	S] PAN	
PL 564 OF 1992		
WAIVER REQUESTS: 1. TO ALLOW LESS THAN 42" OF COVER PROPOSED CLASS V RCP. 2. TO ALLOW THE USE OF HPDE PIPE FO ROOF DRAIN COLLECTION SYSTEMS. 3. TO ALLOW THE INDEX SHEET TO BE A 4. TO NOT REQUIRE THE CONSTRUCTION WAY. 5. TO ALLOW THE SITE LIGHTING TO EXT 6. TRAFFIC STUDY WAIVER.	OR DRAINAGE POND 1 AND THE AT A SCALE OF 1" = 60' OF A SIDEWALK ALONG PANTHER	
SITE PLAN APPROVAL REQUIRED FRANKLIN PLANNING BOARD		



ZONING:

THE PROPERTY	IS LOCATED WITHIN A REQUIREMENTS:	COMMERCIAL II ZONE EXISTING	PROPOSED
COMMERCIAL II			
AREA:	40,000 S.F.	$591,830 \pm S.F.$	591,830 ± S.F.
FRONTAGE:	175'	499.73'	499.73'
DEPTH:	200'	1,150'+	1,150'+
HEIGHT:	3 STORIES - 40'	N/A	3 STORIES
WDTH:	157.5'	465'+	465'+
COVERAGE -			
STRUCTURES:	70%	0%	3.4%
STRUC. & PAVI	NG: 80%	0%	14.5%
SETBACKS-			
FRONT:	40'	0	165'
SIDE:	30'	0	45'
REAR:	30'	0	284'

THE PROPERTY IS NOT LOCATED WITHIN A FRANKLIN WATER RESOURCE DISTRICT. THE PROPERTY IS NOT LOCATED WITHIN A ZONE A OR B BASED ON FEMA FIRM MAP 25021C0308E DATED JULY 17, 2012.

NO BUILDINGS EXIST ON SITE. SITE IS USED FOR SCHOOL BUS PARKING.

PROPOSED USES:

WHOLESALE OFFICE, SALESROOM: WITH STORAGE - SEE ZONING BYLAW CHAPTER 185 ATTACHMENT 4 SECTION 3.11a. PERMITTED AS OF RIGHT WITH WATER CONSUMPTION UNDER 15,000 GALLONS PER DAY.

PROPOSED USE FOR BUS PARKING — MOTOR VEHICLE LEASING — SEE ZONING BYLAW CHAPTER 185 ATTACHMENT 3 SECTION 2.6.a. ALLOWED WITH SPECIAL PERMIT FROM THE PLANNING BOARD.

DRAWING INDEX:

C-1 COVER SHEET I-1 INDEX PLAN EC-1 TO EC-3 EXISTING CONDITIONS PLAN SL-1 SITE LAYOUT PLAN GU-1 SITE GRADING AND UTILITY PLAN PP-1 SITE PLANTING PLAN ERC-1 EROSION CONTROL PLAN CD-1 TO CD-5 CONSTRUCTION DETAILS SITE LIGHTING-LIGHTING PLAN, PHOTOMETRICS AND SCHEDULES BY SK & ASSOCIATES

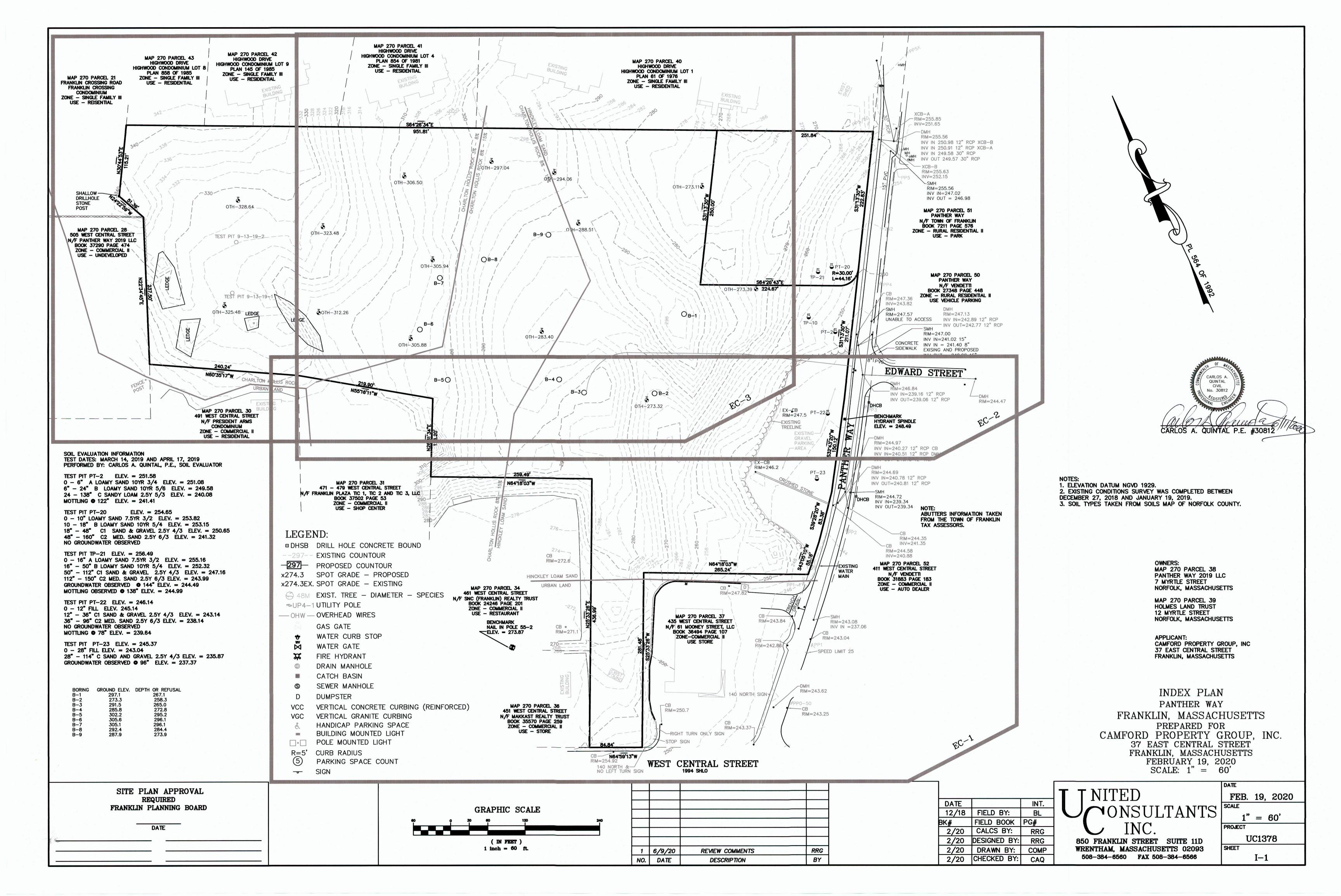
REFERENCES: DEED BOOK 37152 PAGE 343 DEED BOOK 5602 PAGE 614 DEED BOOK 5804 PAGE 316 DEED BOOK 5844 PAGE 87 DEED BOOK 5924 PAGE 180 DEED BOOK 9471 PAGE 641 DEED BOOK 10499 PAGE 680 DEED BOOK 11341 PAGE 545 PLAN 565 OF 1970 PLAN 386 OF 1979 PLAN 92 OF 1979 PLAN 564 OF 1992 PLANS 261 A - C OF 1994 PLAN 921 OF 1980 COUNTY ENGINEERS PLAN FOR EDWARD STREET LAST REVISED AUG. 28, 2000 SITE PLAN FOR "THREE" RESTAURANT LAST REVISED 10-17-06 PLAN OF LAND BY PAUL ROBINSON DATED NOVEMBER 14, 1978 PLAN OF KNIGHTS OF COLUMBUS LAST REVISED 3-8-2000 PLAN 1062 OF 1972 PLAN 901 OF 1974

OWNERS: MAP 270 PARCEL 38 PANTHER WAY 2019 LLC 7 MYRTLE STREET NORFOLK, MASSACHUSETTS

MAP 270 PARCEL 39 HOLMES LAND TRUST 12 MYRTLE STREET NORFOLK, MASSACHUSETTS

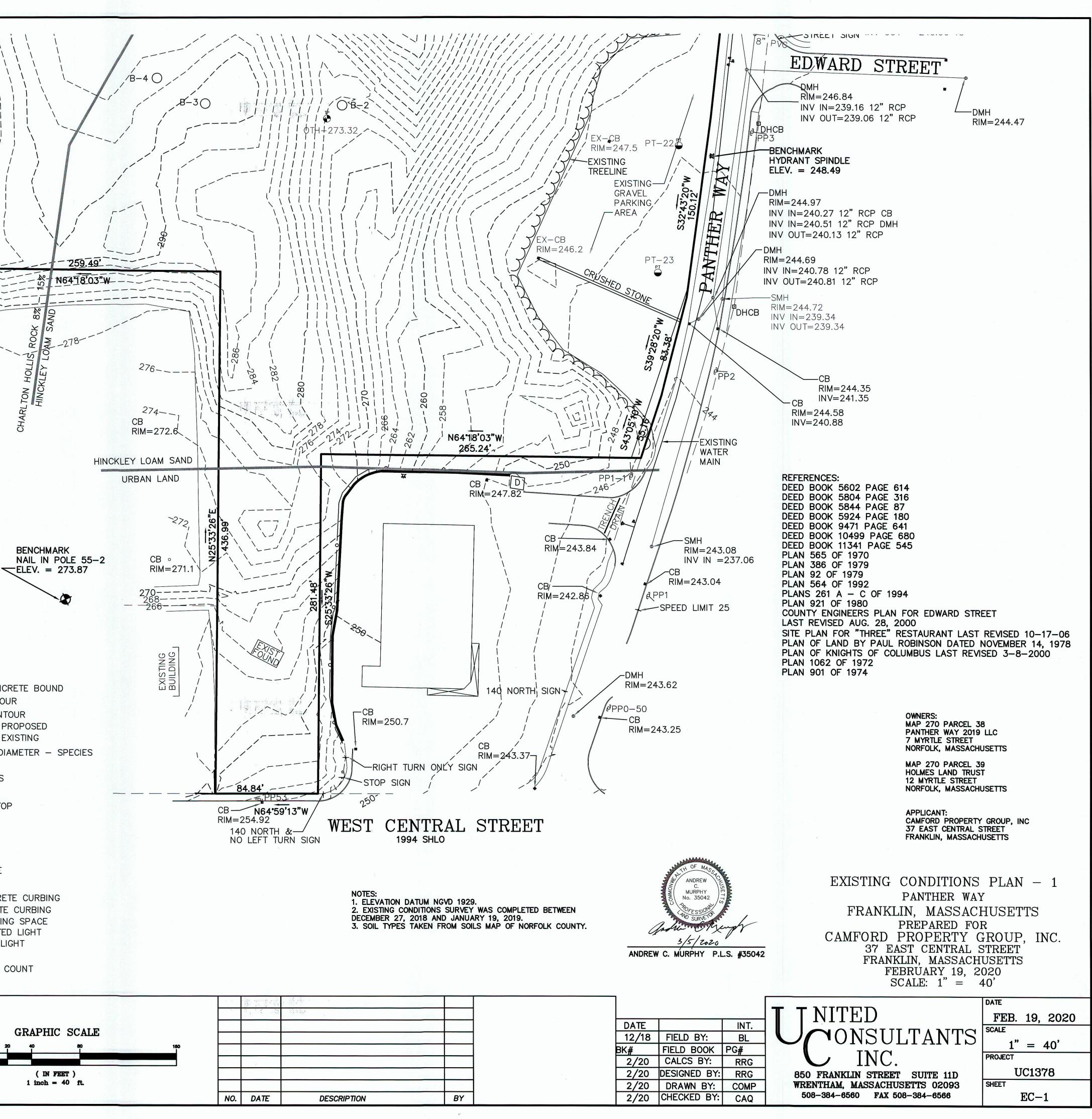
APPLICANT: CAMFORD PROPERTY GROUP, INC 37 EAST CENTRAL STREET FRANKLIN, MASSACHUSETTS COVER SHEET PANTHER WAY FRANKLIN, MASSACHUSETTS PREPARED FOR CAMFORD PROPERTY GROUP, INC. 37 EAST CENTRAL STREET FRANKLIN, MASSACHUSETTS FEBRUARY 19, 2020 SCALE: 1" = 100'

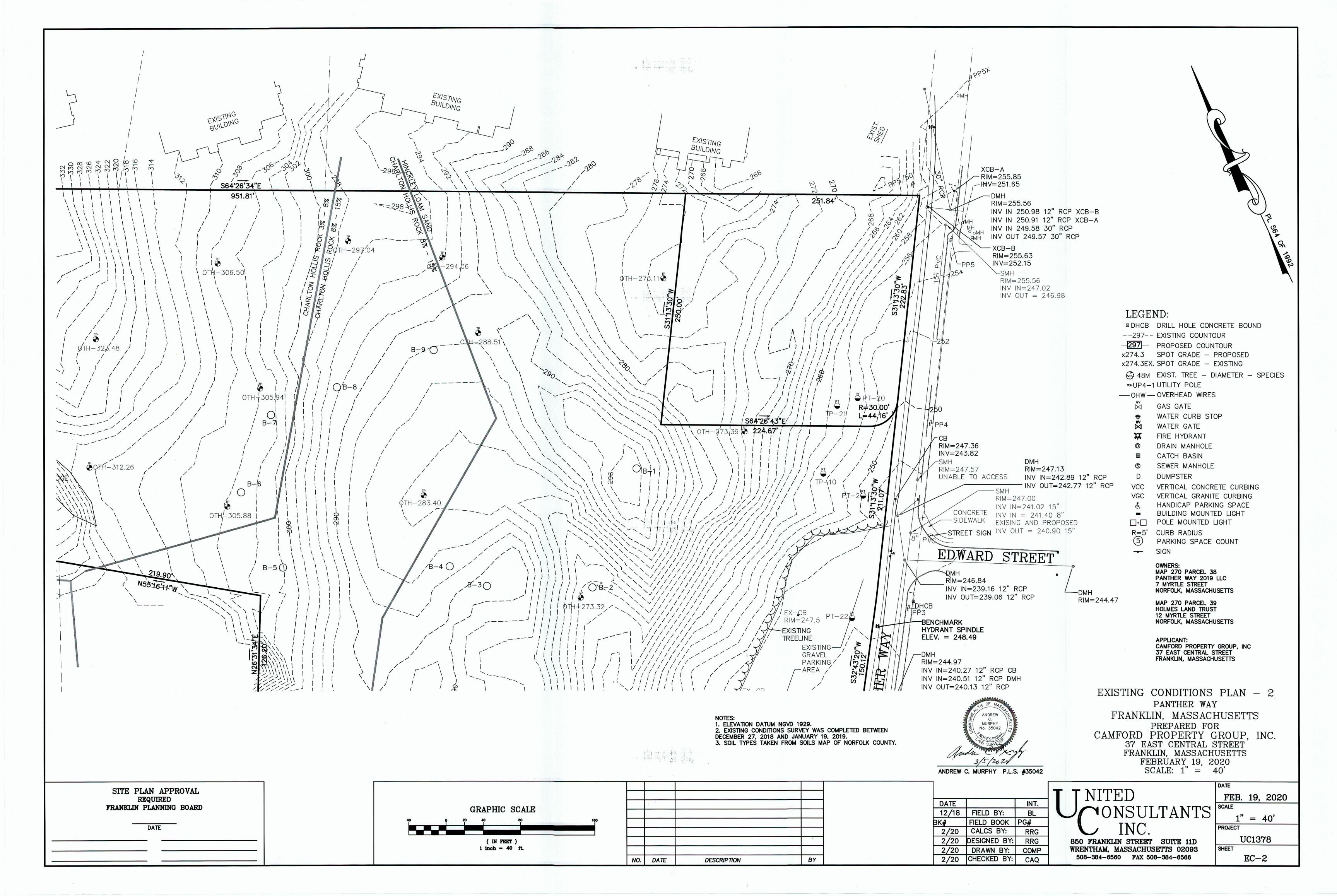
				DATE
			T T NITED	FEB. 19, 2020
DATE		INT.		SCALE
12/18	FIELD BY:	BL	UCONSULTANTS	1" = 100'
BK#	FIELD BOOK	PG#		
2/20	CALCS BY:	RRG		PROJECT
2/20	DESIGNED BY:		850 FRANKLIN STREET SUITE 11D	UC1378
2/20	DRAWN BY:	COMP	WRENTHAM, MASSACHUSETTS 02093	SHEET
		an a	508-384-6560 FAX 508-384-6566	
2/20	CHECKED BY:	CAQ	000-004-0000 FAX 000-004-0000	C-1

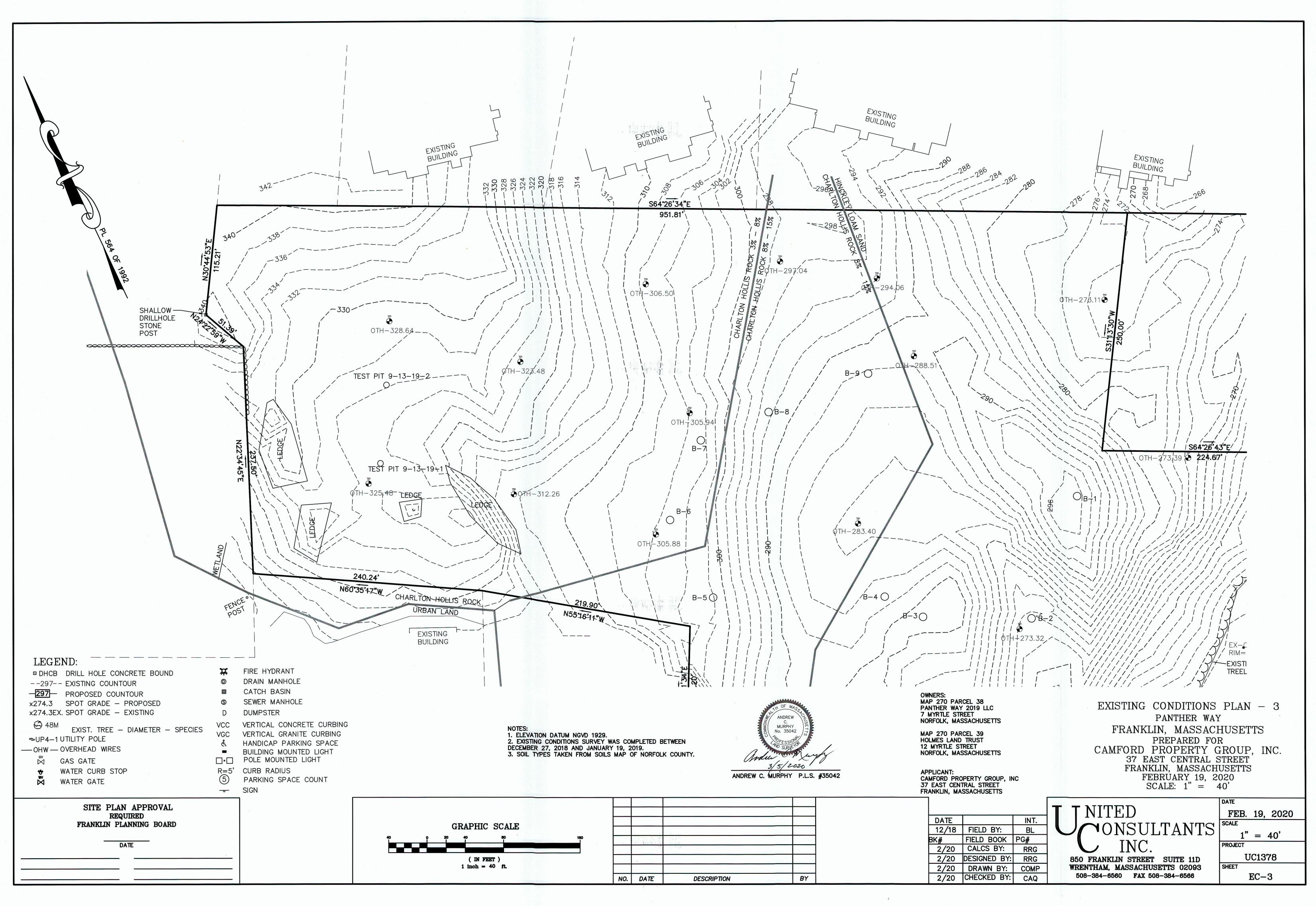


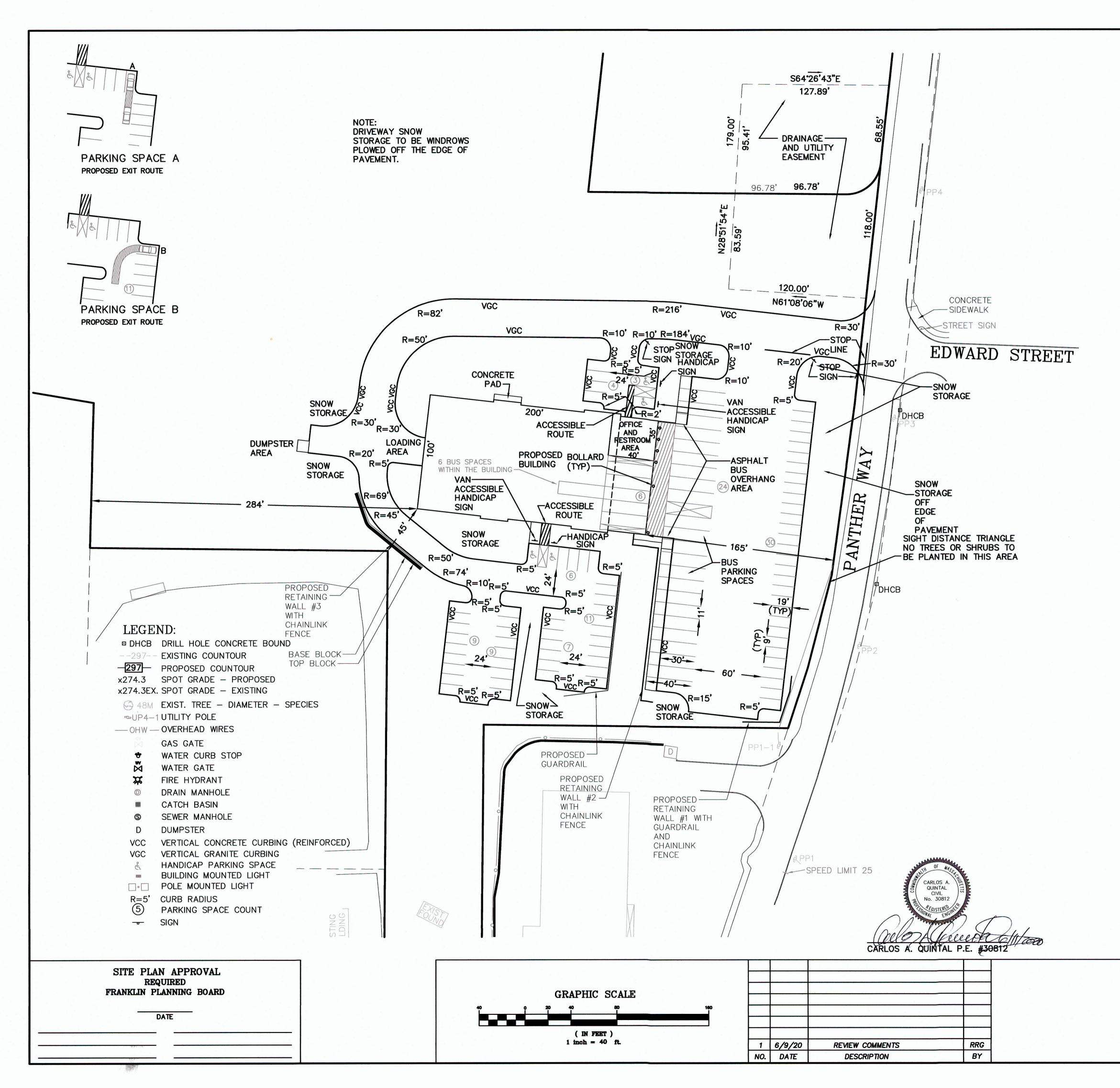
	HOLLIS ROCK	В-50
	ING DING	
		310
PL 564 OF 195	001	296
	REFERENCES: DEED BOOK 37152 PAGE 343 DEED BOOK 5602 PAGE 614 DEED BOOK 5804 PAGE 316	
	PLAN 565 OF 1970 PLAN 386 OF 1979 PLAN 92 OF 1979	
		ST REVISED 10–17–06 D NOVEMBER 14, 1978
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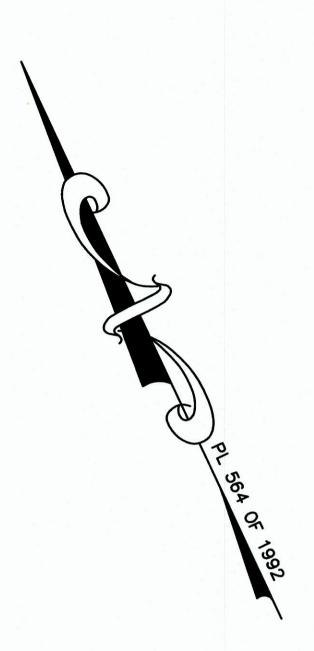
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SITE PARKING FIRST LEVEL OFFICE = 1,414 SQ. FT. - 6 SPACES WAREHOUSE = 18,810 SQ. FT. - 19 SPACES PARKING SPACES REQUIRED = 25 PARKING SPACES PROPOSED = 37 INCLUDING 2 HANDICAP SPACES

SECOND LEVEL OFFICE 1,924 SQ. FT. - 8 SPACES WAREHOUSE = 15,000 SQ. FT. - 15 SPACES

THIRD LEVEL OFFICE 3,328 SQ. FT. - 14 SPACES

UPPER PARKING AREA

PARKING SPACES REQUIRED = 37PARKING SPACES PROPOSED = 42 INCLUDES 2 HANDICAP SPACES

TOTAL 9' x 19' PARKING SPACES PROVIDED = 79 TOTAL 11' x 40' BUS PARKING SPACES PROVIDED = 30 - REFERENCE FRANKLIN ZONING BYLAW SECTION 185-21(3)(b)iii AND 185-21(3)(b)vi. - REFERENCE 521 CMR 23.2.1

MOTOR VEHICLE REPAIR

MINOR MOTOR VEHICLE REPAIRS TO CONSIST OF WINDSHIELD WIPER BLADE REPAIR OR REPLACEMENT, FLAT TIRE CHANGES AND MINOR SAFETY REPAIRS. ALL REPAIRS TO BE COMPLETED IN THE BUS PARKING AREA.

