

Town of Franklin



Planning Board

Due to the continued 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 <https://us02web.zoom.us/j/82163735076> or call on your phone at 312-626-6799, meeting # 82163735076.

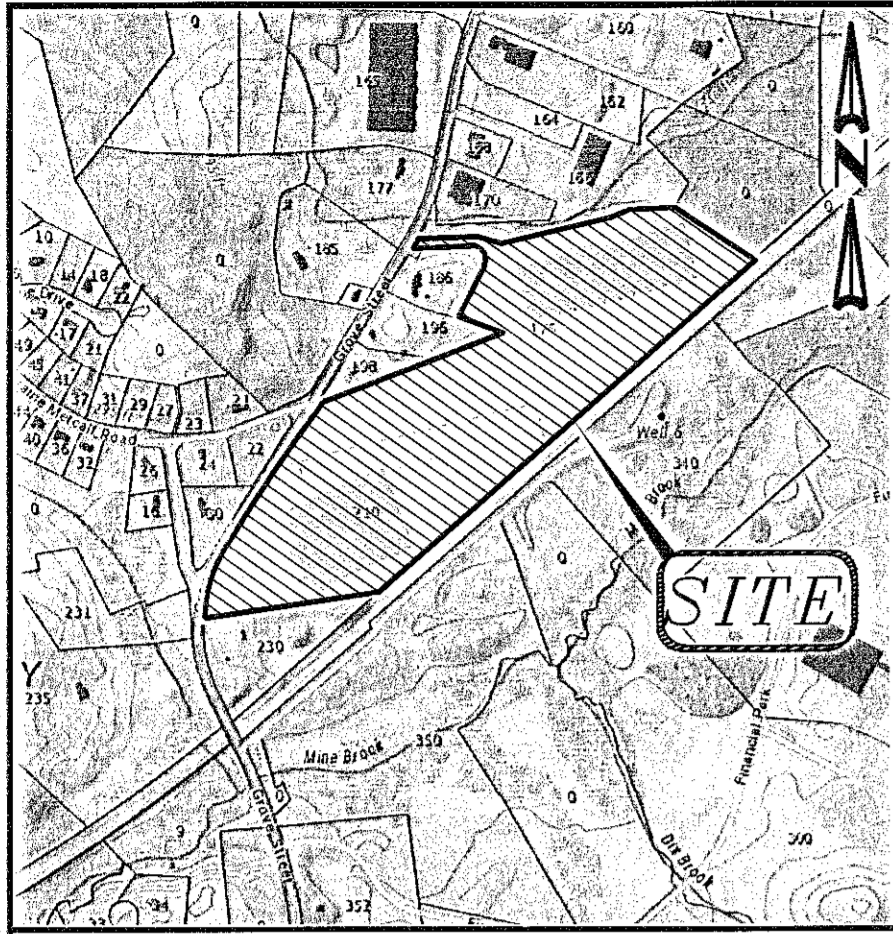
August 17, 2020

- | | | |
|----------------|--|---|
| 7:00 PM | Commencement/General Business | |
| 7:05 PM | <u>PUBLIC HEARING</u> – <i>Continued</i>
162 Grove Street
Special Permit & Site Plan | <i>Adv.: June 15 & June 22, 2020</i>
<i>Abuts: June 15, 2020</i> |
| 7:10 PM | <u>PUBLIC HEARING</u> – <i>Continued</i>
5 Fisher and 29 Hayward Streets
Special Permit & Site Plan Modification | <i>Adv.: July 27 & Aug 3, 2020</i>
<i>Abuts: July. 22, 2020</i> |

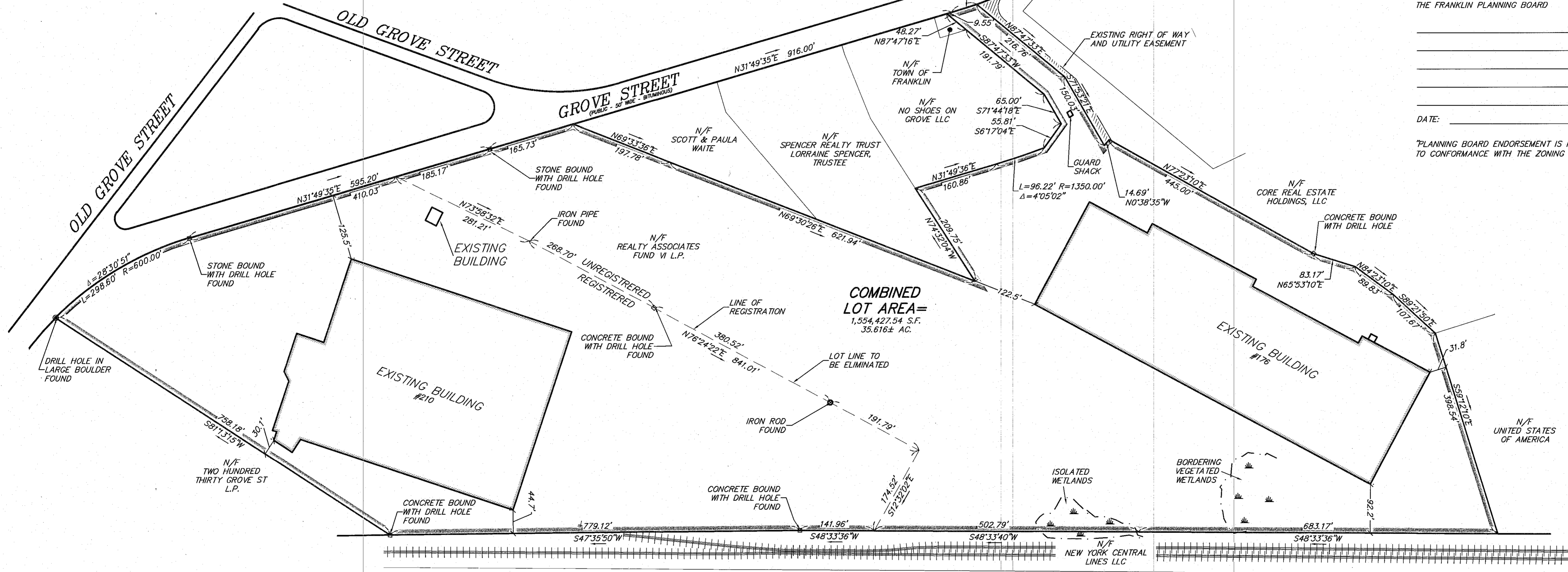
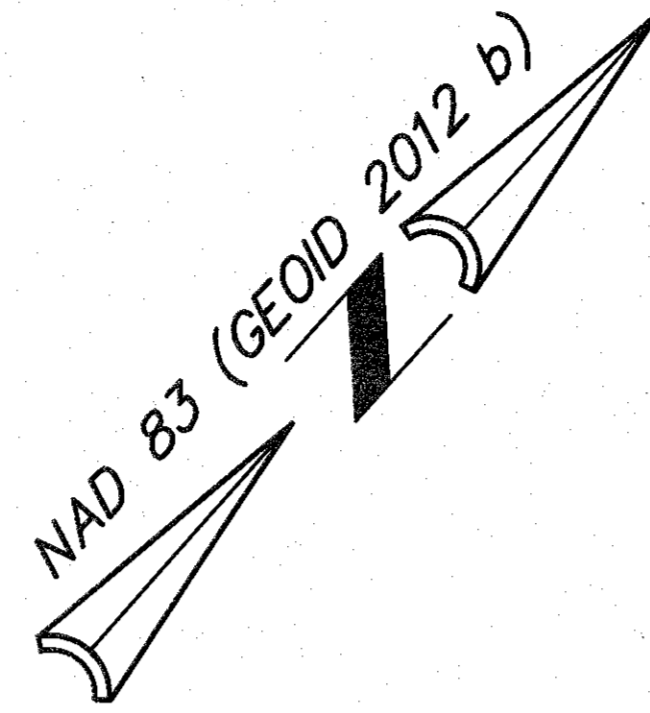
GENERAL BUSINESS:

- A. **81-P ANR:** 176-210 Grove Street
- B. **Endorsement:** 176-210 Grove Street Site Plan
- C. **Meeting Minutes:** June 22, June 29 & July 13, 2020

This agenda is subject to change. Last updated: August 13, 2020
The next meeting of the Planning Board is scheduled for August 24, 2020.



LOCUS MAP
(NOT TO SCALE)

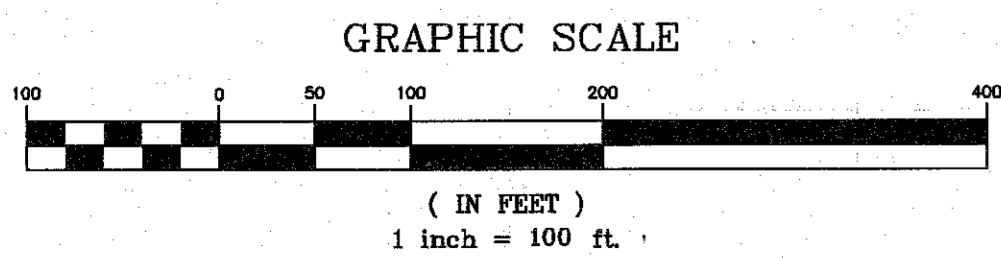


APPROVAL NOT REQUIRED UNDER THE SUBDIVISION CONTROL
LAW NOT REQUIRED

THE FRANKLIN PLANNING BOARD

DATE: _____

"PLANNING BOARD ENDORSEMENT IS NOT A DETERMINATION AS TO CONFORMANCE WITH THE ZONING BYLAW."



CURRENT OWNER:

210 GROVE ST
CURRENT OWNER: MCP III 210 GROVE LLC
C/O MARCUS PROPERTIES INC.
PARCEL ID: 311-002

176 GROVE ST
CURRENT OWNER: MCP III 176 GROVE LLC
C/O MARCUS PARTNERS INC.
PARCEL ID: 311-001

NOTES:

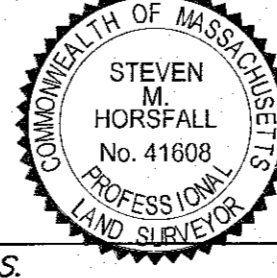
1.) THE PURPOSE OF THIS PLAN IS ELIMINATE INTERIOR LOT LINES AS SHOWN.

2.) THE SITE DETAIL AND SURFACE IMPROVEMENTS DEPICTED HEREON WERE OBTAINED FROM AN ON THE GROUND SURVEY PERFORMED BY KELLY ENGINEERING GROUP IN NOVEMBER AND DECEMBER OF 2019.

3.) WETLAND AREAS SHOWN WERE FLAGGED BY ECOTEC, INC AND WERE LOCATED BY KELLY ENGINEERING GROUP, INC.

I CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN CONFORMANCE WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.

Steven M. Horsfall
STEVEN M. HORSFALL, P.L.S. DATE: 7-30-2020



SCALE 1" = 100'			
DATE 07/29/20	REV	DATE	REVISION BY
SHEET 1 OF 1	176-210 GROVE STREET FRANKLIN, MASSACHUSETTS		
FILE # ANR00	APPROVAL NOT REQUIRED PLAN		
JOB # 2019-127	KELLY ENGINEERING GROUP civil engineering consultants 0 Campanelli Drive, Braintree, MA 02184 Phone: 781-843-4333 www.kellyengineeringgroup.com		
DRAWN BY JPM	SHEET NO. 1		
CHKD BY SMH			
APPD BY SMH			



July 15, 2020

Teresa M. Burr, Town Clerk
Town of Franklin
355 East Central Street
Franklin, MA 02038

CERTIFICATE OF VOTE
Site Plan Modification
176-210 Grove Street

Site Plan: "Site Development Plan for 176-210 Grove Street"
Owner: MCP III 176 Grove LLC & MCP III 210 Grove LLC
260 Franklin Street, Ste260
Boston, MA 02110
Applicant: Same as Owner
Prepared By:
Surveyor/ Engineer: Kelley Engineering Group, 0 Campanelli Dr, Belling, MA
Dated: February 14, 2020
Property Location: 176-210 Grove Street,
Map 311, Lots 001 & 002

Dear Mrs. Burr:

Please be advised that at its meeting on Monday, July 13, 2020 the Planning Board voted (5-0-0), upon motion duly made and seconded to **APPROVE, with conditions**, the above referenced Site Plan. The Conditions of Approval are listed on page 2-3, attached hereto. **Both the Certificate of Vote as well as the conditions of approval shall be referenced on the site plan.**

Sincerely,

Anthony Badala, Chairman
Franklin Planning Board

cc: Owner/Applicant/ Applicant's Engineer
Building Commissioner/DPW- Engineering
BETA
File

Tel: (508) 520-4907

Fax: (508) 520 4906

CERTIFICATE OF VOTE
Site Plan
176-210 Grove Street

- 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.
- 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 II). Said inspection is further outlined in condition #1.
- No alteration of these plans shall be made or affected other than by an affirmative vote of the members of the Board at a duly posted meeting and upon the issuance of a written amended decision.
- 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.
- Prior to the endorsement of the site plan, the following shall be done:
 - The owner/applicant shall provide the entire list of conditions and this Certificate of Vote on the front page of the plans.
 - 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.
- All required improvements specified in this Certificate of Vote shall be constructed within a one-year period unless the Board grants an extension. No final Certificate of Occupancy shall be issued until all requirements of the approved plan have been completed to the satisfaction of the Board unless the applicant has submitted a Partial Certificate of Completion for the remainder of the required improvements. The applicant's engineer or surveyor, upon completion of all required improvements, shall submit a Certificate of Completion. The Board or its agent(s) shall complete a final inspection of the site upon filing of the Certificate of Completion by the applicant. Said inspection is further outlined in condition #1.
- 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.
- The owner/applicant shall install erosion control devices as necessary and as directed by the Town's Construction Inspector.
- Maintenance and repair of the parking area, water supply system, sewer pipes, electric distribution system, and stormwater system shall be the responsibility of the owner/applicant and shall never be the responsibility of the Town and the Town shall never be required to perform any service, repair or

SITE DEVELOPMENT PLANS

FOR

176- 210 GROVE STREET FRANKLIN, MA

FEBRUARY 14, 2020

SHEET INDEX			
SHEET No.	DESCRIPTION	LATEST REVISED DATE	CONSTRUCTION REVISIONS
1	COVER SHEET	07/28/20	
2	OVERALL LAYOUT PLAN	07/28/20	
3	EXISTING CONDITIONS PLAN	07/28/20	
4	LAYOUT PLAN	07/28/20	
5	GRADING PLAN	07/28/20	
6	SEWER, DRAIN PLAN	07/28/20	
7	UTILITY PLAN	07/28/20	
8	DETAIL SHEET	07/28/20	
9	DETAIL SHEET	07/28/20	
10	DETAIL SHEET	07/28/20	
11	DETAIL SHEET	07/28/20	
12	DETAIL SHEET	07/28/20	



LOCATION MAP

maintenance with respect to said areas, or any of the aforementioned systems within the subject property. The Town will never be required to provide snow plowing or trash pickup, with respect to the subject property.

- 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.
- Prior to Endorsement, the following changes are to be made to the plans:
 - External dumpster areas shall be located on concrete pads and provided with enclosures.
 - Landscaping plans shall be revised to include the additional screening along the residential property line as depicted on plans presented at the June 8, 2020 public hearing.
 - Adequate screening and shielding for sound attenuation shall be provided for external mechanical equipment/HVAC.
 - Cape Cod berm shall be revised to vertical granite or vertical reinforced concrete curb.
 - Reinforced Concrete Pipe shall be Class V where cover is less than 42".
 - Per Town Engineer, there should be only one domestic water line and one fire protection line connection into the proposed building. The domestic water will need to be metered where the line enters the building.

CERTIFICATE OF VOTE
Site Plan
176- 210 Grove Street
Special Conditions:

- Signage shall be provided on the plans directing all new truck traffic north of the site.
- 81-P ANR plan is required to be filed prior to commencement of construction.
- Screening along the abutting the property shall be installed at the beginning of construction.
- The new entrance is to be used only for car traffic. All truck traffic is to use the existing entrances at 176 Grove St and 210 Grove St.
- Seasonal high groundwater elevations shall be evaluated in the area of Subsurface Infiltration System 2 during construction prior to system installation.
- Application has agreed with the Town to apply for a MassWorks grant for Grove Street. The agreement involves writing the grant and providing design services. All expenses to be provided by the applicant, up to \$100,000.

OWNER/APPLICANT:

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

CIVIL ENGINEERS:

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

LANDSCAPE ARCHITECT:

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

APPROVED BY THE FRANKLIN PLANNING BOARD

APPROVED DATE _____

Digitally signed by David Noel Kelly P.E.
DN: cn=David Noel Kelly P.E., o=Kelly Engineering Group, Inc., ou=, email=dnokelly@kellyeng.com, c=US
Date: 2020.07.28 16:10:53 -0400

SCALE	JOB #
NA	F:\P\2019-127
DATE	DRAWN BY
02/14/20	C.J.L.
SHEET	CHKD BY
1 OF 12	GSH
FILE #	APPD BY
2019-127-TS03	DNK



176- 210 GROVE STREET
FRANKLIN, MA

KELLY ENGINEERING GROUP
civil engineering consultants
0 Campanelli Drive, Braintree, MA 02184
Phone: 781-843-4333 www.kellyengineeringgroup.com

SHEET NO.
1

KELLY ENGINEERING GROUP SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR FOR THE SAFETY OF PUBLIC OR CONTRACTOR'S EMPLOYEES OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORKING ACCORDANCE WITH THE CONTRACT DOCUMENTS.
THE EXTENT OF KELLY ENGINEERING GROUP'S LIABILITY FOR THIS PLAN IS LIMITED TO THE EXTENT OF ITS FEE LESS THIRD PARTY COSTS

COPYRIGHT (C) by KELLY ENGINEERING GROUP, INC.
All Rights Reserved

NO PART OF THIS DOCUMENT MAY BE REPRODUCED, STORED IN A RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC, MECHANICAL, PHOTOCOPYING, RECORDING OR OTHERWISE, WITHOUT THE PRIOR WRITTEN PERMISSION OF KELLY ENGINEERING GROUP. ANY REPRODUCTION OF THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF KELLY ENGINEERING GROUP SHALL BE PENALIZABLE.

ZONE: INDUSTRIAL, WATER RESOURCE DISTRICT

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

- NOTES:**
- TOTAL LOT AREA INCLUDING EXISTING 176 AND 210 GROVE STREET AND PROPOSED 200 GROVE STREET = 1,554,427 S.F.
 - PARKING: REQUIRED PARKING FOR WAREHOUSE = 1 SPACE PER 1000 SF
 - BUILDINGS 176 AND 210 ARE LESS THAN 30' HIGH. SIDE YARD SETBACKS ARE GREATER THAN 30'. PROPOSED BUILDING WILL BE APPROX. 45' HIGH. SIDE YARD SETBACK IS 102' AND THEREFORE SIDE YARD COMPLIES WITH BY LAW SECTION ATTACHEMENT 9 FOOT NOTE 8 FOR SETBACKS TO A RESIDENTIAL USE.
 - PER PLANNING BOARD DETERMINATION.

PARKING LEGEND

BUILDING	BUILDING AREA (SF)	PARKING REQUIRED (NOTE 2)	PARKING PROVIDED	HANDICAP PARKING REQUIRED	HANDICAP PARKING PROVIDED	LOADING PROVIDED
176 GROVE	169,968	170	195	6	6	65 +/-
200 GROVE	150,000	150	107	5	6	33
210 GROVE	166,757	167	113*	5	5	15 +/-
TOTAL	486,725	487	415	16	17	113 +/-

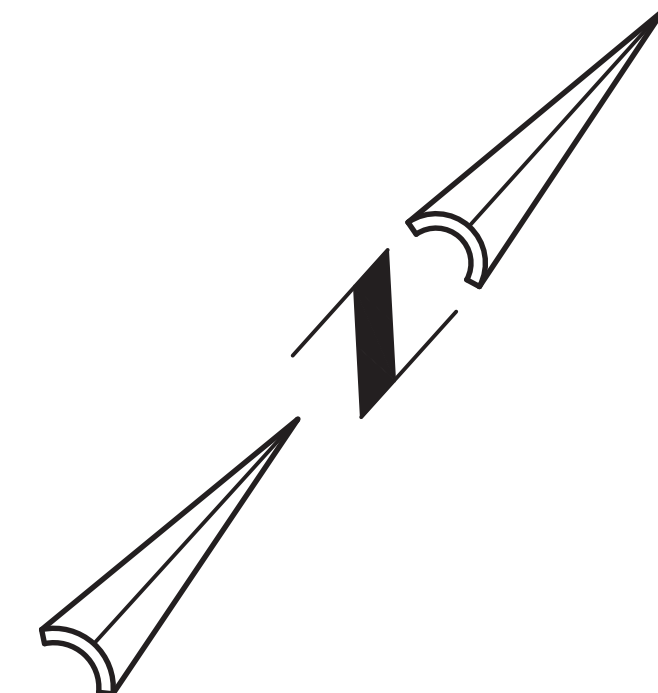
*ALLOWED BY 9/15/2015 PLANNING BOARD DECISION

EXISTING LEGEND

	HANDICAP SPACE
	UTILITY POLE
	PROPERTY LINE
	INTERIOR LOT LINE TO BE ELIMINATED

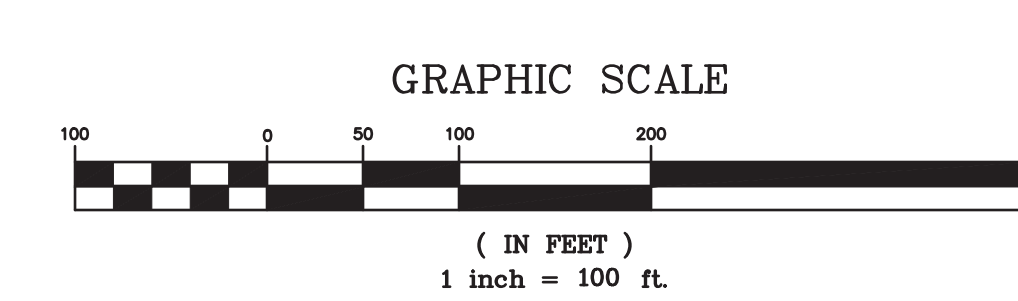
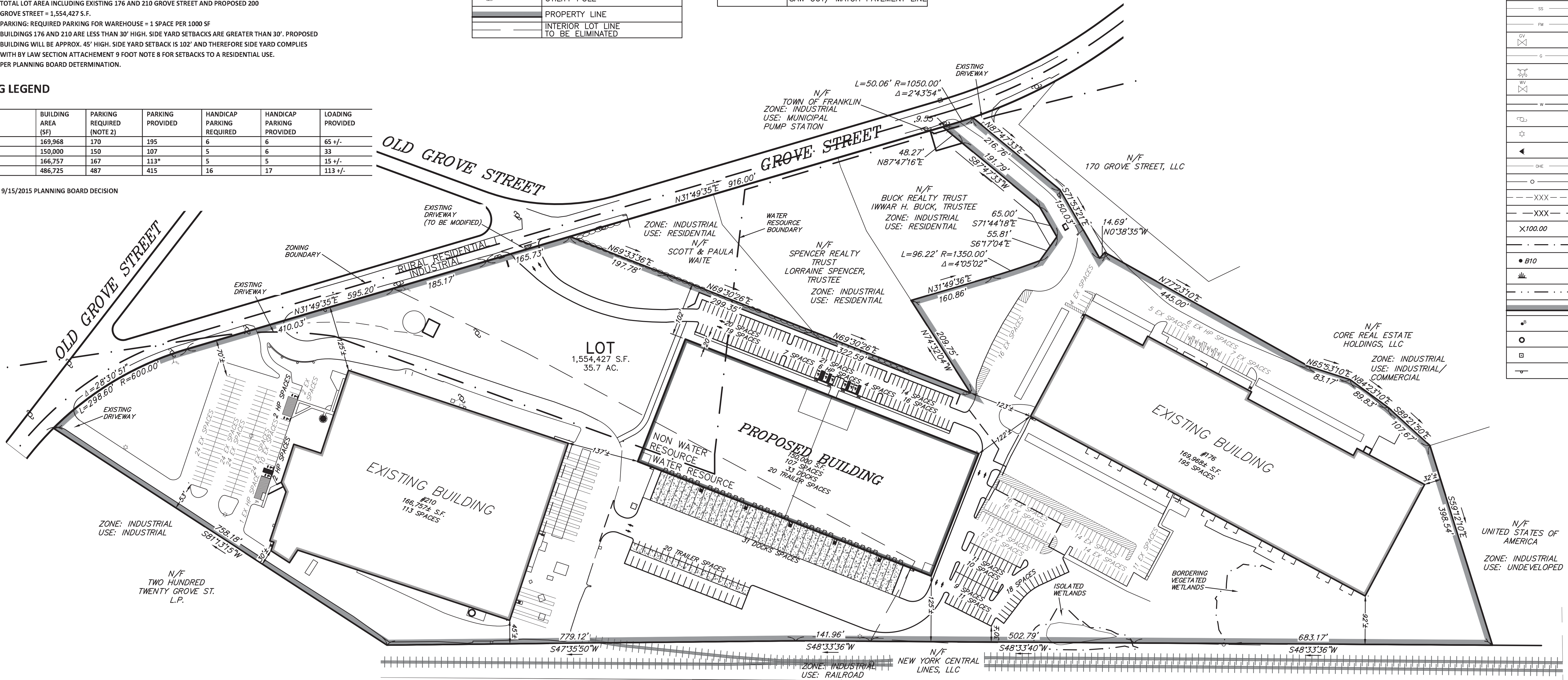
PROPOSED LEGEND

	HANDICAP SPACE
	SAW CUT/ MATCH PAVEMENT LINE



SHEET 2 LEGEND

CCB	CAPE COD BERM
VGC	VERTICAL GRANITE CURB
CONC.	CONCRETE
BCC	BITUMINOUS CONCRETE CURB
	HANDICAP SPACE
L.S	LANDSCAPED AREA
	CATCH BASIN
	DOUBLE CATCH BASIN
	AREA DRAIN
	TRENCH DRAIN
	DRAIN MANHOLE
	STORM CEPTOR
	DRAIN LINE
	ROOF DRAIN LINE
	AREA DRAIN LINE
	SEWER MANHOLE
	SEWER LINE
	SEWER FORCE MAIN
	GAS VALVE
	GAS LINE
	HYDRANT
	WATER VALVE
	WATER LINE
	UTILITY POLE
	LIGHT POLE
	FLOOD LIGHT
	OVERHEAD ELECTRIC LINE
	CHAIN LINK FENCE
	CONTOUR LINE (MNR)
	CONTOUR LINE (MUR)
	SPOT GRADE
	EDGE OF WETLANDS
	WETLANDS FLAG
	WETLANDS
	FLOOD PLAIN
	PROPERTY LINE
	BOLLARD
	IRON PIPE
	BOUND
	SIGN



APPROVED BY THE FRANKLIN PLANNING BOARD

APPROVED DATE _____

CURRENT OWNER
 210 GROVE ST
 CURRENT OWNER: MCP III 210 GROVE LLC
 C/O MARCUS PARTNERS INC.
 PARCEL ID: 311-002

176 GROVE ST
 CURRENT OWNER: MCP III 176 GROVE LLC
 C/O MARCUS PARTNERS INC.
 PARCEL ID: 311-001

- NOTES: (FOR SHEET 3)**
- UNDERGROUND FEATURES HAVE BEEN COMPILED, IN PART, BASED UPON INFORMATION FURNISHED BY OTHERS. THIS INFORMATION IS TO BE CONSIDERED APPROXIMATE AND KELLY ENGINEERING GROUP, INC. DOES NOT TAKE RESPONSIBILITY FOR SUBSEQUENT ERRORS OR OMISSIONS WHICH MAY HAVE BEEN INCORPORATED INTO THIS PLAN AS A RESULT. ADDITIONALLY, OTHER SUCH FEATURES MAY EXIST ON THE SITE, THE EXISTENCE OF WHICH ARE UNKNOWN TO KELLY ENGINEERING GROUP, INC. THE SIZE, LOCATION, AND EXISTENCE OF ALL SUCH FEATURES MUST BE VERIFIED BY THE APPROPRIATE AUTHORITIES PRIOR TO CONSTRUCTION.
 - THE LOCATION OF ALL UTILITIES SHOWN HEREON HAVE BEEN ESTABLISHED USING ASCC 38-02 (STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA) QUALITY LEVEL C.
 - THE SITE DETAIL AND SURFACE IMPROVEMENTS DEPICTED HEREON WERE OBTAINED FROM AN ON THE GROUND SURVEY PERFORMED BY KELLY ENGINEERING GROUP IN NOVEMBER AND DECEMBER OF 2019.
 - ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) ESTABLISHED BY RTX GPS CONNECTED TO MOCORS. CONTOURS SHOWN WERE OBTAINED FROM ON THE GROUND SURVEY AND LIDAR DATA OBTAINED FROM NOAA AND CONFIRMED BY KELLY ENGINEERING GROUP, INC.
 - WETLAND FLAGS SHOWN WERE FLAGGED BY ECOTEC, INC AND WERE LOCATED BY KELLY ENGINEERING GROUP, INC.

SCALE	3.	07/28/20	PLANNING BOARD COMMENTS	
1" = 100'	2.	06/02/20	PER PEER REVIEW	
DATE	1.	04/10/20	PER PEER REVIEW	
02/14/20	REV	DATE	REVISION	BY
SHEET	2 of 12			
FILE #	2019-127-LA03			
JOB #	F:\P\2019-127			
DRAWN BY	C.J.L.			
CHKD BY	GSH			
APPD BY	DNK			
MARCUS PARTNERS 176- 210 GROVE STREET FRANKLIN, MA OVERALL LAYOUT PLAN				
KELLY ENGINEERING GROUP civil engineering consultants 0 Campanelli Drive, Braintree, MA 02184 Phone: 781-843-4333 www.kellyengineeringgroup.com				
SHEET NO.				2

Digitally signed by David Noel Kelly
 DN: cn=David Noel Kelly, o=Kelly Engineering Group, Inc., ou=, email=dnokelly@kellyengr.com, c=US
 Date: 2020.07.28 16:11:18 -0400

KELLY ENGINEERING GROUP SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR, NOR FOR THE SAFETY OF PUBLIC OR CONTRACTOR'S EMPLOYEES; OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORKING ACCORDING WITH THE CONTRACT DOCUMENTS.

THE EXTENT OF KELLY ENGINEERING GROUP'S LIABILITY FOR THIS PLAN IS LIMITED TO THE EXTENT OF ITS FEE LESS THIRD PARTY COST

COPYRIGHT (C) BY KELLY ENGINEERING GROUP, INC.
 All Rights Reserved

NO PART OF THIS DOCUMENT MAY BE REPRODUCED, STORED IN A RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC, MECHANICAL, PHOTOCOPYING, RECORDING OR OTHERWISE, WITHOUT THE PRIOR WRITTEN PERMISSION OF KELLY ENGINEERING GROUP. ANY VIOLATIONS TO THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF KELLY ENGINEERING GROUP SHALL RENDER IT INVALID AND UNUSABLE.

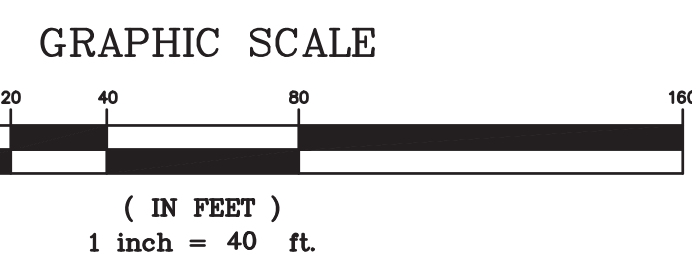
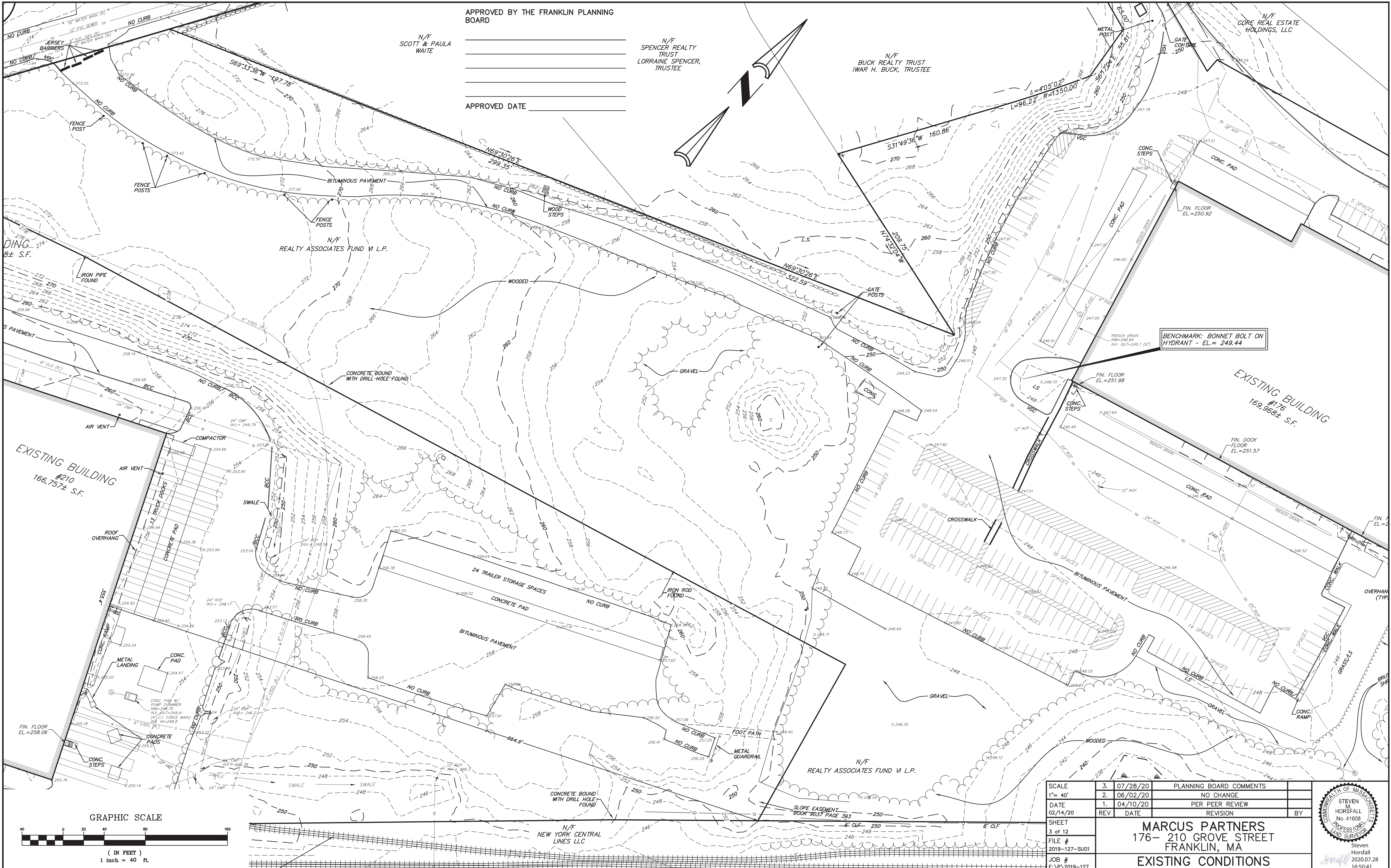
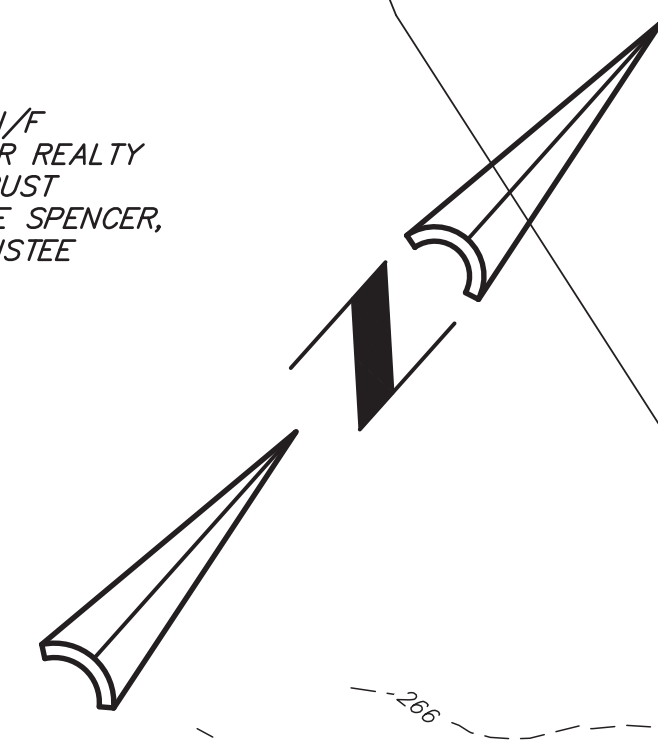
APPROVED BY THE FRANKLIN PLANNING BOARD

N/F SCOTT & PAULA WAITE

N/F SPENCER REALTY TRUST
LORRAINE SPENCER, TRUSTEE

N/F BUCK REALTY TRUST
IWAR H. BUCK, TRUSTEE

APPROVED DATE _____



KELLY ENGINEERING GROUP SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR, NOR FOR THE SAFETY OF PUBLIC OR CONTRACTOR'S EMPLOYEES; OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORKING ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE EXTENT OF KELLY ENGINEERING GROUP'S LIABILITY FOR THIS PLAN IS LIMITED TO THE EXTENT OF ITS FEE LESS THIRD PARTY COST

COPYRIGHT (C) BY KELLY ENGINEERING GROUP, INC.
All Rights Reserved

SEE SHEET 2 FOR NOTES & SYMBOL LEGEND

SCALE	3. 07/28/20	PLANNING BOARD COMMENTS	
1" = 40'	2. 06/02/20	NO CHANGE	
DATE	1. 04/10/20	PER PEER REVIEW	
REV	DATE	REVISION	BY
SHEET	3 of 12	MARCUS PARTNERS 176 - 210 GROVE STREET FRANKLIN, MA	
FILE #	2019-127-SU01	EXISTING CONDITIONS PLAN	
JOB #	F:\P\2019-127	KELLY ENGINEERING GROUP civil engineering consultants 0 Campanelli Drive, Braintree, MA 02184 Phone: 781-843-4333 www.kellyengineeringgroup.com	
DRAWN BY	JPM	STEVEN HORSFALL No. 41608 PROFESSIONAL LAND SURVEYOR	
CHKD BY	SMH	Steven Horsfall 2020.07.28 16:50:41 -04'00"	
APPD BY	SMH	SHEET NO. 3	

STEVEN HORSFALL
No. 41608
PROFESSIONAL
LAND SURVEYOR

Steven
Horsfall
2020.07.28
16:50:41
-04'00"

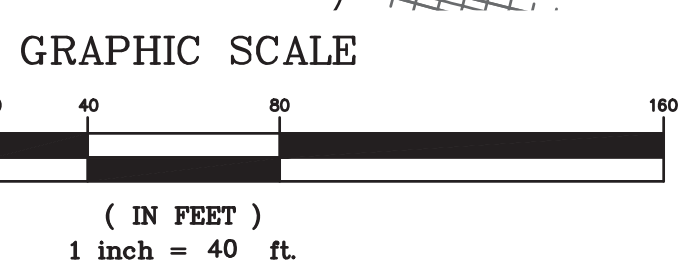
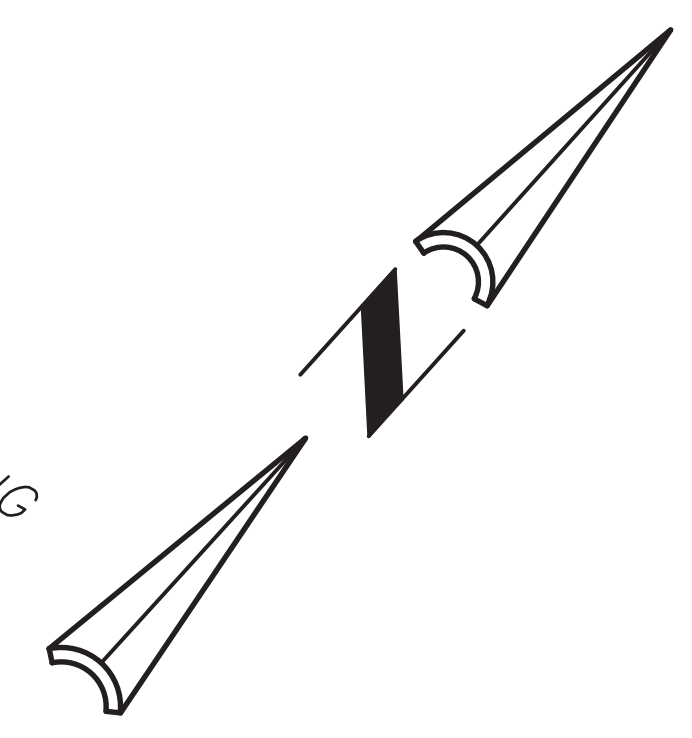
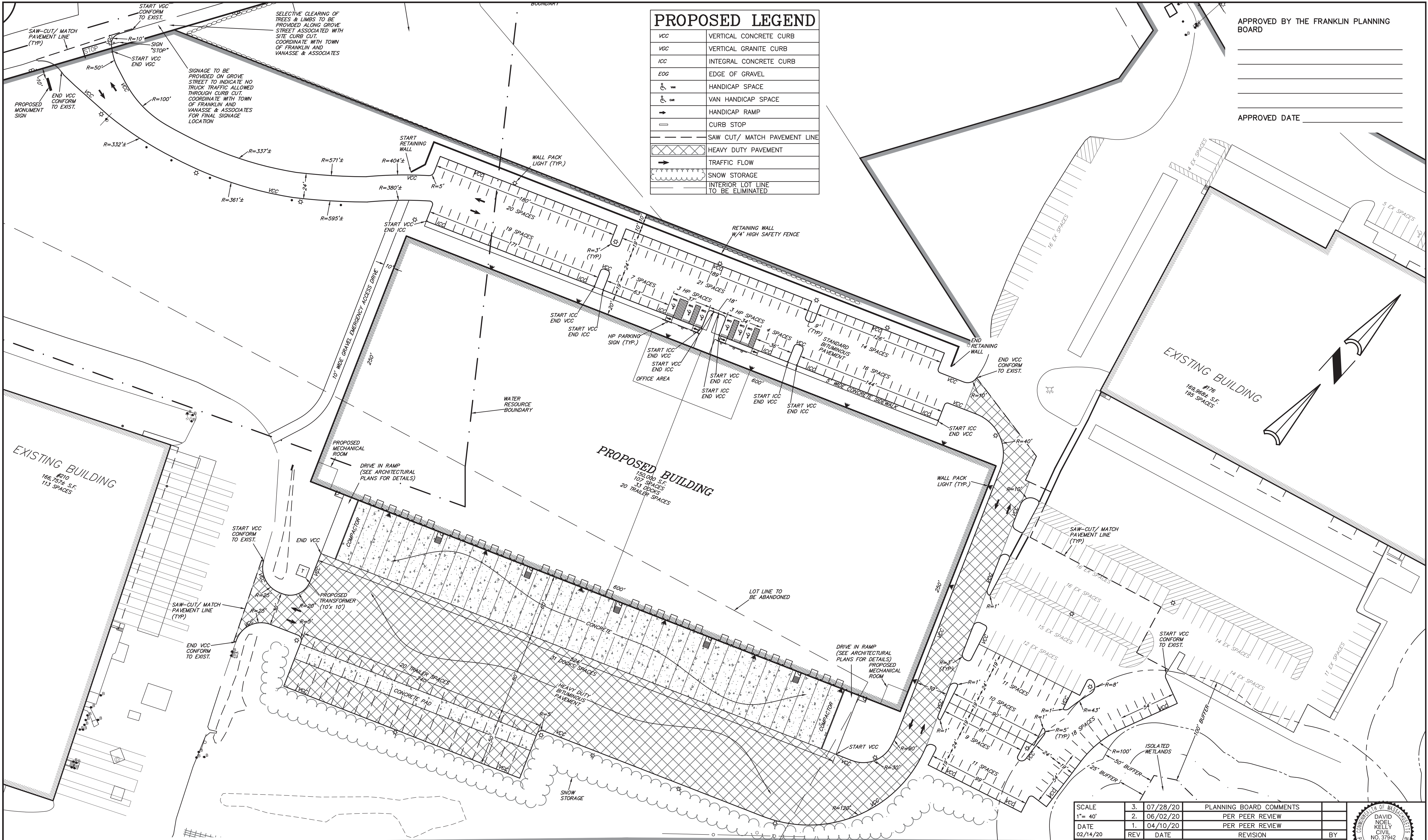
SHEET NO.
3

PROPOSED LEGEND

VCC	VERTICAL CONCRETE CURB
VGC	VERTICAL GRANITE CURB
ICC	INTEGRAL CONCRETE CURB
EOG	EDGE OF GRAVEL
	HANDICAP SPACE
	VAN HANDICAP SPACE
	HANDICAP RAMP
	CURB STOP
	SAW CUT/ MATCH PAVEMENT LINE
	HEAVY DUTY PAVEMENT
	TRAFFIC FLOW
	SNOW STORAGE
	INTERIOR LOT LINE TO BE ELIMINATED

APPROVED BY THE FRANKLIN PLANNING BOARD

APPROVED DATE _____



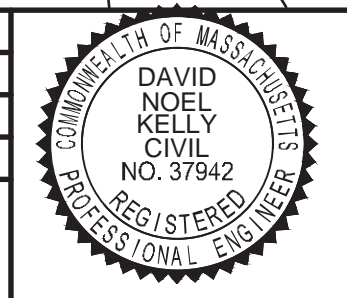
SCALE	3.	07/28/20	PLANNING BOARD COMMENTS	
1" = 40'	2.	06/02/20	PER PEER REVIEW	
DATE	1.	04/10/20	PER PEER REVIEW	
02/14/20	REV	DATE	REVISION	BY

SHEET 4 of 12
 FILE # 2019-127-LA03
 JOB # F:\P\2019-127
 DRAWN BY C.L.
 CHKD BY GSH
 APPD BY DNK

MARCUS PARTNERS
 176- 210 GROVE STREET
 FRANKLIN, MA

LAYOUT PLAN

KELLY ENGINEERING GROUP
 civil engineering consultants
 0 Campanelli Drive, Braintree, MA 02184
 Phone: 781-843-4333 www.kellyengineeringgroup.com



Digitally signed by David Noel Kelly, F.E., No. 37942, DN: cn=David Noel Kelly, o=Kelly Engineering Group, Inc., email=dnoel@kellyeng.com, c=US, Date: 2020.07.28 16:11:41 -0400

SHEET NO. **4**

KELLY ENGINEERING GROUP SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR, NOR FOR THE SAFETY OF PUBLIC OR CONTRACTOR'S EMPLOYEES; OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORKING ACCORDANCE WITH THE CONTRACT DOCUMENTS.
 THE EXTENT OF KELLY ENGINEERING GROUP'S LIABILITY FOR THIS PLAN IS LIMITED TO THE EXTENT OF ITS FEE LESS THIRD PARTY COST

COPYRIGHT (C) by KELLY ENGINEERING GROUP, INC.
 All Rights Reserved

NO PART OF THIS DOCUMENT MAY BE REPRODUCED, STORED IN A RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC, MECHANICAL, PHOTOCOPIING, RECORDING OR OTHERWISE, WITHOUT THE PRIOR WRITTEN PERMISSION OF KELLY ENGINEERING GROUP. ANY REPRODUCTION OF THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF KELLY ENGINEERING GROUP SHALL BEVOID AND UNLAWFUL.

