# Town of Franklin



# **Planning Board**

Due to the growing concerns regarding the COVID-19 virus, we will be conducting a remote/virtual Planning Board Meeting. In an effort to ensure citizen engagement and comply with open meeting law regulations, citizens will be able to dial into the meeting using the provided phone number (Cell phone or Landline Required) OR citizens can participate by copying the link (Phone, Computer, or Tablet required).

Please click on the link <u>https://us02web.zoom.us/j/85237409375</u> or call on your phone at 312-626-6799, meeting # 85237409375.

#### August 10, 2020

- 7:00 PM Commencement/General Business
- **PUBLIC HEARING** Continued**70, 72 & 94 East Central St Multi-Family**<br/>Special Permit & Site Plan ModificationAdv.: Jan 27 & Feb 3, 2020Abuts: Jan. 22, 2020
- **PUBLIC HEARING** Continued**5 Fisher and 29 Hayward Streets**Adv.: July 27 & Aug 3, 2020Special Permit & Site Plan ModificationAbuts: July. 22, 2020
- **PUBLIC HEARING** Continued<br/>Maple Hill<br/>Definitive SubdivisionAdv.: Feb. 24 & March 2, 2020Adv.: Feb. 24 & March 2, 2020

#### **GENERAL BUSINESS:**

- A. Bond Reduction: Union Meadows
- B. Limited Site Plan Modification: Brookview Pond Street
- C. **81-P ANR**: 49 Raymond Street
- D. Decision: 160 Grove St
- E. Partial Form H: Dean Ave Garages, bike rack & Dog Wash
- F. Limited Site Plan: Charter School

This agenda is subject to change. Last updated: August 5, 2020 The next meeting of the Planning Board is scheduled for August 24, 2020.

# **TNT Building Corporation**

### **General Building Contractors**

119 East Central Street Post Office Box 64 Franklin, MA 02038 (508) 520-9500 Fax: (508) 541-8118

June 2, 2020

Amy Love Franklin Town Planner Franklin Municipal Building 355 East Central Street Franklin, MA 02038

RE: Union Meadows (Union Meadows Road)

Dear Amy,

I would like to request a full bond release and road acceptance for the above referenced subdivision. Please add Union Meadows Subdivision to your next available planning board meeting agenda.

<del>Than</del>k You, Timothy J. Bobola

TNT Building Corporation Nitor Development, Inc.

#### SUBDIVISION PLAN OF LAND

#### FORM H

### **ENGINEER'S CERTIFICATE OF COMPLETION**

(to be executed by developer's engineer)

"Union Meadows Definitive Subdivision in Subdivision plan known as Franklin, Massachusetts"

I hereby certify that all improvements required for the below listed ways, a part of the above named subdivision plan, have been completed in all respects in accordance with the rules and regulations of the Franklin Planning Board and the approved plans entitled\_\*\*\* by <u>Guerriere & Halnon</u>, Inc. \_\_\_\_\_\_and dated <u>March 15</u>, 2016, and as approved by the said Planning Board on <u>August 8, 2016</u>, Rev. 06/30/2016

\*\*\*Union Meadows Definitive Subdivision in Franklin, Massachusetts

Signed this \_\_\_\_\_ 17th day of July, 2020 Muchimm Reg. C.E.

COMMONWEALTH OF MASSACHUSETTS

Norfolk, ss.

July 17, 20,30

On this <u>17th</u> day of <u>July</u> 2020, before me, the undersigned notary public, personally appeared <u>Date Mac Hinner</u> (name of engineer), proved to me through satisfactory evidence of identification, which were <u>MA Litense</u> to be the person whose name is signed on the preceding document in my presence.

Official signature and seal of notary)

(Official signature and seal of notary) Notary Public: My Commission Expires: <u>Nav 14</u> 2025





LEGEND

⊞	CATCH BASIN	CATCH BASIN				
D	DRAIN MANHOLE	DRAIN MANHOLE				
Ē	ELECTRIC MANHOLE		-0	GUY WIRE		
S	SEWER MANHOLE		-0-	SIGN		
0	MANHOLE		мв	MAIL BOX		
GV	GAS VALVE	GAS VALVE				
්රී	GAS SHUT OFF VALV	GAS SHUT OFF VALVE				
X≋	WATER VALVE	WATER VALVE				
*S	WATER SHUT OFF V	WATER SHUT OFF VALVE				
Å.	FIRE HYDRANT	FIRE HYDRANT				
	000	EXISTING (	CONTOUR			
	D EXISTING I			E		
	EXISTING V	WATER LIN	νE			
A.	STREET TREE					
	CONCRETE BOUND SET					



### **TOWN OF FRANKLIN - SITE OBSERVATION REPORT**

# **Union Meadows Subdivision**

Report No.: <b>4831 393 – 020</b>		Date:	August 4, 2020		Arrive:	2:00 PM	
Observer:	Matt Crowley, PE	Weather:	er: Sunny ~50°		Leave	3:00 PM	
Owner:	Leon Luszcz Revocable Trust 412 Skyview Drive Clemson, SC 29631 TNT Building Corp. 119 East Central Street, #B Franklin, MA 02038		Contractor:	Bella Constructio 119 East Central S Franklin, MA 020 508-520-9500	n Street 38		

#### Items Observed: Conformance Observation in Conjunction with Bond Reduction and Street Acceptance Requests

#### **OBSERVATIONS**

Observation Requested By: Tim Bobola

Met/walked site with: N/A

Current Activity on Site: No current activity

**Observed Construction:** BETA arrived on site to perform a construction observation in conjunction with the Applicant's requests for bond reduction and street acceptance. A Roadway As-built plan, dated July 17, 2020 and Street Acceptance Plan, dated July 1, 2020, were prepared by Guerriere and Halnon, Inc. and provided via email. Review of the Street Acceptance Plan will be performed by the Town Engineer. BETA's site walk and review of the as-built confirmed the site to be constructed in general conformance with the Approved plans and approved field changes with the following exceptions/notations:

- There are several cracks in sidewalk panels and concrete driveways. The Town Engineer was consulted and does not recommend replacement at this time.
- Wetland vegetation is located in the sediment forebay of the stormwater basin and some woody vegetation has begun to grow in the basin itself. The basin should be maintained in accordance with the Operation and Maintenance Plan prior to the Town accepting the roadway.
- There is some leaf litter/debris clogging the culvert at the intersection of the project roadway and Upper Union Street. The litter/debris should be removed.
- The Town Engineer is reviewing the outlet from the installed plunge pool in coordination with the designer.
- The Engineer of Record should add the total storage volume of the infiltration basin to the As-Built Plan to confirm it was constructed in accordance with the Approved Plans.

Union Meadows Subdivision Site Observation Report No. 20 August 4, 2020

### SITE PHOTOS



Cracked sidewalk panel



Typical roadway and curb



Union Meadows Subdivision Site Observation Report No. 20 August 4, 2020



Plunge pool outlet



Culvert with debris



Union Meadows Subdivision Site Observation Report No. 20 August 4, 2020



Wetland vegetation within sediment forebay



Infiltration basin bottom with some woody vegetation





### **UNION MEADOWS**

Item Description	Unit	Quantity	Ur	nit Cost	lte	m Cost
STORMWATER BASIN MAINTENANCE	LS	1	\$	1,000	\$	1,000
Subtotal					\$	1,000
Contingency (Engineering Services & Bid Documents, etc)	25%				\$	250
ORDER OF MAGNITUDE CONSTUCTION COST					\$	1,250

### FRANKLIN PLANNING & COMMUNITY DEVELOPMENT



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

#### MEMORANDUM

DATE:	August 6, 2020
TO:	Franklin Planning Board
FROM:	Department of Planning and Community Development
RE:	<b>Bond Reduction – Union Meadows Estates</b>

The DPCD has reviewed the above referenced request for Bond Reduction to be reviewed at the Monday, August 10, 2020 Planning Board meeting and offers the following commentary:

#### General:

- 1. The current Bond is held in a Tripartite Agreement with the Town of Franklin in the amount of \$27,002.00 for Union Meadows Rd.
- 2. The Applicant has requested a Bond Release.
- 3. BETA performed a site inspection and has documented list of completed items.
- 4. Based on BETA's inspection, the recommendation is to reduce the bond from \$27,002.00 to the amount of **\$1,250.00**, releasing a total amount of \$25,752.00.
- 5. The Applicant has filed for Road Acceptance, which will be on the August 24 Planning Board Agenda.

#### **Recommendation:**

DPCD recommends that the Board vote to *approve* the Bond Reduction.



Town of Franklin Planning Board 335 E. Central Street Franklin, MA 02038 July 21, 2020

Attn: Amy Love, Town Planner

#### Re: Limited Site Plan Change (General Business) Brookview at Franklin

Dear Ms. Love:

As requested, Bohler is submitting this request for a limited site plan change for the work proposed at 0 Pond Street. Enclosed with this application is a brief narrative describing the proposed changes, as well as the following materials and supporting documentation:

- Seven (7) copies of the plan entitled, "Parking Lot Grading & Drainage Plan & Details" prepared by Bohler, dated July 21, 2020 (24"x36");
- Two (2) copies of the supplemental stormwater calculations prepared by Bohler, dated July 21, 2020;
- Filing fee in the amount of \$500.00; and
- Electronic submission (via email).

The enclosed plan outlines the changes proposed at an existing gravel parking area located at the north end of Riverstone Way. In order to address concerns relative to tracking of dust from the existing lot, the proposed changes include paving the existing gravel parking lot and installing a stormwater management system to treat and mitigate runoff from the parking lot prior to discharge to wetlands associated with Mine Brook.

The existing gravel parking lot contains approximately 4,550 sf of area without any formal drainage structures. Runoff generated by the proposed paved parking lot will sheet flow overland to a stone filter strip located along the west end of the lot for pretreatment prior to discharging to a stormwater infiltration basin (Basin #3). The proposed work is located outside of the 100' and 200' Riverfront buffers and is located within the previously approved limit of work. Approximately 2,500 SF of the work is located between the 50' and 100' Wetland buffers.

We trust the above and attached is sufficient for your review of this request. However, should you have any questions or require additional information, please do not hesitate to contact either of us at 508-480-9900.

Sincerely,

BOHLER

National E. Mahum

Nathaniel E. Mahonen, P.E.

Attachments

Joh Mucil

John A. Kucich, P.E.

Cc: Tom Betts - Brendon Homes





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### Area Listing (selected nodes)

Area	CN	Description
(acres)		(subcatchment-numbers)
0.104	96	Gravel surface, HSG A (E1)
0.104	96	TOTAL AREA

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### Soil Listing (selected nodes)

Area	Soil	Subcatchment
(acres)	Group	Numbers
0.104	HSG A	E1
0.000	HSG B	
0.000	HSG C	
0.000	HSG D	
0.000	Other	
0.104		TOTAL AREA

	Existing HydroCAD
W171097 Parking Lot	
Prepared by Bohler	Printed 7/21/2020
HydroCAD® 10.00-21 s/n 08311 © 2018 HydroCAD Software Solutions LLC	Page 4

### Ground Covers (selected nodes)

HSG-A	HSG-B	HSG-C	HSG-D	Other	Total	Ground	Subcatchment
(acres)	(acres)	(acres)	(acres)	(acres)	(acres)	Cover	Numbers
0.104 <b>0.104</b>	0.000 <b>0.000</b>	0.000 <b>0.000</b>	0.000 <b>0.000</b>	0.000 <b>0.000</b>	0.104 <b>0.104</b>	Gravel surface <b>TOTAL AREA</b>	E1

W171097 Parking Lot	Type III 24-hr	Existing HydroCAD 2 yr Rainfall=3.20"
Prepared by Bohler		Printed 7/21/2020
HydroCAD® 10.00-21 s/n 08311 © 2018 HydroCAD Software Solutions LLC	)	Page 5

SubcatchmentE1: Existing Gravel Lot

Runoff Area=4,550 sf 0.00% Impervious Runoff Depth=2.75" Tc=6.0 min CN=96 Runoff=0.31 cfs 0.024 af

**Reach EW: Wetlands** 

Inflow=0.31 cfs 0.024 af Outflow=0.31 cfs 0.024 af

Total Runoff Area = 0.104 ac Runoff Volume = 0.024 af Average Runoff Depth = 2.75" 100.00% Pervious = 0.104 ac 0.00% Impervious = 0.000 ac

#### Summary for Subcatchment E1: Existing Gravel Lot

Runoff = 0.31 cfs @ 12.08 hrs, Volume= 0.024 af, Depth= 2.75"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs Type III 24-hr 2 yr Rainfall=3.20"

A	rea (sf)	CN	Description		
	4,550	96	Gravel surfa	ace, HSG A	Α
	4,550		100.00% P	ervious Are	ea
Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

#### Summary for Reach EW: Wetlands

Inflow Are	ea =	0.104 ac,	0.00% Impervious,	Inflow Depth = 2.7	75" for 2 yr event
Inflow	=	0.31 cfs @	12.08 hrs, Volume	= 0.024 af	
Outflow	=	0.31 cfs @	12.08 hrs, Volume	= 0.024 af,	Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

W171097 Parking Lot	Type III 24-hr	Existing HydroCAD 10 yr Rainfall=4.70"
Prepared by Bohler		Printed 7/21/2020
HydroCAD® 10.00-21 s/n 08311 © 2018 HydroCAD Software Solutions LL	.C	Page 7

SubcatchmentE1: Existing Gravel Lot

Runoff Area=4,550 sf 0.00% Impervious Runoff Depth=4.23" Tc=6.0 min CN=96 Runoff=0.47 cfs 0.037 af

**Reach EW: Wetlands** 

Inflow=0.47 cfs 0.037 af Outflow=0.47 cfs 0.037 af

Total Runoff Area = 0.104 ac Runoff Volume = 0.037 af Average Runoff Depth = 4.23" 100.00% Pervious = 0.104 ac 0.00% Impervious = 0.000 ac

#### Summary for Subcatchment E1: Existing Gravel Lot

Runoff = 0.47 cfs @ 12.08 hrs, Volume= 0.037 af, Depth= 4.23"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs Type III 24-hr 10 yr Rainfall=4.70"

CN	Description				
96	Gravel surfa	ace, HSG A	Ą		
	100.00% Pervious Area				
Slop (ft/fl	e Velocity ) (ft/sec)	Capacity (cfs)	Description		
			Direct Entry,		
	CN 96 Slope (ft/ft	CNDescription96Gravel surf100.00% PSlopeVelocity(ft/ft)(ft/sec)	CNDescription96Gravel surface, HSG / 100.00% Pervious AreSlopeVelocity(ft/ft)(ft/sec)(cfs)		

#### Summary for Reach EW: Wetlands

Inflow Area	a =	0.104 ac,	0.00% Impervious,	Inflow Depth = 4.	23" for 10 yr event
Inflow	=	0.47 cfs @	12.08 hrs, Volume	= 0.037 af	
Outflow	=	0.47 cfs @	12.08 hrs, Volume	= 0.037 af,	Atten= 0%, Lag= 0.0 mir

Routing by Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

W171097 Parking Lot	Existing HydroCAD
Prepared by Bohler	Printed 7/21/2020
HydroCAD® 10.00-21 s/n 08311 © 2018 HydroCAD Software Solutions LI	_C Page 9

SubcatchmentE1: Existing Gravel Lot

Runoff Area=4,550 sf 0.00% Impervious Runoff Depth=5.03" Tc=6.0 min CN=96 Runoff=0.55 cfs 0.044 af

**Reach EW: Wetlands** 

Inflow=0.55 cfs 0.044 af Outflow=0.55 cfs 0.044 af

Total Runoff Area = 0.104 ac Runoff Volume = 0.044 af Average Runoff Depth = 5.03" 100.00% Pervious = 0.104 ac 0.00% Impervious = 0.000 ac

#### Summary for Subcatchment E1: Existing Gravel Lot

Runoff = 0.55 cfs @ 12.08 hrs, Volume= 0.044 af, Depth= 5.03"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs Type III 24-hr 25 yr Rainfall=5.50"

A	rea (sf)	CN	Description			
	4,550	96	Gravel surfa	ace, HSG A	4	
	4,550	100.00% Pervious Area				
Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description	
6.0					Direct Entry,	

#### Summary for Reach EW: Wetlands

Inflow Area	a =	0.104 ac,	0.00% Impervious,	Inflow Depth =	5.03" for 25	5 yr event
Inflow	=	0.55 cfs @	12.08 hrs, Volume	e= 0.044 a	af	
Outflow	=	0.55 cfs @	12.08 hrs, Volume	e= 0.044 a	af, Atten= 0%	,Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

W171097 Parking Lot	Existing HydroCAD Type III 24-hr 100 yr Rainfall=6.70
Prepared by Bohler	Printed 7/21/2020
HydroCAD® 10.00-21 s/n 08311 © 2018 HydroCAD Software So	olutions LLC Page 11

SubcatchmentE1: Existing Gravel Lot

Runoff Area=4,550 sf 0.00% Impervious Runoff Depth=6.22" Tc=6.0 min CN=96 Runoff=0.68 cfs 0.054 af

**Reach EW: Wetlands** 

Inflow=0.68 cfs 0.054 af Outflow=0.68 cfs 0.054 af

Total Runoff Area = 0.104 ac Runoff Volume = 0.054 af Average Runoff Depth = 6.22" 100.00% Pervious = 0.104 ac 0.00% Impervious = 0.000 ac

#### Summary for Subcatchment E1: Existing Gravel Lot

Runoff = 0.68 cfs @ 12.08 hrs, Volume= 0.054 af, Depth= 6.22"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs Type III 24-hr 100 yr Rainfall=6.70"

A	rea (sf)	CN	Description		
	4,550	96	Gravel surfa	ace, HSG A	Ą
	4,550		100.00% P	ervious Are	ea
Tc (min)	Length (feet)	Slope (ft/ft)	e Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

#### Summary for Reach EW: Wetlands

Inflow Area	a =	0.104 ac,	0.00% Imper	vious, Inflow	Depth = 6.2	22" for 100	) yr event
Inflow	=	0.68 cfs @	12.08 hrs, V	/olume=	0.054 af		
Outflow	=	0.68 cfs @	12.08 hrs, V	/olume=	0.054 af,	Atten= 0%,	Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs



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### Area Listing (selected nodes)

Area	a CN	Description
(acres)	)	(subcatchment-numbers)
0.104	98	Paved parking, HSG A (P1)
0.104	4 98	TOTAL AREA

Printed 7/21/2020 Page 3

### Soil Listing (selected nodes)

Area	Soil	Subcatchment
(acres)	Group	Numbers
0.104	HSG A	P1
0.000	HSG B	
0.000	HSG C	
0.000	HSG D	
0.000	Other	
0.104		TOTAL AREA

### Ground Covers (selected nodes)

HSG-A	HSG-B	HSG-C	HSG-D	Other	Total	Ground	Subcatchment
(acres)	(acres)	(acres)	(acres)	(acres)	(acres)	Cover	Numbers
0.104 <b>0.104</b>	0.000 <b>0.000</b>	0.000 <b>0.000</b>	0.000 <b>0.000</b>	0.000 <b>0.000</b>	0.104 <b>0.104</b>	Paved parking <b>TOTAL AREA</b>	P1

	Proposed HydroCAD
W171097 Parking Lot	Type III 24-nr 2 yr Rainfall=3.20"
Prepared by Bohler	Printed 7/21/2020
HydroCAD® 10.00-21 s/n 08311 © 2018 HydroCAD Software Solutions LL	C Page 5

SubcatchmentP1: Proposed Paved LotRunoff Area=4,550 sf100.00% ImperviousRunoff Depth=2.97"Tc=6.0 minCN=98Runoff=0.32 cfs0.026 af

**Reach TW: Wetlands** 

Inflow=0.00 cfs 0.000 af Outflow=0.00 cfs 0.000 af

Pond B1: N Basin #3

Peak Elev=201.81' Storage=404 cf Inflow=0.32 cfs 0.026 af Discarded=0.04 cfs 0.026 af Primary=0.00 cfs 0.000 af Outflow=0.04 cfs 0.026 af

Total Runoff Area = 0.104 ac Runoff Volume = 0.026 af Average Runoff Depth = 2.97" 0.00% Pervious = 0.000 ac 100.00% Impervious = 0.104 ac

#### Summary for Subcatchment P1: Proposed Paved Lot

Runoff = 0.32 cfs @ 12.08 hrs, Volume= 0.026 af, Depth= 2.97"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs Type III 24-hr 2 yr Rainfall=3.20"

A	rea (sf)	CN I	Description			
	4,550	98 I	Paved park	ing, HSG A	Α	
	4,550		100.00% In	npervious A	Area	
Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description	
6.0					Direct Entry,	_

#### **Summary for Reach TW: Wetlands**

Inflow Area	a =	0.104 ac,100	0.00% Impervious,	Inflow Depth = 0.	00" for 2 yr event
Inflow	=	0.00 cfs @	0.00 hrs, Volume	e= 0.000 af	
Outflow	=	0.00 cfs @	0.00 hrs, Volume	e= 0.000 af,	Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

#### Summary for Pond B1: N Basin #3

Inflow Area	=	0.104 ac,10	0.00% Imp	ervious, Infl	ow Depth =	2.97"	for 2 yr	event	
Inflow	=	0.32 cfs @	12.08 hrs,	Volume=	0.026	af			
Outflow	=	0.04 cfs @	12.75 hrs,	Volume=	0.026	af, Atte	en= 89%,	Lag= 39.	7 min
Discarded	=	0.04 cfs @	12.75 hrs,	Volume=	0.026	af		-	
Primary	=	0.00 cfs @	0.00 hrs,	Volume=	0.000	af			

Routing by Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs Peak Elev= 201.81'@ 12.75 hrs Surf.Area= 631 sf Storage= 404 cf

Plug-Flow detention time= 91.6 min calculated for 0.026 af (100% of inflow) Center-of-Mass det. time= 91.6 min ( 848.0 - 756.4 )

Volume	Invert	Avail.Sto	rage Storage	Description		
#1	201.00'	1,4	50 cf Custom	Stage Data (Coni	<b>c)</b> Listed below (Reca	alc)
Elevatio	on Su	urf.Area	Inc.Store	Cum.Store	Wet.Area	
(fee	et)	(sq-ft)	(cubic-feet)	(cubic-feet)	(sq-ft)	
201.0	00	382	0	0	382	
202.0	00	700	533	533	710	
203.0	00	1,152	917	1,450	1,175	
Device	Routing	Invert	Outlet Devices	S		
#1	Discarded	201.00'	2.410 in/hr Ex	cfiltration over Su	rface area	ular Weir
#2	Primary	202.75'	10.0' long x \$	5.0' breadth Broad	d-Crested Rectang	

**Discarded OutFlow** Max=0.04 cfs @ 12.75 hrs HW=201.81' (Free Discharge) **1=Exfiltration** (Exfiltration Controls 0.04 cfs)

**Primary OutFlow** Max=0.00 cfs @ 0.00 hrs HW=201.00' (Free Discharge) **2=Broad-Crested Rectangular Weir**(Controls 0.00 cfs)

W171097 Parking Lot	Type III 24-hr	Proposed HydroCAD 10 yr Rainfall=4.70"
Prepared by Bohler		Printed 7/21/2020
HydroCAD® 10.00-21 s/n 08311 © 2018 HydroCAD Software Solutions LL	.C	Page 8

SubcatchmentP1: Proposed Paved LotRunoff Area=4,550 sf100.00% ImperviousRunoff Depth=4.46"Tc=6.0 minCN=98Runoff=0.48 cfs0.039 af

**Reach TW: Wetlands** 

Inflow=0.00 cfs 0.000 af Outflow=0.00 cfs 0.000 af

Pond B1: N Basin #3

Peak Elev=202.19' Storage=677 cf Inflow=0.48 cfs 0.039 af Discarded=0.04 cfs 0.039 af Primary=0.00 cfs 0.000 af Outflow=0.04 cfs 0.039 af

Total Runoff Area = 0.104 ac Runoff Volume = 0.039 af Average Runoff Depth = 4.46" 0.00% Pervious = 0.000 ac 100.00% Impervious = 0.104 ac

#### Summary for Subcatchment P1: Proposed Paved Lot

Runoff = 0.48 cfs @ 12.08 hrs, Volume= 0.039 af, Depth= 4.46"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs Type III 24-hr 10 yr Rainfall=4.70"

A	rea (sf)	CN	Description			
	4,550	98	Paved park	ing, HSG A		
	4,550		100.00% In	npervious A	rea	
Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description	
6.0					Direct Entry,	

#### **Summary for Reach TW: Wetlands**

Inflow Area	a =	0.104 ac,100	.00% Impervious,	Inflow Depth = 0.0	00" for 10 yr event
Inflow	=	0.00 cfs @	0.00 hrs, Volume	e 0.000 af	
Outflow	=	0.00 cfs @	0.00 hrs, Volume	e= 0.000 af,	Atten= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

#### Summary for Pond B1: N Basin #3

Inflow Area	ı =	0.104 ac,10	0.00% Imp	ervious, Inflow [	Depth = 4	4.46"	for 10 yı	r event	
Inflow	=	0.48 cfs @	12.08 hrs,	Volume=	0.039 a	f			
Outflow	=	0.04 cfs @	12.93 hrs,	Volume=	0.039 a	f, Atter	า= 91%,	Lag= 50.7	' min
Discarded	=	0.04 cfs @	12.93 hrs,	Volume=	0.039 a	f		-	
Primary	=	0.00 cfs @	0.00 hrs,	Volume=	0.000 a	ıf			

Routing by Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs Peak Elev= 202.19' @ 12.93 hrs Surf.Area= 779 sf Storage= 677 cf

Plug-Flow detention time= 139.1 min calculated for 0.039 af (100% of inflow) Center-of-Mass det. time= 139.0 min (888.1 - 749.1)

Volume	Invert	Avail.Sto	rage Storage	Description		
#1	201.00'	1,4	50 cf Custom	Stage Data (Coni	<b>c)</b> Listed below (Rec	alc)
Elevatio	on Si	urf.Area	Inc.Store	Cum.Store	Wet.Area	
(fee	et)	(sq-ft)	(cubic-feet)	(cubic-feet)	(sq-ft <u>)</u>	
201.0	00	382	0	0	382	
202.0	00	700	533	533	710	
203.0	00	1,152	917	1,450	1,175	
Device	Routing	Invert	Outlet Device	S		
#1	Discarded	201.00'	2.410 in/hr Ex	xfiltration over Su	rface area	ular Weir
#2	Primary	202.75'	10.0' long x	5.0' breadth Broad	d-Crested Rectang	

**Discarded OutFlow** Max=0.04 cfs @ 12.93 hrs HW=202.19' (Free Discharge) **1=Exfiltration** (Exfiltration Controls 0.04 cfs)

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=201.00' (Free Discharge) ←2=Broad-Crested Rectangular Weir( Controls 0.00 cfs)

W171097 Parking Lot	Proposed HydroCAD Type III 24-hr 25 yr Rainfall=5.50"
Prepared by Bohler	Printed 7/21/2020
HydroCAD® 10.00-21 s/n 08311 © 2018 HydroCAD Software Solutions LL	C Page 11

SubcatchmentP1: Proposed Paved LotRunoff Area=4,550 sf100.00% ImperviousRunoff Depth=5.26"Tc=6.0 minCN=98Runoff=0.56 cfs0.046 af

**Reach TW: Wetlands** 

Inflow=0.00 cfs 0.000 af Outflow=0.00 cfs 0.000 af

Pond B1: N Basin #3

Peak Elev=202.38' Storage=833 cf Inflow=0.56 cfs 0.046 af Discarded=0.05 cfs 0.046 af Primary=0.00 cfs 0.000 af Outflow=0.05 cfs 0.046 af

Total Runoff Area = 0.104 ac Runoff Volume = 0.046 af Average Runoff Depth = 5.26" 0.00% Pervious = 0.000 ac 100.00% Impervious = 0.104 ac

#### Summary for Subcatchment P1: Proposed Paved Lot

Runoff = 0.56 cfs @ 12.08 hrs, Volume= 0.046 af, Depth= 5.26"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs Type III 24-hr 25 yr Rainfall=5.50"

A	rea (sf)	CN	Description			
	4,550	98	Paved park	ing, HSG A	Α	
	4,550		100.00% In	npervious A	Area	
Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description	
6.0					Direct Entry,	

#### **Summary for Reach TW: Wetlands**

Inflow Area	a =	0.104 ac,100	0.00% Impervious, In	flow Depth = $0.00"$	for 25 yr event
Inflow	=	0.00 cfs @	0.00 hrs, Volume=	0.000 af	
Outflow	=	0.00 cfs @	0.00 hrs, Volume=	0.000 af, Att	en= 0%, Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

#### Summary for Pond B1: N Basin #3

Inflow Area	ı =	0.104 ac,10	0.00% Imp	ervious, Inflo	ow Depth =	5.26"	for 25 yr	r event	
Inflow	=	0.56 cfs @	12.08 hrs,	Volume=	0.046	af			
Outflow	=	0.05 cfs @	12.98 hrs,	Volume=	0.046	af, Atte	en= 91%,	Lag= 54.0 r	min
Discarded	=	0.05 cfs @	12.98 hrs,	Volume=	0.046	af		-	
Primary	=	0.00 cfs @	0.00 hrs,	Volume=	0.000	af			

Routing by Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs Peak Elev= 202.38' @ 12.98 hrs Surf.Area= 861 sf Storage= 833 cf

Plug-Flow detention time= 162.3 min calculated for 0.046 af (100% of inflow) Center-of-Mass det. time= 162.3 min (908.8 - 746.5)

Volume	Invert	Avail.Sto	rage Storage	Description				
#1	201.00	1,4	,450 cf Custom Stage Data (Conic)Listed below (Recalc)					
Elevatio	on S	urf.Area	Inc.Store	Cum.Store	Wet.Area			
(fee	et)	(sq-ft)	(cubic-feet)	(cubic-feet)	(sq-ft <u>)</u>			
201.0	00	382	0	0	382			
202.0	00	700	533	533	710			
203.0	00	1,152	917	1,450	1,175			
Device	Routing	Invert	Outlet Devices	S				
#1	Discarded	201.00'	2.410 in/hr Exfiltration over Surface area					
#2	Primary	202.75'	10.0' long x 5.0' breadth Broad-Crested Rectangular Weir					
**Discarded OutFlow** Max=0.05 cfs @ 12.98 hrs HW=202.38' (Free Discharge) **1=Exfiltration** (Exfiltration Controls 0.05 cfs)

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=201.00' (Free Discharge) ←2=Broad-Crested Rectangular Weir( Controls 0.00 cfs)