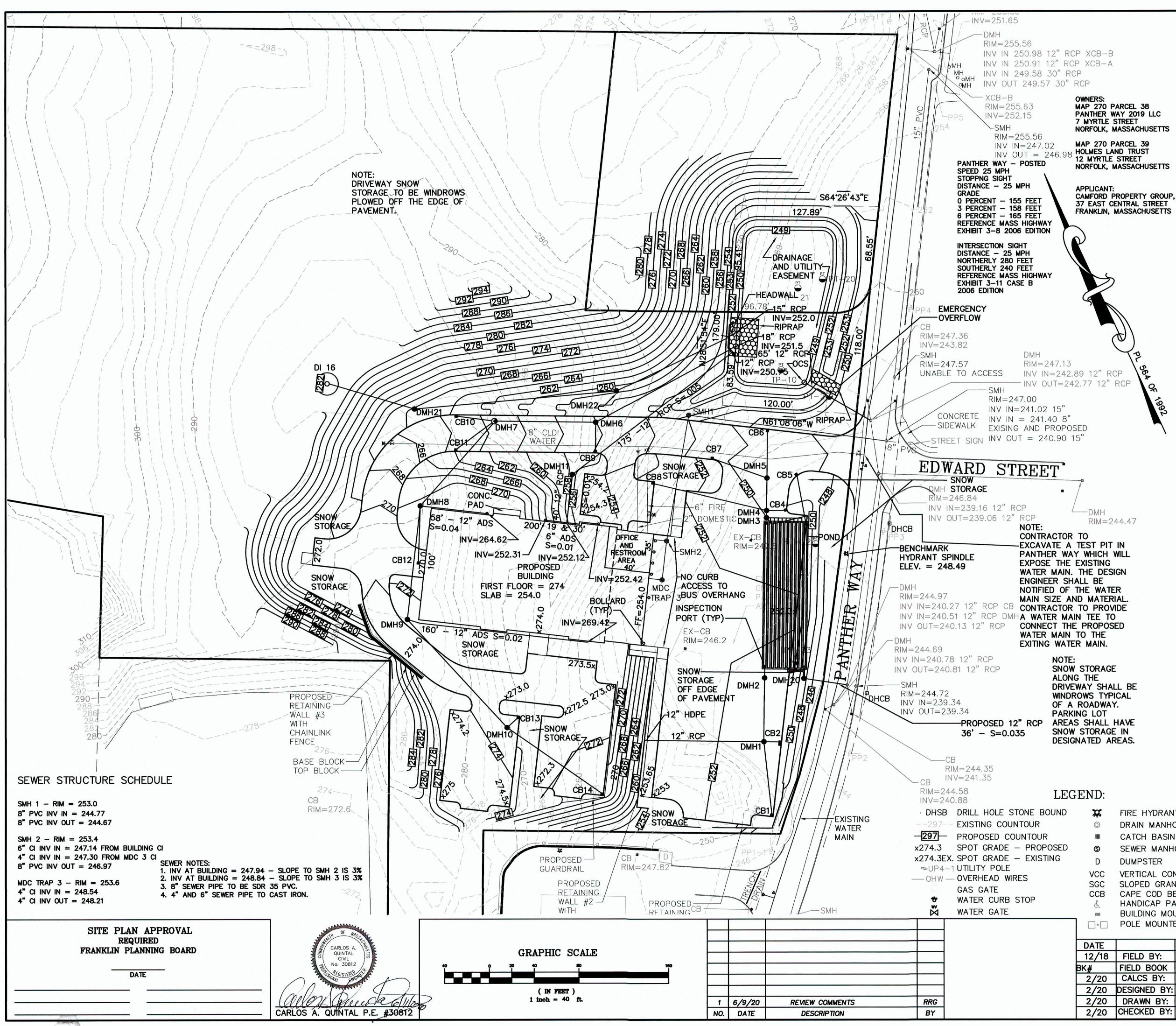
> OWNERS: MAP 270 PARCEL 38 PANTHER WAY 2019 LLC 7 MYRTLE STREET NORFOLK, MASSACHUSETTS

MAP 270 PARCEL 39 HOLMES LAND TRUST 12 MYRTLE STREET NORFOLK, MASSACHUSETTS

APPLICANT: CAMFORD PROPERTY GROUP, INC 37 EAST CENTRAL STREET FRANKLIN, MASSACHUSETTS

SITE LAYOUT PLAN PANTHER WAY FRANKLIN, MASSACHUSETTS PREPARED FOR CAMFORD PROPERTY GROUP, INC. 37 EAST CENTRAL STREET FRANKLIN, MASSACHUSETTS FEBRUARY 19, 2020 SCALE: 1" = 40'

				T T NITED	date FEB. 19, 2020
	DATE		INT.		SCALE
	12/18	FIELD BY:	BL	UCONSULTANTS	1" = 40'
	BK#	FIELD BOOK	PG#	TNIC	
1	2/20	CALCS BY:	RRG	U INC.	PROJECT
	2/20	DESIGNED BY:	RRG	850 FRANKLIN STREET SUITE 11D	UC1378
	2/20	DRAWN BY:	COMP	WRENTHAM, MASSACHUSETTS 02093	SHEET
	2/20	CHECKED BY:	CAQ	508-384-6560 FAX 508-384-6566	SL-1



NORFOLK, MASSACHUSETTS

NORFOLK, MASSACHUSETTS

CAMFORD PROPERTY GROUP, INC **37 EAST CENTRAL STREET** FRANKLIN, MASSACHUSETTS

DRAINAGE STRUCTURE SCHEDULE TO POND 1

CB1 - RIM = 250.3 $12^{"}$ RCP INV = 246.72 CL-V

DOUBLE CB 2 - RIM = 251.012'' RCP INV = 246.20

CB 4 - RIM = 249.6 12^{*} RCP INV OUT = 245.63 CL-V

CB 5 - RIM = 248.43

 12^{*} RCP INV OUT = 245.43 CL-V STORMCEPTOR 450i

CB 6 - RIM = 249.1 12^{*} RCP INV OUT = 245.92 CL-V

CB 7 - RIM = 250.8 12^{*} RCP INV OUT = 246.69 CL-V

CB 8 - RIM = 253.0 12^{*} RCP INV OUT = 247.50

DMH 1 - RIM = 250.5 12^{*} RCP INV IN = 246.10 CL-V $12^{"}$ RCP INV OUT = 246.00

DMH 2 - RIM = 251.3 $12^{"}$ RPC INV IN = 245.37 12^{*} ADS INV OUT = 245.37 STORMCEPTOR 900

 $DMH \ 3 - RIM = 250.0$ 12" RCP INV IN = 245.38 CL-V 12" RCP INV OUT = 246.38 ADS STORMCEPTOR 900

DMH 4 - RIM = 249.9 12^{*} RCP INV IN = 245.50 CL-V 12" RCP INV OUT = 245.40 CL-V

DMH 5 - RIM = 249.212'' RCP INV IN = 245.73 CL-V 12^{*} RCP INV OUT = 245.63 CL-V

DRAINAGE STRUCTURE SCHEDULE TO POND 2

CB 9 - RIM = 255.9512" RCP INV = 252.81 CL-V

CB 10 - RIM = 263.212" RCP INV OUT = 257.38

CB 11 - RIM = 263.212" RCP INV = 257.65

CB 12 - RIM = 2700

 12^{*} RCP INV = 262.18

CB 13 - RIM = 273.0 $12^{"}$ RCP INV = 266.18

CB 14 - RIM = 271.0 12^{*} RCP INV OUT = 267.00 CL - V

DI 16 - RIM = 280.515" RCP INV OUT = 261.35

DMH 6 - RIM = 256.012" RCP INV IN = 252.70 CL-V 15" RCP INV IN = 252.45 DMH 7 CL - V 18" RCP INV OUT = 252.20 CL - V CDS UNIT 2015-5

DMH 7 - RIM = 261.3 - 5' DIA12" RCP INV IN = 256.45 CB 10-11 12^{*} RPC INV IN = 255.20 DMH 8 15" RCP INV OUT = 254.95 CL - V

DMH 8 - RIM=271.0 - 5' DIA $12^{"}$ ADS INV IN = 262.30 ROOF 12" RCP INV IN = 260.30 CB 12 12" RCP INV IN = 258.40 DMH 9 12" RCP INV OUT = 258.30

DMH 9 - RIM = 273.512" ADS INV IN = 266.22 ROOF 12" RCP INV IN = 263.22 DMH 10 12" RCP INV OUT = 262.22

DMH 10 - RIM = 273.4 $12^{"}$ RCP INV IN = 266.00 CB 14 CL - V 12" RCP INV OUT = 265.90

DMH 11 - RIM - 257.0 12" RCP INV IN = 251.72 $12^{"}$ RCP INV OUT = 251.62 CL - V

DMH 20 - RIM = 248.512" HDPE INV IN = 244.7 12^{*} RCP INV OUT = 241.77

DMH 21 - RIM = 266.015'' RCP INV IN = 259.43

 15^{*} RCP INV OUT = 259.33

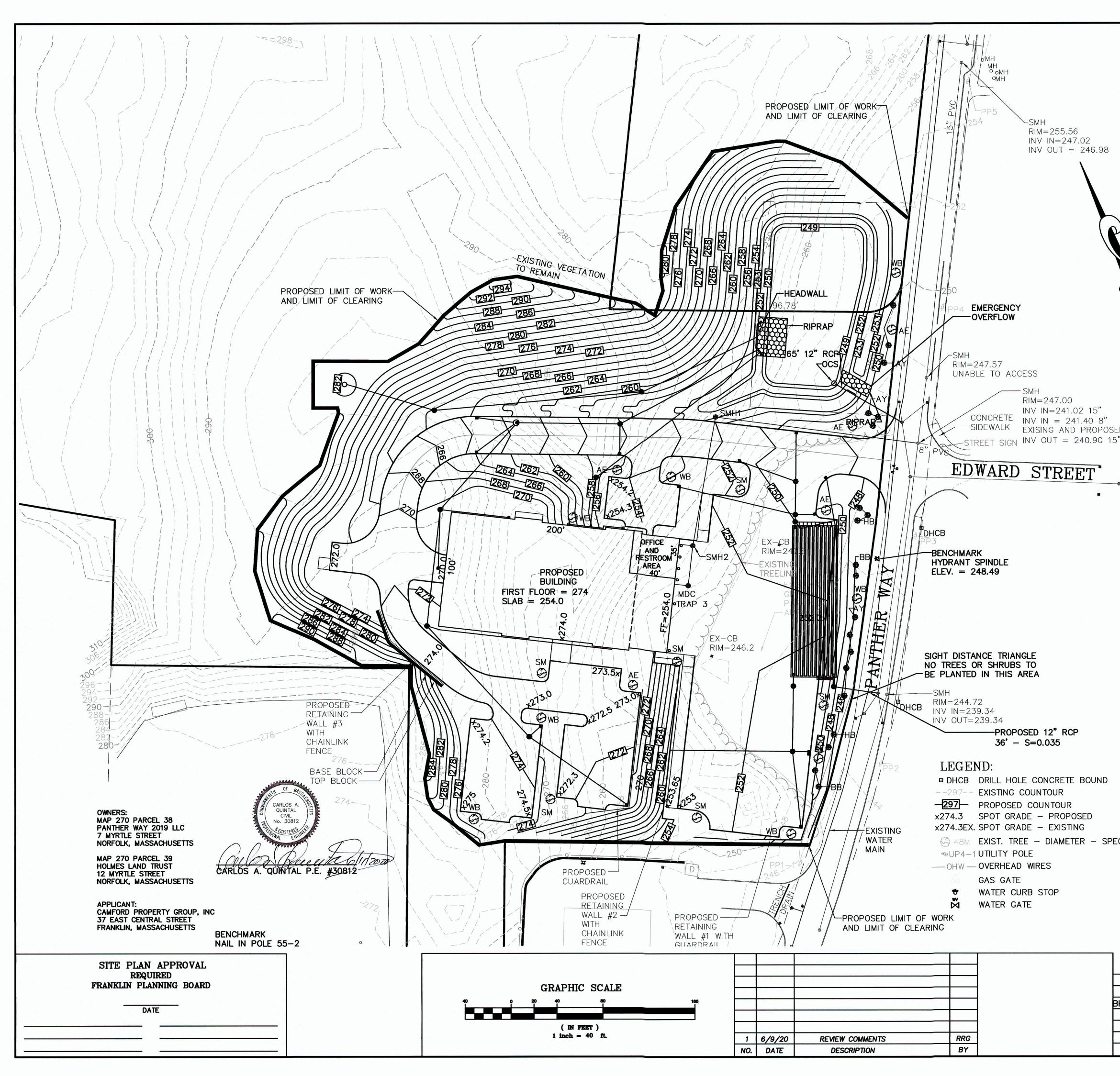
DMH 22 - RIM = 258.515" RCP INV IN = 254.85 15^{*} RCP INV OUT = 254.75

RETAINING WALL AND GUARDRAIL NOTES: 1. THE PROPOSED RETAINING WALLS AND GUARDRAIL SHALL BE DESIGNED BY THE PROJECT STRUCTURAL ENGINEER. 2. ALL WALLS EXCEEDING 48" IN HEIGHT SHALL HAVE A NON CLIMABLE FENCE LOCATED ON TOP OF THE WALL.

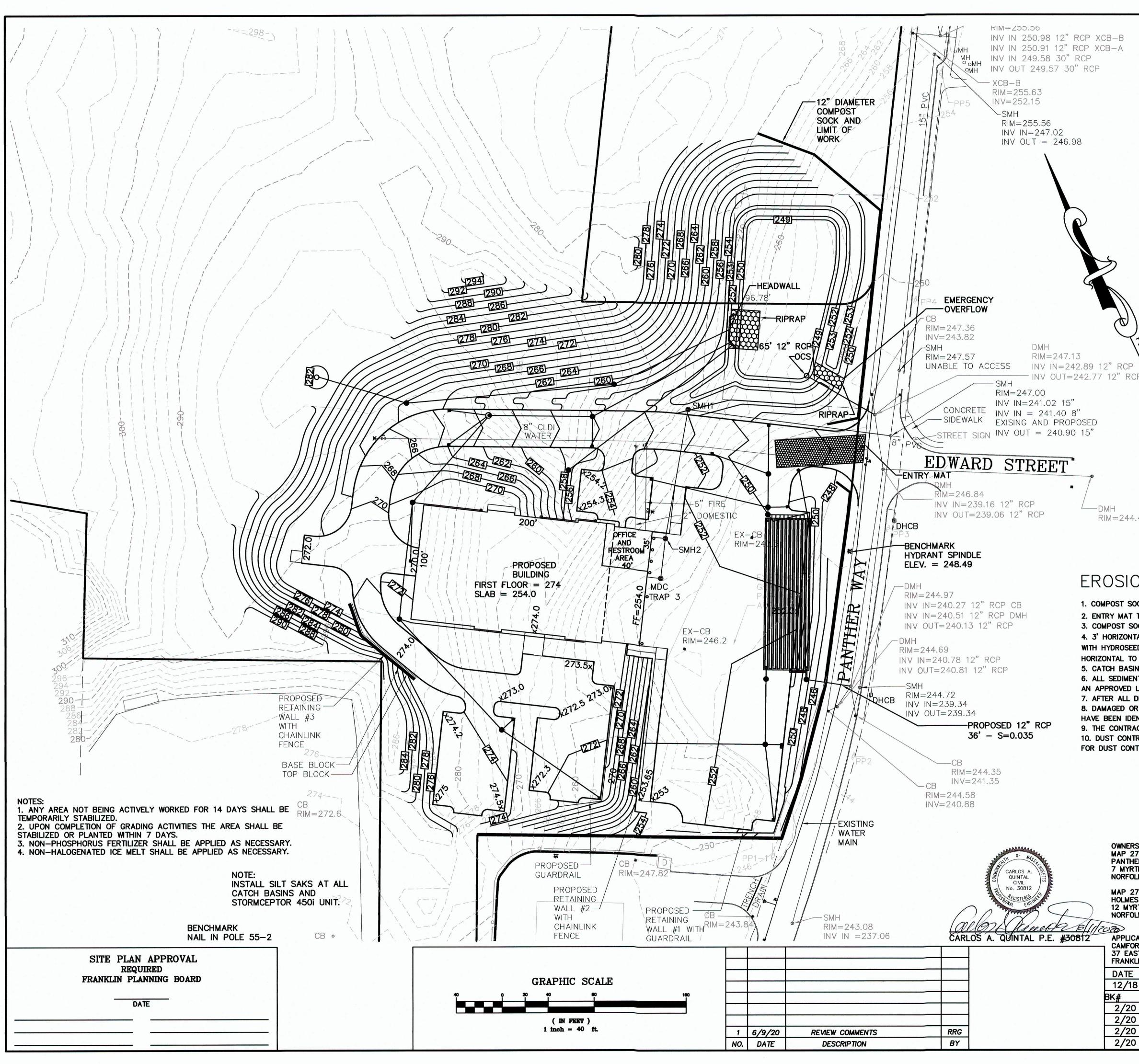
BOLLARD NOTES: 1. BOLLARS TO BE INSTALLED AT ALL GARAGE DOOR OPENINGS. 2. BOLLARDS TO BE INSTALLED ALONGTHE BUILDING AT 10' INTERVALS AT THE OFFICE / RESTROOM WALL AREA.

GRADING AND UTILITY PLAN FIRE HYDRANT DRAIN MANHOLE PANTHER WAY CATCH BASIN FRANKLIN, MASSACHUSETTS SEWER MANHOLE PREPARED FOR DUMPSTER CAMFORD PROPERTY GROUP, INC. VERTICAL CONCRETE CURBING (REINFORCED) 37 EAST CENTRAL STREET FRANKLIN, MASSACHUSETTS SLOPED GRANITE CURBING FEBRUARY 19, 2020 CAPE COD BERM HANDICAP PARKING SPACE SCALE: 1'' = 40'BUILDING MOUNTED LIGHT POLE MOUNTED LIGHT DATE NITED FEB. 19, 2020 INT. SCALE ONSULTANTS BL 1" = 40'FIELD BOOK PG# INC. PROJECT RRG UC1378 2/20 DESIGNED BY: RRG 850 FRANKLIN STREET SUITE 11D SHEET WRENTHAM, MASSACHUSETTS 02093 DRAWN BY: COMP 508-384-6560 FAX 508-384-6566 GU-1

CAQ



	PL	ANTING	SCHED	ULE		-
NUMBER 6	COMMON NAME		NTIFIC NAME	SIZE	- 2 1/2"	CONDITION B&B
<u>6</u> 6	SUGAR MAPLE - SM WHITE BIRCH - WB	ACE	R SACCHARUM	2 -	- <u>2</u> 1/2" - 6 FEET	B&B B&B
SHRUE	AY AMERIC	AN YEW	TAXUS CAN			
4 5	BB BAYBE HB HILLSIC	rry De Blueberry	MORELLA C		_	
	SPACE - 18 - 20 - ALL	S. 109 PARKING TREES PROVIDED SHRUBS PROVIDE PLANTINGS ARE		s Th the town (
PL 564 07	EXISTING PAVEMENT FINISHED	Wellow -		STEEL WIRE THROUGH RU TRUNK AND STAKE. FOR A FALL NEATLY WRA TO THE HEIG	P TREE TRUNK	DUND
	FINISHED GRADE			REMOVE THE 2" X 3 PE HEIG	TOLLOWING SPF 3" X 10'-0" W R TREE. STAKE HT, ORIENTED IN CTION AND PLUM	OOD STAKES. S TO BE SAME THE SAME
	6" 6" COMPACTED 6" LAYER		S DIAMETER OOT BALL	CUT & REMO BACKFILLING BURLAP SHA	DEPTH BARK MI OVE TOP 1/3 OF S. SYNTHETIC BI ALL BE COMPLET	BURLAP BEFC
	D	ECIDUOUS	TREE PLANTI	NG		
		GENE	RAL NOT	ES		
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OPERATION AND MAINTENANCE PLAN

CONSTRUCTION PHASE

1. THE OWNERS REPRESENTATIVE, BRIAN HOLMES (1-508-528-4550), SHALL BE THE RESPONSIBLE PARTY FOR THE STORMWATER MAINTENANCE PLAN.

2. THE SITE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES WEEKLY AND AFTER ALL RAIN EVENTS.

3. SEDIMENT SHALL BE REMOVED FROM COMPOST SOCK WHEN A MAXIMUM DEPTH OF 6" IS OBSERVED OR AS NEEDED.

4. CONSTRUCTION ENTRY MAT SHALL BE INSPECTED WEEKLY AND AFTER ALL RAIN EVENTS. SEE DETAIL FOR MAINTENANCE REQUIREMENTS.

5. DAMAGED OR DETERIORATED COMPOST SOCK AREAS SHALL BE REPLACED IMMEDIATELY.

6. EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED AND ALL DISTURBED AREAS ARE STABILIZED.

7. SILT SAKS SHALL BE INSTALLED AT ALL CATCH BASINS AND SHALL BE INSPECTED WEEKLY AND AFTER ALL RAIN EVENTS.

8. CLEANING OF SILT SAKS SHALL BE COMPLETED AS NECESSARY.

9. THE STORMCEPTOR AND CDS UNITS SHALL BE CLEANED WITH A VACUUM TRUCK.

CONSTRUCTION SEQUENCE NOTES:

1. INSTALL SILT SAKS, COMPOST SOCK AND ENTRY SEDIMENTATION CONTROL MATS.

2. CONSTRUCT POND 2 TO A BOTTOM ELEVATION OF 250.0. LOAM AND SEED SIDE SLOPES 3. INSTALL AND CONNECT DI 16 TO POND 2, ONCE POND 2 IS STABILIZED.

4. COMMENCE WITH SITE WORK BY BRINGING THE SITE TO SUB-GRADE. EXCAVATE AND CONSTRUCT THE BUILDING FOUNDATION. CONSTRUCT RETAINING WALLS 1-3. WHILE THE BUILDING IS UNDER CONSTRUCTION THE SITE UTILITIES WILL BE INSTALLED. THIS WILL INCLUDE THE THE DRAINAGE SYSTEM INSTALLATION. 5. UPON COMPLETION OF THE SITE UTILITIES, BRING THE PROPOSED PAVEMENT AREAS TO SUB-GRADE AN PAVE THE BINDER COURSE.

6. INSTALL THE CURBING AND WALKWAYS.

7. INSTALL THE LANDSCAPING AND LOAM AND SEED ALL DISTURBED AREAS. 8. PAVE THE SITE WITH A FINISH COURSE.

9. ONCE ALL CONTRIBUTORY AREAS HAVE BEEN STABILIZED EXCAVATE THE EXCESS SOIL FROM POND 2 AND COMPLETE THE CONSTRUCTION OF POND 2. 10. REMOVE COMPOST SOCK AND SILT SAKS. COMPOST SOCK AND SILT SAKS ARE TO REMAIN IN PLACE

UNTIL ALL CONTRIBUTORY AREAS HAVE BEEN SATISFACTORILY STABILIZED.

-DMH RIM=244.47

EROSION CONTROL NOTES:

1. COMPOST SOCK SHALL BE INSTALLED PRIOR TO TREE CLEARING OR SITE WORK COMMENCING.

2. ENTRY MAT TO BE INSTALLED.

0

3. COMPOST SOCK TO REMAIN IN CONTACT WITH THE EARTH. REPAIR OR RESET AS NECESSARY.

4. 3' HORIZONTAL TO 1' VERTICAL SLOPES AND SLOPES GREATER THAN 3' HORIZONTAL TO 1' VERTICAL SHALL BE STABILIZED WITH HYDROSEED, SECURED GEOTEXTILE FABRIC OR RIPRAP AS REQUIRED TO PREVENT EROSION. ALL SLOPE FLATTER THAN 3' HORIZONTAL TO 1' VERTICAL SHALL BE HYDROSEEDED.

5. CATCH BASINS, STORMCEPTOR, CDS UNITS AND PARKING AREA TO BE CLEANED ONCE CONSTRUCTION IS COMPLETED. 6. ALL SEDIMENT COLLECTED DURING THE CONSTRUCTION PHASE OR POST CONSTRUCTION PHASE SHALL BE DISPOSED OF TO AN APPROVED LOCATION.

7. AFTER ALL DISTURBED AREAS HAVE BEEN STABILIZED THE EROSION CONTROL MEASURES SHALL BE REMOVED. 8. DAMAGED OR DETERIORATED EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED IMMEDIATELY AFTER THEY HAVE BEEN IDENTIFIED.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL INSPECTIONS.

10. DUST CONTROL WILL BE BY SPRAYING WATER AS NECESSARY. THE USE OF OILS, PETROLEUM PRODUCTS OR TOXIC LIQUIDS FOR DUST CONTROL IS PROHIBITED.

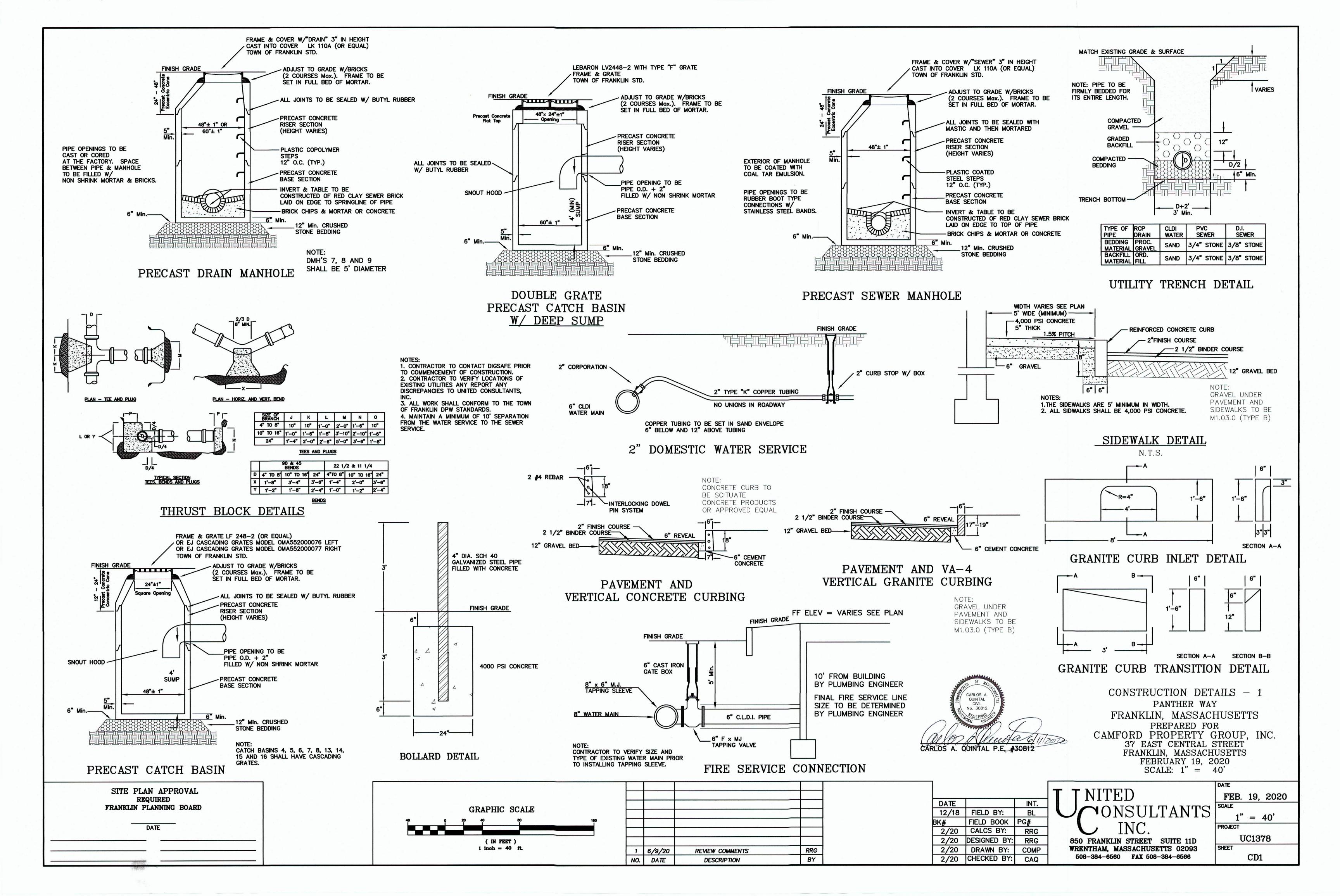
OWNERS: MAP 270 PARCEL 38 PANTHER WAY 2019 LLC 7 MYRTLE STREET