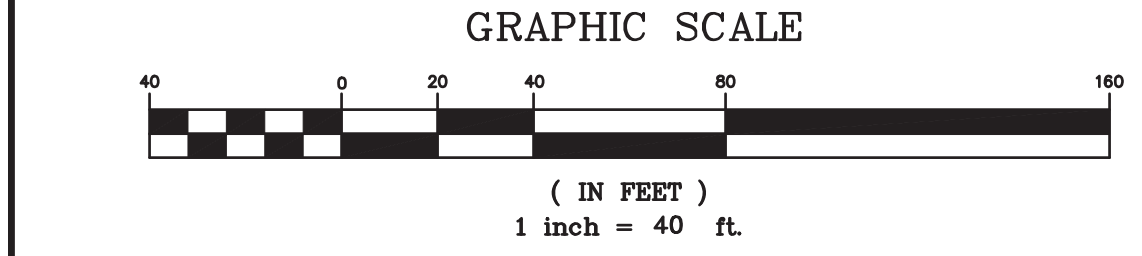
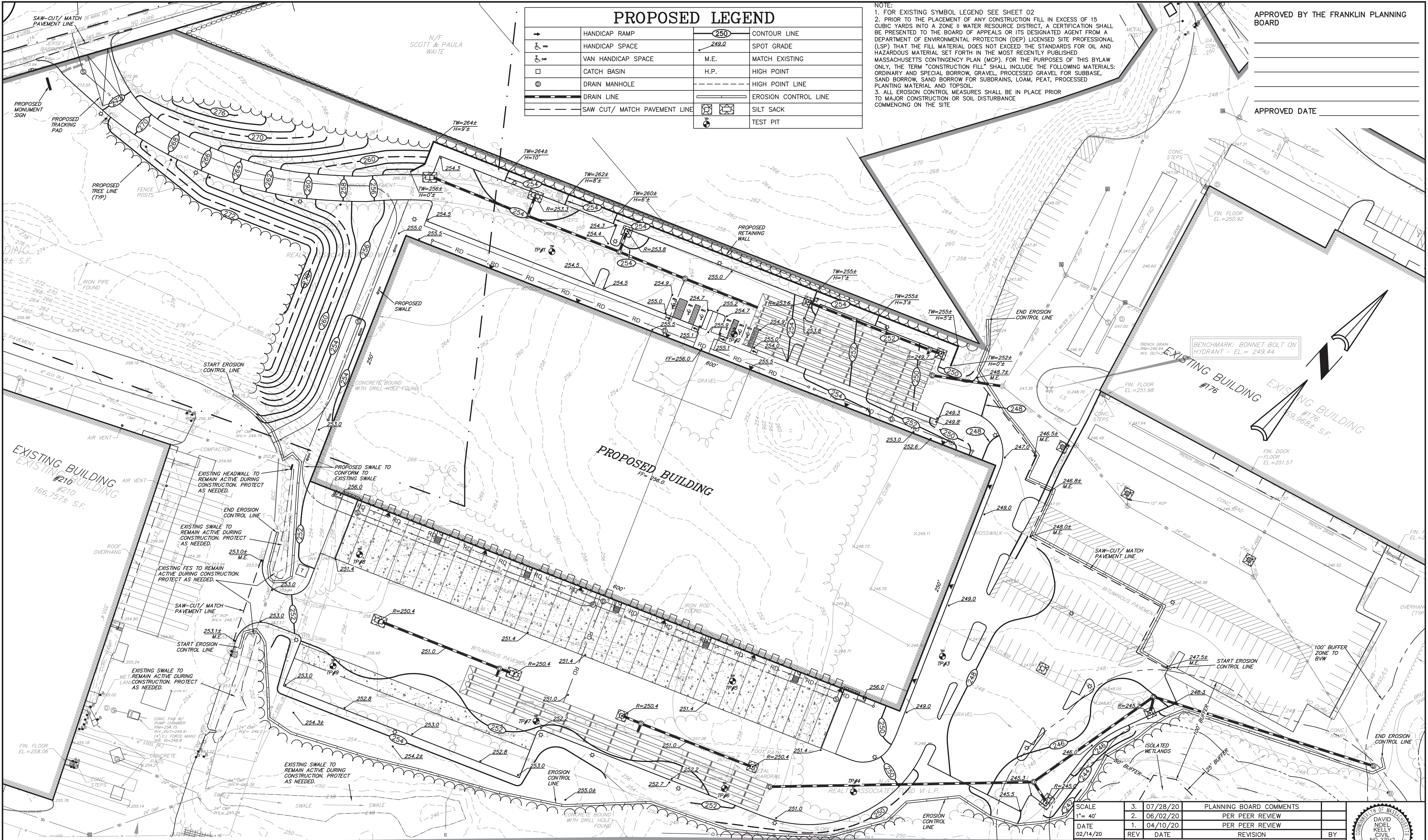
PROPOSED LEGEND

	HANDICAP RAMP		CONTOUR LINE
	HANDICAP SPACE		SPOT GRADE
	VAN HANDICAP SPACE	M.E.	MATCH EXISTING
	CATCH BASIN	H.P.	HIGH POINT
	DRAIN MANHOLE	---	HIGH POINT LINE
	DRAIN LINE	---	EROSION CONTROL LINE
	SAW CUT / MATCH PAVEMENT LINE		SILT SACK
			TEST PIT

NOTE:
 1. FOR EXISTING SYMBOL LEGEND SEE SHEET 02
 2. PRIOR TO THE PLACEMENT OF ANY CONSTRUCTION FILL IN EXCESS OF 15 CUBIC YARDS INTO A ZONE II WATER RESOURCE DISTRICT, A CERTIFICATION SHALL BE PRESENTED TO THE BOARD OF APPEALS OR ITS DESIGNATED AGENT FROM A DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP) LICENSED SITE PROFESSIONAL (LSP) THAT THE FILL MATERIAL DOES NOT EXCEED THE STANDARDS FOR OIL AND HAZARDOUS MATERIAL SET FORTH IN THE MOST RECENTLY PUBLISHED MASSACHUSETTS CONTINGENCY PLAN (MCP). FOR THE PURPOSES OF THIS BYLAW ONLY, THE TERM "CONSTRUCTION FILL" SHALL INCLUDE THE FOLLOWING MATERIALS: ORDINARY AND SPECIAL BORROW, GRAVEL, PROCESSED GRAVEL FOR SUBBASE, SAND BORROW, SAND BORROW FOR SUBDRAINS, LOAM, PEAT, PROCESSED PLANTING MATERIAL AND TOPSOIL.
 3. ALL EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO MAJOR CONSTRUCTION OR SOIL DISTURBANCE COMMENCING ON THE SITE

APPROVED BY THE FRANKLIN PLANNING BOARD

APPROVED DATE _____



SCALE	3. 07/28/20	PLANNING BOARD COMMENTS	
DATE	2. 06/02/20	PER PEER REVIEW	
REV	1. 04/10/20	PER PEER REVIEW	
		REVISION	BY
SHEET	5 of 12	MARCUS PARTNERS 176-210 GROVE STREET FRANKLIN, MA GRADING PLAN	
FILE #	2019-127-G03		
JOB #	F:\P\2019-127		
DRAWN BY	C.L.	KELLY ENGINEERING GROUP civil engineering consultants 0 Campanelli Drive, Braintree, MA 02184 Phone: 781-843-4333 www.kellyengineeringgroup.com	
CHKD BY	GSH		
APPD BY	DNK		
		SHEET NO.	5

KELLY ENGINEERING GROUP SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR NOR FOR THE SAFETY OF FRAMES OR CONTRACTOR'S EMPLOYEES; OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORKING ACCORDING TO THE CONTRACT DOCUMENTS.
 THE EXTENT OF KELLY ENGINEERING GROUP'S LIABILITY FOR THIS PLAN IS LIMITED TO THE EXTENT OF ITS FEE LESS THIRD PARTY COSTS.
 COPYRIGHT (C) by KELLY ENGINEERING GROUP, INC.
 All Rights Reserved

DAVID NOEL KELLY CIVIL ENGINEER NO. 37842 REGISTERED PROFESSIONAL ENGINEER

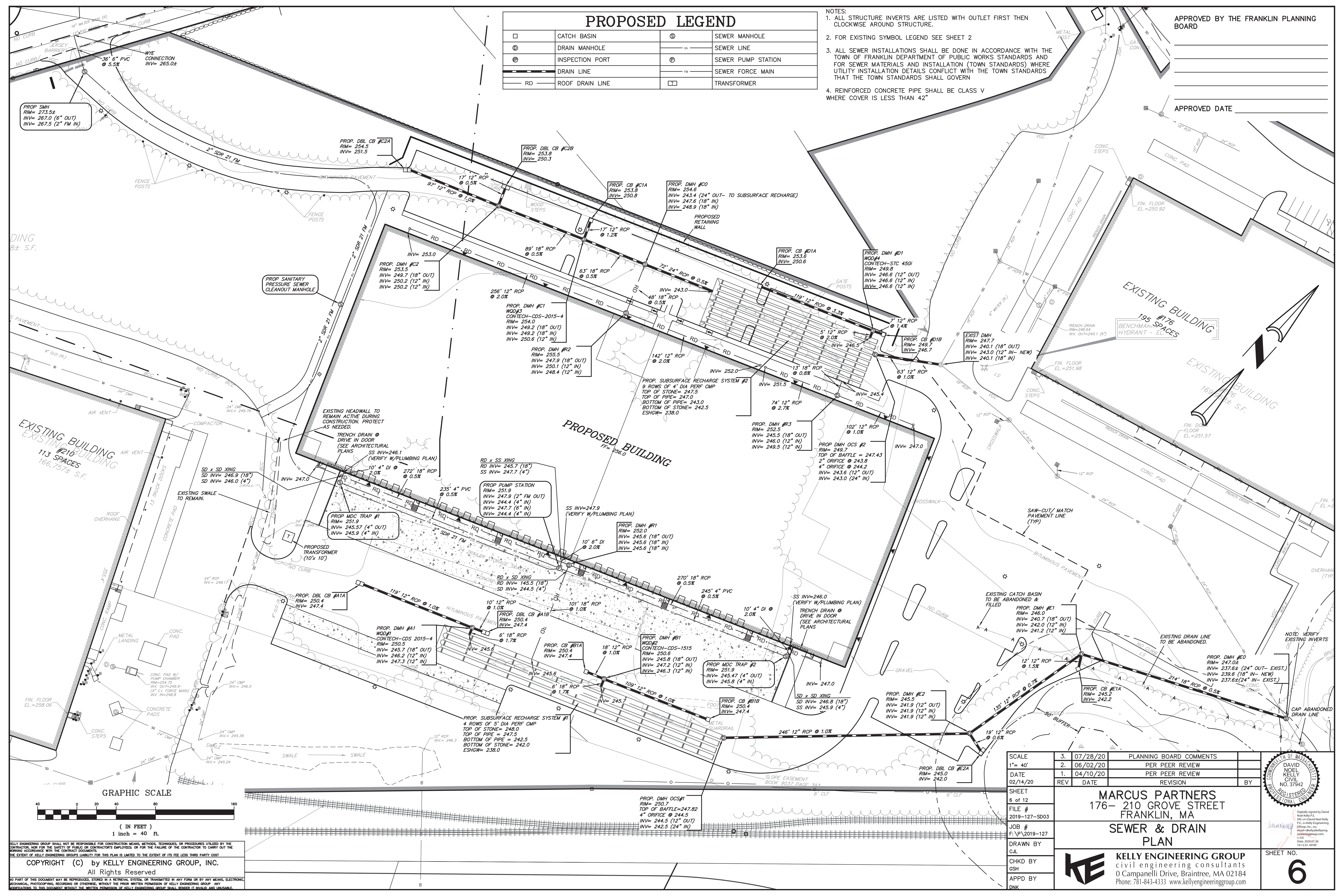
PROPOSED LEGEND

	CATCH BASIN		SEWER MANHOLE
	DRAIN MANHOLE		SEWER LINE
	INSPECTION PORT		SEWER PUMP STATION
	DRAIN LINE		SEWER FORCE MAIN
	ROOF DRAIN LINE		TRANSFORMER

- NOTES:
1. ALL STRUCTURE INVERTS ARE LISTED WITH OUTLET FIRST THEN CLOCKWISE AROUND STRUCTURE.
 2. FOR EXISTING SYMBOL LEGEND SEE SHEET 2
 3. ALL SEWER INSTALLATIONS SHALL BE DONE IN ACCORDANCE WITH THE TOWN OF FRANKLIN DEPARTMENT OF PUBLIC WORKS STANDARDS AND FOR SEWER MATERIALS AND INSTALLATION (TOWN STANDARDS) WHERE UTILITY INSTALLATION DETAILS CONFLICT WITH THE TOWN STANDARDS THAT THE TOWN STANDARDS SHALL GOVERN
 4. REINFORCED CONCRETE PIPE SHALL BE CLASS V WHERE COVER IS LESS THAN 42"

APPROVED BY THE FRANKLIN PLANNING BOARD

APPROVED DATE _____



SCALE	3. 07/28/20	PLANNING BOARD COMMENTS	
1" = 40'	2. 06/02/20	PER PEER REVIEW	
DATE	1. 04/10/20	PER PEER REVIEW	
02/14/20	REV	DATE	BY
SHEET	6 of 12	MARCUS PARTNERS 176-210 GROVE STREET FRANKLIN, MA	
FILE #	2019-127-S03	SEWER & DRAIN PLAN	
DRAWN BY	C.J.L.	KELLY ENGINEERING GROUP civil engineering consultants 0 Campanelli Drive, Braintree, MA 02184 Phone: 781-843-4333 www.kellyengineeringgroup.com	
CHKD BY	G.S.H.	SHEET NO.	
APPD BY	DNK	6	

KELLY ENGINEERING GROUP SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR NOR FOR THE SAFETY OF PUBLIC OR CONTRACTOR'S EMPLOYEES, OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORKING ACCORDANCE WITH THE CONTRACT DOCUMENTS.
THE EXTENT OF KELLY ENGINEERING GROUP'S LIABILITY FOR THIS PLAN IS LIMITED TO THE EXTENT OF ITS FEE LESS THIRD PARTY COSTS

COPYRIGHT (C) by KELLY ENGINEERING GROUP, INC.
All Rights Reserved

NO PART OF THIS DOCUMENT MAY BE REPRODUCED, STORED IN A RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC, MECHANICAL, PHOTOCOPYING, RECORDING OR OTHERWISE, WITHOUT THE PRIOR WRITTEN PERMISSION OF KELLY ENGINEERING GROUP INC. ANY REPRODUCTIONS TO THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF KELLY ENGINEERING GROUP SHALL BE INVALID AND UNLAWFUL.

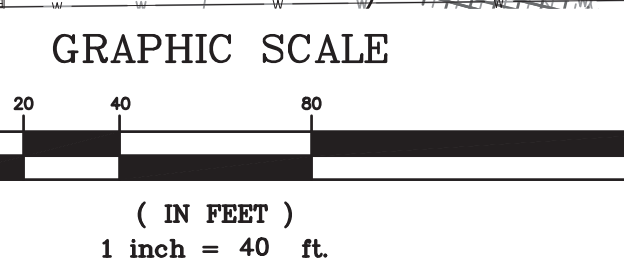
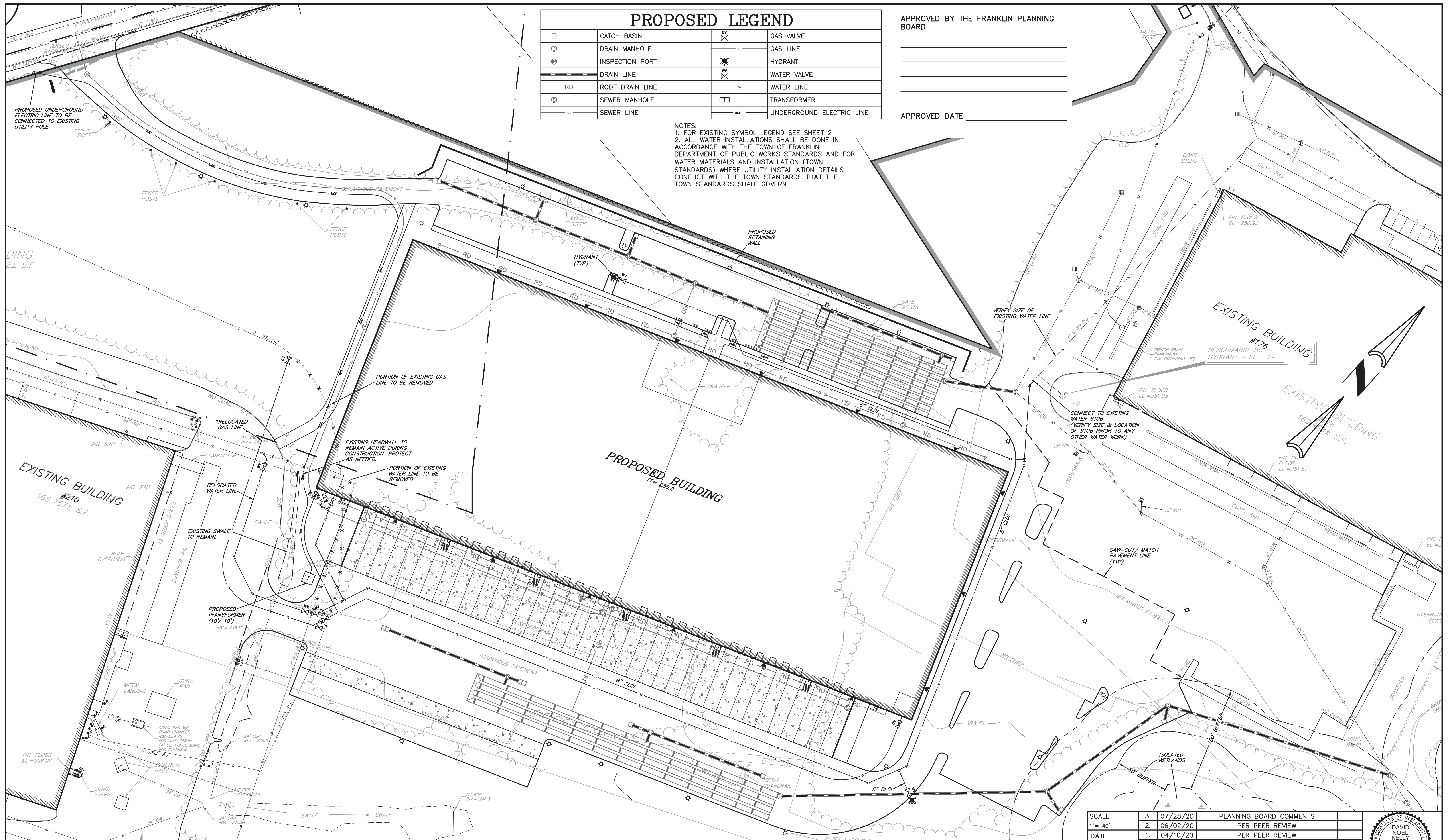
PROPOSED LEGEND

□	CATCH BASIN	⊗	GAS VALVE
⊙	DRAIN MANHOLE	—	GAS LINE
⊕	INSPECTION PORT	⊗	HYDRANT
—	DRAIN LINE	⊗	WATER VALVE
RD	ROOF DRAIN LINE	—	WATER LINE
⊕	SEWER MANHOLE	—	TRANSFORMER
—	SEWER LINE	—	UNDERGROUND ELECTRIC LINE

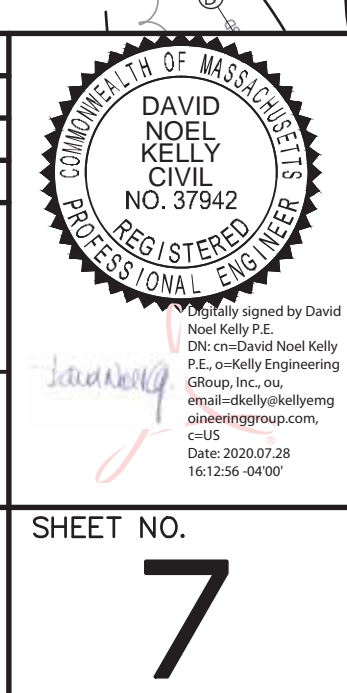
APPROVED BY THE FRANKLIN PLANNING BOARD

APPROVED DATE _____

NOTES:
 1. FOR EXISTING SYMBOL LEGEND SEE SHEET 2
 2. ALL WATER INSTALLATIONS SHALL BE DONE IN ACCORDANCE WITH THE TOWN OF FRANKLIN DEPARTMENT OF PUBLIC WORKS STANDARDS AND FOR WATER MATERIALS AND INSTALLATION (TOWN STANDARDS) WHERE UTILITY INSTALLATION DETAILS CONFLICT WITH THE TOWN STANDARDS SHALL GOVERN

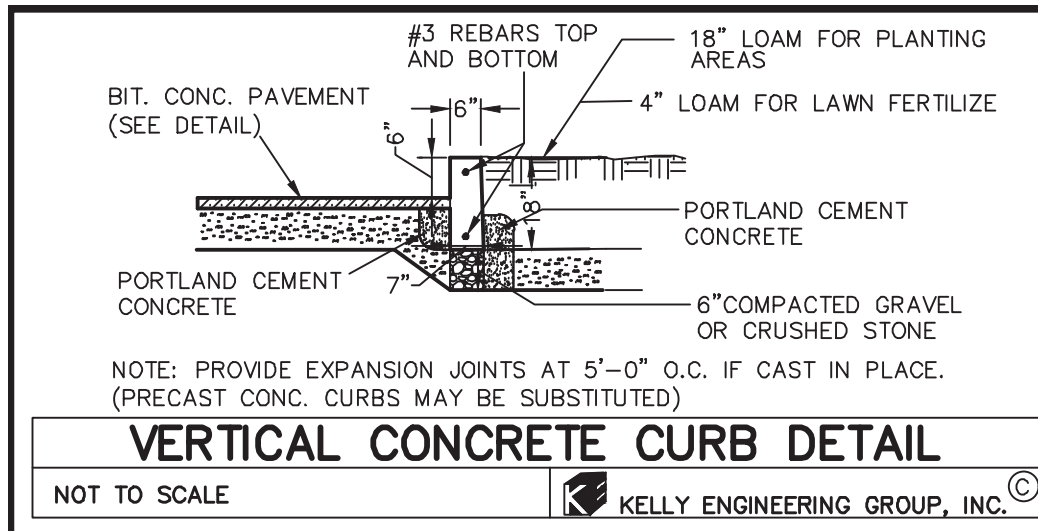


SCALE	3. 07/28/20	PLANNING BOARD COMMENTS	
1" = 40'	2. 06/02/20	PER PEER REVIEW	
DATE	1. 04/10/20	PER PEER REVIEW	
02/14/20	REV DATE	REVISION	BY
SHEET	MARCUS PARTNERS		
7 of 12	176- 210 GROVE STREET		
FILE #	FRANKLIN, MA		
2019-127-UT03	UTILITY PLAN		
JOB #	F:\P\2019-127		
DRAWN BY	C.J.L.		
CHKD BY	G.S.H.		
APPD BY	DNK		

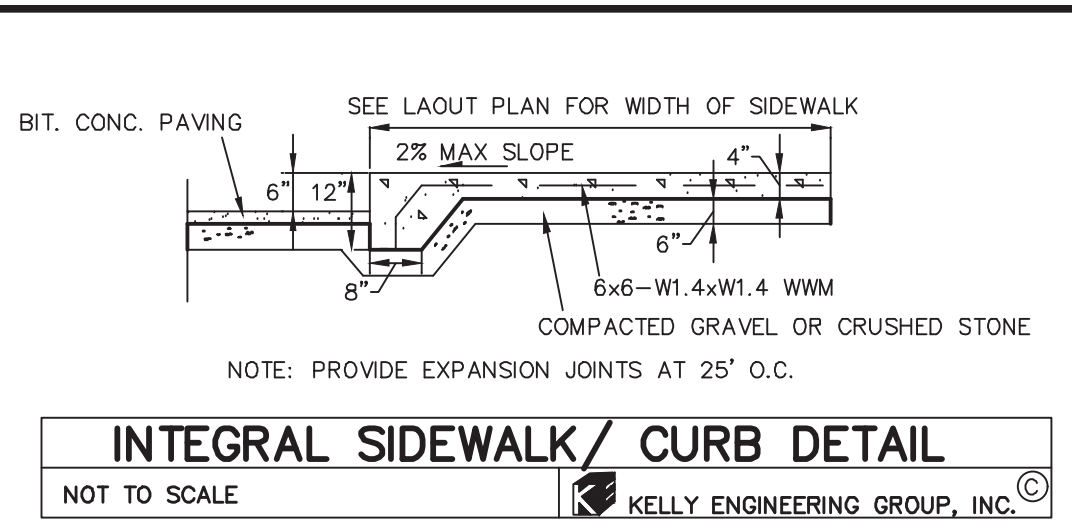


KELLY ENGINEERING GROUP SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR NOR FOR THE SAFETY OF PUBLIC OR CONTRACTOR'S EMPLOYEES; OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORKING ACCORDING WITH THE CONTRACT DOCUMENTS.
 THE EXTENT OF KELLY ENGINEERING GROUP'S LIABILITY FOR THIS PLAN IS LIMITED TO THE EXTENT OF ITS FEE LESS THIRD PARTY COST
 COPYRIGHT (c) by KELLY ENGINEERING GROUP, INC.
 All Rights Reserved

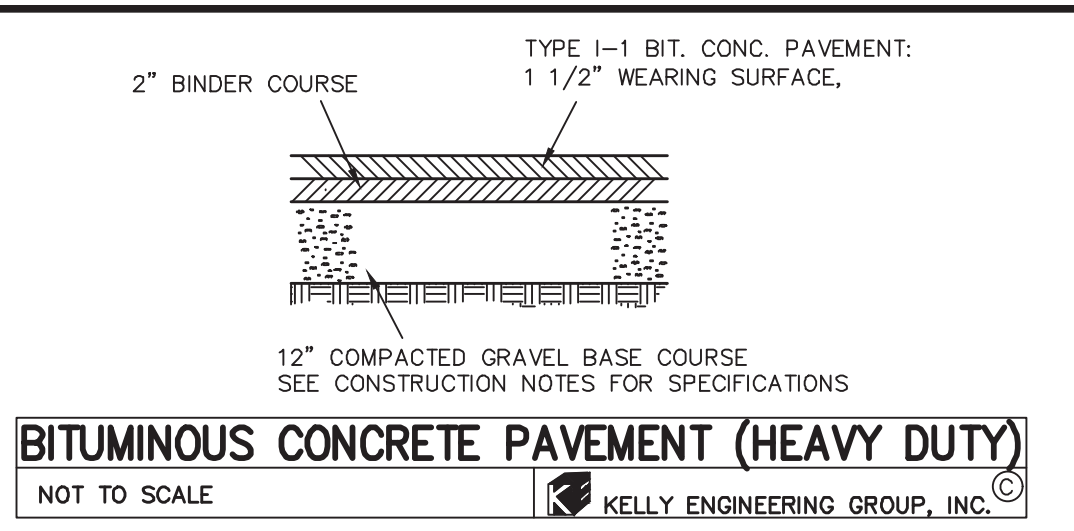
NO PART OF THIS DOCUMENT MAY BE REPRODUCED, STORED IN A RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC, MECHANICAL, PHOTOCOPYING, RECORDING OR OTHERWISE, WITHOUT THE PRIOR WRITTEN PERMISSION OF KELLY ENGINEERING GROUP. ANY VIOLATIONS TO THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF KELLY ENGINEERING GROUP SHALL RENDER IT INVALID AND UNUSABLE.



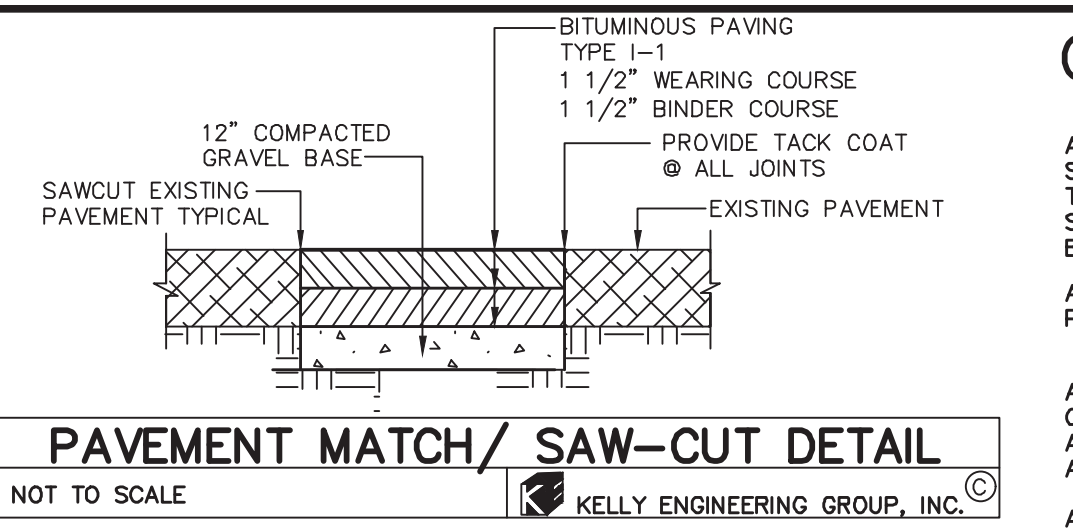
VERTICAL CONCRETE CURB DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



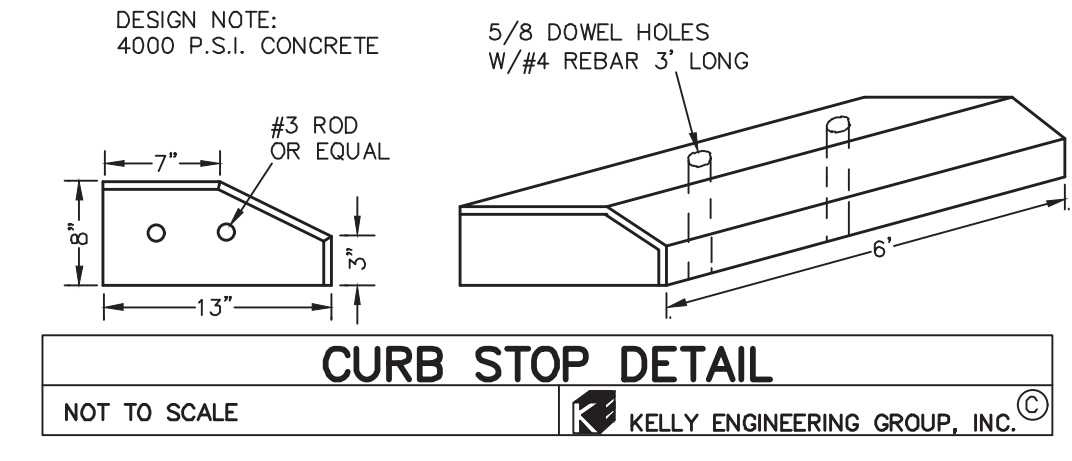
INTEGRAL SIDEWALK CURB DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



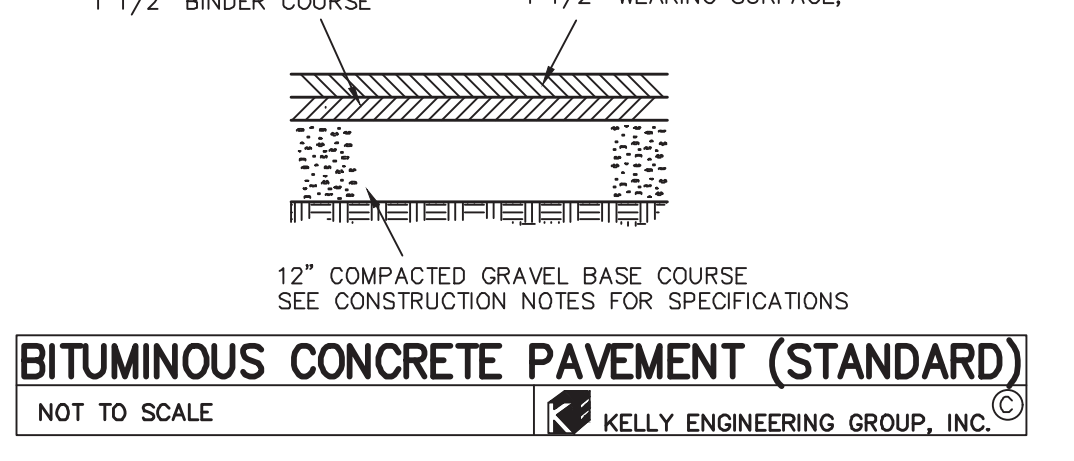
BITUMINOUS CONCRETE PAVEMENT (HEAVY DUTY)
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



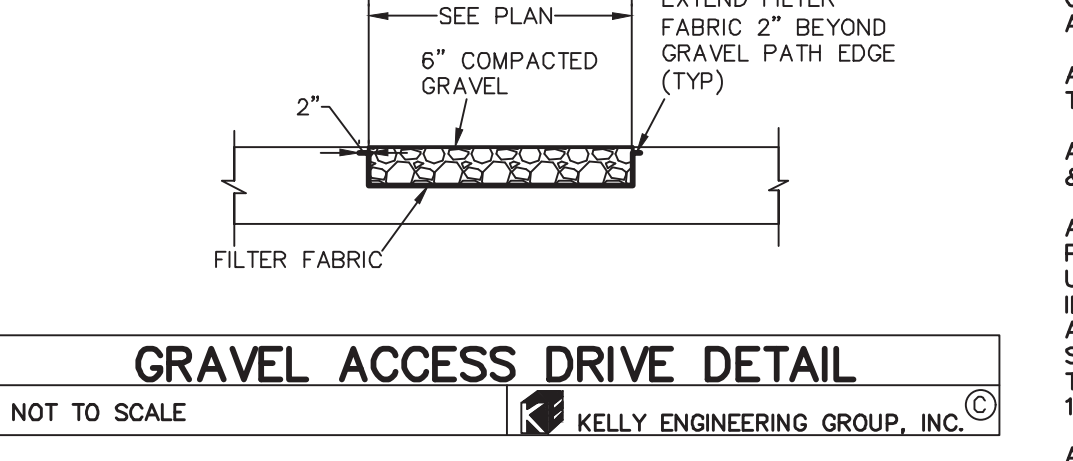
PAVEMENT MATCH/ SAW-CUT DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



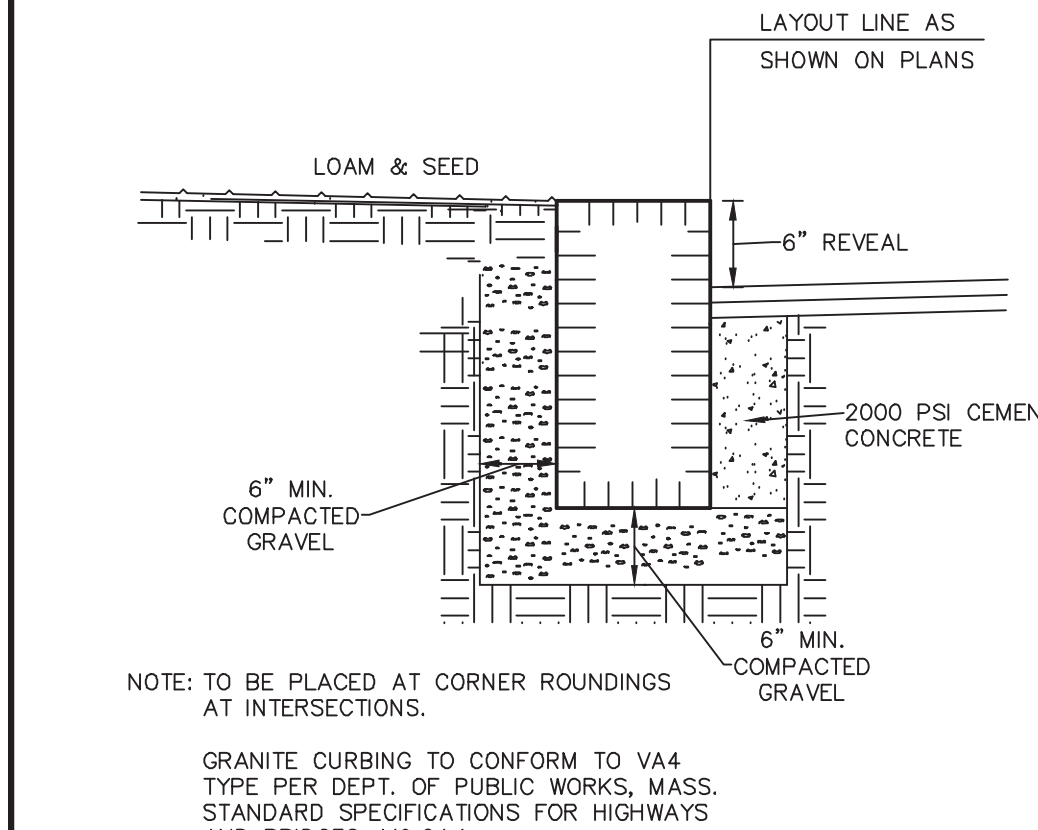
CURB STOP DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



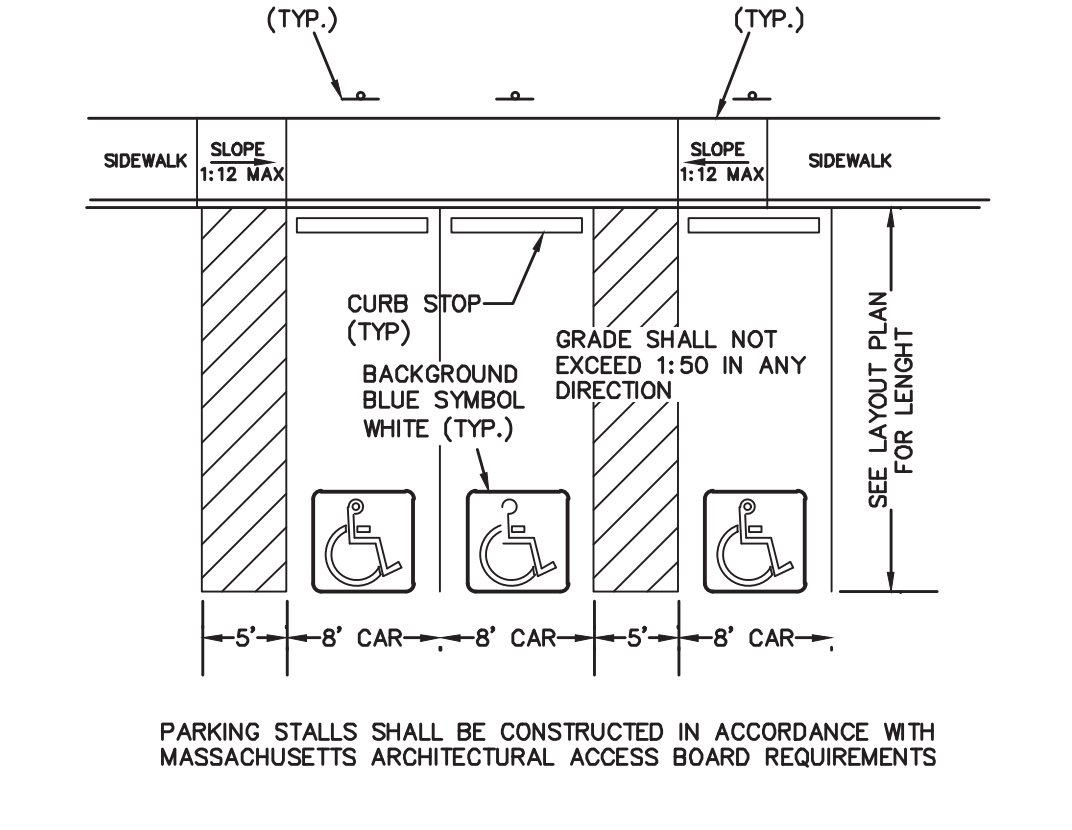
BITUMINOUS CONCRETE PAVEMENT (STANDARD)
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



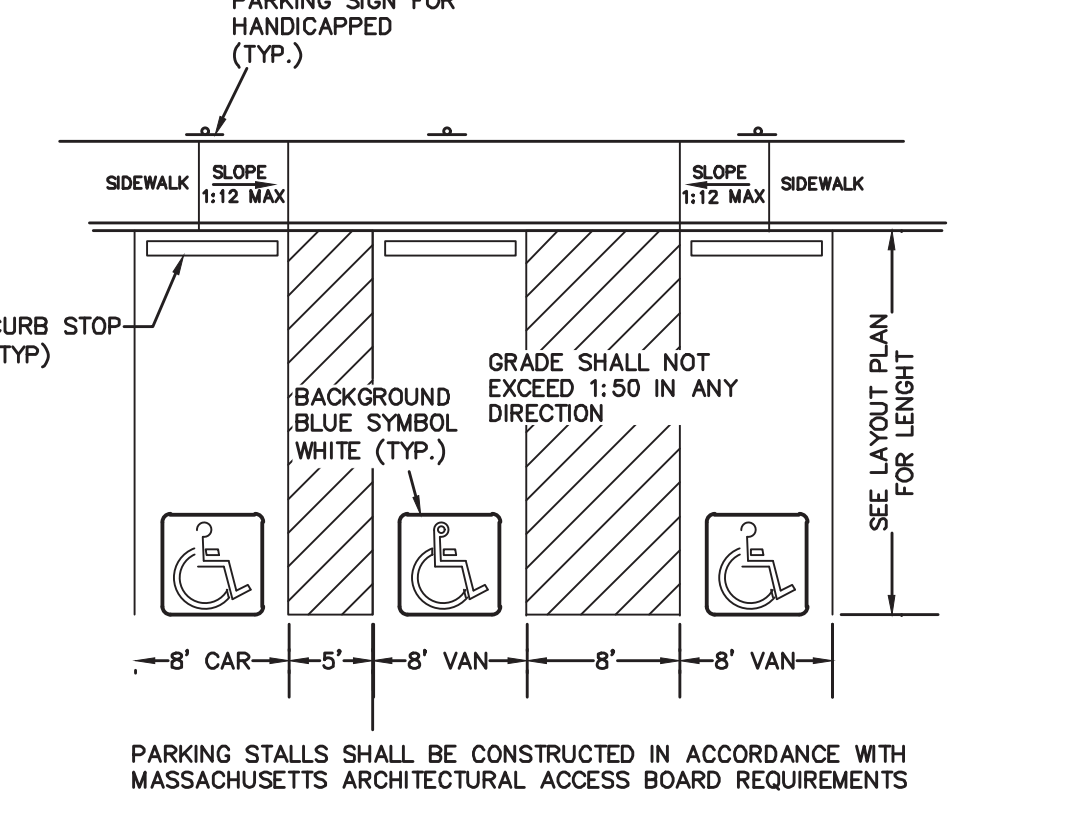
GRAVEL ACCESS DRIVE DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



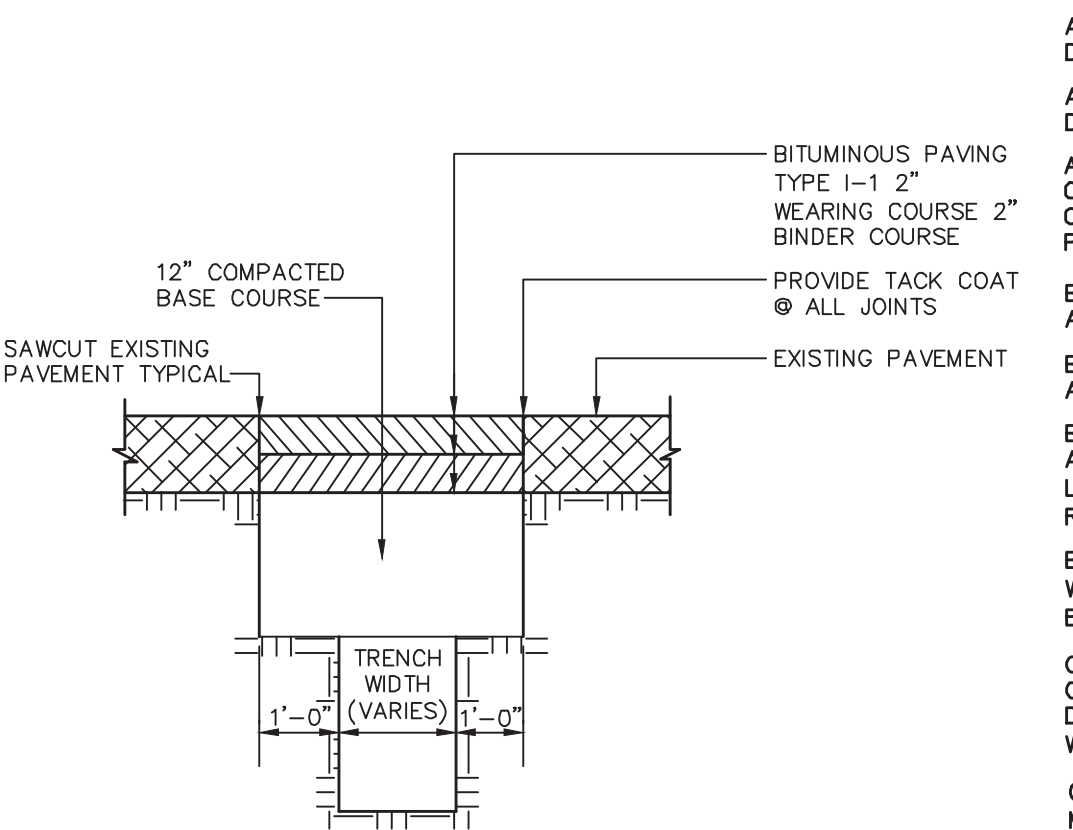
VERTICAL GRANITE CURB DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



HANDICAP PARKING DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



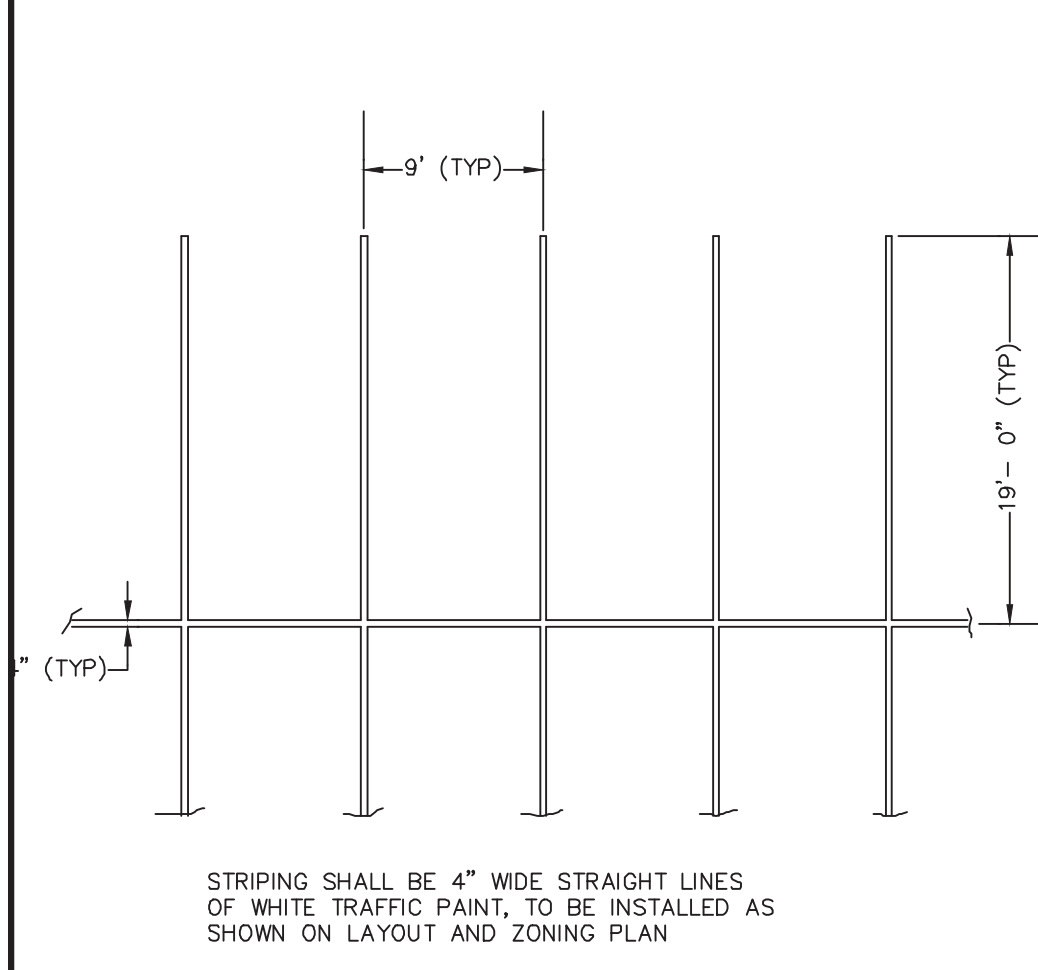
HANDICAP PARKING DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



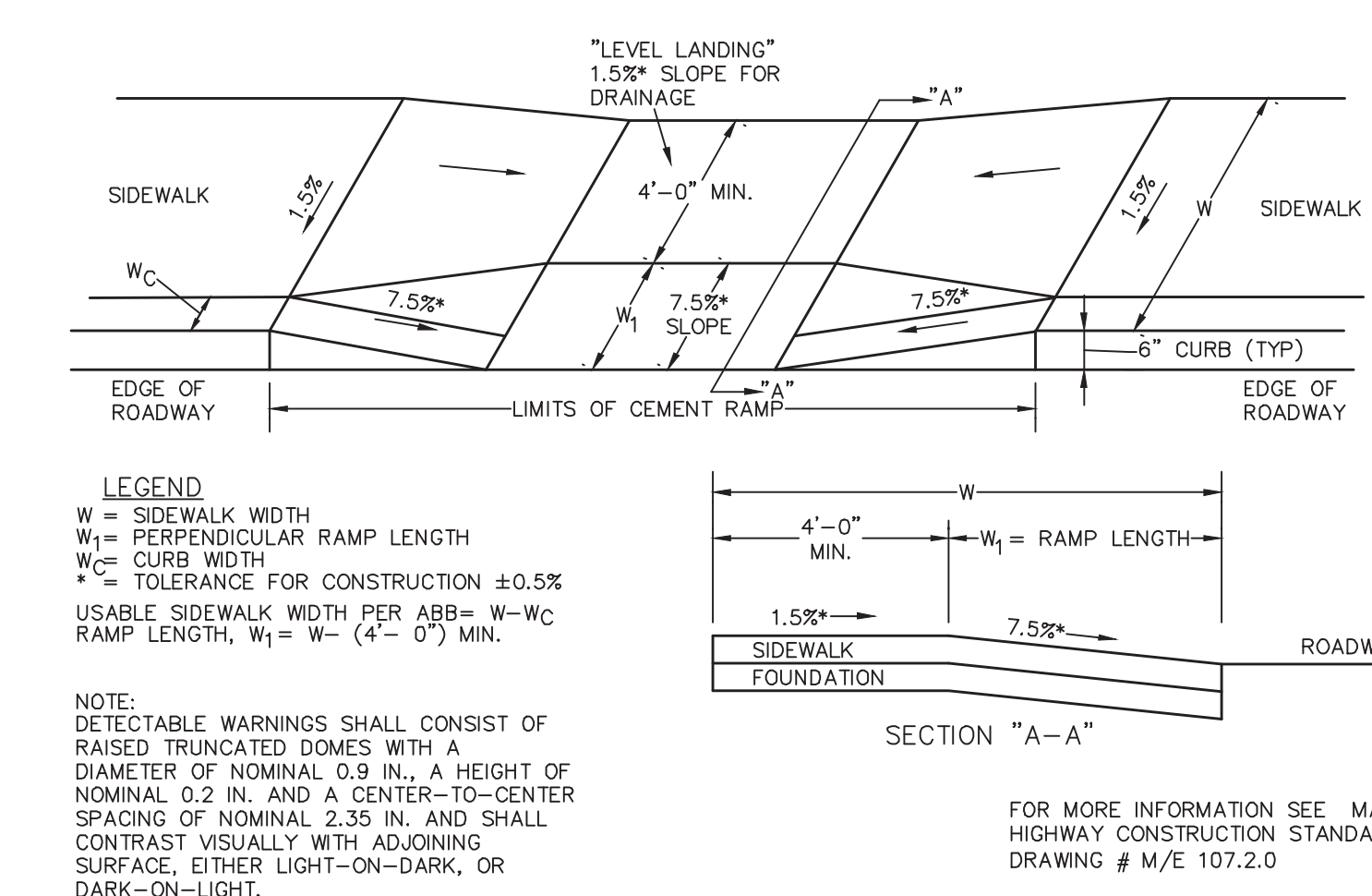
TRENCH PATCHING DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.