		Proposed HydroCAD
W171097 Parking Lot	Type III 24-hr	100 yr Rainfall=6.70"
Prepared by Bohler		Printed 7/21/2020
HydroCAD® 10.00-21 s/n 08311 © 2018 HydroCAD Software Solutions	s LLC	Page 14

Time span=0.00-72.00 hrs, dt=0.01 hrs, 7201 points Runoff by SCS TR-20 method, UH=SCS, Weighted-CN Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

SubcatchmentP1: Proposed Paved LotRunoff Area=4,550 sf100.00% ImperviousRunoff Depth=6.46"Tc=6.0 minCN=98Runoff=0.69 cfs0.056 af

**Reach TW: Wetlands** 

Inflow=0.00 cfs 0.000 af Outflow=0.00 cfs 0.000 af

Pond B1: N Basin #3

Peak Elev=202.65' Storage=1,074 cf Inflow=0.69 cfs 0.056 af Discarded=0.05 cfs 0.056 af Primary=0.00 cfs 0.000 af Outflow=0.05 cfs 0.056 af

Total Runoff Area = 0.104 ac Runoff Volume = 0.056 af Average Runoff Depth = 6.46" 0.00% Pervious = 0.000 ac 100.00% Impervious = 0.104 ac

#### Summary for Subcatchment P1: Proposed Paved Lot

Runoff = 0.69 cfs @ 12.08 hrs, Volume= 0.056 af, Depth= 6.46"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs Type III 24-hr 100 yr Rainfall=6.70"

A	rea (sf)	CN	Description				
	4,550	98	98 Paved parking, HSG A				
	4,550		100.00% Impervious Area				
Tc (min)	Length (feet)	gth Slope Velocity Capacity Description et) (ft/ft) (ft/sec) (cfs)					
6.0					Direct Entry,		

#### Summary for Reach TW: Wetlands

Inflow Area	a =	0.104 ac,100	.00% Impervious	s, Inflow Depth =	0.00	" for 100	yr event
Inflow	=	0.00 cfs @	0.00 hrs, Volum	ne= 0.000	) af		
Outflow	=	0.00 cfs @	0.00 hrs, Volum	ne= 0.000	) af, A	tten= 0%,	Lag= 0.0 min

Routing by Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

#### Summary for Pond B1: N Basin #3

Inflow Area	ı =	0.104 ac,10	0.00% Imp	ervious, Ir	nflow Depth =	6.46"	for 100	yr event	
Inflow	=	0.69 cfs @	12.08 hrs,	Volume=	0.056	af		-	
Outflow	=	0.05 cfs @	13.04 hrs,	Volume=	0.056	af, Atte	en= 92%,	Lag= 57.6	min
Discarded	=	0.05 cfs @	13.04 hrs,	Volume=	0.056	af		-	
Primary	=	0.00 cfs @	0.00 hrs,	Volume=	0.000	af			

Routing by Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs Peak Elev= 202.65' @ 13.04 hrs Surf.Area= 980 sf Storage= 1,074 cf

Plug-Flow detention time= 194.1 min calculated for 0.056 af (100% of inflow) Center-of-Mass det. time= 194.0 min (937.6 - 743.6)

Volume	Invert	Avail.Sto	rage Storage	Description		
#1	201.00	1,4	50 cf Custom	Stage Data (Coni	<b>c)</b> Listed below (Rec	alc)
Elevatio	on S	urf.Area	Inc.Store	Cum.Store	Wet.Area	
(fee	et)	(sq-ft)	(cubic-feet)	(cubic-feet)	(sq-ft <u>)</u>	
201.0	00	382	0	0	382	
202.0	00	700	533	533	710	
203.0	00	1,152	917	1,450	1,175	
Device	Routing	Invert	Outlet Devices	S		
#1	Discarded	201.00'	2.410 in/hr Ex	cfiltration over Su	rface area	ular Weir
#2	Primary	202.75'	10.0' long x \$	5.0' breadth Broad	d-Crested Rectang	

**Discarded OutFlow** Max=0.05 cfs @ 13.04 hrs HW=202.65' (Free Discharge) **1=Exfiltration** (Exfiltration Controls 0.05 cfs)

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=201.00' (Free Discharge) ←2=Broad-Crested Rectangular Weir( Controls 0.00 cfs)

#### Brookview at Franklin (Parking Lot) Pond Street Franklin, MA 7/21/2020

#### MA DEP Standard 3: Recharge Volume Calculations

Required Recharge Volume - A Soils (0.6 in.)	
Existing Site Impervious Area (acres)	0
Proposed Site Impervious Area (Acres)	0.10
Proposed Increase in Site Impervious Area (Acres)	0.10
Proposed Increase in Site Impervious Area (SF)	4,550
Recharge Volume Required (CF)	228
Required Recharge Volume - B Soils (0.35 in.)	
Existing Site Impervious Area (acres)	0
Proposed Site Impervious Area (Acres)	0
Proposed Increase in Site Impervious Area (Acres)	0
Proposed Increase in Site Impervious Area (SF)	0
Recharge Volume Required (CF)	0
Required Recharge Volume - C Soils (0.25 in.)	
Existing Site Impervious Area (acres)	0
Proposed Site Impervious Area (Acres)	0
Proposed Increase in Site Impervious Area (Acres)	0
Proposed Increase in Site Impervious Area (SF)	0
Recharge Volume Required (CF)	0
Required Recharge Volume - D Soils (0.10 in.)	
Existing Site Impervious Area (acres)	0
Proposed Site Impervious Area (Acres)	0
Proposed Increase in Site Impervious Area (Acres)	0
Proposed Increase in Site Impervious Area (SF)	0
Recharge Volume Required (CF)	0

Total Recharge Volume Required (CF) 228

Recharge Volume Adjustment Factor	
Impervious Area Directed to Infiltration BMP (Acres)	0.10
%Impervious Directed to Infiltration BMP	100%
Adjustment Factor	1.0
Adjusted Total Recharge Volume Required (CF)	228

Provided Recharge Volume*	
Basin #3 (CF)	1,177
Total Recharge Volume Provided (CF)	1,177

\*Volume provided below lowest outlet pipe in infiltration BMPs

#### Brookview at Franklin (Parking Lot) Pond Street Franklin, MA 7/21/2020

#### MA DEP Standard 3: Drawdown Time Calculations

Drawdown Time - Basin #3	
Volume below outlet pipe (Rv) (CF)	1,177
Soil Type	A - Sand
Infiltration rate (K)	2.41
Bottom Area (SF)	382
Drawdown time (Hours)	15.3

Drawdown time = Rv / (K) x (bottom area)

Prepared By: Bohler 352 Turnpike Road Southborough, MA 01772 (508) 480-9900

#### Brookview at Franklin (Parking Lot) Pond Street Franklin, MA 7/21/2020

#### MA DEP Standard 4: Water Quality Volume Calculations

Water Quality Volume Required	
Water Quality Volume runoff (in.)	1
Total Post Development Impervious Area (SF)	4,550
Required Water Quality Volume (CF)	190

Water Quality volume runoff is equal to 1.0 inches of runoff times the total impervious area of the post development project site

Water Quality Volume Provided*	
Basin #3	1,177
Water Quality Volume Provided in Basins (CF)	1,177

#### **OHLER ENGINEERING MA, LLC**

INVOIC	E NUMBER DATE		VOUCHER NO.	SE DETACH AND I	RETAIN FOR YOUR RECORDS
W17	1097 07/17/20	PLANNING BOAR	RD/LIMITED SITE PL	AN CHANGE	\$500.00
	THIS DOCOMENT IS PROTECTED BY AMO BOHLER ENGINEERING MA, LLC 352 TURNPIKE ROAD	RO-PRINT SIGNATORIE LINE, FLUORESCENT	PAPER FIDERS, TONE ADHESION, AND IS RI	eactive to chemical alteratio	07/17/20
	SOUTHBOROUGH, MA 01772	DOLLARS AND	CENTS	NO. \$	010273 <sup>500.00</sup>
D THE RDER OF	TOWN OF FRANKLIN		0.00	VOID A	FTER 180 DAYS
	#*010273#* # <b>##</b> #*			)"	- mary

**3OHLER ENGINEERING MA, LLC** 



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

August 5, 2020

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

#### RE: Site Plan Modification Review – Brookview Residential Condos, Pond Street

Dear Mr. Chairman and Members:

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

1. The proposed infiltration basin has been adequately sized to infiltrate all additional runoff created from paving the existing parking lot. We do not see an issue with the proposed modification.

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

Sincerely,

ZUL

Michael Maglio, P.E. Town Engineer

Cc: Jen Delmore, Conservation Agent

# FRANKLIN PLANNING & COMMUNITY DEVELOPMENT



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

#### MEMORANDUM

DATE:	August 4, 2020
TO:	Franklin Planning Board
FROM:	Department of Planning and Community Development
RE:	<b>Pond St – Brookview Condos</b> Limited Site Plan

The DPCD has reviewed the above referenced Limited Site Plan application for the Monday, August 10, 2020 Planning Board meeting and offers the following commentary:

#### General:

- 1. The Applicant has submitted a Limited Site Plan Modification to change the public parking area from gravel to asphalt.
- 2. Mike Maglio, Town Engineer has provided a letter.
- 3. The Applicant has filed with the Conservation Commission.

#### Comments:

- 1. DPCD recommends that signage for public parking and trail access be posted, as per the Certificate of Vote, Special Conditions issued on February 27, 2017.
- 2. DPCD recommends that a condition be added that the property owner (or Condominium Association) shall maintain the parking area and drainage.

cc:	 Sincerely,
	If enclosures are not as noted, kindly notif

Form A and Certificate of Ownership 2 10 11x17 Franklin Condominium II Modification Plan of Registered Land 2 24x36 Franklin Condominium II Modification Plan of Registered Land 1 24x36 Mylar Franklin Condominium II Modification Plan of Registered Land 1 Filing Fee: \$350.00 (Check No. 900) Comments Amy Please find enclosed the above plans and application for the above referenced project. Please call with any questions

For:	☐ Your Use	As Requested	🛛 Review	

Attn: Amy Love

Certified #

#### www.gandhengineering.com

Date: July 31, 2020

Via

Copies

To: Planning Board 355 E. Central Street Franklin, MA 02038

Mail

Date

#### RE: ANR Plan 47-49 Raymond Avenue

Courier X

Express

Job No.: Reply To:

> Franklin, MA 02038-3807 (508) 528-3221 Phone: (508) 528-7921 Fax: **Milford Office:** 333 West Street Milford, MA 01757-0235 Phone: (508) 473-6630 Fax: (508) 473-8243

Franklin Office: 55 West Central Street

F-4262

 $\square$ 

Whitinsville Office: 1029 Providence Road Whitinsville, MA 01588-2121 Phone: (508) 234-6834 Fax: (508) 234-6723



K:\F4262\DOCS\2020-07-31 Transmittal\_Planning Board.doc

Amanda Cavaliere

y us at once.

#### PLANNING BOARD FRANKLIN, MASSACHUSETTS

#### FORM A APPLICATION FOR ENDORSEMENT OF PLAN BELIEVED NOT TO REQUIRE APPROVAL (81-p)

July 30 \_\_\_\_\_\_, 2020

To the Planning Board of the Town of Franklin, Massachusetts:

The undersigned, believing that the accompanying plan of land in the Town of Franklin does not constitute a subdivision within the meaning of the Subdivision Control Law, for the reason outlined below, herewith submits said plan for a determination and endorsement that Planning Board approval under the Subdivision Control Law is not required.

1.	Name	of Applicant: Mark Landolphi	
	Addres	s of Applicant: 49 Raymond Street Franklin, MA. 02038	
	Phone	No.: Email:	
			Mark F. Landolphi, Trustee
2.	Name	of Owner (if not the Applicant): Lucille c. Vandervelde Trustee	Diane M. Johnson Landolphi
	Addres	s of Owner: 47 Raymond Street Franklin, MA.	49 Raymond Street Franklin, MA. 02038
	Phone	No.: Email:	
3.	Name	of Engineer: Guerriere & Halnon, Inc.	
4.	Deed	of Property recorded in L.C. Cert C135-8 with Norfolk Registry	, Book, Page
5.	Locat	on and Description of Property: <u>NE of Raymond Ave and E of Edward S</u>	·
6.	Asses	sor's Map & Lot: <u>269-52</u>	
7.	Reaso	ns approval is not required (check as applicable):	
	a)	Every lot shown has the area and frontage required by the Zoning I	By-Law on a way as defined by the
	,	Subdivision Regulations Edward Street and Raymond Avenue	
	b)	a public way or way which the Town Clerk certifies is maintained a namely, or	nd used as a public way,
	c)	a way shown on a plan theretofore approved and endorsed in accord	lance with the subdivision control law.
		namely on	, and subject to the
		following conditions; or	
	d)	a private way in existence on March 12, 1954, the date when the sul effective in the Town of Franklin having, in the opinion of the Plann grades, and adequate construction to provide for the needs of vehice use of the land abutting thereon or served thereby, and for the instal such land and the buildings erected or to be erected thereon, namely	odivision control law became ning Board, sufficient width, suitable lar traffic in relation to the proposed lation of municipal services to serve
	e)	Other:	
<u>M</u> Signat	ture of Ap	Jand Mart fundation	Jucille C. Janderveldu Signature of Owner

Mark F. Londol 271 Print Name of Applicant Marh Larch phi Print Name of Owner

Print name of Owner

#### CERTIFICATE OF OWNERSHIP

I the undersigned Applicant, do hereby certify to the Town of Franklin, through its Planning Board, that all parties of interest to the below-listed plan are identified in Section B: below,

#### SECTION A:

Type of Plan (circle one)	ANR 81-P;	Preliminary	Subdivision	
	Definitive Su	bdivision.;	Site Plan;	Special Permit
Title of Plan: Frankli	n Condomini	um II Modifie	cation Plan	of Registered
Date of Plan: March Revised	26,2019 7/17/2020	L Assessor's	Information:	269-52
Prepared by: Guerrie	re and Halnon,	Inc.		
Applicant Name & A	ddress: 55 We	est Central Si	t. Franklin, M	A
SECTION B:				Mark F. Landolphi, Trustee
Name of Record Own	ner(s):Lucille	C. Vandervel	de, Trustee	Diane M. Johnson Landolph
Address of Record O	wner(s):47 Ra	ymond Stree	ət	49 Raymond Street
	Fran	klin, MA. 02	038	Franklin, MA. 02038

#### **\*\*Attach Property Deed matching the owner name's listed above.**

\*If in the name of a Trust, Corporation or Partnership, list the names and addresses of all Trustee(s), Corporate Officer(s) or Partner(s):

\*If in the name of a Trust or Corporation, list the Beneficiary(ies) of the Trust or the Shareholder(s) of the Corporation:

\*If in the name of a Trust or Corporation, list the date, county, book and page of recording of the Trust Instrument, or the date and State of incorporation:

Executed as a sealed instrument this

Signature of Applicant

day of

Mark Landolphi Print name of Applicant <u>Lucille C. Vandervelde</u> Print name of Owner <u>Mark Landolphi</u> Print name of Owner

20

Signature of Owner

Signature of Owner

COMMONWEALTH OF MASSACHUSETTS

Norfolk ss.

20 २०

On this <u>30<sup>th</sup></u> day of <u>July</u> 20<u>30</u>, before me, the undersigned notary public, personally appeared <u>mark Largelichi - Lucule varierelde</u> (name of owner), proved to me through satisfactory evidence of identification, which were ma Licences to be the person whose name is signed on the preceding document in my presence.

Official signature and seal of notary)

Notary Public: My Commission Expires: Nov. 14, 2025

AMANDA K. CAVALIERE Notary Public COMMONWEALTH OF MASSACHUSETTS My Commission Expires November 14, 2025

alay ku ku Ruly vi si

- Dollars 🗿 Proto 1\$ 350.00 900 53-13/110 MA 26749 1 4 NOW Date 07 301 Work 10 1 1000 1 381 0000 1 1 36 74 310 0 400 100 A 1000 , ran 2 4 3000 Shirt the Party 05-98 Bank of America No. of Manager MARK F. LANDOLPHI 49 RAYMOND ST. FRANKLIN, MA 02038 roup 100 three ACH R/T 011000138 Pay to the Order of ACCEL - AL MAN For

148 1

NOTES:

+ 1.5ppm.

ABSOLUTE ERROR OF 0.029 FEET, ERROR DIRECTION N59°45'24"W. 6. LAND COURT TRAVERSE LINES AND ADDITIONAL COMPUTATIONS ARE SHOWN ON THE SUPPLEMENTAL WORKSHEET TO ACCOMPANY THE LAND COURT SUBMITTAL.

5. THIS PLAN IS BASED ON A FIELD TRAVERSE WITH A PRECISION OF 1/35,475,

AS SHOWN ON FIRM FLOOD MAP 25021C0308E, EFFECTIVE DATE JULY 17, 2012.

3. A PORTION OF THIS LAND LIES WITHIN A ZONE X "AREA OF MINIMAL FLOODING"

4. THE TRAVERSE WAS DONE WITH A LEICA TS12 TOTAL STATION SERIAL# 270669. THE DISTANCE MEASUREMENT STANDARD DEVIATION FOR THE LEICA TS12" IS ±1mm

1. THIS LAND IS SHOWN ON THE TOWN OF FRANKLIN ASSESSOR'S MAP 269 LOT 52. 2. THIS LAND LIES IN THE SINGLE FAMILY RESIDENTIAL IV ZONING DISTRICT.

90' MINIMUM LOT WIDTH MINIMUM YARDS 30' FRONT 20' SIDE 20' REAR % OF LOT UPLAND COVERED BY: 30 STRUCTURES STRUCTURES+PAVING 35

15,000 SF

100'

100'

PURPOSE OF PLAN O DEPICT THREE (3) LOTS SHOWN AS LOTS 167, 168, AND 169 ON LAND SHOWN AS LOT 156A ON LAND COURT CASE NO 2948 K-1. LOT 168 IS NOT TO BE CONSIDERED A SEPARATE BUILDABLE LOT.

SINGLE-FAMILY RESIDENTIAL IV

FRANKLIN ZONING BYLAW SECTION 185

ATTACHMENT 9; LAST AMENDED

01-22-2014 BY AMENDMENT 13-726

MINIMUM LOT AREA

MINIMUM LOT DEPTH

MINIMUM LOT FRONTAGE

1"=500'

PONTON AV LOCUS RATINONIO \$. BEAVER STREET HAYWARD ST VICINITY MAP

S ГП Ш -



# FRANKLIN PLANNING & COMMUNITY DEVELOPMENT



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

#### MEMORANDUM

# DATE:August 4, 2020TO:Franklin Planning BoardFROM:Department of Planning and Community DevelopmentRE:81-P ANR – 49 Raymond Ave

The DPCD has reviewed the above referenced 81-P (ANR) application for the Monday, August 10, 2020 Planning Board meeting and offers the following commentary:

#### <u>General</u>

- 1. The applicant has submitted a Form A application for 81-p Plan Review to accompany the plan titled "Franklin Condominium II Modification Plan of Registered Land, Franklin, Massachusetts" dated July 17, 2020.
- 2. The purpose of the plan is to create 3 lots from the existing 1 lot, with lot #169 being a buildable lot.
- 3. The above application depicts a location within the Single-Family IV Zoning District. The proposed lot shown conforms to lot requirements associated with this zoning district.
  - Minimum Lot area: 15,000 s.f.
  - Minimum Frontage: 100'
  - Lot Width: 90'
- 4. The above application depicts the land known on Assessors Map 269 Lots 052.000 & 052.001.
- 5. The Plans were submitted on August 3, 2020. The Planning Board is required to make a decision within 21 days of submittal date.

#### ANR Summary

DPCD has no further comments.

## FRANKLIN PLANNING & COMMUNITY



#### MEMORANDUM

DATE:	August 4, 2020
TO:	Franklin Planning Board
FROM:	Department of Planning and Community Development
RE:	<b>160 Grove Street</b> Special Permit & Site Plan

#### General:

- The site is approximately 8.55 acres and is located at 160 Grove Street. The property is within the Industrial Zoning District Marijuana Overlay District, Assessor's Map 306 Lot 002.
- The applicant seeks approval to construct a 121,000 sq/ft facility for the cultivation, processing, and distribution of Marijuana and Marijuana related products and office space.
- Applicant has been approved by the Conservation Commission.

#### Waivers Requested:

- 1. \$185-21(B)(2) To allow 138 parking spaces where 159 parking spaces are required.
- 2. §185-21(C)(6) To allow 68 of the 138 Parking spaces, that are located more than 300' feet from the building entrance.

#### **Suggested Special Conditions:**

- 1. A plan for the proposed Grove St turning lane pavement marking modifications should be included in the final plan set to be endorsed by the Board
- 2. Existing soil conditions are to be evaluated by the design engineer during construction to verify field conditions.
- 3. To minimize noise, there will be no deliveries after 10:00PM and before 7:00AM, 7 days a week.
- 4. Road improvements on Grove Street shall be complete prior to any Occupancy Permit.

The Planning Board, at the last meeting, requested that Conditions 3&4 be reviewed. Revised below are conditions 3 & 4.

#### **Suggested Odor Mitigation Conditions:**

- 1. Provide mitigation of a fan and similar continuous noise sources if those sounds are perceptible without instruments more than 400 feet from the boundaries of the property.
- 2. Installation of a weather station, capable of logging wind speed, wind direction and temperature to assist in identification of odor complaint tracking (Applicant has committed to this condition).
- 3. The Applicant shall install the odor control system as proposed and designed on the Plans. In the event the system does not operate in accordance with the design, the Applicant will work with the

Town to further mitigate the odor provided such actions are reasonably practicable and are not in violation of MGL 94G(3).

- 4. Notwithstanding, the odor system shall not be in violation of any DEP and MASS EPA air quality regulations related to odor.
- 5. Prior to endorsement, the Applicant should provide the Board with an Odor Complaint Tracking system.

#### **Records on File:**

- 1. Application for Site Plan and Special Permit
- 2. Certificate of Ownership
- 3. Special Permit Criteria
- 4. Abutters certified mailing
- 5. Overview of Proposed project and Special Permit Findings
- 6. Cannabis Odor Abatement Plan
- 7. Host Community Agreement
- 8. Waiver Request for Parking
- 9. Security System and Plans
- 10. Employee and Occupancy Schematics

#### **ROLE CALL VOTE:**

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

Special Permit VOTE for USE: §185 Attachment 3 Section 2.23 – Non-Medical Marijuana facility

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

(1) Special Permit: To allow Non-Medical Marijuana Cultivation and Product Manufacturing within the Marijuana Use Overlay Zoning District.

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

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

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

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

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

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

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

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

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

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

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

Anthony Padula	YES	NO	Joseph Halligan	YES	NO

Rick Power	YES	NO	Gregory Rondeau	YES	NO
William David	YES	NO			

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

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

#### 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 and received approval by the Planning Board. 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.
- 11. Prior to construction activities, there shall be a pre-construction meeting with the owner/applicant, and his contractor(s), the Department of Public Works and the Planning Board's Inspector.
- 12. Any signage requires the Applicant to file with the Design Review Commission.
- 13. Prior to the endorsement, the Certificate of Vote and Order of Conditions shall be added to the Site Plans.

# **RJO'CONNELL & ASSOCIATES, INC.**

**CIVIL ENGINEERS, SURVEYORS & LAND PLANNERS** 80 Montvale Ave., Suite 201 phone 781-279-0180

Stoneham, MA 02180 fax 781-279-0173

August 3, 2020

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

Form H - Certificate of Partial Completion Regarding: Site Area including Garages 1, 2, 3, 4, 5 & 6, Mail, Maintenance and Dog Wash Buildings Fairfield Residential at Dean Avenue Franklin, MA Job No. 15056

Dear Mr. Padula:

Enclosed for review and approval of the Planning Board is Form H, Engineer's, and Owner's Certificate of Partial Completion, which includes the Site Plan Work Completion List and a Site Plan Exhibit attachment noting the area of completed work.

Fairfield is applying for Certificates of Occupancy for Garages 1, 2, 3, 4, 5 & 6 as well as the Mail/Bike storage building, Maintenance Building and Dog Wash building at this time.

As noted on the attached documents the Site Work is substantially complete in the area that includes all of these buildings.

Access drives, traffic control, and pedestrian walkways are completed to allow for safe traffic and pedestrian circulation in this area for the public and for emergency vehicles. Sufficient parking is provided for these buildings. Water and sewer systems, as well as all other utilities and site lighting are completed and tested.

A temporary construction fence will be located at the end of the completed work as shown on the attached Site Plan Exhibit to separate the remaining construction zones from the public areas.

We would like to have this Partial Certificate of Completion reviewed at your next scheduled meeting on August 10<sup>th</sup> so we can obtain the Certificates of Occupancy for these buildings.

Sincerely,

**RIO'CONNELL & ASSOCIATES** 

Brian J. McCarthy

Vice President

Amy Love, Town Planner cc: Michael Maglio, Town Engineer Matt Crowley, BETA Group Rob Hewitt, Fairfield Development John Shipe, Shipe Consulting





# FAIRFIELD AT DEAN AVE FRANKLIN, MA

**Revisions:** 

Job no.:

Issue date

Sheet info: -SITE PLAN

<sup>Sheet no.</sup>

#### SITE PLAN OF LAND

#### FORM H – PART 1 OF 2 ENGINEER'S AND OWNER'S CERTIFICATE OF PARTIAL COMPLETION (to be executed by developer's engineer)

(to be executed by developer's engineer)

Site plan known as Fairfield at Dean Avenue

#### **ENGINEERS CERTIFICATION:**

I hereby certify that the site work/improvements shown on the above referenced site plan in the area of the site, that includes the Garages 1, 2, 3, 4, 5 & 6 as well as the Mail/Bike storage building, Maintenance Building and Dog Wash, in addition to the areas noted on previous Certificates, performed or constructed to date have been completed in all respects in accordance with the Town of Franklin zoning requirements and the approved plans entitled: <u>Fairfield at Dean Avenue</u>, prepared by <u>RJ O'Connell & Associates, Inc.</u> and last revised with a date of <u>August 9, 2019</u>, as approved by the said Planning Board on <u>September 9, 2019</u>, except as noted on the attached Site Plan Work Completion List, dated August 3, 2020.

Signed this <u>3</u><sup>rd</sup> day of <u>August</u>, 20 <u>20</u> By <u>By August</u>, Reg. C.E.



#### COMMONWEALTH OF MASSACHUSETTS

# Middlesex, SS.

On this  $3^{rd}$  day of <u>Dugust</u> 20, before me, the undersigned notary public, personally appeared <u>Bcan hundr</u> (name of engineer), proved to me through satisfactory evidence of identification, which were <u>Puscock Knowledge</u> to be the person whose name is signed on the preceding document and acknowledged to me that he/she signed it voluntarily for its stated purpose.

(Official signature and seal of notary)

KERRY AQUINO Notary Public Massachusetts Ission Expires Dec 4, 2020

(Official signature and seal of notary) Notary Public: Kerry Aguno My Commission Expires: 121412000

#### Site Plan Work Completion List

(To accompany Form H- Engineer's and Owner's Certificate of Partial Completion)

Site Plan Name: Owner Name: Owner's Engineer: Date of Partial Certificate of Completion: Fairfield at Dean Avenue Fairfield Residential Company, LLC RJ O'Connell & Associates, Inc. August 03, 2020

#### **Outstanding Items:**

#### **Required Date of Completion:**

This Partial Certificate of Completion is for the site work required for the Temporary Certificate of

Occupancy for Garages 1, 2, 3, 4, 5 & 6, as well as the Mail/Bike Storage Building, Maintenance Building and Dog Wash. See attached color coded site plan for work completed at this time

Outstanding items in the site area of this request are:

1. The 48" high ornamental fence along the low

retaining walls at Buildings 5

2. Dumpster Enclosures

Complete by 08/28/20

Complete by 08/14/20

Temporary construction fencing will be placed in the location shown on the attached plan to block of construction area.

Approved by:	, Town Engineer	Date:
Signed by: En Aun	, Engineer	Date: 8-3-000
Signed by: B. OHOL	, Owner	Date: 8/3/20

\* A Notarized Form H- Engineer's and Owner's Certificate of Partial Completion Part 1 and 2 must accompany this form prior to acceptance by the Planning Board.



**TOWN OF FRANKLIN - SITE OBSERVATION REPORT** 

# Fairfield at Dean Avenue

Report No.	4831 63 - 112	Date:	August 4, 2020	)	Arrive:	3:00 PM
Observer:	Matt Crowley, PE	Weather:	Clouds ~85°		Leave:	3:30 PM
Owner:	Fairfield Residential Company One Edgewater Drive, Ste 107 Norwood, MA 02062		Contractor:	J. Read Corporat PO Box 1155 Westborough, M	ion IA 01581	

#### Items Observed: Conformance Observation – Submitted in conjunction with Applicant's request for acceptance of Form H – Certificate of Partial Completion

#### **OBSERVATIONS**

Observation Requested By: Brian McCarthy – RJ O'Connell & Associates, Inc.

Met/walked site with: N/A

Current Activity on Site: No current activity

**Observed Construction:** BETA arrived on site to perform a construction observation in conjunction with the Applicant's request for acceptance of Form H – Certificate of Partial Completion. The required Form H was provided via email and the as-built plan is anticipated to be provided in the future. BETA notes that the applicant is only seeking occupancy for garages 1-6, and the mail/bike storage building, maintenance building, and dog wash building; therefore, BETA's observation was limited to these areas. During previous observations BETA did observe that all water, drainage, and sewer infrastructure had been installed in these areas. BETA's site walk and review of the Approved Plans confirmed the reviewed areas of the site to be constructed in general conformance with the Approved Plans with the following exception/notations:

- Items noted on the on the Form H Site Plan Work Completion List.
- The 4' high chain link fence adjacent to the maintenance building has not been installed.
- Temporary construction fencing has not been fully installed in accordance with the Partial Form H dated July 6, 2020.
- The fence/gate adjacent to Sediment Forebay 1A has not been completed/repaired

### SITE PHOTOS



Dog wash building



Dog park area





Mail building



Garages 1 and 2





Maintenance building



4' high chain link fence has not been installed





Fence/gate at Sediment Forebay 1A has not been installed



Garage #4





Area between Buildings 3 and 6 that will require construction fence installation



Typical dumpster area





Garage #6



Incomplete construction fence installation between Buildings 4 and 5



# FRANKLIN PLANNING & COMMUNITY DEVELOPMENT



355 East Central Street Franklin, Ma 02038-1352 Telephone: 508-520-4907 Fax: 508-520-4906

#### MEMORANDUM

DATE:August 5, 2020TO:Franklin Planning BoardFROM:Department of Planning and Community DevelopmentRE:Fairfield at Dean Ave<br/>Partial Form H – Garages, Mail/Bike Building and Dog Park

#### **General**

- 1. The applicant has submitted a Partial Form H and Engineer's Certificate of Completion for the following building uses:
  - Garages 1-6
  - Mail/Bike Storage Building
  - Maintenance Building
  - Dog Wash Building
- 2. The Applicant has also submitted a diagram outlining what is complete and what outstanding items are still being completed.
- 3. BETA has provided an onsite report with pictures.