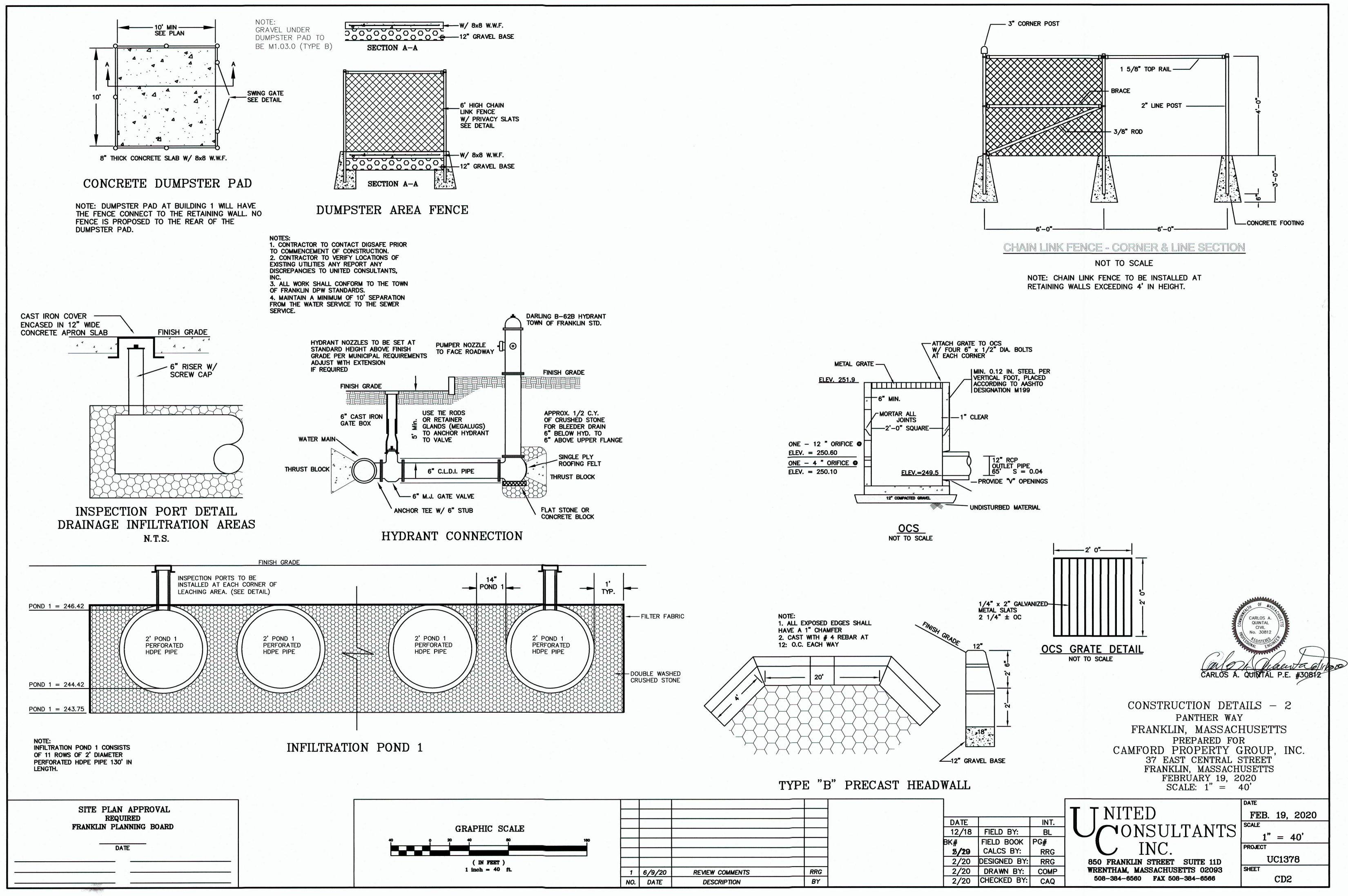
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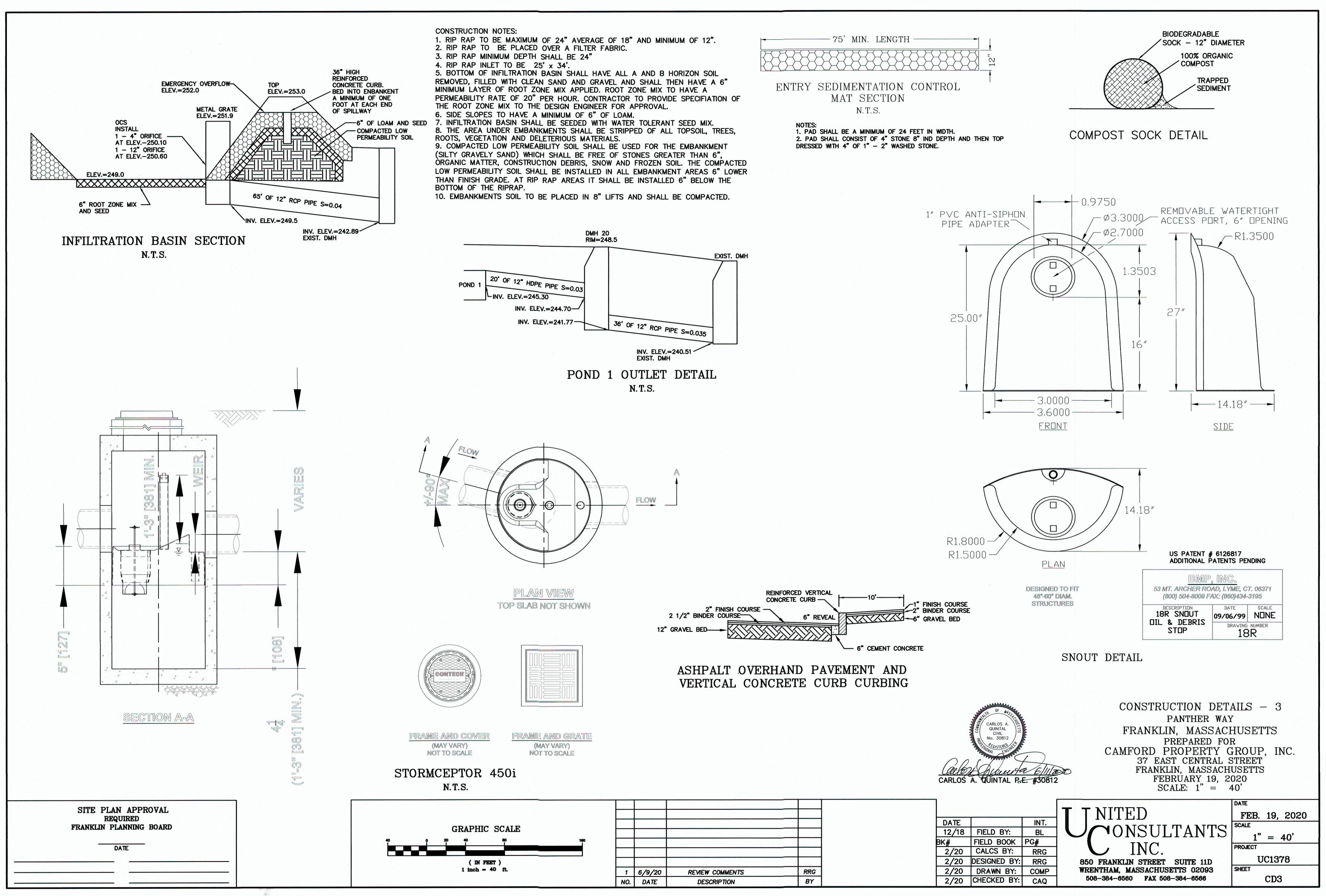
EROSION CONTROL PLAN

PANTHER WAY

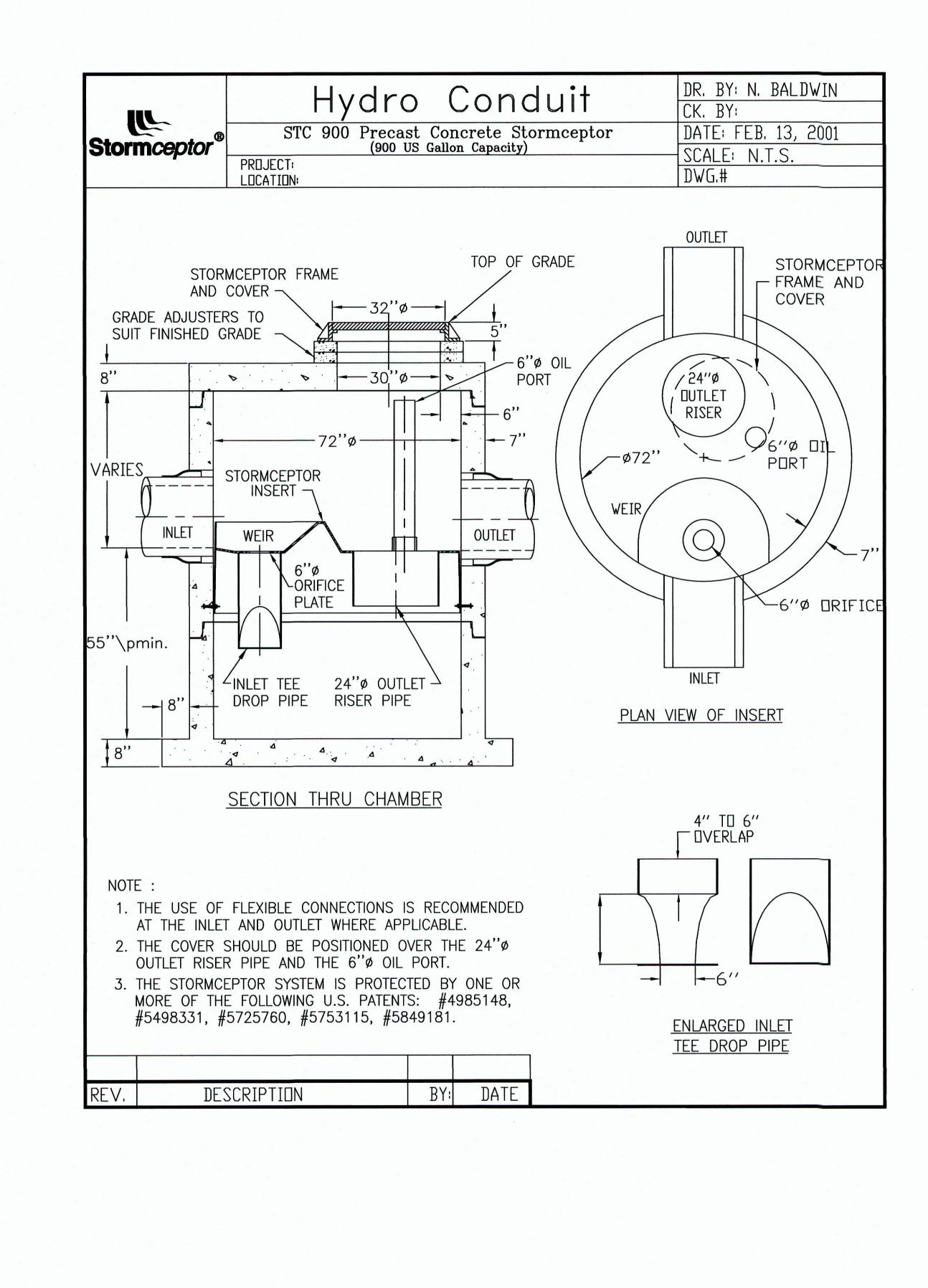
FRANKLIN, MASSACHUSETTS



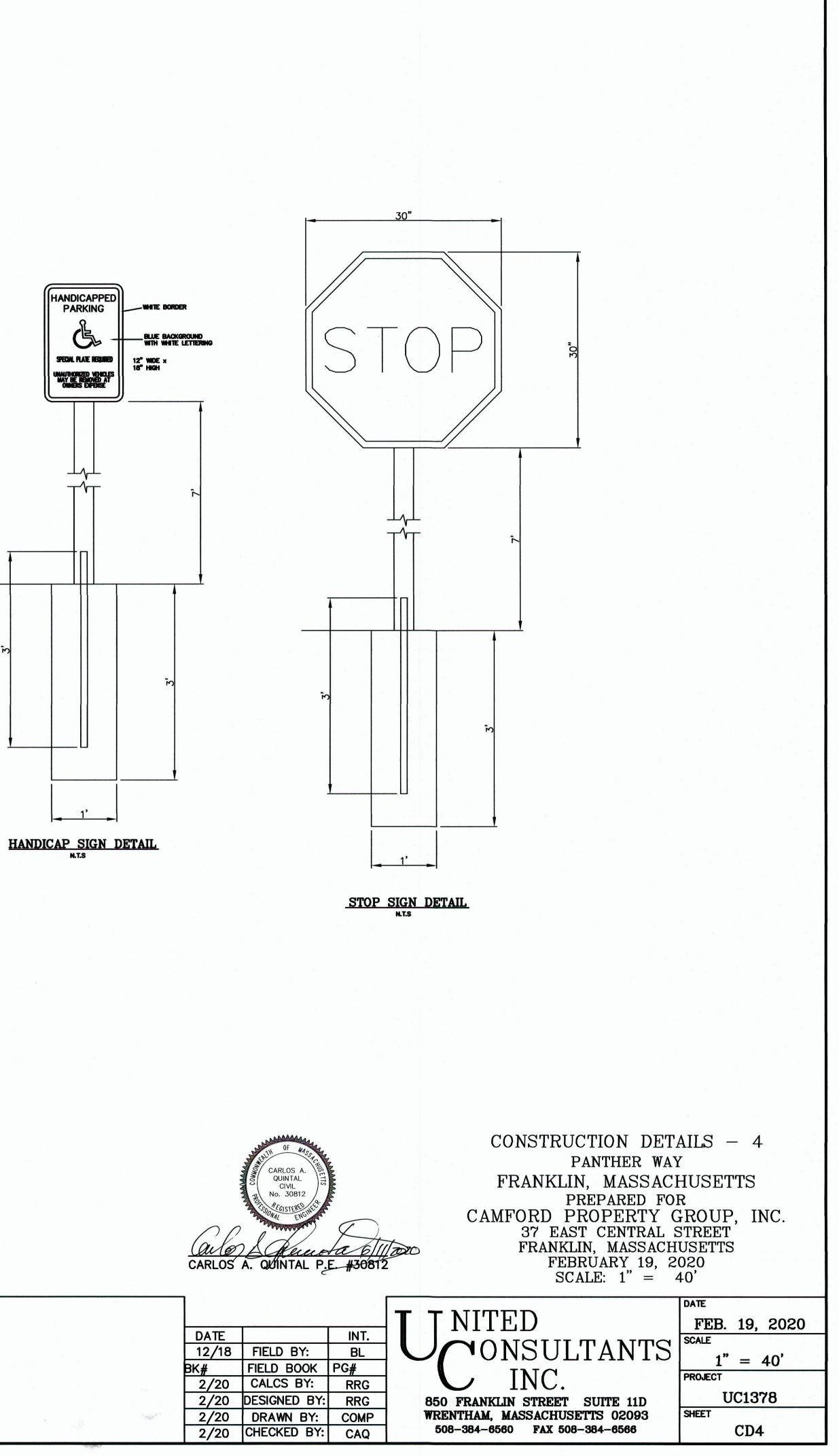




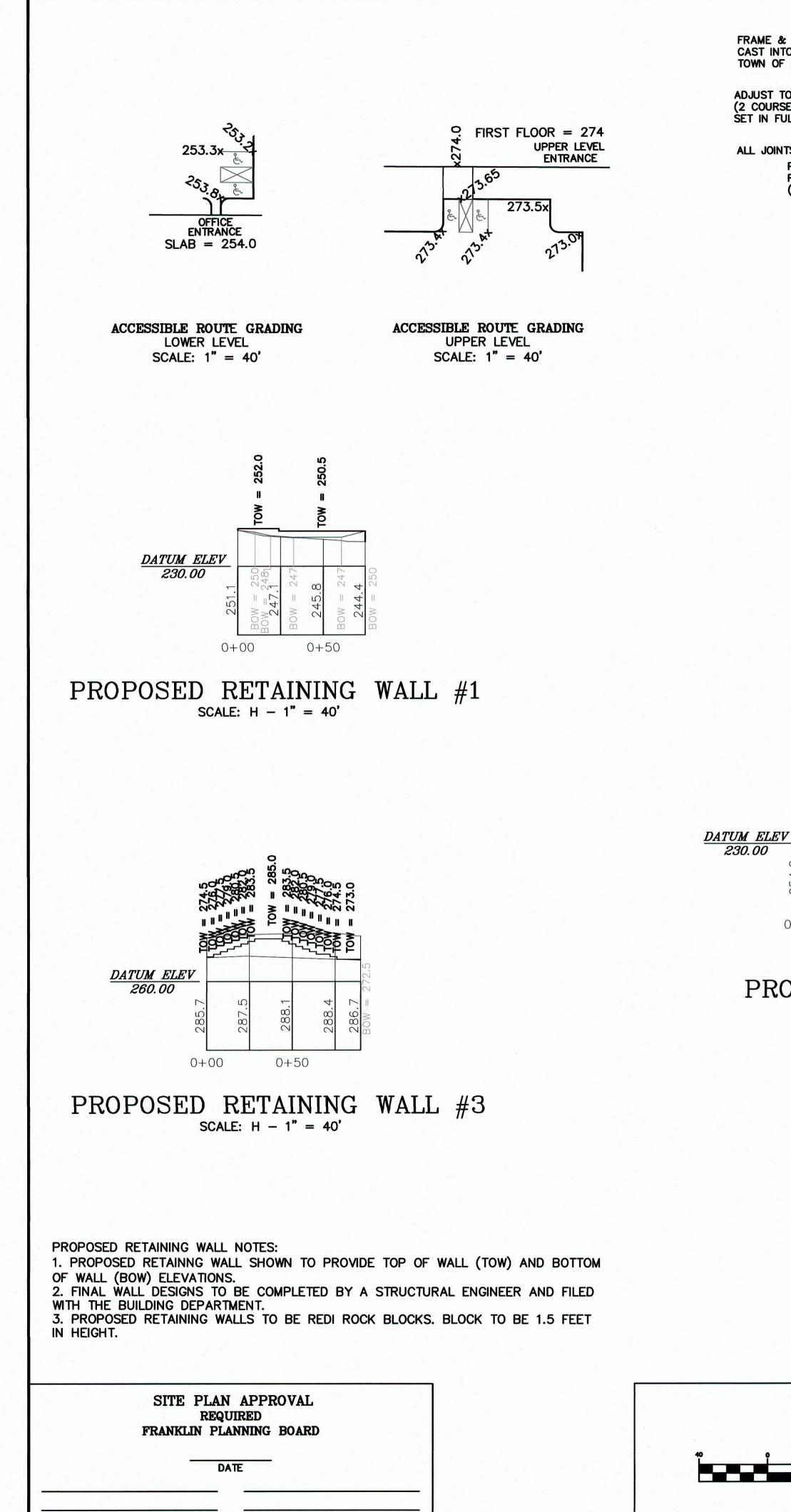
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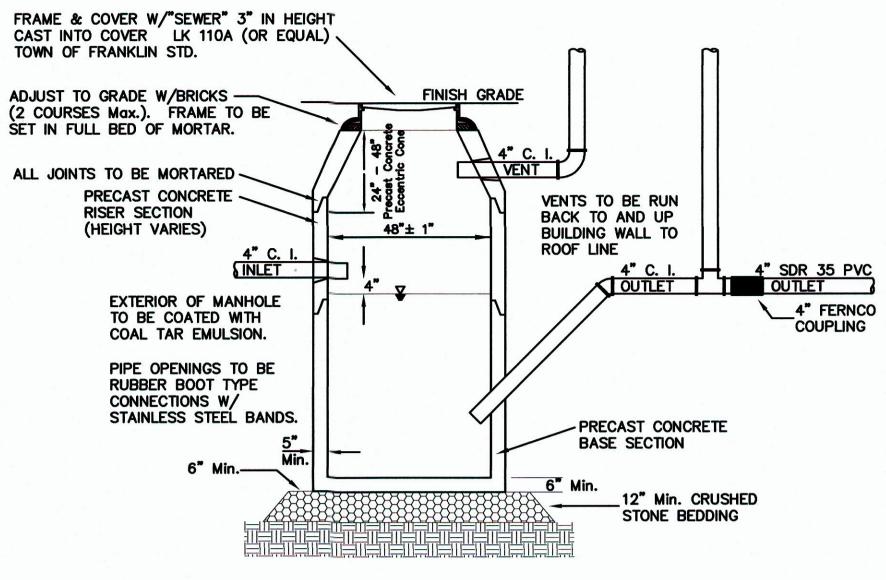


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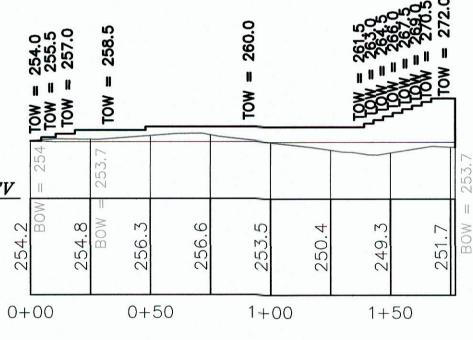
M.D.C. STYLE TRAP

CONTRACTOR TO CONFIRM EXISTING ELEVATIONS AT CONNECTION POINT AND NOTIFY THE DESIGN ENGINEER.

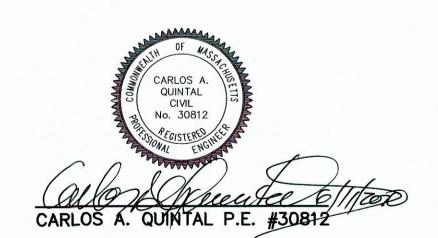
SEWER PIPE TO BE 8" SDR 35. SEWER PIPE SIZE AND TYPE WITHIN 10 FEET OF THE BUILDING SHALL BE PROVIDED BY THE PLUMBING ENGINEER.

SEWER PIPE TO MDC SHALL BE 4" CAST IRON INTO AND OUT OF MDC MANHOLE. REFER TO DETAIL FOR CONNECTION TO PVC.

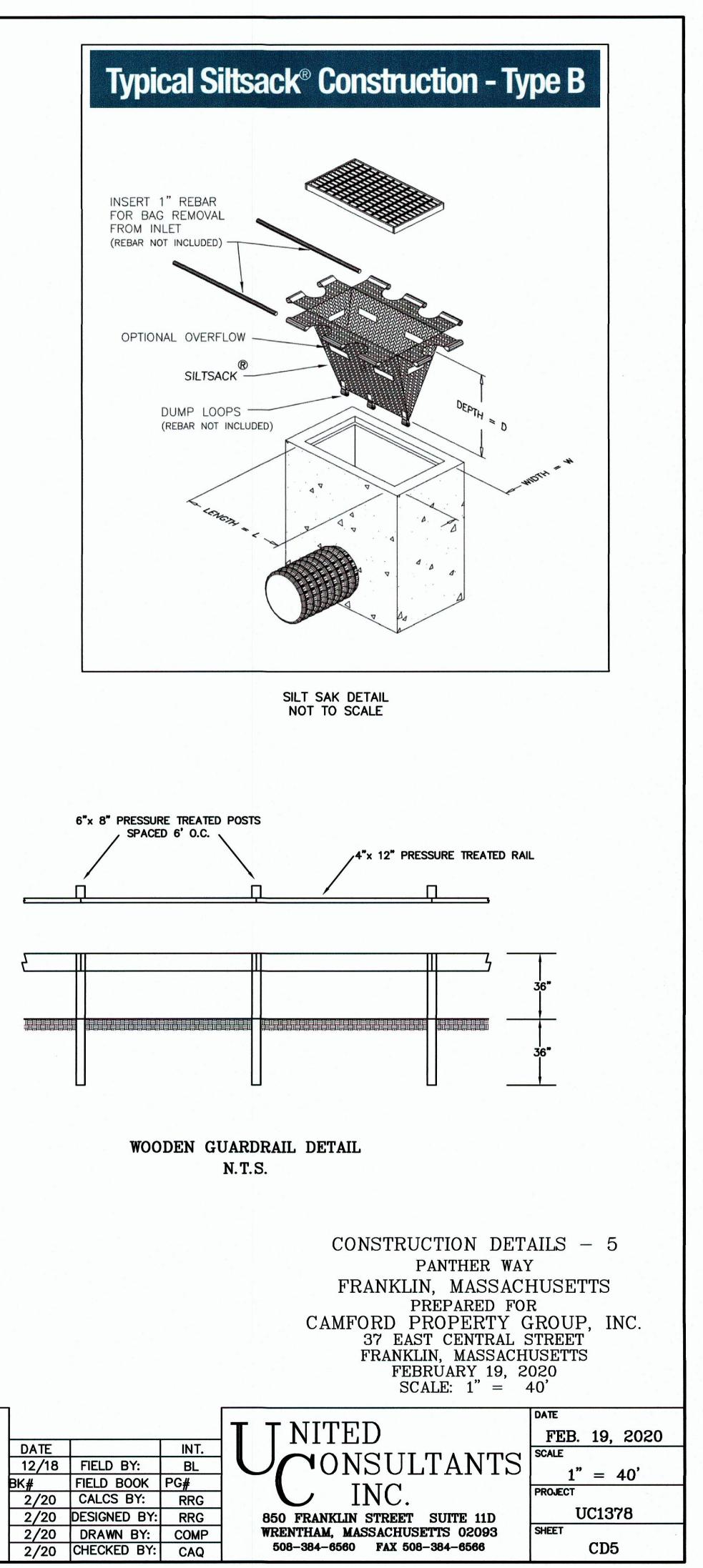
MDC MANHOLE VENTING TO BE CONNECTED TO THE BUILDING AT THE DISCRETION OF THE PLUMBING ENGINEER.



PROPOSED RETAINING WALL #2 SCALE: H - 1" = 40'



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United Consultants, Inc.

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

June 9, 2020

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

Re: Panther Way Site Plan and Special Permit Application Peer Review

Mr. Chairman and Board Members,

On behalf of the applicant Camford Property Group, Inc. we have provided responses to the following comments from the Franklin Town Engineer, Franklin Town Planner, Franklin Fire Department and BETA Group, Inc. The review comments are listed below and our response are immediately following each comment and have been italicized.

<u>Town Engineer</u>

- 1. Applications that will need to be filed with the Franklin Department of Public Works may include, but are not necessarily limited to Water and Sewer Permits, Inflow & Infiltration Removal fees, Street Excavation Permits, and a Soil Erosion and Sediment Control Permit. *Upon obtaining necessary Town Board approvals the applicant will file for the above referenced permits*.
- 2. There are three retaining walls proposed on the site. Top of wall and bottom of wall elevations should be shown on the grading plans, alternatively wall profiles may be included in the plan set. *Wall profiles with elevation have been provided on sheet CD 5.*
- **3.** The Erosion Control Plan indicates that slopes steeper than 3:1 shall be stabilized with hydroseed, geotextile fabric, or riprap as required. We recommend that slopes *equal to or* greater than 3:1 be stabilized as noted. *The note has been revised on sheet ERC1.*
- 4. The project includes some bus storage inside the building and a gas trap has been included to accommodate the floor drains. We recommend consulting with the Building Department as they may have certain additional requirements for this unit. We anticipate a plumbing permit will be necessary for the building grease trap and venting. A plumbing permit will be applied for at the appropriate time.
- 5. With the presence fleet storage on the site, this is considered a Land Use with Higher Potential Pollutant Loads (LUHPPL). As per the requirements of Standard 5 of the Massachusetts Stormwater Handbook "If there is a potential for runoff with high concentrations of oil and grease,

an oil grit separator, sand filter, filtering bioretention area or equivalent must be used to provide pretreatment."

DMH 2 and DMH 3 were revised to Stomceptor 900 units. Information was provided regarding the use of Stormceport's in areas of LUHPPL.

<u>Town Planner</u>

- 1. Applicant has provided an outline of the parking schedule. The required amount of parking is 60 spaces, and the Applicant has provided 79 spaces, with 30 spaces for bus parking.
- No additional comment.
- 2. The dumpster is located at the far end of the building. Consider adding a dumpster within the bus parking, to allow any trash on buses be disposed of nearby.

The W.T. Holmes bus area will have trash receptacles located within the building for the disposal of trash from the buses and bus operations. The receptacles will be emptied into the dumpster. A second dumpster is not being proposed.

3. The Applicant is required to file with Design Review Commission.

The applicant is preparing a filing with the Design Review Commission.

4. DPCD defers to DPW/Engineering and BETA Group, Inc. to address drainage issues.

No additional comment.

<u>Franklin Fire Department</u>

Remove one bus space to provide fire access to the building. An exterior parking space has been relocated to the garage area.

<u>BETA</u>

General Comments

G1. The two lots will either need to be combined through an ANR plan or easements provided for the proposed stormwater basin that crosses the existing lot lines. If easements are proposed, they should be depicted on the plan.

A proposed easement has been added to the plans. See sheets SL-1, GU-1, PP-1 and ERC-1.

G2. Verify that proposed retaining wall #3 and any necessary geotextile reinforcement, slope work, or sheeting can be installed/constructed without an easement on the abutting property. The 11'± high wall is proposed approximately 6' from the property line.

The proposed retaining wall #3 is approximately 11 high. Based on this height a typical Redi Rock wall would have a base block with a depth of 41" and a top block with a width of 28". A 12" minimum of $\frac{3}{4}$ " crushed stone will need to be placed between the back of the wall and the free draining gravel backfill. The wall and material requirements were obtained from J&R Precast. Geogrid would not be necessary. Retaining wall # 3 was relocated and revised to depict the base stone location, the top stone location and the setback required per wall course. The rear of the wall is located 5 feet from the property line at the closest location.

G3. Clarify the areas where the provided monolithic curb and sidewalk and bollard details are proposed.

The monolithic curb detail has been revised to a sidewalk detail on sheet CD1. Bollard locations and notes were added to sheets SL-1 and GU-1

G4. Recommend including the proposed asphalt overhang area option on the Pavement and Vertical Concrete Curbing detail.

An asphalt overhand pavement and vertical concrete curb detail has been added to sheet CD3.

Zoning

The site is located within the Commercial II (CII) Zoning District. This district is primarily intended for office, retail, service, trade, restaurant, and other commercial uses in a downtown environment. The project proposes wholesale office and salesroom uses for the building. These uses are permitted as-of-right, so long as the proposed project does not increase the estimated water consumption by more than 15,000 gallons per day. The project also proposes a parking area to be designated for bus parking/leasing and motor vehicle repair. The Applicant has submitted Special Permit Applications under Sections 2.6.a Motor vehicle rentals and leasing with repair service and 2.7.c Motor vehicle service, repair, other. BETA defers to the Zoning Enforcement Officer to confirm the site's proposed uses as it relates to the Bylaw.

The site plans indicate that permitted motor vehicle repairs will be limited to windshield wiper blade repair/replacement, flat tire changes, and minor safety repairs. BETA defers to the preference of the Board to include a condition restricting the type of repairs permitted on the site.

The applicant has not submitted data regarding estimated water consumption but has specified in the special permit that consumption is unlikely to be excessive and will be reviewed by the Planning Board when future tenants apply for permits.

Parking, Loading, And Driveways (§185-21)

The project proposes the construction of a building intended for warehouse and office uses. Access to the site and parking areas is provided from Panther Way via a 730± foot driveway. The driveway will connect to four new parking areas: one to the north, two to the south, and one to the east of the proposed building. The eastern lot includes spaces designated for bus parking.

The applicant has divided each proposed building into "office" and "warehouse" areas for the purpose of determining parking requirements. Parking requirements for offices are calculated as one space per every 250 square feet of gross floor area and parking for warehouses are calculated as one space per every 1,000 square feet of gross floor area. Based on these calculations, 60 parking spaces are required, and the Applicant has provided 79 passenger vehicle spaces as well as 30 bus spaces (25 exterior, 5 interior).

Passenger vehicle parking spaces have been sized for dimensions of 9' x 19', with minimum access aisle widths of 23+ ft. Bus parking spaces have been sized for dimensions of 11' x 40', with minimum access aisle widths of 60 ft. For the proposed number of parking spaces, four must be accessible to satisfy Massachusetts Architectural Access Board (MAAB) requirements. One must also be van accessible. The project proposes four accessible spaces, all of which have are van accessible.

P1. Increase access aisle widths to a minimum of 24 ft. (§185-21.C.(8))

Aisle width dimensions have been added to sheet SL-1.

P2. In consideration that there are no known tenants and building uses/layouts are only estimated, the Board may wish to consider a condition that requires the Applicant to have each new tenant approved to ensure there is adequate parking on the site.