CONSTRUCTION NOTES

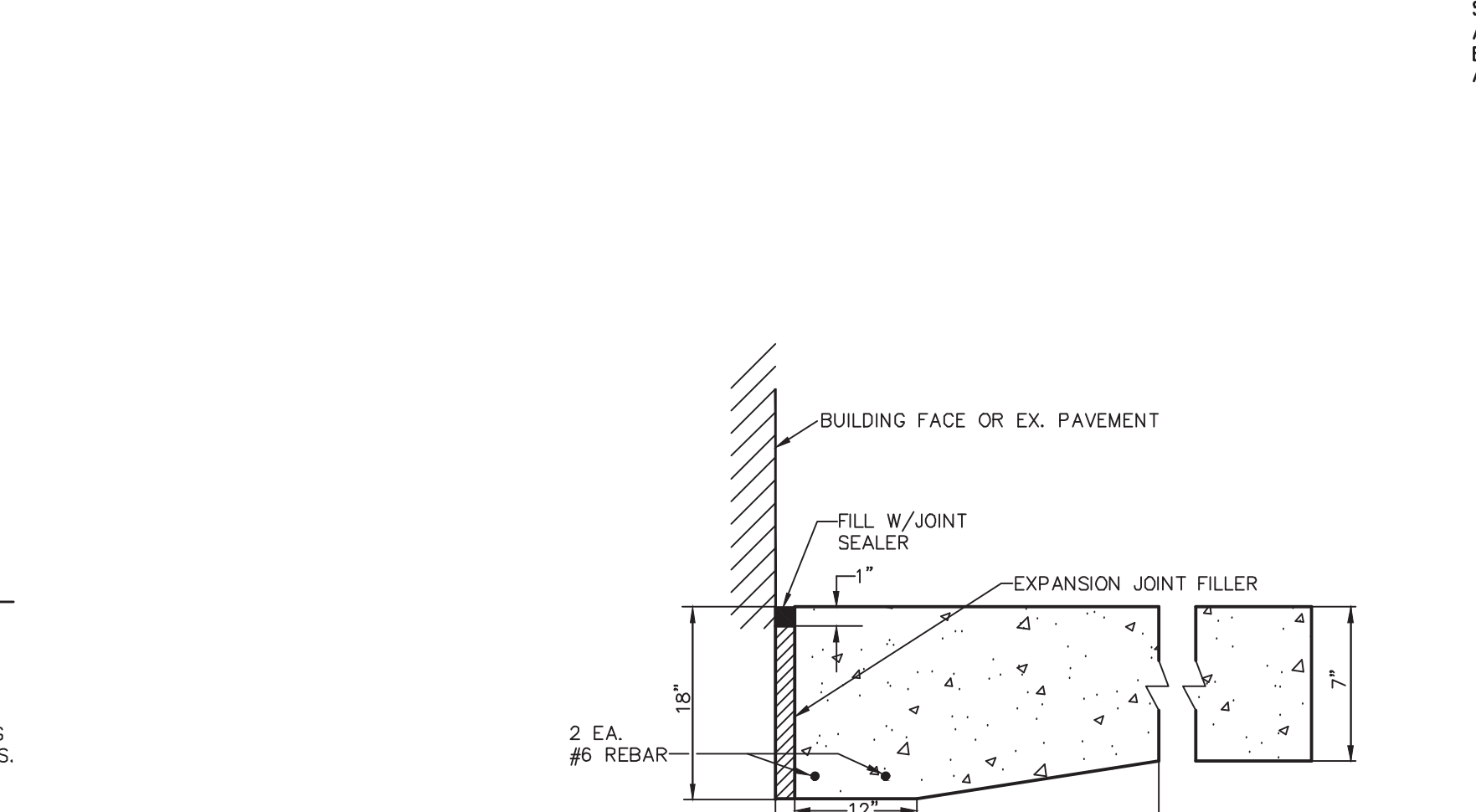
- A1. THE CONTRACTOR SHALL REPORT TO THE OWNER AND ENGINEER OF ANY SIGNIFICANT VARIATIONS IN EXISTING SITE CONDITIONS FROM THOSE SHOWN ON THESE PLANS. ANY PROPOSED REVISIONS TO THE WORK, IF REQUIRED BY THESE SITE CONDITIONS, SHALL NOT BE UNDERTAKEN UNTIL REVIEWED AND APPROVED BY THE OWNER AND THE ENGINEER.
- A2. THE CONTRACTOR SHALL NOTIFY THE TOWN OF FRANKLIN DEPARTMENT OF PUBLIC WORKS AT LEAST 48 HOURS IN ADVANCE OF ANY REQUIRED INSPECTIONS.
- A3. IN ORDER TO PROTECT THE PUBLIC SAFETY DURING CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING AT ALL TIMES ALL NECESSARY SAFETY DEVICES AND PERSONNEL, WARNING LIGHTS, BARRICADES, AND NOTICE OF WORK.
- A4. ALL WORK SHALL CONFORM TO A SITE PLAN PERMIT TO BE ISSUED BY THE TOWN OF FRANKLIN.
- A5. FOR ANY PROJECT THAT INVOLVES 1 ACRE OR MORE OF DISTURBANCE, THE CONTRACTOR SHALL SECURE A NPDES PERMIT PRIOR TO BEGINNING ANY GRADING ACTIVITIES.
- A6. ALL WORK SHALL CONFORM TO AN ORDER OF CONDITIONS TO BE ISSUED BY THE TOWN OF FRANKLIN.
- A7. ALL WORK SHALL CONFORM TO THE GEOTECHNICAL REPORT BY MCARDLE & GANNON.
- A8. THE LOCATION OF UNDERGROUND UTILITIES AS REPRESENTED ON THESE PLANS IS BASED UPON PLANS AND INFORMATION PROVIDED BY THE RESPECTIVE UTILITY COMPANIES OR MUNICIPAL DEPARTMENTS SUPPLIED BY FIELD IDENTIFICATION WHEREVER POSSIBLE. NO WARRANTY IS MADE AS TO THE ACCURACY OF THESE LOCATIONS OR THAT ALL UNDERGROUND UTILITIES ARE SHOWN. THE CONTRACTOR SHALL CONTRACT WITH AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION. DIG SAFE TELEPHONE NUMBER IS 1-888-344-7233.
- A9. THE CONTRACTOR SHALL VERIFY THE LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES PRIOR TO TAPPING INTO, CROSSING OR EXTENDING THEM. IF THE NEW WORK POSES A CONFLICT WITH EXISTING UTILITIES, THE ENGINEER SHALL BE NOTIFIED PRIOR TO THE CONTRACTOR CONTINUING.
- A10. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSION AND DOOR LOCATIONS.
- A11. BENCHMARK ELEVATION IS 249.44 LOCATED AT BONNET BOLT ON HYDRANT. DATUM IS NAVD.
- A12. ALL PROPOSED SITE GAS, ELECTRIC, TELEPHONE, CATV FEATURES SHOWN ON SITE DEVELOPMENT PLANS ARE INTENDED AS A GUIDE ONLY. FINAL CONFIGURATION TO BE CONFIRMED WITH PROJECT MEP ENGINEER AND UTILITY PROVIDER.
- B1. REFER TO PLUMBING PLANS FOR EXACT SIZE AND LOCATION OF SANITARY AND WATER CONNECTIONS.
- B2. REFER TO ELECTRICAL PLANS FOR THE LIGHTING CIRCUITS, FIXTURE DETAIL AND BUILDING CONNECTION LOCATION.
- B3. ALL H.D.P.E. HIGH DENSITY POLYETHYLENE PIPE SHALL BE ADS N-12 OR APPROVED EQUAL. SEWER SHALL BE SDR 35 WITH RUBBER RING JOINTS. WATER LINES SHALL BE CL 52 D.I.P. (DUCTILE IRON PIPE). REINFORCED CONCRETE PIPE RCP SHALL BE CLASS III OR CLASS V WHEN COVER IS LESS THAN 42\".
- B4. NO LEDGE, BOULDERS, OR OTHER UNYIELDING MATERIALS ARE TO BE LEFT WITHIN 6\" OF THE SEWER IN THE TRENCH, NOR ARE THEY TO BE USED FOR BACKFILL FOR THE FIRST 12\" ABOVE THE PIPES.
- C1. WALKS SHALL BE 4\" THICK AND SHALL BE CONSTRUCTED ON 6\" OF COMPACTED BANK GRAVEL. CONCRETE FOR WALKS SHALL HAVE A MINIMUM 28 DAY COMPRESSION STRENGTH OF 4,000 PSI. WALKS SHALL BE REINFORCED WITH WMM 6x6 W1.4/W1.4 CONFORMING TO ASTM A184.
- C2. BASE MATERIAL SHALL BE CLEAN BANK RUN GRAVEL, CONFORMING TO M.D.P.W. M1.03.1, WITH NO STONES LARGER THAN THREE (3) INCHES IN DIAMETER AND SHALL BE PLACED AND ROLLED WITH AT LEAST A TEN TON ROLLER. THE SURFACES SHALL BE WET DURING ROLLING TO BIND THE MATERIAL. ALL STONES OF 4\" DIAMETER OR LARGER SHALL BE REMOVED FROM THE SUB-BASE PRIOR TO PLACING BASE MATERIAL. PULVERIZED MATERIAL MAY BE USED AS BASE MATERIAL PROVIDING IT MEETS THIS SPECIFICATIONS. AREAS TO BE REPAVED SHALL BE PULVERIZED AND REGRADED TO PROVIDE POSITIVE FLOW TO DRAINAGE AND AWAY FROM BUILDING. PAVE WITH 1 1/2\" WEARING COURSE ON 1 1/2\" BINDER COURSE. ALL VALVES BOXES, MANHOLES AND OTHER UTILITIES APERTURES SHALL BE ADJUSTED TO CONFORM TO FINAL GRADE.
- C3. TRANSFORMER PAD SHALL BE INSTALLED PER PROVIDERS SPECIFICATIONS. GENERATOR PADS SHALL BE INSTALLED PER MANUFACTURING SPECIFICATIONS.
- C4. PAVEMENT AREA SHALL BE PAVED TO A THICKNESS AS SHOWN ON THE PLANS MEASURED AFTER COMPACTION, WITH A BINDER COURSE AND TOP COURSE OF CLASS I BITUMINOUS CONCRETE PAVEMENT, TYPE 1-1.
- C5. THE AGGREGATE SHALL BE COMPOSED, MIXED AND LAID HOT IN TWO COURSES AS SPECIFIED IN THE "COMMONWEALTH OF MASSACHUSETTS STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGE", 1988 EDITION, SECTION 460 FOR CLASS I BITUMINOUS CONCRETE PAVEMENT, AS SPECIFICALLY SET FORTH IN SECTION 460.20 AND 460.82.
- C6. ALL EXISTING PAVING TO BE DISTURBED SHALL BE CUT ALONG A STRAIGHT LINE THROUGH ITS ENTIRE THICKNESS. BUTT NEW PAVING INTO THE EXISTING PAVEMENT TO REMAIN AND TACK COAT THE JOINT.
- C7. ANY PAVEMENT REMOVED FOR UTILITY TRENCH EXCAVATION OR OTHERWISE DAMAGED DURING CONSTRUCTION SHALL BE REPLACED WITH A PAVEMENT SECTION CONSISTING OF 1 1/2\" WEARING COURSE OVERLAYING A 1 1/2\" BINDER COURSE OVERLAYING A 12\" COMPACTED GRAVEL BASE COURSE.
- D1. ALL AREAS TO BE PLANTED WITH GRASS SHALL BE TREATED WITH 100 POUNDS OF GROUND LIMESTONE PER 1,000 S.F. OF AREA PLANTED. ALL AREAS TO BE PLANTED WITH GRASS SHALL BE FERTILIZED WITH 10-10-10 AT THE RATE OF 1,000 POUNDS PER ACRE OR AS REQUIRED BY SOIL TEST. 40% OF THE NITROGEN SHALL BE ORGANIC FORM.
- D2. ALL LANDSCAPED AREAS TO BE LOAMED AND SEEDED SHALL HAVE THE FOLLOWING MIX:
PERENNIAL RYE 25%
KENTUCKY BLUE 25%
GREENING RED FESCUE OR PENNLAWN FESCUE 50%
SEED AT THE RATE OF 5#/1,000 S.F.
- D3. ALL DISTURBED AREAS TO BE LOAMED AND SEEDED SHALL HAVE A MINIMUM OF 4 INCHES OF TOPSOIL SPREAD EVENLY THROUGHOUT. PROVIDE EROSION CONTROL MEASURES AS NECESSARY TO PROVIDE SLOPE STABILITY UNTIL VEGETATION IS ESTABLISHED. (NOTE: IF THERE IS A CONFLICT BETWEEN THESE PLANS AND LANDSCAPE PLANS THE LANDSCAPE PLANS SHALL DICTATE.)
- E1. THE CONTRACTOR SHALL REGULARLY INSPECT THE PERIMETER OF THE PROPERTY TO CLEANUP AND REMOVE LOOSE CONSTRUCTION DEBRIS BEFORE IT LEAVES THE SITE. ALL DEMOLITION DEBRIS SHALL BE PROMPTLY REMOVED FROM THE SITE TO A LEGAL DUMP SITE. ALL TRUCKS LEAVING THE SITE SHALL BE COVERED.
- E2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSTITUTE EROSION CONTROL MEASURES ON AN AS NECESSARY BASIS, SUCH THAT EXCESSIVE SOIL EROSION DOES NOT OCCUR. MEASURES SHALL INCLUDE SILT SACKS IN DRAINAGE INLETS, MULCHING AND PLANTING OF DISTURBED AREAS.
- E3. PRIOR TO THE COMMENCEMENT OF ANY OTHER WORK A SILT SACK SHALL BE INSTALLED IN EACH EXISTING DRAINAGE INLET.
- E4. AFTER INSTALLATION OF EACH DRAINAGE INLET A SILT SACK SHALL BE INSTALLED IN EACH INLET TO PREVENT SEDIMENT FROM ENTERING THE STORM DRAIN SYSTEM.
- E5. AT THE END OF CONSTRUCTION ALL DRAINAGE STRUCTURES ARE TO BE CLEANED OF SILT, STONES AND OTHER DEBRIS.
- E6. DURING CONSTRUCTION THE EROSION CONTROL MEASURES SHALL BE INSPECTED ONCE PER WEEK AND WITHIN 24 HOURS OF ANY STORM EVENT GENERATING MORE THAN 1/2\" OF RAINFALL. THE EROSION CONTROL MEASURES SHALL BE CLEANED REGULARLY AND ADJUSTED IF NECESSARY TO ENSURE THAT NO SILT OR DEBRIS LEAVES THE SITE.
- E7. STABILIZATION MEASURES (SEEDING OR PLANTING, APPLYING MULCH OR OTHER NON-VEGETATIVE PRODUCT) OF EXPOSED SOILS SHALL BEGIN AS SOON AS PRACTICABLE AND IMMEDIATELY AFTER EARTH-DISTURBING ACTIVITIES HAVE PERMANENTLY OR TEMPORARILY CEASED. STABILIZATION TO BE COMPLETED WITHIN 14 DAYS.
- E8. SILT SOCKS SHALL BE INSTALLED ON THE DOWNSTREAM SIDE OF ALL STOCK PILES.
- E9. SPARE EROSION/SEDIMENT CONTROL MATERIALS SHALL BE AVAILABLE ON SITE FOR USE IN CONTINGENCY CONDITIONS OR AT THE DIRECTION OF FRANKLIN CODE ENFORCEMENT PERSONNEL.



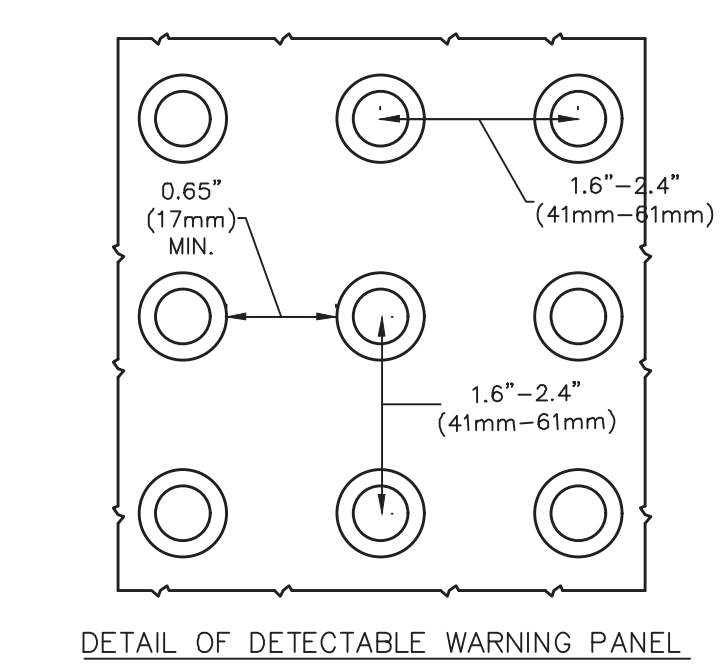
TYPICAL STRIPING DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



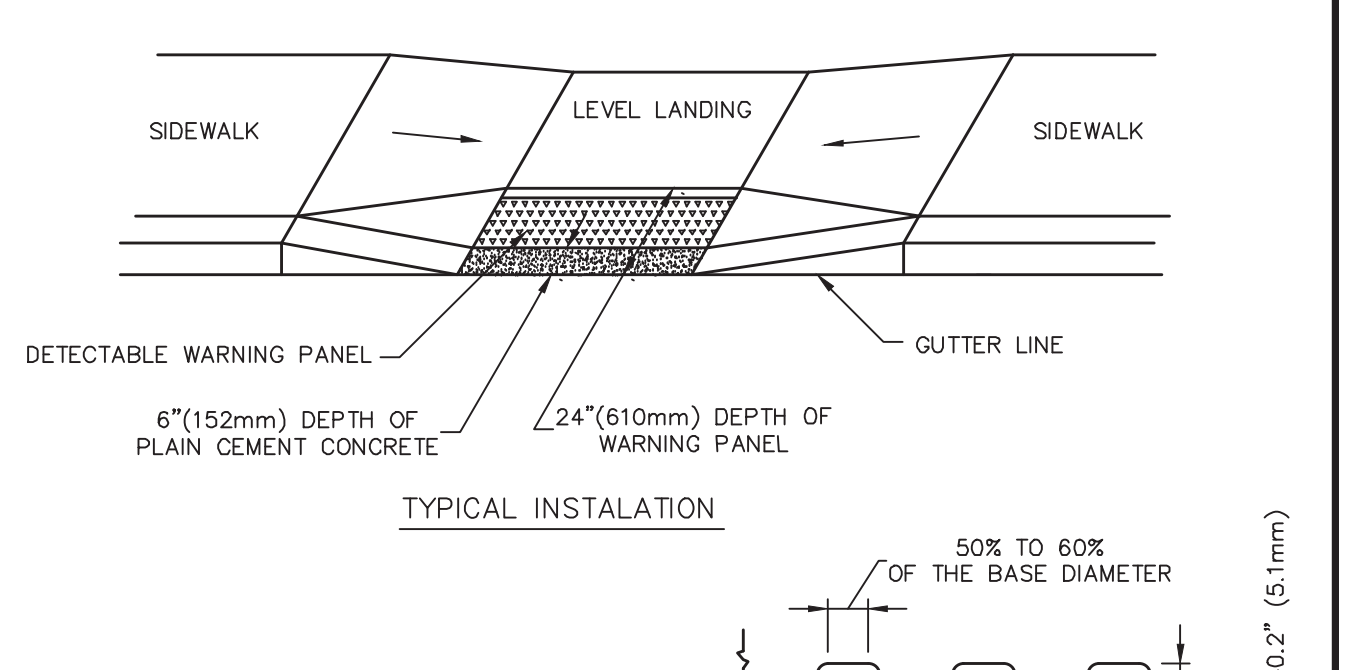
WHEELCHAIR RAMPS
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



CONCRETE PAD DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



DETAIL OF DETECTABLE WARNING PANEL

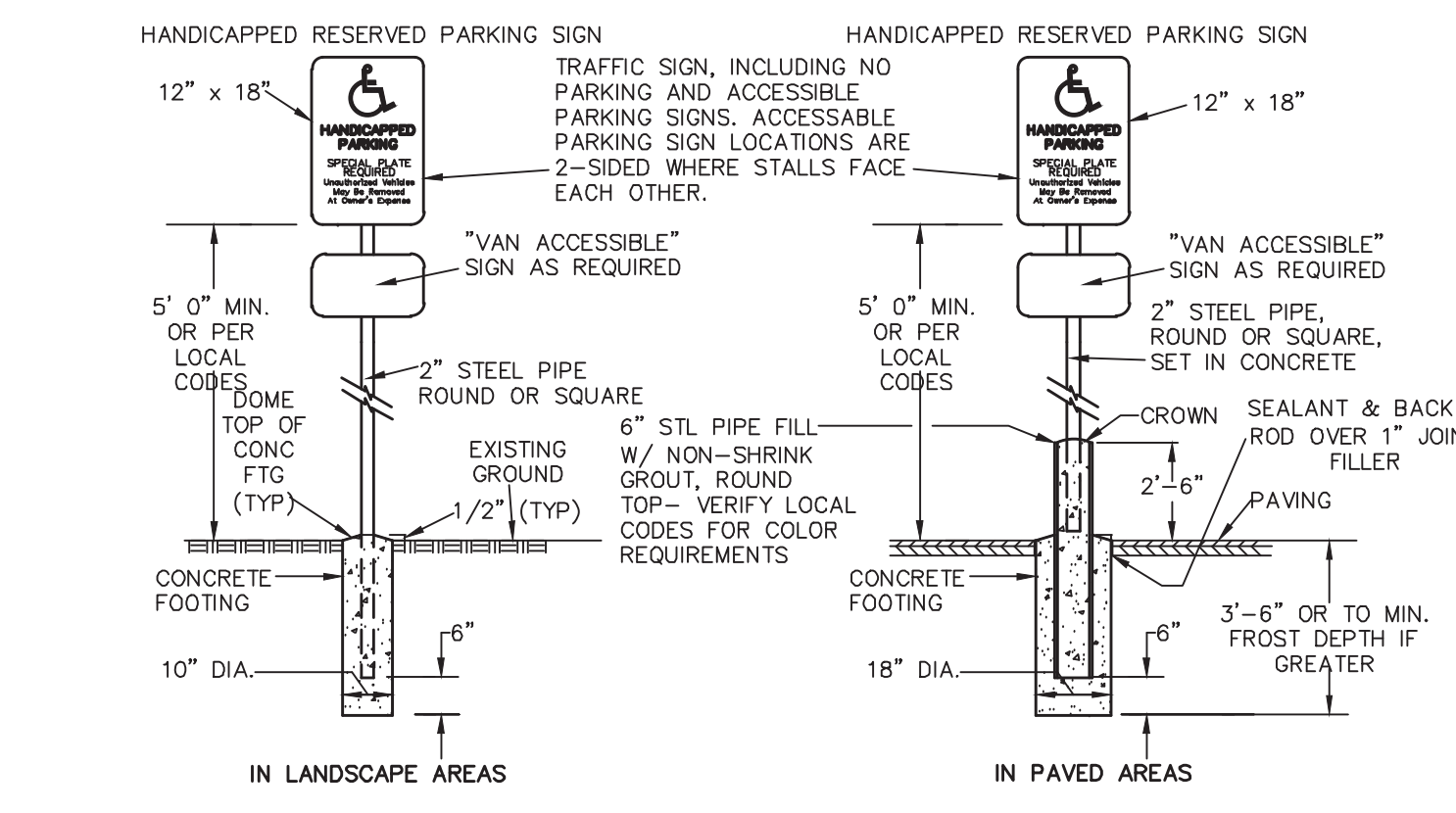


TYPICAL INSTALLATION

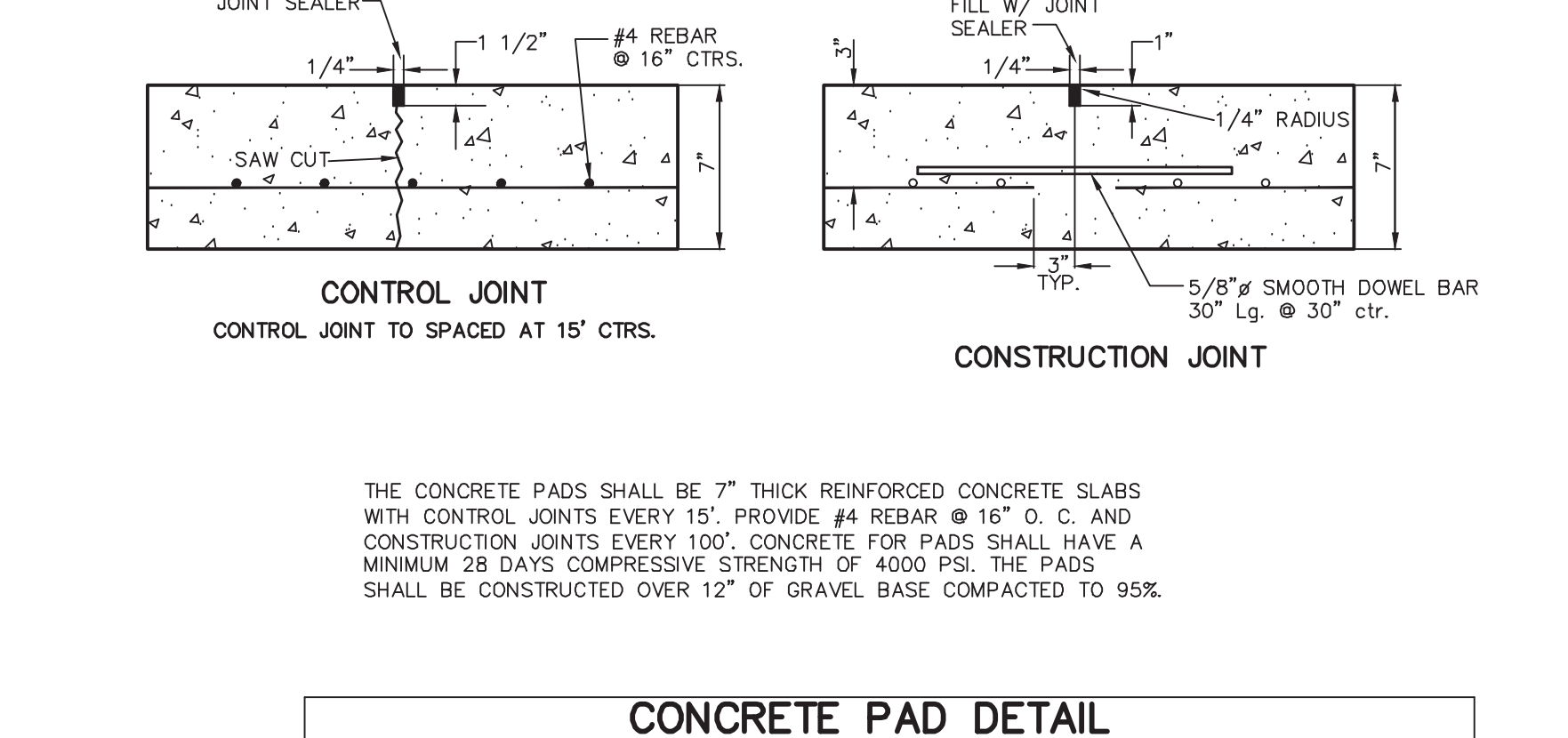
DETECTABLE WARNING PANEL FOR WHEELCHAIR RAMPS
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



HANDICAP SIGN DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



HANDICAP SIGN DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



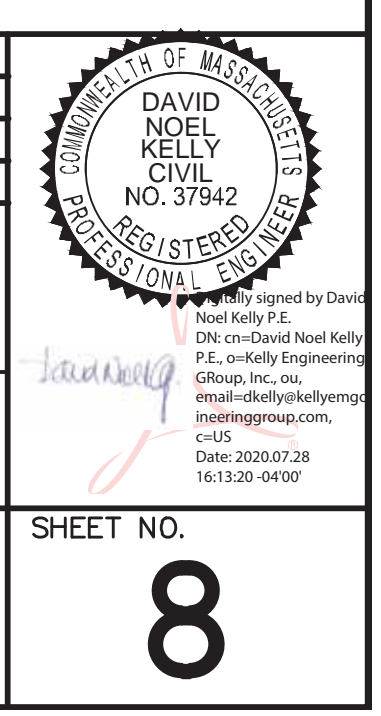
CONCRETE PAD DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.

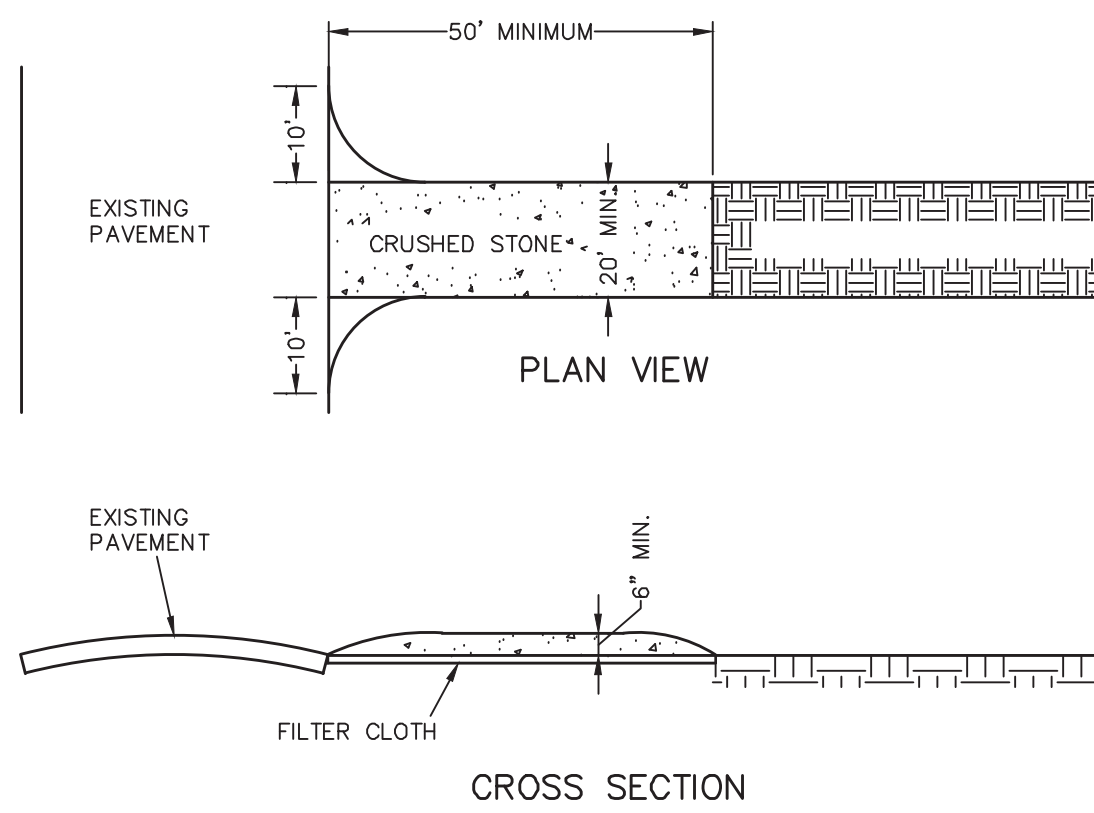
KELLY ENGINEERING GROUP SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR NOR FOR THE SAFETY OF PUBLIC OR CONTRACTOR'S EMPLOYEES OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORKING ACCORDANCE WITH THE CONTRACT DOCUMENTS.
THE EXTENT OF KELLY ENGINEERING GROUP'S LIABILITY FOR THIS PLAN IS LIMITED TO THE EXTENT OF ITS FEE LESS THIRD PARTY COST.

NOTE: 1. SIGN LAYOUT, COLORS, SYMBOL AND LETTERING SHALL BE STANDARD.
2. TO BE LOCATED ON SITE AS DIRECTED.
3. TO BE LOCATED AT APPROPRIATE SPACES.

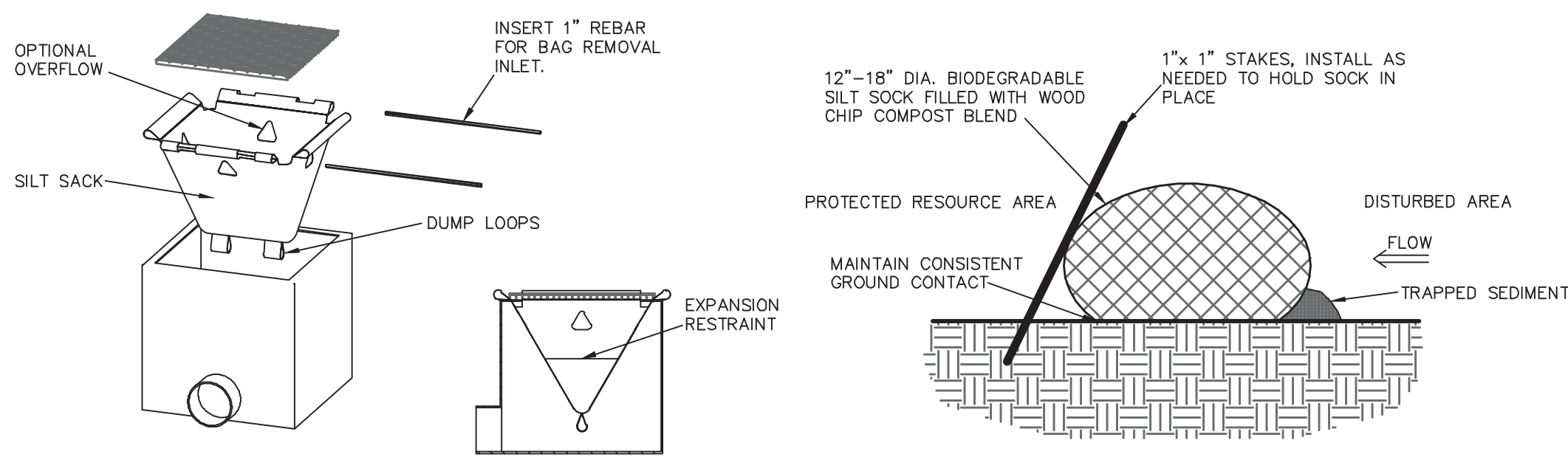
THE CONCRETE PADS SHALL BE 7\"/>

SCALE	3.	07/28/20	PLANNING BOARD COMMENTS	
NA	2.	06/02/20	NO CHANGE	
DATE	1.	04/10/20	PER PEER REVIEW	
02/14/20	REV	DATE	REVISION	BY
SHEET	8 of 12			
FILE #	2019-027-DT03			
JOB #	F:\P\2019-127			
DRAWN BY	C.d.			
CHKD BY	GSH			
APPD BY	DNK			
MARCUS PARTNERS 176- 210 GROVE STREET FRANKLIN, MA DETAIL SHEET				
KELLY ENGINEERING GROUP civil engineering consultants 0 Campanelli Drive, Braintree, MA 02184 Phone: 781-843-4333 www.kellyengineeringgroup.com				
SHEET NO.				8





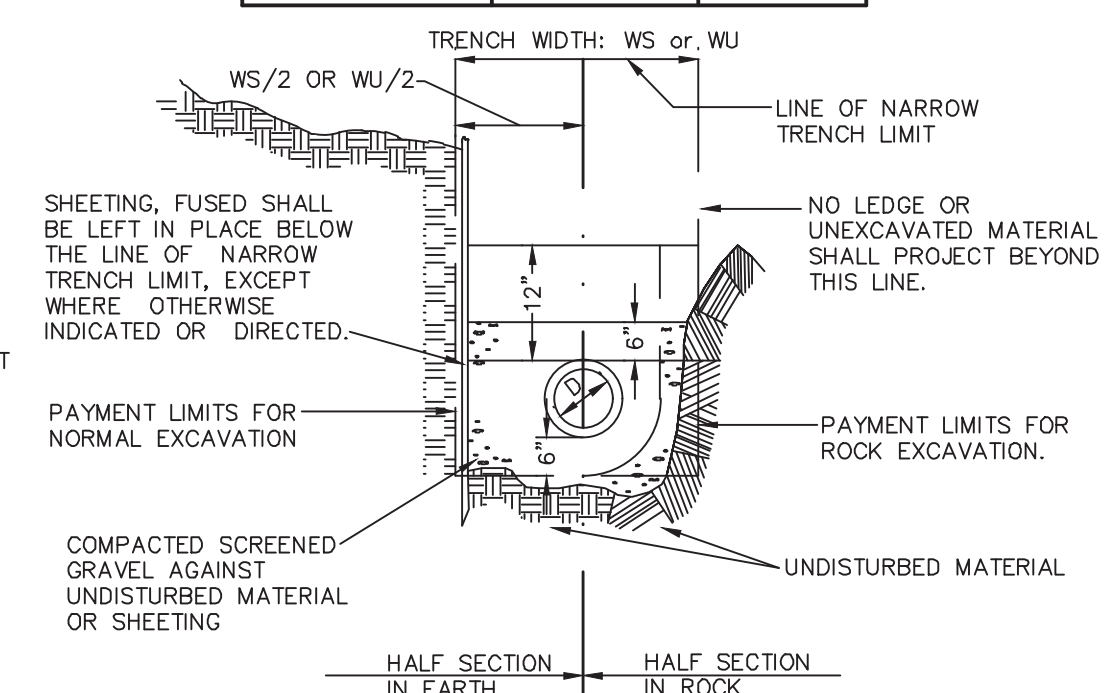
- TRACKING PAD NOTES:**
1. STONE SIZE - USE 2" CRUSHED STONE
 2. FILTER CLOTH - SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
 3. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHOULD BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM SHOULD BE PERMITTED.
 4. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH PREVENTS TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR OR CLEANING OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.



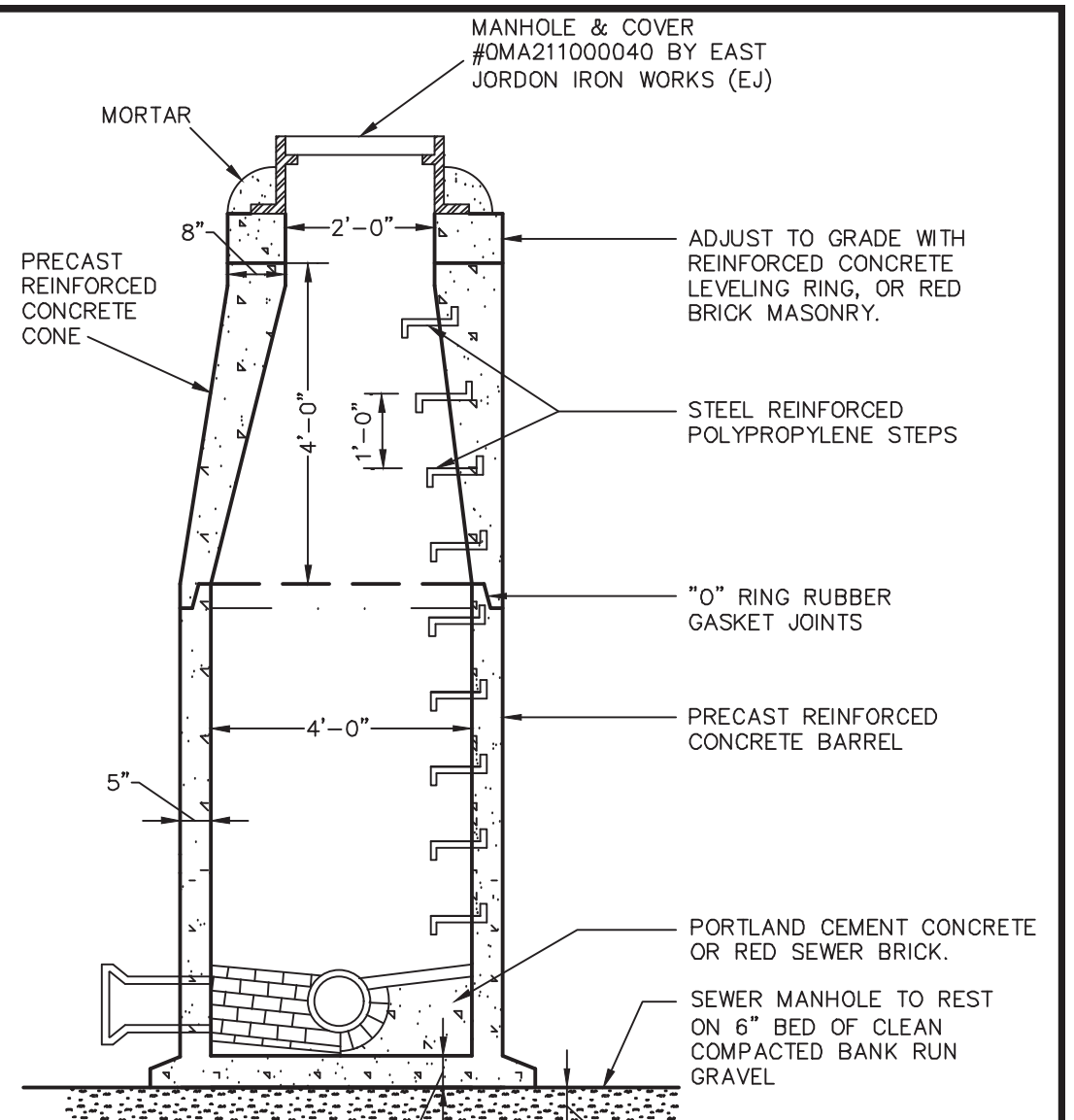
SILT SACK- TYPE A DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.