#### **A R R O W S T R E E T**

4 August 2020



Ms. Amy Love, Town Planner Town of Franklin 355 East Central Franklin, MA 02038

Benjamin Franklin Classical Charter Public School / 15058

#### **Planning Board Review**

Dear Amy:

I am writing to respond to questions that were raised last week during the Planning Board hearing for the Benjamin Franklin Classical Charter Public School (BFCCPS) about accessibility to the front entrance of the school.

In accordance with the Architectural Access Board regulations (521 CMR), there is an accessible route from the accessible parking spaces on either side of the building to the front of the building, as shown in the attached site plan. The pick-up and drop-off lane in front of the building is intended for bus access only; private vehicle pick-up and drop-off occurs around the rear of the building. As such, families or visitors to the building use the accessible parking spaces on either side of the building to access the front entrance.

If a bus or shuttle van are providing accessible transportation, the bus or van should load/unload directly to and from the sidewalk rather than discharging passenger(s) into the travel lane. As such, we do not recommend an accessible curb cut along that portion of the driveway to discourage vehicles from discharging passengers into the travel lane, nor in our review of 521 CMR is it required.

We hope this addresses any questions or concerns you may have, but please contact us if you have any questions or want further information.

Sincerely,

ARROWSTREET

Laurence S. Spar

Principal

Distribution

Ted Basile Richard Marks Dan Snider BFCCPS CHA AST

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Drawing Title

#### LAYOUT & MATERIALS PLAN

SCALE 1" = 20'


#### FRANKLIN PLANNING & COMMUNITY DEVELOPMENT



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

#### MEMORANDUM

DATE:	August 5, 2020
TO:	Franklin Planning Board
FROM:	Department of Planning and Community Development
RE:	Benjamin Franklin Charter School Limited Site Plan

#### General:

- 1. At the last meeting held on July 27, 2020, the Planning Board requested a letter from a certified engineer that the changes to the curb cut ramp is in compliance with ADA regulations.
- 2. The Applicant has submitted a letter for review.
- 3. If the Planning Board is satisfied, the Board should vote on the Limited Site Plan.



ZONING: THE 88 AND 94 EAST CENTRAL STREET PROPERTY ARE LOCATED WITHIN A COMMERCIAL I ZONE.

REQUIREMENTS:

AREA: FRONTAGE: DEPTH: HEIGHT: WIDTH:	5,000 S.F. 50' 3 STORIES - 40' *15 45'
Coverage — Structures: Struc. & Pavi	80% NG: 90%
SETBACKS— FRONT: SIDE: REAR:	20' *1 10' *14 15'

THE PROPERTY IS NOT LOCATED WITHIN A FRANKLIN WATER RESOURCE DISTRICT. THE PROPERTY IS LOCATED IN A ZONE X BASED ON FEMA FIRM MAP 25021C0309E DATED JULY 17, 2012.

EXISTING BUILDING USE RESIDENTIAL. PROPOSED BUILDING USE MIXED WITH RESIDENTIAL.

PARKING CALCULATIONS:

COMMERCIAL I REQUIREMENTS (SECTIONS 185-21B.(2)(d)1.5 SPACES PER RESIDENTIAL DWELLING UNIT. 14 RESIDENTIAL UNITS PROPOSED REQUIRES 21 SPACES 18 GARAGE SPACES ARE PROPOSED FOR THE RESIDENTIAL UNITS WITHIN THE GARAGE COMMERCIAL SPACE (NON RESIDENTIAL USE) 1 SPACE PER 500 SQ. FT. = 5,381 SQ. FT. / 500 = 11 SPACES REQUIRED

32 TOTAL SPACES REQUIRED. 47 SPACES PROPOSED INCLUDING 2 HANDICAP OUTSIDE SPACES.

PARKING CALCULATIONS 70 EAST CENTRAL STREET SITE PLAN APPROVAL: DOWNTOWN COMMERCIAL REQUIREMENTS (SECTIONS 185–21(3)(a) & (b) 1.5 SPACES PER RESIDENTIAL DWELLING UNIT. 12 RESIDENTIAL UNITS PROPOSED REQUIRES 18 SPACES 20 GARAGE SPACES ARE PROPOSED FOR THE RESIDENTIAL UNITS. 14 SPACES PROPOSED INCLUDING 1 HANDICAP SPACE. TOTAL OF 34 SPACES PROPOSED

RESIDENTIAL DENSITY: COMMERCIAL I REQUIREMENTS (185 ATTACHMENT 7 – 6.1\*3) \*3 – NO MORE THAN ONE DWELLING UNIT PER 1,000 SQUARE FEET OF LOT AREA MAY BE PERMITTED.

> OWNER: MAP 286 PARCELS 32 AND 34 70 EAST CENTRAL STREET, LLC 37 EAST CENTRAL STREET FRANKLIN, MASSACHUSETTS

OWNER MAP 286 PARCEL 33 JOHN AND CARMEL SHERRY 88 EAST CENTRAL STREET

APPLICANT: 70 EAST CENTRAL STREET, LLC 37 EAST CENTRAL STREET FRANKLIN, MASSACHUSETTS

SITE PLAN MODIFICATION CONCEPT LAYOUT PLAN 70, 72, 88 AND 94 EAST CENTRAL STREET FRANKLIN, MASSACHUSETTS PREPARED FOR 70 EAST CENTRAL STREET, LLC 37 EAST CENTRAL STREET FRANKLIN, MASSACHUSETTS JULY 27, 2020 SCALE: 1" = 20'

				DATE
DATE		INT.		JULY 27, 2020
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7/20	CALCS BY:	RRG	$\mathbf{V}$ INC.	PROJECT
7/20	DESIGNED BY:	RRG	850 FRANKLIN STREET SUITE 11D	UC1334
7/20	DRAWN BY:	COMP	WRENTHAM, MASSACHUSETTS 02093	SHEET
7/20	CHECKED BY:	CAQ	508-384-6560 FAX 508-384-6566	1 of 2
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### ZONING: THE 88 AND 94 EAST CENTRAL STREET PROPERTY ARE LOCATED WITHIN A COMMERCIAL I ZONE.

REQUIREMENTS:

AREA: FRONTAGE: DEPTH: HEIGHT: WIDTH:	5,000 S.F. 50' 3 STORIES - 40' *15 45'
COVERAGE - STRUCTURES: STRUC. & PAVI	80% NG: 90%
SETBACKS- FRONT: SIDE: REAR:	20' *1 10' *14 15'

THE PROPERTY IS NOT LOCATED WITHIN A FRANKLIN WATER RESOURCE DISTRICT. THE PROPERTY IS LOCATED IN A ZONE X BASED ON FEMA FIRM MAP 25021C0309E DATED JULY 17, 2012.

EXISTING BUILDING USE RESIDENTIAL. PROPOSED BUILDING USE MIXED WITH RESIDENTIAL.

PARKING CALCULATIONS:

COMMERCIAL I REQUIREMENTS (SECTIONS 185-21B.(2)(a) 1.5 SPACES PER RESIDENTIAL DWELLING UNIT. 14 RESIDENTIAL UNITS PROPOSED REQUIRES 21 SPACES 18 GARAGE SPACES ARE PROPOSED FOR THE RESIDENTIAL UNITS WITHIN THE GARAGE COMMERCIAL SPACE (NON RESIDENTIAL USE) 1 SPACE PER 500 SQ. FT. = 979 SQ. FT. / 500 = 2 SPACES REQIUIRED

23 TOTAL SPACES REQUIRED. 47 SPACES PROPOSED INCLUDING 2 HANDICAP OUTSIDE SPACES.

PARKING CALCULATIONS 70 EAST CENTRAL STREET SITE PLAN APPROVAL: DOWNTOWN COMMERCIAL REQUIREMENTS (SECTIONS

185—21(3)(a) & (b) 1.5 SPACES PER RESIDENTIAL DWELLING UNIT.

12 PESIDENTIAL UNITS PROPOSED REQUIRES 18 SPACES 20 CARAGE SPACES ARE PROPOSED FOR THE RESIDENTIAL UNITS. 14 SPACES PROPOSED INCLUDING 1 HANDICAP SPACE. TOTAL OF 34 SPACES PROPOSED

RESIDENTIAL DENSITY:

COMMERCIAL I REQUIREMENTS (185 ATTACHMENT 7 -- 6.1\*3) \*3 - NO MORE THAN ONE DWELLING UNIT PER 1.000

\*3 - NO MORE THAN ONE DWELLING UNIT PER 1,000 SQUARE, FEET OF LOT AREA MAY BE PERMITTED.

> OWNER: MAP 286 PARCELS 32 AND 34 70 EAST CENTRAL STREET, LLC 37 EAST CENTRAL STREET FRANKLIN, MASSACHUSETTS

OWNER MAP 286 PARCEL 33 JOHN AND CARMEL SHERRY 88 EAST CENTRAL STREET

APPLICANT: 70 EAST CENTRAL STREET, LLC 37 EAST CENTRAL STREET FRANKLIN, MASSACHUSETTS

SITE PLAN MODIFICATION
CONCEPTGRADING AND STORMWATER PLAN
70, 72, 88 AND 94 EAST CENTRAL STREET
FRANKLIN, MASSACHUSETTS
PREPARED FOR
70 EAST CENTRAL STREET, LLC
37 EAST CENTRAL STREET
FRANKLIN, MASSACHUSETTS
JULY 27, 2020
SCALE: 1" = 20'

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ŀ	7/20	DRAWN BY:	COMP	WRENTHAM, MASSACHUSETTS 02093	SHEET
	7/20	CHECKED BY:	CAQ	508-384-6560 FAX 508-384-6566	2 of 2

## **88 EAST CENTRAL ST** PROPOSED DEVELOPMENT OWNER: 70 E. CENTRAL STREET, LLC

### PLANNING BOARD HEARING AUGUST 10, 2020





# Franklin.







### SITE IMAGES

PLANNING BOARD HEARING OWNER: 70 E. CENTRAL STREET LLC AUGUST 10, 2020





AUGUST 10, 2020

# 88 EAST CENTRAL ST





PLANNING BOARD HEARING OWNER: 70 E. CENTRAL STREET LLC AUGUST 10, 2020





PLANNING BOARD HEARING OWNER: 70 E. CENTRAL STREET LLC AUGUST 10, 2020





PLANNING BOARD HEARING OWNER: 70 E. CENTRAL STREET LLC AUGUST 10, 2020





PLANNING BOARD HEARING OWNER: 70 E. CENTRAL STREET LLC AUGUST 10, 2020



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

August 3, 2020

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

#### RE: Special Permit and Site Plan Review – Mixed Use Commercial and Residential Building, 94 East Central St

Dear Mr. Chairman and Members:

Since this latest submittal shows only an alternative layout to address some of the Board's concerns, we do not have any comments at this time. We will wait to review the fully designed site plans once received.

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

Sincerely,

ZCR

Michael Maglio, P.E. Town Engineer

#### FRANKLIN PLANNING & COMMUNITY DEVELOPMENT



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

DATE:	August 4, 2020
TO:	Planning Board
FROM:	Department of Planning and Community Development
RE:	<b>70, 72 88 &amp; 94 East Central Street</b> Special Permit and Site Plan – Mixed Use

The DPCD has reviewed the above reference Special Permit and Site Plan Application for a Mixed-Use development for the Monday, August 10, 2020 Planning Board meeting and offers the following commentary:

#### **General**

- 1. The project is located at 70 East Central Street in the Commercial I Zoning District (Assessor's Map 286, Lot 032).
- 2. The applicant is proposing to construct a four (4) story, mixed used building and single family house with, a total of Fourteen (14) residential units and, with retail/office on the first floor with drainage, grading, parking and other associated infrastructure. There is an existing single-family residential house which will be demolished.
- 3. Two Special Permits have been filed
  - Zoning By-Law §185 Attachment 9: Maximum Height of Building: (Note 9) requires applicant to file a Special Permit for Stories and/or feet of the structure. The Applicant is proposing a four story, 49.5 foot building.
  - Zoning By-Law §185 Attachment 7: Multifamily authorized under Special Permit Planning Board for Commercial I zoning District.

#### **Comments:**

At the last meeting on June 29, 2020, The Planning Board requested that the applicant revise the site plans to address several concerns. The Applicant has submitted a concept plan for review and feedback from the Planning Board.

#### K COMMERCIAL REAL ESTATE SERVICES LLC, as manager of K FISHER STREET LLC 1 Fisher Street Franklin, MA 02038

July 10, 2020

Town of Franklin Planning Board:

On January 21, 2020 K Commercial Real Estate Services, LLC (KCRES) purchased 5 Fisher Street.

KCRES has met a few times with Technical Review, the Fire Chief, Police Chief, Historical Committee members, and presented at a Downtown Partnership meeting. This past February 24<sup>th</sup>, KCRES presented its plan to this Board.

KCRES is now at the beginning of phase 2 and would like the opportunity to share the following information. It will be extremely helpful to the progress of the overall redevelopment to have tenants move-in to a limited area within the property in a way that will not interfere with phase 3, which will be to demolish a section of a building and to completely redevelop the front section of 5 Fisher, 3 Fisher in its entirety, plus the former boiler room. KCRES will file for full site plan review, including complete drainage work in conjunction with the phase 3 work.

To proceed with the initial part of phase 2, KCRES is requesting that Mass Standard Material (MSM) be allowed to move into this property. MSM will be located at 29 Hayward Street only which is a free standing 36,000sf building. The building was formerly used by Clark Cutler McDermott (CCM) to produce non-woven materials for use in the automotive industry. MSM will be using the building to also produce non-woven materials but for the health care industry. MSM will be using the 29 Hayward site to manufacture desperately needed NIOSH N95 Respirators.

The current status of the property is as follows:

Space 1 (a) – KCRES: principal use – office. KCRES is managing the property and the development.

Space 1 (b) – VACANT - On February 24<sup>th</sup> the Planning Board allowed Pilates By Gwen to move-in. Due to Covid-19, the business never opened and unfortunately has become a casualty of the pandemic.

Space 5 (a) – Airloc: principal use: Mfg & processing; (light or medium). Tenant was a division of CCM and has since became its own entity. They came with the property and they manufacture vibration pads. Airloc is expected to vacate the property in early 2021 or sooner. Space will then remain vacant until the completion of phase 3.

Space 5 (b) – To remain vacant during this phase.

Space 5 (c1 &c3) – Contollo Mass Mfg: principal use: Mfg & processing; (light or medium). - Manufacturer of PPE and actually is using an existing machine previously used by former tenant. A tremendous local success story. Contollo has recently donated 875 gowns to local fire departments and Milford Hospital.

TO BE DISCUSSED AT A LATER TIME: Space 5 (c2) – vacant.

TO BE DISCUSSED AT A LATER TIME: Space 5 (d) - vacant.

TO BE DISCUSSED AT A LATER TIME: Space 5 (e) – vacant.

**FOR DISCUSSION TODAY:** Space 29 – Mass Standard Materials: "principal use: 3.5 Mfg & processing; (light or medium) – Manufacturer of PPE - will be manufacturing N95 face masks.

We are on the agenda for the August 10<sup>th</sup> meeting and look forward to discussing these matters with you.

For your information, we are expecting to be before this Board within the next 12 months for full site plan review to commence phase 3. This will include an expanded parking facility, with uses that include: restaurants, retail services, co-working space, craft maker space, etc. as well an updated drainage plan, and a traffic study if the Board deems it advisable.

Once again, KCRES is excited to be working on this project that could have a major impact on the residents of Franklin and many health care workers in the northeast. The opportunity to redevelop such an historic and uniquely located property is a once in a lifetime opportunity. KCRES looks forward to work in collaboration with the town to create both an economically successful and commercially vibrant property.

Sincerely,

Rick Kaplan, co-manager K Commercial Real Estate Services, LLC (508) 561-0445 Casey Killam, co-manager K Commercial Real Estate Services, LLC (774) 287-2084

# SITE PLAN 5FISHER STREET ASSESSORS MAP 278 LOT 16 FRANKLIN, MASSACHUSETTS



– ZONING DATA	_	
DISTRICT: MIXED BUSINESS INNO	OVATION	
DESCRIPTION	<u>REQL</u>	<u>JIRED</u>
MINIMUM LOT AREA	40,000	S.F.
MINIMUM LOT FRONTAGE	172	FT
MINIMUM LOT DEPTH	200	FT
MINIMUM LOT WIDTH	157.5	FT
MINIMUM FRONT YARD	40	FT
MINIMUM SIDE YARD	30	FT
MINIMUM REAR YARD	30	FT
MAXIMUM BUILDING HEIGHT	3	STORIES
MAXIMUM BUILDING HEIGHT	40	FEET
MAXIMUM STRUCTURE LOT COVERAGE OF UPLAND	70	%
MAXIMUM IMPERVIOUS LOT COVERAGE OF UPLAND	80	%



		REVISIONS
		107/10/20PARKING REVISIONS107/31/20PARKING REVISIONS
		WWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWWW
		www.FarlandCorp.com
- INDEX-		401 COUNTY STREET NEW BEDFORD, MA 02740 P.508.717.3479 OFFICES IN: •TAUNTON •MARLBOROUGH •WARWICK, RI
SHEET DESCRIPTION		DRAWN BY: SC
1 COVER		CHECKED BY: CAF
2 EXISTING CONDITIONS 3 EXISTING UTILITIES 4 LAYOUT		
5 TRAFFIC CIRCULATION 6 DETAILS, NOTES & LEGEND PLANS PREPARED BY COMMONWEALTH ENGINEERS & CONSULTANTS, INC.		SITE PLAN 5 FISHER STREET 5 SESSORS MAP 278 LOT 16 SSESSORS MAP 278 LOT 16 FRANKLIN, MASSACHUSETTS ISHER STREE, LLC MLK STREET, SUITE 107 STBOROUGH, MA 01581
		REPARED K FI WES
		PR FO
		JUNE 26, 2020
		JOB NO 20-031
REC	CORD OWNER:	LATEST REVISION:
ASS K FI 69 I	ISHER STREET LLC MILK STREET, SUITE 107	JULY 31, 2020
WES	TROROLICH MA 01581	











### **GENERAL CONSTRUCTION NOTES**

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AND

STRUCTURES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE LOCATION OF ALL UNDERGROUND UTILITIES AND STRUCTURES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANY, ANY GOVERNING PERMITTING AUTHORITY, AND "DIG SAFE" AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION WORK TO REQUEST EXACT FIELD LOCATION OF UTILITIES INTERFERING WITH THE PROPOSED CONSTRUCTION AND APPROPRIATE REMEDIAL ACTION TAKEN BEFORE PROCEEDING WITH THE WORK. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLAN. 2. TOPOGRAPHIC AND PROPERTY LINE SURVEY PERFORMED BY FARLAND CORP. VERTICAL ELEVATIONS REFER TO AN ASSUMED DATUM 4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH ALL APPLICABLE STATE AND LOCAL STANDARDS AND **REGULATIONS.** 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING ALL CONTROL POINTS AND BENCH MARKS NECESSARY FOR THE WORK. 6. ALL BENCHMARKS SHOWN ON THIS PLAN ARE TO BE CHECKED FOR CONSISTENCY BY THE CONTRACTOR. ANY DISCREPANCIES MUST BE RESOLVED BY THIS OFFICE PRIOR TO CONSTRUCTION. SITE IMPROVEMENTS SHALL CONFORM TO A.D.A. SPECIFICATIONS. 8. CONTRACTOR SHALL THOROUGHLY FAMILIARIZE THEMSELVES WITH ALL CONSTRUCTION DOCUMENTS, SPECIFICATIONS AND SITE CONDITIONS PRIOR TO BIDDING AND PRIOR TO CONSTRUCTION. 9. ANY DISCREPANCIES BETWEEN DRAWINGS, SPECIFICATIONS AND SITE CONDITIONS SHALL BE REPORTED IMMEDIATELY TO THE OWNER'S REPRESENTATIVE FOR CLARIFICATION AND RESOLUTION PRIOR TO BIDDING OR CONSTRUCTION. 10. THESE PLANS ARE PERMITTING PLANS AND SHALL NOT TO BE USED FOR CONSTRUCTION. A FINAL SET OF STAMPED PLANS FOR CONSTRUCTION WILL BE ISSUED AFTER RECEIVING FINAL APPROVAL FROM THE LOCAL AND/OR STATE DEPARTMENTS.



DESCRIPTION PROPERTY LINE CONTOUR LINE LIMIT OF CLEARING EDGE OF PAVEMENT BITUMINOUS CONCRETE CURB VERTICAL GRANITE CURB VERTICAL CONCRETE CURB CAPE COD BERM WATER LINE GAS LINE ELECTRIC, TELEPHONE & CABLE OVERHEAD WIRES DRAIN LINE GRAVITY SEWER CHAINLINK FENCE IRON FENCE DECIDUOUS TREE SIGN HYDRANT WATER GATE GAS GATE BOLLARD LIGHT UTILITY POLE GUY WIRE CATCH BASIN HORSESHOE CATCH BASIN DRAIN MANHOLE SEWER MANHOLE ELECTRIC MANHOLE MANHOLE FIRE SUPPRESSION CLEANOUT IRRIGATION HAND HOLE AIR CONDITIONING UNIT ELECTRIC BOX MONITORING WELL GAS METER ELECTRIC METER HAND HOLE TRANSFORMER POST INDICATOR VALVE

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# SITE PLAN SUBMISSION FOR CLARK, CUTLER, MCDERMOTT FISHER STREET IN FRANKLIN, MASSACHUSETTS <u>OWNER/APPLICANT:</u> CLARK, CUTLER, McDERMOTT CO.



5 FISHER STREET FRANKLIN, MA 02038



### PREPARED BY: COMMONWEALTH ENGINEERS & CONSULTANTS, INC.

400 SMITH STREET PROVIDENCE, RHODE ISLAND 02908 (401) 273-6600

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SCALE: 1"=3' VERTICAL 1"=30' HORIZONTAL

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· · ·		CONSTRUCTION SEQUENCE
	1.	ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO CONSTRUCTION
	2.	THE CONTRACTOR SHALL CONTACT DIG-SAFE PRIOR TO CONSTRUCTION.
	<b>3.</b>	THE EXISTING SANITARY SEWER LINE SHALL BE RELOCATED AS SHOWN PRIOR TO THE COMMENCEMENT OF ANY OTHER WORK.
	<b>4</b> .	CLEAR & GRUB NEW ENTRANCE ROAD AND INSTALL TEMPORARY CONSTRUCTION PAD, AND SUB-BASE OF PAVED AREAS. INSTALL RETAINING WALL ALONG ACCESS ROAD.
•	5.	COMMENCE CONSTRUCTION OF BUILDING FOUNDATION AND REMAINING UTILITY WORK.
	6.	INSTALL ALL DRAINAGE COMPONENTS AS SHOWN ON PLAN.
,	7.	INSTALL BINDER PAVEMENT COURSE
•	8.	INSTALL LANDSCAPING ITEMS.
	9.	CLEAN AND FLUSH DRAINAGE SYSTEMS PRIOR TO FINAL ACCEPTANCE.
S	10	REMOVE EROSION CONTROL MEASURES AFTER LAWN AND PLANTINGS ARE WELL ESTABLISHED.
); .5 .2 .2		
		APPROVED BY FRANKLIN PLANNING BOARD
_ (		amel Chilion
•		DATE APPROVED:
`		DATE ENDORSED:
		I DECLARE THAT THE INFORMATION SHOWN ON THE PLAN CONFORMS TO THE ETHICAL, PROCEDURAL AND TECHNICAL STANDARDS FOR THE PRACTICE OF CIVIL ENGINEERING IN THE COMMONWEALTH OF MASSACHUSETTS AND HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERS OF

				CLARK, CUTLER, McDERMOTT CO. 5 FISHER STREET FRANKLIN, MA 02038
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	A CONTRACTOR	HASE HASE VIL BECK HILL HILL HILL HILL HILL HILL HILL HIL		COMMONWEALTH ENGINEERS & CONSULTANTS, INC. 400 SMITH STREET PROVIDENCE, RI 02908
	REVIS	SIONS		SITE PLAN SUBMISSION
No.	DATE	DRWN	снко	
1.	8/6/03	КММ	AJW	CLARK, CUTLER, MCDERMOTT
2.	8/20/03	DMS	AJW	FISHER STREET
3.	8/26/03	DMS	WLA	FRANKLIN, MASSACHUSETTS
				SEWER PLAN & PROFILE
			<u> </u>	
			<u> </u>	SCALE: 1"=30' SHEET NO: 10 of 15
				DRAWN BY: KMM DESIGN BY: N/A CHECKED BY: AJW
	-	1		DATE: 6/2/03 PROJECT NO.: 02058.00

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DEEDS OF THE COMMONWEALTH OF

REGISTERED ENGINEER

CLARK, CUTLER, McDERMOTT CO.

" glass

MASSACHUSETTS

5 FISHER STREET

FRANKLIN, MA 02038

DATE:

OWNER:

APPLICANT:



<u>LEGEND</u> EXISTING PROPOSED × 135.5 x 135.5 SPOT ELEVATION -PROPERTY LINE -EDGE OF PAVEMEN CONC. CURB CONC. RETAINING WALL LIGHT POST HYDRANT SIGN CATCH BASIN LI CB O DMH DRAIN MANHOLE O DMH -GAS LINE -ELECTRIC LINE-7777777777777777777 BUILDING 11111111 LIGHT POLE CUT & MATCH ₩WF#1 REMOVE & DISPOSE R & D FURNISH & INSTALL F & I APPROVED BY L & S LOAM & SEED FRANKLIN PLANNING BOARD Ŷ₩F#1( WF#106 DATE APPROVED: DATE ENDORSED: I DECLARE THAT THE INFORMATION SHOWN ON THE PLAN CONFORMS TO THE ETHICAL PROCEDURAL AND TECHNICAL STANDARDS FOR THE PRACTICE OF CIVIL ENGINEERING IN THE COMMONWEALTH OF MASSACHUSETTS AND HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERS OF PLAN REFERENCES DEEDS OF THE COMMONWEALTH OF "PLAN OF CENTRAL STREET FRANKLIN, MASS. FROM STATE HIGHWAY LOCATION TO UNION STREET AS RELOCATED BY THE COUNTY COMMISSIONERS OF NORFOLK COUNTY" E. WORTHINGTON ENG'R JOHN F. MERRIL CHAIRMAN SCALE: 1"=40' DATED: DECEMBER 12, 1991 MASSACHUSETTS. Theko DATE:\_ REGISTERED ENGINEER OWNER: EXIST CLARK, CUTLER, McDERMOTT CO. 5 FISHER STREET - EXTEND 8"CL FRANKLIN, MA 02038 WATER FROM GRAPHIC SCALE EXISTING 8" APPLICANT: 10 20 80 CLARK, CUTLER, McDERMOTT CO. 5 FISHER STREET (IN FEET) FRANKLIN, MA 02038 1 INCH = 20 FEETCOMMONWEALTH ENGINEERS & CONSULTANTS, INC. 400 SMITH STREET PROVIDENCE, RI 02908 SITE PLAN SUBMISSION REVISIONS for No. DATE DRWN CHKD CLARK, CUTLER, McDERMOTT 1. 08/08/03 KAB AJW FISHER STREET 2 8/6/03 KMM AJW 3. 08/20/03 DMS AJW FRANKLIN, MASSACHUSETTS 6. 08/26/03 DMS AJW LANDSCAPE PLAN-1 SCALE: 1"=20' SHEET NO: 11 of 15 DESIGN BY: KAB CHECKED BY: AJW DRAWN BY: DMS DATE: 6/2/03 PROJECT NO.: 02058.00



MASTER PLANT SCHEDULE							
SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	REMARI	
Ar	6	Acer rubrum 'Red Sunset'	Red Sunset maple	3-3.5" cal.	B&B	5' STD	
SS	7	Acer rubrum 'Scarlet Sentinel'	Scarlet Sentinel maple	2.5-3" cal.	B&B	10' 0.0	
ADV	4	Azalea 'Delaware Valley White'	Delware Valley white azalea	#2	CAN	2' o.c	
Agp	4	Azalea gumpo pink	Gumpo pink azalea	#2	CAN	2' 0.0	
Cf	4	Calycanthus floridus	Sweetshrub	#2	CAN	4' 0.0	
Ca	3	Clethra alnifolia	Summersweet	#3	CAN	4' o.c	
PS	8	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry ginkgo	2—2.5" cal.	B&B	10'o.	
KI	4	Kalmia latifolia-'Hearts of Fire'	Hearts of Fire mountain laurel	#5	CAN	Seriege 🛶 🛶 🛶	
Psf	3	Pinus strobus fastigiata	Upright white pine	5-6'	B&B	10' 0.0	
Vs	2	Viburnum plicatum tomentosum 'Shasta'	Shasta viburnum	3-4'	B&B	4' 0.0	

LANDSCAPE NOTES:

1)	) ALL	PLANT	MATERIAL	ΤO	CONFORM	ΤO	AAN	STANDARDS.
•								

2) ALL PLANT MATERIAL TO RECEIVE THREE INCHES OF SHREDDED PINE BARK MULCH.

- 3) ALL PLANT MATERIAL TO BE GUARANTEED TO SURVIVE AT LEAST ONE GROWING SEASON, OR THEY SHALL BE REPLACED AT THE LANDSCAPE CONTRACTOR'S EXPENSE.
- 4) ALL PLANT MATERIAL SUBJECT TO VERIFICATION AS TO LOCATION AND SPECIES.
- 5) THERE WILL BE NO PLANT MATERIAL SUBSTITUTIONS WITHOUT THE WRITTEN CONSENT OF THE LANDSCAPE ARCHITECT.
- 6) DISTURBED SOILS WITHIN THE PROJECT LIMITS ARE TO BE LOAMED AND SEEDED.