The applicant agrees to this as a condition of approval.

P3. Provide an area for vehicles to back out of the two parking spaces closest to the north side of the building.

The pavement area was revised to provide a turnout area. See sheet SL-1 and GU-1.

P4. Revise the Planting Schedule note for required number of plantings to be consistent with the number of proposed parking spaces.

The parking schedule and planting schedule have been revised. See sheet PP1.

P5. Increase the number of plantings proposed within 5 feet of the parking areas to fully comply with §185-21.C.(5).

The planting locations have been revised. See sheet PP1.

P6. Provide information on how the interior bus parking area is intended function in conjunction with the stacked exterior parking spaces.

Each driver has an assigned bus. Not all busses leave or arrive at the same time. The operation also provides for busses that used on an as needed basis. All busses are not used on a daily basis.

These busses would be stored inside the building. W.T. Holmes staff will also be available to relocated buses to provide for access to all bus locations.

P7. Clarify if the entire first floor is intended to be used for bus operations.

The entire first floor will be for the W.T. Holmes bus operation.

Earth Removal Regulations (§185-23)

E1. Review of the grading plan indicates there are cuts greater than 15 feet and significant earth removal may occur. If excavation greater than 1,000 cu. yd. will occur during construction, the project is required to obtain a special permit by the Board of Appeals. The Board may wish to note the need for an earth removal permit in any future decision.

The applicant acknowledges that an Earth Removal Special Permit from the Zoning Board of Appeals will be necessary.

Sidewalks (§185-28)

SI1. A six-foot concrete sidewalk is required along the frontage of Panther Way unless the Board determines that existing site conditions preclude its usefulness. The applicant has requested a waiver from this requirement. BETA notes that an existing sidewalk is present along the easterly side of Panther Way and there is approximately 200 feet of existing sidewalk on the westerly side of Panther Way near the intersection of West Central Street.

The existing edge of pavement has a minimum distance of approximately 4' 7" from the Right or Way line. As stated above a sidewalk is currently located on the opposite of Panther Way from the project site. A waiver has been requested.

Curbing (§185-29)

The project proposes the installation of vertical granite curb along approximately 500 feet of the access drive. Vertical concrete curb is proposed around the remainder of the driveway and parking areas.

Site Plan and Design Review (§185-31)

Drawing Requirements

Drawings must be prepared in accordance with §185-31.

DR1. BETA recommends a detailed operations and training plan be provided to ensure that buses will not result in adverse noise impacts or excessive emissions. This plan should be referenced in any future decision by the Board, to ensure that all employees implement these requirements.

A plan will be provided by the W.T. Holmes Bus Company in a separate document.

DR2. At the discretion of the Planning Board, provide a traffic study in accordance with §185-31.C.(3)(s). The applicant has requested a waiver from this requirement due to the uncertainty of future building uses. BETA recommends for the Board to include a condition of approval requiring the applicant to file a limited site plan once tenants are secured and subsequently complete a traffic study if deemed necessary by the Board.

The applicant agrees to this as a condition of approval.

DR3. Depict snow storage locations for parking areas on the plans §185-31.C.(3)(i).

Snow storage locations have been added to SL1 and GU1.

Schedule of Lot, Area, Frontage, Yard and Height Requirements (§185 Attachment 9) The project as proposed is intended to meet the requirements set forth in this section for the Commercial II (CII) Zoning District. Requirements for lot area, lot dimensions, yard dimensions, building height, and impervious coverage are met.

Lighting (§185-31.C.(4)(E))

The project proposes to install 16 pole-mounted luminaires and 7 wall mounted luminaires. A photometric plan for the site has been provided and illuminance is anticipated to be adequate for safety and security. Some spillage is proposed onto the adjacent commercial property to the south and the Applicant has requested a waiver to allow the spillage.

LI1. Recommend revising the lighting plan to minimize spillage onto adjacent commercial property to the south.

The site lighting plan indicates that light spillage is occurring at Panther Way and the abutting property CVS. Panther Way has streetlights which will be aided by the site lighting spillage. The CVS property also has sight lighting and the proposed light spillage will be minimal and generally located at the top of the existing retaining wall. A waiver has been requested.

Screening (§185-35)

The project proposes a loading area and outdoor parking for 10 or more vehicles. The project abuts residential uses and thus must be screened in accordance with this bylaw. No plantings are proposed for the purpose of screening; however, it is anticipated that the existing buffer of mature vegetation to remain will provide adequate screening. The applicant has identified abutting residential uses.

Stormwater Management

The project as proposes stormwater management in the form of deep sump catch basins, proprietary water quality units, an infiltration basin, and a subsurface infiltration system. The project as currently depicted will disturb in excess of one acre of land and will be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and file a Notice of Intent with EPA.

General Comments

SW1. Provide a weir through the Pond 2 emergency spillway rip rap, such as curbing, to prevent premature discharge through the stone.

A reinforced concrete curb has been added to the detail. See sheet CD3.

SW2. Clarify how runoff will be conveyed to the 12" HDPE/RCP pipe extending from Retaining Wall #2.

The 12" pipe was provided to allow for connection of the anticipated wall drain and will be installed if necessary. The final wall drain location will be provided by the structural engineer.

SW3. Review the pipe configuration at DMH6, DMH7, and DMH8 to ensure the precast structures can accommodate the pipes.

DMH 1a was added which disconnected the roof from DMM 6. DMH 7 inlets from CB7 and DMH 8 elevations are 1.25' apart. DMH 8 inlets from CB 12 and DMH 9 elevations are 2 feet apart. No constructability issues are anticipated.

SW4. Recommend providing rim and invert information for proposed DMH-20 on the Grading and Utility Plan in addition to Pond Outlet Detail.

The rim and invert elevations have been added to sheet GU-1.

SW5. Clarify limits of compacted low permeability soil on Infiltration Basin Section.

The note and detail have been revised on sheet CD3.

The project has been designed to meet portions of the stormwater management requirements of the BDPG (e.g. peak development discharge rates, erosion and sediment controls, landscaping). Further discussion on these topics, along with sedimentation and erosion control, is provided in the Massachusetts Stormwater Management Standards section below.

Massachusetts Stormwater Management Standards:

The following are the ten Massachusetts Stormwater management standards and relative compliance provided by the submitted documentation.

No untreated stormwater (Standard Number 1): No new stormwater conveyances (e.g. outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.

The project does not propose any untreated discharges to or that will cause erosion to wetlands – **complies with standard.**

Post-development peak discharge rates (Standard Number 2): *Stormwater management systems must be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates.* The project as proposed provides stormwater management in the form of a deep sump catch basins, proprietary water quality units, an infiltration basin, and a subsurface infiltration system. According to the Stormwater Management report, a reduction in peak discharge rate and total runoff volume is anticipated for the 2-, 10-, and 100-year storm events.

SW6. Revise time of concentration for sub-catchment CB11 to use the minimum of 6 minutes.

The time of concentration has been revised.

SW7. Consider relocating CB6 and CB5 closer to Panther Way to minimize flow to the Town right-of-way.

The rim to invert distance is 3 feet for CB 5 and 3.18' for CB 6. A relocation closer to Panther Way would reduce the rim to invert to less than 3 feet.

Recharge to groundwater (Standard Number 3): Loss of annual recharge to groundwater should be minimized through the use of infiltration measures to maximum extent practicable.

The project proposes paved parking areas and buildings, resulting in an increased impervious area. The surface and subsurface infiltration system will meet the requirements for groundwater recharge – **complies with standard.**

SW8. Although groundwater depths are anticipated be deep based upon provided test pit information there is concern that the northerly corner of the infiltration basin may encounter groundwater due to a proposed 20-foot cut. In consideration that it is not practicable to excavate a test pit to this depth BETA recommends the Board include a condition that requires the groundwater elevation to be evaluated at the start of construction if the project is approved.

The applicant agrees to this as a condition of approval.

80% TSS Removal (Standard Number 4): For new development, stormwater management systems must be designed to remove 80% of the annual load of Total Suspended Solids.

The project proposes the use of deep sump catch basins with hoods, proprietary stormwater treatment units, and infiltration structures to mitigate TSS from increased impervious areas. TSS removal rates for the site are anticipated to be at least 80%. Proposed proprietary treatment units will provide the minimum 44% TSS removal required prior to infiltration for soils with rapid infiltration rates.

Higher Potential Pollutant Loads (Standard Number 5): *Stormwater discharges from Land Uses with Higher Potential Pollutant Loads require the use of specific stormwater management BMPs.*

The project proposes exterior fleet storage and qualifies the site as a LUPPL. The exterior fleet storage area is located solely within the eastern parking area, and all runoff will be captured by deep-sump, hooded catch basins, then routed through two CDS water quality units, and discharged to the subsurface infiltration system. Proposed proprietary treatment units will provide the minimum 44% TSS removal required prior to infiltration.

Critical Areas (Standard Number 6): Stormwater discharges to critical areas must utilize certain stormwater management BMPs approved for critical areas.

The project is not in proximity to a critical area – not applicable.

Redevelopment (Standard Number 7): Redevelopment of previously developed sites must meet the Stormwater Management Standards to the maximum extent practicable.

The project does not meet the definition of a redevelopment - not applicable.

Construction Period Erosion and Sediment Controls (Standard Number 8): *Erosion and sediment controls must be implemented to prevent impacts during construction or land disturbance activities.*

The project includes an erosion control plan designed to mitigate construction period pollution. The project as

currently depicted will disturb in excess of one acre of land and will be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and file a Notice of Intent with EPA. Erosion control measures include a stabilized construction entrance, silt sacks, and perimeter compost socks.

SW9. Clarify the erosion control line/limit of work. It is clearly depicted at the northeast corner of the site; however, the end of the erosion control line is not readily visible.

The erosion control line has been made wider on sheet ERC-1. Additional labels were added to each end of the limit of work line on sheet PP1.

SW10. Clarify construction sequence notes on sheet ERC1. There are two separate sets of notes.

The notes have been revised.

Operations and Maintenance Plan (Standard Number 9): A long-Term Operation and Maintenance Plan shall be developed and implemented to ensure that stormwater management systems function as designed. A basic standalone Operation and Maintenance Plan (O&M) was included in the Stormwater Management Report – complies with standard.

Illicit Discharges (Standard Number 10): All illicit discharges to the stormwater management systems are prohibited.

An unsigned copy the illicit discharge compliance statement has been provided with the report. SW11. Provide signature on the Illicit Discharge Compliance Statement.

A signed illicit discharge statement will be included in the SWPPP and Town of Franklin Erosion Control Permit Application.

Additional revisions.

- a. The applicant has revised the building footprint and height. Changes to the parking schedule and zoning chart have been provided.
- b. Proposed parking space exit routes have been provided for two spaces. Seed details on sheet ERC-1.

We are looking forward to meeting with the Planning Board to discuss this project further.

Thank You,

Rick Goodreau Project Manager



June 17, 2020

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

Re: Panther Way Site Plan and Special Permit Application Peer Review

Dear Mr. Padula:

BETA Group, Inc. (BETA) has reviewed revised documents for the proposed project entitled *Site Plan Panther Way* in Franklin, Massachusetts. This letter is provided to update findings, comments, and recommendations.

BETA received the following items:

- Plans (14 sheets) entitled: *Site Plan Panther Way,* revised June 9, 2020, prepared by United Consultants, Inc., Wrentham, MA
- Application for Approval of a Site Plan and Special Permits including the following
 - Certificate of Ownership
- **Drainage Analysis for West Central Street and Panther Way**, revised June 9, 2020, prepared by United Consultants, Inc., Wrentham, MA

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 July 11, 2018
- Zoning Map of the Town of Franklin, Massachusetts, amended July 11, 2018
- Stormwater Management Chapter 153 From the Code of the Town of Franklin, Adopted May 02, 2007
- Subdivision Regulations Chapter 300 From the Code of the Town of Franklin, current through January 01, 2016
- Town of Franklin Best Development Practices Guidebook, dated September 2016.
- Wetlands Protection Chapter 181 From the Code of the Town of Franklin, current through August 20, 1997

COMPILED REVIEW LETTER KEY

BETA reviewed this project previously and provided review comments in a letter to the Board dated April 14, 2020 (original comments in standard text), United Consultants Inc. (UCI) provided responses (responses in *italic* text), and BETA has provided comments on the status of each (status in **standard bold text**).

Mr. Anthony Padula, Chairman June 17, 2020 Page 2 of 9

INTRODUCTION

The project site is 14.8± acres and consists of two primarily undeveloped lots along the western side of Panther Way between Highwood Drive and West Central Street. Existing site features include a 26,000± SF gravel parking area in the southeastern portion of the Site. Beyond this area, the site is predominantly undeveloped woodlands. The site is located within the Commercial II Zoning District. Parcels abutting the project are located within the Commercial II Zoning District to the southeast, Single Family III district to the north, and Rural Residential II district to the northeast. The project is not located within the Water Resources District.

The project is not anticipated to perform any work in proximity to DEP mapped wetlands or other wetland resource areas. There are no NHESP habitats of rare wildlife or species located in proximity to the site and the project is not within a FEMA mapped 100-year flood plain. NRCS soil maps indicate the presence of Charlton-Hollis-Rock-outcrop complex (3 to 8% slopes) and Hinckley Loamy Sand, rated in Hydrologic Soil Group (HSG) A (high infiltration rate), and Charlton-Hollis-Rock-outcrop complex (8 to 15% slopes) rated in HSG B (moderate infiltration rate).

The project proposes to develop the site with a new building intended for wholesale office and salesroom with storage. Associated site features include new paved parking areas and access driveway, closed drainage system, infiltration basin, subsurface infiltration system, utilities, and landscaping. A portion of the parking area will also be designated for bus parking and minor motor vehicle repair. The proposed development is generally proposed towards the eastern portion of the site while the western area of the site will remain as woodlands. The project as currently depicted will disturb in excess of one acre of land and will be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and file a Notice of Intent with EPA.

FINDINGS, COMMENTS AND RECOMMENDATIONS

GENERAL COMMENTS

- G1. The two lots will either need to be combined through an ANR plan or easements provided for the proposed stormwater basin that crosses the existing lot lines. If easements are proposed, they should be depicted on the plan. UCI: A proposed easement has been added to the plans. See sheets SL-1, GU-1, PP-1 and ERC-1. BETA2: Easement depicted issue resolved.
- G2. Verify that proposed retaining wall #3 and any necessary geotextile reinforcement, slope work, or sheeting can be installed/constructed without an easement on the abutting property. The 11'± high wall is proposed approximately 6' from the property line. UCI: The proposed retaining wall #3 is approximately 11 high. Based on this height a typical Redi Rock wall would have a base block with a depth of 41" and a top block with a width of 28". A 12" minimum of %" crushed stone will need to be placed between the back of the wall and the free draining gravel backfill. The wall and material requirements were obtained from J&R Precast. Geogrid would not be necessary. Retaining wall # 3 was relocated and revised to depict the base stone location, the top stone location and the setback required per wall course. The rear of the wall is located 5 feet from the property line at the closest location. BETA2: Information provided issue resolved.
- G3. Clarify the areas where the provided monolithic curb and sidewalk and bollard details are proposed. UCI: The monolithic curb detail has been revised to a sidewalk detail on sheet CD1.



Bollard locations and notes were added to sheets SL-1 and GU-1. BETA2: Detail revised and locations provided – issue resolved.

G4. Recommend including the proposed asphalt overhang area option on the Pavement and Vertical Concrete Curbing detail. UCI: An asphalt overhand pavement and vertical concrete curb detail has been added to sheet CD3. BETA2: Detail provided – issue resolved.

ZONING

The site is located within the Commercial II (CII) Zoning District. This district is primarily intended for office, retail, service, trade, restaurant, and other commercial uses in a downtown environment. The project proposes wholesale office and salesroom uses for the building. These uses are permitted as-of-right, so long as the proposed project does not increase the estimated water consumption by more than 15,000 gallons per day. The project also proposes a parking area to be designated for bus parking/leasing and motor vehicle repair. The Applicant has submitted Special Permit Applications under Sections 2.6.a Motor vehicle rentals and leasing with repair service and 2.7.c Motor vehicle service, repair, other. BETA defers to the Zoning Enforcement Officer to confirm the site's proposed uses as it relates to the Bylaw.

The site plans indicate that permitted motor vehicle repairs will be limited to windshield wiper blade repair/replacement, flat tire changes, and minor safety repairs. BETA defers to the preference of the Board to include a condition restricting the type of repairs permitted on the site.

The applicant has not submitted data regarding estimated water consumption but has specified in the special permit that consumption is unlikely to be excessive and will be reviewed by the Planning Board when future tenants apply for permits.

PARKING, LOADING, AND DRIVEWAYS (§185-21)

The project proposes the construction of a building intended for warehouse and office uses. Access to the site and parking areas is provided from Panther Way via a 730± foot driveway. The driveway will connect to four new parking areas: one to the north, two to the south, and one to the east of the proposed building. The eastern lot includes spaces designated for bus parking.

The applicant has divided each proposed building into "office" and "warehouse" areas for the purpose of determining parking requirements. Parking requirements for offices are calculated as one space per every 250 square feet of gross floor area and parking for warehouses are calculated as one space per every 1,000 square feet of gross floor area. Based on these calculations, 60 parking spaces are required, and the Applicant has provided 79 passenger vehicle spaces as well as 30 bus spaces (25 exterior, 5 interior).

Passenger vehicle parking spaces have been sized for dimensions of 9' x 19', with minimum access aisle widths of 23+ ft. Bus parking spaces have been sized for dimensions of 11' x 40', with minimum access aisle widths of 60 ft.

For the proposed number of parking spaces, four must be accessible to satisfy Massachusetts Architectural Access Board (MAAB) requirements. One must also be van accessible. The project proposes four accessible spaces, all of which have are van accessible.

- P1. Increase access aisle widths to a minimum of 24 ft. (§185-21.C.(8)). UCI: Aisle width dimensions have been added to sheet SL-1. BETA2: Dimensions provided issue resolved.
- P2. In consideration that there are no known tenants and building uses/layouts are only estimated, the Board may wish to consider a condition that requires the Applicant to have each new tenant approved to ensure there is adequate parking on the site. *UCI: The applicant agrees to this as a*



condition of approval. BETA2: BETA defers to the preference of the Board to include this condition.

- P3. Provide an area for vehicles to back out of the two parking spaces closest to the north side of the building. UCI: The pavement area was revised to provide a turnout area. See sheet SL-1 and GU-1. BETA2: Back out area provided issue resolved. Based on the discussion at the previous hearing, consideration should be given to reconfiguring the area of parking spaces "A" and "B." Although turning movements have been provided that depict that the spaces can be accessed, it is less than desirable.
- P4. Revise the Planting Schedule note for required number of plantings to be consistent with the number of proposed parking spaces. UCI: The parking schedule and planting schedule have been revised. See sheet PP1. BETA2: Note revised issue resolved.
- P5. Increase the number of plantings proposed within 5 feet of the parking areas to fully comply with §185-21.C.(5). UCI: The planting locations have been revised. See sheet PP1. BETA2: Locations revised issue resolved.
- P6. Provide information on how the interior bus parking area is intended function in conjunction with the stacked exterior parking spaces. UCI: Each driver has an assigned bus. Not all busses leave or arrive at the same time. The operation also provides for busses that used on an as needed basis. All busses are not used on a daily basis. These busses would be stored inside the building. W.T. Holmes staff will also be available to relocated buses to provide for access to all bus locations. **BETA2: Information provided issue resolved.**
- P7. Clarify if the entire first floor is intended to be used for bus operations. UCI: The entire first floor will be for the W.T. Holmes bus operation. BETA2: Information provided. In conjunction with comment P2 it is anticipated that gross floor area for each story will be confirmed to verify adequate parking prior to occupancy. BETA notes the building has been revised from 2 stories to 3 stories.

EARTH REMOVAL REGULATIONS (§185-23)

E1. Review of the grading plan indicates there are cuts greater than 15 feet and significant earth removal may occur. If excavation greater than 1,000 cu. yd. will occur during construction, the project is required to obtain a special permit by the Board of Appeals. The Board may wish to note the need for an earth removal permit in any future decision. *UCI: The applicant acknowledges that an Earth Removal Special Permit from the Zoning Board of Appeals will be necessary.* **BETA2: The Board may wish to note this in their decision.**

SIDEWALKS (§185-28)

SI1. A six-foot concrete sidewalk is required along the frontage of Panther Way unless the Board determines that existing site conditions preclude its usefulness. The applicant has requested a waiver from this requirement. BETA notes that an existing sidewalk is present along the easterly side of Panther Way and there is approximately 200 feet of existing sidewalk on the westerly side of Panther Way near the intersection of West Central Street. *UCI: The existing edge of pavement has a minimum distance of approximately 4' 7" from the Right or Way line. As stated above a sidewalk is currently located on the opposite of Panther Way from the project site. A waiver has been requested. BETA2: Recommend for the Board to discuss this issue. At the previous public*



Mr. Anthony Padula, Chairman June 17, 2020 Page 5 of 9

hearing the Board inquired as to whether a sidewalk could be provided along the Site's frontage.

CURBING (§185-29)

The project proposes the installation of vertical granite curb along approximately 500 feet of the access drive. Vertical concrete curb is proposed around the remainder of the driveway and parking areas.

SITE PLAN AND DESIGN REVIEW (§185-31)

Drawing Requirements

Drawings must be prepared in accordance with §185-31.

- DR1. BETA recommends a detailed operations and training plan be provided to ensure that buses will not result in adverse noise impacts or excessive emissions. This plan should be referenced in any future decision by the Board, to ensure that all employees implement these requirements. *UCI: A plan will be provided by the W.T. Holmes Bus Company in a separate document.* BETA2: Document not provided. BETA defers to the preference of the Board to require this information.
- DR2. At the discretion of the Planning Board, provide a traffic study in accordance with §185-31.C.(3)(s). The applicant has requested a waiver from this requirement due to the uncertainty of future building uses. BETA recommends for the Board to include a condition of approval requiring the applicant to file a limited site plan once tenants are secured and subsequently complete a traffic study if deemed necessary by the Board. *UCI: The applicant agrees to this as a condition of approval.* **BETA2: BETA defers to the preference of the Board to include this condition.**
- DR3. Depict snow storage locations for parking areas on the plans §185-31.C.(3)(i). UCI: Snow storage locations have been added to SL1 and GU1. BETA2: Snow storage locations provided issue resolved.

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

The project as proposed is intended to meet the requirements set forth in this section for the Commercial II (CII) Zoning District. Requirements for lot area, lot dimensions, yard dimensions, building height, and impervious coverage are met.

LIGHTING (§185-31.C.(4)(E))

The project proposes to install 16 pole-mounted luminaires and 7 wall mounted luminaires. A photometric plan for the site has been provided and illuminance is anticipated to be adequate for safety and security. Some spillage is proposed onto the adjacent commercial property to the south and the Applicant has requested a waiver to allow the spillage.

LI1. Recommend revising the lighting plan to minimize spillage onto adjacent commercial property to the south. UCI: The site lighting plan indicates that light spillage is occurring at Panther Way and the abutting property CVS. Panther Way has streetlights which will be aided by the site lighting spillage. The CVS property also has sight lighting and the proposed light spillage will be minimal and generally located at the top of the existing retaining wall. A waiver has been requested. BETA2: BETA concurs with the applicant's response and this waiver request is reasonable.



SCREENING (§185-35)

The project proposes a loading area and outdoor parking for 10 or more vehicles. The project abuts residential uses and thus must be screened in accordance with this bylaw. No plantings are proposed for the purpose of screening; however, it is anticipated that the existing buffer of mature vegetation to remain will provide adequate screening. The applicant has identified abutting residential uses.

STORMWATER MANAGEMENT

The project as proposes stormwater management in the form of deep sump catch basins, proprietary water quality units, an infiltration basin, and a subsurface infiltration system. The project as currently depicted will disturb in excess of one acre of land and will be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and file a Notice of Intent with EPA.

General Comments

- SW1. Provide a weir through the Pond 2 emergency spillway rip rap, such as curbing, to prevent premature discharge through the stone. *UCI: A reinforced concrete curb has been added to the detail. See sheet CD3.* **BETA2: Weir provided issue resolved.**
- SW2. Clarify how runoff will be conveyed to the 12" HDPE/RCP pipe extending from Retaining Wall #2. UCI: The 12" pipe was provided to allow for connection of the anticipated wall drain and will be installed if necessary. The final wall drain location will be provided by the structural engineer. BETA2: Information provided issue resolved.
- SW3. Review the pipe configuration at DMH6, DMH7, and DMH8 to ensure the precast structures can accommodate the pipes. UCI: DMH 11 was added which disconnected the roof from DMH 6. DMH 7 inlets from CB7 and DMH 8 elevations are 1.25' apart. DMH 8 inlets from CB 12 and DMH 9 elevations are 2 feet apart. No constructability issues are anticipated. BETA2: Information provided issue dismissed.
- SW4. Recommend providing rim and invert information for proposed DMH-20 on the Grading and Utility Plan in addition to Pond Outlet Detail. *UCI: The rim and invert elevations have been added to sheet GU-1.* **BETA2: Information provided issue resolved.**
- SW5. Clarify limits of compacted low permeability soil on Infiltration Basin Section. *UCI: The note and detail have been revised on sheet CD3.* **BETA2: Information provided issue resolved.**

Best Development Practices Guidebook

The project has been designed to meet portions of the stormwater management requirements of the BDPG (e.g. peak development discharge rates, erosion and sediment controls, landscaping). Further discussion on these topics, along with sedimentation and erosion control, is provided in the Massachusetts Stormwater Management Standards section below.

MASSACHUSETTS STORMWATER MANAGEMENT STANDARDS:

The following are the ten Massachusetts Stormwater management standards and relative compliance provided by the submitted documentation.



No untreated stormwater (Standard Number 1): *No new stormwater conveyances (e.g. outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.*

The project does not propose any untreated discharges to or that will cause erosion to wetlands – complies with standard.

Post-development peak discharge rates (Standard Number 2): Stormwater management systems must be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates.

The project as proposed provides stormwater management in the form of a deep sump catch basins, proprietary water quality units, an infiltration basin, and a subsurface infiltration system. According to the Stormwater Management report, a reduction in peak discharge rate and total runoff volume is anticipated for the 2-, 10-, and 100-year storm events.

- SW6. Revise time of concentration (TOC) for subcatchment CB11 to use the minimum of 6 minutes. UCI: The time of concentration has been revised. **BETA2: TOC revised – issue resolved.**
- SW7. Consider relocating CB6 and CB5 closer to Panther Way to minimize flow to the Town right-ofway. UCI: The rim to invert distance is 3 feet for CB 5 and 3.18' for CB 6. A relocation closer to Panther Way would reduce the rim to invert to less than 3 feet. **BETA2: Information provided** – issue dismissed.

Recharge to groundwater (Standard Number 3): Loss of annual recharge to groundwater should be minimized through the use of infiltration measures to maximum extent practicable.

The project proposes paved parking areas and buildings, resulting in an increased impervious area. The surface and subsurface infiltration system will meet the requirements for groundwater recharge – **complies with standard.**

SW8. Although groundwater depths are anticipated be deep based upon provided test pit information there is concern that the northerly corner of the infiltration basin may encounter groundwater due to a proposed 20-foot cut. In consideration that it is not practicable to excavate a test pit to this depth BETA recommends the Board include a condition that requires the groundwater elevation to be evaluated at the start of construction if the project is approved. *UCI: The applicant agrees to this as a condition of approval.* **BETA2: BETA defers to the preference of the Board to include this condition.**

80% TSS Removal (Standard Number 4): For new development, stormwater management systems must be designed to remove 80% of the annual load of Total Suspended Solids.

The project proposes the use of deep sump catch basins with hoods, proprietary stormwater treatment units, and infiltration structures to mitigate TSS from increased impervious areas. TSS removal rates for the site are anticipated to be at least 80%. Proposed proprietary treatment units will provide the minimum 44% TSS removal required prior to infiltration for soils with rapid infiltration rates.

Higher Potential Pollutant Loads (Standard Number 5): *Stormwater discharges from Land Uses with Higher Potential Pollutant Loads require the use of specific stormwater management BMPs.*

The project proposes exterior fleet storage and qualifies the site as a LUPPL. The exterior fleet storage area is located solely within the eastern parking area, and all runoff will be captured by deep-sump, hooded catch basins, then routed through two CDS water quality units, and discharged to the subsurface



Mr. Anthony Padula, Chairman June 17, 2020 Page 8 of 9

infiltration system. Proposed proprietary treatment units will provide the minimum 44% TSS removal required prior to infiltration.

Critical Areas (Standard Number 6): Stormwater discharges to critical areas must utilize certain stormwater management BMPs approved for critical areas.

The project is not in proximity to a critical area – **not applicable**.

Redevelopment (Standard Number 7): *Redevelopment of previously developed sites must meet the Stormwater Management Standards to the maximum extent practicable.*

The project does not meet the definition of a redevelopment – **not applicable.**

Construction Period Erosion and Sediment Controls (Standard Number 8): *Erosion and sediment controls must be implemented to prevent impacts during construction or land disturbance activities.*

The project includes an erosion control plan designed to mitigate construction period pollution. The project as currently depicted will disturb in excess of one acre of land and will be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and file a Notice of Intent with EPA. Erosion control measures include a stabilized construction entrance, silt sacks, and perimeter compost socks.