TRENCH WIDTH WS OR WU

DIAM. OF PIPE	WS UNSHEETED	WS SHEETED
12" AND SMALLER	3'-0"	4'-2"
15" AND LARGER	O.D.+20"	O.D.+36"



WATER AND SEWER TRENCH SECTION
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.

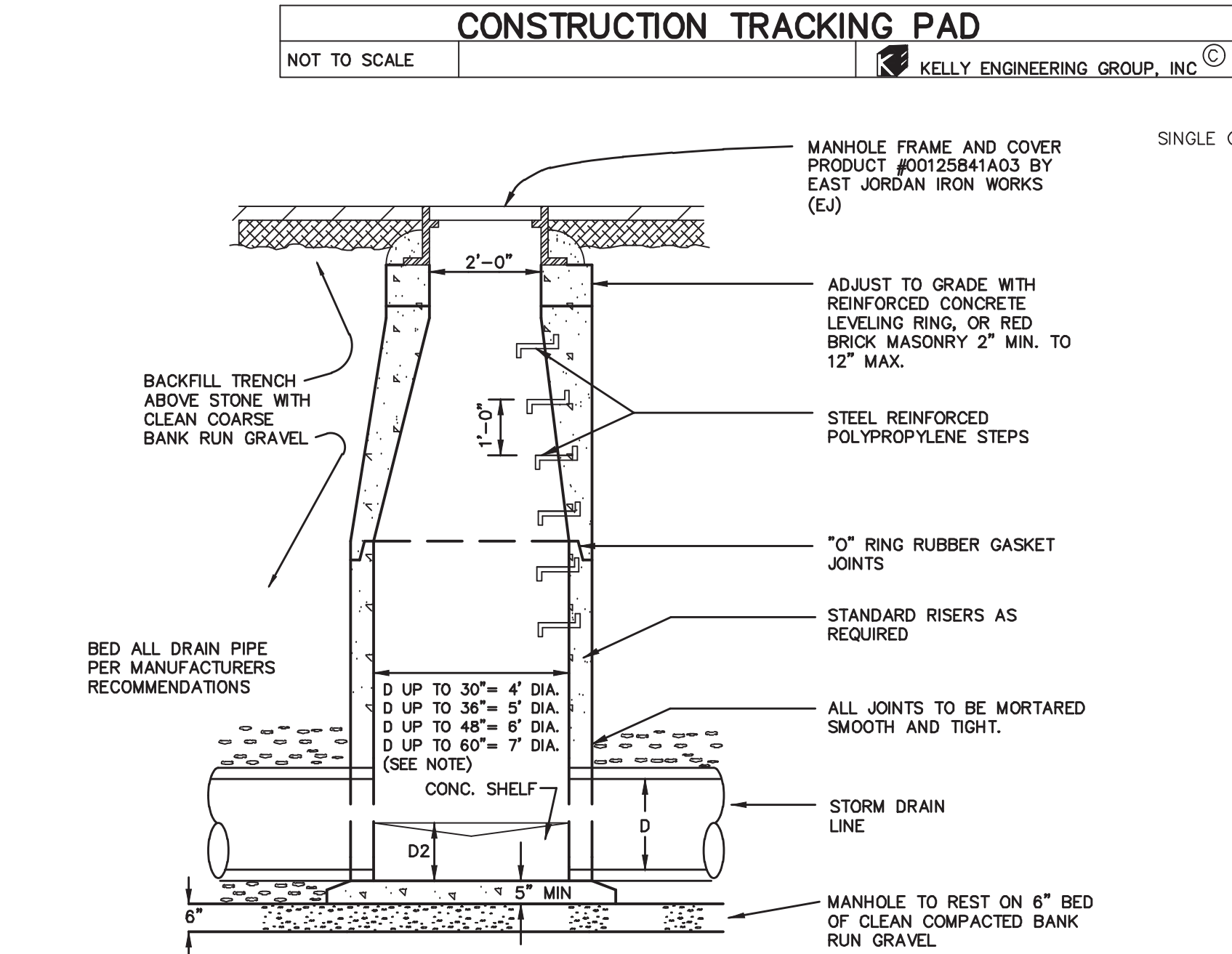


- NOTES:**
- 1) CONCRETE, 4,000 PSI MINIMUM AFTER 28 DAYS.
 - 2) REINFORCED STEEL TO CONFORM TO LATEST ASTM A185 SPEC. 0.12 SQ. IN./LINEAL FT. AND 0.12 SQ. IN. (BOTH WAYS) BASE BOTTOM.
 - 3) H-20 DESIGN LOADING PER AASHTO HS-20-44; ASTM C478 SPEC. FOR "PRECAST REINFORCED CONCRETE MANHOLE SECTIONS."
 - 4) STEEL REINFORCED COPOLYMER POLYPROPYLENE PLASTIC STEP TO CONFORM TO LATEST ASTM C478 SPEC.
 - 5) BUTYL RESIN SECTION JOINT TO CONFORM TO LATEST ASTM C890 SPEC.

SEWER MANHOLE DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.

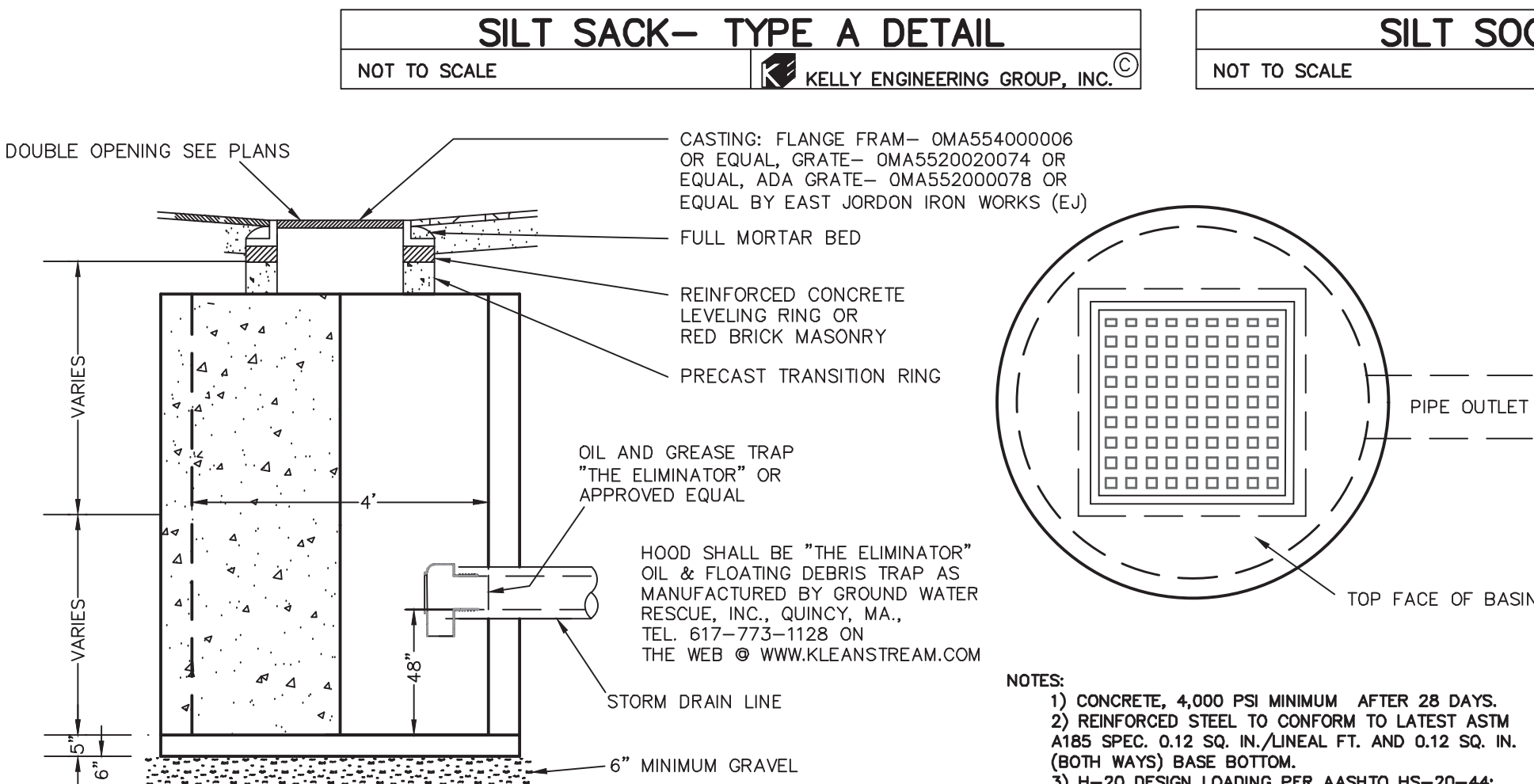
CONSTRUCTION TRACKING PAD
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.

SILT SOCK LINE DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



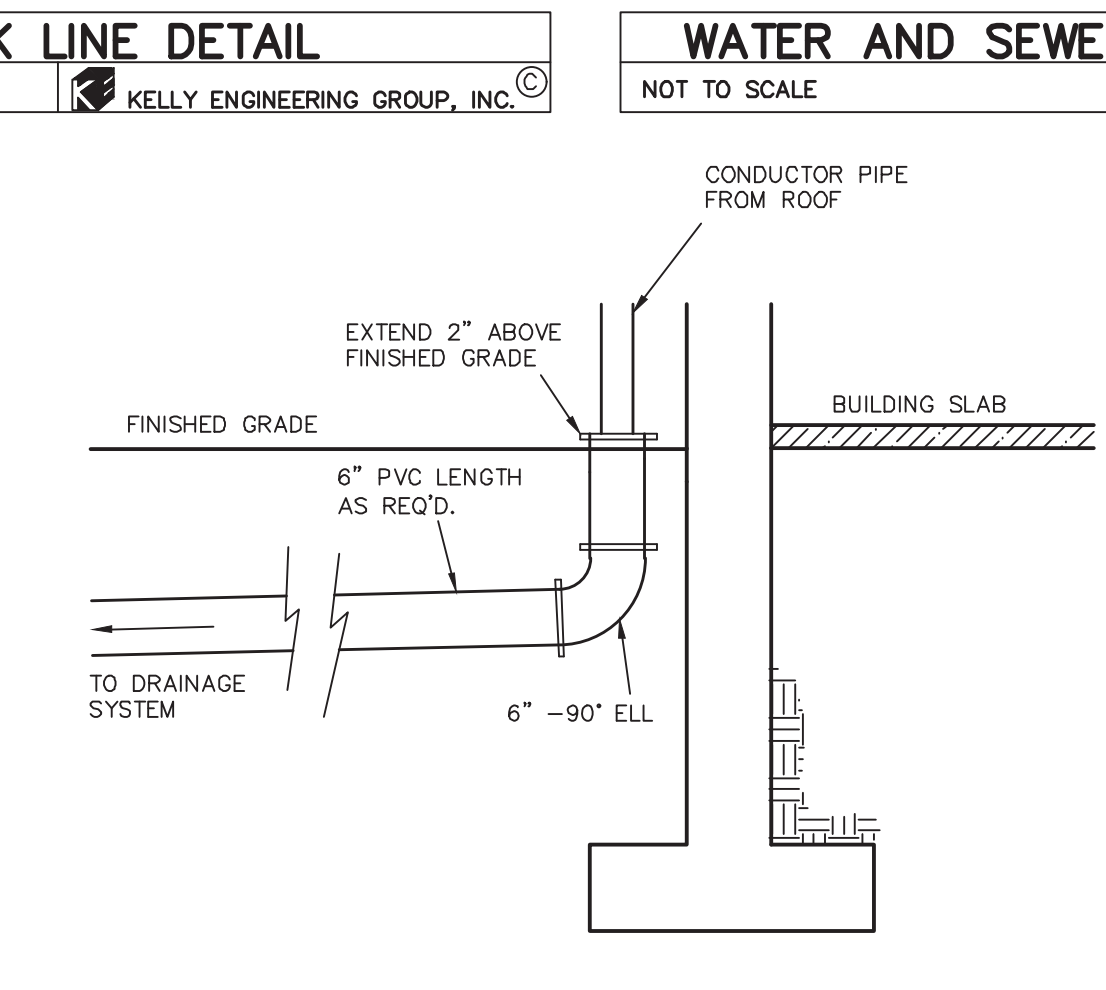
- NOTES:**
- 1) CONCRETE, 4,000 PSI MINIMUM AFTER 28 DAYS.
 - 2) REINFORCED STEEL TO CONFORM TO LATEST ASTM A185 SPEC. 0.12 SQ. IN./LINEAL FT. AND 0.12 SQ. IN. (BOTH WAYS) BASE BOTTOM.
 - 3) H-20 DESIGN LOADING PER AASHTO HS-20-44; ASTM C478 SPEC. FOR "PRECAST REINFORCED CONCRETE MANHOLE SECTIONS."
 - 4) STEEL REINFORCED COPOLYMER POLYPROPYLENE PLASTIC STEP TO CONFORM TO LATEST ASTM C478 SPEC.
- NOTE:** CONFIGURATIONS W/ MULTIPLE INLETS MAY REQUIRE LARGER STRUCTURES

PRECAST DRAIN MANHOLE DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.

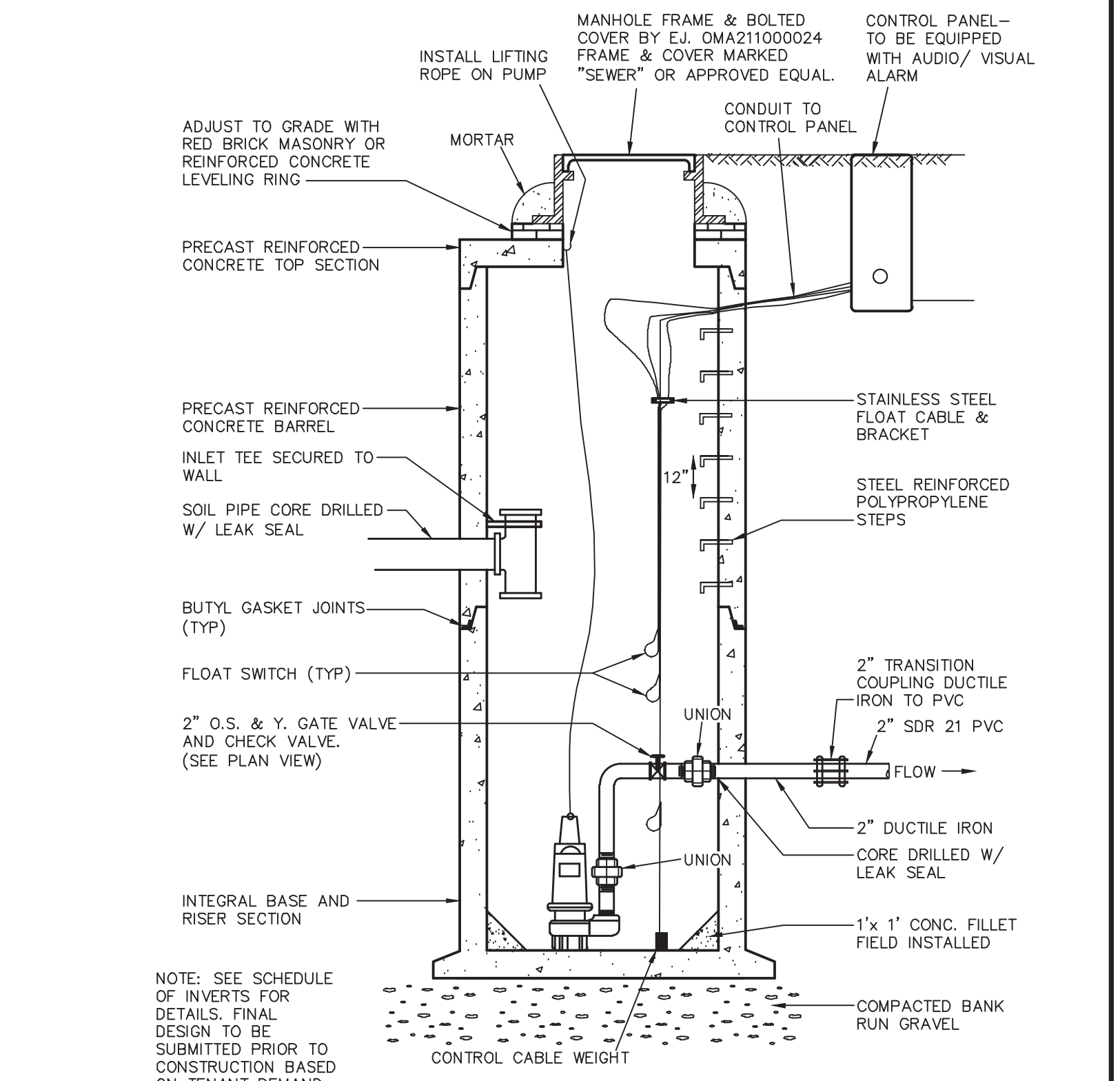


- CASTING:** FLANGE FRAM- 0MA55400006 OR EQUAL, GRATE- 0MA552002074 OR EQUAL, ADA GRATE- 0MA552000078 OR EQUAL BY EAST JORDON IRON WORKS (EJ)
- REINFORCED CONCRETE LEVELING RING OR RED BRICK MASONRY**
- PRECAST TRANSITION RING**
- OIL AND GREASE TRAP "THE ELIMINATOR" OR APPROVED EQUAL**
- HOOD SHALL BE "THE ELIMINATOR" OIL & FLOATING DEBRIS TRAP AS MANUFACTURED BY GROUND WATER RESCUE, INC., QUINCY, MA., TEL. 617-773-1128 ON THE WEB @ WWW.KLEANSTREAM.COM**
- STORM DRAIN LINE**
- 6" MINIMUM GRAVEL**
- PIPE OUTLET**
- TOP FACE OF BASIN**

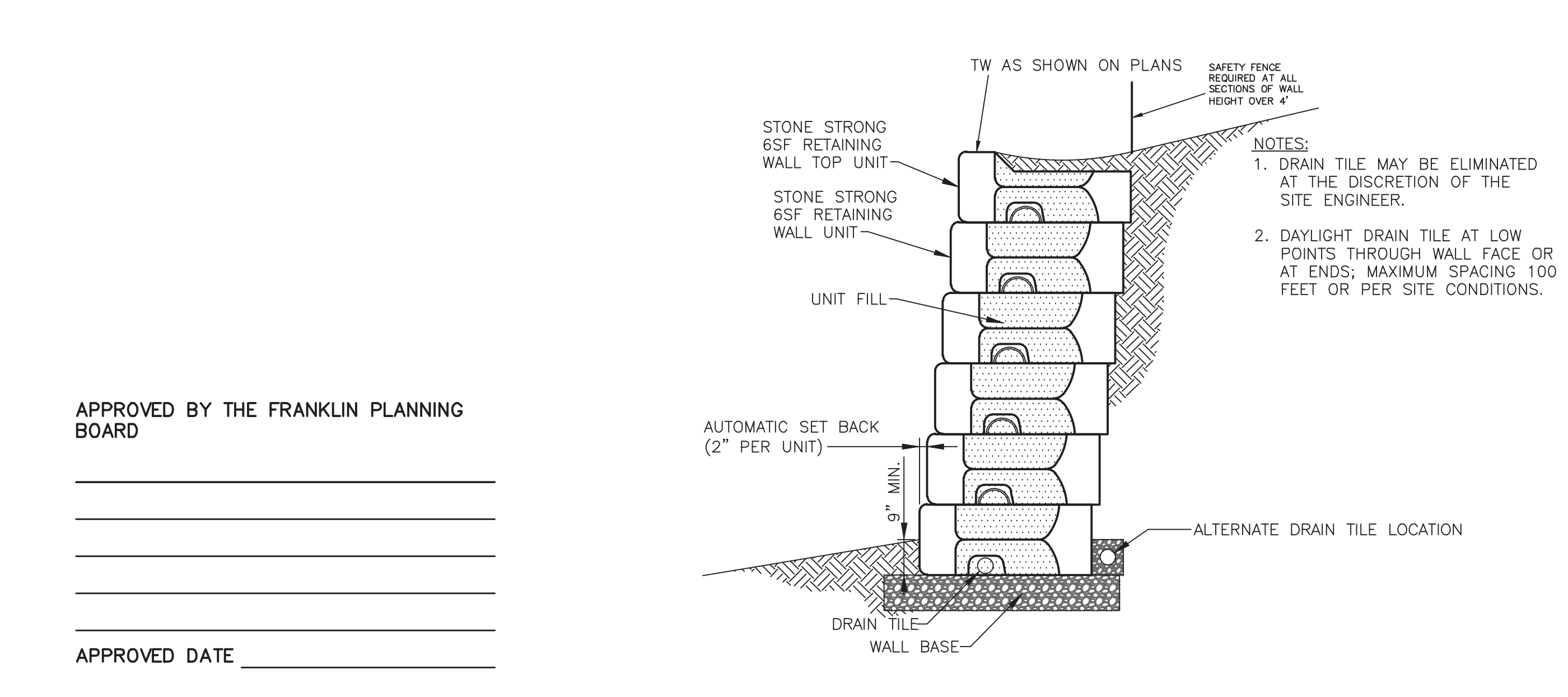
PRECAST CATCH BASIN DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



ROOF DRAIN CONNECTION DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



EJECTOR STATION MANHOLE SECTION
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.



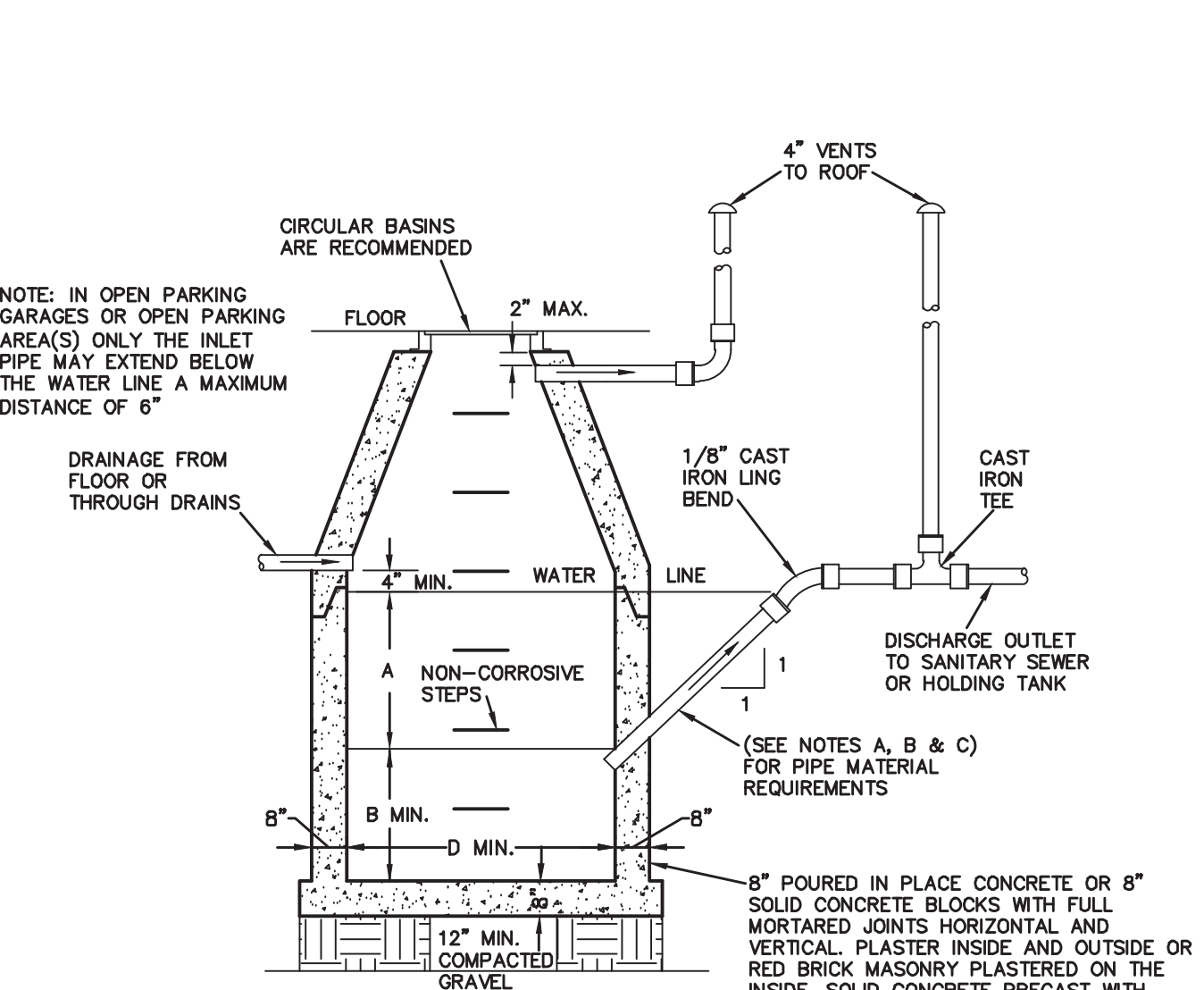
- NOTE:** WALL TO BE STONE STRONG WALL OR EQUIVALENT. INSTALL PER MANUFACTURERS REQUIREMENTS. STAMPED SHOP DRAWINGS TO BE PROVIDED BY CONTRACTOR PRIOR TO CONSTRUCTION.

GRAVITY RETAINING WALL DETAIL
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.

INLET	D	A	B
4"	3'-6"	3'-0"	2'-6"
	3'-8"	3'-0"	2'-6"
	3'-8"	3'-0"	2'-6"
	3'-8"	3'-0"	2'-6"
5"	4'-0"	3'-6"	3'-0"
	4'-0"	3'-6"	3'-0"
	4'-0"	3'-6"	3'-0"
	4'-0"	3'-6"	3'-0"
6"	4'-6"	4'-0"	3'-6"
	4'-6"	4'-0"	3'-6"
	4'-6"	4'-0"	3'-6"
	4'-6"	4'-0"	3'-6"
8"	5'-0"	4'-0"	3'-0"
	5'-0"	4'-0"	3'-0"
	5'-0"	4'-0"	3'-0"
	5'-0"	4'-0"	3'-0"

- PIPING MATERIAL NOTES:**
- A. NO-HUB CAST IRON PRODUCT-APPROVED STAINLESS STEEL CLAMPS
- B. SERVICE WEIGHT CAST IRON WITH PRODUCT-APPROVED RESILIENT GASKETS OR LEAD & OAKUM JOINTS.
- C. EXTRA HEAVY CAST IRON WITH PRODUCT-APPROVED RESILIENT GASKETS OR LEAD & OAKUM JOINTS.

- GENERAL CONSTRUCTION NOTES:**
- THE SEPARATOR IS TO BE LOCATED OUTSIDE OF A BUILDING WHERE POSSIBLE AND THE COVER IS TO INCORPORATE A CENTER-HOLE. A SEALED TIGHT COVER IS TO BE USED IF THE SEPARATOR IS LOCATED INSIDE OF A BUILDING. THE COVER SHALL BE NO LESS THAN A 24" DIAMETER. THE SEPARATOR SHALL BE LOCATED AND CONSTRUCTED TO PREVENT SURFACE OR SUB-SURFACE WATER FROM ENTERING. THE INLET PIPE SHALL BE NO LESS THAN FOUR INCHES ABOVE THE WATER LINE LEVEL. WHEN THE SEPARATOR IS SUBJECT TO FREEZING IT SHALL BE SET A MINIMUM OF THREE FEET BELOW GRADE. THE SEPARATOR SHALL BE FILLED WITH WATER AND LEAK TESTED BEFORE BEING INTRODUCED INTO SERVICE. THE NON-CORROSIVE STEPS SHALL BE SPACED AT 18" INCHES APART. THE CHAMBER VENT AND OUTLET VENT SHALL RETURN TO THE INSIDE OF THE BUILDING AND EXTEND THROUGH THE ROOF.

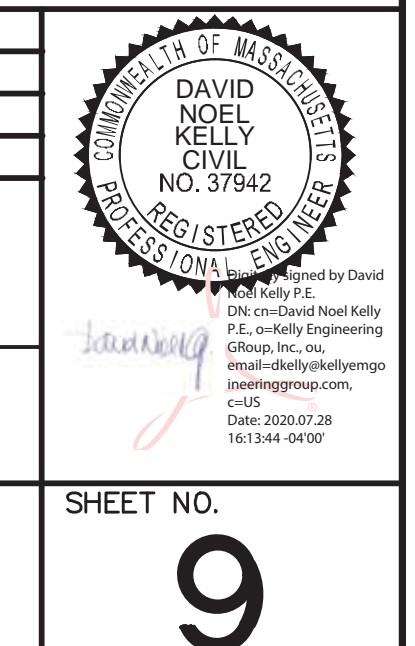


THE COMMONWEALTH OF MASSACHUSETTS BOARD OF EXAMINERS OF PLUMBINGS AND GASFITTERS GASOLINE, OIL AND SAND SEPARATOR DESIGN
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.

APPROVED BY THE FRANKLIN PLANNING BOARD

APPROVED DATE _____

SCALE	3. 07/28/20	PLANNING BOARD COMMENTS	
NA	2. 06/02/20	NO CHANGE	
DATE	1. 04/10/20	PER PEER REVIEW	
SHEET	9 of 12	REVISION	BY
FILE #	2019-127-DT03	MARCUS PARTNERS 176- 210 GROVE STREET FRANKLIN, MA	
JOB #	F:\P\2019-127		
DRAWN BY	C.L.	DETAIL SHEET	
CHKD BY	GSH		
APPD BY	DNK	KELLY ENGINEERING GROUP civil engineering consultants 0 Campanelli Drive, Braintree, MA 02184 Phone: 781-843-4333 www.kellyengineeringgroup.com	

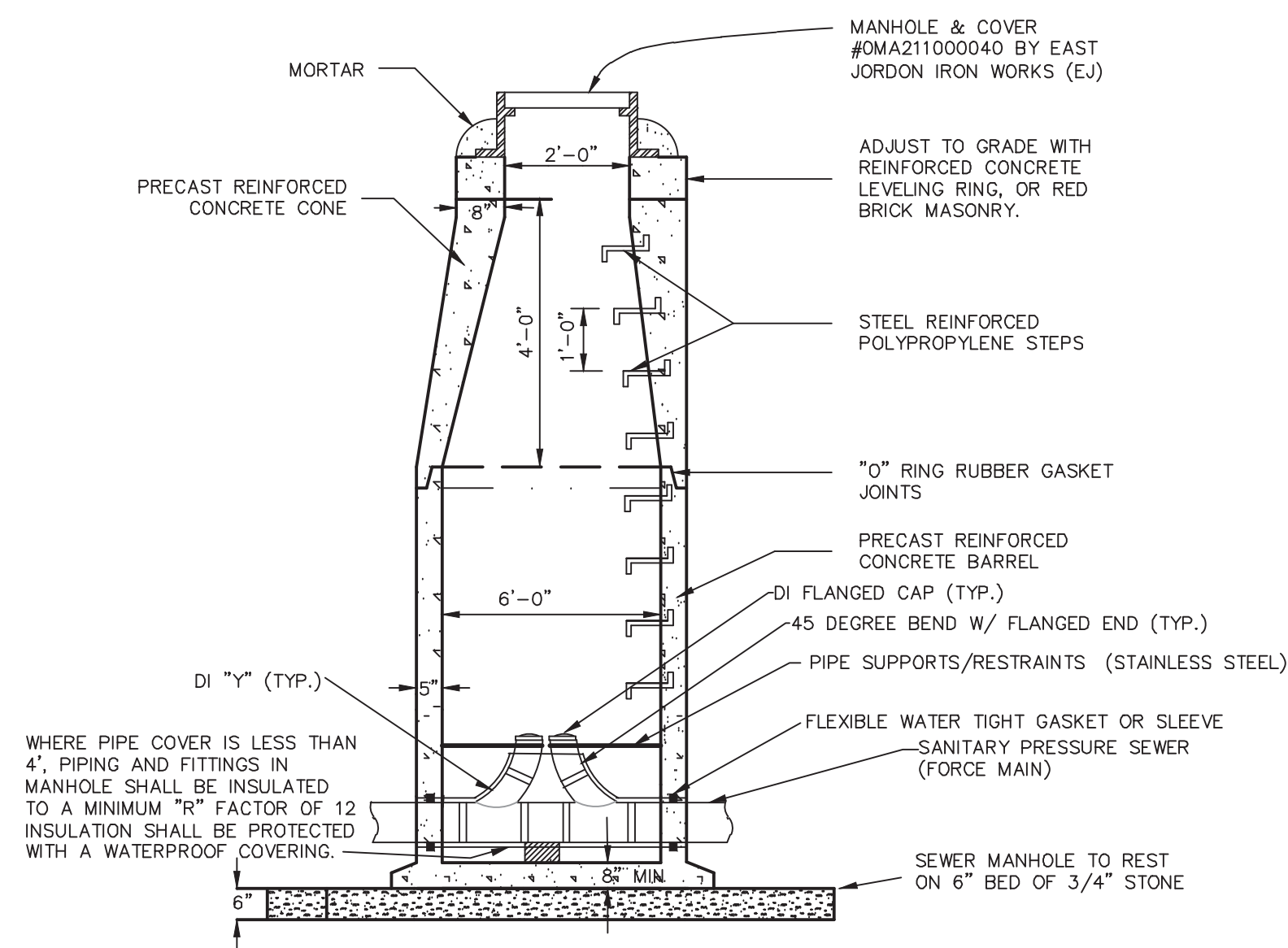


KELLY ENGINEERING GROUP SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF PUBLIC OR CONTRACTOR'S EMPLOYEES OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORKING ACCORDING WITH THE CONTRACT DOCUMENTS.

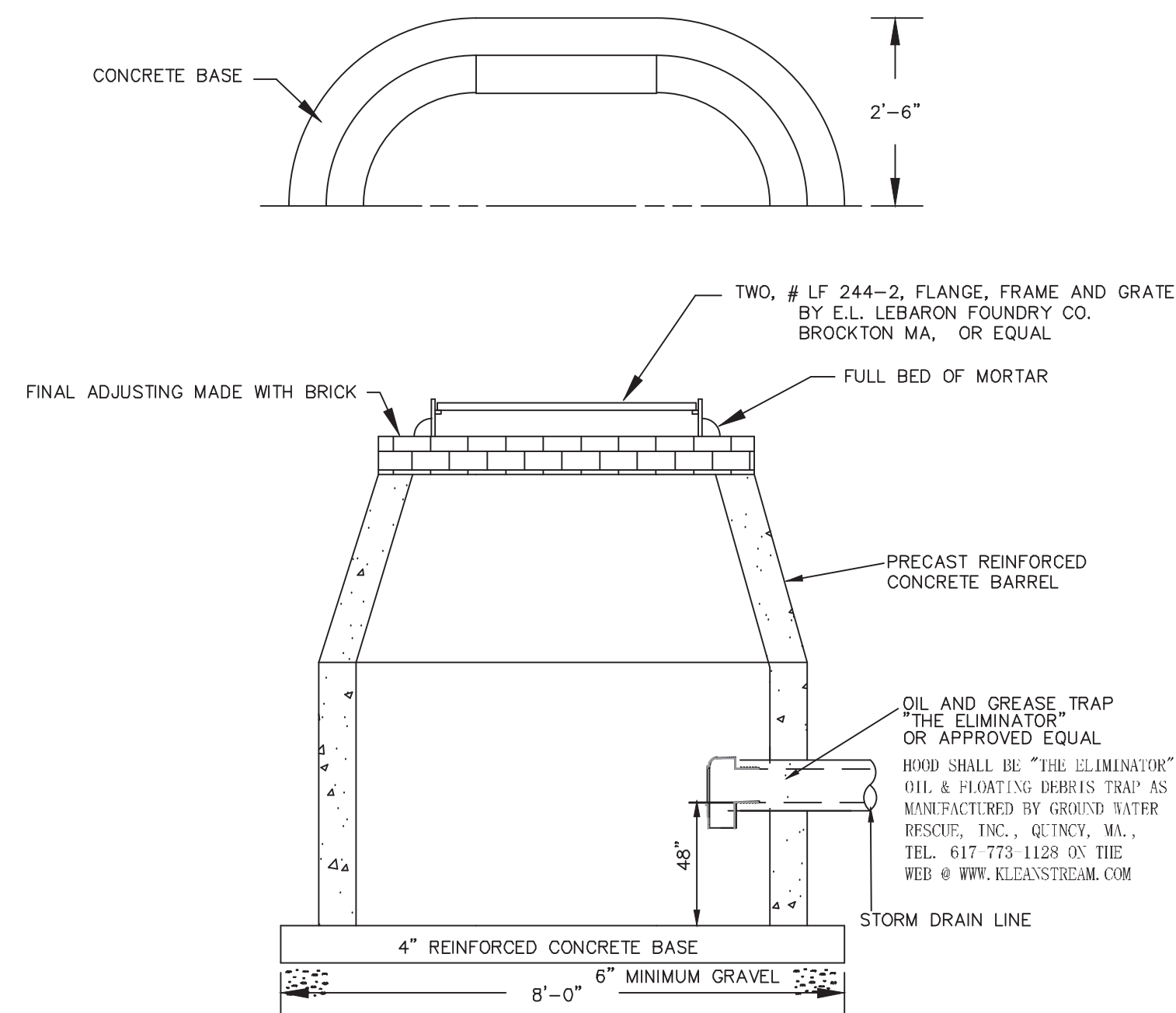
THE EXTENT OF KELLY ENGINEERING GROUP'S LIABILITY FOR THIS PLAN IS LIMITED TO THE EXTENT OF ITS FEE LESS THIRD PARTY COSTS

COPYRIGHT (c) BY KELLY ENGINEERING GROUP, INC.
All Rights Reserved

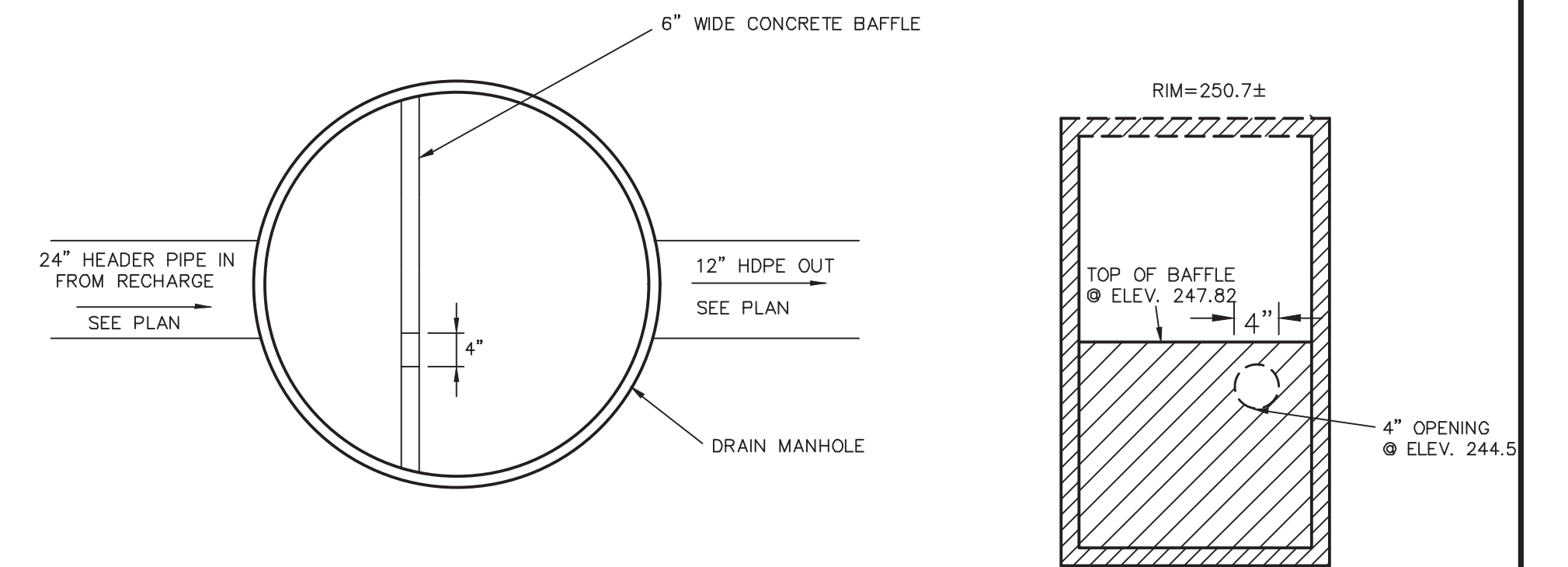
NO PART OF THIS DOCUMENT MAY BE REPRODUCED, STORED IN A RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC, MECHANICAL, PHOTOCOPYING, RECORDING OR OTHERWISE WITHOUT THE PRIOR WRITTEN PERMISSION OF KELLY ENGINEERING GROUP. ANY REPRODUCTION TO THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF KELLY ENGINEERING GROUP SHALL BE PENALIZED AS UNLAWFUL.



SANITARY PRESSURE SEWER CLEANOUT MANHOLE (SMH CO)
NOT TO SCALE KELLY ENGINEERING GROUP, INC. ©



PRECAST DOUBLE CATCH BASIN
NOT TO SCALE KELLY ENGINEERING GROUP, INC. ©

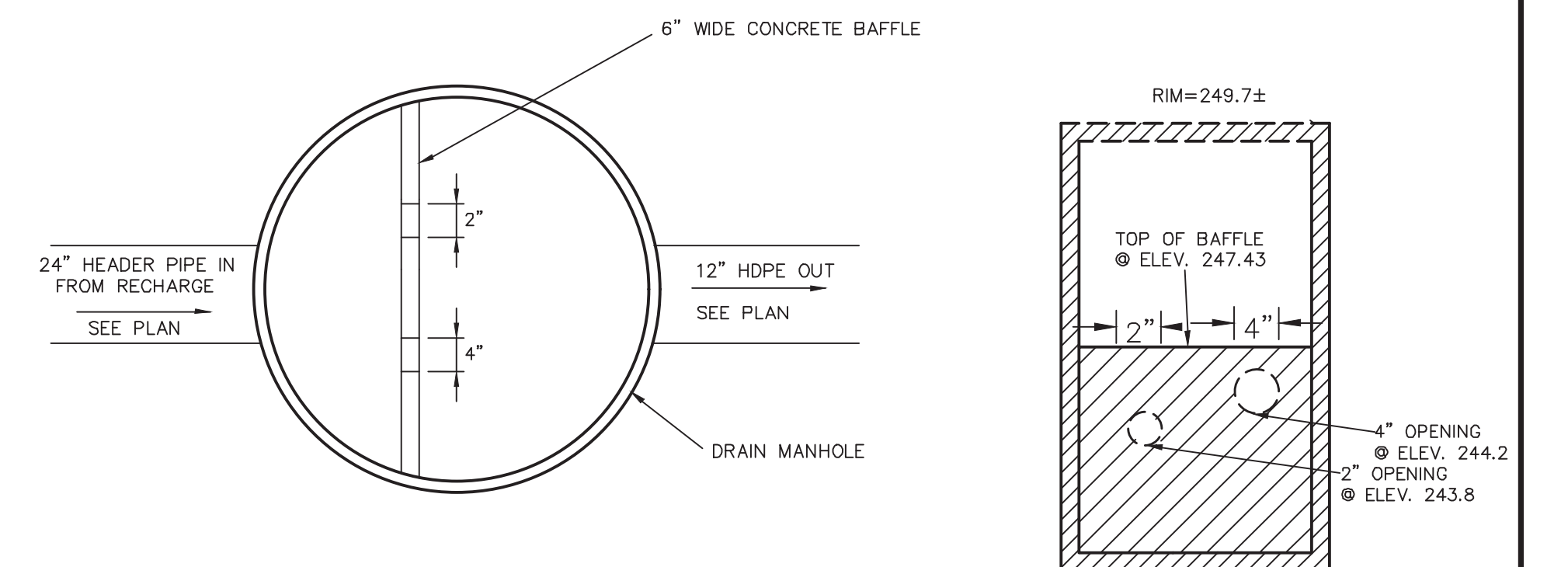


TOP VIEW

SECTION

NOTE: FOR OTHER NOTES AND DETAILS SEE TYPICAL DRAIN MANHOLE DETAIL

CONTROL STRUCTURE MANHOLE #1
NOT TO SCALE KELLY ENGINEERING GROUP, INC. ©



TOP VIEW

SECTION

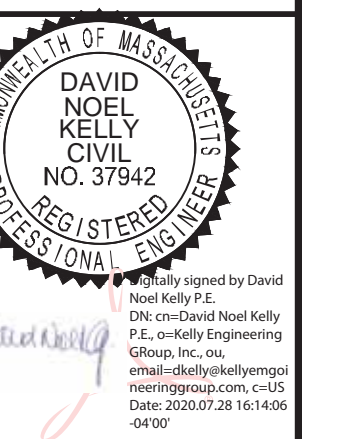
NOTE: FOR OTHER NOTES AND DETAILS SEE TYPICAL DRAIN MANHOLE DETAIL

CONTROL STRUCTURE MANHOLE #2
NOT TO SCALE KELLY ENGINEERING GROUP, INC. ©

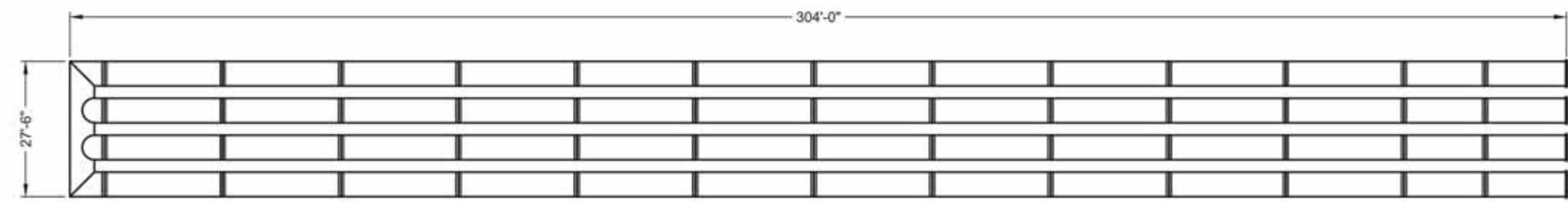
APPROVED BY THE FRANKLIN PLANNING BOARD

APPROVED DATE _____

SCALE	3.	07/28/20	PLANNING BOARD COMMENTS	
NA	2.	06/02/20	NO CHANGE	
DATE	1.	04/10/20	PER PEER REVIEW	
02/14/20	REV	DATE	REVISION	BY
SHEET	MARCUS PARTNERS 176-210 GROVE STREET FRANKLIN, MA			
10 of 12				
FILE #	DETAIL SHEET			
2019-127-DT03				
JOB #	KELLY ENGINEERING GROUP civil engineering consultants 0 Campanelli Drive, Braintree, MA 02184 Phone: 781-843-4333 www.kellyengineeringgroup.com			
F:\P\2019-127				
DRAWN BY	SHEET NO. 10			
C.J.L.				
CHKD BY	KELLY ENGINEERING GROUP			
G.S.H.				
APPD BY	KELLY ENGINEERING GROUP			
DNK				



KELLY ENGINEERING GROUP SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR, NOR FOR THE SAFETY OF PUBLIC OR CONTRACTOR'S EMPLOYEES, OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORKING ACCORDING WITH THE CONTRACT DOCUMENTS.
THE EXTENT OF KELLY ENGINEERING GROUP'S LIABILITY FOR THIS PLAN IS LIMITED TO THE EXTENT OF ITS FEE LESS THIRD PARTY COST.
COPYRIGHT (c) by KELLY ENGINEERING GROUP, INC.
All Rights Reserved



ASSEMBLY
SCALE: 1" = 30'

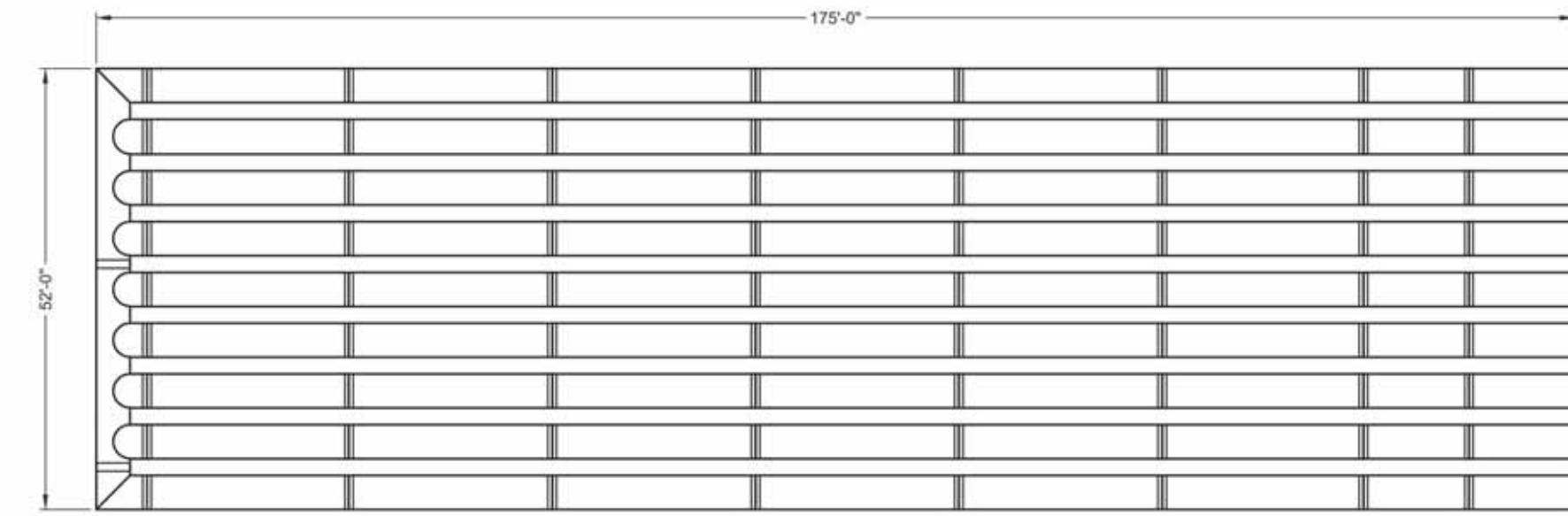
PROJECT SUMMARY			
CALCULATION DETAILS	STORAGE SUMMARY	PIPE DETAILS	BACKFILL DETAILS
<ul style="list-style-type: none"> LENGTH PER BARREL = 299 FT LENGTH PER HEADER = 27.50 FT LOADING = H20 & H25 APPROX. CMP FOOTAGE = 1,224 FT 	<ul style="list-style-type: none"> STORAGE VOLUME REQUIRED 38,500 CF PIPE STORAGE = 24,023 CF STRUCTURAL BACKFILL STORAGE = 14,492 CF TOTAL STORAGE PROVIDED = 38,516 CF 	<ul style="list-style-type: none"> DIAMETER = 60 IN CORRUIGATION = 5" X 1" OR 3" X 1" GAGE = 16 COATING = ALUMINIZED STEEL TYPE 2 (ALT2) WALL TYPE = PERFORATED BARREL SPACING = 30 IN 	<ul style="list-style-type: none"> WIDTH AT ENDS = 30 IN ABOVE PIPE = 6 IN WIDTH AT SIDES = 30 IN BELOW PIPE = 6 IN

NOTES:

- ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE. ALL ELEVATIONS, DIMENSIONS, AND LOCATIONS OF RISERS AND INLETS, SHALL BE VERIFIED BY THE ENGINEER OF RECORD PRIOR TO RELEASING FOR FABRICATION.
- ALL FITTINGS AND REINFORCEMENT COMPLY WITH ASTM A996.
- ALL RISERS AND STUBS ARE 2 3/4" JF CORRUGATION AND 16 GAGE UNLESS OTHERWISE NOTED.
- RISERS TO BE FIELD TRIMMED TO GRADE.
- QUANTITY OF PIPE SHOWN DOES NOT PROVIDE EXTRA PIPE FOR CONNECTING THE SYSTEM TO EXISTING PIPE STUBS FOR CONNECTION TO EXISTING DRAINAGE FACILITIES. IF ADDITIONAL PIPE IS NEEDED IT IS THE RESPONSIBILITY OF THE CONTRACTOR.
- BAND TYPE TO BE DETERMINED UPON FINAL DESIGN.
- THE PROJECT SUMMARY IS REFLECTIVE OF THE DYODS DESIGN. QUANTITIES ARE APPROX. AND SHOULD BE VERIFIED UPON FINAL DESIGN AND APPROVAL. FOR EXAMPLE, TOTAL EXCAVATION DOES NOT CONSIDER ALL VARIABLES SUCH AS SHORING AND ONLY ACCOUNTS FOR MATERIAL WITHIN THE ESTIMATED EXCAVATION FOOTPRINT.