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**LEGEND** EXISTING PROPOSED x 135.5 SPOT ELEVATION x 135.5 -PROPERTY LINE -EDGE OF PAVEMENT CONC. CURB CONC. RETAINING WALL \* LIGHT POST HYDRAN' -WATER LINE-CATCH BASIN O DMH DRAIN MANHOLE 71111111 BUILDING 11111111 ₩. LIGHT POLE ∠ CUT & MATCH REMOVE & DISPOSE R & D FURNISH & INSTALL F & I L & S LOAM & SEED APPROVED BY FRANKLIN PLANNING BOARD DATE APPROVED: DATE ENDORSED: I DECLARE THAT THE INFORMATION SHOWN ON THE PLAN CONFORMS TO THE ETHICAL, PROCEDURAL AND TECHNICAL STANDARDS FOR THE PRACTICE OF CIVIL ENGINEERING IN THE COMMONWEALTH OF MASSACHUSETTS, AND HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERS OF PLAN REFERENCES DEEDS OF THE COMMONWEALTH OF "PLAN OF CENTRAL STREET FRANKLIN, MASS. FROM STATE HIGHWAY LOCATION TO UNION STREET AS RELOCATED BY THE COUNTY COMMISSIONERS OF NORFOLK COUNTY" E. WORTHINGTON ENG'R JOHN F. MERRIL CHAIRMAN SCALE: 1"=40' DATED: DECEMBER 12, 1991 MASSACHUSETTS. 9/4/03 REGISTERED ENGINEER OWNER: CLARK, CUTLER, McDERMOTT CO. 5 FISHER STREET FRANKLIN, MA 02038 GRAPHIC SCALE APPLICANT: 10 20 40 80 CLARK, CUTLER, McDERMOTT CO. 5 FISHER STREET (IN FEET) FRANKLIN, MA 02038 1 INCH = 20 FEETCOMMONWEALTH ENGINEERS & CONSULTANTS, INC. 400 SMITH STREET PROVIDENCE, RI 02908 SITE PLAN SUBMISSION REVISIONS for DATE DRWN CHKD CLARK, CUTLER, McDERMOTT 1. 08/08/03 KAB AJW FISHER STREET 2 8/6/03 KMM AJW 3. 08/20/03 DMS AJW FRANKLIN, MASSACHUSETTS 4. 08/26/03 DMS AJW LANDSCAPE PLAN-2 12 of 15 SCALE: 1"=20' SHEET NO: DESIGN BY: KAB CHECKED BY: AJW DRAWN BY: DMS DATE: 6/2/03 PROJECT NO.: 02058.00





DUMP RIP-RAP.



FRONT ELEVATION





CONCRETE HEADWALL DETAIL SCALE: NOT TO SCALE

### **EROSION CONTROL & SOIL STABILIZATION PROGRAM**

- 1. THE STORM WATER POLLUTION PREVENTION PLAN NARRATIVE SHALL BE USED IN CONJUNCTION WITH THESE PLANS. 2. DENUDED SLOPES SHALL NOT BE UNATTENDED OR EXPOSED FOR EXCESSIVE PERIODS OF TIME SUCH AS THE INACTIVE WINTER SEASON.
- 3. ALL DISTURBED SLOPES, EITHER NEWLY CREATED OR EXPOSED PRIOR TO OCTOBER 15, SHALL BE SEEDED OR PROTECTED BY THAT
- DATE, FOR ANY WORK COMPLETED DURING EACH CONSTRUCTION YEAR.
- 4. THE TOPSOIL SHALL HAVE A SANDY LOAM TEXTURE RELATIVELY FREE OF SUBSOIL MATERIAL, STONES, ROOTS, LUMPS OF SOIL, TREE LIMBS, TRASH OR CONSTRUCTION DEBRIS.
- 5. THE SEED MIX SHALL BE WOCULATED WITHIN 24 HOURS, BEFORE MIXING AND PLANTING, WITH APPROPRIATE WOCULUM FOR EACH VARIETY.
- 6. THE DESIGN MIX SHALL BE COMPRISED OF THE FOLLOWING PERMANENT SEEDING MIXTURES

П.	PLOOT MA STALL DE COMPAN		
L	NOWED AREA (ALL FLATS OR	SLOPES LESS THAN 3:	1)
	MIXTURE:	% BY WEIGHT:	SEEDING DATES:
	RED FESCUE	75	APRIL 1 - JUNE 15
	KENTUCKY BLUEGRASS	15	AUGUST 15 - OCTOBER 15
	COLONIAL BENTGRASS	5	
	PERENNIAL RYEGRASS	5	
	IOTAL:	100 lbs/Ac.	,
3.	UNMOWED AREA OR INFREQUE	NTLY NOWED (SLOPES	GREATER THAN 3:1)
	MIXTURE:	X BY WEICHT:	SEEDING DATES:
	RED FESCUE	80	APRIL 1 - JUNE 15
	COLONIAL BENTGRASS	5	AUGUST 15 - OCTOBER 15
	DEDENINIAL OVECOASS	15	

100 lbs/Ac.

7. TEMPORARY TREATMENTS SHALL CONSIST OF A HAY, STRAW, OR FIBER MULCH OR PROTECTIVE COVERS SUCH AS A MAT OR FIBER LINING (BURLAP, JUTE, FIBERGLASS NETTING, EXCELSIOR BLANKETS) THEY SHALL BE INCORPORATED INTO THE WORK AS WARRANTED OR AS ORDERED BY THE ENGINEER. IF HAY OR STRAW IS USED, IT SHALL BE FREE OF NOXIOUS WEEDS. MULCHING SHOULD IMMEDIATELY FOLLOW SEEDING.

8. HAY OR STRAW APPLICATIONS SHOULD BE IN THE AMOUNT OF 3,000 - 4,000 lbs/Ac. 9. ALL HAYBALES OR TEMPORARY PROTECTION SHALL REMAIN IN PLACE UNTIL AN ACCEPTABLE STAND OF GRASS OR APPROVED GROUND

COVER IS ESTABLISHED. IF NEEDED, TEMPORARY SEEDING CAN HELP MINIMIZE THE EROSION. A TEMPORARY SEEDING GUIDE MUST BE INCLUDED AS A REFERENCE. THE FOLLOWING SPECIES ARE RECOMMENDED: CEDING DATES HINTHOP, 15. /1 000 SE the /Ae

MIX URE:	105./1.000 S.F.	IDS/AC.	SEEVING UAILS:
ANNUAL RYEGRAS	s 1.0 - 1.5	40 - 60	4/1 - 6/1:8/15 - 9/15
PERENNIAL RYEG	ASS 1.0 - 1.5	40 - 60	4/1 - 6/1;8/15 - 9/15
MILET	0.7 - 1.0	30 ~ 40	5/1 - 6/30
WINTER RYE	3.0	120	8/15 - 9/15
OATS	0.5 - 5.0	86 - 120	4/1 - 7/1; 8/15 - 9/15

10. THE CONTRACTOR NUST REPAIR AND/OR RESEED ANY AREAS THAT DO NOT DEVELOP WITHIN THE PERIOD OF ONE YEAR AND HE SHALL DO SO AT NO ADDITIONAL EXPENSE.

11. STABILIZATION OF ONE FORM OR ANOTHER AS DESCRIBED ABOVE SHALL BE ACHIEVED WITHIN 15 DAYS OF FINAL GRADING.

12. STOCKPILES OF TOPSOIL SHALL NOT BE LOCATED NEAR WATERWAYS, THEY SHALL HAVE SIDE SLOPES NO GREATER THAN 30% AND STOCKPILES SHALL ALSO BE SEEDED AND/OR STABILIZED.

13. ON BOTH STEEP AND LONG SLOPES CONSIDERATION SHALL BE GIVEN TO "CRIMPING" OR "TRACKING" TO TACK DOWN MULCH APPLICATIONS.

14. REFERENCE THE SEDIMENTATION CONTROL PROGRAM AND ORDER OF PROCEDURE FOR PROPER COORDINATION.

15. THE ORAINAGE SYSTEM SHALL RECEIVE ONE FINAL CLEANING PRIOR TO ACCEPTANCE OF THE OVERALL PROJECT BY THE OWNER. SEDIMENTS SHALL BE DISPOSED OF IN A PROPER MANNER.

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	Sector Sector				COMP NGINEERS 40 PRO	IONV & CONS 0 SMITH S VIDENCE,	VEALTH SULTANTS, INC. STREET RI 02908
	1 REVIS	SIONS		SITE	PLAN	SUBMI	SSION
No.	DATE	DRWN	CHKD		fc	or (	
1.	08/08/03	KAB	AJW	CLARK,	CUTLE	R, McL	DERMOTT
2.	08/06/03	КММ	AJW		ir	י ר ד	
3.	08/20/03	DMS	AJW	FRA		SSACHUS	FTTS
	-			LA	NDSCAP	E DETA	AILS
				SCALE: 1"=40'		SHEET NO	): 13 of 15
<b> </b>	 			DRAWN BY: DMS	DESIGN E	BY: KAB	CHECKED BY: AJW
-				DATE: 6/2/03		PROJECT	NO.: 02058.00





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## HISTORY

Clark Cutler McDermott was founded in Franklin in 1911.

It was originally conceived to make horse blankets.

As times changed, so did the company. They evolved to focus on other products like inexpensive rugs and even matting for miniature golf courses.

But the bulk of its business in recent decades was manufacturing sound and vibration deadening panels for automobiles.

Over the years, it employed many members of the Franklin community. Everyone likely knows someone who worked there, has/had a family member that worked there, or worked there themselves.

The factory has been a big part of people's lives in Franklin.

We want to continue to keep that history going and continue to be a big part of people's lives here for years to come.









www.joethearchitect.com



# FACTORY SQUARE FRANKLIN

Franklin is a tight-knit community that is extremely proud of its heritage and its history. Especially its industrious history.

It's named after one of the most industrious people in the history of the world.

It housed some of the most prolific mills of the Industrial Revolution, and it's adapted to the changing times, industriously revamping along the

Being industrious is in Franklin's DNA. The residents keep things going. They make things happen. They get things done. So much so that the town's motto is "Industry Need Not Wish."

Clark Cutler McDermott was the center of that industriousness for over 100 years. The community powered it, and it, in turn, powered the community.

Now, the gears of innovation are churning once again as the mill fires up to become Franklin's center of industriousness into the future.

It's reimagined to be a place where hardworking people go to all kinds of work. A place where people bustle between reinvigorated bricks and beams, collaborate and create, industrialize and socialize, and connect and reconnect.

Now it's a place everyone can visit. Now everyone can do things here, make more things happen, be even more industrious.

They can work and play. They can clock in or "clock out". They can meet with clients or catch up with friends. They can gather with family and remember the past. They can shop, eat, exercise, and unwind.

The entire complex is one giant celebration of hard-earned work and all of its well-deserved rewards.

People keep buzzing across the factory floor. Franklin's center of industriousness keeps humming.

But now, you can do more than ever.

# REPURPOSE REMIND REIMAGINE

WORK PLAY EAT



5 FISHER STREET, FRANKLIN, MA





www.joethearchitect.com

# MASTERPLAN AND INSPIRATION - FACTORY SQUARE

## **GREEN SPACES**

Back in the day, the mill needed every square inch for production. But now, reimagined, people need ample space to spread out and take a break. They need space to unwind, eat lunch, read, chat, or get a change of scenery. But most importantly they need common, communal spaces that balance the natural world with the manmade. Spaces where they can get together and reconnect. With each other. With nature. And with the history that surrounds them.

The heart of these green spaces is the main yard. Here peoples' industrious efforts are most rewarded. It serves as a slower-paced extension of a bustling boiler room café. It's an alfresco and shoes off-o dining area for the complex as a whole. It's center stage for concerts and community movie nights. It's open, fertile ground for farmers' markets. It's extra space to celebrate. It's room to create a winter wonderland when green turns to white.

On the other side of the café is another green space. This one filled with memories and reuse. Here people can learn about the history of the mill while they relax on a long, winding communal bench that resembles the conveyor slats of old. They can read the stories of their neighbors who worked there and reminisce about hard work past.

The other direction from the main yard, is the factory connector. Here the inside is brought out and the outside in. Reused trusses span overhead and factory lights dangle as people buzz along the lane below. Here and there benches offer moments of rest.

At the other end is a rotary where people can be dropped off or picked up. In the center sits a bold, repurposed factory element for all to enjoy. It's a nod to the past with a look towards the future. Beyond that, as many existing trees as can be untouched are left untouched. They provide shade for the busy visitors and soften the industrial edges.

This factory has always worked. But now it also has spaces to recharge.



## **EXTERIORS**

The overall exterior architecture of the revamped complex needs to preserve the cherished past while establishing a new future. As a whole, we want to leave what makes the old factory special and build upon it in an additive way. The first way we want to do this is by keeping the red paint that the Franklin community knows and loves. Those walls do talk and they tell a 100-year-old story which we don't want to change. Instead, we want to tell the next chapter.

The overarching idea of this next chapter means "opening" up the buildings so everyone can experience the ins and outs of what makes the mill so cool. For years, most people probably never saw the great inner workings, so let's start to bring the inside out and incorporate it into everyone's overall experience even more. We've already started to do it in our green spaces but we want to incorporate wood and timber where we can even more. This will not only help balance the brick and metal, but it will also create a softer, more approachable feeling for visitors to feel welcome wherever they go in the complex

To further "open up" the exterior and bring the inside out, we want to use larger paned windows that mimic the original factory ones but with a slightly modern flavor that lets tons of light in. For more active areas--such as the retail spaces, café, restaurant, brewery, winery and event space-- we want to do the same but with more openable designs such as large pane garage doors and large pane bifold doors. Even the building end near the rotary can feature a largepaned facade to really open things up and let people see in.

Not to be forgotten is signage and exterior branding. Though still in development as to the specific design, we think traditional style, old factory roof lettering would be best. This is not only in keeping with the industrial mill aesthetic, but it also serves a massively functional purpose, proudly letting people know what the complex is and inviting them to come in. In conjunction with that, we also see simple typography and/or a branding icon adorning the smokestack. All, while still being very respectful of our Franklin neighbors.



5 FISHER STREET, FRANKLIN, MA

## FRANKLIN PLANNING & COMMUNITY



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

#### MEMORANDUM

DATE:	August 6, 2020
то:	Franklin Planning Board
FROM:	Department of Planning and Community Development
RE:	<b>5 Fisher Street and 29 Hayward St</b> Site Plan

The DPCD has reviewed the above referenced Site Plan Modification application for the Monday, August 10, 2020 Planning Board meeting and offers the following commentary:

## **General:**

- 1. The proposed Site Plan is located at 5 Fisher Street and 29 Hayward St in the Mixed Innovation Business District; Assessor's Map 278 Lot 016.
- 2. The applicant has filed a Site Plan Modification for manufacturing use at 29 Hayward St.

#### **Comments:**

- 1. The application is for 29 Hayward Street, and which is located on the same parcel as 5 Fisher Street.
- 2. The previous use was to manufacture non-woven goods for the automotive industry. The Applicant is looking to manufacture non-woven goods for the healthcare industry.
- 3. The Applicant has included a memo explaining the change in use and the parking schedule.

DPCD has no further comments.



124 Grove Street, Suite 220 Franklin, MA 02038 Tel. (508) 541-3000 Fax (508) 541-3008 www.ddcrwlaw.com

Edward V. Cannon, Jr., Esq. evc@ddcrwlaw.com

July 2, 2020

Planning Board Town of Franklin Attn: Amy Love, Town Planner

RE: 1 Fisher Street Site Plan & Design Review Applications

Dear Amy:

Enclosed please find the Site Plan Review application along with checks for \$1,500 and \$50 for the filing fees. I have received the certified abutter's list from the Assessor's office electronically and I expect to have the original list shortly. I will drop off the original for you via the dropbox at town hall (I'm hopeful I'll have that in the mail today).

Please call with any questions.

Thank you for your time and attention to this matter.

Respectfully H Edward V. Cann

cc: Rick Kaplan Casey Killam

## FORM P

## APPLICATION FOR APPROVAL OF A SITE PLAN

To the Franklin Planning Board:

The undersigned, herewith, submits the accompanying Site Plan entitled "site flan - 5 Fisher Street " for approval under the provisions of the Zoning By-Laws of the Town of Franklin covering Site Plans.

- Name of Applicant: K Fisher Street LLC 1. Address of Applicant: clo K Commercial RE Services, Inc., 69 milk St. Phone No.: 508 966-7557 Email: rickkaplan e remax exec. ste. 107 westborough, M4 01581
- Name of Owner (if not the Applicant): 2. Address of Owner: Phone No.:\_\_\_\_\_ Email: \_\_\_\_\_
- Name of Engineer: Farland Corp. 3. Address of Engineer: 401 Compy St., New Bedford, M4 02740 Phone No .: 508 717 3479 Email: scarvalho e farland corp. com
- Deed of Property recorded with Norfolk Registry of Deeds in 4. Book 37538, Page 366, (or Certificate of Title No.\_\_\_\_)
- Location and Description of Property: 5. 5 Fisher St. : 29 Huyward St.

Square Footage of Building(s) 189, 494 Assessor's Map 278 Lot 016

- Purpose of Site Plan: Parking approved to allow trants at 5 Fisher St. and 29 Hyward St. 6.
- List of Waivers Requested (if any): Attach Form R for each waiver 7.

inature of Applicant

Signature of Owner

Rick Kaplan Print Name of Applicant

Rick Kaplan

### CERTIFICATE OF OWNERSHIP

I the undersigned Applicant, do hereby certify to the Town of Franklin, through its Planning Board, that all parties of interest to the below-listed plan are identified in Section B: below,

#### SECTION A:

Туре о	f Plan (circle one)	ANR 81-P;	Preliminary Subdivision		
		Definitive Su	bdivision.; Site Plan;	Special Permit	
	Title of Plan: <u>Sile</u>	- Plan -	5 Fisher Str.	eet	
	Date of Plan: June	- 26, 2020	Assessor's Information:	Map 278 Lot 016	
	Prepared by: Fa.	rland Co	rp.		
	Applicant Name & A	ddress: <u>K</u>	Fisher Street	LLC Real Estate Services 1	LLC
<u>SECTI</u>	ON B:	6	g Milk St., Ste restborough, MA	. 107 01581	
	Name of Record Own	ner(s):K	Fisher Street	LLC	
	Address of Record Ov	wner(s):	same as above	٤	

## \*\*Attach Property Deed matching the owner name's listed above.

\*If in the name of a Trust, Corporation or Partnership, list the names and addresses of all Trustee(s), Corporate Officer(s) or Partner(s):

K Commercial Real Estate Services LLC; Frederick L. Kaplan; Casey S. Killam

\*If in the name of a Trust or Corporation, list the Beneficiary(ies) of the Trust or the Shareholder(s) of the Corporation:

Frederick L. Kuplun and Cuscy S. Killam

\*If in the name of a Trust or Corporation, list the date, county, book and page of recording of the Trust Instrument, or the date and State of incorporation:

Dec. 4, 2019 - Mussachusetts

Executed as a sealed instrument this  $l^{sT}$  day of  $\mathcal{T}_{u}l_{\mathcal{T}}$ 

Signature of Applicant

Signature of Owner

<u>Rick Kaplan</u> Print name of Applicant

Rick Kaplan Print name of Owner

## COMMONWEALTH OF MASSACHUSETTS

Norfolk ss.

July 1 20 20

2020

On this 1 day of	July	20 20, before	e me, the undersigned	notary
public, personally appeared	d Rick	Kaplur	(name of owner)	, proved
to me through satisfactory	evidence of identifi	ication, which were	driv licence	to be
the person whose name is a	signed on the prece	ding document in my	y presence.	

(Official signature and seal of notary) Notary Public: My Commission Expires:

Edward V. Cannon, Jr. NOTARY PUBLIC Commonwealth of Massachusetts My Commission Expires Feb. 12, 2027 and the second second

# CAI Property Card Town of Franklin, Massachusetts



GENERAL PROPERTY INFORMATION	BUILDING EXTERIOR
LOCATION: 1 FISHER ST	BUILDING STYLE: OFFICE
ACRES: 14.75	YEAR BUILT: 2003
PARCEL ID: 278-016-000-000	FRAME: WOOD
LAND USE CODE: 400 - FACTORY	EXTERIOR WALL COVER: CLAPBOARD
CONDO COMPLEX:	ROOF STYLE: GABLE
OWNER: K FISHER STREET LLC	ROOF COVER: ASPHALT SHGL
CO - OWNER:	BUILDING INTERIOR
MAILING ADDRESS: 69 MILK ST STE 107	INTERIOR WALL: DRYWALL
WESTBOROUGH, MA 01581	FLOOR COVER: HARDWOOD
ZONING:	HEAT TYPE: FORCED H/A
PATRIOT ACCOUNT #: 11663	FUEL TYPE: GAS
SALE INFORMATION	PERCENT A/C: 100
SALE DATE: 1/22/2020	SOLAR HOT WATER: NO
BOOK & PAGE: 37538-366	CENTRAL VACUUM: NO
SALE PRICE: \$4,500,000	# OF ROOMS: 0
SALE DESCRIPTION: MULTIPLE PCL	# OF BEDROOMS: 0
SELLER: CCMcD PROPERTY LLC,	# OF FULL BATHS: 0
PRINCIPAL BUILDING AREAS	# OF HALF BATHS: 2
GROSS BUILDING AREA: 189,494	# OF ADDITIONAL FIXTURES: 0
FINISHED BUILDING AREA: 170,129	# OF KITCHENS: 0
BASEMENT AREA: 2,275	# OF FIREPLACES: 0
# OF PRINCIPAL BUILDINGS: 4 - REFER TO PATRIOT RECORD CARD	# OF WOOD STOVE FLUES: 0
SKETCH	OTHER FEATURES
	ATTACHED GARAGE: 0
16	# OF BASEMENT GARAGES: 0
	DETACHED GARAGE:
51	POOL: NO
ATC	РНОТО
BMT	
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OFP	14:33
(32)	

WHEN RECORDED, NEPUEN TO:N O TA NA NMintz, Levin, Cohnff Ferrits, Glotvsky and Popeo, ECF F I C I A LOne Financial Center C O P YC O P YBoston, MA 02111Attn: Allan Caggiano, Esq.

#### **QUITCLAIM DEED**

Craig R. Jalbert, as Liquidating Trustee of the Liquidated Trust of the Substantively Consolidated Estate of Clark-Cutler-McDermott Company, et al. pursuant to that certain order [Docket No. 668] confirming the Debtors' Second Modified Joint Chapter 11 Plan of Liquidation [Docket No. 588] under Chapter 11 of Title 11 of the United States Code in the United States Bankruptcy Court for the District of Massachusetts, Case No. 16-41188 CJP, having an address c/o Verdolino & Lowey, Pine Brook Office Park, 124 Washington Street, Foxborough, MA 02035("Grantor") for consideration paid of Four Million Five Hundred Thousand and 00/100 Dollars (\$4,500,000.00) grants to K Fisher Street LLC, a Massachusetts limited liability company having an address at 69 Milk Street, Suite 107, Westborough, MA 01581 with QUITCLAIM COVENANTS the land, with the buildings and improvements thereon, commonly known and numbered as 5 Fisher Street and 42 Hayward Street, Franklin, Norfolk County, Commonwealth of Massachusetts, as more particularly described on <u>Exhibit A</u> attached hereto and incorporated herein (the "Property").

The Property is conveyed with the benefit of and subject to all leases, easements, restrictions and other agreements currently of record or entered into in connection with any zoning exception or special permit or permitted to be created hereunder, so far as the same may be in force and effect, including without limitation, that certain Activity and Use Limitation, notice of which is dated November 29, 2005 and recorded with the Norfolk County Registry of Deeds in Book 23179, Page 580, affecting Tract I as described on Exhibit A attached hereto.

For title reference see deeds into CCMcD Real Estate LLC recorded with the Norfolk County Registry of Deeds in Book 32124, Page 511 and Book 32124, Page 515. See also Bankruptcy Case No. 16-41188 CJP. See also Order [Docket No. 668] confirming the Debtor's Second Modified Joint Chapter 11 Plan of Liquidation [Docket No. 588] under Chapter 11 of Title 11 of the United States Code in the United States Bankruptcy Court for the District of Massachusetts to be recorded herewith.

The Property is being transferred under Chapter 11 Bankruptcy (Case #16-41188 CJP) as part of a plan under Chapter 11 of Title 11 of the United States Code. This conveyance is exempt from excise tax under MGL Title IX 64D as set out in said plan.

[REMAINDER OF PAGE BLANK; SIGNATURE(S) ON NEXT PAGE]

MASSACHUSETTS STATE EXCISE TAX Norfolk Registry of Deeds Date: 01-22-2020 @ 09:00am Ctl#: 39 Doc#: 5647 Fee: \$.00 Cons: \$1.00

NOT NOT A N A N OFFICIAL OFFICIAL EXECUTED as an instrumment under seal as of this it. day of Payment 2020.

Craig R. Jalbert, as-Liquidating Trustee of The Liquidating Trust of the Substantively Consolidated Estate of Clark-Cutler-McDermott Company, et al., and not individually

#### COMMONWEALTH OF MASSACHUSETTS

## No. Cole, ss.

On this <u>ic</u> day of <u>frame</u>, 2020, before me, the undersigned Notary Public, personally appeared the above-named Craig R. Jalbert, as Liquidating Trustee of the Liquidating Trust of the Substantively Consolidated Estate of Clark-Cutler-McDermott Company, et al., proved to me by satisfactory evidence of identification, being (check whichever applies):  $\Box$  driver's license or other state or federal governmental document bearing a photographic image,  $\Box$  oath or affirmation of a credible witness known to me who knows the above signatory, or  $\Box$  my own personal knowledge of the identity of the signatory, to be the person whose name is signed above, and acknowledged the foregoing to be signed by him voluntarily for its stated purpose as the voluntary act of the Liquidating Trust of the Substantively Consolidated Estate of Clark-Cutler-McDermott Company, et al.

Notary Public Printed Name: THOMAS C. BAILEY My comm Dires: Notary Public Commerwealth of Massechusetts My Commission Expires April 6, 2023

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#### TRACT ONE

Parcel One

Those certain parcels of land in Franklin, Norfolk County, Massachusetts, located on the Westerly side of Fisher Street and the easterly side of Hayward Street being marked "AP 74, Lot 1", "AP 65, Lot 15", "AP 65, Lot 16", and "AP 65, Lot 22" on a plan entitled "Plan of Land for Clark Cutler & McDermott, AP 774, Lot 1, AP 65, Lots 13-1, 15, 16 and 22" dated September 19, 2001, prepared by Commonwealth Engineers & Consultants, Inc., and recorded with the Norfolk County Registry of Deeds as Plan No. 82 of 205, in Plan Book 546.

Parcel Two

That certain parcel of land in Franklin, Norfolk County, Massachusetts, located on the Westerly side of Hayward Street, containing about 158,500 square feet, being bounded and described as follows:

EASTERLY by said street about 235 feet;

SOUTHEASTERLY by land now or formerly of one Patterson about 152.5 feet, and land now or formerly of Norfolk Woolen Company about 223.74 feet;

SOUTHERLY by Woolen Company's land about 50 feet;

SOUTHEASTERLY again by said land about 105 feet;

SOUTHWESTERLY by the location of the New York, New Haven and Hartford Railroad Company about 602 feet; and

NORTHERLY by land of now or formerly the American Felt Company about 400 feet.

TRACT TWO

That certain parcel of land in Franklin, Norfolk County, Massachusetts being located on the Easterly side of Hayward Street and shown as Parcel C on a plan entitled "Subdivision Plan of Land, Hayward Street, Franklin, Mass.", dated October 29, 1985, prepared by Colonial Land Surveying Co., and recorded with the Norfolk County Registry of Deeds as Plan No. 1131 of 1986, in Plan Book 341, subject to the rights restrictions and encumbrances of record, if any, insofar as they are in force and applicable.

Sertificate of Organization         General Laws (Chapter)         Identification Number:         1. The exact name of the lime         2a. Location of its principal         No. and Street:       69 M         City or Town:       WES         2b. Street address of the off         No. and Street:       69 M         City or Town:       WES         2b. Street address of the off         No. and Street:       69 M         City or Town:       WES         3. The general character of service, the service to be reident of the service to the reident of the service to be reident of the	ecretary of the Commonwealth, Cor One Ashburton Place, 17 Boston, MA 02108-1 Telephone: (617) 727-9 00 113908 113908 113908 1144908 1144908 11	porations Division h floor 512 640 ER STREET LLC Zip: 01581 the records will be Zip: 01581 company is organiz YELOP, MANAGE, CTY AND ANY AND DUCT ANY AND AI O PURSUE SUCH (O D TO HAVE AND I YOUT THE FOREG	Country: <u>USA</u> maintained: Country: <u>USA</u> red to render professiona SELL, CONVEY, AND D ALL OTHER PROPE LL OTHER BUSINESS DTHER OPPORTUNITI EXERCISE ALL POWE OING			
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5. Name and address of the Name: <u>FI</u> No. and Street: <u>3</u> City or Town: <u>M</u>	ion, if specified:					
ony of 10min.	Resident Agent: EDERICK L. KAPLAN STABLE WAY EDWAY State: MA	Zip: 02053	Country: USA			
I, <u>FREDERICK L. KAPLAN</u> resident agent of the above limited liability company, consent to my appointment as the resident agent of the above limited liability company pursuant to G. L. Chapter 156C Section 12.						
6. The name and business a	ddress of each manager, if any:					
Title	Individual Name	Addres	SS (no PO Box) Town, State, Zin Code			
MANAGER	K COMMERCIAL REAL ESTATE SERVICES	69 MILK WESTBOR	STREET, SUITE 107			
7. The name and business a		Construction of the second of the second	OUGH, MA 01581			

Title	Individual Name	Address (no PO Box)
	First, Middle, Last, Suffix	Address, City or Town, State, Zip Code
SOC SIGNATORY	K COMMERCIAL REAL ESTATE SERVICES LLC	69 MILK STREET, SUITE 107 WESTBOROUGH, MA 01581
. The name and busine ny recordable instrume	ss address of the person(s) authorized ent purporting to affect an interest in rea	to execute, acknowledge, deliver and rec Il property:
Title	Individual Name	Address (no PO Box)
	First, Middle, Last, Suffix	Address, City or Town, State, Zip Code
REAL PROPERTY	K COMMERCIAL REAL ESTATE SERVICES	69 MILK STREET, SUITE 107 BOSTON, MA 02109 UNI
). Additional matters: SIGNEÐ UNDER TH FREDERICK L. KAPL (7	E <b>PENALTIES OF PERJURY, this 4</b> <u>AN</u> The certificate must be signed by the per	<b>Day of December, 2019,</b> rson forming the LLC.)