- SW9. Clarify the erosion control line/limit of work. It is clearly depicted at the northeast corner of the site; however, the end of the erosion control line is not readily visible. *UCI: The erosion control line has been made wider on sheet ERC-1. Additional labels were added to each end of the limit of work line on sheet PP1.* **BETA2: Erosion control limits clarified issue resolved.**
- SW10. Clarify construction sequence notes on sheet ERC1. There are two separate sets of notes. UCI: The notes have been revised. BETA2: Notes revised issue resolved.

Operations and Maintenance Plan (Standard Number 9): A long-Term Operation and Maintenance Plan shall be developed and implemented to ensure that stormwater management systems function as designed.

A basic standalone Operation and Maintenance Plan (O&M) was included in the Stormwater Management Report – complies with standard.

Illicit Discharges (Standard Number 10): All illicit discharges to the stormwater management systems are prohibited.

An unsigned copy the illicit discharge compliance statement has been provided with the report.

SW11. Provide signature on the Illicit Discharge Compliance Statement. UCI: A signed illicit discharge statement will be included in the SWPPP and Town of Franklin Erosion Control Permit Application. BETA2: Information provided – BETA defers to the DPW to confirm the documentation has been provided.



Mr. Anthony Padula, Chairman June 17, 2020 Page 9 of 9

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

Styphen Borgan

Stephen Borgatti Staff Engineer

cc: Amy Love, Town Planner

Job No: 4830 - 49

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

June 15, 2020

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

RE: Special Permit/Site Plan Review – Panther Way

Dear Mr. Chairman and Members:

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

1. Constructability of Retaining Wall #3 should be verified. It appears that the highest portion of the wall will be 12.5 feet tall and only 2-3 feet off of the adjacent property corner, limiting the use of reinforcing tie-backs if necessary.

Our other previous comments have been addressed. Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

202

Michael Maglio, P.E. Town Engineer

FRANKLIN PLANNING & COMMUNITY



DEVELOPMENT 355 East Central Street, Room 120 Franklin, Ma 02038-1352 Telephone: 508-520-4907

MEMORANDUM

DATE:	June 16, 2020
TO:	Franklin Planning Board
FROM:	Department of Planning and Community Development
RE:	West Central St & Panther Way Special Permit & Site Plan

The DPCD has reviewed the above referenced Site Plan application for the Monday, June 22, 2020 Planning Board meeting and offers the following commentary:

General:

- The applicant seeks a Special Permit and Site Plan to one building, with parking, landscaping and drainage on a vacant lot.
- Two Special Permits have been filed for Motor vehicle service, repair -other and Motor Vehicle leasing with repair.
- Special Permit findings are included in the application and on file.
- The property is not Conservation jurisdiction

Overview:

On June 14, 2019, the Applicant submitted a Special Permit and Site Plan to construct 2 buildings with a fueling station. On January 27, 2020 the Planning Board accepted a request from the Applicant to withdraw their application. On March 9, 2020 the Applicant submitted a new application with one building, and has removed fueling station.

Comments:

- 1. Applicant has provided an outline of the parking schedule. The required amount of parking is 60 spaces, and the Applicant has provided 79 spaces, with 30 spaces for bus parking.
- 2. The dumpster is located at the far end of the building. Consider adding a dumpster within the bus parking, to allow any trash on buses be disposed of nearby. *Applicant has provided trash receptacles in the building to utilize for the buses.*
- 3. The Applicant is required to file with Design Review Commission. *Applicant received Design Review recommendation on June 16, 2020.*
- 4. DPCD defers to DPW/Engineering and BETA Group, Inc. to address drainage issues.

ROLE CALL VOTE:

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

• **Special Permit VOTE:** Motor Vehicle leasing with repair under §185 Attachment 2, Use Regulations Schedule Part II, Section 2.6 and to allow Motor vehicle service leasing with and §185 Attachment 2, Use Regulations Schedule Part II, Section 2.7.c Motor Vehicle service, repair-other.

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

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

Anthony Padula	YES	NO	Joseph Halligan	YES	NO
William David	YES	NO	Gregory Rondeau	YES	NO
Rick Power	YES	NO			

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

Anthony Padula	YES	NO	Joseph Halligan	YES	NO
William David	YES	NO	Gregory Rondeau	YES	NO
Rick Power	YES	NO			

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

Anthony Padula	YES	NO	Joseph Halligan	YES	NO
William David	YES	NO	Gregory Rondeau	YES	NO
Rick Power	YES	NO			

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

Anthony Padula	YES	NO	Joseph Halligan	YES	NO
William David	YES	NO	Gregory Rondeau	YES	NO
Rick Power	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.

Anthony Padula	YES	NO	Joseph Halligan	YES	NO
William David	YES	NO	Gregory Rondeau	YES	NO
Rick Power	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.

Anthony Padula	YES	NO	Joseph Halligan	YES	NO
William David	YES	NO	Gregory Rondeau	YES	NO
Rick Power	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.

Anthony Padula	YES	NO	Joseph Halligan	YES	NO
William David	YES	NO	Gregory Rondeau	YES	NO
Rick Power	YES	NO			

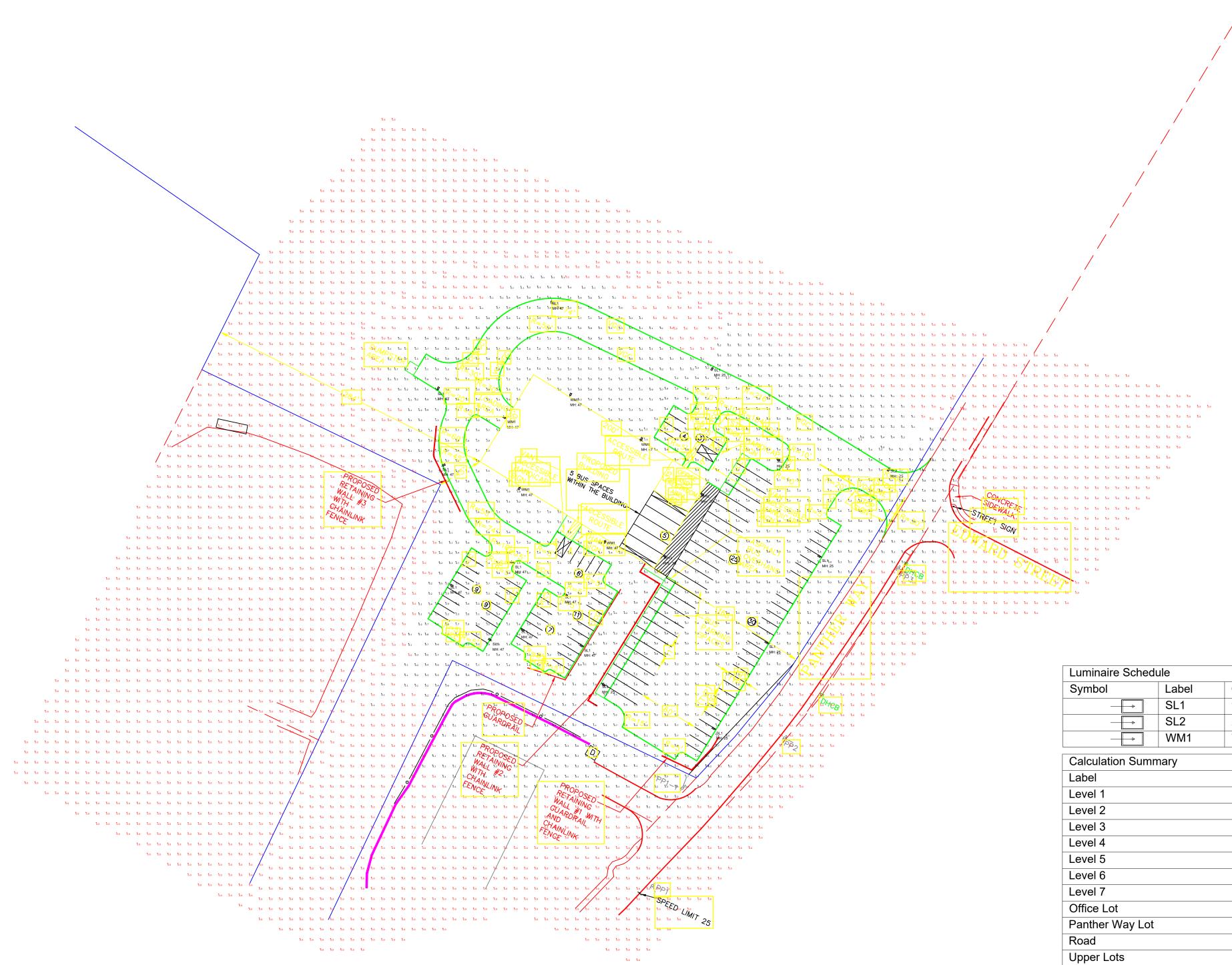
The proposed use will not have adverse effects which overbalance its beneficial effects on either the neighborhood or the Town, in view of the particular characteristics of the site and of the proposal in relation to that site.

Anthony Padula	YES	NO	Joseph Halligan	YES	NO
William David	YES	NO	Gregory Rondeau	YES	NO
Rick Power	YES	NO			

Suggested Standard Conditions of Approval:

- 1. This Special Permit shall not be construed to run with the land and shall run with the Site Plan as endorsed by the Planning Board. A new Special Permit shall be required from the Planning Board if any major change of use or major change to the site plan is proposed.
- 2. This Special Permit shall lapse if a substantial use or construction has not begun, except for good cause, within twenty four (24) months of approval, unless the Board grants an extension.- No final Certificate of Occupancy shall be issued until all requirements of the Special Permit have been completed to the satisfaction of the Board unless the applicant has submitted a Partial Certificate of Completion for the remainder of the required improvements. The applicant's engineer or surveyor, upon completion of all required improvements, shall submit a Certificate of Completion. The Board or its agent(s) shall complete a final inspection of the site upon filing of the Certificate of Completion by the applicant. Said inspection is further outlined in condition #4.
- 3. Construction or operations under this Special Permit shall conform to any subsequent amendment of the Town of Franklin Zoning Bylaw (§185) unless the use or construction is commenced within a period of six (6) months after the issuance of this Special Permit and, in cases involving construction, unless such construction is continued through to completion as continuously and expeditiously as is reasonable.
- 4. The Planning Board will use outside consultant services to complete construction inspections upon the commencement of construction. The Franklin Department of Public Works Director, directly and through employees of the Department of Public Works and outside consultant services shall act as the Planning Board's inspector to assist the Board with inspections necessary to ensure compliance with all relevant laws, regulations and Planning Board approved plan specifications. Such consultants shall be selected and retained upon a majority vote of the Board.
- 5. Actual and reasonable costs of inspection consulting services shall be paid by the owner/applicant before or at the time of the pre-construction meeting. Should additional inspections be required beyond the original scope of work, the owner/applicant shall be required to submit fees prior to the issuance of a Final Certificate of Completion by the Planning Board (Form H). Said inspection is further outlined in condition #4.
- 6. No alteration of the Special Permit and the plans associated with it shall be made or affected other that by an affirmative vote of the members of the Board at a duly posted meeting and upon the issuance of a written amended decision.
- 7. All applicable laws, by-laws, rules, regulations, and codes shall be complied with, and all necessary licenses, permits and approvals shall be obtained by the owner/applicant.
- 8. Prior to the endorsement of the site plan, the following shall be done:
 - The owner/applicant shall make a notation on the site plan that references the Special Permit and the conditions and dates of this Certificate of Vote.
 - A notation shall be made on the plans that all erosion mitigation measures shall be in place prior to major construction or soil disturbance commencing on the site.
 - All outstanding invoices for services rendered by the Town's Engineers and other reviewing Departments of the Town relative to their review of the owner/applicant's application and plans shall have been paid in full.
 - The owner/applicant shall submit a minimum of six copies of the approved version of the plan.

- 9. Prior to any work commencing on the subject property, the owner/applicant shall provide plans to limit construction debris and materials on the site. In the event that debris is carried onto any public way, the owner/applicant and his assigns shall be responsible for all cleanup of the roadway. All cleanups shall occur within twenty-four (24) hours after first written notification to the owner/applicant by the Board or its designee. Failure to complete such cleanup may result in suspension of construction of the site until such public way is clear of debris.
- 10. The owner/applicant shall install erosion control devices as necessary and as directed by the Town's Construction Inspector.



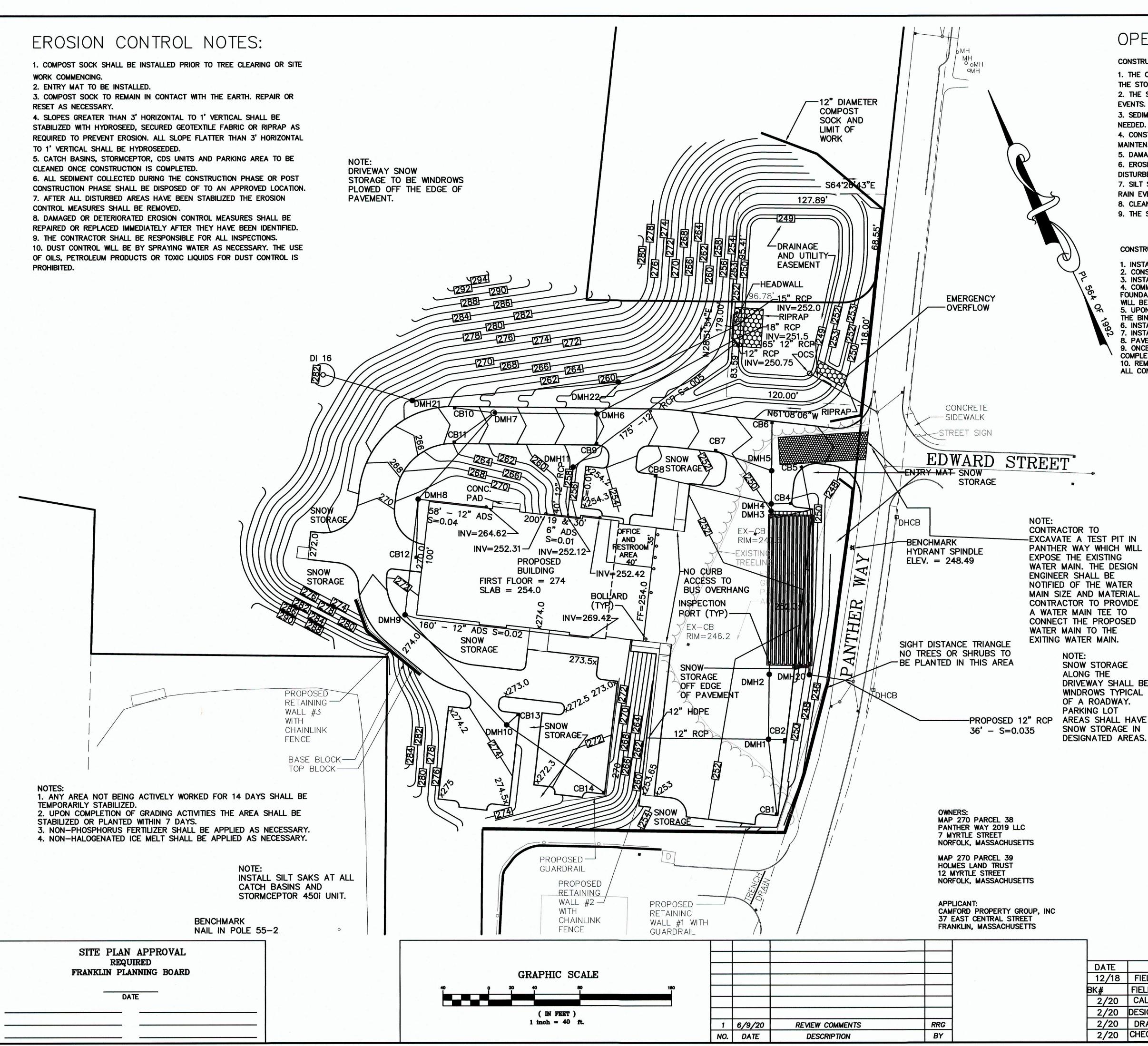


Luminaire Sched	ule				
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	SL2	2	Visionaire # VMX-1	-T4-64LC-5-4K-U	INV
	WM1	7	Visionaire # VMX-1	-T4-64LC-5-4K-U	INV
Calculation Sum	mary				
Label			CalcType	Units	Avg
Level 1			Illuminance	Fc	1.01
Level 2			Illuminance	Fc	1.70
Level 3			Illuminance	Fc	0.19
Level 4			Illuminance	Fc	0.00
Level 5			Illuminance	Fc	0.04
Level 6			Illuminance	Fc	0.04
Level 7			Illuminance	Fc	0.00
Office Lot			Illuminance	Fc	1.21
Panther Way Lot			Illuminance	Fc	1.27
Road			Illuminance	Fc	1.60
Upper Lots			Illuminance	Fc	2.55

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	D LUME FIX1	EN INFO	RMATION		T 25'	-0" AFG.		SL 1	1	

B. FIXTURES TO BE MOUNTED AT 25'-0" AFG. C. CALCULATION POINTS TAKEN AT GRADE.

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OPERATION AND MAINTENANCE PLAN

CONSTRUCTION PHASE

1. THE OWNERS REPRESENTATIVE, BRIAN HOLMES (1-508-528-4550), SHALL BE THE RESPONSIBLE PARTY FOR THE STORMWATER MAINTENANCE PLAN.

2. THE SITE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES WEEKLY AND AFTER ALL RAIN EVENTS.

3. SEDIMENT SHALL BE REMOVED FROM COMPOST SOCK WHEN A MAXIMUM DEPTH OF 6" IS OBSERVED OR AS NEEDED.

4. CONSTRUCTION ENTRY MAT SHALL BE INSPECTED WEEKLY AND AFTER ALL RAIN EVENTS. SEE DETAIL FOR MAINTENANCE REQUIREMENTS.

5. DAMAGED OR DETERIORATED COMPOST SOCK AREAS SHALL BE REPLACED IMMEDIATELY.

6. EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED AND ALL DISTURBED AREAS ARE STABILIZED.

7. SILT SAKS SHALL BE INSTALLED AT ALL CATCH BASINS AND SHALL BE INSPECTED WEEKLY AND AFTER ALL RAIN EVENTS.

8. CLEANING OF SILT SAKS SHALL BE COMPLETED AS NECESSARY. 9. THE STORMCEPTOR AND CDS UNITS SHALL BE CLEANED WITH A VACUUM TRUCK.

CONSTRUCTION SEQUENCE NOTES:

1. INSTALL SILT SAKS, COMPOST SOCK AND ENTRY SEDIMENTATION CONTROL MATS.

2. CONSTRUCT POND 2 TO A BOTTOM ELEVATION OF 250.0. LOAM AND SEED SIDE SLOPES 3. INSTALL AND CONNECT DI 16 TO POND 2, ONCE POND 2 IS STABILIZED.

4. COMMENCE WITH SITE WORK BY BRINGING THE SITE TO SUB-GRADE. EXCAVATE AND CONSTRUCT THE BUILDING FOUNDATION. CONSTRUCT RETAINING WALLS 1-3. WHILE THE BUILDING IS UNDER CONSTRUCTION THE SITE UTILITIES WILL BE INSTALLED. THIS WILL INCLUDE THE THE DRAINAGE SYSTEM INSTALLATION. 5. UPON COMPLETION OF THE SITE UTILITIES, BRING THE PROPOSED PAVEMENT AREAS TO SUB-GRADE AN PAVE

BINDER COURSE. NSTALL THE CURBING AND WALKWAYS.

INSTALL THE LANDSCAPING AND LOAM AND SEED ALL DISTURBED AREAS. PAVE THE SITE WITH A FINISH COURSE.

ONCE ALL CONTRIBUTORY AREAS HAVE BEEN STABILIZED EXCAVATE THE EXCESS SOIL FROM POND 2 AND MPLETE THE CONSTRUCTION OF POND 2.

REMOVE COMPOST SOCK AND SILT SAKS. COMPOST SOCK AND SILT SAKS ARE TO REMAIN IN PLACE UNTIL CONTRIBUTORY AREAS HAVE BEEN SATISFACTORILY STABILIZED.

POST CONSTRUCTION PHASE

1. THE OWNERS REPRESENTATIVE, BRIAN HOLMES (1-508-528-4550) SHALL BE THE RESPONSIBLE PARTY FOR THE STORMWATER OPERATION AND MAINTENANCE PLAN. 2. PAVED PARKING AND DRIVEWAY AREAS SHALL BE SWEPT ON AN ANNUAL BASIS.

3. CATCH BASINS SHALL BE INSPECTED FOUR TIMES PER YEAR AND CLEANED WHEN THE SEDIMENT LEVEL REACHES 2 FEET IN DEPTH. REMOVE HYDROCARBONS AND DEBRIS WHEN DISCOVERED. 4. WATER QUALITY DEVICE (STORMCEPTORS AND CDS UNITS) SHALL BE INSPECTED 4 TIMES PER YEAR AND AS FOLLOWS:

- STORMCEPTOR 450i AND STC 900 - WHEN SEDIMENT DEPTH REACHES 8" - CDS UNITS - WHEN SEDIMENT DEPTH REACHES 75% CAPACITY IN THE ISOLATED SUMP. - REMOVE HYDROCARBONS AND DEBRIS WHEN DISCOVERED.

5. POND 1 SHALL BE INSPECTED FOUR TIMES PER YEAR AND MAINTAINED AS FOLLOWS - PREVENTATIVE MAINTENANCE FOUR TIMES PER YEAR.

- INSPECTION TO ENSURE PROPER FUNCTIONING - AFTER MAJOR STORM EVENTS FOR THREE MONTHS AFTER COMPLETION OF CONSTRUCTION, TWICE PER YEAR THEREAFTER AND WHEN THERE IS A DISCHARGE THROUGH THE HIGH OUTLET. - INSPECT AND CLEAN PRE-TREATMENT DEVICES - TWICE PER YEAR AND AFTER MAJOR STORM EVENTS.

6. POND 2 SHALL BE INSPECTED FOUR TIMES PER YEAR AND MAINTAINED AS FOLLOWS - PREVENTATIVE MAINTENANCE FOUR TIMES PER YEAR.

- INSPECTION TO ENSURE PROPER FUNCTIONING - AFTER MAJOR STORM EVENTS FOR THREE MONTHS AFTER COMPLETION OF CONSTRUCTION, TWICE PER YEAR THEREAFTER AND WHEN THERE IS A DISCHARGE THROUGH THE HIGH OUTLET. - MOW THE BUFFER AREA, SIDE SLOPES, REMOVE TRASH AND DEBRIS, REMOVE GRASS CLIPPINGS AND ACCUMULATED ORGANIC MATTER - TWICE PER YEAR. - INSPECT AND CLEAN PRE-TREATMENT DEVICES - TWICE PER YEAR AND AFTER MAJOR STORM EVENTS. 7. LANDSCAPED AND TURF AREAS SHALL BE INSPECTED FOUR TIMES PER YEAR. ANY ERODED AREAS SHALL BE IMMEDIATELY REPAIRED.

SNOW STORAGE ALONG THE

DRIVEWAY SHALL BE WINDROWS TYPICAL OF A ROADWAY. PARKING LOT SNOW STORAGE IN DESIGNATED AREAS

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PROJECT

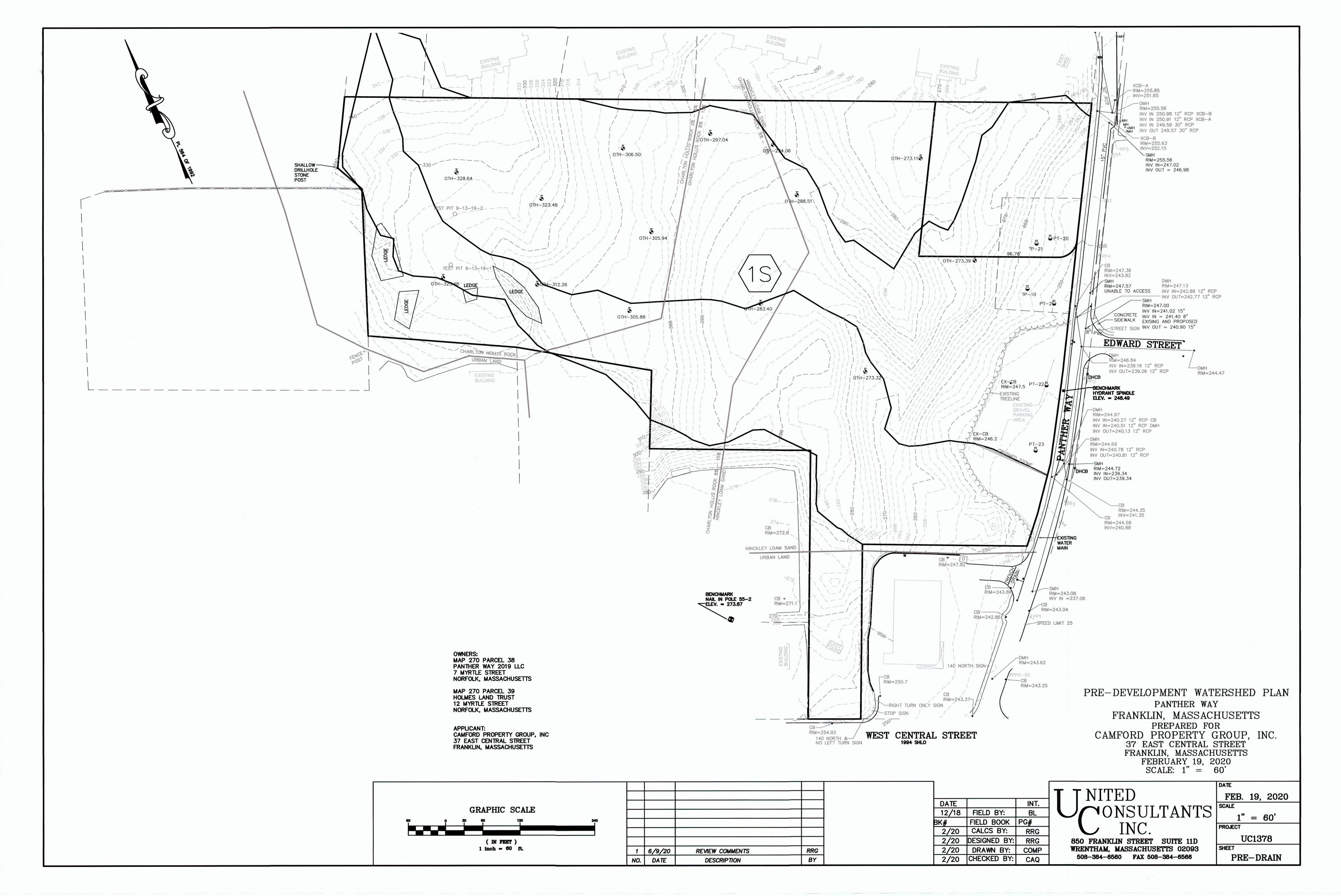
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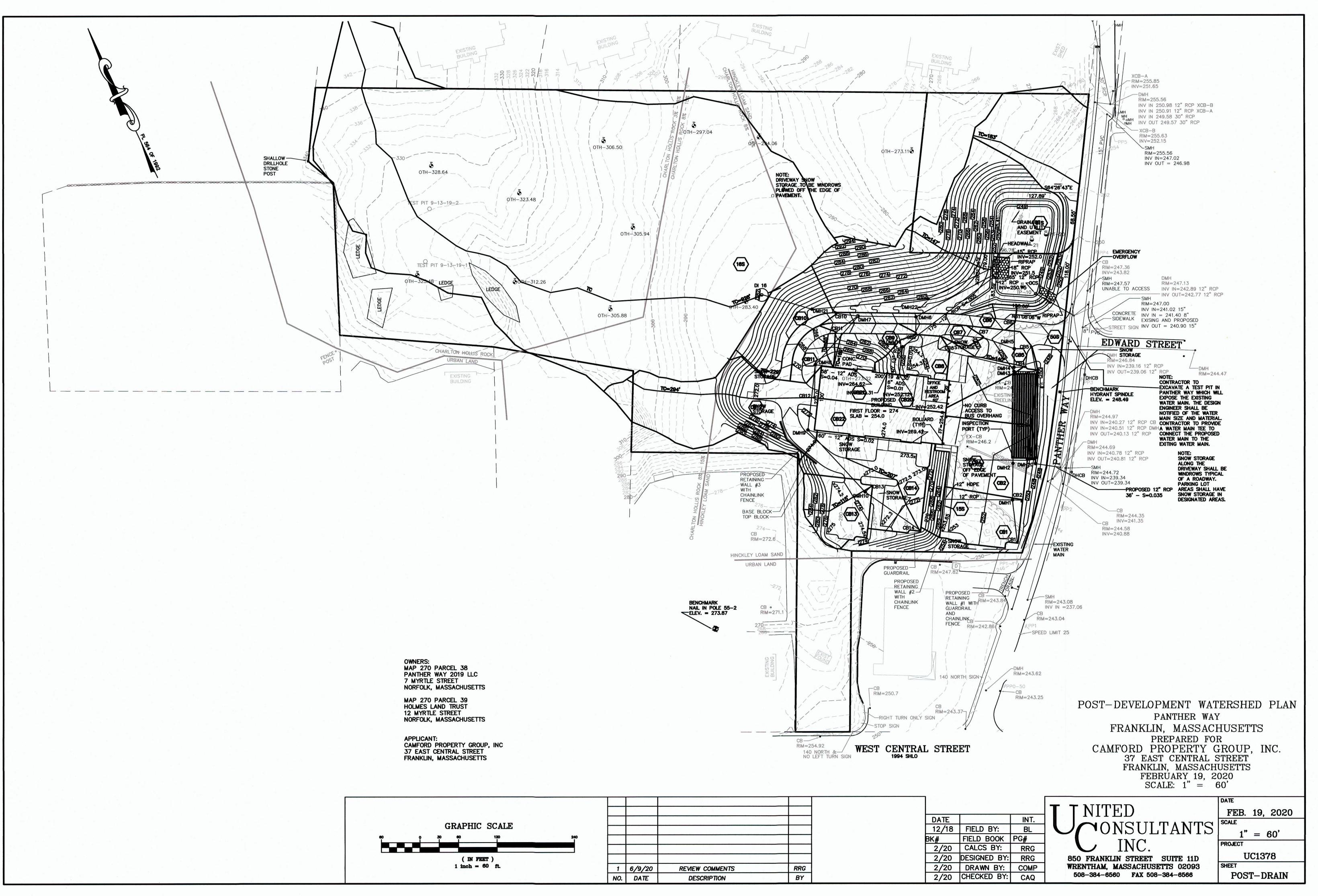
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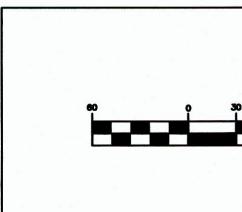
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COMMONWEALTH OF MASSACHUSETTS

Town of Franklin

Planning Board

In Re:

MCP III 176 Grove LLC, MCP III 210 Grove LLC 176 – 210 Grove Street, Franklin, MA

MEMORANDUM OF MCP III 176 GROVE LLC AND MCP III 210 GROVE LLC IN SUPPORT OF THEIR APPLICATION FOR SITE PLAN REVIEW

INTRODUCTION:

This memo discusses the limitation on vehicle trips that was contemplated at the June 8^{th} Planning Board hearing for 176 - 210 Grove Street ("206 Grove Street"). The intent of the proposed limitation was to exclude high traffic ecommerce tenants from occupying the proposed project without express approval. The applicant understands Planning Board's concern and appreciates the need to study high traffic uses.