NOTE: THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES AND DO NOT REFLECT ANY LOCAL PREFERENCES OR REGULATIONS. PLEASE CONTACT YOUR LOCAL CONTECH REP FOR MODIFICATIONS.

				DYODS - 14006-6-0 PROJECT NAME: 200 Grove Street Franklin, MA DESCRIPTION: SYSTEM 1		PROJECT No. 14006-6 REG. No. 0 DATE 5/27/2020 DESIGNED BY DYODS DRAWN BY DYODS CHECKED BY APPROVED BY SHEET No. D1
8025 Centre Pointe Dr., Suite 400, West Chester, OH 45399 800-338-1122 513-645-7000 513-645-7993 FAX www.contechES.com		CONTECH DYODS DRAWING		CONTECH ENGINEERED SOLUTIONS LLC 8025 Centre Pointe Dr., Suite 400, West Chester, OH 45399 800-338-1122 513-645-7000 513-645-7993 FAX www.contechES.com		PROJECT No. 14019-3 REG. No. 0 DATE 4/3/2020 DESIGNED BY DYODS DRAWN BY DYODS CHECKED BY APPROVED BY SHEET No. D1



ASSEMBLY
SCALE: 1" = 20'

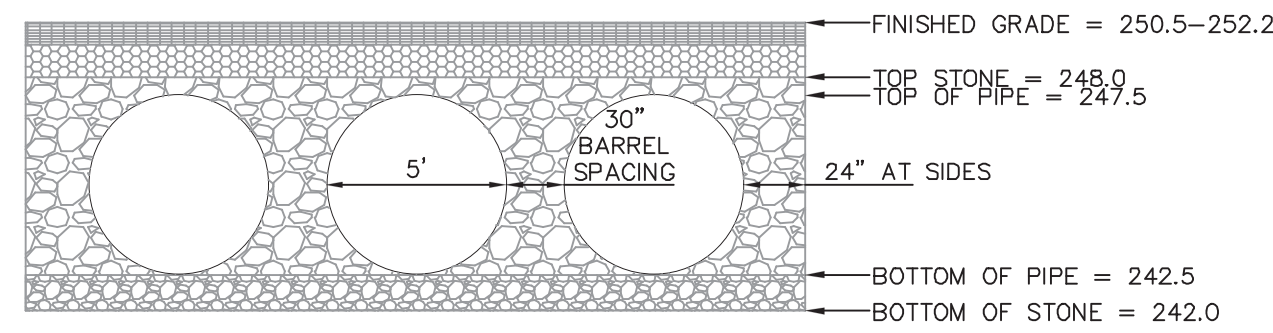
PROJECT SUMMARY			
CALCULATION DETAILS	STORAGE SUMMARY	PIPE DETAILS	BACKFILL DETAILS
<ul style="list-style-type: none"> LENGTH PER BARREL = 171 FT LENGTH PER HEADER = 52 FT LOADING = H20 & H25 APPROX. CMP FOOTAGE = 1,591 FT 	<ul style="list-style-type: none"> STORAGE VOLUME REQUIRED 32,000 CF PIPE STORAGE = 19,993 CF STRUCTURAL BACKFILL STORAGE = 12,050 CF TOTAL STORAGE PROVIDED = 32,043 CF 	<ul style="list-style-type: none"> DIAMETER = 48 IN CORRUIGATION = 2-2 1/2" X 1/2" GAGE = 16 COATING = ALUMINIZED STEEL TYPE 2 (ALT2) WALL TYPE = PERFORATED BARREL SPACING = 24 IN 	<ul style="list-style-type: none"> WIDTH AT ENDS = 24 IN ABOVE PIPE = 6 IN WIDTH AT SIDES = 24 IN BELOW PIPE = 6 IN

NOTES:

- ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE. ALL ELEVATIONS, DIMENSIONS, AND LOCATIONS OF RISERS AND INLETS, SHALL BE VERIFIED BY THE ENGINEER OF RECORD PRIOR TO RELEASING FOR FABRICATION.
- ALL FITTINGS AND REINFORCEMENT COMPLY WITH ASTM A996.
- ALL RISERS AND STUBS ARE 2 3/4" JF CORRUGATION AND 16 GAGE UNLESS OTHERWISE NOTED.
- RISERS TO BE FIELD TRIMMED TO GRADE.
- QUANTITY OF PIPE SHOWN DOES NOT PROVIDE EXTRA PIPE FOR CONNECTING THE SYSTEM TO EXISTING PIPE OR DRAINAGE STRUCTURES. OUR SYSTEM AS DETAILED PROVIDES NOMINAL INLET AND/OR OUTLET PIPE STUBS FOR CONNECTION TO EXISTING DRAINAGE FACILITIES. IF ADDITIONAL PIPE IS NEEDED IT IS THE RESPONSIBILITY OF THE CONTRACTOR.
- BAND TYPE TO BE DETERMINED UPON FINAL DESIGN.
- THE PROJECT SUMMARY IS REFLECTIVE OF THE DYODS DESIGN. QUANTITIES ARE APPROX. AND SHOULD BE VERIFIED UPON FINAL DESIGN AND APPROVAL. FOR EXAMPLE, TOTAL EXCAVATION DOES NOT CONSIDER ALL VARIABLES SUCH AS SHORING AND ONLY ACCOUNTS FOR MATERIAL WITHIN THE ESTIMATED EXCAVATION FOOTPRINT.

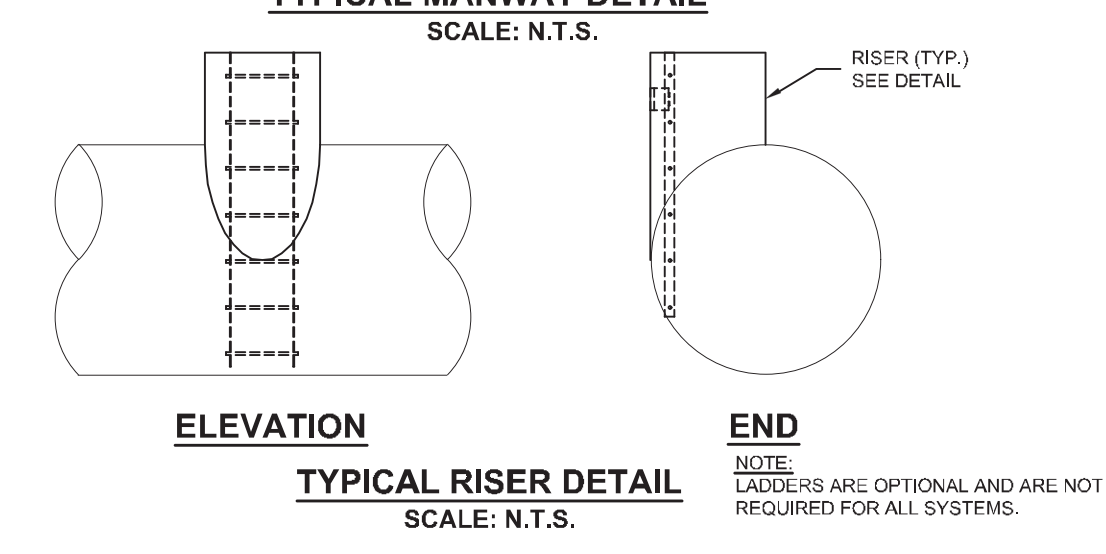
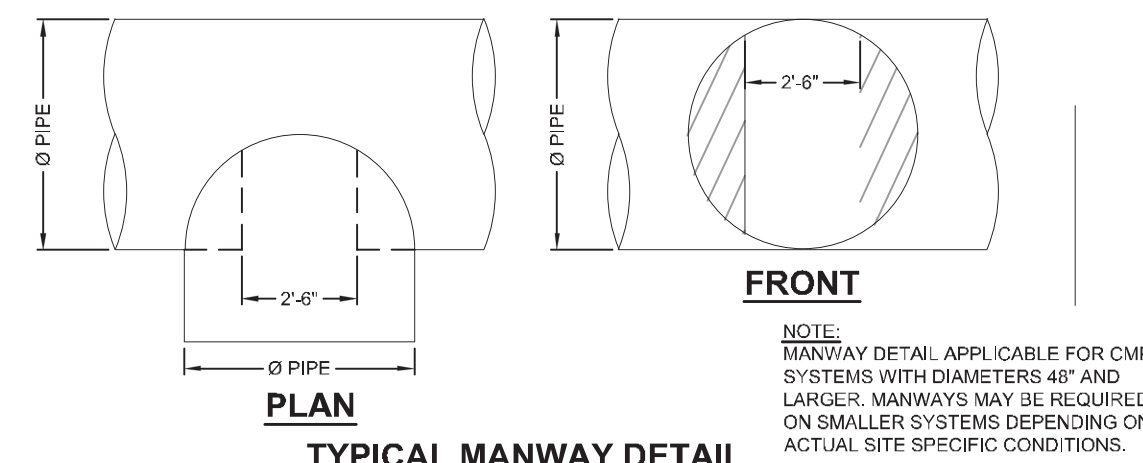
NOTE: THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES AND DO NOT REFLECT ANY LOCAL PREFERENCES OR REGULATIONS. PLEASE CONTACT YOUR LOCAL CONTECH REP FOR MODIFICATIONS.

				DYODS - 14019-3-0 PROJECT NAME: 200 Grove Street Franklin, MA DESCRIPTION: SYSTEM 2		PROJECT No. 14019-3 REG. No. 0 DATE 4/3/2020 DESIGNED BY DYODS DRAWN BY DYODS CHECKED BY APPROVED BY SHEET No. D1
8025 Centre Pointe Dr., Suite 400, West Chester, OH 45399 800-338-1122 513-645-7000 513-645-7993 FAX www.contechES.com		CONTECH DYODS DRAWING		CONTECH ENGINEERED SOLUTIONS LLC 8025 Centre Pointe Dr., Suite 400, West Chester, OH 45399 800-338-1122 513-645-7000 513-645-7993 FAX www.contechES.com		PROJECT No. 14019-3 REG. No. 0 DATE 4/3/2020 DESIGNED BY DYODS DRAWN BY DYODS CHECKED BY APPROVED BY SHEET No. D1

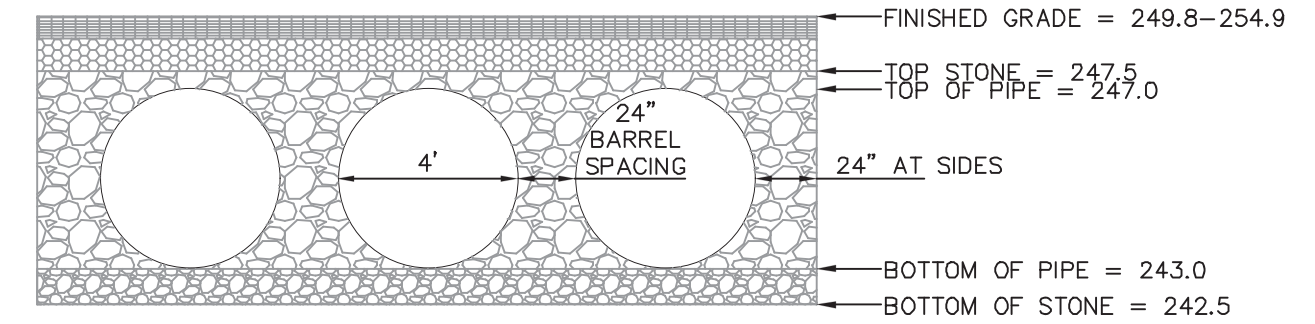


SECTION VIEW SUBSURFACE SYSTEM 1
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.

NOTE: PRIOR TO CONSTRUCTION FULL SHOP DRAWINGS TO BE PROVIDED BY MANUFACTURER.



NOTE: PRIOR TO CONSTRUCTION FULL SHOP DRAWINGS TO BE PROVIDED BY MANUFACTURER.



SECTION VIEW SUBSURFACE SYSTEM 2
NOT TO SCALE
KELLY ENGINEERING GROUP, INC.

NOTE: PRIOR TO CONSTRUCTION FULL SHOP DRAWINGS TO BE PROVIDED BY MANUFACTURER.

APPROVED BY THE FRANKLIN PLANNING BOARD

APPROVED DATE _____

SCALE	3.	07/28/20	PLANNING BOARD COMMENTS
NA	2.	06/02/20	NO CHANGE
DATE	1.	04/10/20	PER PEER REVIEW
02/14/20	REV	DATE	REVISION

MARCUS PARTNERS
176- 210 GROVE STREET
FRANKLIN, MA

DETAIL SHEET

KE KELLY ENGINEERING GROUP
civil engineering consultants
0 Campanelli Drive, Braintree, MA 02184
Phone: 781-843-4333 www.kellyengineeringgroup.com

DAVID NOEL KELLY
CIVIL
NO. 37942
PROFESSIONAL ENGINEER

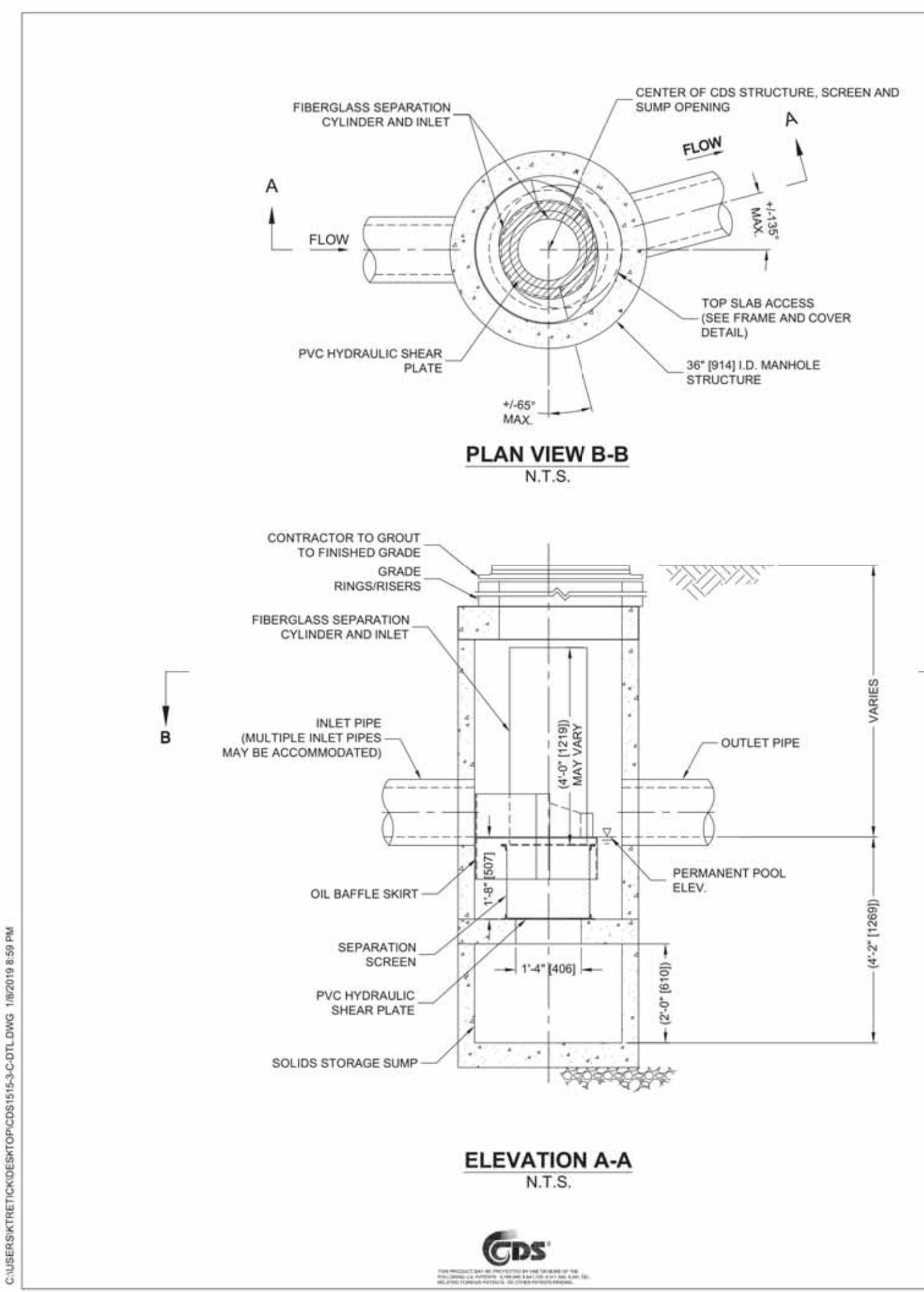
SHEET NO. 11

KELLY ENGINEERING GROUP SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR, NOR FOR THE SAFETY OF PUBLIC OR CONTRACTOR'S EMPLOYEES, OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORKING ACCORDING WITH THE CONTRACT DOCUMENTS.

THE EXTENT OF KELLY ENGINEERING GROUP'S LIABILITY FOR THIS PLAN IS LIMITED TO THE EXTENT OF ITS FEE LESS THIRD PARTY COST

COPYRIGHT (C) by KELLY ENGINEERING GROUP, INC.
All Rights Reserved

NO PART OF THIS DOCUMENT MAY BE REPRODUCED, STORED IN A RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC, MECHANICAL, PHOTOCOPYING, RECORDING OR OTHERWISE, WITHOUT THE PRIOR WRITTEN PERMISSION OF KELLY ENGINEERING GROUP. ANY REPRODUCTION OF THIS DOCUMENT, REGARDLESS OF THE MANNER, SHALL BE PROHIBITED, UNLAWFUL, AND PENALIZABLE.



CDS1515-3-C DESIGN NOTES
 THE STANDARD CDS1515-3-C CONFIGURATION IS SHOWN. ALTERNATE CONFIGURATIONS ARE AVAILABLE AND ARE LISTED BELOW. SOME CONFIGURATIONS MAY BE COMBINED TO SUIT SITE REQUIREMENTS.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			
WATER QUALITY FLOW RATE (CFS OR L/s)			
PEAK FLOW RATE (CFS OR L/s)			
RETURN PERIOD OF PEAK FLOW (YRS)			
SCREEN APERTURE (2400 OR 4700)			
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	*	*	*
INLET PIPE 2	*	*	*
OUTLET PIPE	*	*	*
RIM ELEVATION			
ANTI-FLOTATION BALLAST	WIDTH	HEIGHT	
NOTES/SPECIAL REQUIREMENTS:			
* PER ENGINEER OF RECORD			

GENERAL NOTES

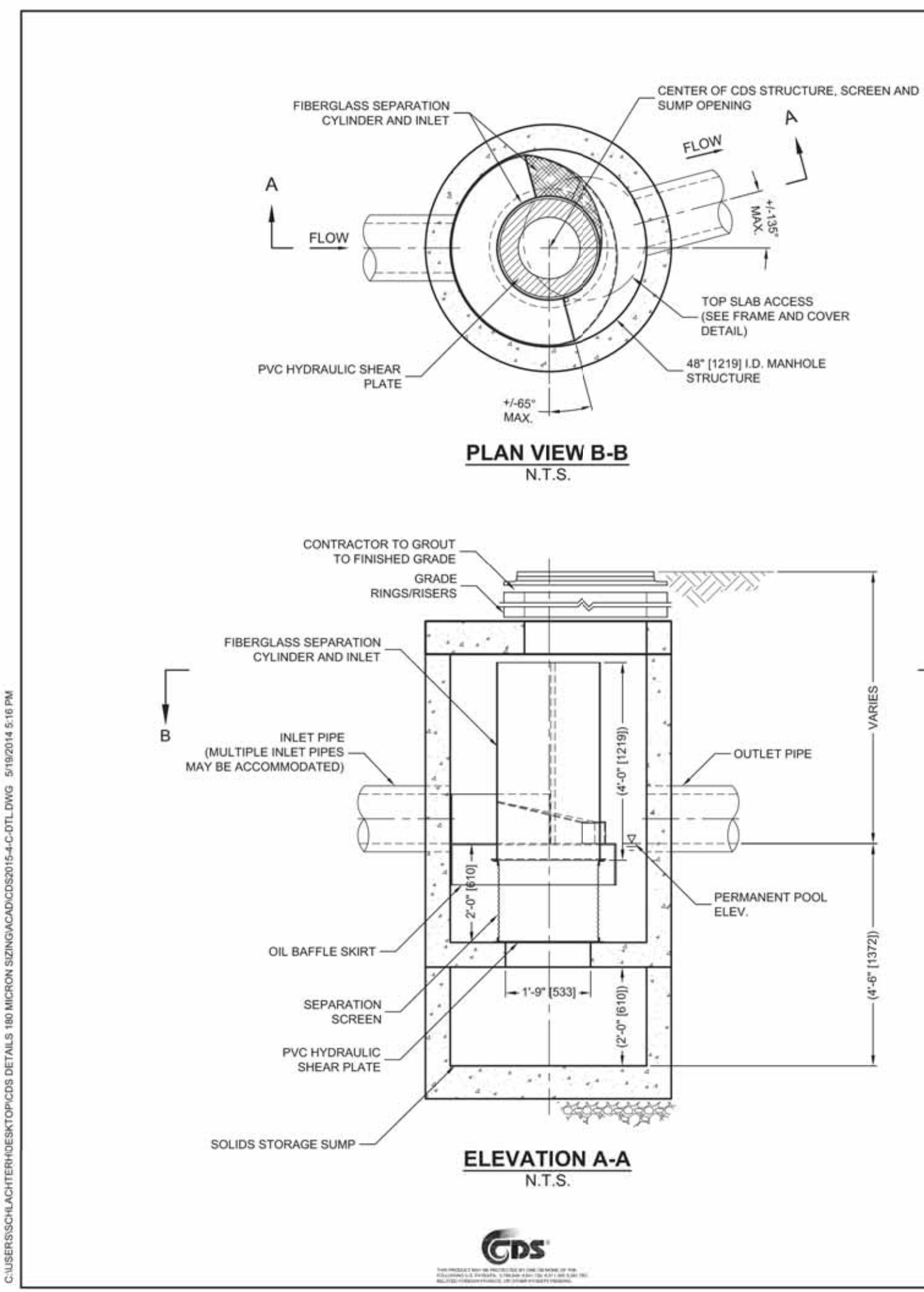
- CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
- FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.contechES.com
- CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
- STRUCTURE SHALL MEET AASHTO H20 LOAD RATING, ASSUMING EARTH COVER OF 2' AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M308 AND BE CAST WITH THE CONTECH LOGO.
- IF REQUIRED, PVC HYDRAULIC SHEAR PLATE IS PLACED ON SHELF AT BOTTOM OF SCREEN CYLINDER. REMOVE AND REPLACE AS NECESSARY DURING MAINTENANCE CLEANING.
- CDS STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-478 AND AASHTO LOAD FACTOR DESIGN METHOD.

INSTALLATION NOTES

- ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
- CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CDS MANHOLE STRUCTURE.
- CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
- CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET AND OUTLET PIPE(S). MATCH PIPE INVERTS WITH ELEVATIONS SHOWN. ALL PIPE CENTERLINES TO MATCH PIPE OPENING CENTERLINES.
- CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

CONTECH ENGINEERED SOLUTIONS LLC
 9025 Centre Pointe Dr., Suite 400, West Chester, OH 45399
 800-338-1122 513-645-7000 513-645-7993 FAX

CDS1515-3-C ONLINE CDS STANDARD DETAIL



CDS2015-4-C DESIGN NOTES
 THE STANDARD CDS2015-4-C CONFIGURATION IS SHOWN. ALTERNATE CONFIGURATIONS ARE AVAILABLE AND ARE LISTED BELOW. SOME CONFIGURATIONS MAY BE COMBINED TO SUIT SITE REQUIREMENTS.

CONFIGURATION DESCRIPTION

GRATED INLET ONLY (NO INLET PIPE)
GRATED INLET WITH INLET PIPE OR PIPES
CURB INLET ONLY (NO INLET PIPE)
CURB INLET WITH INLET PIPE OR PIPES
SEPARATE OIL BAFFLE (SINGLE INLET PIPE REQUIRED FOR THIS CONFIGURATION)
SEDIMENT WEIR FOR NJDEP / NJCAT CONFORMING UNITS

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			
WATER QUALITY FLOW RATE (CFS OR L/s)			
PEAK FLOW RATE (CFS OR L/s)			
RETURN PERIOD OF PEAK FLOW (YRS)			
SCREEN APERTURE (2400 OR 4700)			
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	*	*	*
INLET PIPE 2	*	*	*
OUTLET PIPE	*	*	*
RIM ELEVATION			
ANTI-FLOTATION BALLAST	WIDTH	HEIGHT	
NOTES/SPECIAL REQUIREMENTS:			
* PER ENGINEER OF RECORD			

GENERAL NOTES

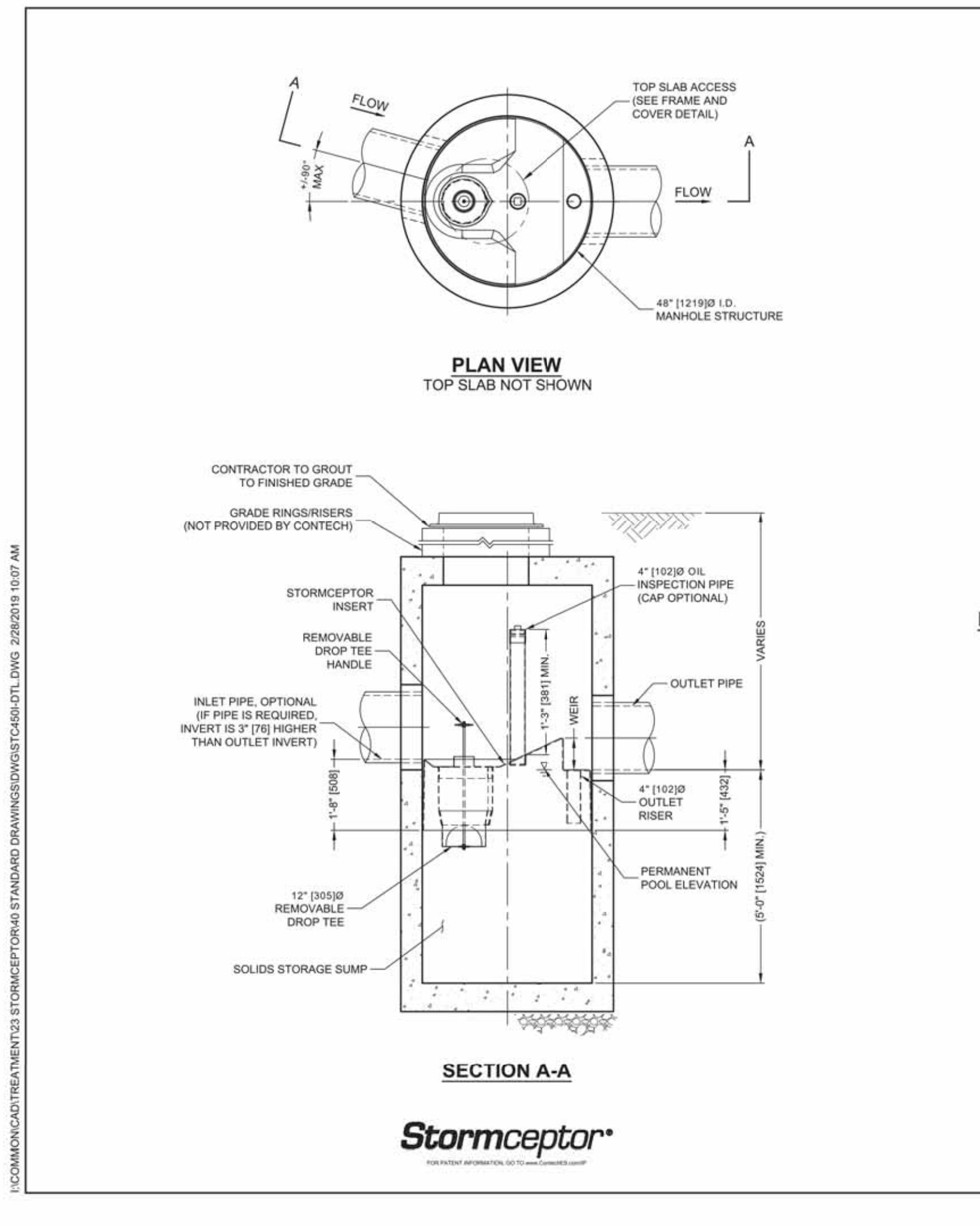
- CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
- DIMENSIONS MARKED WITH () ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
- FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.contechES.com
- CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
- STRUCTURE SHALL MEET AASHTO H20 AND CASTINGS SHALL MEET AASHTO M 308 LOAD RATING, ASSUMING GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION.
- PVC HYDRAULIC SHEAR PLATE IS PLACED ON SHELF AT BOTTOM OF SCREEN CYLINDER. REMOVE AND REPLACE AS NECESSARY DURING MAINTENANCE CLEANING.

INSTALLATION NOTES

- ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
- CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CDS MANHOLE STRUCTURE (LIFTING CLUTCHES PROVIDED).
- CONTRACTOR TO ADD JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS, AND ASSEMBLE STRUCTURE.
- CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH PIPE INVERTS WITH ELEVATIONS SHOWN.
- CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

CONTECH ENGINEERED SOLUTIONS LLC
 9025 Centre Pointe Dr., Suite 400, West Chester, OH 45399
 800-338-1122 513-645-7000 513-645-7993 FAX

CDS2015-4-C INLINE CDS STANDARD DETAIL



STORMCEPTOR DESIGN NOTES
 THE STANDARD STC450I CONFIGURATION WITH ROUND, SOLID FRAME AND COVER, AND INLET PIPE IS SHOWN. ALTERNATE CONFIGURATIONS ARE AVAILABLE AND ARE LISTED BELOW. SOME CONFIGURATIONS MAY BE COMBINED TO SUIT SITE REQUIREMENTS.

CONFIGURATION DESCRIPTION

GRATED INLET ONLY (NO INLET PIPE)
GRATED INLET WITH INLET PIPE OR PIPES
CURB INLET ONLY (NO INLET PIPE)
CURB INLET WITH INLET PIPE OR PIPES

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			
WATER QUALITY FLOW RATE (cfs [L/s])			
PEAK FLOW RATE (cfs [L/s])			
RETURN PERIOD OF PEAK FLOW (yrs)			
RIM ELEVATION			
PIPE DATA:	INVERT	MATERIAL	DIAMETER
INLET PIPE 1			
INLET PIPE 2			
OUTLET PIPE			
NOTES/SPECIAL REQUIREMENTS:			

GENERAL NOTES

- CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
- FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.contechES.com
- STORMCEPTOR WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
- STORMCEPTOR STRUCTURE SHALL MEET AASHTO H20 LOAD RATING, ASSUMING EARTH COVER OF 2' (610), AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M308 AND BE CAST WITH THE CONTECH LOGO.
- STORMCEPTOR STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C478 AND AASHTO LOAD FACTOR DESIGN METHOD.
- ALTERNATE UNITS ARE SHOWN IN MILLIMETERS (mm).

INSTALLATION NOTES

- ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
- CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMCEPTOR MANHOLE STRUCTURE.
- CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
- CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET AND OUTLET PIPE(S). MATCH PIPE INVERTS WITH ELEVATIONS SHOWN. ALL PIPE CENTERLINES TO MATCH PIPE OPENING CENTERLINES.
- CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

CONTECH ENGINEERED SOLUTIONS LLC
 9025 Centre Pointe Dr., Suite 400, West Chester, OH 45399
 800-338-1122 513-645-7000 513-645-7993 FAX

STC450I STORMCEPTOR STANDARD DETAIL

APPROVED BY THE FRANKLIN PLANNING BOARD

APPROVED DATE _____

SCALE	3.	07/28/20	PLANNING BOARD COMMENTS		
NA	2.	06/02/20	NO CHANGE		
DATE	1.	04/10/20	PER PEER REVIEW		
02/14/20	REV	DATE	REVISION	BY	
SHEET	12	of 12	MARCUS PARTNERS 176- 210 GROVE STREET FRANKLIN, MA DETAIL SHEET		
FILE #	2019-127-DT03				
JOB #	F:\P\2019-127				
DRAWN BY	CdL				
CHKD BY	SSH			KELLY ENGINEERING GROUP civil engineering consultants 0 Campanelli Drive, Braintree, MA 02184 Phone: 781-843-4333 www.kellyengineeringgroup.com	
APPD BY	DNK				

DAVID NOEL KELLY CIVIL ENGINEER
 NO. 37942
 REGISTERED PROFESSIONAL ENGINEER

DATE: 2020.07.28 16:14:52
 04707

SHEET NO. **12**

KELLY ENGINEERING GROUP SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR, NOR FOR THE SAFETY OF PUBLIC OR CONTRACTOR'S EMPLOYEES, OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORKING ACCORDING WITH THE CONTRACT DOCUMENTS.
 THE EXTENT OF KELLY ENGINEERING GROUP'S LIABILITY FOR THIS PLAN IS LIMITED TO THE EXTENT OF ITS FEE LESS THIRD PARTY COSTS.
 COPYRIGHT (c) by KELLY ENGINEERING GROUP, INC.
 All Rights Reserved

Town of Franklin



Planning Board

**June 22, 2020
Meeting Minutes**

Chair Anthony Padula called the above-captioned **Remote Access Virtual Zoom Meeting** to order this date at 7:00 PM. Members in attendance: Joseph Halligan, William David, Gregory Rondeau, Rick Power. Members absent: None. Also present: Michael Maglio, Town Engineer; Amy Love, Planner; Matthew Crowley, BETA Group, Inc.; Maxine Kinhart, Administrative Assistant.

*As stated on the agenda, due to the growing concerns regarding the COVID-19 virus, the Planning Board will conduct a **Remote Access Virtual Zoom Meeting**. The Massachusetts State of Emergency and the associated state legislation allows towns to hold remote access virtual meetings during the COVID-19 pandemic crisis. 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, or citizens can participate by using the Zoom link also provided on the agenda.*

7:00 PM **Commencement/General Business**

Chair Padula read aloud the Zoom platform call-in phone number and the Zoom link which were also provided on the meeting agenda.

A. Bond Discussion: Sandy Knoll Estates

Ms. Love stated the Planning Board voted at the June 8, 2020, meeting to release all bond monies except \$10,000 to be retained until the plans are filed at the Registry of Deeds; plans are filed after the Town Counsel accepts the roadway. She reviewed that there are several steps needed to be taken before the Town Counsel accepts the roadway.

Chair Padula discussed the mylars provided by the applicant and that \$10,000 has never been withheld from a bond release before. He asked when this item would go before Town Council and how long it is expected that the \$10,000 would be held. Ms. Love reiterated that the money would be held until the streets are accepted by Town Counsel and recorded at the Registry of Deeds. Chair Padula stated that there are roads in Town that have not been accepted in 15 years. What is the hold up for this development since the developer has turned in all that was required?

Mr. Maglio said that in the past five to six years, there has not been too much of a delay with subdivision plans. He thinks that after the plans are recorded at the Registry of Deeds, the process would go fairly quickly. He stated the updated mylars were received from Mr. Ronca. He deferred to Town Attorney Mark Cerel for any formatting issues regarding the mylars. In response to Chair Padula's question, he reviewed the location of an easement and paper road.

Mr. Halligan asked about the timeliness of the Town Counsel and the Registry of Deeds processes. He asked if a 35-day window was reasonable with the COVID-19 situation, or should it be a 90-day period. Ms. Love said she would confer with Town Administration on this as she is not sure of the Town Councils timeframe. She suggested putting this item on the Planning Board agenda in 90 days for an update. Chair Padula stated that he would like to allow 90 days, and at the end of the 90 days, even if it is not resolved, they give the money back to Mr. Ronca. All Planning Board members verbally stated agreement.

No motion or second made; no vote taken.

Mr. Bill Ronca stated that the bond is specific, and he met every criterion. He has provided two sets of mylars and documentation in accordance with the bond; he does not understand why this is different. He stated that he also paid \$3,600 for the street acceptance. He noted some subdivision roads have not been accepted in 10 to 15 years. Ms. Love stated that withholding money has been done in the past; although the paperwork may have been received, the acceptance is not complete. Mr. Ronca stated that Mr. Maglio reviewed this already. The Town Counsel was provided with an up-to-date version of everything on December 16, 2019. Being publicly approved was not on the bond. Chair Padula said that due to COVID-19 and what is going on with the town attorney, the Planning Board voted to return the money in 90 days if nothing is done. Ms. Love confirmed this item would be put on the Planning Board agenda in 90 days, and the Planning Board would vote at that time to release or not release the funds. Mr. Ronca stated that he did not agree on the 90-day period, and he does not agree with anyone else approving the subdivision other than the Planning Board as that is not what the bond required.

B. Endorsement: 1256 West Central Street - Update

Ms. Love stated that this item is on the agenda for the Planning Board’s vote to endorse the submitted plans. She stated that at the June 8, 2020, Planning Board meeting, the applicants requested their plans be endorsed. There was concern from the Planning Board about the curbing provided on the Site Plans, and an update for local and state levels of permitting as well as construction timelines was requested. The applicant’s engineer provided an explanation of the curbing and a detail sheet with information. The applicant provided an email explaining where they are currently with the permits. The Host Community Agreement was finalized in March 2019, and the applicant is still waiting for final approval from the Cannabis Control Commission, which they believe will occur in July or August. They expect construction to be in August or September. Chair Padula confirmed the concrete curbing.

No motion or second made. Vote: 5-0-0 (5-Yes; 0-No).

C. Meeting Minutes: April 27, 2020 & June 1, 2020

Motion to Approve the Meeting Minutes for April 27, 2020. Rondeau. Second: David. Vote: 5-0-0 (5-Yes; 0-No).

Motion to Approve the Meeting Minutes for June 1, 2020. Rondeau. Second: David. Vote: 5-0-0 (5-Yes; 0-No).

7:05 PM **PUBLIC HEARING** – *Initial*
 340 East Central Street
 Special Permit & Site Plan
 Documents presented to the Planning Board are on file.

Motion to Waive the Reading for 340 East Central Street, Special Permit & Site Plan. Rondeau. Second: David. Vote: 5-0-0 (5-Yes; 0-No).

Mr. Halligan recused himself.

Mr. Richard Cornetta, attorney representing the applicant; Mr. Erik Poulin, consulting engineer of Jones and Beach Engineers, Inc.; and Mr. Jeffrey Dirk, traffic consultant of Vanasse & Associates, Inc., addressed the Planning Board. Mr. Cornetta stated this is a 6.5-acre site in the Commercial II Zoning District at the former Keigan Chevrolet site located in the DEP approved Water Resource District. He reviewed the history of the previously proposed and approved development and noted the economy did not permit that development to move forward. He stated the bowling alley is not part of this new proposal. The new proposal involves mixed

use: 42,000 sq. ft. of residential apartment style use and 15,219 sq. ft. retail use, including a coffee shop. The applicant is looking for approval of a Special Permit for the height of the residential building of up to four stories and 50 ft., and a Special Permit for a vehicle service establishment at the proposed coffee shop. He noted that they have been before the ZBA for some variances which he reviewed. The project is going before the Design Review Commission. He stated that there is a wetland resource area; they will be filing a NOI with the Conservation Commission. He clarified that the pervious pavers would not be used for travel lanes for residential vehicles; they would be exclusively for the fire access.

Mr. Poulin gave an overview of the proposal. He stated that of the approximately 15,000 sq. ft. for retail, 2,250 sq. ft. is for a drive-through restaurant. They are proposing two four-story residential buildings with 104 units between the two structures. He stated that 301 parking spaces are required for which they are requesting relief. They believe that 1.5 spaces per unit is appropriate and adequate which would reduce the requirement to 249 spaces; they are providing 268 spaces. They are proposing a connection with the Big Y next door. He reviewed snow storage and stated that they are proposing to use some of the parking for temporary snow storage, and then it would be taken off site. He reviewed the proposed fire lane and proposed lighting and gave an overview of the drainage system. He stated that there is a water line with an easement that runs through the property. The footprint of the building is 80 ft. x 240 ft.

Mr. Dirk provided an overview of the traffic study. The mixed-use nature of the project is a significantly lower generator of traffic of about 83 percent than the prior proposal. This project will generate 140 to 160 peak-hour trips. He discussed that MassDot did not want another signal in the area; therefore, the traffic signal is not proposed. They will be making road improvements as part of the project. He noted they have coordinated with GATRA and will have a bus stop within the site. This amenity will reduce traffic and parking needs.

Chair Padula stated the applicant is 32 parking spaces short. He does not agree with using spaces for snow storage as they are already short, and hauling the snow away never happens. He asked if the applicant knows the retail that is going in. He confirmed they are requesting a Special Permit for the fourth story. He stated the 83 percent reduction in traffic that Mr. Dirk described is based on the previous development plans. He said when there are residential properties there is some green space, and none is shown. He asked about the drainage easement. Mr. Maglio stated it appears that the applicant is coordinating with the State. Mr. Rondeau requested the number of one, two, and three-bedroom units. He asked if the mechanical units were going on the roofs and stated that he wanted some screening on the buildings and the drive through. He asked about the delivery access for building D as it has retail. Mr. David asked about snow storage and noted the applicant is already 32 spaces short. Mr. Poulin reviewed the planned snow storage areas. He noted that although they are short on parking, they feel that two spaces for unit is excessive for this type of building.

Mr. Maglio reviewed some of his comments including questions about the town water main, access out of the site, temporary grading easement, exterior grease traps for both retail areas, connection of site sidewalk to Rt. 140 sidewalk, cast iron covers for drainage system, and can the pervious pavers for the fire lane be plowed during the winter.

Mr. Crowley reviewed his comments concerning building height, residential parking location, shared use parking throughout the site, snow storage, and general utilities.

Mr. Poulin said they are working on BETA's comment letter. Mr. Cornetta stated they will address the comments and better the proposal as instructed. Chair Padula confirmed the applicant has to go to Conservation Commission and Design Review.