## THE COMMONWEALTH OF MASSACHUSETTS

I hereby certify that, upon examination of this document, duly submitted to me, it appears that the provisions of the General Laws relative to corporations have been complied with, and I hereby approve said articles; and the filing fee having been paid, said articles are deemed to have been filed with me on:

December 04, 2019 08:00 AM

Statian Traingalies

WILLIAM FRANCIS GALVIN

Secretary of the Commonwealth

A SUF TO A	The Commonwealth William Fran	of Massachuset	tts Minimum Fee: \$500.00			
	Secretary of the Commonwea One Ashburton Pl Boston, MA 0 Telephone: (617	lth, Corporations Divis ace, 17th floor 2108-1512 7) 727-9640	sion			
Annual Report (General Laws, Chapter )						
Identification Number:	001249169					
Annual Report Filing Ye	ar: <u>2019</u>					
1.a. Exact name of the li	mited liability company: <u>K CC</u>	OMMERCIAL REAL	L ESTATE SERVICES LLC			
1.b. The exact name of t <u>SERVICES LLC</u>	he limited liability company <i>a</i> s	amended, is: <u>K CO</u> N	MMERCIAL REAL ESTATE			
2a. Location of its princi	pal office:					
City or Town:	<u>UITE 208</u> VESTBOROUGH Sta	te: <u>MA</u> Zip: <u>015</u>	581 Country: <u>USA</u>			
2b. Street address of the office in the Commonwealth at which the records will be maintained:						
No. and Street: <u>6</u>	9 MILK STREET					
City or Town: <u>V</u>	VESTBOROUGH Sta	te: <u>MA</u> Zip: <u>01</u> :	581 Country: USA			
3. The general character service, the service to b <u>THE BUSINESS PURP</u> <u>D TO CONDUCT ANY</u> <u>BE ORGANIZED AND</u> <u>HE FOREGOING.</u>	of business, and if the limited e rendered: OSES OF THE LLC ARE TO A LAWFUL BUSINESS FOR W TO DO ALL THINGS NECES	liability company is o ACT AS A MANAGE HICH LIMITED LIA SSARY OR USEFUL	rganized to render professional R OF OTHER ENTITIES AN BILITY COMPANIES MAY IN CONNECTION WITH T			
4. The latest date of dissolution, if specified:						
5. Name and address of         Name:       F         No. and Street:       6         Solution       Solution	the Resident Agent: REDERICK L KAPLAN 9 MILK STREET UITE 208					
City or Town: <u>V</u>	VESTBOROUGH Sta	te: <u>MA</u> Zip: <u>01</u> ;	581 Country: <u>USA</u>			
6. The name and busine	ss address of each manager, if	any:				
Title	Individual Name		Address (no PO Box)			
MANAGER	FIEDERICK L KAPLAN	WES	69 MILK STREET, SUITE 208 IBOROUGH, MA 01581 USA			

7. The name and business address of the person(s) in addition to the manager(s), authorized to execute documents to be filed with the Corporations Division, and at least one person shall be named if there are no managers.

Title	Individual Name	Address (no PO Box) Address, City or Town, State, Zip Code
SOC SIGNATORY	CASEY S KILLAM	69 MILK STREET, SUITE 208 WESTBOROUGH, MA 01581 USA

8. The name and business address of the person(s) authorized to execute, acknowledge, deliver and record any recordable instrument purporting to affect an interest in real property:

Title	Individual Name	Address (na PO Box)
	First, Middle, Last, Suffix	Address, City or Town, State, Zip Code
REAL PROPERTY	FREDERICK L KAPLAN	69 MILK STREET, SUITE 208 WESTBOROUGH, MA 01581 USA

9. Additional matters:

SIGNED UNDER THE PENALTIES OF PERJURY, this 26 Day of December, 2019, <u>FREDERICK L KAPLAN</u>, Signature of Authorized Signatory.

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## THE COMMONWEALTH OF MASSACHUSETTS

I hereby certify that, upon examination of this document, duly submitted to me, it appears that the provisions of the General Laws relative to corporations have been complied with, and I hereby approve said articles; and the filing fee having been paid, said articles are deemed to have been filed with me on:

December 26, 2019 03:19 PM

Heterian Traingalies

WILLIAM FRANCIS GALVIN

Secretary of the Commonwealth

## Bay Colony Group, Inc.

Professional Civil Engineers & Land Surveyors

4 School Street, PO Box 9136 Foxborough, Massachusetts 02035 Telephone (508) 543-3939 • Fax (508) 543-8866 E-mail: <u>mailbox@baycolonygroup.com</u>

July 31, 2020

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

## RE: "Maple Hill" Definitive Plan

Dear Mr. Padula:

Due to the disruption that the Covid-19 virus has inflicted on the permitting process that has stretched out the dates between meetings on this project I have prepared this memo to list issues that still must be addressed in order to move the process forward. I have reviewed my notes from the public hearing on March 9, 2020 and discussed the June 29, 2020 and July 13, 2020 public hearings with Jeff Dirk from Vanasse & Associates, Inc. (VAI). On June 25, 2020 a revised plan and storm water report with a cover memo was filed that responded to the written comments from BETA Group, Inc. (BETA) and the Town's professional staff. Separately, VAI provided written responses to the March 12, 2020 Traffic Peer Review letter prepared by BETA by way of a letter dated April 13, 2020 and we received a follow-up traffic review letter from BETA on July 24, 2020 to which VAI will be providing a response in a separate letter. The following are a summary of the main issues.

- Due to the size of the project we anticipate building the project in three phases of approximately 20 houses per phase. Several members of the Board expressed concern about phasing and the duration of construction. We are open to discussing alternatives with the Board in the context of a subdivision approval.
- Several members and neighbors were concerned about damage to Bridle Path, which they opined
  was already in poor condition, from construction vehicles. You suggested that Bridle Path be
  overlaid once construction was complete and Mr. Halligan mentioned that a monetary donation
  would be appropriate. We are open to discussing this issue in the context of traffic improvements
  for project mitigation as a condition of approval.
- The DPW noted that the Board would normally grant the waiver to construct one sidewalk if the Proponent agreed to the use of vertical granite curb on the roadway. We would agree to that condition.
- The DPW noted that the sidewalks on Bridle Path and Kimberlee Avenue do not extend to the end
  of the cul-de-sacs and recommended that the new sidewalks be extended to connect to the end of
  the existing sidewalks. We would agree to that condition in the context of traffic improvements for
  project mitigation as a condition of approval, which would also be responsive to neighborhood

comments from the July 13, 2020 meeting suggesting that the sidewalk installation along Bridal Path and Kimberlee be used to narrow both roadways as a traffic calming measure.

- The DPW and BETA Group discussed in their memos the alternative of removing the existing culde-sacs on Kimberlee Avenue and Bridle Path or adding an island to the Kimberlee Avenue cul-desac. We would agree to that condition in the context of traffic improvements for project mitigation as a condition of approval.
- The Board asked us to investigate whether the Labasties would allow construction access for the project through a farm road through their lot at 469 Maple Street. They have been contacted and they will not agree to that condition.
- The Board has indicated that they are not in favor of the installation of raised medians or islands as a traffic calming measure due to concerns related to snow removal and parent parking associated with school buses. VAI has offered additional traffic calming measures such as the use of speed humps, raised intersections and curb extensions, as well as the selective use of signs and pavement markings that can be implemented along Bridal Path and Kimberlee Avenue.
- BETA has requested that additional measures be proposed to address the existing sight distance limitation on Maple Street approaching Kimberlee Avenue from the north. VAI noted that reconstructing Maple Street to reduce the grade (vertical curve) would impact abutting properties. During the July 13, 2020 Board meeting a neighbor had inquired if it would be possible to install a stop-sign on Maple Street to slow traffic approaching Kimberlee Avenue. This would be a less impactful way to address both vehicle travel speeds along Maple Street and the existing sight distance limitation. As such, VAI has recommended that the stop-sign be installed on the Maple Street southbound approach to Franklin Springs Road.
- The Board and neighbors have requested that traffic calming measures and other measures be undertaken as a part of the design and construction of the subdivision roadways to discourage the use of the connection that will be afforded by the development to induce cut-through traffic between Lincoln Street and Maple Street via Bridal Path and Kimberlee Avenue. While we do not expect that the construction of the project will result in a significant volume of cut-through traffic, traffic calming features can be included as a part of the design of the subdivision roadways and a condition of approval.

Mr. Carroll, me and Jeff Dirk from VAI will be present at the next meeting and we are prepared to discuss these issues, and any other issues you think are appropriate, with the Board.

Very truly yours,

BAY COLONY GROUP, INC.

William R. Buckley, Jr.

William R. Buckley, Jr., P.E. Project Manager



August 04, 2020

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

### Re: Maple Hill Subdivision Peer Review Update

Dear Mr. Padula:

BETA Group, Inc. continues to provide engineering peer review services for the proposed Definitive Plan application entitled "Maple Hill" located in Franklin, Massachusetts. This letter is provided to update findings, comments and recommendations.

## **BASIS OF REVIEW**

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

- Plans (40 Sheets) entitled *Maple Hill,* dated December 15, 2019, revised June 8, 2020, prepared by Bay Colony Group, Inc. of Foxborough, MA
- Definitive Plan application, including:
  - o Cover letter
  - Form C
  - o Form R
  - Filing Fee
  - Certificates of Ownership
  - Certified Abutters List
- Drainage Analysis, dated January 10, 2020, revised June 2020, prepared by prepared by Bay Colony Group.

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

- Site Visit
- Zoning Chapter 185 From the Code of the Town of Franklin, current through October 2019
- Zoning Map of the Town of Franklin, Massachusetts, attested to April 30, 2019
- Stormwater Management Chapter 153 From the Code of the Town of Franklin, Adopted May 2, 2007
- Subdivision Regulations Chapter 300 From the Code of the Town of Franklin, current through January 1, 2016
- Wetlands Protection Chapter 181 From the Code of the Town of Franklin, dated August 20, 1997
- Town of Franklin Best Development Practices Guidebook, dated September 2016

Mr. Anthony Padula, Chairman August 04, 2020 Page 2 of 16

## **INTRODUCTION**

The project site includes three parcels encompassing 73.3 acres located east of Maple Street in the Town of Franklin (the "Site"). Parcel 234-12 includes a large wooded area between Maple Street and High Ridge Circle containing a network of trails. Parcel 242-27 includes a wooded area abutting Kimberlee Avenue. Parcel 235-142 is developed with rural and residential uses, though all proposed development on this lot is within the undeveloped southeast corner. All three parcels and the surrounding region are within the Rural Residential II zoning district. The Site is not located within the Water Resource District.

Topography at the Site is moderate, sloping away from an elevated area within parcel 234-12 in all directions. Most of the Site is graded to the west towards an intermittent stream and associated bordering vegetated wetlands. The Site is not located within a FEMA-mapped 100-year flood zone, an NHESP-mapped estimated habitat of rare or endangered species, or any other critical area. Protected open space abuts the project to the northwest.

NRCS soil maps indicate the presence of three soil types that represent most of the Site. The northwesterly portion of the Site is listed as Montauk fine sandy loam with a Hydrologic Soil Group (HSG) rating of C (low infiltration potential). The northeasterly and central portions, comprising the largest area of the Site, is listed as Hollis-Rock outcrop-Charlton complex with HSG D (very low infiltration potential). The southern portion is listed as Charlton fine sandy loam with HSG B (moderate infiltration potential). A limited area in the south of the Site is listed as Charlton-Hollis-Rock outcrop complex and has an unrated HSG.

The project proposes to construct a 58-lot residential subdivision. Each lot will be developed with a 4bedroom home and a septic system. The development will include the construction of 32' wide paved roadways via the extension of Kimberlee Avenue by 3,735 ft. and Bridle Path by 3,529 ft. Associated site development includes paved driveways, water and private utilities, landscaping, and grading. Stormwater management is proposed through the creation of six drainage lots which will include the construction of six infiltration basins. Runoff will be conveyed to these basins via catch basin connections.

## FINDINGS, COMMENTS AND RECOMMENDATIONS

## **GENERAL COMMENTS**

- G1. Add Structures and Structures plus Paving criteria to Zoning Dimensional Requirements. *BCG: See Cover Sheet.* **BETA2: Information provided issue resolved.**
- G2. Revise the plot style of the proposed contours within and adjacent to the roadway to be more legible. *BCG Proposed contours have been made darker (Sheets 14-24)*. **BETA2: Plot style revised** issue revised.
- G3. Depict the limit of tree clearing on the plans. *BCG: The limit of tree clearing is shown on Sheet 39. We have added conceptual limits of clearing and notations re erosion control for each of the homes with the notation that it is notional until actual house designs are prepared.* **BETA2: Information provided – issue resolved.**



Mr. Anthony Padula, Chairman August 04, 2020 Page 3 of 16

G4. At the initial public hearing the designer indicated they would explore the option of providing the construction access for the project directly from Maple Street. Provide and update on this consideration.

## ZONING

The project is located within the Rural Residential II zoning district zoning district, generally intended for single-family residential uses in a rural and semirural environment. The proposed use as a subdivision complies with this objective.

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

As proposed, each subdivided lot complies with minimum lot area, frontage, width; front, rear, and side yard dimensions; and maximum impervious coverage of structures and structures plus paving. It is assumed that proposed structures will comply with building height requirements.

- SC1. Lots 2, 18, and 34-30 do not meet the required lot depth as defined in §185-3. *BCG: After* discussion with the Building Commissioner it was determined that Lots 2 and 24 are considered corner lots with no rear lot line and thus no lot depth. Lot 18 has been swapped with Drainage Parcel F and complies with the lot depth interpretation (Sheet 8). Lots 24-30 have either been confirmed to be 200' deep or have been revised to that depth (Sheets 9-11). **BETA2: Lots revised to comply with dimensional regulations issue resolved.**
- SC2. Revise the dimensions of the frontage lines for Lot 53 to exclude the length associated with the easement. BCG: The lot frontage has been labelled to clearly show 150' of frontage (Sheet 12).
   BETA2: Clarification provided issue resolved.

## **SUBDIVISION REGULATIONS**

## **GENERAL COMMENTS**

- S1. Clarify and provide distinction between the existing and proposed lot lines throughout the project area. The existing lot line at the rear of Lot 5 appears to terminate unexpectedly. *BCG: The area that is unclear is to the rear of Lots 5, 6, and Drainage Parcel C and the existing and proposed have been labelled (Sheets 3 & 4).* **BETA2: Clarification provided issue resolved.**
- S2. Revise Drainage "Lot" C and B to "Parcel." These areas do not meet the definition of a lot (§300-2). BCG: The drainage lots as defined in Section 300-11.A.(4) have been labelled parcels (Sheets 3,4,6,8). BETA2: No further comment.

## **§300-8** DEFINITIVE PLAN

S3. Request a waiver from providing all requirements of the Development Plan as detailed in (§300-8.(1)(c). BETA notes that only houses on parcels directly abutting the Site are depicted. *BCG: We* request a waiver from this section since it is not possible to go onto all adjoining property not owned by the applicants and gather the required information. The location of the adjoining houses has been taken from the MassGIS website and is shown in order to give the Board and neighbors an idea of how the project will interact with their home. Wetlands within 100' of the site have been flagged and confirmed by the Conservation Commission and in some places is on adjoining property. **BETA2:** 



# BETA acknowledges that the applicant does not have access to adjoining properties and defers to the preference of the Board.

- S4. Confirm the existing conditions aerial survey data meets the accuracy requirements of (§300-8.B.(2)). BCG: *The aerial survey meets the accuracy standards outlined*. **BETA2: Information provided – issue resolved.**
- S5. Provide the location and ownership information for the Fitzgerald Family Irrevocable Trust parcel (§300-8.B.(2(c)). *BCG: The noted parcel is not an abutter, but is part of the project and is located at the end of Kimberlee Avenue.* **BETA2: Information provided issue dismissed.**
- S6. Provide the existing widths of Kimberlee Avenue and Bridle Path on the plans (§300-8.B.(2(i)). BCG: The existing roadway pavement widths are listed on Sheets 14 & 23. BETA2: Information provided – issue resolved.
- S7. Provide the street classification for all roadways (§300-8.B.(2)(n)). *BCG: The streets are classified as Collector Streets and it is noted as such on Sheets 3-13.* **BETA2: Information provided issue resolved.**
- S8. Extend the roadway profiles to include at least 100 feet of the intersecting roadways (§300-8.C.(2). Any grade difference of greater than 1% requires a vertical curve (§300-10.D.(4)). BCG: The existing end of the roadways have been added to the profile and their existing grades have been added with a vertical curve that starts at the property line (Sheets 25 & 29). BETA2: Information provided issue resolved.
- S9. Request waiver from (§300-8.C.(10)). BETA notes that centerline stationing for the roadways has been provided and additional staking is not anticipated to be beneficial at this time. *BCG: A waiver has been requested.* **BETA2: BETA notes this waiver request appears reasonable and defers to the preference of the Board.**
- S10. Provide an Environmental Analysis in accordance with (§300-8.D.). *BCG: A letter report addressing the 6 items required for an EA is attached.* **BETA2: Analysis provided issue resolved.**
- S11. Provide a separate Form R for each requested waiver (§300-8.G.(2)). *BCG: A separate Form R is included for each waiver*. **BETA2: Forms provided issue resolved.**

## §300-9 GENERAL

S12. At the discretion of the Board, provide a brief description of any Mitigation and Enhancement measures implemented (§300-9.B. and C). *BCG: We have provided some recommended mitigation measures within the VAI Traffic Impact Report. There has also been some discussion at the hearing regarding other potential mitigation but no decisions have been made.* **BETA2: It is anticipated that any additional mitigation issues will be discussed by the Board – no further comment.** 

## §300-10 STREETS

S13. Confirm the current roadway layout and connections to existing roadways match those approved by the Board as part of the preliminary submission. *BCG: The definitive design matches the preliminary plan approved by the Board.* **BETA2: Information provided – issue resolved.** 



Mr. Anthony Padula, Chairman August 04, 2020 Page 5 of 16

- S14. As the project roadways meet the definition of a collector, a 32-foot pavement width is proposed; however, the existing width of Kimberlee Ave. is 30 feet. BETA notes the Board may require physical improvements including widening of the roadways or the removal of cul-de-sacs as a condition of approval. *BCG: We will discuss these items with the Board*. **BETA2: BETA recommends for the Board to discuss how the proposed project roadways will integrate with the geometry, widths, and sight distances of the surrounding existing roadways in coordination with any proposed traffic calming measures.**
- S15. Provide an earthwork estimate to confirm conformance with §300-10.D.(1). Earth removal of greater than 1,000 cubic yards of material requires a special permit by the Board of Appeals (§185-23). BCG: An earthwork estimate is included for each of the roadways. The project is an import design and will require about 27,000 cy of material to be brought in to build the roadways which is about 3.7 cy/lf of roadway (see attached). If the site requires a special permit then it will be obtained, but it does not appear necessary at this time. BETA2: Information provided issue dismissed.
- S16. The project proposes both cuts and fills of greater than five feet within the right-of-way. Request a waiver from §300-10.D.(5) and evaluate the need for subdrains, particularly where groundwater flow patterns are anticipated to cross the roadway (e.g. Bridle Path from 10+00 to 18+00). With the understanding that significant subsurface investigations have been conducted throughout the site, recommend generating a groundwater profile. BCG: Several areas of the site have cuts or fills that exceed five feet and a waiver request has been prepared. In those areas where cuts are proposed we have added subdrains to the design (Sheets 15-16,22-24). BETA2: Waiver request and subdrains provided. Clarify need for subdrains on Kimberlee Avenue from 15+00 to 22+25. The profiles appear to indicate no cut in the majority of these areas. Confirm groundwater elevations are not anticipated to reach the bottom of the roadway subbase at Bridle Path Sta. 27+50 30+00 and Kimberlee Avenue Ext. approx. Sta. 9+00 11+50, 12+00 14+00, 22+25 25+75, and at 29+00.
- S17. The project is proposed to be constructed in three phases. Clarify the limits of paving for each phase and consider providing a temporary binder course connection between Kimberlee Avenue and Bridle Path Ext. at all times to ensure adequate emergency access §300-10.E.(2). *BCG: A notation on the limit of paving for each phase has been added to Sheets 16-17, 20-22. The emergency access has been changed to base course of pavement.* **BETA2: Information provided** issue resolved.
- S18. In conjunction with comment S17, clarify if there will be a continuous water loop between Kimberlee Avenue and Bridle Path Ext. during all phases of development §300-10.E.(3). *BCG:* Water mains will be looped through the easements on Lots 42 & 51 which will ensure that there will be a continuous loop through all phases of construction and will provide flexibility to the DPW if maintenance is required once the roadways are completed. **BETA2: Information provided issue resolved.**
- S19. Request a waiver from §300-10.E.(4). The dead-end portion of Bridle Path Ext. is less than 400 feet. *BCG: A waiver request form has been submitted.* **BETA2: BETA notes this waiver request appears reasonable and defers to the preference of the Board.**



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- S20. Revise the curb setting detail to specify an angle between 45° and 60° and a reveal of plus or minus ¾" §300-10.H.(2). BCG: The detail has been modified (Sheet 36). BETA2: Detail revised issue resolved.
- S21. At the discretion of the Board and DPW, revise curb reveal and frequency of expansion joints in concrete sidewalk to be consistent with MassDOT Standards. BCG: We await the Board's decision.
   BETA2: Following consultation with the DPW, no revisions to the curb reveal or sidewalk are recommended at this time.
- S22. At the discretion of the DPW and Board, consider removing the cul-de-sac where the project connects to Kimberlee Avenue. Alternatively, provide an island in the cul-de-sac, similar to that on Bridle Path, to facilitate traffic calming. *BCG: We will discuss this with the Board*. **BETA2: BETA** recommends for the Board to discuss how the proposed project roadways will integrate with the geometry, widths, and sight distances of the surrounding existing roadways in coordination with any proposed traffic calming measures.
- S23. Revise the Roadway Cross Section detail to show the 16' travel lane coinciding with the bottom of curb/edge of pavement on the right side. *BCG: The detail has been revised in accordance with the comment (Sheet 36).* **BETA2: Detail revised issue resolved.**
- S24. Provide a turning movement showing that a fire truck can adequately access the emergency connections between roadways. *BCG: A turning movement sketch is enclosed.* **BETA2: Turning movement provided issue resolved.**
- S25. Confirm the proposed geogrid surface for emergency access is rated for H-20 loading and is acceptable to the Fire Chief. *BCG*: *The emergency access is now proposed to be paved*. **BETA2:** Geogrid removed issue resolved.
- S26. It is anticipated that the emergency access connections will require plowing. Confirm the DPW can incorporate this into their operations and determine if the geogrid is susceptible to plow damage. *BCG*: *The paved emergency access connections will be maintained by the Applicant during construction and removed prior to acceptance of the roadway by the Town. No maintenance is required after they are removed.* **BETA2: Information provided issue resolved.**
- S27. Provide calculations to demonstrate that proposed vertical curves meet AASHTO stopping sight distance (SSD) requirements for a 30 MPH design speed. *BCG: Stopping sight distances have been added to the vertical curves (Sheets 29-32).* **BETA2: Revise the calculations to indicate the calculated stopping sight distance instead of the passing sight distance. BETA notes that several crest vertical curves (e.g. Bridle Path Sta. 7+35, 10+29, and 13+35) do not appear to have the required 200 feet of SSD as calculated by AASHTO equation 3-44 (where S>L).** Although not it is not an official Town regulation, it is desirable to utilize a minimum length of curve of 3 times the design speed (MassDOT Project Development & Design Guide pg. 4-43). Lighting is anticipated to provide the required sight distance on sag curves; however, the designer should evaluate the sags at Bridle Path Sta. 11+67 and Kimberlee Ave. Sta. 1+10 to ensure driver comfort and to consider a milder transition.

## **§300-11 STORMWATER MANAGEMENT**

S28. In anticipation that the roadways will be accepted by the Town in the future, provide documentation on how the stormwater management system will comply with the new MS4



Mr. Anthony Padula, Chairman August 04, 2020 Page 7 of 16

> permit and Charles River TMDL (§300-11.A.(1)). BCG: The referenced regulations require that the Town ensure that all new development meets the DEP Stormwater Standards which includes, among other standards, an erosion and sedimentation control plan and long- and short-term operation and maintenance plans for storm water controls. The Charles River TMDL includes Ecoli, which is due to urban runoff/storm sewers and septic systems and phosphorous which is due to . The proposed regulations also require the retention of 1" of runoff volume to be retained on site unless 90% TSS and 60% phosphorous removal can be attained. As discussed, the phosphorous removal standard is obtained through the existing treatment train In order to determine if 1" of runoff volume can be retained tow methods outlined in the Massachusetts Stormwater handbook were used. The first is the Static Method which simply determines if the volume in the basin can accept the calculated volume. The method was used in Basins C-F. The second method is the Simple Dynamic Method and this was used in Basins A-B. The results are outlined in the Stormwater Volume Retention Analysis worksheet with back-up data in Appendix B. TSS removal meets the current standard of 80% removal, but to reach 90% removal would require the use of treatment units, which are not acceptable to the DPW. Based on the existing regulations the proposed design will not require retrofitting to comply with the MS4 standards. **BETA2: Calculations provided** indicating that project will comply with the forthcoming regulations – issue resolved.

- S29. Expand the limits of the watershed analysis area to include off-site contributory areas (§300-8.A.(1)(d)). Off-site areas to the east are anticipated to flow into the detention basins and catch basins. BCG: About a <sup>3</sup>/<sub>4</sub> acre portion of the rear of the lots on High Ridge Circle has been added to the pre- and post-development conditions and the flow rates and volumes have been adjusted accordingly in the revised storm water report. **BETA2: Watershed limits expanded – issue resolved.**
- S30. Include notes and details for handling stormwater following placement of binder course. All catchment structures and mitigation features must be fully operational at the time of paving and an edge treatment such as curb or temporary berm must be installed. *BCG*: *Notes have been added to the pavement notes on Sheet 36 & the Construction Sequence on Sheet 39.* **BETA2: Notes provided issue resolved.**
- S31. The right-of-way access to Drainage Lot C is not of sufficient width to allow replacement of the proposed drainage line in the future. Revise the right-of-way to be a minimum of 20 feet or provide additional drainage easements (§300-11.A.(6)). BCG: Additional easements have been added to Lots 3 and 4 so that the right of way and easement width together measure about 34' in width (Sheets 3 & 14). BETA2: Easements provided issue resolved.
- S32. Relocate the drainage line within the emergency access easement adjacent to lot 42 to provide a sufficient work area for future replacement (§300-11.A.(6)). *BCG: An easement has been added to Lot 41 to ensure that there is sufficient work area in the unlikely event of a future replacement (Sheet 6 & 17).* **BETA2: Easement provided issue resolved.**
- S33. Provide a minimum of 10 feet from the toe of basin berms to adjacent property lines (§300-11.A.(7)(b)). BCG: Dimensions have been added to all basins to demonstrate at least 10' of setback of toe from property lines (Sheets 14, 15, 17, 19, 24). BETA2: Information provided – issue resolved.
- S34. Request waiver to allow drainage pipes with cover less than 42" and specify Class V RCP at these locations (§300-11.B.(2)(a)). BCG: A waiver has been requested for use in some areas and Class V



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*RCP* has been specified in those locations (Sheets 25-34). **BETA2: Waiver requested and Class V** pipe provided – issue resolved.

- S35. Provide an additional catch basin between CB 25 and CB 26 on the right side of the roadway so the distance does not exceed 300 feet (§300-11.B.(3)(a)). *BCG: The profile in that area has been modified and CB #23C has been added so that there is not 300' overland flow (Sheet 19).* **BETA2:** Additional catch basin provided issue resolved.
- S36. Provide catch basins and a manhole within the proposed cul-de-sac (§300-11.B.(3)(a))). BCG: Catch basins and a DMH have been added at the cul-de-sac exit (Sheets 19 & 28). BETA2: Required structures provided issue resolved.

## §300-12 UTILITIES

- S37. Relocate the water lines within the emergency access easements to provide a wider work area for any future replacement. *BCG: Easements have been added to provide a wider work area (Sheets 15 & 21).* **BETA2: Easements provided issue resolved.**
- S38. Coordinate with the DPW to confirm the preferred roadway lighting (lumens, LED, color temperature, pole type, etc.). *BCG: Town Engineer Mike Maglio supplied spec and it was added to Sheet 36 (3/19/2020 email).* **BETA2: Information provided issue resolved.**
- S39. Revise the hydrant assembly detail to indicate that the hydrant shall be factory painted in Town colors. *BCG: Note added to detail (Sheet 36)*. **BETA2: Detail revised; however, BETA has been informed that the DPW is in the process of selecting a new standard hydrant. As no model has been selected yet, revise detail to remove reference to American Darling and replace with "Town Standard."**
- S40. Confirm adequate fire supply can be provided for hydrants proposed between elevation 320 and 330. Residences are also proposed at elevations that are recommended for or require individual booster pumps (§300-12.A.(1)(a)). *BCG: DPW Director Laurie Ruszala opined that there are no known flow issues on High Ridge Circle, which is at higher elevation than proposed project, and does not expect there to be any issues for this project (3/20/2020 email).* **BETA2: Information provided issue resolved.**
- S41. Confirm that all electrical, telephone, and cable conduits will be placed underground (§300-12.C.(1)). *BCG: They are shown on plans as such.* **BETA2: Information provided issue resolved.**
- S42. Provide a streetlight at the intersection of the project roadway and Kimberlee Avenue cul-de-sac (§300-12.C.(2)(b)). BCG: A street light has been added to Station 0+80 to illuminate where road will connect to existing roadway and additional lights have been added to illuminate vertical sag curves (Sheets 14-23). BETA2: Requested streetlight provided. Also review need for streetlight at Bridle Path Sta. 11+67 sag.

## **§300-13 OTHER IMPROVEMENTS**

S43. The applicant has requested a waiver from §300-13.A.(1) and proposes a concrete sidewalk on one side of the roadway. BETA notes the Board typically requires the installation of vertical granite curb when granting this waiver for sidewalks. The existing Kimberlee Avenue and Bridle Path roadways have slant granite curbing and a single bituminous sidewalk. *BCG: We have no* 



Mr. Anthony Padula, Chairman August 04, 2020 Page 9 of 16

objection and await the Board's decision. BETA2: BETA recommends for the Board to discuss this at the next hearing.

