysis has been added to the revised drainage report. Appendix G.*

BETA: The mounding analysis needs to be corrected to demonstrate compliance with the standards. The application time should be extended to 1 day, the hydraulic conductivity should reflect the rate used in the hydraulic calculations.
UCI2: As requested the hydraulic conductivity has been revised to reflect the rate used in the hydraulic calculations. The application rate has remained as originally proposed and an email was provided to BETA.

Planning Board Comments Receive at the Public Hearing.

1. No Light Spillage - The applicant has revised the site lighting plan.
The waiver request has been removed from sheet 1.

2. Traffic Study to be completed by the Applicants Traffic Engineer.
The applicant will provide the Planning Board with the Traffic Engineers report.

3. Building Height to be addressed on the building plans.
The Applicant's Building Plans will be revised to reflect the height.

4. Sign to be added at the end of the paved driveway at the northeast corner of the building.
A do not enter sign has been added to sheet 3.

5. Add a hammerhead turnaround at the rear of the building for the emergency vehicle turn around.
A hammerhead turnaround has been added to sheets 3 - 7.

6. Add arborvitaes to the rear of the budling for screening.
Refer to response to BETA comment U4.

7. Review parking spaces 14 and 15R.
Pavement striping has been added to sheet 3. The access to the garage in the location of the added pavement striping is 24 feet.

8. Add a fence between 70-72 and 88-94 East Central Street.
A black vinyl chain link fence has been added to sheets 3 and 4.

We anticipate this letter and the revised plans have addressed the review comment. Should the Planning Board or any project reviewer have any questions or additional comments please feel free to contact our office.

Sincerely,

Richard Goodreau
Project Manager