It is the applicant's opinion that imposing this limitation would have an insignificant impact in controlling overall traffic generation from ecommerce leases because the proposed project accounts for only 2% of the industrial building area in the Town of Franklin and only 8% of the industrial build area with access to Grove Street. Since the remaining 98% (Town of Franklin) and 92% (Grove Street) of industrial building area would not be subject to the proposed limitation, this individual limitation does not seem like an effective planning tool or that it will accomplish the desired result in protecting the Town and the community along Grove Street.

The applicant would ask the Board to consider that the proposed project is consistent with the Town of Franklin bylaws (other than the requested parking waivers) and that any vehicle trip limitation on this project will impair the applicant's ability to finance and lease the project and, thus, would unfairly penalize the proposed project relative to its peer buildings located inside and outside of the Town of Franklin.

The Board also inquired about the proposed hours of operation, which the applicant would like to address in this memorandum.

BACKGROUND:

The Town of Franklin bylaws require that any change of use (as determined by the Building Inspector) would require the resubmission and re-approval of the site plan by the Planning Board. This requirement applies to all existing and proposed buildings in the Town of Franklin, including the proposed development 206 Grove Street.

ARGUMENT:

The application would ask the Planning Board to consider the following issues associated with placing a prescriptive vehicle trip limitation on the proposed project at 206 Grove Street:

- Size: Ecommerce facilities are typically much larger facilities than the proposed project at 206 Grove Street. Last-mile ecommerce facilities are typically closer to 300,000 sf. The proposed project is limited to 150,000 sf.
- **Parking**: Last-mile ecommerce facilities typically require very high parking ratios to accommodate parking for the delivery drivers' personal cars and parking for the delivery vans. If a last-mile ecommerce tenant was to occupy the proposed project at 206 Grove Street (150,000 sf) then the typical tenant would require approximately 300 parking spaces (2 spaces per 1,000 sf of building area). The applicant is seeking to lower the required parking spaces from 150 spaces to 107 spaces (0.71 spaces per 1,000 sf of building area), which will make the building much less desirable for last-mile ecommerce tenants. Any changes in the parking spaces would require the proposed project to resubmit to the Planning Board for approval and would ensure adequate planning and study of the proposed use and associated traffic.
- Limited Intended Effect: Since a limitation on total vehicle trips is not part of the industrial bylaws in the Town of Franklin, and since the proposed project at 206 Grove Street only accounts for 2% of the industrial building area in the Town of Franklin and only 8% of the industrial building area located along Grove Street, the proposed limitation on this individual project would not be an effective governor on ecommerce tenants seeking to occupy space in the Town of Franklin and specifically along Grove Street. However, this limitation would have catastrophic effect on the project (see the last two bullet points below).
- **Financing:** A prescriptive limitation on vehicle trips at the proposed project will likely make the project unfinanceable at a time when securing financing for new construction is already very challenging. Lenders will interpret this limitation as the ability to revoke to right of the tenant to occupy the building. No amount of educating the lending community will make them comfortable with this perceived risk.

- Leasing: A prescriptive limitation on vehicle trips will make the project much more difficult, if not impossible, to lease. The proposed vehicle trip limitation will need to be passed along to all prospective tenants considering leasing the building. These tenants will interpret this limitation as a limitation on their future growth potential. No matter what the vehicle trip threshold is set to, this limitation will make the building a non-starter for many tenants.
- Hours of Operation: As a warehouse facility there will be no set hours of operation as shipments may arrive or depart at various hours. However, the applicant fully intends to comply with the Town's noise bylaws Section 125-8 and Section 185-22, and is comfortable with the Board including a condition to address this. The applicant has taken proactive steps to mitigate noise transmission from the premise including locating the truck loading docks at the interior-facing side of the building, locating the truck entrance at the further entrance from the abutting residential properties, and adding tree screening along the residential property line to enhance audio screening between the neighbors and the property.

CONCLUSION:

For the reasons noted above, the applicant would suggest that rather than imposing a vehicle trip limitation on the proposed project at 206 Grove Street, that the Town rely on the existing planning tool provided by the change-of-use determination. Any significant changes in use in the occupancy of the building as determined by the building inspector or reconfiguration in parking will require the applicant to resubmit to the Planning Board for review and approval.

A specific vehicle trip limitation imposed on this individual project would have a limited effect in governing the overall traffic generation because the project is such a small percentage (2%) of the overall building stock.

However, a specific vehicle trip limitation imposed on this project would significantly disadvantage this project relative to the market and would have a catastrophic effect on the applicant's ability to finance and/or lease the project.

We understand from both the Planning Board and the abutters that traffic on Grove Street and the pedestrian experience along Grove Street is exacerbated by the poor road conditions. While we agree with the sentiment of the Planning Board that no individual project should bear the entire costs of completing the improvements, we would like to be part of the solution as the street improvements will benefit the proposed project too. As such we would offer to contribute \$100,000 to the Town of Franklin for the future improvements of Grove Street, payable at certificate of occupancy. Respectfully submitted, MCP III 176 Grove LLC & MCP III 210 Grove LLC, By their attorney,

C

Edward V. Cannon, Jr., Esq. Doherty, Dugan, Cannon, Raymond & Weil, P.C. 124 Grove Street, Suite 220 Franklin, MA 02038 Tel (508) 541-3000 x218 evc@ddcrwlaw.com BBO#561137

Dated: June 15, 2020



June 17, 2020

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

Re: 176 – 210 Grove Street Site Plan Peer Review

Dear Mr. Padula:

At the previous public hearing for the subject project a number of issues outlined in BETA's June 4, 2020 review letter were discussed and resolved; however, as the Applicant has not submitted revised plans since the public hearing, BETA recommends for the Board to consider including the following conditions or revisions prior to endorsement:

- External dumpster areas shall be located on concrete pads and provided with enclosures.
- Landscaping plans shall be revised to include the additional screening along the residential property line as depicted on plans presented at the June 8, 2020 public hearing.
- Adequate screening and shielding for sound attenuation shall be provided for external mechanical equipment/HVAC.
- Cape Cod berm shall be revised to vertical granite or vertical reinforced concrete curb.
- Reinforced Concrete Pipe shall be Class V where cover is less than 42".
- Seasonal high groundwater elevations shall be evaluated in the area of Subsurface Infiltration System 2 during construction prior to system installation.

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

cc: Amy Love, Planner

BETA GROUP, INC. www.BETA-Inc.com

FRANKLIN PLANNING & COMMUNITY DEVELOPMENT



355 EAST CENTRAL STREET FRANKLIN, MA 02038-1352 TELEPHONE: 508-520-4907 FAX: 508-520-4906

MEMORANDUM

DATE:	June 17, 2020
TO:	Franklin Planning Board
FROM:	Department of Planning and Community Development
RE:	176-210 Grove St Site Plan Modification

The DPCD has reviewed the above referenced Site Plan Modification application for the Monday, June 22, 2020 Planning Board meeting and offers the following commentary:

General:

- 1. The site is located at 176-210 Grove Street in the Industrial Zoning District (Assessors Map 311 Lots 001 & 002).
- 2. The applicant is proposing to construct 150,000 sq/ft building with parking spaces, drainage and landscaping.

Comments from June 8, 2020 Meeting:

- 1. The Board requested that traffic be directed North of the site. Signage should be shown on the plans directing the traffic
- 2. BETA, Jacklyn Centracchio, BETA, has provided a response letter for traffic, which is included in the Agenda.
- 3. The Board typically requires color renderings of buildings. The Applicant has not submitted any color renderings.
- 4. Applicant has <u>not</u> submitted revised plans from the June 8 meeting. June 8 plans are included for the Board to review.
- 5. Applicant has <u>not</u> received approval from the Conservation Commission. They were scheduled for June 11 and requested to be continued to June 25. Please see email attached from the Conservation Agent.

Comments from May 4 Meeting:

1. The Board expressed concern about the truck traffic. A traffic analysis has been reviewed and submitted.

- 2. The Board requested an explanation of the use of the building and hours of operation.
- 3. Applicant should show the structures on the abutting properties, along with driveway entrances.
- 4. The Applicant has requested that part of the site be constructed with Bituminous cape cod berm and some parts with reinforced concrete. A sketch has been provided.
- 5. The Applicant requested 2 waivers:
 - Reduce the number of required parking spaces
 - Allow certain parking spaces to be more than 300 feet from the entrance.
- 6. The Board had requested that only cars, no trucks use the new entrance on Grove Street. *Applicant has provided signage on the plans allowing only cars to enter the new driveway.*
- 7. Per Zoning By-Law §185-31 C (3)(k), the applicant has not provided a Landscaping Plan. *Applicant has provided a landscaping plan*.
- 8. If there will be a dumpster located on the property, it should be shown, located on a concrete pad and enclosed with a fence.
- 9. DPCD defers to DPW/Engineering and BETA Group, Inc. to address drainage issues.

Recommended Special Conditions:

- 1. Prior to endorsement, all conditions listed in BETA's letter dated June 17, 2020 shall be complete and revised on the plans.
- 2. Per Town Engineer, there should be only one domestic water line and one fire protection line connection into the proposed building. The domestic water will need to be metered where the line enters the building. Revise plans prior to endorsement.
- 3. All curbing shall be reinforced concrete or vertical granite curbing.
- 4. Prior to Occupancy, the Applicant will file a Limited Site Plan for the use of the building.
- 5. Signage should be provided on the plans directing the truck traffic north of the site.
- 6. 81-P ANR plan is required to be filed prior to commencement of construction.
- 7. Screening along the abutting the property shall be installed at the beginning of construction.

Recommendation:

DPCD has no further comments.

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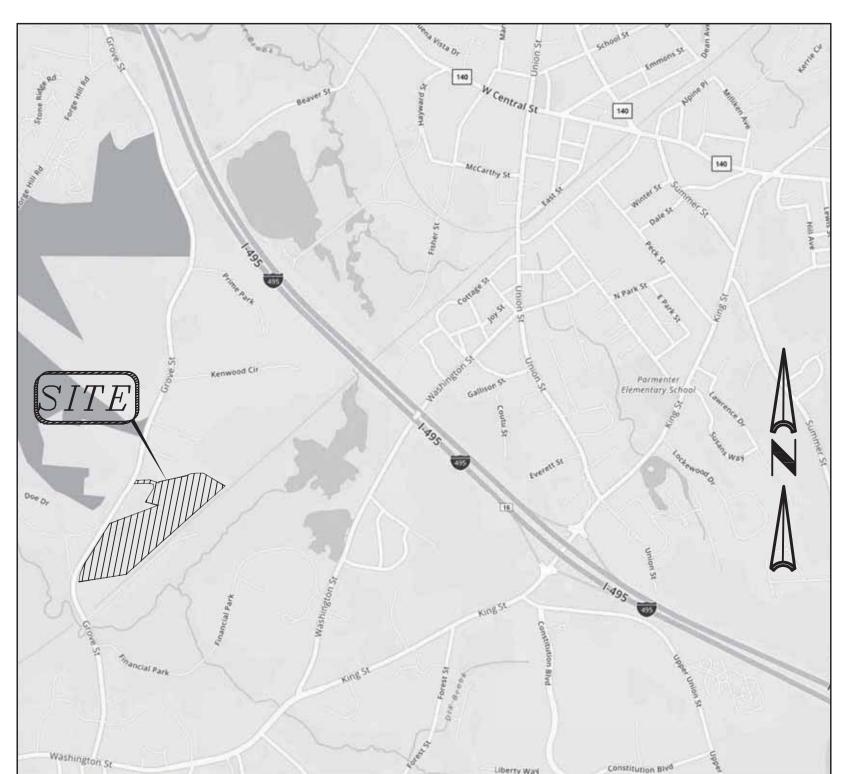
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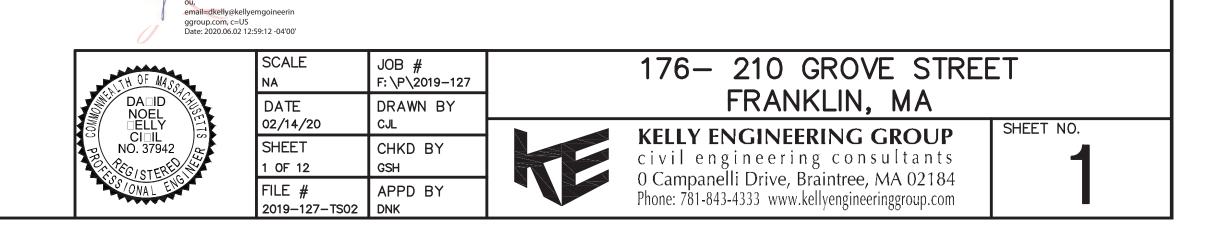
176- 210 GROVE STREET FRANKLIN, MA

FEBRUARY 14, 2020

	SHEET INDEX						
SHEET N	DESCRIPTION	LATEST REVISED DATE	CONSTRUCTION REVISIONS				
1	COVER SHEET	06/02/20					
2	OVERALL LAYOUT PLAN	06/02/20					
3	EXISTING CONDITIONS PLAN	06/02/20					
4	LAYOUT PLAN	06/02/20					
5	GRADING PLAN	06/02/20					
6	SEWER, DRAIN PLAN	06/02/20					
7	UTILITY PLAN	06/02/20					
8	DETAIL SHEET	06/02/20					
9	DETAIL SHEET	06/02/20					
10	DETAIL SHEET	06/02/20					
11	DETAIL SHEET	06/02/20					
12	DETAIL SHEET	06/02/20					



LOCATION MAP



OWNER/APPLICANT:

MCP III 176 GROVE LLC & MCP III 210 GROVE LLC 260 FRANKLIN STREET, STE 620 BOSTON, MA 02110

CIVIL ENGINEERS:

KELLY ENGINEERING GROUP, INC. 0 CAMPANELLI DRIVE BRAINTREE, MA 02184

LANDSCAPE ARCHITECT:

HAWK DESIGN INC. P.O. BOX 1309 SANDWICH, MA 02563

Digitally signed by David Noe

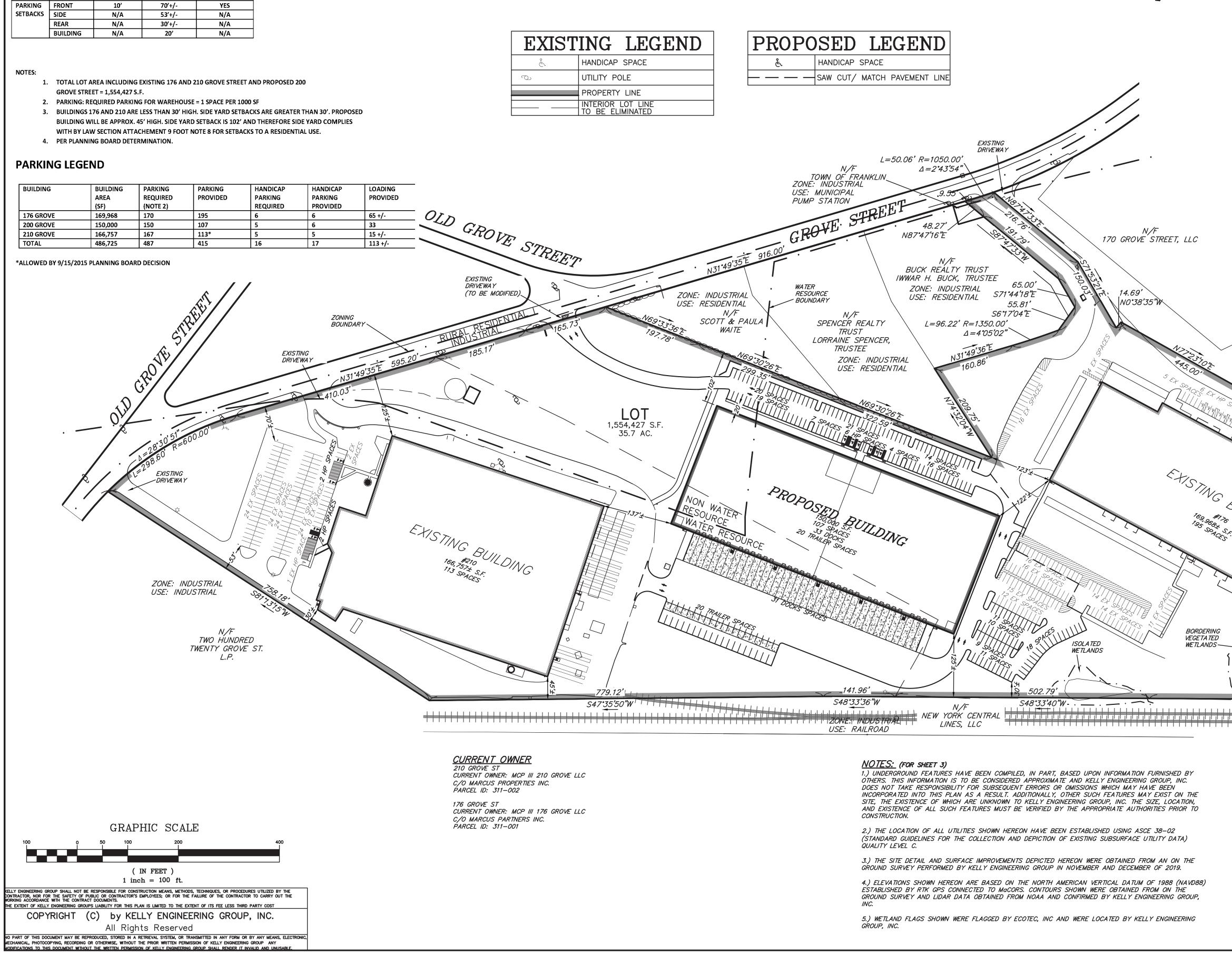
Kelly P.E. DR: cn=David Noel Kelly P.E., o=Kelly Engineering GRoup, Inc

ZONE: INDUSTRIAL, WATER RESOURCE DISTRICT

		REQUIRED	PROVIDED	COMPLIANCE
MIN LOT AREA		40,000 S.F.	1,554,427 S.F.	YES
MIN. FRON	ΓAGE	175'	>175′	YES
MIN. DEPTH	1	200'	>200′	YES
MIN. Width	I	157.5' DIA. CIRCLE	> 157.5'	YES
MIN YARD	FRONT	40'	125'+/-	YES
	SIDE	30'	30' +/- (NOTE 3)	YES
	REAR	30'	45' +/-	YES
MAX STORIES		3	1	YES
MAX HEIGH	Т	NA	<45′	N/A
LOT COVER	AGE	80%	63.8%	YES
BUILDING C	OVERAGE	70 %	31.2%	YES
PARKING	TOTAL	487	415	(NOTE 4)
	SIZE	9'X19'	9'X19'	YES
	AISLE	24'	24'	YES
	HANDICAP	16	17	YES
PARKING	FRONT	10'	70'+/-	YES
SETBACKS	SIDE	N/A	53'+/-	N/A
	REAR	N/A	30'+/-	N/A
	BUILDING	N/A	20'	N/A

- GROVE STREET = 1,554,427 S.F.
- BUILDING WILL BE APPROX. 45' HIGH. SIDE YARD SETBACK IS 102' AND THEREFORE SIDE YARD COMPLIES
- WITH BY LAW SECTION ATTACHEMENT 9 FOOT NOTE 8 FOR SETBACKS TO A RESIDENTIAL USE.

BUILDING	BUILDING	PARKING	PARKING	HANDICAP	HANDICAP	LOADING	
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200 GROVE	150,000	150	107	5	6	33	
210 GROVE	166,757	167	113*	5	5	15 +/-	
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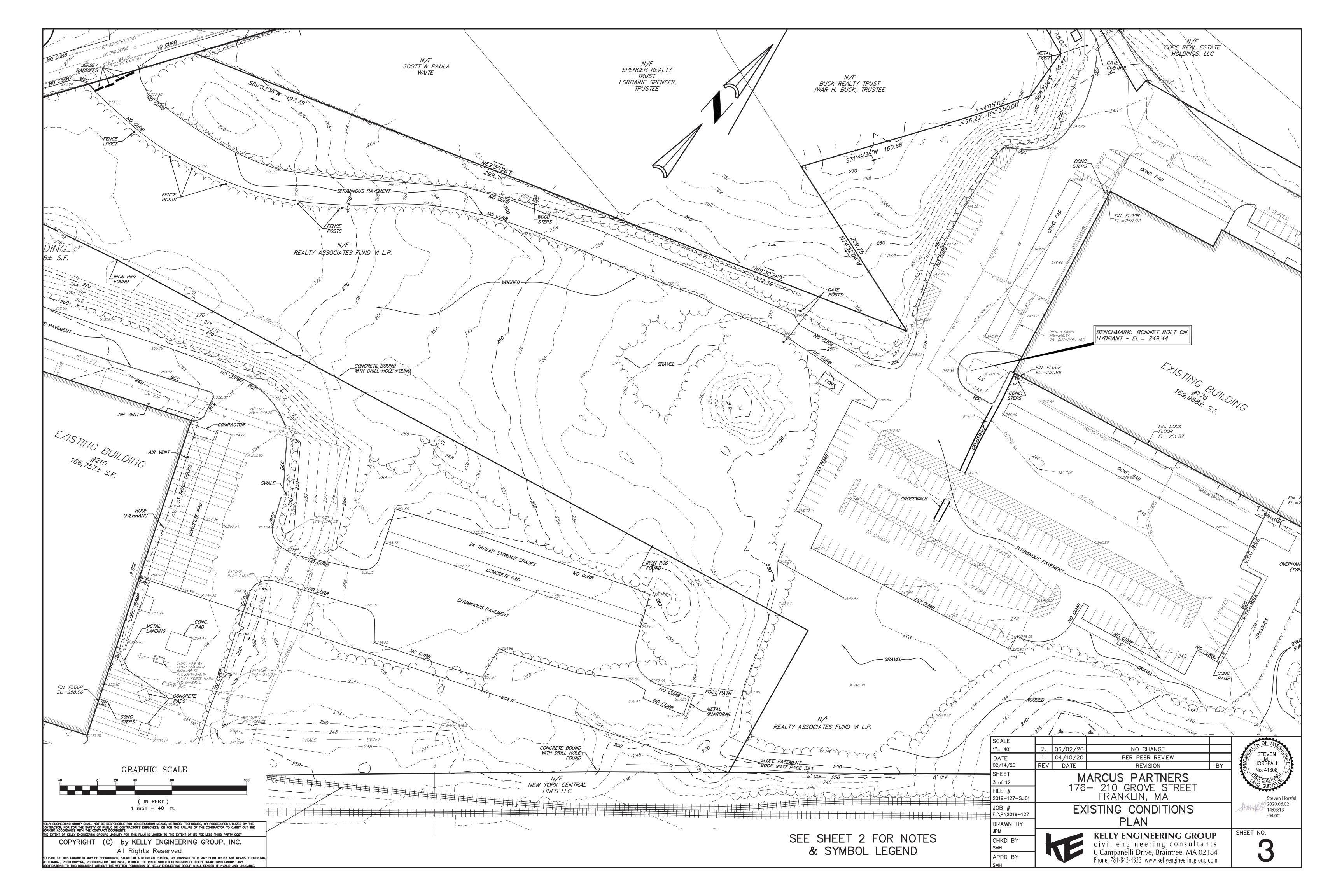
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		RD	ROOF DRAIN LINE
		AD	AREA DRAIN LINE
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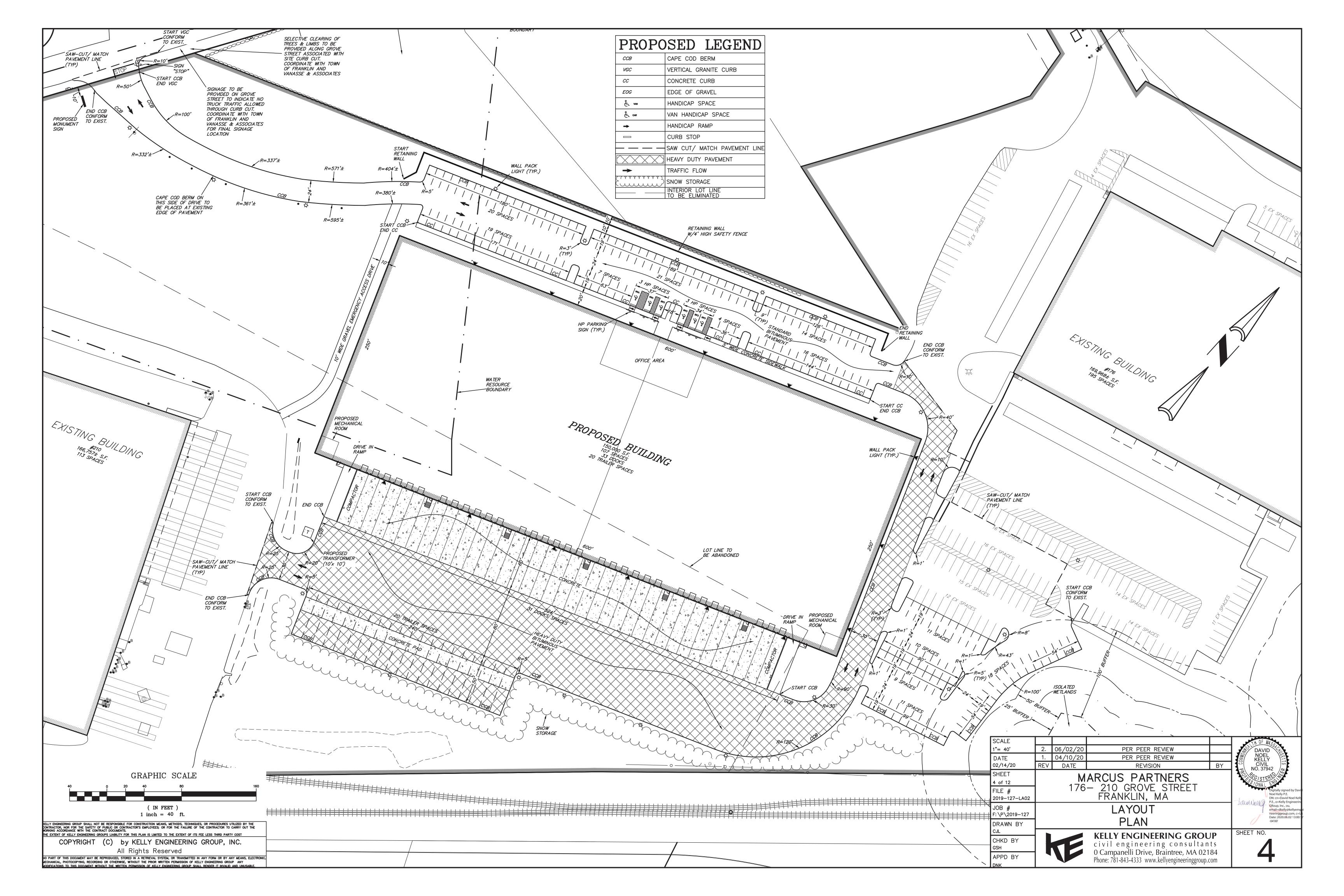
KELLY ENGINEERING GROUP