- S44. Provide continuous sidewalk connections from the proposed project roadways to the existing sidewalks on Kimberlee Avenue and Bridle Path. *BCG: We will discuss this with the Board*. **BETA2: BETA recommends for the Board to discuss this at the next hearing**.
- S45. Coordinate with the DPW to confirm the preferred type of detectable warning. *BCG: The DPW prefers red (3/20/2020 email).* **BETA2: Information provided issue dismissed.**
- S46. Provide a wheelchair ramp at the terminus of the sidewalk at the Bridle Path Ext. cul-de-sac. *BCG:* A wheelchair ramp has been added at Station 34+40 (Sheet 19). **BETA2: Ramp provided issue resolved.**
- S47. Provide a detail for a wheelchair ramp perpendicular to the curb. *BCG: A detail has been added* (*Sheet 36*). **BETA2: Detail provided issue resolved.**
- S48. Provide bounds at the intersections of the project roadways and existing roadways; one sideline of Drainage Lot D and Lot 39; and along both sides of drainage easements. *BCG: Bounds have been added as noted (Sheets 3-7 & 13).* **BETA2: Bounds provided issue resolved.**
- S49. Provide a detail for the proposed bounds. *BCG: A detail has been added (Sheet 37).* **BETA2: Detail provided issue resolved.**
- S50. Provide a schedule for the total number of plantings proposed and revise the Street Tree Planting detail to reference the Best Practices Development Guidebook. *BCG: The locations of proposed trees are shown as well as a notation that outlines the requirements in subdivision regulations regarding shade trees. A minimum of 3 trees per lot approximately spaced 50' apart are on the plan (a minimum of 174 trees) and a note has been added to the detail listing the minimum number of trees. The notation on the plan view and tree detail requires coordination with the DPW prior to planting as to number of species and location and that work shall be done in accordance with the Franklin Best Development Practices Guidebook. (Sheets 14-24 & 36). BETA2: Information provided issue resolved.*
- S51. Provide an additional street tree on Lots 6, 12, and 15 (§300-13.E.(1)). *BCG: Additional trees added* (*Sheets 15,16,18*). **BETA2: Additional trees provided issue resolved.**
- S52. Revise the Residential Driveway detail to indicate that aprons between the road and *back of sidewalk* shall be concrete. *BCG: The detail has been revised (Sheet 36)*. **BETA2: Detail revised issue resolved.**
- S53. Consider relocating the proposed light at Bridle Path STA. 10+68 to the midpoint of the curve. BCG: The street light was relocated to Station 10+25 (Sheets 15 & 23). BETA2: Light relocated – issue resolved.
- S54. Provide street signs (§300-13.F(1)). BCG: Street sign is shown at intersection of Kimberlee Ave and Bridle Path and at new entrances (Sheets 14,19,24). BETA2: Street signs provided issue resolved.
- S55. At the discretion of the Board, provide "Private Way" signs until the roadway is accepted (§300-13.F(3)). *BCG: We will discuss this with the Board*. **BETA2: BETA defers to the preference of the Board on this issue**.



Mr. Anthony Padula, Chairman August 04, 2020 Page 10 of 16

## **§300-14 OTHER REQUIREMENTS**

S56. At the discretion of the Planning Board provide open spaces (parks/playgrounds) (§300-14.A.). BCG: We will discuss with Board. BETA2: BETA defers to the preference of the Board on this issue.

## **STORMWATER MANAGEMENT**

The project proposes a closed drainage system consisting of catch basin to manhole connections within the proposed roadway. Runoff from the system discharges to a series of infiltration basins designed to attenuate flows.

#### **Best Development Practices Guidebook**

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

### GENERAL

- SW1. Provide an intermediate DMH with drop to reduce scour potential for drainage lines with steep slopes (DMH 34 to DMH 7A and DMH 33 to DMH 10). *BCG: Additional manholes have been added as requested to decrease the velocity below 10 ft/sec (Sheet 34).* **BETA2: Additional manholes provided issue resolved.**
- SW2. Review configuration of proposed drainage lines and manholes. DMHs 6, 13, 15, 17, 23, and 31 may require alternate layouts or larger structures to accommodate the proposed pipes. *BCG: A notation has been added the DMH detail on Sheet 37 alerting contractor that structure width might be more than 4' and to provide shop drawings to engineer for review.* **BETA2: Note provided** issue resolved.
- SW3. In coordination with the DPW widen top of basin berms, as necessary, to allow for adequate maintenance access (10' minimum recommended). *BCG: The tops of berms have been widened to 10' (Sheets 14, 15, 17, 19, 24).* **BETA2: Berms widened issue resolved.**
- SW4. Extend overflow rip rap to bottom of slope at drainage basins. *BCG: Overflow rip-rap has been extended to the toe of basins (Sheets 14, 15, 17, 19, 24).* **BETA2: Rip-rap extended issue resolved.**
- SW5. Recommend eliminating reverse flow condition from CB1B to DMH1 to HW1. *BCG: DMH#1 has been relocated to eliminate reverse flow condition (Sheet 14).* **BETA2: DMH relocated issue resolved.**
- SW6. Revise rip rap from outlet C2 to remain entirely within the drainage parcel. *BCG: Parcel C has been revised so that rip-rap is entirely within lot (Sheet 14).* **BETA2: Parcel revised issue resolved.**
- SW7. The stormwater basins on Lot D and Lot E do not propose any clearing of the existing vegetation. There is a concern that regular inundation could impact the viability of the trees and create a maintenance issue for the Town in the future. *BCG: We have successfully used this type of design on other projects and have not observed any issues. That being said we recommend that a condition be included in the decision that would require the Developer to remove trees within the*



Mr. Anthony Padula, Chairman August 04, 2020 Page 11 of 16

basin and replace with a bioretention mix if the trees show evidence of deterioration. **BETA2: BETA** recommends the Board include this in any future decision.

#### **MASSACHUSETTS STORMWATER MANAGEMENT STANDARDS:**

The proposed development will disturb greater than one acre; therefore, the project is subject to Chapter 153: Stormwater Management of the Town of Franklin Bylaws and MassDEP Stormwater Management Standards.

**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 new untreated discharges to wetlands. Discharges from several proposed stormwater basins are within or near to wetland buffer zones; however, rip rap aprons are proposed to mitigate erosion potential.

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

The project proposes to attenuate post-development peak discharge rates and volumes through the use of several infiltration basins. Stormwater will be conveyed to these basins via catch basin to manhole connections.

- SW8. Provide subarea quantifying the pre- and post-development impact on the isolated vegetated wetland (G-Series). *BCG: There is no requirement in the subdivision regulations, wetland regulations or Wetlands Protection Act to balance pre- and post-development impacts on isolated wetlands. The subdivision regulations are the most restrictive and they regulate runoff to <u>off-site</u> wetlands. That being said it is intuitively obvious that the post-development runoff to the wetland is less than the pre-development since the area contributing to the isolated wetland is being reduced by the construction of Bridle Path which will intercept runoff from the east and the Lot 42 emergency access driveway which will direct runoff from the south toward Kimberlee Avenue. BETA2: Information provided issue dismissed.*
- SW9. Verify lengths of existing/proposed flow paths. Lengths used in HydroCAD calculations do not appear to match lengths depicted on the watershed plans. *BCG: The Tc paths were reviewed and the Subarea DG & DJ paths were revised.* **BETA2: Clarify revisions. Review of the watershed plans and HydroCAD calculations does not appear to show any changes from original submission.**
- SW10. Clarify if there will be any substantial grading on the residential lots that will affect catchment areas and flow paths. *BCG: Since we will not know how each lot is graded we have made some assumptions on how the construction of the lots and houses will effect the flow paths. That is why in some cases the flow path doesn't hit the existing contours on a perpendicular we are estimating how the grading will impact the topography.* **BETA2: Information provided. BETA notes that final grading will need to be confirmed during construction to ensure that there are no adverse stormwater impacts to adjacent residences.**
- SW11. Review the flow paths for Subareas DB and DE. As depicted, the flow paths do not follow the contours in these areas. *BCG: As depicted, the flow paths do not follow the contours in these areas. See response to SW10.* **BETA2: Information provided issue dismissed.**



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- SW12. Revise sizing calculations for CB #38B to match the 12" section size proposed in the plans. *BCG: The closed drain system worksheet has been revised to reflect changes in the design.* **BETA2: Calculation revised – issue resolved.**
- SW13. Revise slope of the drainage lines to maintain a self-cleaning velocity of 3 ft/s during full flow conditions. Lines such as those between CB#23B and DMH#23 have flat slopes, resulting in low velocity and inadequate capacity. *BCG: We have reviewed the closed drain system and adjusted the slopes to provide a minimum slope of 0.005 and where possible achieve at least 2.5 ft/sec, which is the Town standard. In some areas, due to the very low flow the velocity is below 2.5 fps for a full flow condition. All pipes continue to have adequate capacity even when flowing under pressure. HGLs are provided on the worksheet to show that under the design condition the water height does not reach rim elevations. BETA2: Evaluate proposed slopes at structures DMHs 5, 21, 38, and 39 and CBs 39A, 39B, which are all 0.003 or flatter. Also, although the Town does not have a written policy regarding the HGL, the DPW has indicated they generally follow the MassDOT policy of providing a minimum desired 2-foot separation from the rim to the HGL. Evaluate pipe capacities/HGLs at DMHs 1, 38, and 39 and CBs 17 and 39B.*
- SW14. If available, provide hydraulic profiles for the closed drainage systems. *BCG: Hydraulic grade lines* are provided in the closed drain system worksheet for each structure. **BETA2: Information** provided issue dismissed.
- SW15. Review calculated flows and provide additional catchment as necessary for catch basins with flow rates that will exceed grate capacities. BETA notes calculated flows to catch basins such as 8B, 23B, 27B, 30B, and 34B are as high as 7.4 cfs. *BCG: Several catch basin grates/inlets have been doubled in order to capture more runoff. The catch basins are: 8B, 23B, 27B, 30B, 31B, 32B, 33B, 34B and 39B (Sheets 15, 19-24).* **BETA2: Double-grate catch basins provided. Recommend providing additional catchment in proximity to CBs 8B, 27B, and 39B, which are anticipated to have undesirable flow spreads reaching/exceeding the crown of the roadway for the design storm event.**
- SW16. Remove exfiltration component from the area of the sediment forebays. *BCG: The sediment* forebay is an integral in-line part of the basin and is required to dewater within 72 hours along with the basin. There is infiltration happening in the forebay. I have never seen this comment from any other engineer in the 15 years the DEP Stormwater Standards have been in effect and while I respect the BETA opinion, I believe that it is their opinion and not a requirement of the regulations to remove that element of the design. I will also point out that it was not a requirement on the Maple Preserve project that was recently done and reviewed. BETA2: Following discussion, BETA notes that removing the exfiltration component from the basins is unlikely to alter the results of the analysis and may generate modeling issues issue dismissed.
- SW17. Recommend revising outlet control structures to eliminate or minimize flows over the overflow weir (typically reserved for emergency overflows). Basin B will have greater than 10 cfs directed to the overflow weir during the 10-year storm. If flow cannot be eliminated, provide substantial erosion control protection and size rip rap accordingly. BCG: We looked at modifying the outfall structure but due to the limited area and inlet flow rate we need the higher capacity supplied by a weir. The proposed design was checked using the Isbash formula and the 6-12" stone on the riprap matte is significantly higher than required in order to retain slope stability. BETA2: Information provided. At the discretion of the designer, consider expanding the footprint of this



Mr. Anthony Padula, Chairman August 04, 2020 Page 13 of 16

# basin to the north and south (while maintaining the required 20' high water offset to property lines) to provide additional stormwater mitigation.

- SW18. Given the soils with rapid infiltration rates in the area of the proposed drainage basin on Lot E and the location of the overflow at the rear of a residential property, recommend expanding the basin area to fully attenuate the 100-year storm. *BCG: We have modified the basin to accommodate the full 100-year storm by raising the berm elevation (Sheets 24 & 34).* **BETA2: Basin expanded to fully retain the 100-year design storm. Confirm the area of the 298 contour in the HydroCAD calculations, which appears to be approximately 2,000 sq. ft. larger than depicted on the plans.**
- SW19. The design includes an assumed impervious area for each residential lot. If the impervious footprint of homes and driveways varies substantially, additional mitigation may be required, such as recharge systems for roof areas on each lot. *BCG: A note has been added to Sheet 1 listing the assumptions and requiring a roof runoff recharge system if the estimated impervious values are exceeded.* **BETA2: Note provided issue resolved.**
- SW20. Revise design of Basin B to provide approximately 1' of freeboard above the 100-year storm elevation. *BCG: The basin berm has been increased to 296.4', which is 1' above the estimated 100-year event level of 295.4' (Sheet 15 & 33).* **BETA2: Requested freeboard provided issue resolved.**

## SW20A. Review "Developed Conditions" runoff rate and volumes depicted on Table 2. Wetland E design point appears to show the "Existing Conditions" calculations.

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

NRCS soil maps indicate the presence of Montauk fine sandy loam with a Hydrologic Soil Group (HSG) rating of C (low infiltration potential), Hollis-Rock outcrop-Charlton complex with HSG D (very low infiltration potential), and Charlton fine sandy loam with HSG B (moderate infiltration potential). A limited area in the south of the Site is listed as Charlton-Hollis-Rock outcrop complex and has an unrated HSG.

Calculations indicate the project will provide a recharge volume in excess of that required. All BMPs are shown to drain within 72 hours.

- SW21. Correct recharge volume provided by Basin F to match the volume below 281.6' as depicted in the HydroCAD model. *BCG: Basin F has been relocated and redesigned and new data included in the storm water calculations.* **BETA2: Information provided issue resolved.**
- SW22. Exfiltration rates associated with the stormwater basins proposed on Lot D and Lot E are based upon the "C" layer soil documented in the test pits. It is anticipated that this rate will not be attained as there is a significant restrictive layer above consisting of sandy loam. Revise exfiltration rate or basin design for consistency. *BCG: The infiltration rates for Basins D & E have been adjusted to SANDY LOAM and the revised data is in Appendices A & B and Sheets 24, 33 & 34.* **BETA2: Rates revised issue resolved.**
- SW23. Revise infiltration rates used in drawdown calculations to match any revisions to the HydroCAD model. *BCG: The infiltration rate for Basin F was set to zero for the inflow/outflow analysis even though the soil evaluations found it to be a Sandy Loam. This was because we want to be conservative and could not obtain additional soil tests due to the shutdown. The drawdown analysis also used a Sandy Loam to confirm dewatering within 72 hours.* **BETA2: Sandy loam was**



Mr. Anthony Padula, Chairman August 04, 2020 Page 14 of 16

recorded on the soil logs for test pits 73, 74, and D-13; however, the sieve analysis from D-13 indicated the presence of a silt loam. In consideration that there is limited data over the surface of the proposed basin the designer should consider the use of silt loam for the dewatering calculations or implementing a slow drain to ensure the basin can empty. Also, the provided drawdown calculations are based on the required recharge volume and not the total storage volume. As noted in the stormwater handbook (Volume 3, Ch. 1, pg. 25, footnote 21) the storage volume of the structure must be used in the calculations. BETA notes that in consideration that Basins D and E have very flat side slopes, the entire footprint of the basin is appropriate to use in the calculations. It is BETA's opinion that it is more desirable to fully attenuate the 100-year storm event and eliminate overflow to adjacent residences vs. fully draining the pond provided that at least the 10-year storm for Basins D and E can be fully infiltrated in 72 hours.

- SW24. Provide an additional test pit at the rear of the stormwater basin proposed on Lot F to confirm the groundwater elevation is a minimum of 2 feet below the bottom of the basin (EL= 280.00). Test pit D-14 indicates estimated seasonal high groundwater at 280.3. BCG: See response to SW23 comment. BETA2: Information provided – issue dismissed.
- SW25. Based upon Test pits D-12 and D-14, the estimated season high groundwater is 277.5 in detention basin A and 280.3 in detention basin F, respectively. Revise mounding calculations for consistency with test pit information. As an alternative, consider running a secondary HydroCAD analysis with the exfiltration components removed (basins A and F only). If peak flow rates can be attenuated, a mounding analysis is not necessary. *BCG: The calculations for Basin A have been revised to reflect the higher ground water and Basin F does not have an infiltration component.* **BETA2: Calculation revised issue resolved.**
- SW25A. Provide confirmation that the required setbacks outlined in the Stormwater Handbook for infiltration structures have been provided for wells and septic systems on adjacent residences.

**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 to direct runoff from the roadway and surrounding lawns through a closed drainage system. The system discharges into several infiltration basins with sediment forebays for pretreatment. A Stormceptor water quality unit is proposed in place of a sediment forebay for Basin E. The proposed BMPs will treat a water quality volume that exceeds that of the proposed impervious increase and will provide the minimum required 80% TSS removal.

SW26. Provide confirmation the DPW is willing to maintain the proprietary stormwater unit, otherwise, replace with a standard DMH and add a sediment forebay to Basin E. *BCG: The Stormceptors have been replaced with standard DMHs and sediment forebays (Sheets 14 & 24).* **BETA2: Stormceptor removed – issue resolved.** 

**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 does not propose any land uses with Higher Potential Pollutant Loads – not applicable.

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

The project does not propose discharges to critical areas – **not applicable.** 



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**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 as currently depicted will disturb in excess of one acre of land; therefore, a Notice of Intent with EPA and a Stormwater Pollution Prevention Plan (SWPPP) are required. The project proposes the use of erosion control barrier (silt sock) and catch basin inlet protection. A draft SWPPP was provided as part of the Stormwater Management Report.

- SW27. In consideration of the rolling topography of the Site and soils associated with high runoff potential, expand the proposed perimeter controls to include the entire downgradient perimeter of the limits of clearing. BCG: We don't agree that placing erosion controls along the downgradient perimeter is necessary for the roadway construction phase. There is approximately 200' of woods between the limit of clearing and the property line which is more than adequate to ensure that siltation does not impact off-site areas. As the lots are cleared erosion control will be used and we have shown that in a conceptual manner along with a notation to that effect (Sheet 39). BETA2: Adequate notation provided issue resolved.
- SW28. Revise the stabilized construction entrance at Bridle Path to be a minimum of 50' in length. *BCG: Revised as requested (Sheet 39).* **BETA2: Entrance revised issue resolved.**
- SW29. Although it is understood that the contractor will ultimately be responsible for the means and methods to comply with the SWPPP, it is recommended to provide typical locations for required temporary sediment basins. Also, notes should be provided to prohibit the use of proposed stormwater basins as construction period sedimentation basins. *BCG: The location of potential sediment basins has been added to the SWPPP and a note prohibiting the use of storm water basins from being used as sediment basins has also been added (Sheet 39).* **BETA2: Information provided issue resolved.**
- SW30. Depict the limits of each construction phase, as shown on the Index and Phasing Plan, on the SWPPP. *BCG: Modified as requested (Sheet 39).* **BETA2: Information provided issue resolved.**
- SW31. Recommend depicting the limits of tree clearing for the residential lots and typical associated erosion controls. *BCG: The location of conceptual erosion control layout on each lot has been added to the SWPPP along with a note requiring controls on each lot as constructed (Sheet 39).* BETA2: Typical clearing limits provided – issue resolved.

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

A Long-Term Operation and Maintenance (O&M) Plan was included as part of the Stormwater Management Report.

SW32. Provide maintenance/inspection requirements for sediment forebays and outlet control structures. *BCG: Modified as requested (Appendix C Storm Water Report).* **BETA2: Plan revised – issue resolved.** 



Mr. Anthony Padula, Chairman August 04, 2020 Page 16 of 16

SW33. Provide a plan showing the location of all stormwater BMPs for use by operation and maintenance personnel. *BCG: The plan shall be the definitive plan Sheets 14-24 since preparing a single sheet identifying 150'+/- storm water structures would be unreadable.* **BETA2: Reference to definitive plan provided. Indicate latest revision dates on final plan.** 

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

An Illicit Discharge Compliance Statement was provided.

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

Stiphen Borgan

Stephen Borgatti Staff Engineer

cc: Amy Love, Town Planner Jennifer Delmore, Conservation Agent

Job No: 4830 - 52

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

August 5, 2020

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

## RE: Definitive Subdivision – Maple Hill, Maple St

Dear Mr. Chairman and Members:

We have reviewed letters from the applicant's engineer and traffic consultant dated July 30, and July 31, 2020 respectively regarding the recent traffic discussions and offer the following comments:

Traffic Related Issues

- 1. Regarding the proposed traffic calming measures proposed for Bridle Path and Kimberlee Ave, the DPW is not in favor of raised tables or speed humps. We have found the best method of traffic calming is reduced pavement widths and are in favor of the proposed neck-downs, or pinch points as proposed. Other options may include small roundabouts at side street intersections to control traffic flow and speeds. While we previously noted that the existing landscaped circle at the end of Bridle Path is private property and should remain in place, a similar circle could possibly be added to the existing cul-de-sac at the end of Kimberly Ave.
- 2. The applicant noted the possibility of installing a sidewalk on Bridle Path and Kimberlee Ave within the existing pavement to narrow both roadways as a traffic calming measure. While we are not opposed to this strategy, both roads currently have one sidewalk and it is unclear if they are proposing to remove these and reconstruct them within the existing roadway footprint, or if a second sidewalk was being proposed. DPW does not support the addition of a second sidewalk along these streets due to various reasons, including the increased need for future maintenance.
- 3. In order to address the lack of sight distance along Maple St at the intersection of Kimberlee Ave, the applicant is proposing installation of a stop sign along Maple St for south bound traffic at the intersection of Franklin Springs Road, thereby reducing travel speeds and in effect reducing the amount of sight distance required.
We don't agree with this proposal. In accordance with the Manual on Uniform Traffic Control Devices (MUTCD), stop signs should not be used for speed control, and additionally if used, stop signs should not be used on the higher volume roadways at an intersection.

In order to achieve the required sight distance, we recommend reconstructing the vertical crest curve on Maple St, just north of Kimberlee Ave.

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

Sincerely,

202C

Michael Maglio, P.E. Town Engineer

#### FRANKLIN PLANNING & COMMUNITY DEVELOPMENT



355 EAST CENTRAL STREET, ROOM 120 FRANKLIN, MA 02038-1352 TELEPHONE: 508-520-4907 FAX: 508-520-4906

#### MEMORANDUM

DATE:	August 6, 2020
то:	Franklin Planning Board
FROM:	Department of Planning and Community Development
RE:	Maple Hill Definitive Subdivision Plan

General:

- 1. Applicant has provided an extension until August 28, 2020
- 2. Applicant is scheduled to meet with the Conservation Commission on August 27, 2020.

Waiver Requests:

- **§300.13.A.(1) Sidewalks. Location:** To allow a sidewalk on one side allowed where sidewalks are required on both sides of the road.
- **§300.11.B.(2)** Waiving the requirement that pipes maintain 42' cover in some areas
- §300.8.A.(1)(c) Not require a new alternative development plan
- §300.8.C.(10) Setting stakes every 100' for sideline and sidewalks
- **§300.10.D.(5)** Waiving the requirement that cuts/fills be no more than 5' in some areas
- §300.10.E.(4) Waiving the requirement that a dead-end be no less than 400' long

Correspondence submitted for this Hearing:

- 1. Applicants Engineer outlining items to discuss
- 2. BETA peer review Letter
- 3. DPW Peer Review Letter Traffic Mitigation Conditions
- 4. Applicant Traffic Review letter
- 5. BETA Traffic response letter

**DPCD** Comments:

- 1. Applicant has submitted a phase development plan. The Planning Board should determine if they will allow the road way to be constructed in phases.
- 2. As per §300-13.E. Shade Trees: The applicant shall submit a shade tree and landscape plan to the Planning Board. The applicant has not submitted this plan for review.
- 3. Town Water shall require a By-Law Amendment from the Town Council. Each lot will have individual septic systems.





## DEFINITIVE PLAN OF LAND IN

# FRANKLIN, MA "MAPLE HILL"

DEC. 15, 2019 — SCALE: AS NOTED

BAY COLONY GROUP, INC.

PROFESSIONAL CIVIL ENGINEERS & LAND SURVEYORS FOUR SCHOOL STREET, P.O. BOX 9136 FOXBOROUGH, MA 02035 (508) 543-3939

OWNERS: STEVEN LABASTIE THE FRANKLIN LABASTIE FAMILY, LLC & THE KATHLEEN A. LABASTIE TRUST 469 MAPLE STREET FRANKLIN, MA 02038

> FITZGERALD FAMILY IRREVOCABLE TRUST 441 MAPLE STREET FRANKLIN, MA 02038

APPLICANT: CARROLL CONSTRUCTION CORP. P.O. BOX 395 FOXBOROUGH, MA 02035

> ZONING: RURAL RESIDENTIAL II

> > ASSESSORS REF: 234-012-000 235-142-000 242-027-000

ZONING DIMENSIONAL REQUIREMENTS:

ZONING DISTRICT: RURAL RESIDENTIAL II MINIMUM AREA = 30,000sf FRONTAGE - 150' DEPTH - 200' LOT WIDTH - 135' FRONT YARD - 40' SIDE YARD - 35' REAR YARD - 35' IMPERVIOUS COVER (STRUCTURES) - 20% IMPERVIOUS COVER (STRUCTURE + PAVING) - 25%

SUBDIVISION DATA

- NEW HOMES 58
- LENGTH OF ROADWAY 7,255 FT. • TOTAL AREA- 73.3± acres
- WAIVERS REQUESTED
- SECTION 300-8 A (1) (C): NOT REQUIRE ANOTHER ALTERNATIVE DEVELOPMENT PLAN
- SECTION 300-8 C (10): SETTING STAKES EVERY 100' FOR SIDELINES AND SIDEWALKS
- SECTION 300-10 D (5): CUTS/FILLS MORE THAN 5' IN SOME AREAS
- SECTION 300-10 E (4): BRIDLE PATH DEAD-END BE LESS THAN 400' LONG
- SECTION 300-11-B (2): LESS THAN 42" OF COVER **OVER DRAIN PIPES IN SOME AREAS**
- SECTION 300-13-A: SIDEWALK ON ONE SIDE WHERE THEY ARE REQUIRED ON BOTH SIDES.

PROJECT:

Maple Hill Franklin Massachusetts

<u>OWNERS:</u>

STEVEN LABASTIE THE FRANKLIN LABASTIE FAMILY.LLC &

THE KATHLEEN A. LABASTIE TRUST 469 MAPLE STREET FRANKLIN, MA 02038

FITZGERALD FAMILY IRREVOCABLE TRUST 441 MAPLE STREET FRANKLIN, MA 02038

APPLICANT:

CARROLL CONSTRUCTION CORP. BOX 395 FOXBOROUGH, MA 02035



ay Colony Group, Inc fessional Civil Engineers &

FOUR SCHOOL STREET P.O. BOX 9136 FOXBOROUGH, MA 02035 508-543-3939

DATE APPROVED: DATE ENDORSED:

FRANKLIN PLANNING BOARD

I HEREBY CERTIFY THAT 20 DAYS HAVE ELAPSED SINCE PLANNING BOARD APPROVAL AND THAT NO APPEAL HAS BEEN FILED I THIS OFFICE.

DATE

FRANKLIN TOWN CLERK

STAMP



DRAWING TITLE

Cover Sheet

SHEET NUMBER DEC. 15, 2019 CV 16–0148H

## LIST OF PLAN SHEETS

LIST OF TEAM SHEETS			
SHEET NO.	DESCRIPTION	LAST REVISED	
SHEET 1	LEGEND	6-8-2020	
SHEET 2	INDEX & PHASING PLAN	12–15–2019	
SHEETS 3-13	PROPERTY LINE PLANS	6-8-2020	
SHEETS 14-24	TOPOGRAPHIC & UTILITY PLANS	6-8-2020	
SHEETS 25–28	BRIDLE PATH PROFILE	6-8-2020	
SHEETS 29-32	KIMBERLEE AVENUE PROFILE	6-8-2020	
SHEETS 33-35	DRAIN CROSS SECTIONS	6–8–2020	
SHEETS 36-38	CONSTRUCTION DETAILS	6–8–2020	
SHEET 39	SWPPP	6–8–2020	
THE LAST REVISE	THE LAST REVISED DATE FOR PLANS IN THIS SET IS: 6-8-2020		

## **GENERAL NOTES**

- ON SITE TOPOGRAPHICAL INFORMATION OBTAINED FROM AN AERIAL SURVEY CONDUCTED BY COL-EAST, INC. IN OCTOBER 2016 AT A HORIZONTAL SCALE OF 1"=40 AND 2' CONTOUR INTERVAL. VERTICAL DATUM IS NAVD 88 AND HORIZONTAL DATUM IS NAD 83. OFF SITE DATA FROM TOWN OF FRANKLIN GIS.
- UNDERGROUND UTILITIES ARE SHOWN HEREON AS COMPILED FROM RECORD PLANS AND VISIBLE UTILITY STRUCTURES. BAY COLONY GROUP DOES NOTE WARRANT THE ACTUAL DEPTH AND LOCATIONS OF ANY UTILITIES SHOWN HEREON. CONTACT DIGSAFE AT 1-800-322-4844 AND THE TOWN DPW WHERE APPROPRIATE AT LEAST 72 HOURS, SATURDAYS, SUNDAYS AND HOLIDAYS EXCLUDED, PRIOR TO EXCAVATING AT ANY LOCATION. A COPY OF THE DIGSAFE PROJECT REFERENCE NUMBER(S) SHALL BE GIVEN TO THE OWNER PRIOR TO EXCAVATION.
- HOUSES, DRIVEWAYS, AND SEPTIC SYSTEMS ARE SHOWN IN A GENERAL MANNER AND ARE NOT MEANT TO BE DEFINITIVE. LOCATIONS WILL CHANGE BASED ON HOUSE PLANS, TEST PIT DATA, AND OWNER PREFERENCE.
- WHERE AN EXISTING UNDERGROUND UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER IMMEDIATELY.
- TEST PITS TO LOCATE EXISTING UTILITIES MAY BE ORDERED BY THE ENGINEER.
- THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE AND ANY OTHER PRIVATE UTILITIES BY THE RESPECTIVE COMPANIES.
- AREAS OUTSIDE THE LIMITS OF THE PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITIONS AT THE CONTRACTOR'S EXPENSE.
- STONE WALLS, FENCES, MAIL BOXES, SIGNS, CURBS, LIGHT POLES ETC. ALONG EXISTNG ROADWAYS SHALL BE REMOVED AND REPLACED AS NECESSARY TO PERFORM THE WORK.
- ALL PAVEMENT DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED IN ACCORDANCE WITH THE SPECIFICATIONS AND AS SHOWN ON THE DRAWINGS OR THE REQUIREMENTS OF THE TOWN OF FRANKLIN DPW.
- CONTRACTOR SHALL NOT STORE ANY EQUIPMENT, MATERIALS, SUPPLIES ON DRAINAGE STRUCTURES OR WITHIN 100 FEET OF WETLANDS.
- OPENINGS FOR PIPE IN PRECAST CONCRETE STRUCTURES SHALL BE CAST IN THE REQUIRED LOCATIONS DURING MANHOLE MANUFACTURE. FIELD CUT OPENINGS WILL NOT BE PERMITTED UNLESS APPROVED BY THE ENGINEER.
- IN PAVED AND GRAVEL AREAS THE TOP OF THE STRUCTURE COVERS SHALL BE SET FLUSH WITH THE PAVED SURFACE. IN CROSS-COUNTRY AREAS THE TOP OF THE COVER SHALL EXTEND 6 INCHES ABOVE FINISHED GRADE, OR AS SHOWN ON THE DRAWINGS, OR AS DIRECTED BY THE ENGINEER.
- THE TERM "PROPOSED" (PROP or PR-) SHALL BE UNDERSTOOD TO MEAN WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IDENTIFIED ON THE PLAN AS R&R (REMOVE AND RESET).
- STORM WATER ANALYSIS ASSUMES A 1,800 SF HOUSE FOOTPRINT AND 1,400 SF DRIVEWAY. IF THE ACTUAL DESIGN EXCEEDS THIS AMOUNT OF IMPERVIOUS THEN A ROOF RUNOFF RECHARGE SYSTEM THAT WILL RECHARGE 0.5" OF ROOF RUNOFF SHALL BE INSTALLED.
- THE LOCATION OF SUBDRAINS MAY BE ADJUSTED INCREASED OR DECREASED BY THE TOWN ENGINEER OR TOWN ENGINEERING CONSULTANT BASED ON THE SOIL CONDITIONS FOUND DURING CONSTRUCTION.