Motion to Continue the public hearing for 340 East Central Street, Special Permit & Site Plan, to July 27, 2020. Rondeau. Second: David. Vote: 4-0-0 (4-Yes; 0-No).

Mr. Halligan re-entered the meeting.

7:10 PM **PUBLIC HEARING** – *Continued*
Panther Way
Special Permit & Site Plan
Documents presented to the Planning Board are on file.

Mr. Michael Doherty, attorney representing the applicant; Mr. Rick Goodreau, United Consultants, Inc.; and Mr. Brad Chaffee, Camford Property Group/applicant, addressed the Planning Board. Mr. Doherty stated they have been before the Planning Board many times. They have reached a settlement agreement with Highwood I and Highwood II condominiums. Part of the agreement of the Special Permit is that the bus parking not be relocated onto the property. He stated that a concern of the Highwood neighbors was that in the future the client would relocate the bus parking. The applicant assured them that this would not be done. The neighbors wanted a condition that an approval of a Special Permit would include the promise to not relocate the bus parking. The bus parking shown on the new Site Plan is where it will stay.

Ms. Love stated she had no further comments other than what was provided in her memo. Approval from Design Review was received this week.

Mr. Maglio stated the revised submittal was reviewed. He noted only one comment regarding the retaining wall in the rear of the building. Mr. Goodreau stated it would be a Redi-Rock retaining wall. He explained the materials, location, and dimensions of the wall. There will be a chain link fence on top of the wall.

Mr. Crowley stated he reviewed the revised plans. He noted the turning radius for backing out was a little less than desirable. He asked about the feasibility of a sidewalk in front of the building. Mr. Goodreau explained that there are locations where the construction of a sidewalk would be challenging. Chair Padula stated that if it cannot be done, it cannot be done.

Mr. Rondeau noted that six buses were being stored inside the building; he asked if there is a carbon monoxide system installed as the buses will generate fumes when they start. There should be no body or mechanical work in the building. He noted this is strictly for the Holmes buses. He asked how much gravel removal out of the site is needed, and how much ledge will be blasted? Mr. Goodreau said they have not done the evaluation yet, but they will file for an earth removal permit. Mr. Chaffee said all ventilation requirements will be met for the building. He confirmed this would be for the Holmes buses only. He said they do not have a specific tenant at this time.

Mr. Halligan stated that the applicant did a great job complying to everyone's needs and wants. The only stipulation he would like to see on the Special Permit is that for any tenant besides Holmes busing they must return to the Planning Board for a Limited Site Plan before they could get an Occupancy Permit. Mr. Chaffee said he is okay with that. Chair Padula asked where the AC units would be located. Mr. Chaffee said as there was no tenant yet, he does not know where they would be located; but wherever, the units would be screened. Mr. Halligan asked for a view of the front side of the building.

Mr. Chris McCarthy, 114 Highwood Drive, stated that when the site walk was conducted, other evergreen screening such as spruces was discussed, but it has not been addressed at this meeting. Mr. Chaffee said part of his concern about that screening is the grade; the detention pond is lower. Mr. McCarthy asked if the applicant was requesting a waiver for screening for 10 or more cars. Chair Padula confirmed that for 10 or more cars a 10 ft. strip of screening is needed. Mr. Goodreau read aloud Chapter 185, section 35, about required screening. He stated they have provided a planting plan with vegetation. Chair Padula read aloud the snow storage section.

Mr. Anthony Gallino, attorney representing Highwood I and Highwood II condominiums, abutters to the proposed project, stated that one of the things agreed upon was that the location of the buses would not be changed, and any new tenant would have to come before the Planning Board.

Chair Padula noted that if this item had gone to the Zoning Board of Appeals first, there would have been no Special Permit and therefore no special conditions.

Motion to Close the public hearing for Panther Way, Special Permit & Site Plan. David. Second: Rondeau. Vote: 5-0-0 (5-Yes; 0-No).

Chair Padula stated that the Planning Board will vote at the July 29, 2020, meeting.

7:15 PM **PUBLIC HEARING** – *Continued*
176-210 Grove Street
Site Plan
Documents presented to the Planning Board are on file.

Mr. Edward Cannon, attorney on behalf of Marcus Partners developer of the project; Mr. Levi Reilly, Director of Development of Marcus Partners; Mr. David Kelly of Kelly Engineering Group; and Mr. Giles Ham of VAI, traffic engineering, addressed the Planning Board. Mr. Cannon said they have satisfied BETA's concerns. He stated the Planning Board expressed concern about not knowing the tenant and therefore not knowing the hours of operation. He noted there was concern about an Amazon-type tenant, but this is not a good location for that. Those types of commerce facilities are larger and need more parking than is being proposed. He pointed out that the applicant is not creating a site that would be appealing to that type of user. He stated that the proposed traffic on Grove Street is minimal. He discussed the difficult impact of requiring the applicant to return to the Planning Board for a Limited Site Plan for any tenant. He discussed that through the bylaw, the Planning Board does have protections. He discussed the hours of operation and deliveries. He stated the applicant is comfortable if the Planning Board wants to apply a condition regarding the Town's noise bylaw. He explained that the applicant realizes that Grove Street is in difficult condition, and they have proposed a contribution of \$100,000 to help with Grove Street repairs; they want to contribute to the solution. He further noted that any significant change in use for a tenant would have to come back to the Planning Board.

Mr. Halligan expressed that he is concerned about not knowing who the tenant is. He is not comfortable with the traffic report. What happens if they get a tenant that exceeds the traffic report. If the tenant is not known, how can a traffic study report be written? Mr. Cannon said they understand the concern, but in reality, this is difficult on the applicant. The traffic impact is really minimal. Mr. Ham reviewed the scope of the traffic impact and said it is a very small impact based on a warehouse tenant similar to what is out there today. He noted that if there is a significant change of use, the Building Department can require them to come back to the Planning Board. Mr. Power stated that he agrees with Mr. Halligan; this should not be approved blindly without knowing what is going in there. It is not out of the ordinary for the Planning Board to request this.

Chair Padula stated that usually the Planning Board approves something and they know what is required of the parking. He noted that everything today is delivery. The applicant is already 43 parking spaces short at the site. There are residential homes on the street. The Planning Board has legitimate concerns. Mr. Halligan said he is in favor of the project and the traffic study; however, he is worried if something exceeds that traffic study in the future.

Mr. Cannon discussed that lending and leasing would be virtually impossible with that condition. Mr. Reilly discussed that it is difficult to secure lending for new construction; if there are these special conditions, the bank will look at it differently which would make it difficult to secure financing. They are trying to have a project they can move forward with. Mr. Reilly stated the traffic study is based on best engineering practices.

They build and finance the building and then court tenants to come into the town and into the building. If there is an atypical condition in the requirements, it will make it impossible to get financing. Mr. Halligan said that it seems like the applicant just wants an open book. Mr. Reilly and Mr. Cannon discussed the tenants and parking.

Mr. Rondeau agreed with Mr. Halligan and Chair Padula. The Planning Board has to look out for the best interests of the Town. They have to consider the traffic. He does not want this to become the building commissioner's problem in the future. Mr. David stated he was in agreement with the other Planning Board members. Chair Padula stated that this is the only bite of the apple the Planning Board has. The applicant has the right to build this. He noted the traffic issue and the shortage of 43 parking spaces. He stated the initial use is not known, so they do not know what a change in use would be. He stated that it is the feeling of the Planning Board that they would like to know who the tenant is and what their requirements are going to be for parking. The Planning Board cannot give carte blanche for a building without knowing what is going in it for use. Mr. Halligan asked if the applicant could do a traffic study that doubles what they have proposed and show that it would not be a significant impact; the applicant's current traffic study seems like it was a conservative study. This way, the Planning Board would know if the road could handle the traffic if the study doubled. There would be enough leeway there to protect the Town. Mr. Reilly stated that would be acceptable. He asked if they could present this at the next Planning Board meeting. Ms. Love asked if the Planning Board would like BETA to review it.

Mr. Ken Gutkowski, abutter, stated this is a big concern for him. There is constant traffic coming into the neighborhood such as from people who are interested in the state forest and trucks barreling through Grove Street. There are kids that are new drivers in the area. There is heavy truck volume. He does not think the traffic study has taken into account the current traffic.

Ms. Deborah Bibeault, 185 Grove Street, stated that she has to replace her mailbox often due to trucks turning around. More traffic on Grove Street would be horrendous. It is already very congested. She noted trucks are currently supposed to take a left turn and they do not.

Mr. Steven Rossetti, 235 Grove Street, disagreed that the traffic impact will be minimal. Currently, the trucks go by at all hours of the night. There are landscaping and trash issues. Grove Street is residential and it is used commercially. He noted there are no sidewalks on Grove Street; \$100,000 will not do a lot to fix Grove Street.

Mr. Scott Waite, 198 Grove Street, stated several of his neighbors feel this way. He wants the road fixed; \$100,000 is not enough. Something else should be put in this site; there are better projects for that location. He discussed the intent of the Master Plan.

Mr. Halligan stated that to lead the applicant in the correct direction, is the rest of the Planning Board comfortable with his suggestion about a revised traffic study. Mr. Power confirmed that the Planning Board would not have to know every tenant as bylaws are in place if there is a big difference in parking. Mr. Halligan asked if the Planning Board has discretion regarding how to use the \$100,000. Chair Padula said the Planning Board has the ability to accept the money for a specific purpose/use. Mr. Halligan suggested the money to be used for signage.

Chair Padula stated Grove Street has become a very travelled area. It has needed lights for some time. He feels some of this could be remedied if tractor trailer trucks were made to go north. It is up to the Town to address the problem. This public hearing is for expansion of this site; not all of this should be put on the shoulders of this developer.

Mr. Cannon reviewed the assumption for the traffic study is to do a 50 percent increase.

Motion to Continue the public hearing for 176-210 Grove Street, Site Plan, to July 13, 2020. Halligan. Second: Rondeau. Vote: 5-0-0 (5-Yes; 0-No).

Motion to Adjourn the Remote Access Virtual Zoom Planning Board Meeting. Rondeau. Second: David. Vote: 5-0-0 (5-Yes; 0-No). Meeting adjourned at 9:34 PM.

Respectfully submitted,

Judith Lizardi,
Recording Secretary

Town of Franklin



Planning Board

**June 29, 2020
Meeting Minutes**

Chair Anthony Padula called the above-captioned **Remote Access Virtual Zoom Meeting** to order this date at 7:00 PM. Members in attendance: Joseph Halligan, William David, Gregory Rondeau, Rick Power. Members absent: None. Also present: Michael Maglio, Town Engineer; Amy Love, Planner; Matthew Crowley, BETA Group, Inc.; Maxine Kinhart, Administrative Assistant.

*As stated on the agenda, due to the growing concerns regarding the COVID-19 virus, the Planning Board will conduct a **Remote Access Virtual Zoom Meeting**. The Massachusetts State of Emergency and the associated state legislation allows towns to hold remote access virtual meetings during the COVID-19 pandemic crisis. 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, or citizens can participate by using the Zoom link also provided on the agenda.*

7:00 PM **Commencement/General Business**

Chair Padula read aloud the Zoom platform call-in phone number and the Zoom link which were also provided on the meeting agenda.

A. Decision: Panther Way – Special Permit & Site Plan

Ms. Love stated the Planning Board closed the public hearing at the June 22, 2020 meeting. The applicant applied for two Special Permits and there are four waiver requests. She stated special conditions were discussed at the June 22, 2020 meeting. She noted the Planning Board waived the traffic study. Chair Padula stated the Planning Board did not go along with waiver #4 as listed on Ms. Love’s memorandum to the Planning Board dated June 24, 2020; he reviewed the three Special Conditions listed on Ms. Love’s letter.

Mr. Goodreau stated that at this time, the AC units are to be put in the attic space; however, if that changes, fence screening of white vinyl will be provided. Chair Padula recommended a Special Condition #4 be added: Body work will be by the applicant only. Planning Board members discussed the exact wording. It was confirmed that the Special Permit is strictly for the Holmes busing company and not for any other tenant.

Waiver Requests:

Motion to Allow less than 42’ of cover over the RCP drain pipe. Proposed Class V RCP. Halligan. Second: David. Vote: 5-0-0 (5-Yes; 0-No).

Motion to Allow the use of HPDE Pipe for drainage pond 1 and the roof drain collection system. Halligan. Second: David. No vote taken.

Motion to Allow index sheet to be at a scale 1”=60’. Halligan. Second: Rondeau. Vote: 5-0-0 (5-Yes; 0-No).

Motion to Waive sidewalk in front of building and traffic study. Halligan. Second: David. No vote taken.

Special Conditions:

Motion to Accept special condition that a Limited Site Plan is to be filed when a tenant, other than the Bus owners, occupies the building. Halligan. Second: David. Vote: 5-0-0 (5-Yes; 0-No).

Motion to Accept special condition to provide screening for any AC units that are added to the exterior of the building. Halligan. Second: Rondeau. Vote: 5-0-0 (5-Yes; 0-No).

Motion to Accept special condition that bus parking is to remain as shown on the Site Plans. The Bus parking is not to be relocated anywhere else on the site. Halligan. Second: Rondeau. Vote: 5-0-0 (5-Yes; 0-No).

Motion to Accept special condition that body work and all repairs and other to be by the applicant only. Rondeau. Second: David. Vote: 5-0-0 (5-Yes; 0-No).

ROLL CALL VOTE:

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

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

Chairman Padula read aloud the following.

- a) Proposed project addresses or is consistent with neighbor or Town need.
Padula-YES; Power-YES; Halligan-YES; Rondeau-YES; David-YES. Vote: 5-0 (5-Yes; 0-No)
- b) Vehicular traffic flow, access and parking and pedestrian safety are properly addressed.
Padula-YES; Power-YES; Halligan-YES; Rondeau-YES; David-YES. Vote: 5-0 (5-Yes; 0-No)
- c) Public roadways, drainage, utilities and other infrastructure are adequate or will be upgraded to accommodate development.
Padula-YES; Power-YES; Halligan-YES; Rondeau-YES; David-YES. Vote: 5-0 (5-Yes; 0-No)
- d) Neighborhood character and social structure will not be negatively impacted.
Padula-YES; Power-YES; Halligan-YES; Rondeau-YES; David-YES. Vote: 5-0 (5-Yes; 0-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.
Padula-YES; Power-YES; Halligan-YES; Rondeau-YES; David-YES. Vote: 5-0 (5-Yes; 0-No)
- f) Number, height, bulk, location and siting of building(s) and structures(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.
Padula-YES; Power-YES; Halligan-YES; Rondeau-YES; David-YES. Vote: 5-0 (5-Yes; 0-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.
Padula-YES; Power-YES; Halligan-YES; Rondeau-YES; David-YES. Vote: 5-0 (5-Yes; 0-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.

Padula-YES; Power-YES; Halligan-YES; Rondeau-YES; David-YES. Vote: 5-0 (5-Yes; 0-No)

Motion to Approve Panther Way, Special Permit & Site Plan, with the approved Waiver Requests, Special Conditions, and Suggested Standard Conditions of Approval #1 through #10 as listed on pages 3 and 4 of Ms. Love’s memorandum to the Planning Board dated June 24, 2020. Rondeau. Second: David. Vote: 5-0-0 (5-Yes; 0-No).

7:05 PM **PUBLIC HEARING** – *Initial*
162 Grove Street
 Special Permit & Site Plan
Documents presented to the Planning Board are on file.

Motion to Waive the Reading for 162 Grove Street, Special Permit & Site Plan. Halligan. Second: Rondeau. Vote: 5-0-0 (5-Yes; 0-No).

Mr. Rick Goodreau of United Consultants, Inc.; Mr. Don Cooper, attorney representing the applicant; and Fran from New England Treatment Access addressed the Planning Board. Mr. Goodreau provided a review of the proposed construction of a building addition of 2,583 sq. ft. to the southwest of the existing building which is 13,504 sq. ft., entrance walkway to the retail component of the building, relocated driveway, parking lot expansion allowing for 141 parking spaces (89 retail customer spaces and 52 employee spaces), two stormwater systems, and site grading and landscaping. He stated the site is currently a trucking business and consists of approximately four acres of land with an existing building on the site. The site has parking spaces and pavement. There is a wetland located to the south and another to the east of the property. He clarified parking spaces 8 through 18 as shown on the plans with curb bumpers so vehicles could not go into the walkway. Mr. Halligan recommended bollards instead of curb bumpers. Mr. Goodreau stated they are proposing to keep the existing cape cod berm. Curbing for the proposed area was discussed. Mr. Goodreau explained the current stormwater system and the locations of the detention basins and provided a detailed review of the new drainage and stormwater system. He stated pre- and post-development conditions were evaluated and show a reduction in rates and volume of runoff. He stated that there are existing utility connections which will need to be relocated. He reviewed the proposed trees as shown in the planting schedule. He noted there would be one tree removed due to the driveway entrance relocation. He stated a traffic study was submitted. Review comments have been received by BETA for the Site Plan, Special Permits, and traffic study. He noted the traffic study indicated the applicant exceeded the parking calculation, and the area of the intersection of the roadway and the site driveway were adequate. He stated they have begun meeting with the Conservation Commission; the next meeting is scheduled for July 16, 2020.

Chair Padula noted snow storage is not seen on the plan. Mr. Rondeau stated traffic will be an issue and requested a letter from the Police Department. Mr. Maglio stated he reviewed the plans; he provided an overview of his comments as outlined in his letter to the Planning Board dated June 25, 2020.

Ms. Love reviewed items from her letter to the Planning Board dated June 24, 2020. She stated the applicant submitted to Design Review for a sign which should be shown on the plans. Due to COVID-19 regulations, the applicant may want to consider adding a queuing line outside the building. She recommended it be shown on the plans how the customers will enter and exit the building. Mr. Goodreau said there will be a separate entrance and exit which he will label on the plan.

Chair Padula read aloud the letter from the Fire Department.

Mr. Crowley stated some of BETA's comments have already been addressed; he reviewed items from his letter to the Planning Board dated June 25, 2020.

Ms. Jaklyn Centracchio, BETA Group Traffic Consultant, reviewed her letter to the Planning Board dated June 25, 2020 regarding BETA's peer review of the traffic study. She reviewed the methodology used for the traffic study and stated that the study area was found to be inadequate due to the number of vehicles trips generated by this project; additional intersections, including the intersections of Grove Street at Washington Street and Grove Street and Route 140, should be added to the study area. She stated that empirical trip data was collected at a similar NETA facility in Northampton and used as comparison. She discussed the number of daily trips, the number of developments on Grove Street, and a sight distance analysis. Regarding the parking, there are anticipated 128 spaces demand which is close to the 141 parking spaces proposed; BETA would like to see additional backup to support those numbers. Mr. Halligan asked about the population difference between Franklin and the Northampton facility used as a comparison, and if the traffic study included the other dispensaries in the area as they may take traffic away from this location. Ms. Centracchio stated that the population was not taken into account; however, the other competing dispensaries were taken into consideration. She thinks the volumes are an accurate depiction of what it would be. Chair Padula stated concern about the traffic on Grove Street and stated that a signal at the intersection of Washington Street and Grove Street should be looked into.

Mr. John Cetrano, 64 Bridle Path, stated there will be a great influx of traffic on Grove Street and Washington Street. He stated concern that people will drive through residential areas to get to Washington Street.

Motion to Continue the public hearing for 162 Grove Street, Special Permit & Site Plan, to July 27, 2020. Rondeau. Second: David. Vote: 5-0-0 (5-Yes; 0-No).

7:05 PM **PUBLIC HEARING** – *Continued*
 Maple Hill
 Definitive Subdivision
 Documents presented to the Planning Board are on file.

Ms. Love stated this meeting will regard the traffic summary for the 59 single lot houses accessing through Kimberlee Avenue and Bridle Path.

Mr. Jeffrey Dirk of Vanasse & Associates, Inc., provided a slideshow presentation regarding the traffic study for the proposed residential community of Maple Hill. He noted that BETA provided a peer review of the traffic study. He reviewed the transportation impact assessment summary. He stated the study looked at traffic volumes, pedestrian, bike, and public transportation. He stated the traffic will be well distributed between Kimberlee Avenue and Bridle Path. There will be no significant increases in delays and queuing. Sight lines were reviewed and with the exception of Kimberlee Avenue at Maple Street, all met or exceeded requirements. At the Kimberlee Avenue intersection with Maple Street, there is a curvature to the north; however, it is appropriate to the speed limit of 30 mph, but at speeds of 40 mph, it is not good. Getting the vehicle speeds down to where they should be must be worked on. He reviewed the evaluated traffic area and the methodology for the traffic study. He provided recommendations to calm the traffic. He noted that BETA

had requested the applicant also look at the Lincoln Street/Main Street/Maple Street intersection. He stated that they found no changes; delays increased by less than two seconds and no significant increase in queuing. He reviewed the trip generation summary and stated that overall, the average daily trips would be approximately 630 vehicle trips—315 in and 315 out. He reviewed the trip distribution pattern and discussed the parameters used. He stated that about 50 percent of the project will use Bridle Path and 50 percent will use Kimberlee Avenue. He reviewed the traffic operations analysis summary. As a result of the analysis, they provided recommendations to reduce vehicle speeds including install radar speed feedback signs north of Franklin Springs Road and Kimberlee Avenue, provide speed enforcement, reduce the width of Franklin Springs Road, install a crosswalk across Franklin Springs Road and Maple Street, and install a crosswalk across Bridle Path and Lincoln Street. He discussed traffic calming measures for both Kimberlee Avenue and Bridle Path which he said the applicant has committed to design and construct. He stated they have responded to each of BETA's peer review comments.

Ms. Jaklyn Centracchio, BETA Group Traffic Consultant, stated that her comments are related to safety concerns. She discussed that the traveling speeds on Maple Street are 9 to 10 mph over the posted speed. She stated that the sight distance at Kimberlee Avenue should be reviewed and that a tree restricts a sight line. The proposed speed radar feedback signs were okay, but the sight distance at Kimberlee Avenue should be improved. She noted that if the Planning Board wants to install the suggested crosswalks, ADA complaint ramps should be installed.

Mr. Roy Cornelius, 25 Bridle Path, stated that a crosswalk at Bridle Path and Lincoln Street must be a school crossing, there should be no through traffic signs, and the Bridle Path road name should not be used in the Maple Hill development. He asked how the construction vehicles will access for phase I and discussed the repaving of Bridle Path last year with only chip seal. He asked why more developments are being put in as the Town does not have sufficient funds to maintain the roads and there are water bans. Chair Padula stated the water bans are due to a state mandate, not because the Town is out of water.

Mr. Bruce Stivaletta, 10 Surrey Way, stated that there are 13 different types of vehicles used for house construction; the weight of such trucks going down these old streets will destroy the roads and asphalt along the curbing. Chair Padula stated that once most of the heavy equipment vehicles arrive, they stay on site. He noted that the trucks have numerous tires to disperse the weight.

Mr. John Cetrano, 64 Bridle Path, asked what is a raised medium. Mr. Dirks explained that it is an island in the middle of the road. He said they are trying to avoid speed bumps and would like to reduce the roads to 22 ft. He discussed a raised intersection to slow vehicles down. Mr. Cetrano stated there is no information about traffic coming into Bridle Path where the development ties into the existing Bridle Path and Kimberlee Avenue. He does not want the Planning Board to waive the required sidewalks on both sides of the street especially with all the foot traffic due to COVID-19. Chair Padula discussed that islands used to be on Franklin roads but were removed because they were damaging the plows and making it difficult to plow. He noted there were rumble strips in the center of Town which were also removed. The bylaws require 32 ft. roads; the roads get narrower with snow and delivery trucks which are commonly parked in the street. He stated the Planning Board often waives the two-sidewalk requirement in order to get upright granite curbing, roundings in the driveways, and concrete sidewalks.

Mr. Lawrence Maggio, 4 Bridle Path, encouraged the Planning Board to require a temporary entrance off of Maple Street to be used for construction at least during phase I. He stated that he liked the idea of crosswalks and stop signs and advocated they be installed at the commencement of construction. Chair Padula stated he thought the Planning Board would make those recommendations for phase I. Chair Padula asked about a wetland crossing. Mr. Maggio stated he does not think there is one. Mr. Maggio discussed street sweeping during construction to keep the neighborhood clean. Chair Padula stated he does not like the idea of islands in the roads. He stated the Planning Board will resume the traffic discussion at the July 13, 2020 meeting.

Motion to Continue the public hearing for Maple Hill, Definitive Subdivision to July 13, 2020. Halligan. Second: David. Vote: 5-0-0 (5-Yes; 0-No).

7:15 PM **PUBLIC HEARING** – *Continued*
70, 72 & 94 East Central Street – Multi-Family
Special Permit & Site Plan Modification
Documents presented to the Planning Board are on file.

Chair Padula recused himself.

Mr. Brad Chaffee, owner/applicant; Mr. Richard Cornetta, attorney representing the applicant; Ms. Liz Ranieri and Mr. Rob Marcalow of Kuth Ranieri Architects; and Mr. Rick Goodreau of United Consultants, Inc. addressed the Planning Board. Mr. Chaffee stated that from previous meetings, the Planning Board expressed concern regarding items such as the position of the building and access roads. He stated he has submitted a letter to the Planning Board dated June 24, 2020 regarding those challenges which he reviewed. He stated the house at 88 East Central Street would have to be demolished in order to move the new building forward; the current owners will not move out of their home. In addition, almost the entire property at 88 East Central Street is made up of solid ledge; the height of the building on top of that ledge would cause the building to be too high. And, if the proposed building were moved forward, the current residents at 70/72 East Central Street would be adversely affected due to their view. During the last three weeks, his team has looked at this in depth. He stated that the house at 88 East Central Street is registered with the Massachusetts Historical Society.

Ms. Ranieri presented the historical background of the house at 88 East Central Street and said the house is a piece of Franklin's history. They would like to preserve it and provide educational information about its unique past. She reviewed older buildings in the downtown area that are now gone. She stated that the restoration of historic buildings is encouraged rather than demolition. Such buildings will add richness to the community; the Town should have a mix of new buildings and historic preservation. Mr. Marcalow discussed proposed plans for the historic house at 88 East Central Street. He explained the house is intended to blend into the ensemble of buildings in the area. The historic home will serve as a reminder of the history and legacy of the Town.

Vice Chair Halligan stated that this house is not part of the plan that has been presented to the Planning Board. He reviewed the project from the beginning. He said it was a tight project and the Planning Board had concern about the parking, but the roadside parking in the Commercial zoning district complemented that. The second part of the project was that Mr. Chaffee wanted a modification to the existing two buildings as he felt he could not sell the garages in the back. The Planning Board granted the modification to eliminate the garages as long as the number of parking spaces was maintained. No future development was mentioned at that time. Then another proposal from the applicant to add another lot was presented. There was concern from the Planning Board regarding sidewalks throughout the project and possibly sliding the building forward as the Planning Board members felt it was a little tight in the back area. Now, there is conversation about the lot at 88 East Central Street being obtained. The Planning Board thought that maybe if that house was gone, it would open up the area and allow the proposed building to be moved forward. Now, the Planning Board learns that it is a historical building and will never be demolished. However, that home does not technically have anything to do with the plans submitted. He reiterated that he has recommended that the applicant return to the Planning Board with all three parcels as one Site Plan. Mr. Chaffee stated that he has been trying to address the concerns of the Planning Board. He would like to put the house on a modified Site Plan. He will look into the different levels of historical designation regarding what can be done with the home.

Vice Chair Halligan requested information as to the level of historical designation of the building. Mr. Rondeau stated he recommends a full Site Plan with the two lots, pulling the building forward, and making it

feasible for the neighbors. He noted the building as proposed is too big for the lot. He asked how much of said building is historical. Mr. Chaffee asked if he increased the setbacks for the building, would that be amenable. Vice Chair Halligan noted that if all the lots were combined, there would not be any setback lines. Ms. Love reminded the Planning Board that Mr. Chaffee would not own 88 East Central Street; she would have to speak with the Town Attorney about the process. Mr. Chaffee stated he will talk to counsel regarding the properties and make one Site Plan.

Mr. Cornetta stated that the original filing included all three parcels; the middle piece was already included. He noted that one challenge is that Mr. Chaffee would not obtain ownership of the parcel until the construction of the proposed building was completed. They recognize this is an issue they need to solve. They would like to continue this meeting and move forward with a comprehensive plan of all three parcels. Vice Chair Halligan asked if Mr. Chaffee does not own that parcel, how can the Planning Board issue a Special Permit including that parcel. Mr. Cornetta reviewed the process for that situation. Vice Chair Halligan stated it seems like to put all three parcels together is moving in the right direction.

Mr. David stated he would like to see the building moved forward. Mr. Chaffee stated they will be returning to the Planning Board with a new plan. Vice Chair Halligan noted that the building as proposed seems a little large. Mr. Chaffee asked if the setbacks on the rear and sides were increased, would the Planning Board be happy with that. Vice Chair Halligan stated that it seems like that would be the right direction. He requested clarification about the level of historical designation. Mr. Rondeau said he would like to see full drawings including drainage, catch basins, sidewalks, etc., not just a conceptual plan. Mr. Chaffee agreed it would be a full plan. Mr. David stated he does not want a dumpster in the back. Mr. Rondeau requested drive through access and parking around the building; the building should be pulled forward.

Motion to Continue the public hearing for 70, 72 & 94 East Central Street – Multi-Family, Special Permit & Site Plan Modification, to August 10, 2020 at 7:05 PM. Rondeau. Second: David. Vote: 4-0-0 (4-Yes; 0-No).

Motion to Adjourn the Remote Access Virtual Zoom Planning Board Meeting. Rondeau. Second: David. Vote: 4-0-0 (4-Yes; 0-No). Meeting adjourned at 10:01 PM.

Respectfully submitted,

Judith Lizardi,
Recording Secretary

Town of Franklin



Planning Board

**July 13, 2020
Meeting Minutes**

Chair Anthony Padula called the above-captioned **Remote Access Virtual Zoom Meeting** to order this date at 7:00 PM. Members in attendance: Joseph Halligan, William David, Gregory Rondeau, Rick Power. Members absent: None. Also present: Amy Love, Planner; Matthew Crowley, BETA Group, Inc.

*As stated on the agenda, due to the growing concerns regarding the COVID-19 virus, the Planning Board will conduct a **Remote Access Virtual Zoom Meeting**. The Massachusetts State of Emergency and the associated state legislation allows towns to hold remote access virtual meetings during the COVID-19 pandemic crisis. 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, or citizens can participate by using the Zoom link also provided on the agenda.*

7:00 PM Commencement/General Business

Chair Padula read aloud the Zoom platform call-in phone number and the Zoom link which were also provided on the meeting agenda.

A. Final Form H: 300 Financial Way (formerly 100 Financial Way)

Ms. Love stated a Partial Form H was completed in January for the site work; the applicant is currently before the Planning Board for the Final Form H. She stated there was concern about the signal at the intersection of Washington Street and King Street; however, Town Engineer Michael Maglio stated the signal was complete. She stated that BETA has been to the site and provided a report.

Mr. Crowley, BETA Group, stated he conducted a site visit on July 7, 2020; the site primarily conforms to the plans. He reviewed some exceptions which were reported in detail in his Site Observation Report dated July 7, 2020. Chair Padula discussed the pictures submitted with Mr. Crowley's report. He expressed concern about the curbing and asked about a sidewalk for the children who may walk to school. Mr. Crowley stated he did not recall a sidewalk being required. Ms. Love discussed requirements for walking distance to school. She stated that as it is a Charter School, most children do not walk to school. Chair Padula stated he would like to see the final draft; he does not recall that the Planning Board approved the school without requiring a sidewalk. He stated there are issues that need to be addressed before the Planning Board can issue a Final Form H. Mr. Rondeau and Mr. Halligan stated they recollected discussions about sidewalks. Chair Padula requested the documentation/decision on what was voted on regarding the sidewalk.

Mr. Doug Hartnett of Highpoint Engineering stated that he recalled the discussion about sidewalks; as the Charter School is basically a drop-off school, it was agreed a sidewalk was impractical. Therefore, there was nothing in the Special Conditions for a sidewalk. Discussion commenced regarding required sidewalks, gate, and signage. Chair Padula asked what is proposed for the islands. Mr. Hartnett stated that functionally the islands are not needed; it was just part of the design. He stated the contractor missed installing the islands. Mr. Crowley stated that without the islands the impervious area will increase but at a miniscule amount for the site. He stated if there were plantings designated on the islands, the plantings should be placed elsewhere and the parking area should be striped. Chair Padula stated this agenda item would be continued. He stated

the islands should be taken out, the spaces striped, and the fence finished. Mr. Gene Sullivan, contractor, stated the fence is completed. Mr. Hartnett stated that since BETA did the walk-through, items have continuously been completed. Chair Padula stated the Planning Board could sign the release if the islands could be striped this week. Mr. Sullivan stated that could be done. Mr. Rondeau asked what tenant was going into the site and what would be the traffic. Mr. Hartnett stated that he recalled the building was approved for a warehouse distribution center and any changes to that would facilitate returning to the Planning Board. He stated the 28,000 sq. ft. addition has been postponed indefinitely; they do not own that piece.

Motion to Accept Final Form H: 300 Financial Way (formerly 100 Financial Way), but not to be released until BETA Group verifies all concerns noted from this meeting. Halligan. No Second provided. Vote: 5-0-0 (5-Yes; 0-No).

B. Partial Form H: Residents at Dean Ave.

Mr. Brian McCarthy, RJ O’Connell & Associates; Mr. John Shipe, Shipe Consulting; and Mr. Sean Regan, Fairfield Residential addressed the Planning Board. Mr. McCarthy reviewed the completed areas and buildings. He stated that the landscaping is mostly complete in those areas. Temporary fencing separating the construction areas from the general public areas will be installed. They have submitted this partial submission certificate to the Planning Board so the building inspector can issue temporary occupancy.

Mr. Crowley stated that BETA completed a site walk and review of the approved plans. He confirmed the reviewed area of the site to be constructed in general conformance with the approved plans with the exceptions/notations as listed in his Observation Report dated July 7, 2020.

Chair Padula asked about the guardrail that was not installed and the parking near the dog park area. He stated that there is no concrete curb to stop the cars. Mr. McCarthy stated this was designed with a low-impact stormwater design so there is sheet flow rather than curbing.

Ms. Love stated the applicant has a temporary occupancy for building 2. They are before the Planning Board for buildings 1, 3, and 4. She stated there has been some ongoing issues which should be addressed regarding building 6 with the light filtering off to abutting properties. Mr. McCarthy said the landscaping must be installed in that area. They have adjusted some of the lighting in that area. He is fairly sure they can keep the lights off in that general area for the time being while they install the screening. Mr. Crowley stated shielding should be provided if there is light spillage. Mr. McCarthy stated adjustments can be made. Mr. Rondeau confirmed the barricade to the pool was installed. Mr. McCarthy explained the runoff and drainage system in the area; adjustments were made as it was running into the pool.

Chair Padula stated that he was embarrassed for the Town that the DPW Director and the Town Administrator allowed asphalt to be used on the curb and on the sidewalks in front of the development to save money.

Motion to Approve Partial Form H: Residents at Dean Ave., to release buildings 1, 3, and 4. David. Second: Rondeau. Vote: 4-0-1 (4-Yes; 0-No; 1-Abstain). (Mr. Halligan abstained.)

7:05 PM **PUBLIC HEARING** – *Continued*
 122 Chestnut Street
 Site Plan
 Documents presented to the Planning Board are on file.

Mr. Michael O’Brien, applicant, stated comment information from BETA Group requesting changes was received; therefore, revisions are being made.

Ms. Love stated the applicant has the Design Review Commission's recommendation. The landscaping plan did not match with the civil site plan. The Planning Board did not require a traffic study. She stated that some special recommendations are suggested.

Chair Padula stated that the Planning Board can also request changes to the plans. He stated the first parking spot on the plan is too close to the street; it should be eliminated. Ms. Love stated if it were eliminated, the applicant would not be able to meet the required parking. Mr. McCarthy confirmed he should reduce the number of parking spaces by the one closest to the street and the Planning Board would approve it with a waiver. Chair Padula noted that the driveway opening showed the curbing, but the roundings are not shown in the detail which should be the same height with a 7' reveal. Mr. Crowley discussed the inconsistency with the curb line and suggested a transition stone curb area to be consistent with what is currently in the area. Mr. McCarthy reviewed the requested changes he received. Ms. Love reviewed the changes that were needed including the turning radius for the dumpster. Mr. Crowley stated that it looks like BETA's comments have been addressed in the plan that the Planning Board has not seen yet. Ms. Love discussed the differences in the landscape plan that must be adjusted, including the proposed patios at the site.

Mr. Halligan noted that Mr. Maglio is not in attendance at this meeting; he noted that Mr. Maglio provided three comments in his letter to the Planning Board. Mr. Crowley stated they have been addressed.

Mr. McCarthy reviewed the three adjustments requested by the Planning Board: adjust the landscape plan, remove the parking space closet to the street and the Planning Board will approve a parking waiver for the loss of the space, and make sure the existing test pit the location is shown on the plan. Chair Padula confirmed the applicant was going to stay consistent with what is already on the street in regard to the roundings.

Motion to Continue the public hearing for 122 Chestnut Street, Site Plan, to July 27, 2020. Halligan. Second: Rondeau. Vote: 5-0-0 (5-Yes; 0-No).

7:05 PM **PUBLIC HEARING** – *Continued*
 160 Grove Street
 Special Permit & Site Plan
 Documents presented to the Planning Board are on file.

Mr. Adam Braillard, representing the applicant; Mr. Jim Stukel of Stukel Group; Mr. Bill Halsing of Land Planning, Inc.; and Mr. Nate Seward, odor consultant, addressed the Planning Board for the development of a recreational cannabis cultivation facility. Mr. Braillard reviewed the applicant's history with the Planning Board and with the Town starting in June 2019 for this project. He stated that they have also worked with the Conservation Commission, filed an NOI, and received an Order of Conditions. He stated a request for a provisional license with the Cannabis Control Commission was filed and a provisional license was received. He noted their last Planning Board hearing was on June 1, 2020.

Ms. Love stated the applicant has been before the Planning Board numerous times. She reviewed her memo to the Planning Board dated July 8, 2020, specifically referencing her comments, suggested special conditions, and suggested odor mitigation conditions.

Chair Padula read aloud a letter to the Planning Board from Town Engineer Michael Maglio dated July 6, 2020. He stated the three comments listed on this letter will have to be added to the special conditions prior to endorsement.

Mr. Crowley stated that as of BETA's last letter, the applicant has satisfied all the outstanding issues; he has no further comment.

Mr. Halligan asked the Town Administrator if all agreements have been finalized with the Town regarding this growing facility. Town Administrator Jamie Hellen Town said the Town has all agreements in place.

Mr. Rondeau asked if there is a way to have BETA review this site and the other two projects on Grove Street for traffic to make sure they all work with each other and Grove Street will not be overloaded.

Chair Padula stated that with all the projects on Grove Street at this time, this project will probably have the least impact. Mr. Crowley stated that when a traffic study is done, it usually includes the surrounding sites. Mr. Halligan asked about road improvements prior to occupancy. Chair Padula stated a left-hand turning light is being referred to. Ms. Love stated this can be specified in the special conditions.

Motion to Close the public hearing for 162 Grove Street, Special Permit & Site Plan. Halligan. Second: David. Vote: 5-0-0 (5-Yes; 0-No).

Chair Padula stated this item would be put on the next agenda under General Business for a vote and noted the special conditions that were discussed at tonight's meeting will be included.

Motion to Add this item to the July 27, 2020 Planning Board agenda under General Business for a vote. Rondeau. Second: David. Vote: 5-0-0 (5-Yes; 0-No).

7:05 PM **PUBLIC HEARING** – *Continued*
 176-210 Grove Street
 Site Plan
 Documents presented to the Planning Board are on file.

Mr. Edward Cannon, attorney on behalf of Marcus Partners, developer of the project; Mr. Levi Reilly, Director of Development of Marcus Partners; and Mr. Giles Ham of VAI, traffic engineering, addressed the Planning Board. Mr. Cannon stated that at the last Planning Board meeting, they were asked to assume a 50 percent increase in traffic volume over the traffic study originally submitted, which they have done. He stated the Conservation Commission hearing was closed. He stated that Marcus Partners has worked with the Town regarding contribution dollars to improve Grove Street.

Mr. Reilly provided details about the traffic and contribution funds to the Town. He reviewed the increase in vehicle count on Grove Street. He discussed the proposed traffic counts and the impact of 50 more vehicle trips. In their opinion, this is a small overall proportion of the traffic on Grove Street.

Ms. Love reviewed her memo to the Planning Board dated July 8, 2020. She noted the applicant offered \$100,000 to the Town for road improvement. She discussed possible special conditions if the Planning Board were to approve this project. Chair Padula stated the main concern is traffic. He recommended all truck traffic go in the northerly direction.

Mr. Reilly explained the grant program. He stated that based on the comments received at the last Planning Board meeting, they looked to expand the \$100,000 contribution by the developer. He explained the State grant sponsored to fund infrastructure; the applications for next year must be submitted by August 28, 2020. He stated that instead of funding the \$100,000 contribution when the building is occupied, they would fund the money now with the hopes of securing the grant valued at \$2 million. He requested the Planning Board's feedback on the grant. Town Administrator Jamie Hellen stated that there are some residents who are very concerned about the condition of Grove Street. It has been an area of focus for the community and the Town has done utility improvements to lay the foundation for further improvements. He stated this State grant would be great for infrastructure improvements. He discussed that some of the \$100,000 from the developer would be used to hire a professional grant writer to apply for the grant. He noted it is a competitive grant program through the State's Department of Housing and Economic Development. Chair Padula asked if this would include a consideration for a set of lights. Mr. Reilly stated they feel like they would be most

competitive if they apply for funds for road improvements, not including the signal light. Chair Padula asked when DOT decides if an intersection needs a set of lights or who decides if a set of lights is needed.

Mr. Crowley stated BETA has no additional comments. He noted five conditions were recommended by BETA. Mr. Halligan asked about the updated traffic report using a 50 percent increase in traffic. Mr. Crowley stated he was not provided a copy of that traffic report to review; BETA reviewed the original report. He noted the original trip generation was not considered to be significant in the overall view of Grove Street. Ms. Love stated a decision had not been made as to whether BETA would review the revised traffic report.

Chair Padula confirmed the center entrance would be for car traffic only; the side entrances for tractor trailers going north. Mr. Reilly confirmed that would be for the new building only; not the original two buildings. Chair Padula confirmed all Planning Board members were on board with the grant. Mr. Reilly stated that of the \$100,000, about 50 percent would be used for the grant writer to get the application done by August 28, 2020; about 50 percent would be used for design. Mr. Halligan confirmed there is no guarantee for the grant. Mr. Reilly stated if they were not successful with the grant this year, they could resubmit for the grant in coming years. Planning Board members agreed they liked the idea of applying for the grant.

Motion to Close the public hearing for 176-210 Grove Street, Site Plan with the following recommendations: the recommendations will be on the front page of the approved plan, no trucks in the center entrance from the new development, all truck traffic will be directed north, and the grant will be applied for. It was added by Mr. Halligan that if someday a light is installed, the truck traffic condition will be removed. Halligan. Second: David. Vote: 5-0-0 (5-Yes; 0-No).

7:05 PM **PUBLIC HEARING** – *Continued*
 Maple Hill
 Definitive Subdivision
 Documents presented to the Planning Board are on file.

Chair Padula stated this is a continuation of the public hearing regarding traffic.

Ms. Love stated that at the last Planning Board meeting there was a presentation by Mr. Jeffrey Dirk of Vanasse & Associates, Inc., and Ms. Jaklyn Centracchio, BETA Group Traffic Consultant. Some comments were made by residents. The meeting was continued to tonight to take additional comments from residents. She noted a list of questions from residents that is provided in her memo to the Planning Board dated July 8, 2020. She noted a comment letter from the Town Engineer dated July 6, 2020, regarding information provided at the last meeting.

Mr. Chris Peterson, 66 Bridle Path, stated that the traffic report does not discuss any traffic that is coming from the other side of Town including from Bellingham and Woonsocket that is cutting through Franklin. The reports are not focused on the true level of traffic that will be cutting through. There are many tools that people have to try to avoid traffic and they will use this cut through. Mr. Dirk stated the traffic study that was prepared addresses all traffic that goes through Franklin. The traffic study is based on actual measured traffic on the roadway. He noted that BETA confirmed correct standards were used to conduct the traffic study. He stated the traffic-calming measures would not encourage people to use these roadways to cut through. Mr. Peterson stated the studies do not take into account when the school is open and families take their children to school.

Mr. Stephen Higgins, 4 Phaeton Lane, confirmed Chair Padula stated he was not in favor of medians; Mr. Higgins agreed. Mr. Higgins stated Mr. Dirk spoke about speed humps; he asked for examples of where they were located in neighborhoods. Mr. Higgins asked if the development went through, would there be phasing. Chair Padula explained the typical process of phasing.

Mr. Chris Campbell and Ms. Patricia Campbell, 12 Kimberlee Avenue, stated they have submitted a letter. They spoke about medians, snow removal, drainage issues, on-street parking, and possible noise issues due to the medians. Chair Padula stated he would only go for an extended speed bump for a traffic slowing device as plows can plow over it without trouble, and it does not make a lot of noise. Ms. Campbell expressed concern about the location of the speed bumps.

Ms. Maegan Schlitzer, 59 Bridle Path, asked about Mr. Dirk's suggestion to reduce the Bridle Path roadway to 22 ft. Mr. Dirk explained that would be done with curb line bump outs to create for a section of the road being narrowed. Ms. Schlitzer asked if a second sidewalk could be installed. Mr. Dirk stated adding a sidewalk is an effective way to narrow the road. Ms. Schlitzer stated she was in favor of adding a second sidewalk.

Ms. Lisa Brady, 36 Kimberlee Avenue, asked about the report indicating a 10-mile gap needing to reduce traffic from 40 mph to 30 mph. The mitigation was only going to close the gap 3 mph to 4 mph. Mr. Dirk explained the 3 mph to 4 mph speed reduction was to get to the speed needed for the available sight line. She asked how a police car would be able to sit on Maple Street to monitor traffic speed. Chair Padula stated that question would go to the traffic safety officer if people want the street patrolled. He confirmed the speed limit sign for the school starts at the corner of Brook Street and Lincoln Street. Mr. Dirk stated a radar speed feedback sign is something the developer was going to install and supply. Ms. Brady asked how the bump out would affect school buses and fire trucks. Mr. Dirk said the speed devices are typically set back 50 ft. from the intersection. Ms. Brady discussed the morning traffic on school days. Mr. Dirk stated that actual traffic volumes and counts are provided in the appendix of the traffic study. Ms. Brady asked about added costs to the Town if streets have to be narrowed. Mr. Dirk stated that anything to be done with the roadway would not affect the sewer system.

Mr. Steve Dunbar, 30 Madison Avenue, stated he sent the Planning Board a letter dated June 30, 2020, related to his traffic concerns. He reviewed his four points as outlined in his letter: stopping sight distance on Maple Street should be checked, adding 58 homes turns Kimberlee Avenue into a collector street, the two sharp radius on Kimberlee Avenue do not meet the requirements of a collector street, and the items proposed to control traffic will have to be maintained by the Town and he requested the Town and contractor to rethink the plan.

Pete asked why stop signs cannot be put at the intersections of these streets to slow the traffic. He stated he sent his concerns in a letter to the Planning Board. He suggested instead of shrinking the road, another sidewalk should be put on the other side.