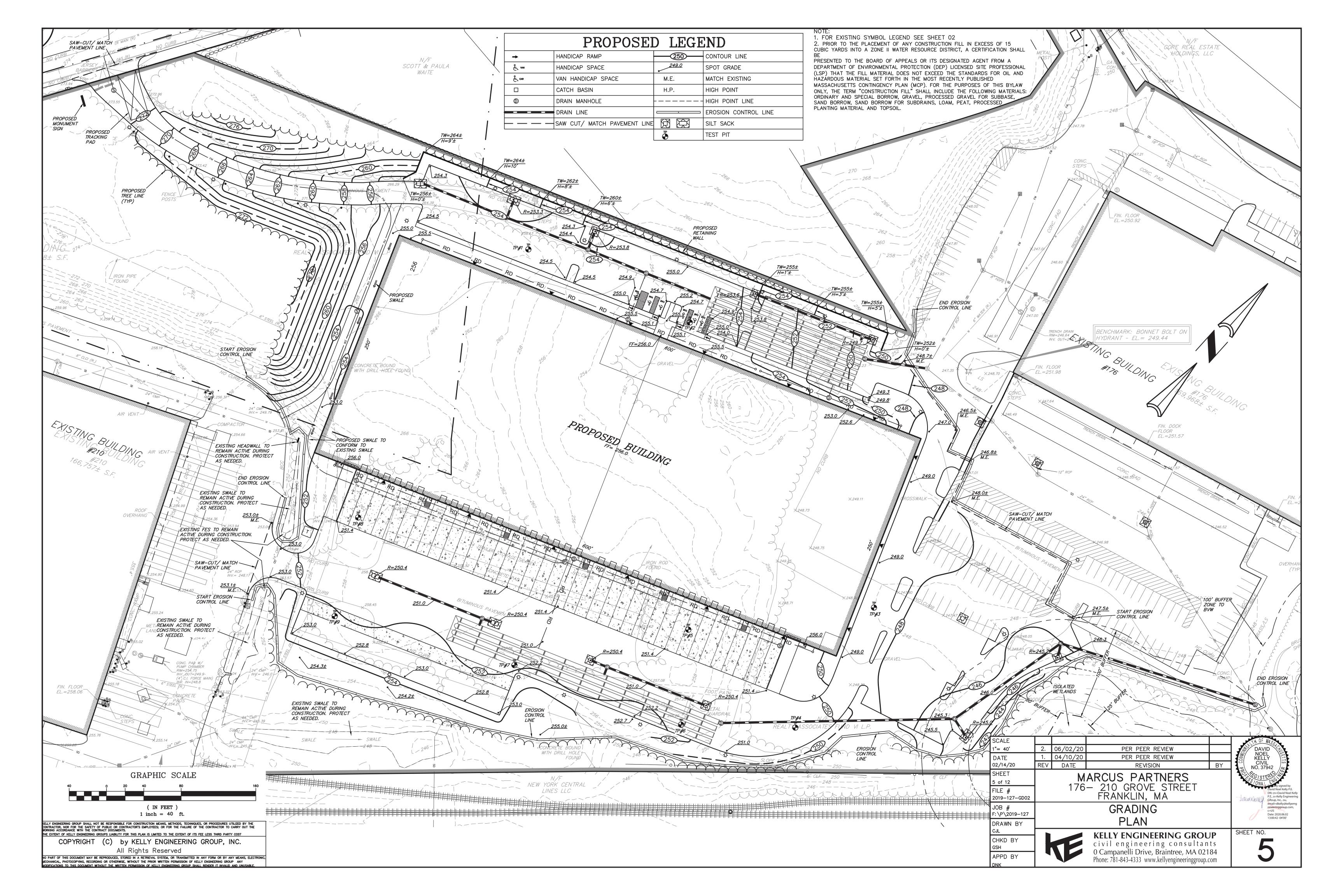
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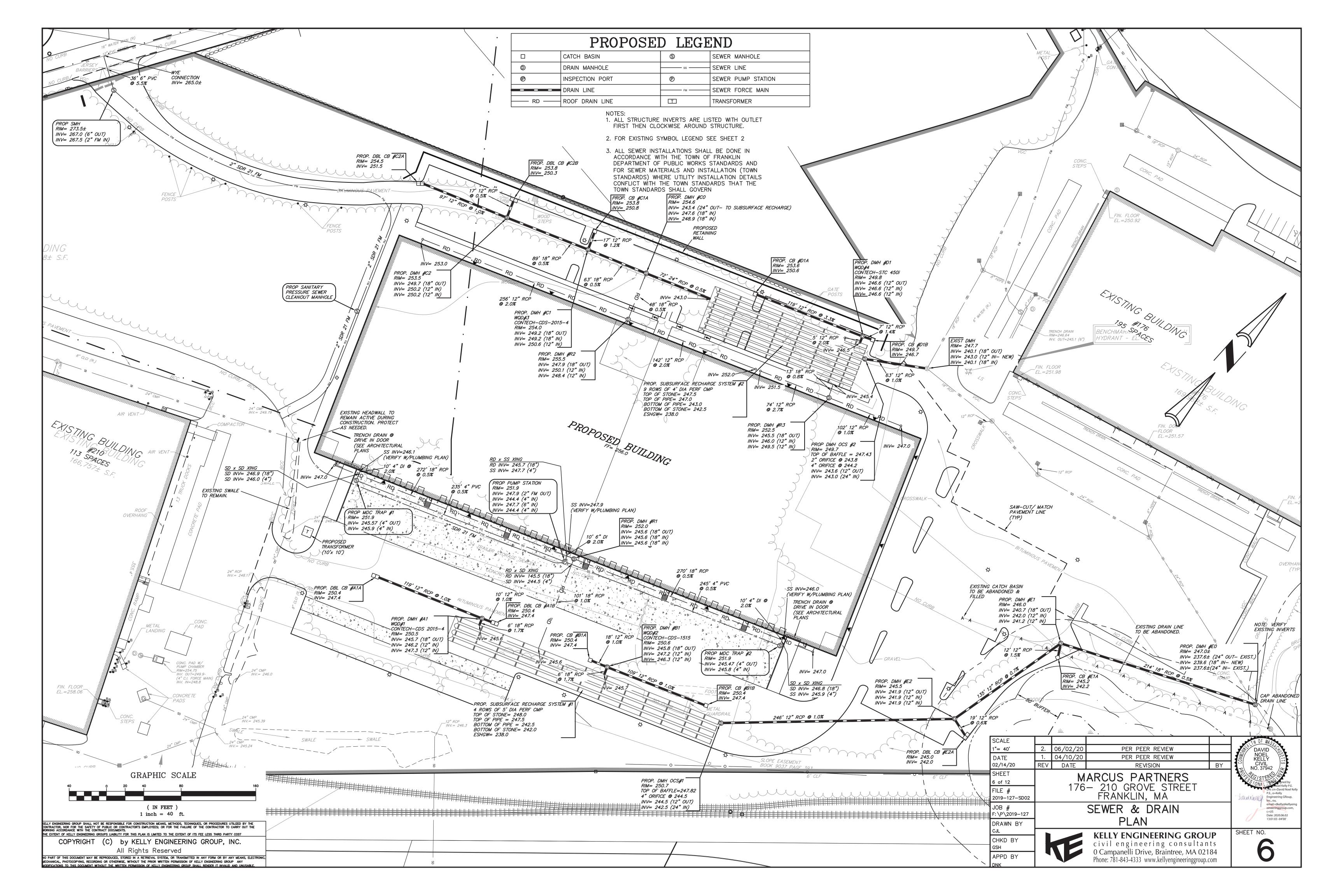
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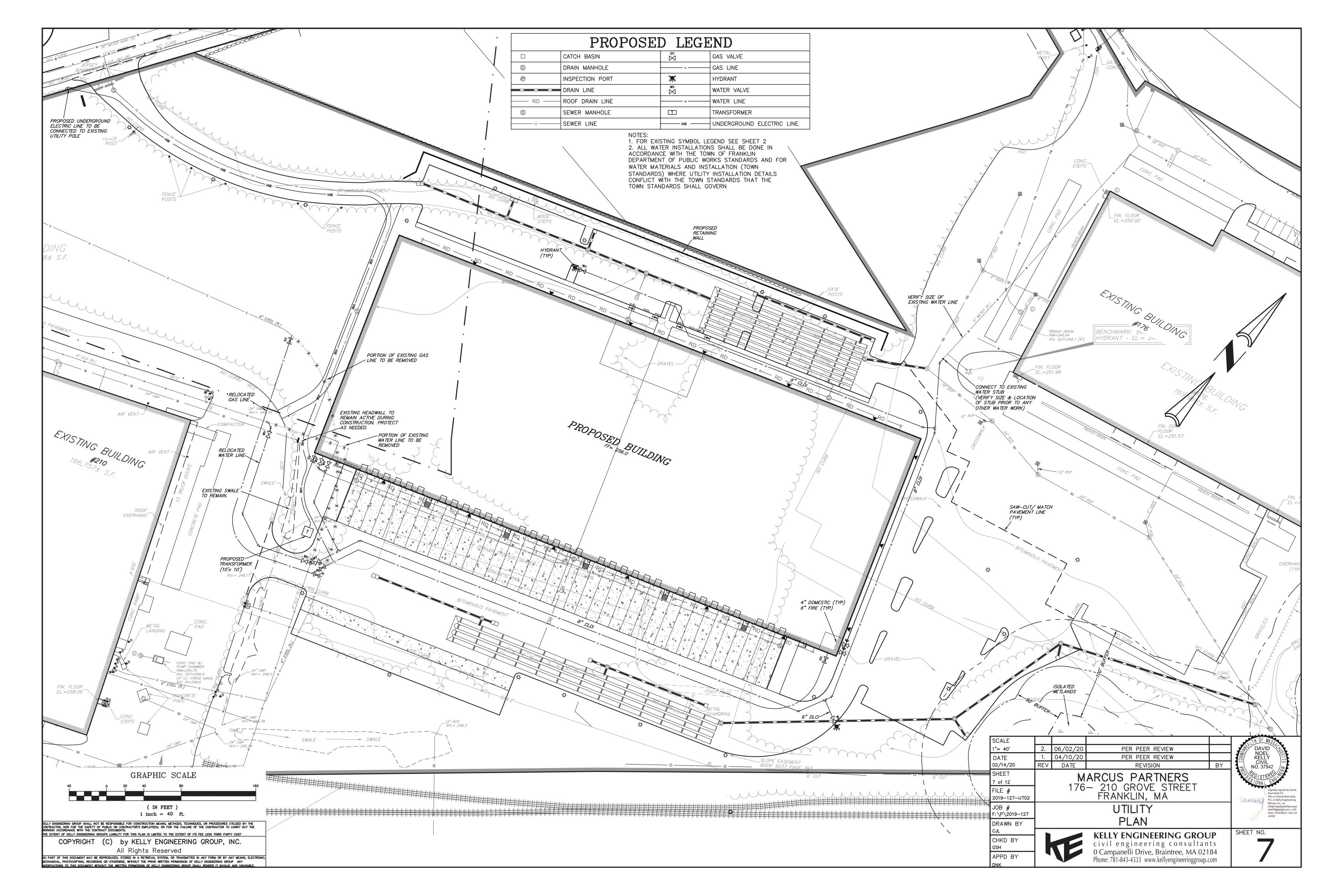
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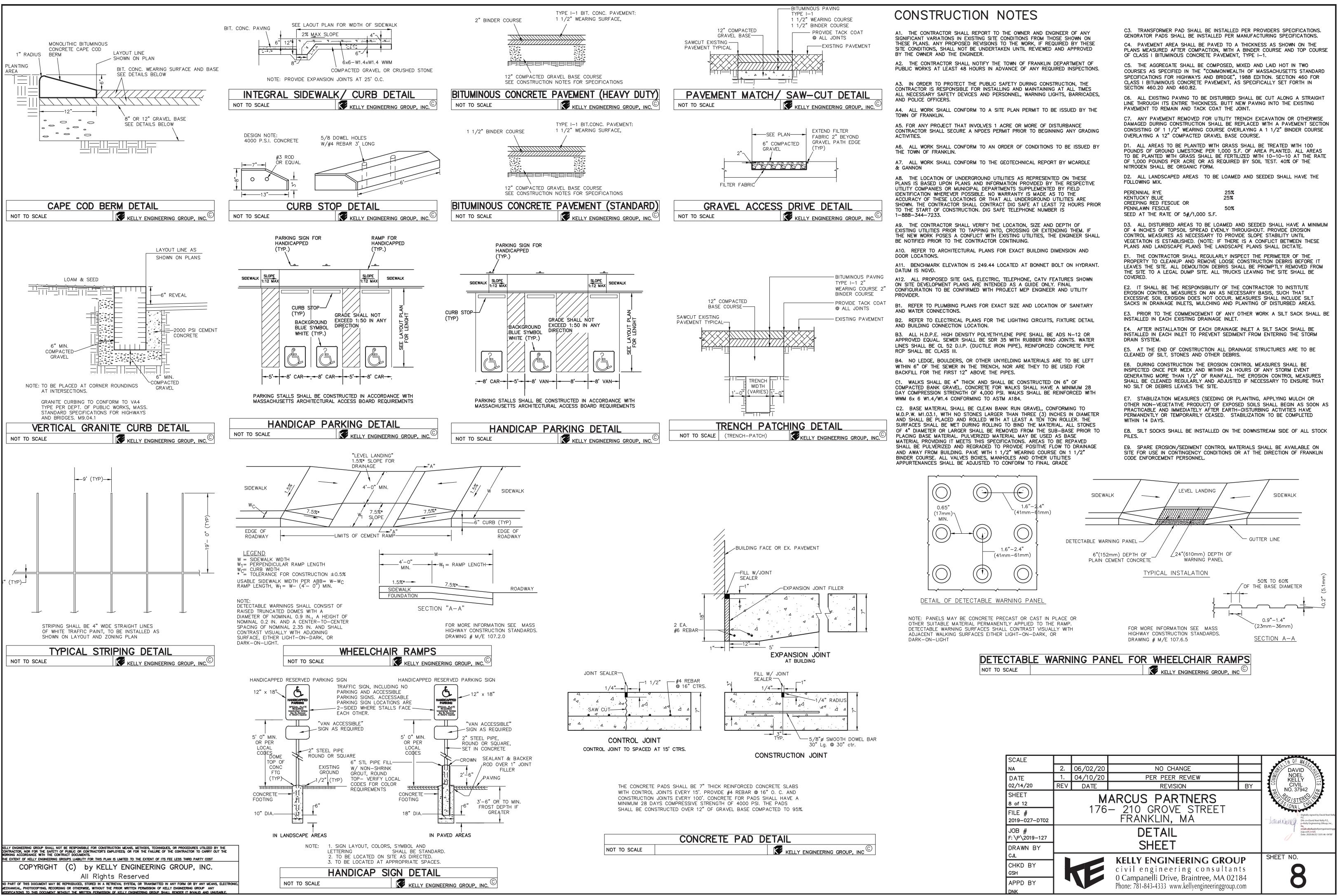