## **PAVEMENT MARKINGS**

SWL	SWL – SOLID WHITE LINE – 6" STATE HIGHWAY, 4" LOCAL STREETS
SYL	SYL – SOLID YELLOW LINE – 6" STATE HIGHWAY, 4" LOCAL STREETS
DWL	DWL – DOTTED WHITE LINE – 6" (2' STRIPE w/4' GAP) STATE HIGHWAY
	DOTTED WHITE LINE – 4" (2' STRIPE w/4' GAP) LOCAL STREETS
WLDL	WHITE LANE DELINEATION LINE – 6" (3' STRIPE w/9' GAP) STATE HIGHWAY WHITE LANE DELINEATION LINE – 4" (3' STRIPE w/9' GAP) LOCAL STREETS
DDYL	DOUBLE DOTTED YELLOW LINE – 6" (2' STRIPE w/4' GAP) STATE HIGHWAY DOUBLE DOTTED YELLOW LINE – 4" (2' STRIPE w/4' GAP) LOCAL STREETS
BWLL	BROKEN WHITE LANE LINE – 6" (10' STRIPE w/30' GAP) STATE HIGHWAY BROKEN WHITE LANE LINE – 4" (10' STRIPE w/30' GAP) LOCAL STREETS
SWLL	SOLID WHITE LANE LINE – 6" STATE HIGHWAY, 4" LOCAL STREETS
SWEL	solid white edge line – 6" state highway, 4" local streets
SWGL	SOLID WHITE GORE LINE – 12"
SYEL	SOLID YELLOW EDGE LINE – 6" STATE HIGHWAY, 4" LOCAL STREETS
SYGL	SOLID YELLOW GORE LINE - 12"
DYL	DOUBLE YELLOW LINE – 2–6" LINES STATE HIGHWAY DOUBLE YELLOW LINE – 2–4" LINES LOCAL STREETS
	PAVEMENT ARROW AND LEGEND

## SYMBOLS & LEGEND

## EXISTING

n.t.s.		NOT TO SCALE
T.B.M.		TEMPORARY BENCH MARK
	—	BOUND (TYPE NOTED)
	_	STAKE & STONE
DH 🖲	_	DRILL HOLE
IP O	_	IRON PIPE/PIN
⊡MHB	—	MASS HIGHWAY BOUND
<u>∧</u> s/n	—	STAKE & NAIL
(fd)	—	FOUND
(set)	—	SET IN PLACE
	—	UTILITY POLE
UPLP	—	UTILITY POLE/LIGHT POLE
UP	—	UTILITY POLE
	_	WELL
n/f	—	NOW OR FORMERLY
C)	_	tree (size noted)
(rec)	_	RECORD
$\bigcirc$		DRAIN MANHOLE
$(\mathbb{T})$	—	TELEPHONE MANHOLE
Ē	—	ELECTRIC MANHOLE
S	—	SEWER MANHOLE
	—	CATCH BASIN
WG 🖂	_	WATER GATE
WS 🖂	_	WATER SERVICE
GG 🖂	_	GAS GATE
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		EXISTING HYDRANT
SGC		SLOPED GRANITE CURBING
VGC	_	VERTICAL GRANITE CURBING
PVC	_	POLYVINYL CHLORIDE PIPE
	_	VITREOUS CLAY DIRE
	_	CHAIN LINK FENCE
		OVERHEAD WIRE
SIGN	_	SIGN (SIZE & TYPE NOTED)
TP	_	TEST PIT
	_	DRAIN DIDE (SIZE & TYDE NOTED)
S	_	SEWER PIPE (SIZE & TYPE NOTED)
F		FLECTRIC DUCT (SIZE & TYPE NOTED)
G	_	GAS MAIN (SIZE & TYPE NOTED)
W/	_	WATER MAIN (SIZE & TYPE NOTED)
T	_	TELEPHONE DUCT
	_	STONE WALL
		EDGE OF TREFLINE
0 0 0 0 0	_	GUARD-RAIL (TYPE NOTED)
	_	RAILROAD TRACKS
	_	RETAINING WALL (SIZE & TYPE NOTED)
XXXXX	—	RAKRED MIKE FENCE
	_	STOCKADE FENCE
	_	CHAIN-LINK FENCE



## PROPOSED

n.t.s.	_	NOT TO SCALE
T.B.M.	_	TEMPORARY BENCH MARK
	—	BOUND (TYPE NOTED)
	—	STAKE & STONE
DH 🖲	_	DRILL HOLE
IP O	_	IRON PIPE/PIN
□MHB	_	MASS HIGHWAY BOUND
∆s/n	—	STAKE & NAIL
(fd)	_	FOUND
(set)	—	SET IN PLACE
C)	—	UTILITY POLE
UPLP	—	UTILITY POLE/LIGHT POLE
UP	—	UTILITY POLE
	—	WELL
n/f	—	NOW OR FORMERLY
Q	—	TREE (SIZE NOTED)
(rec)	_	RECORD
D	_	DRAIN MANHOLE
()	_	TELEPHONE MANHOLE
E	_	ELECTRIC MANHOLE
S	_	SEWER MANHOLE
	—	CATCH BASIN
WG 🖂	—	WATER GATE
WS 🖂	—	WATER SERVICE
GG 🖂	—	GAS GATE
<b>X</b>	—	PROPOSED HYDRANT
SGC	—	SLOPED GRANITE CURBING
VGC	_	VERTICAL GRANITE CURBING
PVC	—	POLYVINYL CHLORIDE PIPE
CMP	—	CORRUGATED METAL PIPE
VCP	_	VITREOUS CLAY PIPE
CLF	—	CHAIN LINK FENCE
OHW	—	overhead wire
R&R	—	REMOVE AND RE-USE
R&S		REMOVE AND STACK
SIGN <del></del>	—	SIGN (SIZE & TYPE NOTED)
D ——	—	DRAIN PIPE (SIZE & TYPE NOTED)
S ——	_	SEWER PIPE (SIZE & TYPE NOTED)
Е ——	—	UNDERGROUND ELECTRIC
G ——	—	GAS MAIN (SIZE & TYPE NOTED)
W ——	—	WATER MAIN (SIZE & TYPE NOTED)
Τ	—	TELEPHONE DUCT
	—	STONE WALL
(1)	_	EDGE OF TREELINE
<u> </u>	_	GUARD-RAIL (TYPE NOTED)
	_	RETAINING WALL (SIZE & TYPE NOTED)
	_	BARBED WIRE FENCE
	_	STOCKADE FENCE
00	_	CHAIN-LINK FENCE

#### PROJECT:

Maple Hill Franklin Massachusetts

<u>OWNERS:</u> STEVEN LABASTIE THE FRANKLIN LABASTIE FAMILY.LLC & THE KATHLEEN A. LABASTIE TRUST 469 MAPLE STREET FRANKLIN, MA 02038

FITZGERALD FAMILY IRREVOCABLE TRUST 441 MAPLE STREET FRANKLIN, MA 02038

#### <u>APPLICANT:</u>

CARROLL CONSTRUCTION CORP. BOX 395 FOXBOROUGH, MA 02035



Bay Colony Group, Inc. Professional Civil Engineers & Professional Land Surveyors

FOUR SCHOOL STREET P.O. BOX 9136 FOXBOROUGH, MA 02035 508-543-3939

6-8-2020 ROOF RECHARGE NOTE ADDED/SUBDRAIN NOTE ADDED DATE DESCRIPTION REVISIONS

DATE APPROVED: \_\_\_\_ DATE ENDORSED: \_\_\_\_ FRANKLIN PLANNING BOARD

I HEREBY CERTIFY THAT 20 DAYS HAVE ELAPSED SINCE PLANNING BOARD APPROVAL AND THAT NO APPEAL HAS BEEN FILED IN THIS OFFICE.

DATE FRANKLIN TOWN CLERK



DRAWING TITLE

Legend

SHEET NUMBER DEC. 15, 2019 16–0148H



## PROJECT:

Maple Hill Franklin Massachusetts

OWNERS: STEVEN LABASTIE THE FRANKLIN LABASTIE FAMILY.LLC &

THE KATHLEEN A. LABASTIE TRUST 469 MAPLE STREET FRANKLIN, MA 02038

FITZGERALD FAMILY IRREVOCABLE TRUST 441 MAPLE STREET FRANKLIN, MA 02038

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CARROLL CONSTRUCTION CORP. BOX 395 FOXBOROUGH, MA 02035



Bay Colony Group, Inc. Professional Civil Engineers & Professional Land Surveyors

FOUR SCHOOL STREET P.O. BOX 9136 FOXBOROUGH, MA 02035 508-543-3939

DATE APPROVED: \_\_\_\_ DATE ENDORSED: FRANKLIN PLANNING BOARD

I HEREBY CERTIFY THAT 20 DAYS HAVE ELAPSED SINCE PLANNING BOARD APPROVAL AND THAT NO APPEAL HAS BEEN FILED IN THIS OFFICE.

FRANKLIN TOWN CLERK



DRAWING TITLE

Index & Phasing Plan

SCALE: 1" = 150'

DEC. 15, 2019 SHEET NUMBER 2 16–0148H



BK.25317, PG.578 BK.35729, PG.273 BK.35754, PG.562

## <u>PLAN REF:</u>

ICP No	3816.3
PR 353	PLAN No 506-1987
PR 355	PLAN No 708-1987
PR 355	PLAN No 800-1987
DR 385	PLAN No 857-1980
DR 380	P   AN   N = 0.007 + 1000
r D. 309,	PLAN NO.37 - 1330
PD.J90,	PLAN NO. 140-1990
PB.390,	PLAN NO.000-1990
PB.414,	PLAN NO.410-1993
<i>PB.424</i> ,	PLAN No.562-1994
<i>PB.424,</i>	PLAN No.588-1994
PB.431,	PLAN No.445-1995
PB.431,	PLAN No.446-1995
PB.437,	PLAN No.139–1996
PB.437,	PLAN No.190-1996
PB.446,	PLAN No.161-1997
PB.447,	PLAN No.265-1997
PB.447,	PLAN No.271-1997
PB.447,	PLAN No.272-1997
PB.489,	PLAN No.575-2001
PB.493.	PLAN No.120-2002
PB.588.	PLAN No.10-2008
PR.588	PLAN No. 1.3-2008
. 2.200,	

#### ASSESSOR'S REF:

MAP 242, PARCEL 027–000 MAP 235, PARCEL 142–000 MAP 234, PARCEL 012–000

#### ZONING REF:

RURAL RESIDENTIAL II

<u>FLOOD ZONE:</u>

ZONE X MAP NUMBER: 25021C0306E & 25021C0307E EFFECTIVE DATE: 7/17/2012



( REGISTRY )

	n∕f JOHN M. & JILL A. RONDEAU MAP 234, PARCEL 4	NBB: 13' 34"W 217.70'	
NAD83	(ra N 65'53'55' N 65'53'55'	DRAINAGE PARCEL B 51,911± sq. ft.	
		53; 58; 210 53; 58; 10; 57; 58; 218; 53; 10; 57; 58; 10; 77; 135' 77; 135'	50,"W 63 63 ELC B1C
		n/f KATHLEEN A. LABASTIE TRUST MAP 235, PARCEL 142	20.9%
THE CERTIFICATIONS DEEDS AND/OR MUNI TO TITLE OR OWNERS PROPERTIES ARE ACC I CERTIFY THAT THIS RULES AND REGULAT	SHOWN HEREON ARE INTENDED TO MEET REGIS ICIPAL REQUIREMENTS AND ARE NOT A CERTIF HIP OF PROPERTY SHOWN, OWNERS OF ADJOIN CORDING TO CURRENT ASSESSORS RECORDS. IN PLAN WAS PREPARED IN ACCORDANCE WITH TIONS OF THE REGISTERS OF DEEDS.	STRY OF ICA TION ING THE RICHARD U.ESLIE No. 38384	
DA TE	PROFESSIONAL LAND SURVEYOR		
( REG	ISTRY )		





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	) TRUST, INC. RCEL 119		z
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NAD83			10.1.1
			n/f RANIFRI_TRUST
			MAP 235, PARCEL 132
THE CERTIFICATIO DEEDS AND/OR I	NS SHOWN HEREON ARE INTENDED TO MEET MUNICIPAL REQUIREMENTS AND ARE NOT A C	REGISTRY OF ERTIFICATION	
TO TITLE OR OWN PROPERTIES ARE I CERTIFY THAT	IERSHIP OF PROPERTY SHOWN, OWNERS OF A ACCORDING TO CURRENT ASSESSORS RECOR THIS PLAN WAS PREPARED IN ACCORDANCE	DJOINING DS. WITH THE	
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DA TE	PROFESSIONAL LAND SURVEYOR	MAL LAND SUCCESSION	
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			00000000
(	REGISTRY )		







( <i>REGISTRY</i> ) THE CERTIFICATIONS SHOWN HEREON ARE INTENDED TO MEET REGISTRY OF DEEDS AND/OR MUNICIPAL REQUIREMENTS AND ARE NOT A CERTIFICATION TO TITLE OR OWNERSHIP OF PROPERTY SHOWN, OWNERS OF ADJOINING PROPERTIES ARE ACCORDING TO CURRENT ASSESSORS RECORDS. I CERTIFY THAT THIS PLAN WAS PREPARED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS.	PROJECT: Maple Hill Franklin Massachusetts DWNERS: STEVEN LABASTIE THE FRANKLIN LABASTIE FAMILY.LLC & THE KATHLEEN A. LABASTIE TRUST 469 MAPLE STREET FRANKLIN, MA 02038
DATE PROFESSIONAL LAND SURVEYOR	APPLICANT:CARROLL CONSTRUCTION CORP. BOX 395 FOXBOROUGH, MA 02035FOXBOROUGH, MA 02035Distribution Distribution Professional Civil Engineers & Professional Land Surveyors
NEWELL (Public-56'wi DRIVE	FOUR SCHOOL STREET P.O. BOX 9136 FOXBOROUGH, MA 02035 508–543–3939
$\mathcal{R}$	DATE APPROVED: DATE ENDORSED: FRANKLIN PLANNING BOARD I HEREBY CERTIFY THAT 20 DAYS HAVE ELAPSED SINCE PLANNING BOARD APPROVAL AND THAT NO APPEAL HAS BEEN FILED IN THIS OFFICE.  DATE FRANKLIN TOWN CLERK
F & DENYS M. OSS PARCEL 200	6-8-2020 BOUNDS ADDED/LOT 18 & DRAINAGE PARCEL F SWAPPED DATE DESCRIPTION REVISIONS
PARCEL 20	DRAWING TITLE Property Line Plan SCALE: 1" = 40' DEC. 15, 2019 SHEET NUMBER





	PROJECT:
	Maple Hill Franklin
	Massachusetts
	OWNERS: STEVEN LABASTIE
	THE FRANKLIN LABASTIE FAMILY.LLC
N 50.0	& THE KATHLEEN A.
MAT MAT MA	469 MAPLE STREET FRANKI IN, MA 02038
	FITZGERALD FAMILY
	<i>IRREVOCABLE TRUST 441 MAPLE STREET</i>
	FRANKLIN, MA 02038
	APPLICANT: CARROLL
	CONSTRUCTION CORP.
	BOX 395 FOXBOROUGH, MA
	02035
COLLEEN M. CASSLER MAP 234, PARCEL 67	Professional Civil Engineers & Professional Land Surveyors
de	FOUR SCHOOL STREET
pri	P.O. BOX 9136 FOXBOROUGH, MA 02035 508-543-3939
W A	
DRIVE	
CRANBERRY (56 Wille)	
	DATE APPROVED:
	FRANKLIN PLANNING BOARD
	I HEREBY CERTIFY THAT 20 DAYS HAVE ELAPSED SINCE PLANNING BOARD APPROVAL AND THAT NO APPEAL HAS BEEN FILED IN THIS OFFICE.
	DATE FRANKLIN TOWN CLERK
R	LOT 41 DRAIN EASEMENT ADDED/LOT 42 6-8-2020 DRAIN EASEMENT WIDENED/BOUNDS
GE	ADDED/LOTS 28–33, 46–50 MODIFIED DATE DESCRIPTION REVISIONS
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RCL	DRAWING TITLE
Ē	
	Property Line Plan
	SCALE: 1" = 40'
	DEC. 15, 2019 SHEET NUMBER
	16–0148H <b>10</b>







LE (56' wide) PAT	rı		PROJECT: Maple Hi Franklin Massach	ll usetts
	r JOHN J FAMIL MAP 234,	n/f ' CETRANO Y TRUST PARCEL	OWNERS: STEVEN L THE FRAI LABASTIE	.ABASTIE VKLIN FFAMILY.LLC
UPLE CHRISTOP MAP 2	n/f HER & LAURA S. ETERSON 34, PARCEL 11		& THE KATH LABASTIE 469 MAPL FRANKLIN	HLEEN A. TRUST E STREET I, MA 02038
GERARD J. & SHELBY L. REIJMERS MAP 242, PARCEL 79			FITZGERA IRREVOC 441 MAPL FRANKLIN	ALD FAMILY ABLE TRUST E STREET I, MA 02038
S 18:30'05" 195.40			APPLICANT: CARROLL CONSTRU CORP. BOX 395 FOXBORC 02035	JCTION DUGH, MA
n/f METACOMET TRUST, I	「 LAND WC.		<b>Bay C</b> Profess Profess	Colony Group, Inc. ional Civil Engineers & ional Land Surveyors
MAP 242, PA	RCEL 73		FOUR SCHOOL S P.O. BOX 9136 FOXBOROUGH, M 508-543-3939	STREET A 02035
n/f STEPHEN W. & CH. DUNBAR	ERYL A.			
MAP 242, PARCE	EL 39		DATE APPROVED: DATE ENDORSED: FRANKLIN PLA	NNING BOARD
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		6-8-2	2020 BC	UNDS ADDED
		DA	TE REVISI	DESCRIPTION ONS
WITH OF MASS				
RICHARD J. LESLIE No. 38384			DRAWING TITLE	
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NAL LAND SURVEYOR	( REGISTRY )		SCALE: $1" = 40$ DEC. 15, 2019 16 - 0148H	SHEET NUMBER

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![](_page_165_Figure_0.jpeg)

![](_page_166_Figure_0.jpeg)

$\setminus$	PROJECT:
	Maple Hill
	Franklin
	Massachusetts
	OWNERS:
	STEVEN LABASTIE
	THE FRANKLIN
	LABASTIE FAMILY.LLC &
	THE KATHLEEN A.
	LABASTIE TRUST
	469 MAPLE STREET
	FRANKLIN, MA 02030
	FITZGERALD FAMILY
	IRREVOCABLE TRUST
PAINE M.	FRANKLIN, MA 02038
19	
	APPLICANT:
	CARROLL
	CONSTRUCTION
	BOX 395
	FOXBOROUGH, MA
	02035
	Bay Colony Group Inc
	Professional Civil Engineers &
n/f	Professional Land Surveyors
EVIN M. & JILLIAN A.	
IAP 227, PARCEL 18	FOUR SCHOOL STREET
	FOXBOROUGH, MA 02035
	6-8-2020 CB#23B & 27B DOUBLE GRATE/LIGHT POLE MOVED STA 26+0
	DATE DESCRIPTION
n/f THOMAS & TRAVEY	REVISIONS
PACHECO	
MAP 227, PARCEL 17	
	DATE APPROVED:
	FRAIVELIN PLAIVINING BOARD
	I HEREBY CERTIFY THAT 20 DAYS HAVE ELAPSED SINCE PLANNING BOARD APPROVAL
	AND THAT NO APPEAL HAS BEEN FILED IN THIS OFFICE.
n/f	DATE FRANKLIN TOWN CLERK
MATTHEW C. & KÈRRI A.	STAMP
MAP 234, PARCEL 82	- WARAAAAA
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	BUCKLEY, JR.
	No. 35813
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	Topographic & litility
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MICHAEL T. DONAGHEY &	
CORINNE E. PATRICK-DONAGHEY	
SLER \	
	SCALE: 1" = 40'
	SCALE: 1" = 40' DEC. 15, 2019 SHEET NUMBER
	SCALE: $1'' = 40'$ DEC. 15, 2019 SHEET NUMBER 16 - 0148H

![](_page_167_Figure_0.jpeg)

![](_page_168_Figure_0.jpeg)

	PROJECT:
	Maple Hill
	Franklin
	Massachusetts
	OWNERS:
	SIEVEN LABASIIE
	LABASTIE FAMILY.LLC
	α τμε κλτμί εενί λ
	I ABASTIE TRUST
	469 MAPLE STREET
	FRANKLIN, MA 02038
	FITZGERALD FAMILY
	IRREVOCABLE TRUST
	441 MAPLE STREET
	FRANKLIN, MA 02038
	APPLICANT:
	CARROLL
	CONSTRUCTION
	CORP.
	Γυλουκυυςπ, ΙΝΑ 02035
	Professional Civil Engineers &
	Professional Land Surveyors
$\gamma_{0} \setminus$	
	P.O. BOX 9136
	FOXBOROUGH, MA 02035 508-543-3939
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	SUBDRAIN ADDED
	0 2020
	DATE DESCRIPTION
	DATE DESCRIPTION REVISIONS
	DATE DESCRIPTION REVISIONS DATE APPROVED:
n/f o'CONNELL &	DATE DESCRIPTION REVISIONS DATE APPROVED: DATE ENDORSED: FRANKLIN PLANNING BOARD
n/f O'CONNELL & RITA-O'CONNELL	DATE DESCRIPTION REVISIONS DATE APPROVED: DATE APPROVED: FRANKLIN PLANNING BOARD
n/f -O'CONNELL & RITA-Q'CONNELL 4, PARCEL 57	DATE     DESCRIPTION       REVISIONS         BATE         DATE
n/f -O'CONNELL & RITA-Q'CONNELL 4, PARCEL 57	DATE       DESCRIPTION         REVISIONS         REVISIONS         DATE APPROVED:         DATE ENDORSED:         FRANKLIN PLANNING BOARD         I HEREBY CERTIFY THAT 20 DAYS HAVE         ELAPSED SINCE PLANNING BOARD APPROVAL         AND THAT NO APPEAL HAS BEEN FILED IN         THIS OFFICE.
n/f -O'CONNELL & RITA-O'CONNELL 4, PARCEL 57	DATE       DESCRIPTION         REVISIONS         REVISIONS         DATE APPROVED:         DATE APPROVED:         DATE ENDORSED:         FRANKLIN PLANNING BOARD         I HEREBY CERTIFY THAT 20 DAYS HAVE         ELAPSED SINCE PLANNING BOARD APPROVAL         AND THAT NO APPEAL HAS BEEN FILED IN         THIS OFFICE.         DATE         DATE         FRANKLIN TOWN CLERK
n/f -O'CONNELL & RITA-Q'CONNELL 4, PARCEL 57	DATE       DESCRIPTION         REVISIONS         REVISIONS         DATE APPROVED:         DATE ENDORSED:         FRANKLIN PLANNING BOARD         I HEREBY CERTIFY THAT 20 DAYS HAVE         ELAPSED SINCE PLANNING BOARD APPROVAL         AND THAT NO APPEAL HAS BEEN FILED IN         THIS OFFICE.         DATE         FRANKLIN TOWN CLERK
n/f -O'CONNELL & RITA-Q'CONNELL 4, PARCEL 57	DATE       DESCRIPTION         REVISIONS         REVISIONS
n/f -O'CONNELL & RITA-O'CONNELL 4, PARCEL 57	DATE DESCRIPTION REVISIONS
n/f -O'CONNELL & RITA-O'CONNELL 4, PARCEL 57	DATE     DESCRIPTION       REVISIONS         REVISIONS         DATE APPROVED:         DATE APPROVED:         DATE ENDORSED:         FRANKLIN PLANNING BOARD         I HEREBY CERTIFY THAT 20 DAYS HAVE         ELAPSED SINCE PLANNING BOARD         I HEREBY CERTIFY THAT 20 DAYS HAVE         ELAPSED SINCE PLANNING BOARD         I HEREBY CERTIFY THAT 20 DAYS HAVE         ELAPSED SINCE PLANNING BOARD APPROVAL         AND THAT NO APPEAL HAS BEEN FILED IN         THIS OFFICE.         DATE         FRANKLIN TOWN CLERK            STAMP
n/f -O'CONNELL & RITA-O'CONNELL 4, PARCEL 57	DATE     DESCRIPTION       REVISIONS         REVISIONS         DATE APPROVED:         DATE APPROVED:         DATE ENDORSED:         FRANKLIN PLANNING BOARD         I HEREBY CERTIFY THAT 20 DAYS HAVE         ELAPSED SINCE PLANNING BOARD         I HEREBY CERTIFY THAT 20 DAYS HAVE         ELAPSED SINCE PLANNING BOARD         I HEREBY CERTIFY THAT 20 DAYS HAVE         ELAPSED SINCE PLANNING BOARD APPROVAL         AND THAT NO APPEAL HAS BEEN FILED IN         DATE         FRANKLIN TOWN CLERK         STAMP
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	PROJECT:
	Maple Hill Franklin Massachusetts
THE RETENTION BASIN IS TO REMAIN IN ITS NATURAL STATE EXCEPT FOR THOSE	IVIASSACITUSELIS
AREAS WHERE THE FOREBAY OUTLET AND BERM NEXT TO PROPERTY LINE ARE CONSTRUCTED. CONTRACTOR SHALL MINIMIZE DISTURBANCE NECESSARY TO CONSTRUCT THOSE AREAS.	STEVEN LABASTIE
FENCED OFF WITH CONSTRUCTION FENCING PRIOR TO THE START OF CONSTRUCTION. ACCESS TO THE FOREBAY OUTLET AND BERM SHALL BE FROM THE OUTSIDE OF THE BASIN.	THE FRANKLIN
IMMEDIATELY UPON CONSTRUCTION OF BASIN PLANT THE TOP AND EXTERIOR SIDE SLOPES OF THE BASIN WITH "MHD MIXTURE FOR SLOPES AND SHOULDERS – MHD SPECIFICATION M6.03.0".	
UNTREATED STORM WATER SHALL NOT BE ALLOWED INTO THE BASIN BECAUSE IT SHALL CLOG THE BOTTOM. THROUGHOUT CONSTRUCTION CONTRACTOR SHALL CLEAN SILT FROM DRAINAGE STRUCTURES AND BASIN FOREBAY.	<i>THE KATHLEEN A.</i> <i>LABASTIE TRUST</i>
FOREBAY: REQUIRED VOLUME = 0.1"/IMPERVIOUS ACRE = 0.1"(1.04 ACRE)=378 cf REQUIRED. ACTUAL VOLUME = 818 cf. BOTTOM OF FOREBAY ELEV.=280.0'	469 MAPLE STREET
TOP  OF  BERM = 284.5'	FRANKLIN, WA 02038
20' MIDE OVERFLOW WEIR ELEVATION = 282.75' (SEE DETAIL SHT 38) 12" RIP-RAP MATTE CONSISTING OF DURABLE	FITZGERALD FAMILY
STONE BETWEEN 6"-12". SMALLER STONES SHALL BE "CHINKED" INTO PLACE BETWEEN LARGER STONES, PLACE NON-WOVEN GEOTEXTILE FABRIC BETWEEN GRAVEL AND RIP-RAP MATTE	441 MAPLE STREET
HEADWALL F2 I=279.0' CLEAN, COARSE GRAVEL WITH NO STONES	FRANKLIN, MA 02038
OVER 3" AND FEWER THAN 10% PASSING A #200 SIEVE. 12"RGP CLIII S=0.045	APPLICANT:
i= 279.5'(0UT)           i= 279.0' HEADWALL #F2	CARROLL
6''ORIFICE (NORMALLY CLOSED) – TO BE USED TO DRAIN BASIN FOR MAINTENANCE I=279.5'	CONSTRUCTION
EXTERIOR BASIN BANKS FROM TOP OF BANK TO TOE OF BANK SHALL BE CONSTRUCTED OF IMPERVIOUS SOIL BOOROW IN ACCORDANCE WITH MASSHIGHWAY	BOX 395
INTERIOR SLOPES ARE 3:1 AND EXTERIOR SLOPES ARE 2:1	02035
	) Bay Colony Group, Inc. Professional Civil Engineers &
EDC EL.	Professional Land Surveyors
N BASIN F	
cale: 1" =40'	FOUR SCHOOL STREET P.O. BOX 9136
<i>a</i> le. 1 – 4	FOXBOROUGH, MA 02035 508-543-3939
( IN FEET )	
1  inch = 40  ft.	
	BASINS F & F MODIFIED /DMHs 33A &
BRIDLE PATH	6-8-2020 34A ADDED/UG ELECTRIC & WATER ADDED TO PROFILES
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	THIS OFFICE.
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and <u>and the second sec</u>	WILLIAM R. ES
	BUCKLEY, JR.
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	DRAWING TITLE
	Drain Cross
	Drain Cross Sections
Cross Country Drain	DRAWING TITLE Drain Cross Sections SCALE: 1" = 40'/4'
Image: Construction of the second	BUCKLEY, JR. CIVIL No. 35813 DRAWING TITLE DRAWING TITLE Drain Cross Sections Sections SCALE: 1" = 40'/4' DEC. 15, 2019 SHEET NUMBER





Lot 42 Cross Country Drain

Horizontal Scale: 1" =40' Vertical Scale: 1" = 4'

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PROJECT:

Maple Hill Franklin Massachusetts

OWNERS: STEVEN LABASTIE THE FRANKLIN LABASTIE FAMILY.LLC &

THE KATHLEEN A. LABASTIE TRUST 469 MAPLE STREET FRANKLIN, MA 02038

FITZGERALD FAMILY IRREVOCABLE TRUST 441 MAPLE STREET FRANKLIN, MA 02038

## APPLICANT:

CARROLL CONSTRUCTION CORP. BOX 395 FOXBOROUGH, MA *02035* 



Professional Civil Engineers & Professional Land Surveyors

FOUR SCHOOL STREET P.O. BOX 9136 FOXBOROUGH, MA 02035 508-543-3939

6-8-2020	UG UTILITIES AND WATER ADDED
DATE	DESCRIPTION
	REVISIONS

DATE APPROVED: \_\_\_\_ DATE ENDORSED: \_\_\_\_\_ FRANKLIN PLANNING BOARD

I HEREBY CERTIFY THAT 20 DAYS HAVE ELAPSED SINCE PLANNING BOARD APPROVAL AND THAT NO APPEAL HAS BEEN FILED IN THIS OFFICE.