Mr. John Cetrano, 64 Bridle Path, respectfully disagreed with Mr. Dirk's traffic study. He stated the traffic measurements did not take into effect someone driving down Pond Street and realizing that this is now a cut through. This additional traffic is not considered. Regarding traffic calming measures, when people are forced to slow down, as soon as the need to slow down is finished, they speed up to make up time and distance. He stated that bump outs and medians are not going to work.

Mr. Paul Irvine, 12 Bridle Path, said these mitigation factors are going to change the character of the neighborhood. He recommended a sidewalk on the odd side of Bridle Path, then the other mitigation factors would not be needed.

Ms. Laura Dombroski said she has done research on the traffic report. She noted that this new subdivision of 58 homes and the other two existing neighborhoods will be incorporated. She discussed the general rule of traffic peak hour volume. Based on that with the three neighborhoods together, they are at 150 average trips per day. This is more than Mr. Dirk's 60 vehicle trips per peak hour. She asked what level of involvement Mr. Dirk had with the coordination with MassDOT. Mr. Dirk explained his experience in preparing traffic studies. He reviewed the types of equations used to determine trip generation numbers. He explained this

traffic study complies with MassDOT standards. He stated MassDOT has no jurisdiction over this project; this project is subject to local review. Ms. Dombroski explained that there is such a disparity in the number; she requested Chair Padula review this. She is concerned that there will be more traffic than expressed in the 60 peak vehicle trips in the traffic study and that will affect the quality of life and safety. The disparity is three-fold.

Mr. Crowley stated he was taking notes during the meeting. He will issue a revised letter taking into consideration concerns the public expressed and Mr. Dirk's responses. Chair Padula stated it is unorthodox to change and narrow a road and eliminate sidewalks in a subdivision to save money years after it has been approved. The Planning Board tries to make the streets comply to rules and regulations, and the DPW then changes the roads.

Mr. Halligan stated Jeffrey Dirk is the traffic engineer hired by the developer. That is why the Town of Franklin hires BETA Group to review that report to find any flaws in the report. If something is not correct, Mr. Crowley and his group should find that. Mr. Crowley confirmed that BETA goes through the report and look for discrepancies.

Ms. Love stated there has only been one meeting to review the site itself. She recommended at the next Planning Board meeting, they move focus to site plan, subdivision plan, drainage, stormwater management, and any phasing. She suggested they may finalize traffic discussions in late August or a September meeting. She stated the applicant stated they will be filing an extension, as well.

Motion to Continue the public hearing for Maple Hill, Definitive Subdivision to August 10, 2020. Halligan. Second: Rondeau. Vote: 5-0-0 (5-Yes; 0-No).

Motion to Adjourn the Remote Access Virtual Zoom Planning Board Meeting. Power. Second: David. Vote: 5-0-0 (5-Yes; 0-No). Meeting adjourned at 9:41 PM.

Respectfully submitted,

Judith Lizardi,
Recording Secretary

PLAN 348 OF 1987

SITE PLAN 162 GROVE STREET

ZONING:

162 GROVE STREET SITE IS LOCATED WITHIN AN INDUSTRIAL ZONE.

	REQUIREMENTS:	EXISTING	PROPOSED
INDUSTRIAL ZONE AREA:	40,000 S.F.	174,351± S.F.	174,351± S.F.
FRONTAGE:	175'	175.00'	175.00'
DEPTH:	200'	757'	757'
HEIGHT:	3 STORIES *6	2 STORIES	2 STORIES
WIDTH:	157.5'	220'	220'

	REQUIREMENTS:	EXISTING	PROPOSED
COVERAGE - STRUCTURES:	70%	8.1%	9.8%
STRUC. & PAVING:	80%	31.5%	50.0%

	REQUIREMENTS:	EXISTING	PROPOSED
SETBACKS- FRONT:	40'	89.1'	89.1'
RIGHT SIDE:	30' *5	107.1'	85.3'
LEFT SIDE:	30' *5	31.7'	31.7'
REAR:	30' *5	478.9'	478.9'

*5 - INCREASE BY THE COMMON BUILDING HEIGHT OF THE STRUCTURE, WHEN ABUTTING A RESIDENTIAL USE
*6 - BUILDINGS UP TO 60 FEET IN HEIGHT MAY BE PERMITTED BY A SPECIAL PERMIT FROM THE PLANNING BOARD.

LOT COVERAGE CALCULATION AREA BASED ON UPLAND AREA

A PORTION OF THE PROPERTY IS LOCATED WITHIN A FRANKLIN WATER RESOURCE DISTRICT. THE SITE AREA PROPOSED FOR DEVELOPMENT IS LOCATED IN A ZONE X BASED ON FEMA FIRM MAP 25021C030BE DATED JULY 17, 2012.

AREA WITHIN THE WATER RESOURCE DISTRICT - 94,477± SQ. FT.
UPLAND AREA WITHIN THE WATER RESOURCE DISTRICT - 72,907± SQ. FT.
IMPERVIOUS AREA WITHIN THE WATER RESOURCE DISTRICT - 21,764± SQ. FT.
COVERAGE WITHIN THE WATER RESOURCE DISTRICT - 21,764 / 72,907 = 29.9%

162 GROVE STREET:
EXISTING BUILDING USE TRUCK TERMINAL.
PROPOSED BUILDING USE MEDICAL AND NON MEDICAL MARIJUANA DISPENSARY.

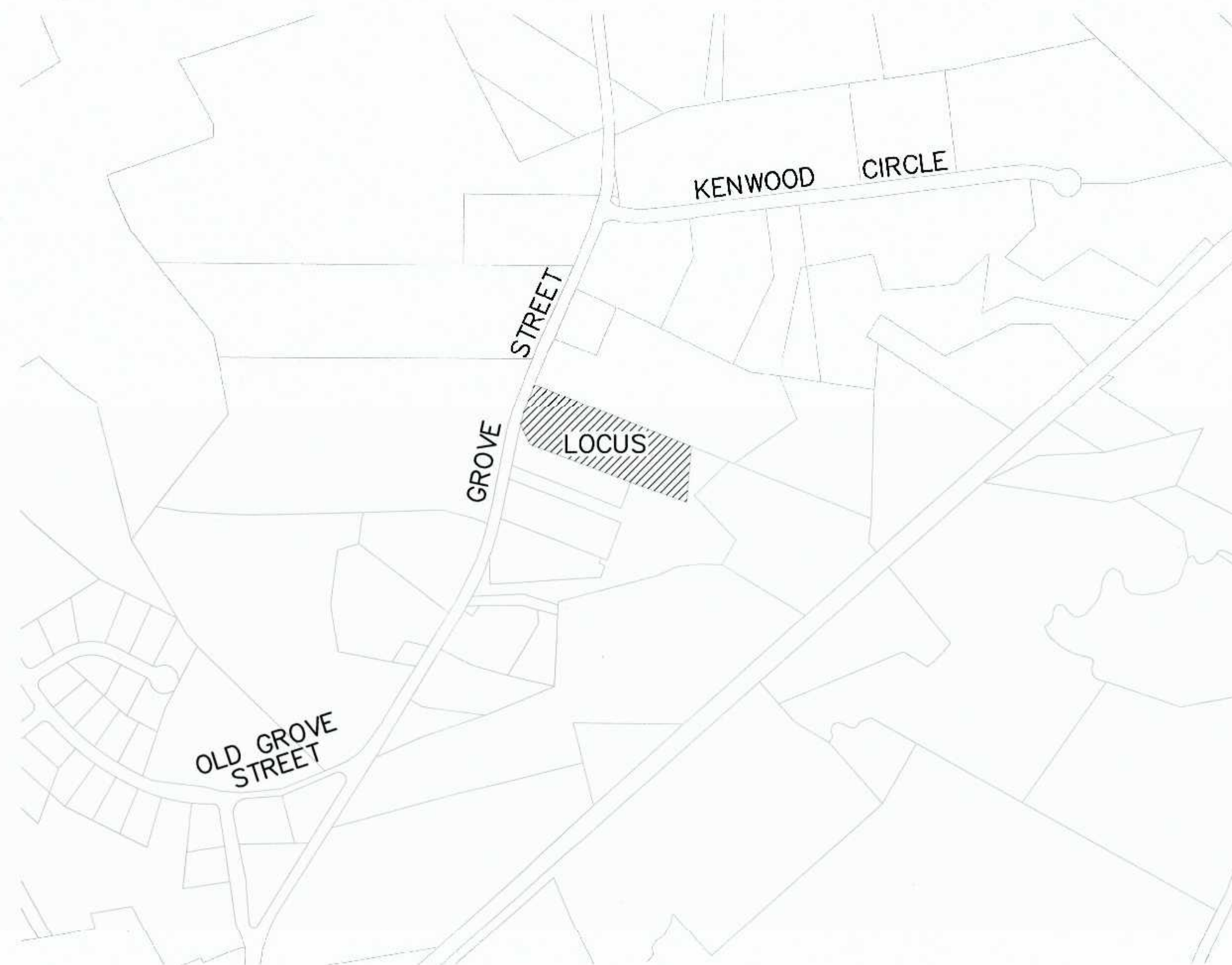
DRAWING INDEX:

1. COVER SHEET
2. EXISTING CONDITIONS PLAN
3. SITE LAYOUT PLAN
4. SITE GRADING AND UTILITY PLAN
5. SITE PLANTING PLAN
6. EROSION CONTROL PLAN
7. CONSTRUCTION DETAILS - 1
8. CONSTRUCTION DETAILS - 2
9. CONSTRUCTION DETAILS - 3
- SITE LIGHTING- LIGHTING PLAN, PHOTOMETRICS AND SCHEDULES BY SK & ASSOCIATES



Carlos A. Quintal
CARLOS A. QUINTAL P.E. #30812

REFERENCES:
ASSESSORS MAP 306 PARCEL 3
DEED BOOK 35681 PAGE 179
PLAN 348 OF 1987
PLAN 1364 OF 1987
PLAN 516 OF 1996
PLANS 620 - 622 OF 1940
SITE PLAN MODIFICATION AND CHANGE OF USE SITE PLAN BY GUERRIERE AND HALNON, INC LAST REVISED OCTOBER 18, 2018



WAIVER REQUESTS:
1. TO ALLOW LESS THAN 42" OF COVER OVER THE RCP DRAIN PIPE. PROPOSED CLASS V RCP.
2. TO ALLOW THE USE OF HDPE PIPE FOR THE MANIFOLDS AND POND 10 AND POND 11. EXISTING ROOF PIPING IS 8" PVC.
3. TO ALLOW MINIMAL LIGHT SPILLAGE ONTO THE ABUTTING PROPERTIES.

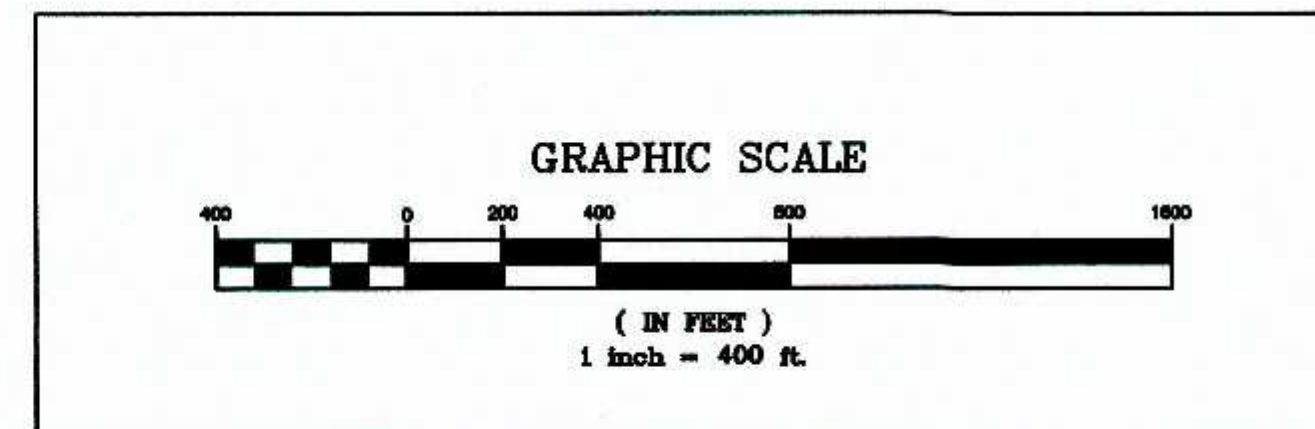
LOCUS MAP
SCALE: 1" = 400'

- ALL EROSION CONTROL MITIGATION MEASURES SHALL BE IN PLACE PRIOR TO MAJOR CONSTRUCTION OR SOIL DISTURBANCE COMMENCING ON THE SITE.

VICINITY MAP
SCALE: 1" = 100'

SITE PLAN
COVER SHEET
162 GROVE STREET
FRANKLIN, MASSACHUSETTS
PREPARED FOR
NEW ENGLAND TREATMENT ACCESS, LLC
5 FORGE PARKWAY
FRANKLIN, MASSACHUSETTS
MAY 21, 2020
SCALE: 1" = 400'

SITE PLAN APPROVAL REQUIRED FRANKLIN PLANNING BOARD	
DATE	



NO.	DATE	DESCRIPTION	BY
2	8/5/20	REVIEW COMMENTS	RRG
1	7/8/20	REVIEW COMMENTS	RRG

DATE	FIELD BY:	INT.
4/20		BL
5/20	CALCS BY:	RRG
5/20	DESIGNED BY:	RRG
5/20	DRAWN BY:	COMP
5/20	CHECKED BY:	CAQ

UNITED CONSULTANTS INC.
850 FRANKLIN STREET SUITE 11D
WRENTHAM, MASSACHUSETTS 02093
508-384-8560 FAX 508-384-8566

DATE	SCALE	PROJECT	SHEET
MAY 21, 2020	1" = 400'	UC1435	1 of 9

NOTES:
 1. ELEVATIONS DATUM NAVD 1988.
 2. EXISTING CONDITIONS SURVEY WAS COMPLETED BETWEEN APRIL 6, 2020 AND APRIL 16, 2020.
 3. SOIL TYPES TAKEN FROM SOILS MAP OF NORFOLK COUNTY.

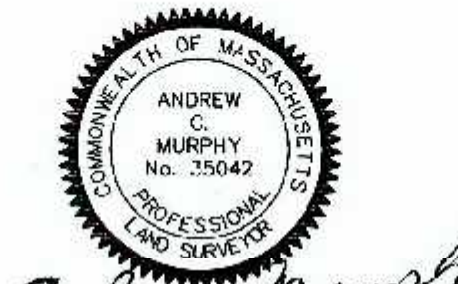
EXISTING DRAINAGE STRUCTURE SCHEDULE

XCB-1 RIM=265.1 INV=262.4	XDMH-1 RIM = 264.3 INV IN = 261.3 INV OUT = 260.9
XCB-2 RIM=265.1 INV=263.0	XDMH-2 RIM = 261.4 INV IN = 256.4 INV OUT = 255.9
XCB-3 RIM=261.7 INV=257.3	XDMH-3 RIM = 264.1 INV IN = 259.5 CB INV IN = 259.3 8" PVC INV OUT = 259.0
XCB-4 RIM=263.4 INV=259.9	XDMH-4 RIM = 259.8 INV IN = 253.8 INV OUT = 253.55
XCB-5 RIM=259.9 INV=254.2	

REFERENCES:
 ASSESSORS MAP 306 PARCEL 3
 DEED BOOK 35681 PAGE 179
 PLAN 348 OF 1987
 PLAN 1364 OF 1987
 PLAN 516 OF 1996
 PLANS 620 - 622 OF 1940
 SITE PLAN MODIFICATION AND CHANGE OF USE SITE PLAN
 BY GUERRIERE AND HALNON, INC LAST REVISED OCTOBER 18, 2018

LEGEND:

- DHSB DRILL HOLE STONE BOUND
- 300 --- EXISTING COUNTOUR
- 297- PROPOSED COUNTOUR
- x274.3 SPOT GRADE - PROPOSED
- x274.3EX SPOT GRADE - EXISTING
- ⊙ 48M EXIST. TREE - DIAMETER - SPECIES
- ⊙ WB PROPOSED. TREE - SPECIES
- ⊙ UP4-1 UTILITY POLE
- OHW — OVERHEAD WIRES
- ⊗ GAS GATE
- ⊕ WATER CURB STOP
- ⊗ WATER GATE
- ⊗ FIRE HYDRANT
- ⊙ DRAIN MANHOLE
- ⊙ CATCH BASIN
- ⊙ SEWER MANHOLE
- D DUMPSTER
- VCC VERTICAL CONCRETE CURBING
- CCB CAPE COD BERM
- ⊕ HANDICAP PARKING SPACE
- ⊕ BUILDING MOUNTED LIGHT
- ⊕ POLE MOUNTED LIGHT
- ⊕ EXISTING POST LIGHT
- ⊕ EXISTING BUILDING MOUNTED LIGHT
- B BOLLARD
- CO CLEANOUT
- DS DOWNSPOUT
- PD PERSON DOOR
- OHD OVERHEAD DOOR



ANDREW C. MURPHY P.L.S. #35042

PLAN 348 OF 1987

MAP 306 PARCEL 2
 160 GROVE STREET
 N/F HENNEP PROPERTIES, LLC
 BOOK 37525 PAGE 499
 ZONE - INDUSTRIAL
 USE - WAREHOUSE

MAP 306 PARCEL 4
 164 GROVE STREET
 N/F NLCP 164 GROVE STREET
 MA, LLC
 BOOK 37633 PAGE 557
 ZONE - INDUSTRIAL
 USE - VACANT

PARCEL A
 174,351± SQ. FT.
 UPLAND AREA = 152,781± SQ. FT.

MAP 306 PARCEL 5
 166 GROVE STREET
 N/F CORE REAL ESTATE
 HOLDINGS, LLC
 BOOK 22762 PAGE 365
 ZONE - INDUSTRIAL
 USE - HEALTH CLUB

OWNER:
 CHARLEY2017, LLC
 7 MYRTLE STREET
 NORFOLK, MASSACHUSETTS

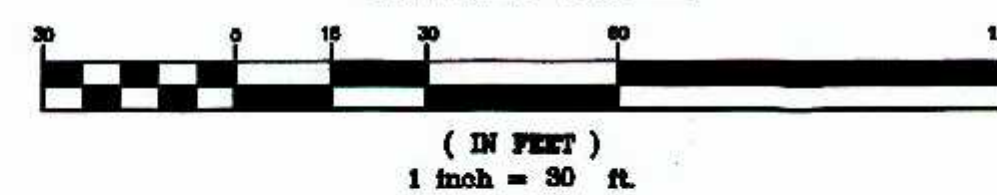
APPLICANT:
 NEW ENGLAND TREATMENT ACCESS, LLC
 5 FORGE PARKWAY
 FRANKLIN, MASSACHUSETTS

SITE PLAN
 EXISTING CONDITIONS PLAN
 162 GROVE STREET
 FRANKLIN, MASSACHUSETTS
 PREPARED FOR
 NEW ENGLAND TREATMENT ACCESS, LLC
 5 FORGE PARKWAY
 FRANKLIN, MASSACHUSETTS
 MAY 21, 2020
 SCALE: 1" = 30'

SITE PLAN APPROVAL
 REQUIRED
 FRANKLIN PLANNING BOARD

DATE

GRAPHIC SCALE

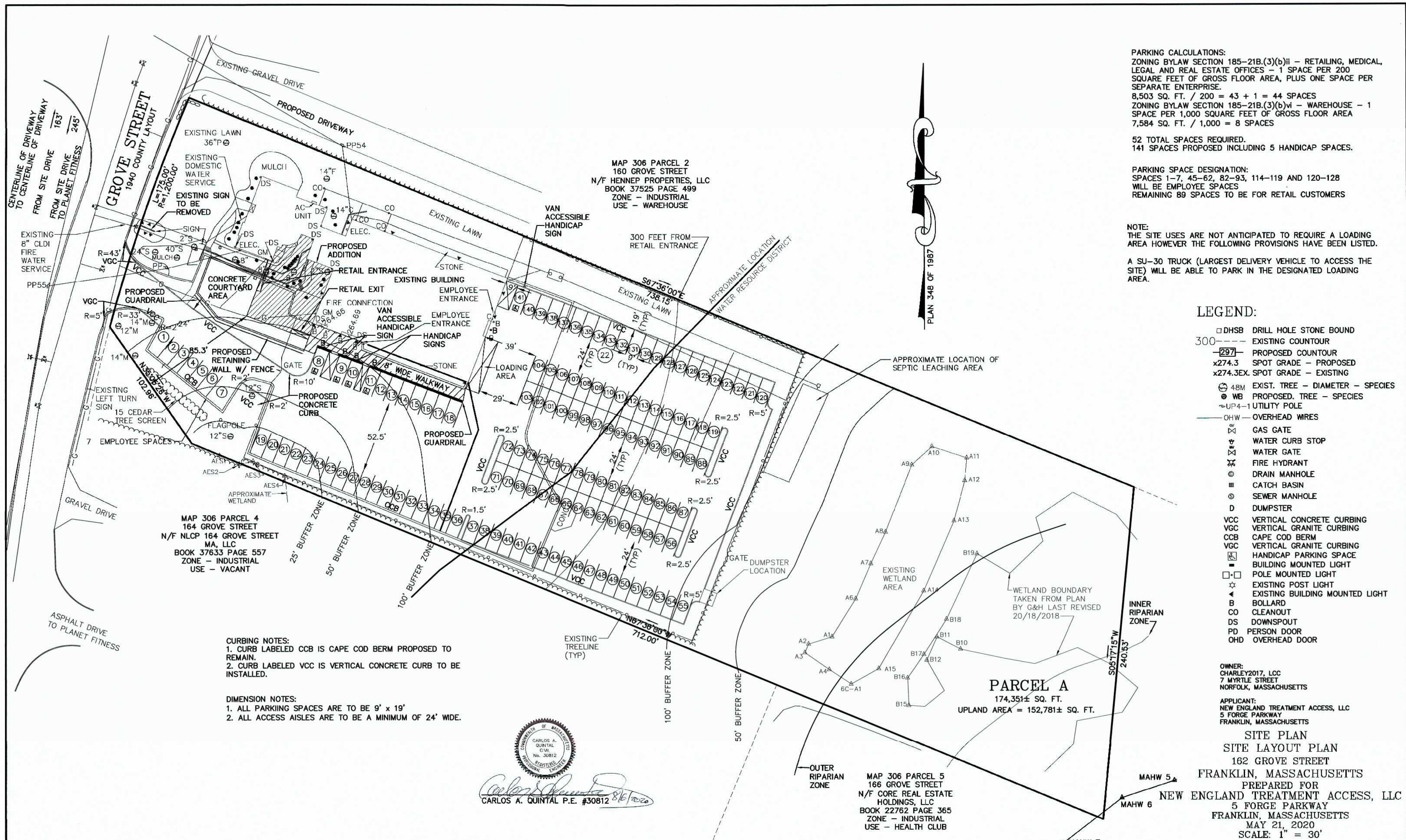


NO.	DATE	DESCRIPTION	BY

DATE	INT.
4/20	FIELD BY: BL
5/20	FIELD BOOK PG#
5/20	CALCS BY: RRG
5/20	DESIGNED BY: RRG
5/20	DRAWN BY: COMP
5/20	CHECKED BY: CAQ

UNITED CONSULTANTS INC.
 850 FRANKLIN STREET SUITE 11D
 WRENTHAM, MASSACHUSETTS 02093
 508-384-8580 FAX 508-384-6566

DATE
 MAY 21, 2020
 SCALE
 1" = 30'
 PROJECT
 UC1435
 SHEET
 2 of 9



PARKING CALCULATIONS:
 ZONING BYLAW SECTION 185-21B.(3)(b)ii - RETAILING, MEDICAL, LEGAL AND REAL ESTATE OFFICES - 1 SPACE PER 200 SQUARE FEET OF GROSS FLOOR AREA, PLUS ONE SPACE PER SEPARATE ENTERPRISE.
 $8,503 \text{ SQ. FT.} / 200 = 43 + 1 = 44 \text{ SPACES}$
 ZONING BYLAW SECTION 185-21B.(3)(b)vi - WAREHOUSE - 1 SPACE PER 1,000 SQUARE FEET OF GROSS FLOOR AREA
 $7,584 \text{ SQ. FT.} / 1,000 = 8 \text{ SPACES}$

52 TOTAL SPACES REQUIRED.
141 SPACES PROPOSED INCLUDING 5 HANDICAP SPACES.

PARKING SPACE DESIGNATION:
 SPACES 1-7, 45-62, 82-93, 114-119 AND 120-128 WILL BE EMPLOYEE SPACES
 REMAINING 89 SPACES TO BE FOR RETAIL CUSTOMERS

NOTE:
 THE SITE USES ARE NOT ANTICIPATED TO REQUIRE A LOADING AREA HOWEVER THE FOLLOWING PROVISIONS HAVE BEEN LISTED.

A SU-30 TRUCK (LARGEST DELIVERY VEHICLE TO ACCESS THE SITE) WILL BE ABLE TO PARK IN THE DESIGNATED LOADING AREA.

- LEGEND:**
- DHSB DRILL HOLE STONE BOUND
 - 300 --- EXISTING COUNTOUR
 - 297--- PROPOSED COUNTOUR
 - x274.3 SPOT GRADE - PROPOSED
 - x274.3EX. SPOT GRADE - EXISTING
 - ⊙ 48M EXIST. TREE - DIAMETER - SPECIES
 - ⊙ WB PROPOSED. TREE - SPECIES
 - ~UP4-1 UTILITY POLE
 - OHW — OVERHEAD WRES
 - ⊕ GAS GATE
 - ⊕ WATER CURB STOP
 - ⊕ WATER GATE
 - ⊕ FIRE HYDRANT
 - ⊕ DRAIN MANHOLE
 - ⊕ CATCH BASIN
 - ⊕ SEWER MANHOLE
 - ⊕ DUMPSTER
 - VCC VERTICAL CONCRETE CURBING
 - VGC VERTICAL GRANITE CURBING
 - CCB CAPE COD BERM
 - VGC VERTICAL GRANITE CURBING
 - ⊕ HANDICAP PARKING SPACE
 - ⊕ BUILDING MOUNTED LIGHT
 - POLE MOUNTED LIGHT
 - ☆ EXISTING POST LIGHT
 - ⊕ EXISTING BUILDING MOUNTED LIGHT
 - B BOLLARD
 - CO CLEANOUT
 - DS DOWNSPOUT
 - PD PERSON DOOR
 - OHD OVERHEAD DOOR

CURBING NOTES:
 1. CURB LABELED CCB IS CAPE COD BERM PROPOSED TO REMAIN.
 2. CURB LABELED VCC IS VERTICAL CONCRETE CURB TO BE INSTALLED.

DIMENSION NOTES:
 1. ALL PARKING SPACES ARE TO BE 9' x 19'
 2. ALL ACCESS AISLES ARE TO BE A MINIMUM OF 24' WIDE.

CARLOS A. QUINTAL P.E. #30812

SITE PLAN APPROVAL REQUIRED
FRANKLIN PLANNING BOARD

DATE

GRAPHIC SCALE



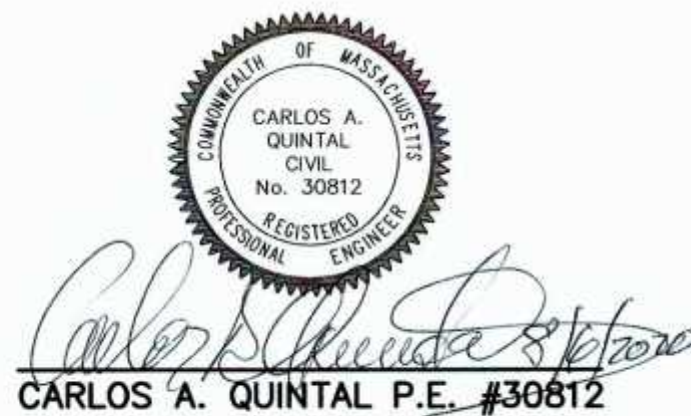
(IN FEET)
 1 inch = 30 ft.

NO.	DATE	DESCRIPTION	BY
2	8/5/20	REVIEW COMMENTS	RRG
1	7/8/20	REVIEW COMMENTS	RRG

DATE	FIELD BY:	INT. BY:
4/20		BL
BK#	FIELD BOOK	PG#
5/20	CALCS BY:	RRG
5/20	DESIGNED BY:	RRG
5/20	DRAWN BY:	COMP
5/20	CHECKED BY:	CAQ

UNITED CONSULTANTS INC.
 850 FRANKLIN STREET SUITE 11D
 WRENTHAM, MASSACHUSETTS 02093
 508-384-8560 FAX 508-384-8566

DATE
MAY 21, 2020
SCALE
1" = 30'
PROJECT
UC1435
SHEET
3 of 9



MAP 306 PARCEL 2
160 GROVE STREET
N/F HENNEP PROPERTIES, LLC
BOOK 37525 PAGE 499
ZONE - INDUSTRIAL
USE - WAREHOUSE

EXISTING DRAINAGE STRUCTURE SCHEDULE

XCB-1 RIM=265.1 INV=262.4	XDMH-1 RIM = 264.3 INV IN = 261.3 INV OUT = 260.9
XCB-2 RIM=265.1 INV=263.0	XDMH-2 RIM = 261.4 INV IN = 256.4 INV OUT = 255.9
XCB-3 RIM=261.7 INV=257.3	XDMH-3 RIM = 264.1 INV IN = 259.5 CB INV OUT = 259.0
XCB-4 RIM=263.4 INV=259.9	XDMH-4 RIM = 259.8 INV IN = 253.8 INV OUT = 253.55
XCB-5 RIM=259.9 INV=254.2	

PROPOSED DRAINAGE STRUCTURE SCHEDULE

CB-10 RIM=264.0 INV=261.24	XDMH-1 RIM = 264.3 INV IN = 261.3 INV OUT = 260.9
CB-11 STORMCEPTOR 450i RIM=259.3 INV=256.3	XDMH-3 RIM = 264.1 INV IN = 259.3 8" PVC INV OUT = 259.0
CB-12 DOUBLE GRATE RIM=258.0 INV=253.9	DMH 10 CONTECH CASCADE SEPARATOR CS-6 RIM = 258.3 12" IN = 252.68 PROP. 24" IN = 251.68 EXIST. 24" OUT = 251.58 EXIST.
	DMH 11 RIM = 260.4 12" IN = 255.44 12" OUT = 255.34

- NOTES:**
- CONTRACTOR TO CONTACT DIGSAFE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
 - CONTRACTOR TO VERIFY LOCATIONS OF EXISTING UTILITIES ANY REPORT ANY DISCREPANCIES TO UNITED CONSULTANTS, INC.
 - ALL WORK SHALL CONFORM TO THE TOWN OF FRANKLIN DPW STANDARDS.
 - MAINTAIN A MINIMUM OF 10' SEPARATION FROM THE WATER SERVICE TO THE SEWER SERVICE.

- UTILITY NOTES:**
- DOMESTIC WATER SUPPLY SHALL BE BASED ON PLUMBING ENGINEERS CALCULATIONS. USE EXISTING WATER SERVICE OR REPLACE AS MAY BE NECESSARY IN SAME LOCATION.
 - FIRE CONNECTION TO BE RELOCATED AS SHOWN. FINAL LOCATIONS TO BE DESIGNED BY PLUMBING ENGINEER AND APPROVED BY FIRE DEPARTMENT.
 - ELECTRIC, TELEPHONE AND CABLE TV LOCATIONS TO BE DETERMINED BY THE APPROPRIATE UTILITY COMPANIES.
 - GAS SERVICE TO BE RELOCATED AS SHOWN. FINAL LOCATION TO BE APPROVED BY THE GAS COMPANY.
 - THE DESIGN ENGINEER SHALL INSPECT THE EXCAVATION OF THE STORMWATER INFILTRATION POND PRIOR TO ANY FILL OR STONE BEING PLACED.

SEPTIC SYSTEM NOTES:
REFERENCE A PLAN ENTITLED "DOERING EQUIPMENT COMPANY SEWERAGE DISPOSAL SYSTEM" DATED MAY 20, 1987.
PLAN INDICATES A DESIGN FLOW OF 750 GALLONS PER DAY.

PROPOSED USE OF 162 GROVE STREET BUILDING INCLUDING ADDITION
RETAIL - 3,856 SQ. FT. @ 50 GALLONS PER DAY (GPD) PER 1,000 SQ. FT.
OFFICE - 4,647 SQ. FT. @ 75 GALLONS PER DAY PER 1,000 SQ. FT.
WAREHOUSE - 7,584 SQ. FT. @ 15 GALLONS PER DAY PER EMPLOYEE

3,856 / 1,000 x 50 = 192.8 GPD
4,647 / 1,000 x 75 = 348.6 GPD
10 WAREHOUSE EMPLOYEES x 15 = 150 GPD

TOTAL PROPOSED FLOW IS 691.4 GPD
WATER RESOURCE DISTRICT: 185-40.D(1)(f) PROHIBITS FLOW FROM EXCEEDING 110 GALLONS PER 10,000 SQ. FT.
EXISTING DESIGN FLOW = 750 GALLONS
LAND AREA = 174,351 SQ. FT.
750 / 110 = 6.818 x 10,000 = 68,181 SQ. FT. OF LAND AREA REQUIRED

NOTE: RETAIL AREA INCLUDES ROOM 101 - 109 AND 115-116.

- STORMWATER SYSTEM CONSTRUCTION NOTES:**
- EXISTING CATCH BASIN 2 TO BE REMOVED AND THE 12" INLET OPENING INTO EXISTING DRAIN MANHOLE 1 SHALL BE BRICKED AND MORTARED.
 - EXISTING CATCH BASIN 4 TO BE REMOVED.
 - THE 15" DRAIN PIPE FROM X-DMH 3 TO X-DMH 2 SHALL BE ABANDONED AND BRICK AND MORTARED AT EACH END WITHIN THE DRAIN MANHOLES.
 - FOR CONNECTIONS OF 12" RCP PIPE TO 12" HDPE PIPE USE A MARMAC COUPLER.
 - ALL EXISTING CATCH BASINS TO BE CLEANED AND THE OIL SEPARATOR HOODS SHALL BE INSPECTED AND REPAIRED OR REPLACED AS NECESSARY.
 - ALL PROPOSED 12" RCP PIPE TO BE CLASS V.
 - INSTALL TWO ROOF LEADERS (SOUTH SIDE OF BUILDING) AND CONNECT TO THE EXISTING 8" PVC DRAIN PIPE.
 - CONTRACTOR TO EXCAVATE 3 TEST PITS IN THE EXISTING STONE TRENCH TO A DEPTH OF THE EXISTING PIPE AT LOCATIONS TO BE DETERMINED AND IN THE PRESENCE OF THE DESIGN ENGINEER. IF THE STONE IS DEEMED UNSUITABLE CONTRACTOR TO EXCAVATE A 3' WIDE TRENCH TO THE BOTTOM OF THE EXISTING PIPE FOR THE ENTIRE LENGTH OF THE NORTH SIDE OF THE BUILDING (120+ FEET) AND INSTALL FILTER FABRIC AND DOUBLE WASHED STONE.

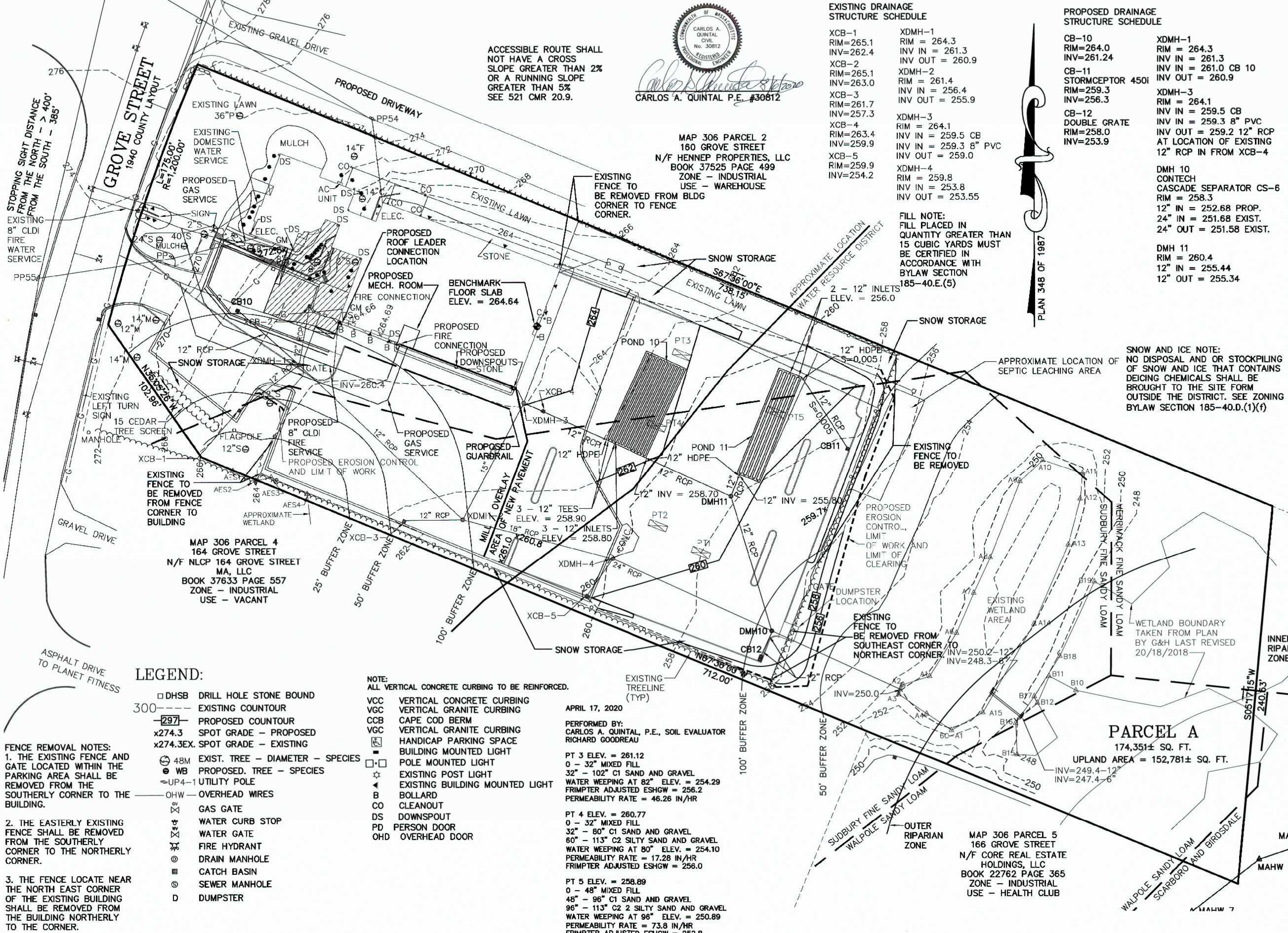
WETLAND BUFFER ZONE DISTURBANCES:
0 - 25' BUFFER ZONE = 0 SQ. FT.
25' - 50' BUFFER ZONE = 32 SQ. FT.
50' - 100' BUFFER ZONE = 6,662 SQ. FT.

THERE ARE NOT ANY VERNAL POOLS WITHIN 100 FEET OF ANY PROPOSED WORK.

OWNER:
CHARLEY2017, LCC
7 MYRTLE STREET
NORFOLK, MASSACHUSETTS

APPLICANT:
NEW ENGLAND TREATMENT ACCESS, LLC
5 FORGE PARKWAY
FRANKLIN, MASSACHUSETTS

**SITE PLAN
GRADING & UTILITY PLAN**
162 GROVE STREET
FRANKLIN, MASSACHUSETTS
PREPARED FOR
NEW ENGLAND TREATMENT ACCESS, LLC
5 FORGE PARKWAY
FRANKLIN, MASSACHUSETTS
MAY 21, 2020
SCALE: 1" = 30'



ACCESSIBLE ROUTE SHALL NOT HAVE A CROSS SLOPE GREATER THAN 2% OR A RUNNING SLOPE GREATER THAN 5% SEE 521 CMR 20.9.

FILL NOTE:
FILL PLACED IN QUANTITY GREATER THAN 15 CUBIC YARDS MUST BE CERTIFIED IN ACCORDANCE WITH BYLAW SECTION 185-40.E.(5)

SNOW AND ICE NOTE:
NO DISPOSAL AND OR STOCKPILING OF SNOW AND ICE THAT CONTAINS DEICING CHEMICALS SHALL BE BROUGHT TO THE SITE FORM OUTSIDE THE DISTRICT. SEE ZONING BYLAW SECTION 185-40.D.(1)(f)

LEGEND:

- DHSB DRILL HOLE STONE BOUND
- EXISTING COUNTOUR
- 297- PROPOSED COUNTOUR
- x274.3 SPOT GRADE - PROPOSED
- x274.3EX SPOT GRADE - EXISTING
- 48M EXIST. TREE - DIAMETER - SPECIES
- WB PROPOSED. TREE - SPECIES
- UP4- UTILITY POLE
- OHW OVERHEAD WIRES
- GAS GATE
- WATER CURB STOP
- WATER GATE
- FIRE HYDRANT
- DRAIN MANHOLE
- CATCH BASIN
- SEWER MANHOLE
- D DUMPSTER

NOTE:
ALL VERTICAL CONCRETE CURBING TO BE REINFORCED.

- VCC VERTICAL CONCRETE CURBING
- VGC VERTICAL GRANITE CURBING
- CCB CAPE COD BERM
- VGC VERTICAL GRANITE CURBING
- HP HANDICAP PARKING SPACE
- BL BUILDING MOUNTED LIGHT
- PL POLE MOUNTED LIGHT
- EX EXISTING POST LIGHT
- EXBL EXISTING BUILDING MOUNTED LIGHT
- B BOLLARD
- CO CLEANOUT
- DS DOWNSPOUT
- PD PERSON DOOR
- OHD OVERHEAD DOOR

APRIL 17, 2020

PERFORMED BY:
CARLOS A. QUINTAL, P.E., SOIL EVALUATOR
RICHARD GOODREAU

PT 3 ELEV. = 261.12
0 - 32" MIXED FILL
32" - 102" C1 SAND AND GRAVEL
WATER WEeping AT 82" ELEV. = 254.29
FRIMPTER ADJUSTED ESHGW = 256.2
PERMEABILITY RATE = 46.26 IN/HR

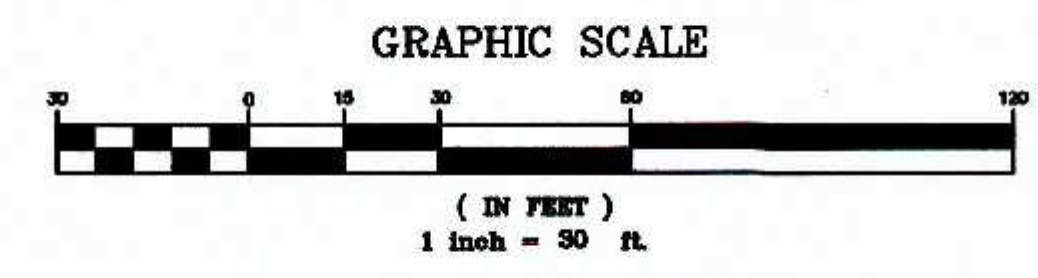
PT 4 ELEV. = 260.77
0 - 32" MIXED FILL
32" - 80" C1 SAND AND GRAVEL
60" - 113" C2 SILTY SAND AND GRAVEL
WATER WEeping AT 80" ELEV. = 254.10
PERMEABILITY RATE = 17.28 IN/HR
FRIMPTER ADJUSTED ESHGW = 256.0

PT 5 ELEV. = 258.89
0 - 48" MIXED FILL
48" - 96" C1 SAND AND GRAVEL
96" - 113" C2 2 SILTY SAND AND GRAVEL
WATER WEeping AT 96" ELEV. = 250.89
PERMEABILITY RATE = 73.8 IN/HR
FRIMPTER ADJUSTED ESHGW = 252.8

- FENCE REMOVAL NOTES:**
- THE EXISTING FENCE AND GATE LOCATED WITHIN THE PARKING AREA SHALL BE REMOVED FROM THE SOUTHERLY CORNER TO THE BUILDING.
 - THE EASTERLY EXISTING FENCE SHALL BE REMOVED FROM THE SOUTHERLY CORNER TO THE NORTHERLY CORNER.
 - THE FENCE LOCATE NEAR THE NORTH EAST CORNER OF THE EXISTING BUILDING SHALL BE REMOVED FROM THE BUILDING NORTHERLY TO THE CORNER.

**SITE PLAN APPROVAL
REQUIRED
FRANKLIN PLANNING BOARD**

DATE



NO.	DATE	DESCRIPTION	BY
2	8/5/20	REVIEW COMMENTS	RRG
1	7/8/20	REVIEW COMMENTS	RRG

DATE	FIELD BY:	INT.
4/20		BL
5/20	CALCS BY:	RRG
5/20	DESIGNED BY:	RRG
5/20	DRAWN BY:	COMP
5/20	CHECKED BY:	CAQ

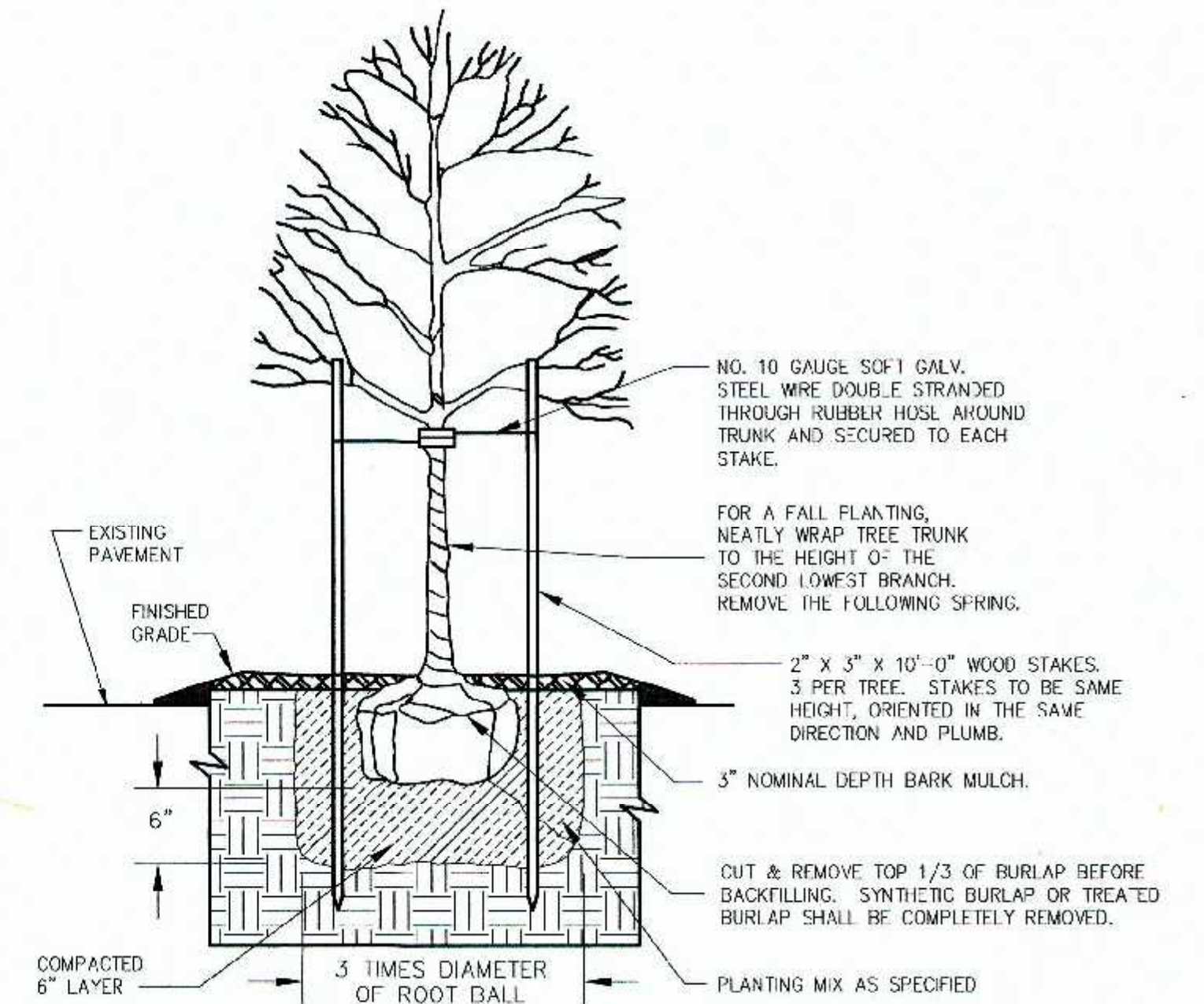
**UNITED
CONSULTANTS
INC.**
850 FRANKLIN STREET SUITE 11D
WRENTHAM, MASSACHUSETTS 02093
508-384-6580 FAX 508-384-6588

DATE	SCALE	PROJECT	SHEET
MAY 21, 2020	1" = 30'	UC1435	4 of 9

PLANTING SCHEDULE

NUMBER	COMMON NAME	SCIENTIFIC NAME	SIZE	CONDITION
5	AMERICAN ELM - AE	ULMUS AMERICANA	3"	B&B
5	RED MAPLE - RM	ACER RUBRUM	3"	B&B
5	WHITE BIRCH - WB	BETULA Papyrifera	4 - 6 FEET	B&B

- PER SECTION 185-21C(5) PROVIDE 1 TREE PER 10 PARKING SPACES.
 141 TOTAL PARKING SPACES / 10 = 15 TREES
 15 TREES PROVIDED.
 - ALL PLANTINGS ARE IN ACCORDANCE WITH THE TOWN OF FRANKLIN BEST DEVELOPMENT PRACTICES GUIDEBOOK.