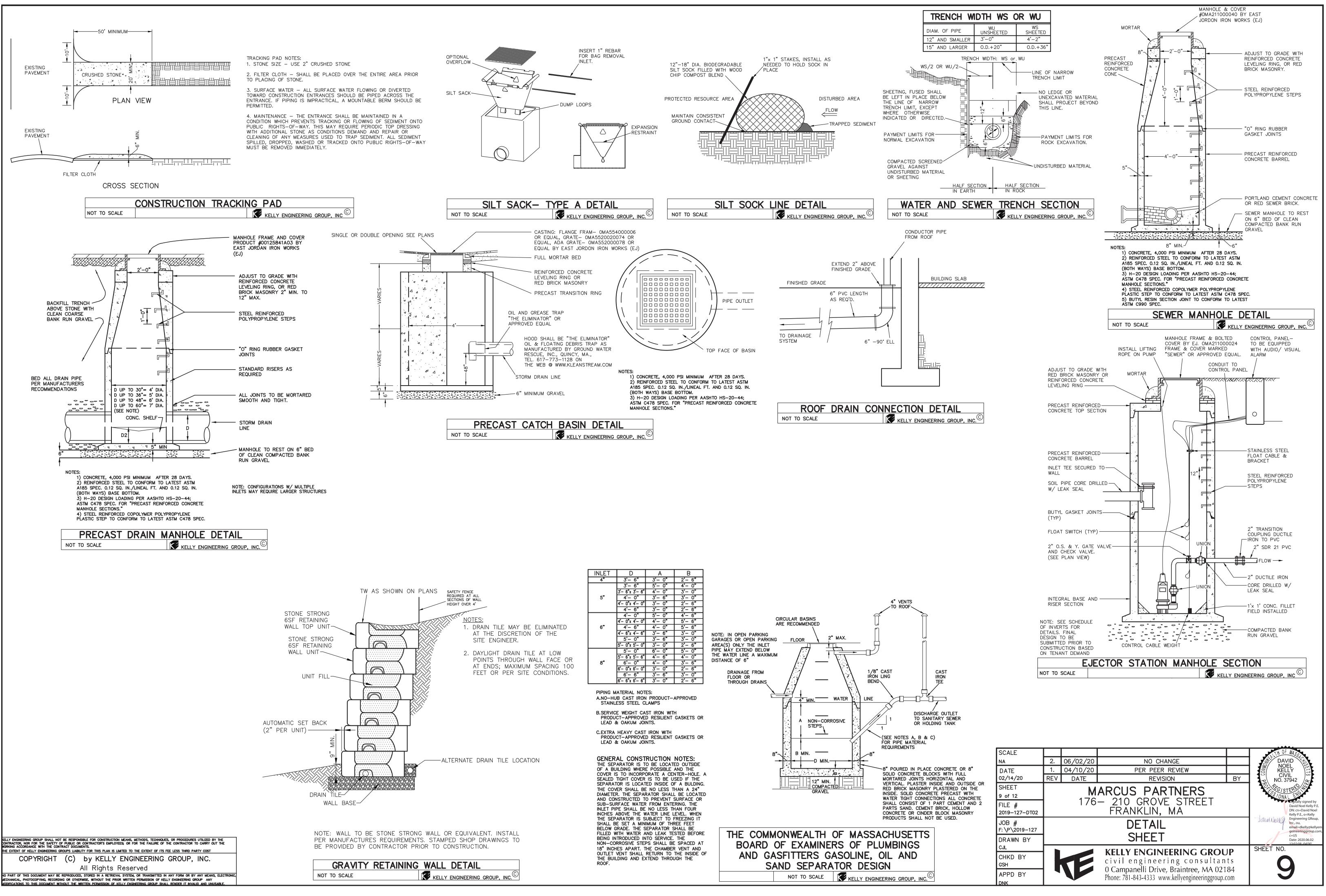


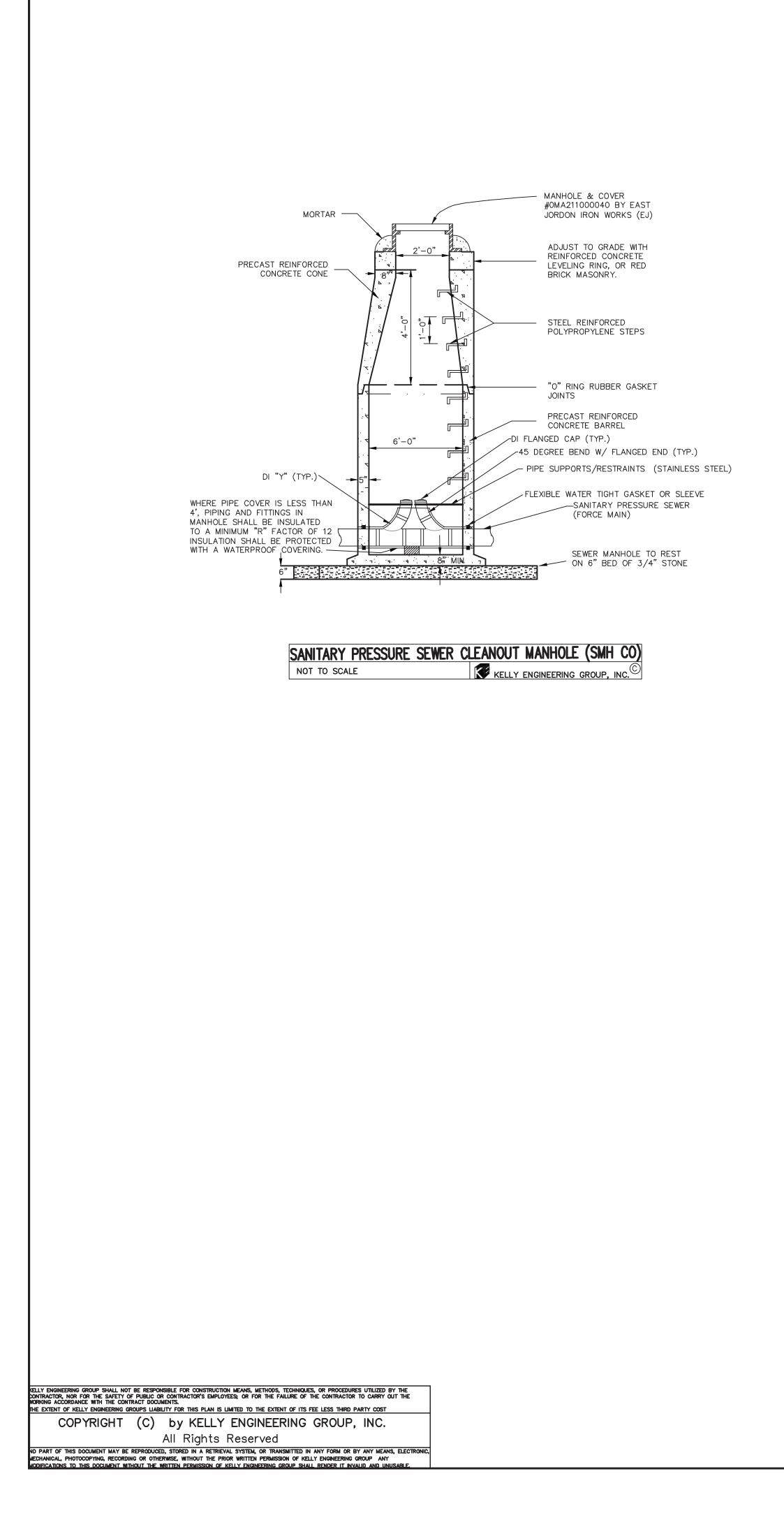


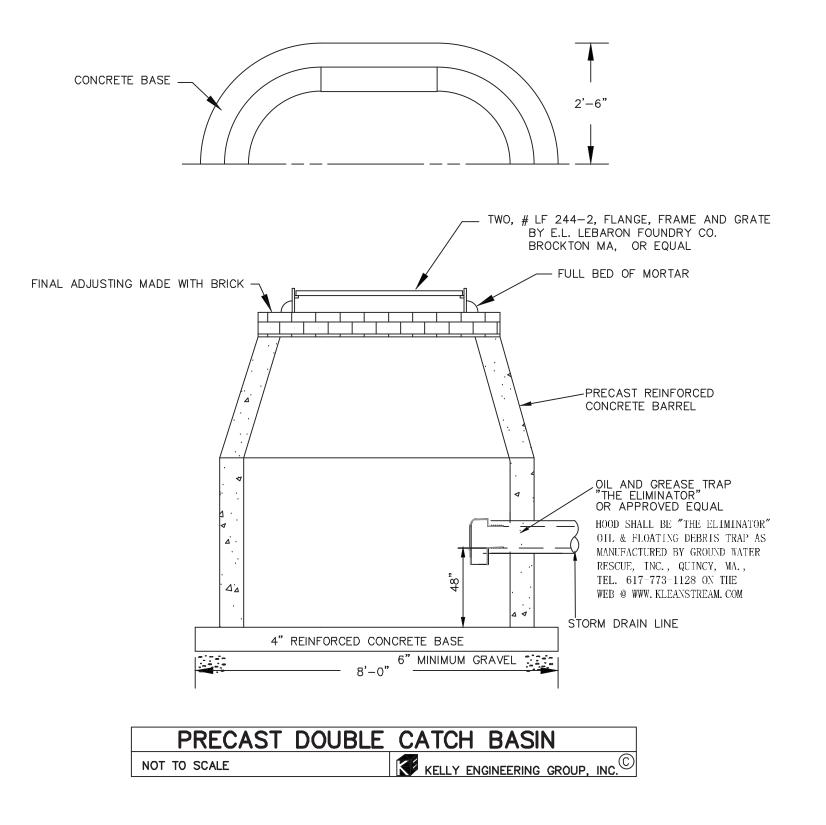


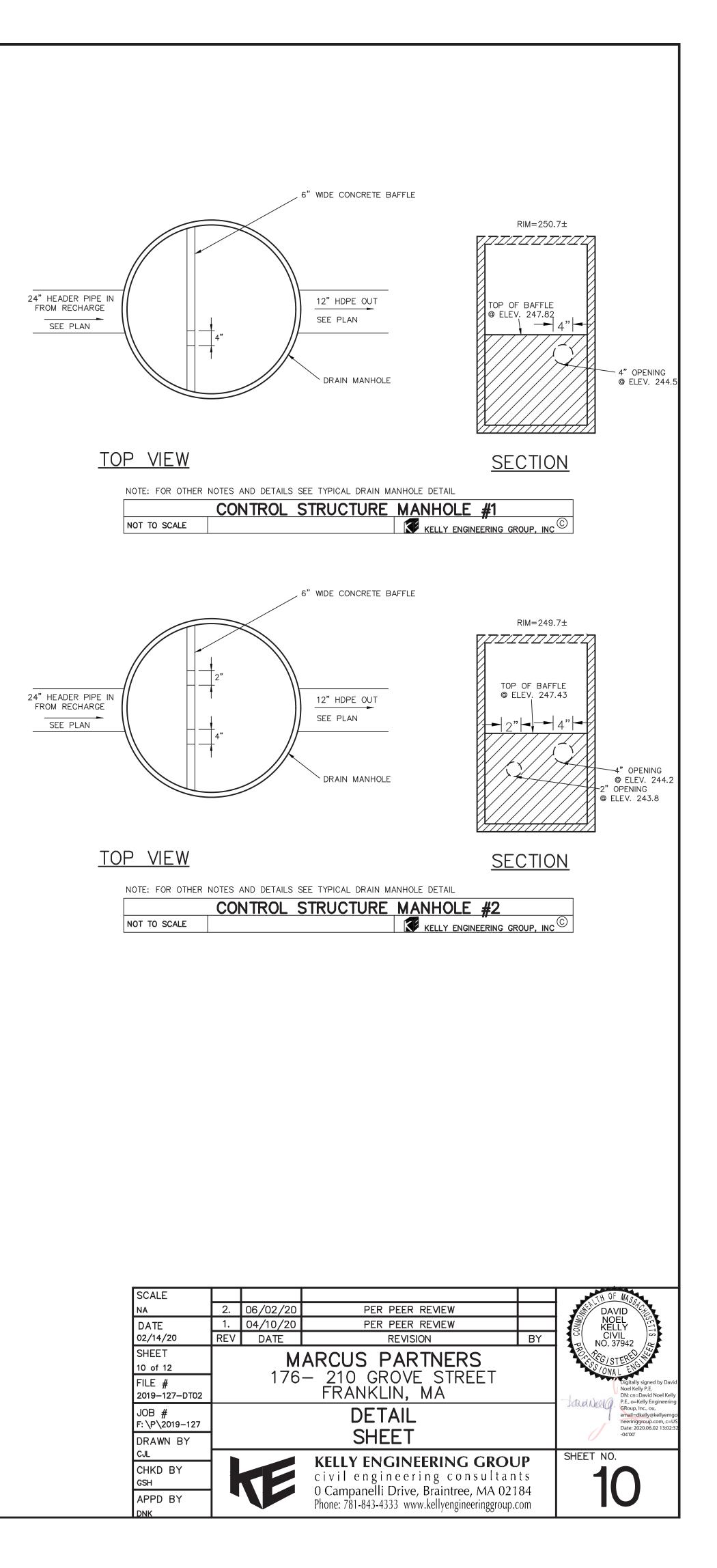


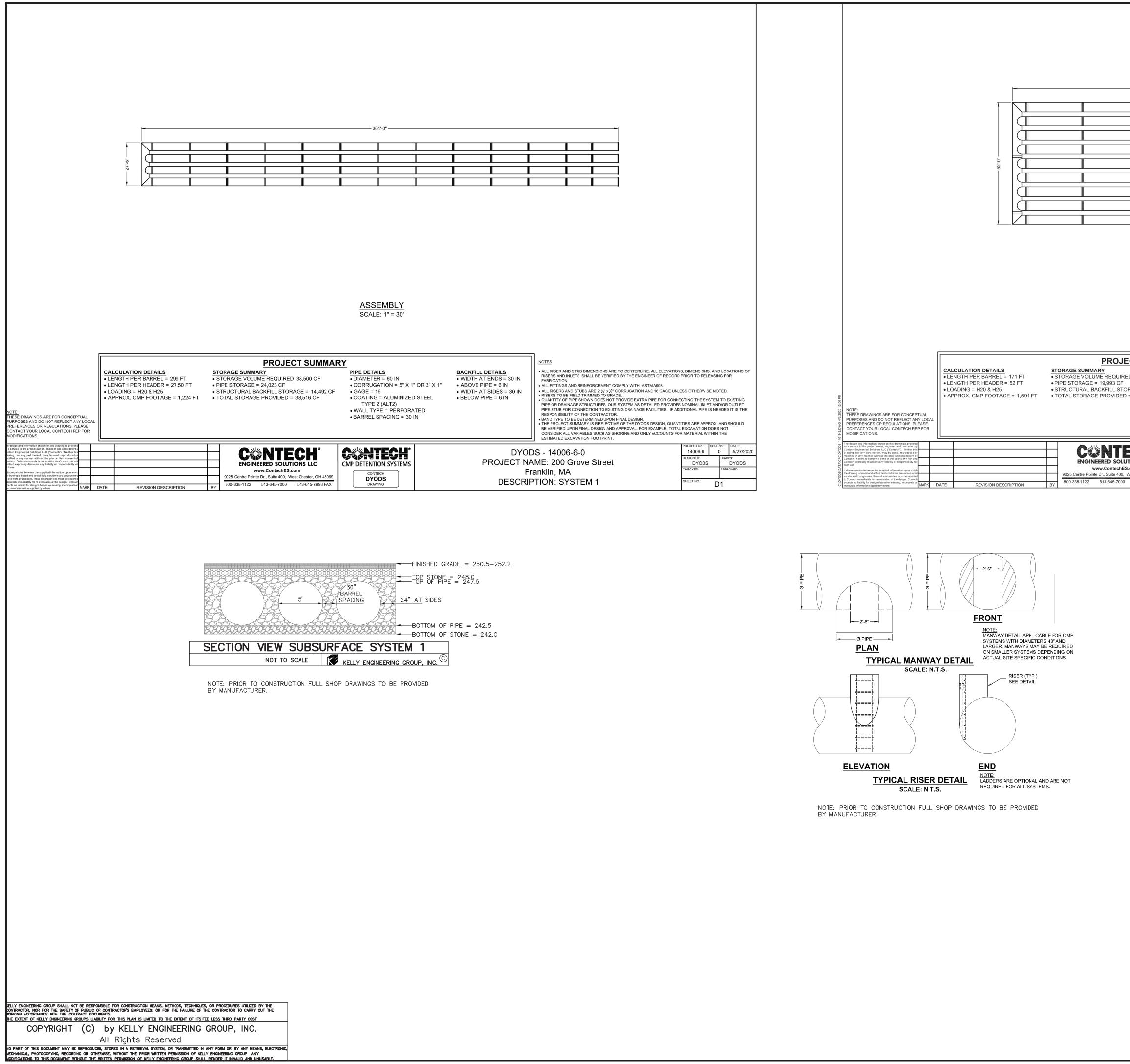
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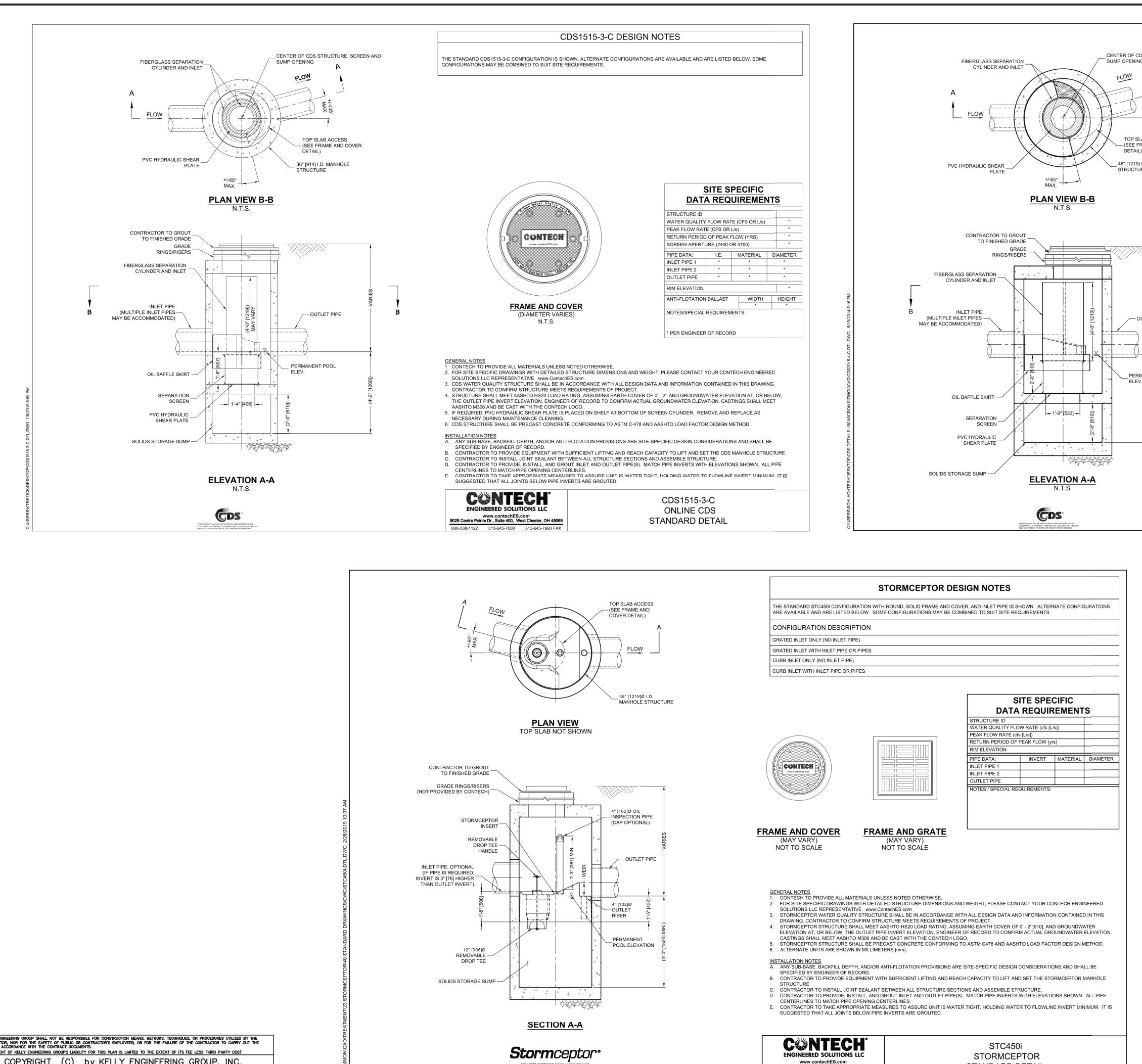


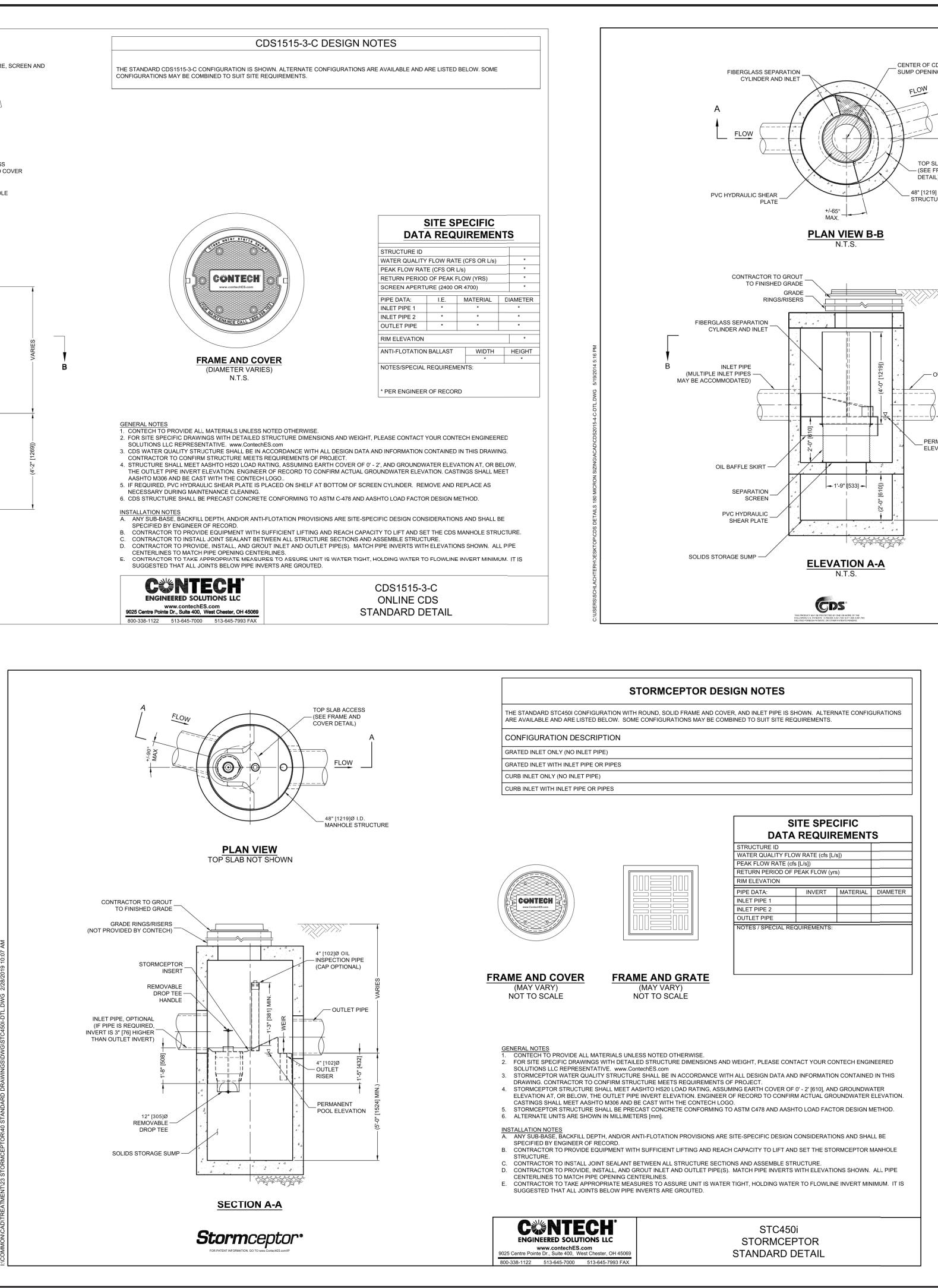


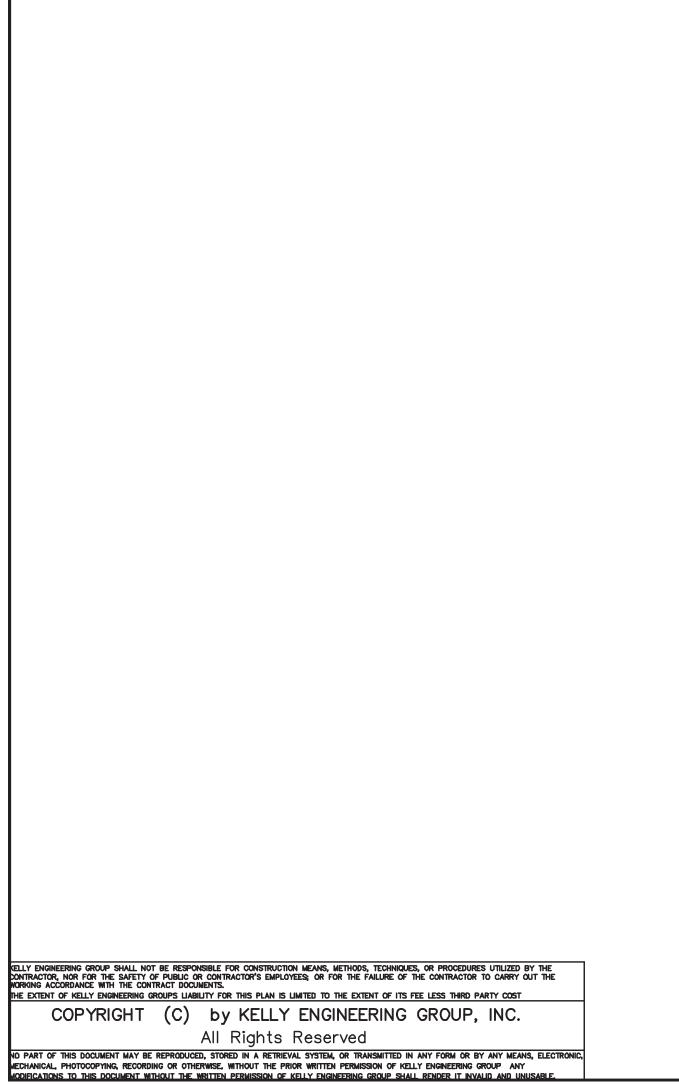


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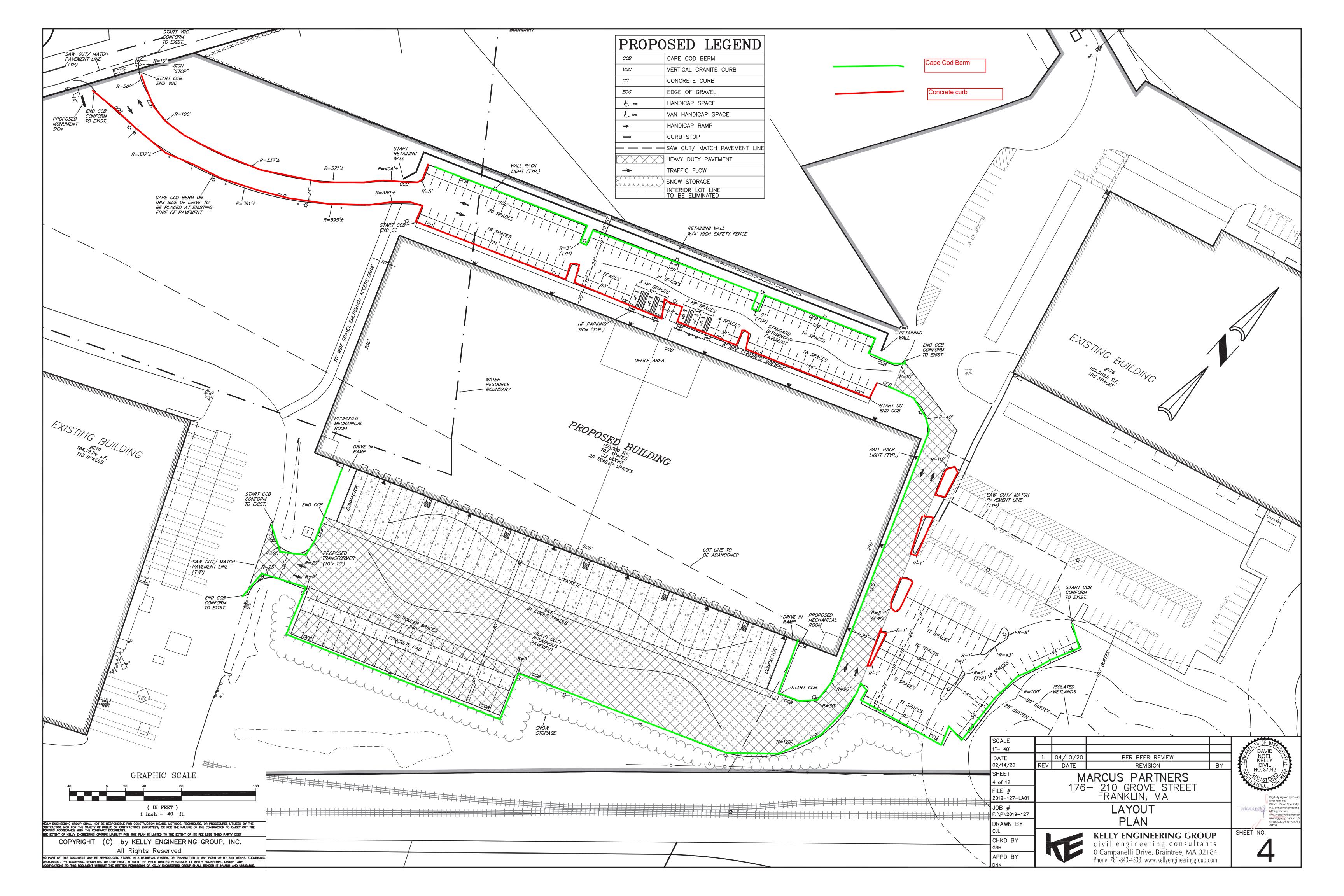






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June 17, 2020

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

Re: 176 – 210 Grove Street Traffic Peer Review

Dear Mr. Padula:

BETA Group, Inc. (BETA) has reviewed revised documents for the proposed Site Plan Approval application, "176-210 Grove Street" in Franklin, Massachusetts. This letter is provided to outline findings, comments, and recommendations.

BASIS OF REVIEW

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

- Plans (10 Sheets) entitled Site Development Plans for 176 210 Grove Street, Franklin, MA, dated February 14, 2020, prepared by Kelly Engineering Group, Braintree, MA
- Traffic Impact Assessment (TIA), dated February 2020, prepared by Vanasse & Associates, Inc., Andover, MA
- Response to Comments, dated May 28, 2020, prepared by Vanasse & Associates, Inc., Andover, MA
- Memorandum of MCP III 176 Grove LLC and MCP III 210 Grove LLC In Support of their Application for Site Plan Review, dated June 15, 2020, prepared by Edward V. Cannon, Jr, Esq., Franklin, MA.

COMPILED REVIEW LETTER KEY

BETA reviewed this project previously and provided review comments in letters to the Board dated May 11, 2020 (original comments in standard text), Vanasse & Associates, Inc. (VAI) provided responses (responses in italic text), and BETA has provided comments on the status of each (status in standard bold text).

INTRODUCTION

The project site consists of two lots totaling 35.7± acres located at 176 and 210 Grove Street in the Town of Franklin (the "Site"). The Town of Franklin Assessor's office identifies the parcels as Lots 311-001 and 311-002. The Site is located within the Industrial zoning district, Biotechnology Overlay District, and mostly within the Water Resources District (Zone II Wellhead Protection Area). Parcels to the south, north, and east are also located in the Industrial district. Parcels to the west are within the Rural Residential I district.

Mr. Anthony Padula, Chairman June 17, 2020 Page 2 of 6

Plans indicate the existing site is currently developed with two industrial buildings, driveways, parking/loading areas, and stormwater management features. The remainder of the site consists of woods, lawn, and wetland areas.

The existing buildings will remain and project proposes to combine the two lots and construct a new $150,000\pm$ sq. ft. industrial building with associated reconstructed driveway connection to Grove Street, parking, cape cod berm, integral concrete curb and sidewalk, and lighting.

FINDINGS, COMMENTS AND RECOMMENDATIONS

The project site is located on Grove Street. Access to the site will be provided via four driveways on Grove Street, three are existing and operational and one is currently closed but will reopen to the site.

The study area includes the following four main intersections and the four site driveway intersections.

- Route 140 at West Central Street/Grove Street (signalized)
- Route 140 at I-495 Southbound Ramps (signalized)
- Route 140 at I-495 Northbound Ramps (signalized)
- Grove Street at Washington Street (unsignalized)
- Grove Street driveway at 176 Grove Street (unsignalized)
- Grove Street driveway at Old Grove Street/driveway (unsignalized)
- Grove Street driveway at 210 Grove Street North driveway (unsignalized)
- Grove Street driveway at 210 Grove Street South driveway (unsignalized)

The study area was found to be adequate, and the study methodology follows MassDOT Transportation Impact Assessment (TIA) guidelines.

Manual turning movement counts (TMCs) were collected on Thursday, January 23, 2020 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. These time periods were chosen because they are representative of the peak traffic volume period for the development. Data indicates the weekday morning peak hour occurs from 7:00 AM to 8:00 AM and the afternoon peak hour from 4:15 PM to 5:15 PM. BETA concurs with the traffic data collection time periods.

Historical traffic count data collected by MassDOT were reviewed to determine the need for a seasonal adjustment. Traffic volumes in January were found to be lower than average-month conditions. As a result, volumes were increased by 10 percent to provide the baseline existing volumes. BETA finds this methodology acceptable.

Traffic volume data were collected via automatic traffic recorder (ATR) on Grove Street over a 48-hour period between Monday, February 10, 2020 and Wednesday, February 12, 2020. The average weekday two-way volume was determined to be 5,240 vehicles per day (vpd). Upon review of the ATR data, the morning volumes on Wednesday, February 12, 2020 are significantly lower than the Tuesday, February 11, 2020 morning volumes. Therefore, we recommend using the full day weekday ATR volumes recorded on Tuesday, February 11th which reflect 6,866 vpd. The daily volume shown in Table 1 – Existing Roadway Traffic-Volume Summary is shown as the daily volume directly from ATR output (not adjusted), however, the peak hour volumes provided appear to be the seasonally adjusted peak hour volumes.

 Revise Table 1 – Existing Roadway Traffic-Volume Summary to reflect the Tuesday, February 11th 24-hour daily volume, the non-seasonally adjusted raw TMC volumes, and recalculate the peak hour percentages of daily traffic to reflect more accurate existing conditions. VAI: Table 1 has



been updated to reflect the Grove Street daily volume of 6,866 vehicles per day (vpd).

Table 1 (Revised) EXISTING ROADWAY TRAFFIC-VOLUME SUMMARY

		Weekday Morning Peak Hour (7:00 – 8:00 AM)			Weekday Afternoon Peak Hour (4:15 – 5:15 PM)		
Location	Daily Volume (vpd) ^a	Volume (vph) ^b	Percent of Daily Traffic ^e	Predominant Flow	Volume (vph)	Percent of Daily Traffic	Predominant Flow
Grove Street north of Old Grove Street	6,866	748	10.9	80% NB	777	11.3	68% SB

^aTwo-way daily traffic expressed in vehicles per day; from ATR Counts January 2020.

^b Manual turning movement counts conducted in January 2020.

"The percent of daily traffic that occurs during the peak hour.

NB= northbound, SB= southbound

BETA2: Table revised – issue resolved.

Crash data were obtained from the MassDOT database for the most recent five-year period from 2013 to 2017. The highest crash rate, quantified as crashes per million entering vehicles, for the signalized intersections was found to be 0.60 MEV which is lower than both the 0.89 MEV district average and 0.78 MEV statewide average crash rates for signalized intersections. The Grove Street at Washington Street intersection crash rate is 0.58 MEV which is higher than the statewide average crash rate of 0.57 MEV and only slightly lower than the 0.61 MEV district average of unsignalized intersections.

The proponent found that based on the Highway Safety Improvement Program (HSIP) eligible database for 2014-2016, none of the study area intersections were found to be HSIP clusters. Recently, the HSIP database was updated to reflect 2015-2017 HSIP clusters. BETA reviewed the updated database and verified that no new HSIP clusters were added within the study area as part of the system update.

Vehicle speeds were measured via ATR along Grove Street. The 85th percentile speeds were measured at 41 miles per hour (mph) northbound and 43 mph southbound. The TIA states that the Grove Street speed limit is not posted, however, the regulatory speed along Grove Street near the site driveways is 40 mph.

2. Verify that the 40-mph regulatory speed is based on the official MassDOT speed regulations or clarify the source of the noted 40-mph regulation speed. VAI: The posted speed limit on Grove Street is 40 mph. BETA2: Explanation provided – issue resolved.

No-Build traffic volumes were determined by applying a 1 percent per year growth rate over a seven-year period to 2027. This growth rate is consistent with studies prepared for recent developments in Franklin.

Background development-related traffic growth that may increase traffic within the study area was identified. A marijuana cultivation facility was identified and is under review by the Franklin Planning Board. The proponent considered this project as part of the 1% growth rate. BETA finds this approach to be acceptable.

Project-generated traffic volumes were determined by utilizing trip-generation statistics published by the Institute of Transportation Engineers (ITE) for land use code 150 (Warehouse). The land use and methodology are accurate and consistent with industry standards. The project site is estimated to generate a total of 282 new trips on an average weekday. New peak hour trips are 26 (20 entering, 6



Mr. Anthony Padula, Chairman June 17, 2020 Page 4 of 6

exiting) during the weekday morning peak hour, and 29 (8 entering, 21 exiting) during the weekday afternoon peak hour.

The TIA states that six truck trips are expected during the peak hours based on existing traffic counts.

P1. Elaborate on how the existing truck trips are related to determining the proposed truck trips for the proposed 33 dock facility. VAI: As shown in Figures 3 and 4 of the traffic study, the existing 336,725 sf buildings total between 9 and 14 truck trips or 0.027 and 0.042 truck trips per 1,000 sf. This equates to between 4 and 6 peak-hour truck trips for the new 150,000 sf building. The truck trips will depend upon the actual tenant but VAI has provided a reasonable estimate. BETA2: Information provided indicating that the proposed truck trips were determined based on the existing truck trips per 1,000 sf. Based on discussions at the June 8th Planning Board meeting, the Board indicated they have concerns about the unknown future tenant and the amount of truck traffic the tenant would actually generate. The proponent subsequently provided a letter dated June 15th which states the proponent would contribute \$100,000 to the Town for future improvements with a request to approve the project without a condition for limiting the vehicle trips. BETA defers to the Board.

New trips were distributed through the study area based on existing travel patterns at the site. The resultant trip distribution expects that 55% will be oriented to/from the north and 45% will be oriented to/from the south. Trips were applied to the network to develop the Build Condition.

3. Clarify how the trip distribution percentages were determined beyond the existing site driveways onto/from Washington Street and West Central Street. VAI: Grove Street is a heavy cut-through roadway to and from the I-495 and West Central Street interchange. As such, existing travel patterns are not a good indication of the site trip distribution. It is reasonable to assume that most traffic will travel to the I-495 interchanges with less traffic on the local streets. The actual percentages were estimated based upon our knowledge of the area. BETA2: Explanation provided – issue dismissed.

The available stopping sight distance (SSD) at the reopened site driveway was measured by the proponent and found to exceed the minimum required SSD based on measured vehicle speeds. BETA field checked the distances and found them to be reasonable.

The TIA recommends that any existing vegetation along the site frontage be cleared to maintain acceptable sight distances.

4. BETA concurs with this recommendation. Vegetation clearing should be noted on the plans. VAI: No response necessary.

Parking observations were completed at the existing 176 and 210 Grove Street site on February 10, 2020 at 11:30AM. A total of 86 spaces were occupied at the existing parking lots out of the approximately 308 total existing spaces for a parking ratio of 0.26 occupied spaces per 1,000 SF. Based on this evaluation, there is sufficient on-site parking spaces to accommodate the existing buildings. Although the parking observation was minimal, the proposed parking ratio of 0.71 parking spaces per 1,000 SF would be sufficient based on the observed existing parking ratio.

The unsignalized intersection of Grove Street at Washington Street has been closely monitored by the Town over the past several years for the installation of a traffic signal system. This project will generate an increase in traffic volume at the intersection, including an increase in heavy vehicle/truck volume.



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> 5. Provide a signal warrant analysis for the intersection of Grove Street and Washington Street. VAI: A full eight-hour traffic signal warrant analysis is not possible at this time due to the low traffic volumes as a result of the COVID virus. Located in the Appendix to this letter are the four-hour and one-hour warrants. As shown, the intersection meets the peak-hour and four-hour warrants. Given the fact that this project adds between 11 and 12 peak-hour vehicles to the intersection there is minimal impact on the traffic signal warrants. BETA2: Information provided – issue resolved.

Capacity analysis results show that all signalized intersections currently operate and would continue to operate during the Build condition at acceptable Level of Service (LOS), with an overall intersection LOS D or better during the weekday morning and afternoon peak hours. The site driveway movements would all operate at LOS C or better during both peak periods. The Grove Street southbound movement onto Washington Street currently operates and would continue to operate at LOS F during both peak periods.

Off-site mitigation was not proposed as part of this project.

6. Consideration should be given to adding an exclusive right-turn lane on the Grove Street approach to Washington Street to improve traffic operations and safety issues at the intersection. VAI: The project is expected to add 2 right-turning vehicles to this intersection during the weekday evening peak hour and does not justify the construction of a right-turn lane. BETA2: BETA concurs that this project in itself won't significantly increase trips at the intersection of Grove Street and Washington Street. The proponent subsequently provided a letter dated June 15th which states the proponent would contribute \$100,000 to the Town for future improvements – issue resolved.

It is BETA's understanding that there will be truck restrictions at one or more of the four site driveways. The turning radii for trucks around the proposed site appear to be limited.

7. Clarify driveway restrictions and the truck operations/directional circulation throughout the site. VAI: The following summarizes the expected driveway uses form south to north:

Southern Most Driveway: This driveway primarily accommodates buildings 210 and 200 employee and truck entering traffic. Some exiting traffic will accommodate here.

Southern Middle Driveway: This driveway will primarily accommodate building 210 and 200 employee and truck exiting traffic. Some entering traffic will be accommodated here.

Northern Middle Driveway: This driveway will be for employee traffic only for building 200.

North Driveway: This driveway will accommodate employee and truck traffic for building 176.

BETA2: Explanation provided. Based on discussions at the June 8th Planning Board meeting, the Board indicated that consideration should be given to directing trucks through the Route 140 and Grove Street intersection where there is signalization instead of through the unsignalized Grove Street and Washington Street intersection.



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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.

Takhyn Contracchio

Jaklyn Centracchio, PE, PTOE Senior Project Engineer

cc: Amy Love, Town Planner Job No: 4830-62

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