DRAWING TITLE

Drain Cross Sections

SCALE: 1'' = 40'/4'

DEC. 15, 2019 SHEET NUMBER 35 16–0148H











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HEADWALL #2A - D50=70 STONE CHECK DAM AS	APPLICANT: CARROLL CONSTRUCTION CORP. BOX 395 FOXBOROUGH, MA 02035
EXISTING GROUND OR ROAD SURFACE.	Bay Colony Group, Inc. Professional Civil Engineers & Professional Land Surveyors
The relation of the relation o	FOUR SCHOOL STREET P.O. BOX 9136 FOXBOROUGH, MA 02035 508–543–3939 GEOGRID DETAIL REMOVED/SUBDRAIN 6–8–2020 DETAIL ADDED/BOUND DETAIL ADDED/DMH DETAIL NOTE ADDED DATE DESCRIPTION REVISIONS GEOGRID DETAIL REMOVED/SUBDRAIN 0 DATE DESCRIPTION REVISIONS DATE APPROVED: DATE APPROVED: DATE APPROVED: FRANKLIN PLANNING BOARD I HEREBY CERTIFY THAT 20 DAYS HAVE ELAPSED SINCE FLANNING BOARD APPROVAL AND THAT NO APPEAL HAS BEEN FILED IN THIS OFFICE. DATE FRANKLIN TOWN CLERK STAMP
	Details SCALE: 1" = 40'/4' DEC. 15, 2019 SHEET NUMBER 16-0148H <b>37</b>











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Frankin         Massachusetts         OWNERS:         STEVEN LABASTIE         THE FRANKLIN         LABASTIE FAMILY.LLC         &         THE KATHLEEN A.         LABASTIE TRUST         469 MAPLE STREET         FRANKLIN, MA 02038         FITZGERALD FAMILY         FRANKLIN, MA 02038         APPLICANT:         CARROLL         CONSTRUCTION         CORP.         BOX 395         FOUR SCHOOL STREET         P.O. BOX 9136         FOUR SCHOOL STREET         P.O. BOX 9136         COUR SCHOOL STREET         P.O. BOX	Maple Hill
OWNERS: STEVEN LABASTIE THE FRANKLIN LABASTIE FAMILY.LLC & THE KATHLEEN A. LABASTIE TRUST 409 MAPLE STREET FRANKLIN, MA 02038 FITZGERALD FAMILY IRREVOCABLE TRUST FRANKLIN, MA 02038 APPLICANT. CARROLL CONSTRUCTION CORP. BOX 395 FOXBOROUGH, MA 02035 500-543-3939 DUR SCHOOL STREET POUR SCHOOL SCHOOL STREET POUR SCHOOL	Massachusetts
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16-0148H

PROJECT:



August 4, 2020

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

Re: Maple Hill Subdivision Traffic Peer Review

Dear Mr. Padula:

BETA Group, Inc. (BETA) has reviewed revised traffic related documents provided by the applicant for the proposed project entitled "Maple Hill" located 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 (40 Sheets) entitled Maple Hill, dated December 15, 2019, prepared by Bay Colony Group, Inc. of Foxborough, MA
- Traffic Impact Assessment (TIA), dated November 2019, prepared by Vanasse & Associates, Inc., Andover, MA
- Response to Comments, dated April 13, 2020, prepared by Vanasse & Associates, Inc., Andover, MA
- Response to Follow-Up Review Comments, dated July 30, 2020, prepared by Vanasse & Associates, Inc., Andover, MA

# COMPILED REVIEW LETTER KEY

BETA reviewed this project previously and provided review comments in letters to the Board dated March 12, 2020 and July 24, 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).

## FINDINGS, COMMENTS AND RECOMMENDATIONS

The study area includes the following three unsignalized intersections in the vicinity of the site:

- Maple Street at Kimberlee Avenue (Site access/egress)
- Maple Street at Franklin Springs Road
- Lincoln Street at Bridle Path (Site access/egress)

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The intersection of Maple Street and Main Street/Lincoln Street was not included as part of the study area. This intersection will accommodate more new vehicle trips (24 AM, 32 PM) than each of the proposed development access roadways.

T1. Consideration should be given to adding the intersection of Maple Street and Main Street/Lincoln Street to the study area. VAI: The Main Street/Lincoln Street/Maple Street intersection is located approximately1-mile south of the Maple Street/Kimberlee Avenue and Lincoln Street/Bridle Path intersections, and consists of a "Y"-type unsignalized intersection, with the intersecting roadways providing a single 11± foot wide travel lane per direction that are separated by a double-yellow centerline with 4± foot wide marked shoulders provided along Main Street and Lincoln Street, and the Maple Street approach under STOP-sign control. Sidewalks are provided along both sides of Main Street and Lincoln Street, with a marked crosswalk provided for crossing Maple Street.

For the purpose of this analysis, the peak-hour traffic volume data that was collected at the Maple Street/Kimberlee Avenue and Lincoln Street/Bridle Path intersections was used to develop the traffic volumes at the Main Street/Lincoln Street/Maple Street intersection. Project-related traffic was assigned to the intersection assuming that trips to and from Maple Street would be oriented to/from the south on Main Street (toward Pleasant Street). The annotated traffic volume networks are attached for 2019 Existing, 2026 No-Build and 2026 Build conditions, consistent with the analysis years that were assessed in the November 2019 TIA.

In order to evaluate Project-related impacts at the intersection, a detailed traffic operations analysis (level-of-service, motorist delay and vehicle queuing) was performed following the methodology described in the November 2019 TIA, the results of which are summarized in Table 8A, with the detailed analysis results attached.

As can be seen in Table 8A, critical movements at this unsignalized intersection (all movements from Maple Street) were shown to operate at level-of-service (LOS) C during both the weekday morning and evening peak hours under all analysis conditions, with no changes in LOS shown to occur with the addition of Project-related traffic. Project-related impacts were defined as an increase in average motorist delay of up to 1.1 seconds with no material increase in vehicle queuing. All movements along Main Street and Lincoln Street were shown to operate at LOS A during the peak hours with negligible vehicle queuing predicted. BETA2: Clarify how the traffic volume distribution and splits were determined on all approaches for the Main Street/Lincoln Street/Maple Street intersection. VAI2: In order to estimate the turning movements at the Main Street/Lincoln Street/Lincoln Street/Maple Street intersection, the following methodology was used:

1. The arrival and departure volumes at the intersection were obtained from the peak-hour traffic volumes at the Maple Street/Kimberlee Avenue and Lincoln Street/Bridal Path intersections by assuming that the traffic volumes would balance between these intersections.

2. The directional distribution of peak-hour traffic along Lincoln Street between Maple Street and Bridal Path as measured at the Lincoln Street/Bridal Path intersection was used to distribute traffic volumes arriving at the Main Street/Lincoln Street/Maple Street intersection to a specific movement at the intersection (i.e., if 51 percent of the traffic on Lincoln Street was observed to travel north during the weekday morning peak-hour, it was assumed that 51 percent of the traffic arriving at the intersection on the Maple Street approach would turn left to travel north along Lincoln Street and that 51 percent of the traffic departing from the intersection on Maple Street would originate from Main Street and would turn left from Main Street).



3. Traffic volumes for the remaining movements at the intersection were then derived such that the traffic volumes arriving and departing from the intersection would balance with the corresponding traffic volumes at the Maple Street/Kimberlee Avenue and Lincoln Street/Bridal Path intersections BETA3: Information provided – issue resolved.

Manual turning movement counts (TMCs) were collected on Wednesday, May 22<sup>nd</sup>, 2019 from 7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM. These time periods were chosen because they are representative of the peak generator times of the proposed development and roadways. Data indicates the weekday AM peak hour occurs from 7:00 AM to 8:00 AM and the PM peak hour from 5:00 PM to 6:00 PM. BETA concurs with the traffic data collection time periods.

Traffic volume data were collected via automatic traffic recorder (ATR) on Lincoln Street, Kimberlee Avenue, and Bridle Path over a 48-hour period on Wednesday, May 22<sup>nd</sup> and Thursday, May 23<sup>rd</sup>, 2019. ATR data were collected on Maple Street on Tuesday, June 4<sup>th</sup> and Wednesday, June 5<sup>th</sup>, 2019.

Although Franklin public schools were in session during the time of the data collection, it should be noted that Franklin High School dismissed early on June 5<sup>th</sup> due to exams. BETA anticipates that this early release would have minimal impact on the data collection.

Permanent count station data from I-495 were reviewed to determine the need for seasonal adjustment. Traffic volumes in May and June were found to be above average-month conditions, therefore, the volumes were not adjusted.

Vehicle speeds were also collected via ATR along Maple Street, Lincoln Street, Kimberlee Avenue, and Bridle Path in the vicinity of the development roadways. The prima facie speed limit along Kimberlee Avenue and Bridle Path is 30 miles per hour (mph) in the absence of posted speed limit signs. The posted speed limit on Maple Street is 30 mph and on Lincoln Street is 35 mph. The mean speeds were less than the posted or prima facie on all roadways with the exception of Maple Street. The Maple Street mean speeds were 35 mph and 36 mph in the northbound and southbound directions, respectively, which is five to six miles over the regulatory/speed limit.

The 85th percentile speeds along Kimberlee Avenue were slightly below the 30 mph speed. The 85th percentile westbound directional speed was less than the prima facie along Bridle Path but the 85th percentile eastbound speed was slightly higher at 32 mph. The Lincoln Street 85th percentile directional speeds were 2 to 3 mph higher than the posted speed at 38 mph and 37 mph in the northbound and southbound direction, respectively. The Maple Street 85th percentile directional speeds were 9 to 10 mph higher than the prima facie speed at 39 mph and 40 mph in the northbound and southbound direction, respectively.

- T2. Clarify the exact ATR locations on the roadways. VAI: The ATR's were performed at the following locations:
  - Maple Street between Kimberly Avenue and Lilly Way
  - Lincoln Street between Bridle Path and Clara Loise Drive
  - Kimberlee Avenue between Maple Street and Tyler Road
  - Bridle Path between Lincoln Street and Steeplechase Lane

BETA2: Information provided – issue resolved.

Crash data were collected, compiled and analyzed for the intersections of Maple Street at Kimberlee Avenue, Maple Street at Franklin Springs Road, and Lincoln Street at Bridle Path for a five year period from 2013 through 2017 based on the most recent data available from MassDOT, which is an industry standard



Mr. Anthony Padula, Chairman August 4, 2020 Page 4 of 8

practice. Crash rates quantified in number of crashes per million entering vehicles were found to be 0.20 or less. All are below the District 3 average crash rate of 0.61 for unsignalized intersections.

T3. Crash analysis should be provided for the additional intersection identified in comment T1. VAI: A review motor vehicle crash data obtained from MassDOT for the five-year review period 2013-2017 indicated that no (0) motor vehicle crashes were reported to have occurred at the Main Street/Lincoln Street/Maple Street intersection. The current (post 2017) crash data available from MassDOT indicates that one (1) crash was reported to have occurred at the intersection in 2019. Based on a review of the MassDOT crash data, no inherent safety deficiencies are apparent at the Main Street/Lincoln Street/Maple Street intersection. BETA2: Information provided – issue resolved.

The No-Build condition also includes the addition of the background development-related growth which may increase traffic within the study area. Trip generation data for The Maple Preserve at Franklin development on Maple Street just north of the Kimberlee Avenue was included in the study.

No-Build traffic volumes were determined by applying a one (1) percent per year growth rate over seven years. A 1% growth rate is consistent with other recent studies for the Town of Franklin; therefore, BETA agrees with the growth rate.

Project-generated traffic volumes were determined by utilizing tripgeneration statistics published by the Institute of Transportation Engineers (ITE) for land use code 210 (Single-Family Detached Housing). The land uses and methodology chosen are accurate and consistent with industry standards. The project site will generate 630 new trips on an average weekday. New peak hour trips are 46 (12 entering, 34 exiting) in the weekday morning peak hour, and 60 (38 entering, 22 exiting) in the weekday afternoon peak hour.

New trips were distributed through the study area based on Journey-To-Work data and existing travel patterns which BETA finds acceptable for the site location.

Capacity analysis results show that all movements at the Maple Street and Kimberlee Avenue intersection and Maple Street and





Figure 1: Looking to the south onto Maple Street from Kimberlee Avenue



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The available stopping sight distance (SSD) and intersection sight distance (ISD) were measured by the proponent and also field checked by BETA. The SSD approaching Kimberlee Avenue from the north on Maple Street is less than the AASHTO required minimum of 305' (approximately 260') based on the measured 85th percentile speed. The ISD looking to the north and south onto Maple Street from Kimberlee Avenue are both significantly less than the required minimum of 445' and 385' (approximately 270' and 290'), respectively, based on the measured 85<sup>th</sup> percentile speeds. As shown in Figure 1 there is a tree partially obstructing the line of sight which appears to be within the Town's right-of-way. A shown in Figure 2 the vertical curvature of Maple Street limits the ISD.



Figure 2: Looking to the north onto Maple Street from Kimberlee Avenue

T4. The designer should evaluate alternatives, including but not limited to, tree removal and reconstructing the vertical curve, to provide sight distances meeting current design standards. VAI: Subject to receipt of all necessary rights, permits and approvals, the Project proponent will selectively trim and/or remove trees and vegetation located within the sight triangle areas of the Maple Street/Kimberlee Avenue intersection that are situated within the public right-of-way. We note that the identified sight distance limitations are existing conditions that are unrelated to the Project, and that the lines of sight that are available meet the requirements for the posted speed limit along Maple Street (30 mph) and for an approach speed of up to 35 mph.

Given the impacts to abutting properties and the Maple Street/Franklin Springs Road intersection that would result from lowering the profile of Maple Street, measures to achieve a reduction in travel speeds along Maple Street would prove to be less disruptive. As such, we continue to recommend that the following measures be implemented as described in the November 2019 TIA.

- Install radar speed feedback signs north of Franklin Springs Road and south of Kimberlee Avenue;
- Based on the data collected through the radar speed feedback signs (speed data by time of day), provide speed enforcement during the times of day when speeding is most prevalent; and
- Reduce the width of Franklin Springs Road approaching Maple Street through the use of curbline bump-outs, the elements of which can be combined with installation of a crosswalk and Americans with Disabilities Act (ADA) wheelchair ramps for crossing Franklin Street (discussion follows).

BETA2: Based on our experience, the radar speed feedback signs alone would not reduce the speeds along Maple Street enough to meet the posted speed limits, let alone the 85<sup>th</sup> percentile speed. Reducing the widths of Franklin Springs Road would also not reduce the speeds along Maple Street nor improve the sight distance. Roadway grades should also be considered when determining the acceptable sight distances. Although the proponent has correctly identified that that sight distance issues are an existing condition, consideration must also be given to the fact that the development will result in a change in street classification from "major" to "collector" per the Subdivision Regulations and the number of homes serviced by the roadway will be significantly increased. At the discretion of the Board, BETA recommends that additional measures should be evaluated by the proponent to reduce travelling speeds and increase the sight



distance along Maple Street. The proponent should also identify the specific impacts to abutting properties referenced in their response as part of any evaluation. VAI 2: In order to reduce travel speeds along Maple Street approaching Kimberlee Avenue, it is suggested that consideration be given to placing the Maple Street southbound approach to Franklin Springs Road under stop control. This alternative to reduce travel speeds along Maple Street was suggested during public comment at the July 13, 2020 Planning Board hearing and can be implemented without the identified potential impacts to abutting properties that would result from reducing the profile of Maple Street. With the implementation of stop control, travel speeds would be reduced on the Maple Street southbound approach to Kimberlee Avenue such that the available line of sight would exceed the recommended minimum distance for safe operation of both Maple Street and the Maple Street/Kimberlee Avenue intersection. A review of traffic operations at the Maple Street/Franklin Springs Road intersection with the Franklin Springs Road and Maple Street southbound approaches under stop control indicates that operating conditions on all approaches would continue to be acceptable, with average motorist delays predicted to be 10 seconds or less (level-of-service A/B). BETA3: Identify the Manual on Uniform Traffic Device (MUTCD) criteria/quidelines that are met for the installation of a stop sign on the Maple Street southbound approach to the Franklin Springs Road intersection. In addition, verify the adequacy of the existing stopping sight distance approaching the proposed stop sign.

The TIA suggested the following neighborhood traffic calming measures:

- Install a raised island on Bridle Path approaching Lincoln Street and on Kimberlee Avenue approaching Maple Street.
- Install a raised median in between 33 and 44 Bridle Path.
- Install a raised intersection/speed table at the Bridle Path and Steeplechase Lane intersection.
- Install a raised median along Kimberlee Avenue between Tyler Road and Madison Avenue.
- Reduce the corner radii of Tyler Road and Madison Avenue.
- Reduce traveled way to 22-feet on Kimberlee Avenue north of Madison Avenue and on Bridle Path between Steeplechase Lane and Phaeton Lane.

Provide concept plans which show the traffic calming devices and locations outlined in the TIA for the consideration of the Board and for ease in review. VAI: A plan showing the location of the suggested traffic calming features along Kimberly Avenue and Bridle Path is attached. The formal design of the improvements will be advanced as a condition of any approvals that may be granted for the Project. BETA2: A more detailed plan, including typical details, should be provided for the Board to evaluate the types of devices and locations prior to approval. BETA recommends for the Board to discuss how the proposed project roadways will integrate with the geometry, widths, and sight distances of the surrounding existing roadways in coordination with any proposed traffic calming measures. VAI2: Typical sections for a raised intersection, speed hump and the installation of a sidewalk to reduce the width of the existing traveled way along Kimberlee Avenue and Bridal Path are attached. The exact location and design of these features will be advanced as a condition of the approval of the Project and will be subject to the review and approval of the Department of Public Works. The Planning Board has indicated that they are not inclined to approve the use of raised medians or islands as traffic calming devices. BETA3: Typical details were provided for a raised intersection and speed hump. BETA defers to the preference of the Board to request more detail from the proponent at this time.



Mr. Anthony Padula, Chairman August 4, 2020 Page 7 of 8

T5. Verify that the types of traffic calming devices suggested in the TIA were discussed with and found to be acceptable by the Franklin Department of Public Works. VAI: The Project proponent has been and will continue to consult with the Town and the Department of Public Works (DPW) regarding the elements of the transportation improvement program for the Project, including the components of the neighborhood traffic calming plan. The specific traffic calming measures that are identified in the November 2019 TIA are appropriate for low volume residential streets, the details and location of which with be subject to review and approval by the DPW. BETA2: A more detailed plan, including typical details, should be provided for the Board and DPW to evaluate the types of devices and locations prior to approval. VAI2: Typical sections for a raised intersection, speed hump and the installation of a sidewalk to reduce the width of the existing traveled way along Kimberlee Avenue and Bridal Path are attached. The exact location and design of these features will be advanced as a condition of the approval of the Project and will be subject to the review and approval of the Department of Public Works. BETA3: Typical details were provided for a raised intersection and speed hump. BETA defers to the preference of the Board and DPW to request more detail from the proponent at this time.

The proposed off-site mitigation includes the following:

- Install radar speed feedback signs on Maple Street north of Franklin Springs Road and south of Kimberlee Avenue.
- Install STOP signs and provide stop lines on minor street approaches (Kimberlee Avenue, Franklin Springs Road, Bridle Path)
- Install crosswalks across Franklin Springs Road at Maple Street and Bridle Path at Lincoln Street.
- Reduce the width of Franklin Springs Road using bump-outs at the Maple Street intersection.

Except for the radar speed feedback signs, the proposed off-site mitigation does not provide features that would calm the travelling speeds along Maple Street or provide required sight distance at the intersection of Kimberlee Avenue. The measured 85<sup>th</sup> percentile speeds along Maple Street are significantly higher that the posted speed limits.

T6. Additional mitigation along Maple Street should be considered to decrease speeds along Maple Street. VAI: The Project proponent has committed to the installation of radar speed feedback signs on Maple Street north of Franklin Springs Road and south of Kimberlee Avenue, and it has been recommended that the speed data collected by the signs be used for speed enforcement during those periods when vehicle travel speeds are found to exceed a 5-mph pace of the posted speed limit (30 mph). These measures have been proven to achieve speed meaningful speed reductions and are commensurate with the limited impact of the Project along Maple Street.

To the extent so desired by the Town, the Project proponent will undertake the installation of an enhanced sign program along Maple Street that would include the installation of warning and speed advisory signs in accordance with the specifications of the Manual on Uniform Traffic Control Devices (MUTCD)<sup>2</sup> along Maple Street between Main Street/Lincoln Street and Franklin Springs Road. Vertical traffic calming features are not appropriate along Maple Street given its functional classification as a collector roadway. Further, roadway narrowing as a means of reducing travel speeds is not feasible as it would result in a roadway width that would not meet safe passage standards (the current width of Maple Street is 22± feet).

BETA2: Based on our experience, the radar speed feedback signs alone would not reduce the speeds along Maple Street enough to meet the posted speed limits, let alone the 85<sup>th</sup> percentile



Mr. Anthony Padula, Chairman August 4, 2020 Page 8 of 8

speed. BETA recommends that additional measures should be proposed by the proponent to significantly reduce travelling speeds along Maple Street. VAI2: As discussed previously, it is suggested that consideration be given to placing the Maple Street southbound approach to Franklin Springs Road under stop control in order to reduce travel speeds along Maple Street approaching Kimberlee Avenue. BETA3: Identify the Manual on Uniform Traffic Device (MUTCD) criteria/guidelines that are met for the installation of a stop sign on the Maple Street southbound approach to the Franklin Springs Road intersection. In addition, verify the adequacy of the existing stopping sight distance approaching the proposed stop sign.

There are currently non-ADA compliant accessible ramps on either side of both Franklin Springs Road at Maple Street and Bridle Path at Lincoln Street.

T7. If the Board and DPW agree to the applicant installing crosswalks on Franklin Springs Road and Bridle Path, BETA recommends the applicant also install ADA compliant ramps on either side of both Franklin Springs Road at Maple Street and Bridle Path at Lincoln Street. VAI: The Project proponent will design and construct ADA compliant wheelchair ramps for all pedestrian crossings that are constructed as a part of the Project where a sidewalk and accompanying crosswalk are provided. BETA2: Provided the Board and DPW are in agreement with the proposed crosswalks and ADA ramps, they should be incorporated into the design plans. VAI2: The Applicant will design and construct Americans with Disabilities Act (ADA) compliant wheelchair ramps and install accompanying crosswalks for crossing Franklin Springs Road at its intersection with Maple Street and Bridal Path at its intersection with Lincoln Street subject to receipt of all necessary rights, permits and approvals. BETA3: BETA defers to the decision of the Board and DPW on this issue.

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

Very truly yours,

BETA Group, Inc.

Centracchio 2 khp

Jaklyn Centracchio, PE, PTOE Senior Project Engineer

cc: Amy Love, Town Planner Jeffrey Dirk, PE, PTOE, FITE, Vanasse & Associates, Inc

Job No: 4830 - 60

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Ref: 7787

July 30, 2020

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

Re: Response to Follow-Up Review Comments Proposed Maple Hill Residential Subdivision Franklin, Massachusetts

Dear Chairman Padula and Members of the Planning Board:

Vanasse & Associates, Inc. (VAI) is providing responses to the follow-up comments that were raised in the July 24, 2020 Traffic Peer Review letter prepared by BETA Group, Inc. (BETA) on behalf of the Planning Board in reference to their review of the April 13, 2020 *Response to Traffic Peer Review* prepared by VAI in support of the Maple Hill residential subdivision that will be accessed from Kimberlee Avenue and Bridle Path in Franklin, Massachusetts (hereafter referred to as the "Project"). Listed below are the comments that were identified by BETA in the subject review letter followed by our response on behalf of the Applicant.

### Comment T1. Study Area

**BETA2:** Clarify how the traffic volume distribution and splits were determined on all approaches for the Main Street/Lincoln Street/Maple Street intersection.

**Response:** In order to estimate the turning movements at the Main Street/ Lincoln Street/Maple Street intersection, the following methodology was used:

- 1. The arrival and departure volumes at the intersection were obtained from the peak-hour traffic volumes at the Maple Street/Kimberlee Avenue and Lincoln Street/Bridal Path intersections by assuming that the traffic volumes would balance between these intersections;
- 2. The directional distribution of peak-hour traffic along Lincoln Street between Maple Street and Bridal Path as measured at the Lincoln Street/Bridal Path intersection was used to distribute traffic volumes arriving at the Main Street/Lincoln Street/Maple Street intersection to a specific movement at the intersection (i.e., if 51 percent of the traffic on Lincoln Street was observed to travel north during the weekday morning peak-hour, it was assumed that 51 percent of the traffic arriving at the intersection on the Maple Street approach would turn left to travel north along Lincoln Street and that 51 percent of the traffic

Mr. Anthony Padula, Chairman Franklin Planning Board July 30, 2020 Page 2 of 4

> departing from the intersection on Maple Street would originate from Main Street and would turn left from Main Street onto Maple Street).

3. Traffic volumes for the remaining movements at the intersection were then derived such that the traffic volumes arriving and departing from the intersection would balance with the corresponding traffic volumes at the Maple Street/Kimberlee Avenue and Lincoln Street/Bridal Path intersections

#### Comment T4. Maple Street/Kimberlee Avenue Sight Distance Remediation

**BETA2:** Based on our experience, the radar speed feedback signs alone would not reduce the speeds along Maple Street enough to meet the posted speed limits, let alone the 85th percentile speed. Reducing the widths of Franklin Springs Road would also not reduce the speeds along Maple Street nor improve the sight distance. Roadway grades should also be considered when determining the acceptable sight distances. Although the proponent has correctly identified that that sight distance issues are an existing condition, consideration must also be given to the fact that the development will result in a change in street classification from "major" to "collector" per the Subdivision Regulations and the number of homes serviced by the roadway will be significantly increased. At the discretion of the Board, BETA recommends that additional measures should be evaluated by the proponent to reduce travelling speeds and increase the sight distance along Maple Street. The proponent should also identify the specific impacts to abutting properties referenced in their response as part of any evaluation.

**Response:** In order to reduce travel speeds along Maple Street approaching Kimberlee Avenue, it is suggested that consideration be given to placing the Maple Street southbound approach to Franklin Springs Road under stop control. This alternative to reduce travel speeds along Maple Street was suggested during public comment at the July 13, 2020 Planning Board hearing and can be implemented without the identified potential impacts to abutting properties that would result from reducing the profile of Maple Street.

With the implementation of stop control, travel speeds would be reduced on the Maple Street southbound approach to Kimberlee Avenue such that the available line of sight would exceed the recommended minimum distance for safe operation of both Maple Street and the Maple Street/Kimberlee Avenue intersection. A review of traffic operations at the Maple Street/Franklin Springs Road intersection with the Franklin Springs Road and Maple Street southbound approaches under stop control indicates that operating conditions on all approaches would continue to be acceptable, with average motorist delays predicted to be 10 seconds or less (level-of-service A/B).



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### **Comment T4. Traffic Calming Measures**

- **BETA2:** A more detailed plan, including typical details, should be provided for the Board to evaluate the types of devices and locations prior to approval. BETA recommends for the Board to discuss how the proposed project roadways will integrate with the geometry, widths, and sight distances of the surrounding existing roadways in coordination with any proposed traffic calming measures.
- **Response:** Typical sections for a raised intersection, speed hump and the installation of a sidewalk to reduce the width of the existing traveled-way along Kimberlee Avenue and Bridal Path are attached. The exact location and design of these features will be advanced as a condition of the approval of the Project and will be subject to the review and approval of the Department of Public Works. The Planning Board has indicated that they are not inclined to approve the use of raised medians or islands as traffic calming devices.

#### **Comment T5. Traffic Calming Measures - Design**

**BETA2.:** A more detailed plan, including typical details, should be provided for the Board and DPW to evaluate the types of devices and locations prior to approval.

**Response:** Typical sections for a raised intersection, speed hump and the installation of a sidewalk to reduce the width of the existing traveled-way along Kimberlee Avenue and Bridal Path are attached. The exact location and design of these features will be advanced as a condition of the approval of the Project and will be subject to the review and approval of the Department of Public Works.

### **Comment T6. Traffic Calming – Maple Street Speed Reduction**

- **BETA2:** Based on our experience, the radar speed feedback signs alone would not reduce the speeds along Maple Street enough to meet the posted speed limits, let alone the 85th percentile speed. BETA recommends that additional measures should be proposed by the proponent to significantly reduce travelling speeds along Maple Street.
- **Response:** As discussed previously, it is suggested that consideration be given to placing the Maple Street southbound approach to Franklin Springs Road under stop control in order to reduce travel speeds along Maple Street approaching Kimberlee Avenue.

#### Comment T7. Pedestrian Crossing Improvements – Franklin Springs Road and Bridal Path

- **BETA2:** Provided the Board and DPW are in agreement with the proposed crosswalks and ADA ramps, they should be incorporated into the design plans.
- **Response:** The Applicant will design and construct Americans with Disabilities Act (ADA) compliant wheelchair ramps and install accompanying crosswalks for crossing



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Franklin Springs Road at its intersection with Maple Street and Bridal Path at its intersection with Lincoln Street subject to receipt of all necessary rights, permits and approvals.

We trust that this information is responsive to the comments that were raised in the follow-up comments that were raised in the July 24, 2020 Traffic Peer Review letter prepared by BETA in reference to the Project. If you should have any questions or would like to discuss our responses in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.

Yrey S. Dirk

ffrey S. Dirk, P.E., PTOE, FITE Partner

Professional Engineer in CT, MA, ME, NH, RI and VA

JSD/jsd

Attachment

cc: J. Centracchio, P.E., PTOE – BETA Group, Inc. (via email)
 M. Carroll – Carroll Construction Corporation (via email)
 W. Buckley, Jr., P.E. – Bay Colony Group, Inc. (via email)



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#### Not To Scale



## Figure 1

Bridal Path / Kimberlee Avenue Sidewalk Installation Sheet 2 of 2