DECIDUOUS TREE PLANTING

GENERAL NOTES

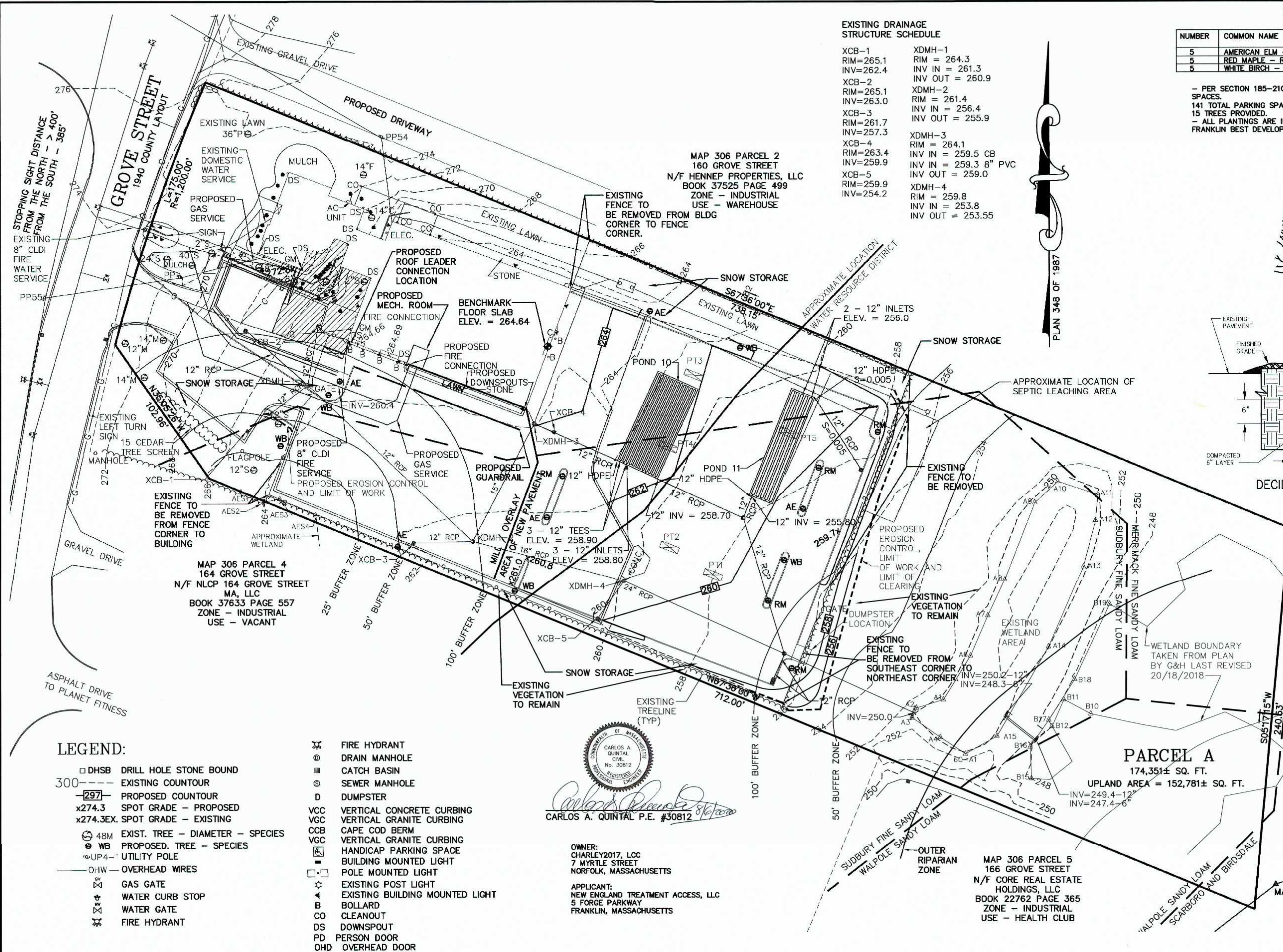
1. PLANTING HOLE SHALL BE THREE TIMES ROOT BALL DIAMETER.
2. ALL INSTALLED PLANT MATERIAL SHALL BEAR THE SAME RELATIONSHIP TO FINISH GRADE (TOP OF PLANTING SOIL MIX), AS IT BORE TO THE NURSERY OR FIELD GRADE.
3. THE PLANTING HOLE DEPTH SHALL PROVIDE FOR A SIX INCH DEPTH OF PLANTING SOIL MIX BELOW THE ANTICIPATED ROOT BALL BOTTOM.
4. NOTWITHSTANDING THE REQUIREMENTS OF NOTES 1 & 3 ABOVE, NO PLANTING HOLE FOR TREES SHALL HAVE LESS THAN ONE CUBIC YARD OF PLANTING SOIL MIX.
5. PLANTING SOIL MIX SHALL BE A LOAM OR SANDY LOAM, AS DEFINED BY THE U.S.D.A. THE FIRST (BOTTOM) SIX INCH LAYER IN THE PRE-EXCAVATED PLANTING HOLE SHALL BE FIRMLY TAMPED TO PREVENT SETTLEMENT OF THE ROOT BALL POSITIONED THEREON. SUBSEQUENT LIFTS TO FINISH GRADE SHALL BE IN SIX INCH LOOSE LIFTS, EACH SETTLED BY THOROUGH SOAKING.
6. UPON ATTAINMENT OF FINISH GRADE WITHIN EACH PLANTING BED, THE GROUND SURFACE SHALL RECEIVE AN EVEN APPLICATION OF ORGANIC NON-PHOSPHORUS FERTILIZER APPLIED PER THE MANUFACTURERS RECOMMENDATIONS.
7. COVERED WITH A THREE INCH NOMINAL DEPTH OF SHREDDED CEDAR BARK (OR APPROVED EQUIVALENT), MAINTAINING A ONE INCH MINIMUM DEPTH AT THE BERM EDGE, AND IMMEDIATELY RISING TO A THREE INCH DEPTH ACROSS THE PLANTING BED OR LANDSCAPE ISLAND. (SEE DETAIL)

SITE PLAN
 PLANTING PLAN
 162 GROVE STREET
 FRANKLIN, MASSACHUSETTS
 PREPARED FOR
 NEW ENGLAND TREATMENT ACCESS, LLC
 5 FORGE PARKWAY
 FRANKLIN, MASSACHUSETTS
 MAY 21, 2020
 SCALE: 1" = 30'

EXISTING DRAINAGE STRUCTURE SCHEDULE

XCB-1 RIM=265.1 INV=262.4	XDMH-1 RIM = 264.3 INV IN = 261.3 INV OUT = 260.9
XCB-2 RIM=265.1 INV=263.0	XDMH-2 RIM = 261.4 INV IN = 256.4 INV OUT = 255.9
XCB-3 RIM=261.7 INV=257.3	XDMH-3 RIM = 264.1 INV IN = 259.5 CB INV IN = 259.3 8" PVC INV OUT = 259.0
XCB-4 RIM=263.4 INV=259.9	XDMH-4 RIM = 259.8 INV IN = 253.8 INV OUT = 253.55
XCB-5 RIM=259.9 INV=254.2	

PLAN 348 OF 1987



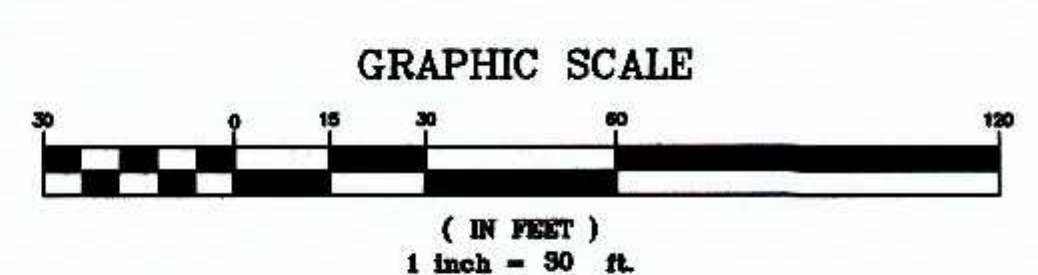
CARLOS A. QUINTAL P.E. #30812

OWNER:
 CHARLEY2017, LLC
 7 MYRTLE STREET
 NORFOLK, MASSACHUSETTS

APPLICANT:
 NEW ENGLAND TREATMENT ACCESS, LLC
 5 FORGE PARKWAY
 FRANKLIN, MASSACHUSETTS

LEGEND:

- DHSB DRILL HOLE STONE BOUND
- 300--- EXISTING COUNTOUR
- 297- PROPOSED COUNTOUR
- x274.3 SPOT GRADE - PROPOSED
- x274.3EX SPOT GRADE - EXISTING
- 48M EXIST. TREE - DIAMETER - SPECIES
- WB PROPOSED. TREE - SPECIES
- UP4- UTILITY POLE
- OHW OVERHEAD WIRES
- ⊗ GAS GATE
- ⊗ WATER CURB STOP
- ⊗ WATER GATE
- ⊗ FIRE HYDRANT
- ⊗ FIRE HYDRANT
- ⊗ DRAIN MANHOLE
- ⊗ CATCH BASIN
- ⊗ SEWER MANHOLE
- D DUMPSTER
- VCC VERTICAL CONCRETE CURBING
- VGC VERTICAL GRANITE CURBING
- CCB CAPE COD BERM
- VGC VERTICAL GRANITE CURBING
- HANICAP PARKING SPACE
- BUILDING MOUNTED LIGHT
- POLE MOUNTED LIGHT
- ⊗ EXISTING POST LIGHT
- ⊗ EXISTING BUILDING MOUNTED LIGHT
- B BOLLARD
- CO CLEANOUT
- DS DOWNSPOUT
- PD PERSON DOOR
- OHD OVERHEAD DOOR



NO.	DATE	DESCRIPTION	BY
2	8/5/20	REVIEW COMMENTS	RRG
1	7/8/20	REVIEW COMMENTS	RRG

DATE	FIELD BY:	INT.
4/20	FIELD BOOK	BL
5/20	CALCS BY:	RRG
5/20	DESIGNED BY:	RRG
5/20	DRAWN BY:	COMP
5/20	CHECKED BY:	CAQ

UNITED CONSULTANTS INC.
 850 FRANKLIN STREET SUITE 11D
 WRENTHAM, MASSACHUSETTS 02093
 508-384-8560 FAX 508-384-8568

DATE
 MAY 21, 2020

SCALE
 1" = 30'

PROJECT
 UC1435

SHEET
 5 of 9

SITE PLAN APPROVAL
 REQUIRED
 FRANKLIN PLANNING BOARD

DATE

OPERATION AND MAINTENANCE PLAN

CONSTRUCTION PHASE

1. THE OWNERS REPRESENTATIVE, NAME AND PHONE NUMBER TO BE PROVIDED, SHALL BE THE RESPONSIBLE PARTY FOR THE STORMWATER MAINTENANCE PLAN.
2. THE SITE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES WEEKLY AND AFTER ALL RAIN EVENTS.
3. SEDIMENT SHALL BE REMOVED FROM COMPOST SOCK WHEN A MAXIMUM DEPTH OF 6" IS OBSERVED OR AS NEEDED.
4. CONSTRUCTION ENTRY MAT SHALL BE INSPECTED WEEKLY AND AFTER ALL RAIN EVENTS. SEE DETAIL FOR MAINTENANCE REQUIREMENTS.
5. DAMAGED OR DETERIORATED COMPOST SOCK AREAS SHALL BE REPLACED IMMEDIATELY.
6. EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED AND ALL DISTURBED AREAS ARE STABILIZED.
7. SILT SAKS SHALL BE INSTALLED AT ALL CATCH BASINS EXISTING AND PROPOSED AND SHALL BE INSPECTED WEEKLY AND AFTER ALL RAIN EVENTS.
8. CLEANING OF SILT SAKS SHALL BE COMPLETED AS NECESSARY.
9. THE STORMCEPTOR AND CDS UNIT SHALL BE CLEANED WITH A VACUUM TRUCK.

INSPECTION AND MAINTENANCE SCHEDULE:

1. INSPECTIONS SHALL BE CONDUCTED BY THE APPLICANTS ENGINEER, CONTRACTOR AND / OR REPRESENTATIVES OF THE TOWN AS NECESSARY. AT A MINIMUM INSPECTIONS SHALL BE CONDUCTED ON A MONTHLY BASIS.
2. MONTHLY INSPECTIONS SHALL INCLUDE THE PARKING LOT SURFACE TO DETERMINE IF ACCUMULATED SEDIMENTS ARE TO BE REMOVED.
3. INSPECTIONS OF THE WATER QUALITY UNITS TO DETERMINE DEPTH OF SEDIMENT AND REQUIRED CLEANING.
4. INSPECTION OF THE EXISTING AND PROPOSED CATCH BASINS TO DETERMINE THE DEPTH OF SEDIMENT AND REQUIRED CLEANING.
5. INSPECTION OF POND 10 AND POND 11 TO DETERMINE IF CLEANING IS NECESSARY.

OPERATION AND MAINTENANCE SCHEDULE

CONSTRUCTION PHASE:

1. THE EROSION CONTROL BARRIERS SHALL BE INSPECTED ON A WEEKLY BASIS AND AFTER ALL STORM EVENTS.
2. ONCE THE PARKING LOT HAS BEEN PAVED DAILY INSPECTIONS SHALL BE CONDUCTED TO DETERMINE THE NECESSITY TO REMOVE ANY ACCUMULATED SEDIMENT. THE REMOVAL OF THE ACCUMULATED SEDIMENT SHALL BE COMPLETED ON THE DAY THE DETERMINATION IS MADE.
3. SILT SAKS SHALL BE INSTALLED AT ALL STORMCEPTOR AND CDS UNITS AS WELL AS ALL EXISTING AND PROPOSED CATCH BASINS. SILT SAKS, ONCE INSTALLED SHALL BE INSPECTED ON A WEEKLY BASIS AND CLEANED AS NECESSARY.
4. THE WATER QUALITY UNITS SHALL BE INSPECTED ON A WEEKLY BASIS AND CLEANED WHEN THE SEDIMENT DEPTH REACHES 8"
5. THE PONDS SHALL BE INSPECTED AFTER EACH STORM EVENT AND CLEANED WHEN 2" OF SEDIMENT HAS ACCUMULATED AT THE INLET. ANY TRASH OR CONSTRUCTION DEBRIS SHALL BE IMMEDIATELY REMOVED.

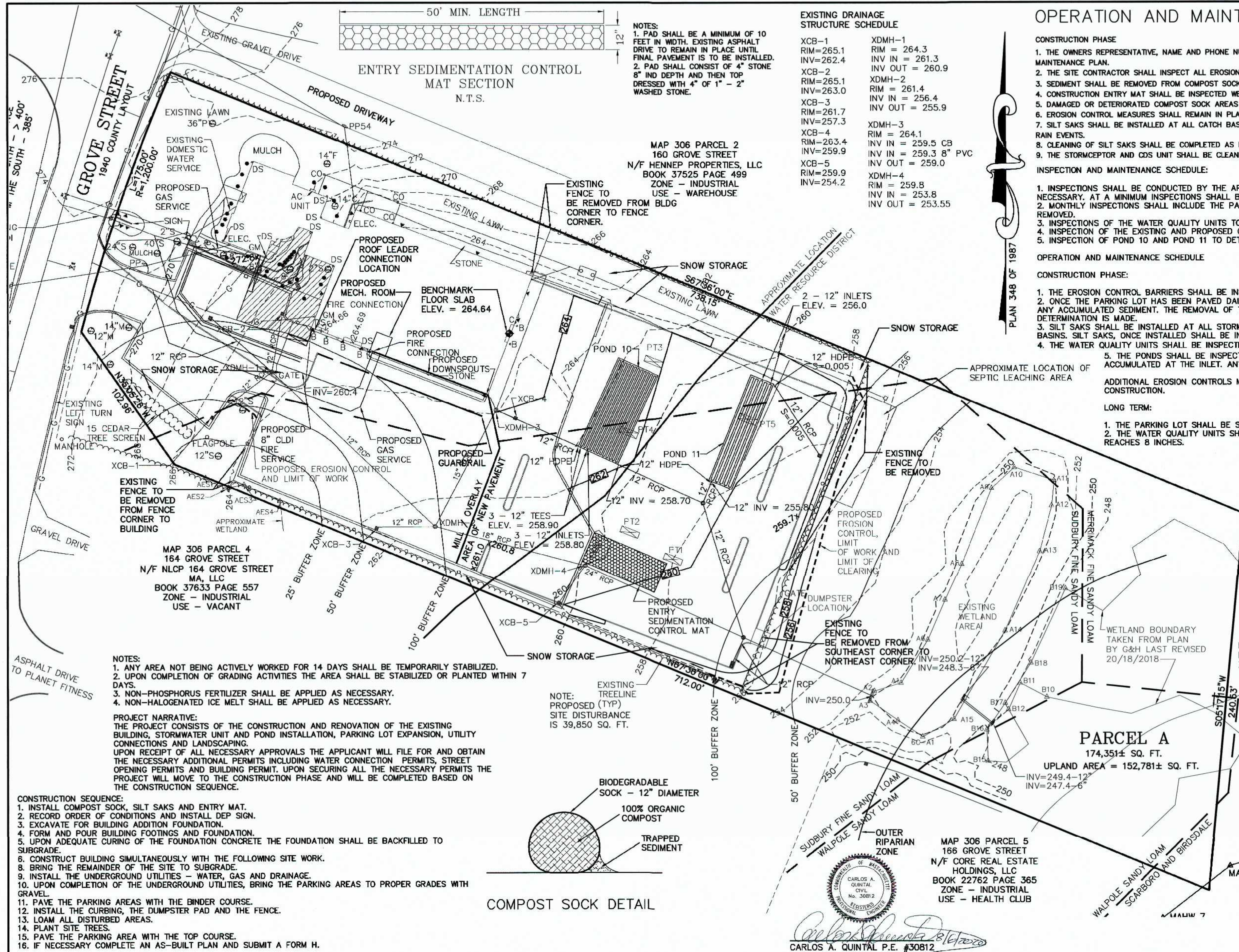
ADDITIONAL EROSION CONTROLS MAY BE REQUIRED DEPENDING ON ACTUAL FIELD CONDITIONS DURING CONSTRUCTION.

LONG TERM:

1. THE PARKING LOT SHALL BE SWEEPED TWICE PER YEAR WITH ONE BEING AFTER THE LAST WINTER SANDING.
2. THE WATER QUALITY UNITS SHALL BE INSPECTED 4 TIMES PER YEAR AND SEDIMENT REMOVED WHEN THE DEPTH REACHES 8 INCHES.
3. THE PONDS SHALL BE INSPECTED AND PREVENTIVE MAINTENANCE PERFORMED TWICE PER YEAR. THE PONDS SHALL BE INSPECTED AFTER EVERY STORM EVENT EXCEEDING 1 INCH OF RAINFALL FOR THE FIRST 3 MONTHS AND THEN TWICE PER YEAR THEREAFTER AND WHEN THERE ARE DISCHARGES THROUGH THE HIGH OUTLET.
4. DURING INSPECTIONS OF STORM-WATER FACILITIES ANY TRASH OR DEBRIS DISCOVERED SHALL BE IMMEDIATELY REMOVED.

EROSION CONTROL NOTES:

1. COMPOST SOCK SHALL BE INSTALLED PRIOR TO TREE CLEARING OR SITE WORK COMMENCING.
2. ENTRY MAT TO BE INSTALLED.
3. COMPOST SOCK TO REMAIN IN CONTACT WITH THE EARTH. REPAIR OR RESET AS NECESSARY.
4. NO SLOPES GREATER THAN 3" HORIZONTAL TO 1" VERTICAL ARE PROPOSED.
5. WATER QUALITY UNITS, CATCH BASINS, UNDERGROUND PONDS AND PARKING AREA TO BE CLEANED ONCE CONSTRUCTION IS COMPLETED.
6. ALL SEDIMENT COLLECTED DURING THE CONSTRUCTION PHASE OR POST CONSTRUCTION PHASE SHALL BE DISPOSED OF TO AN APPROVED LOCATION.
7. AFTER ALL DISTURBED AREAS HAVE BEEN STABILIZED THE EROSION CONTROL MEASURES SHALL BE REMOVED.
8. DAMAGED OR DETERIORATED EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED IMMEDIATELY AFTER THEY HAVE BEEN IDENTIFIED.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL INSPECTIONS.
10. DUST CONTROL WILL BE BY SPRAYING WATER AS NECESSARY. THE USE OF OILS, PETROLEUM PRODUCTS OR TOXIC LIQUIDS FOR DUST CONTROL IS PROHIBITED.



PLAN 348 OF 1987

MAP 306 PARCEL 5
 166 GROVE STREET
 N/F CORE REAL ESTATE HOLDINGS, LLC
 BOOK 22762 PAGE 365
 ZONE - INDUSTRIAL USE - HEALTH CLUB

CARLOS A. QUINTAL P.E. #30812

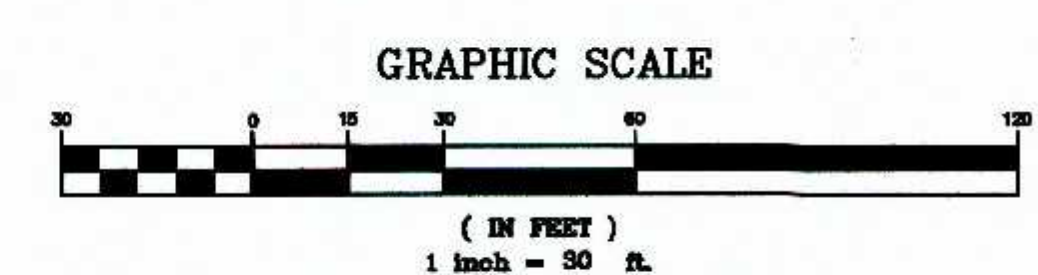
OWNER:
 CHARLEY2017, LCC
 7 MYRTLE STREET
 NORFOLK, MASSACHUSETTS

APPLICANT:
 NEW ENGLAND TREATMENT ACCESS, LLC
 5 FORGE PARKWAY
 FRANKLIN, MASSACHUSETTS

SITE PLAN
EROSION CONTROL PLAN
 162 GROVE STREET
 FRANKLIN, MASSACHUSETTS
 PREPARED FOR
 NEW ENGLAND TREATMENT ACCESS, LLC
 5 FORGE PARKWAY
 FRANKLIN, MASSACHUSETTS
 MAY 21, 2020
 SCALE: 1" = 30'

SITE PLAN APPROVAL REQUIRED
FRANKLIN PLANNING BOARD

DATE



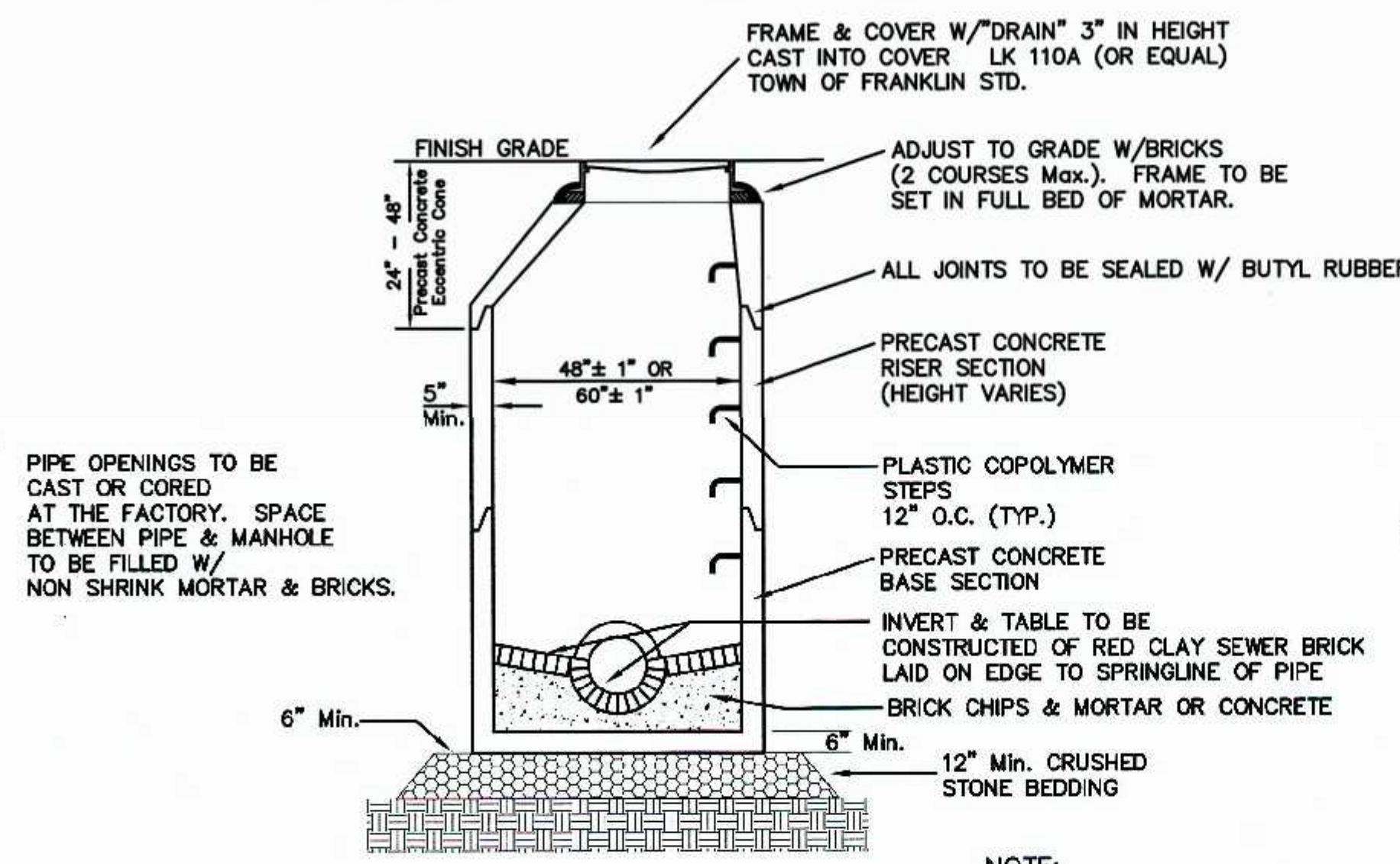
NO.	DATE	DESCRIPTION	BY
2	8/5/20	REVIEW COMMENTS	RRG
1	7/8/20	REVIEW COMMENTS	RRG

DATE	FIELD BY:	INT.
4/20		BL
5/20		RRG
5/20		RRG
5/20		COMP
5/20		CAQ

UNITED CONSULTANTS INC.

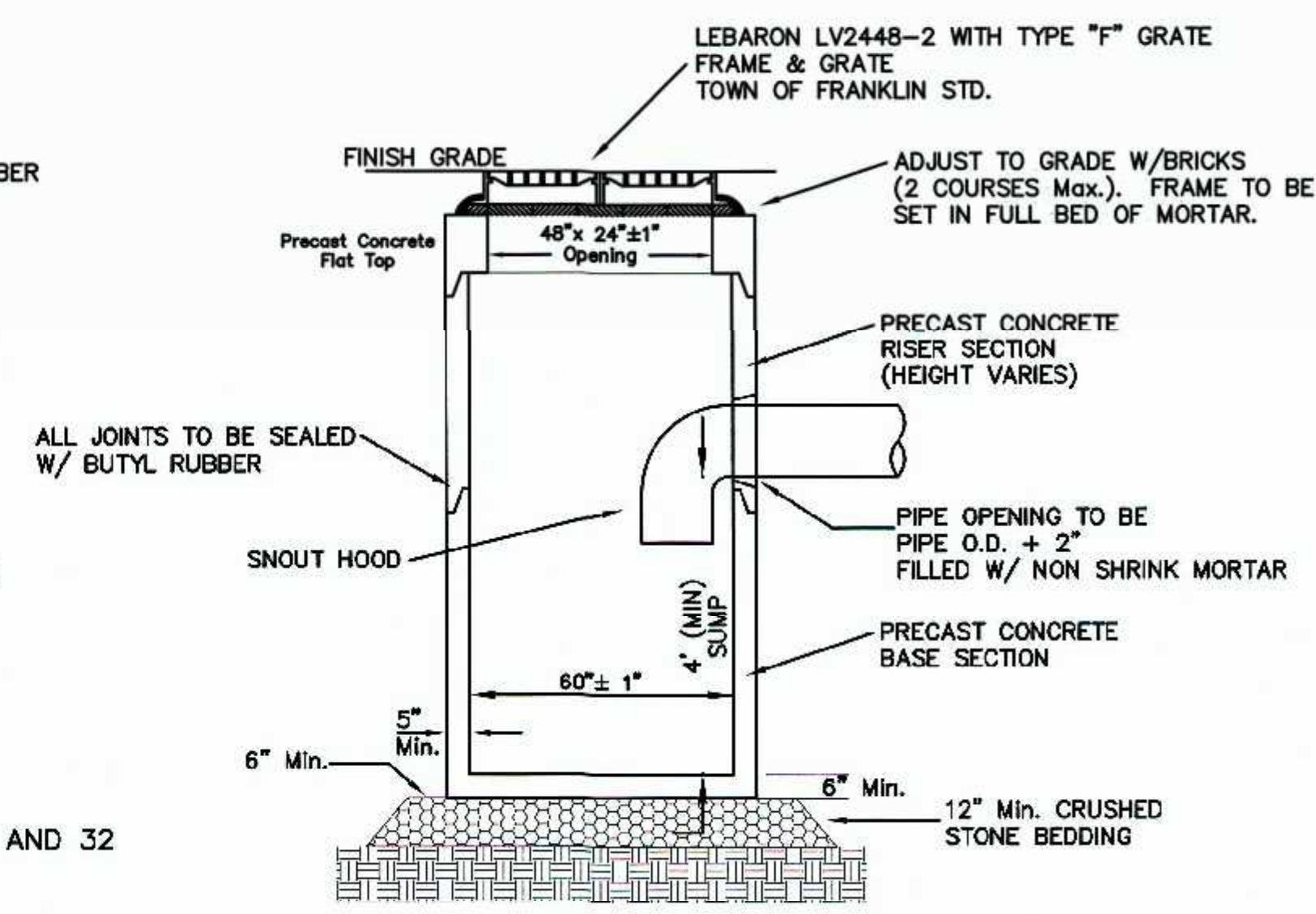
850 FRANKLIN STREET SUITE 11D
 WRENTHAM, MASSACHUSETTS 02093
 508-384-6560 FAX 508-384-6566

DATE: MAY 21, 2020
 SCALE: 1" = 30'
 PROJECT: UC1435
 SHEET: 6 of 9



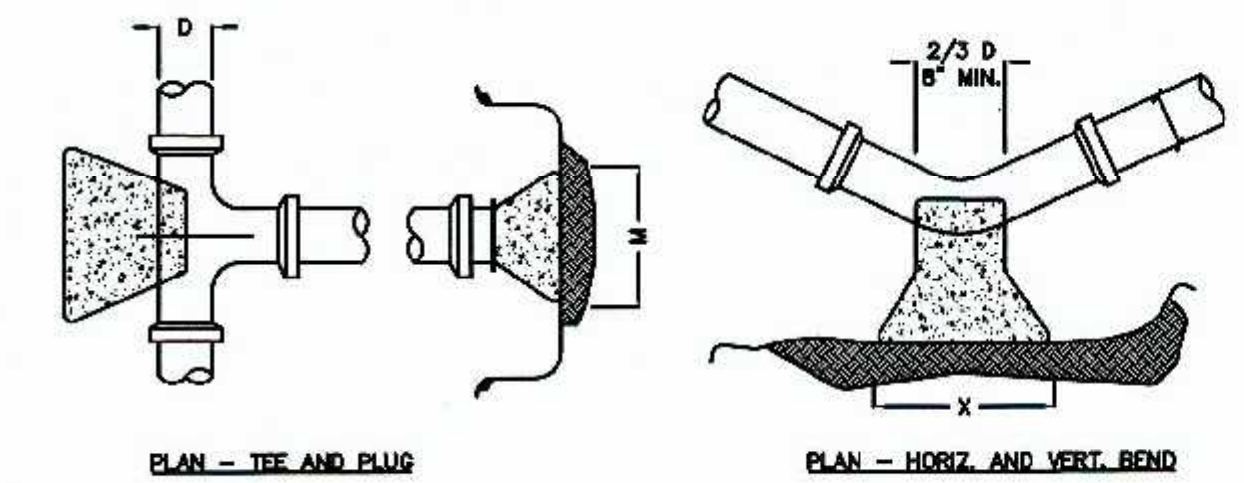
PRECAST DRAIN MANHOLE

NOTE:
DMH'S 2, 4, 21, 22, 23, 31 AND 32
SHALL BE 5' DIAMETER

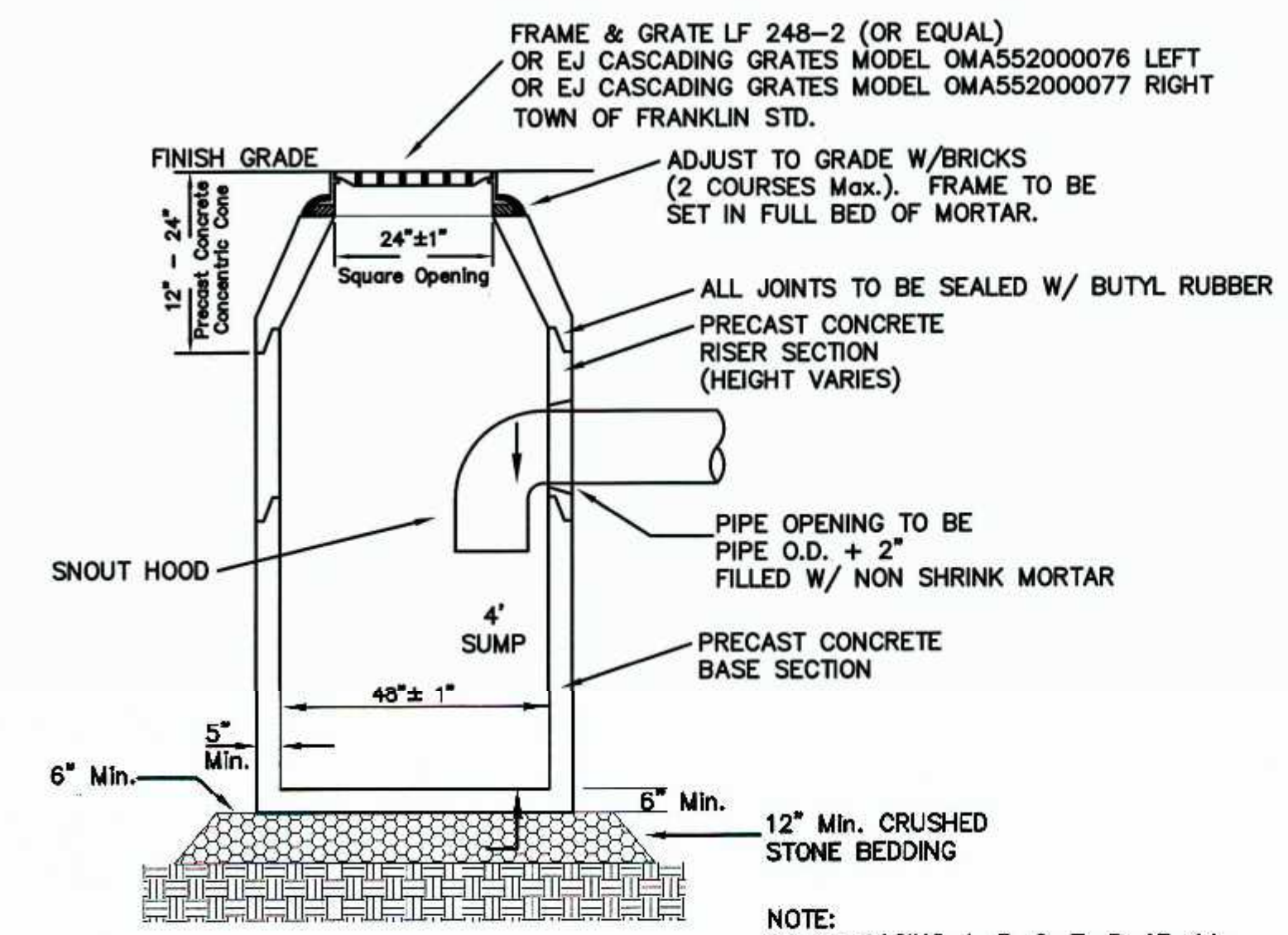


DOUBLE GRATE
PRECAST CATCH BASIN
W/ DEEP SUMP

NOTES:
1. CONTRACTOR TO CONTACT DIGSAFE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. CONTRACTOR TO VERIFY LOCATIONS OF EXISTING UTILITIES ANY REPORT ANY DISCREPANCIES TO UNITED CONSULTANTS, INC.
3. ALL WORK SHALL CONFORM TO THE TOWN OF FRANKLIN DPW STANDARDS.
4. MAINTAIN A MINIMUM OF 10' SEPARATION FROM THE WATER SERVICE TO THE SEWER SERVICE.

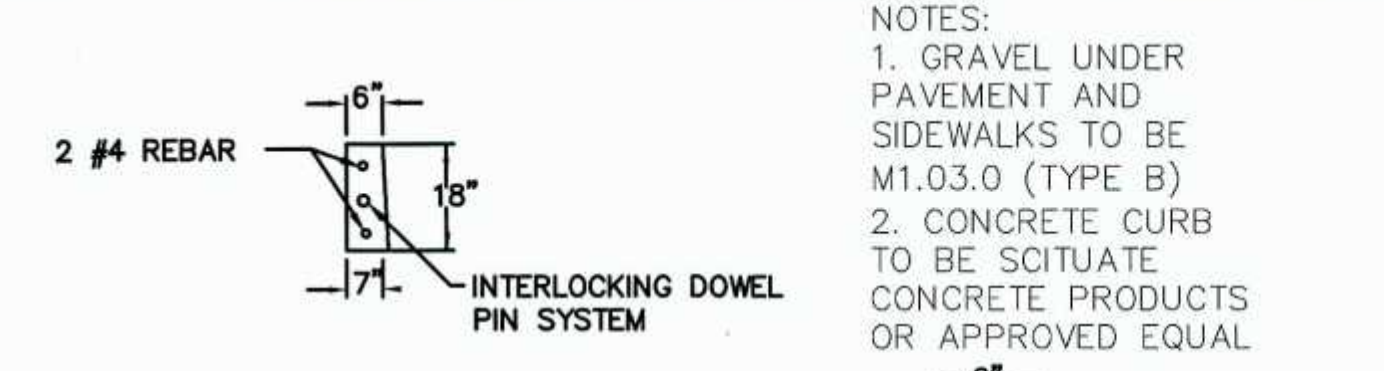


THRUST BLOCK DETAILS

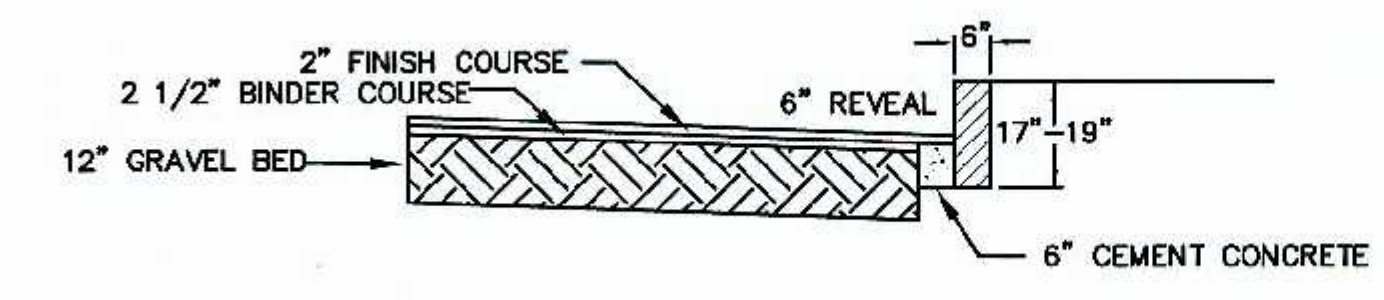


PRECAST CATCH BASIN

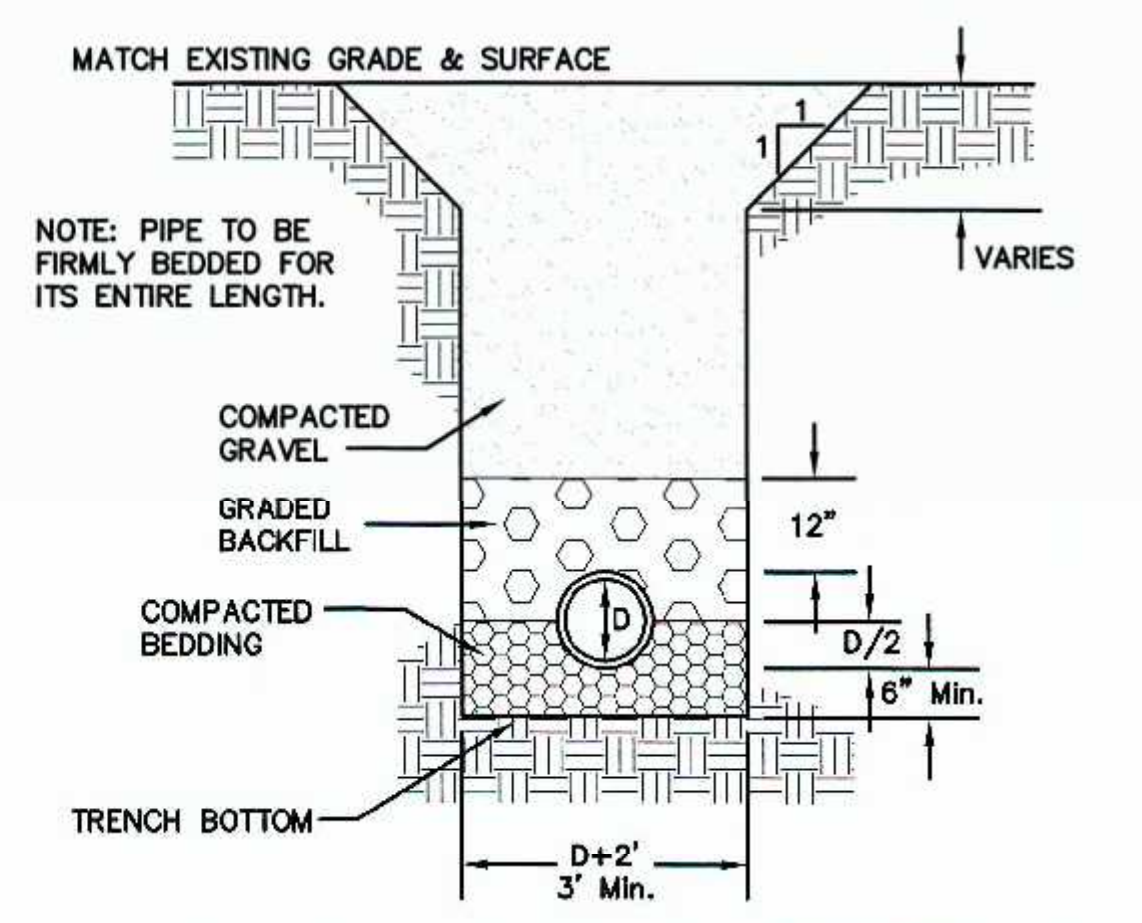
NOTE:
CATCH BASINS 4, 5, 6, 7, 8, 13, 14, 15 AND 16 SHALL HAVE CASCADING GRATES.



PAVEMENT AND
VERTICAL CONCRETE CURBING

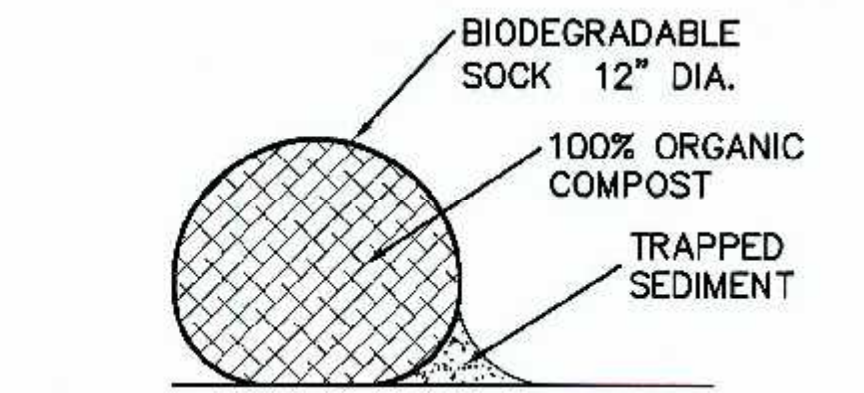


PAVEMENT AND VA-4
VERTICAL GRANITE CURBING



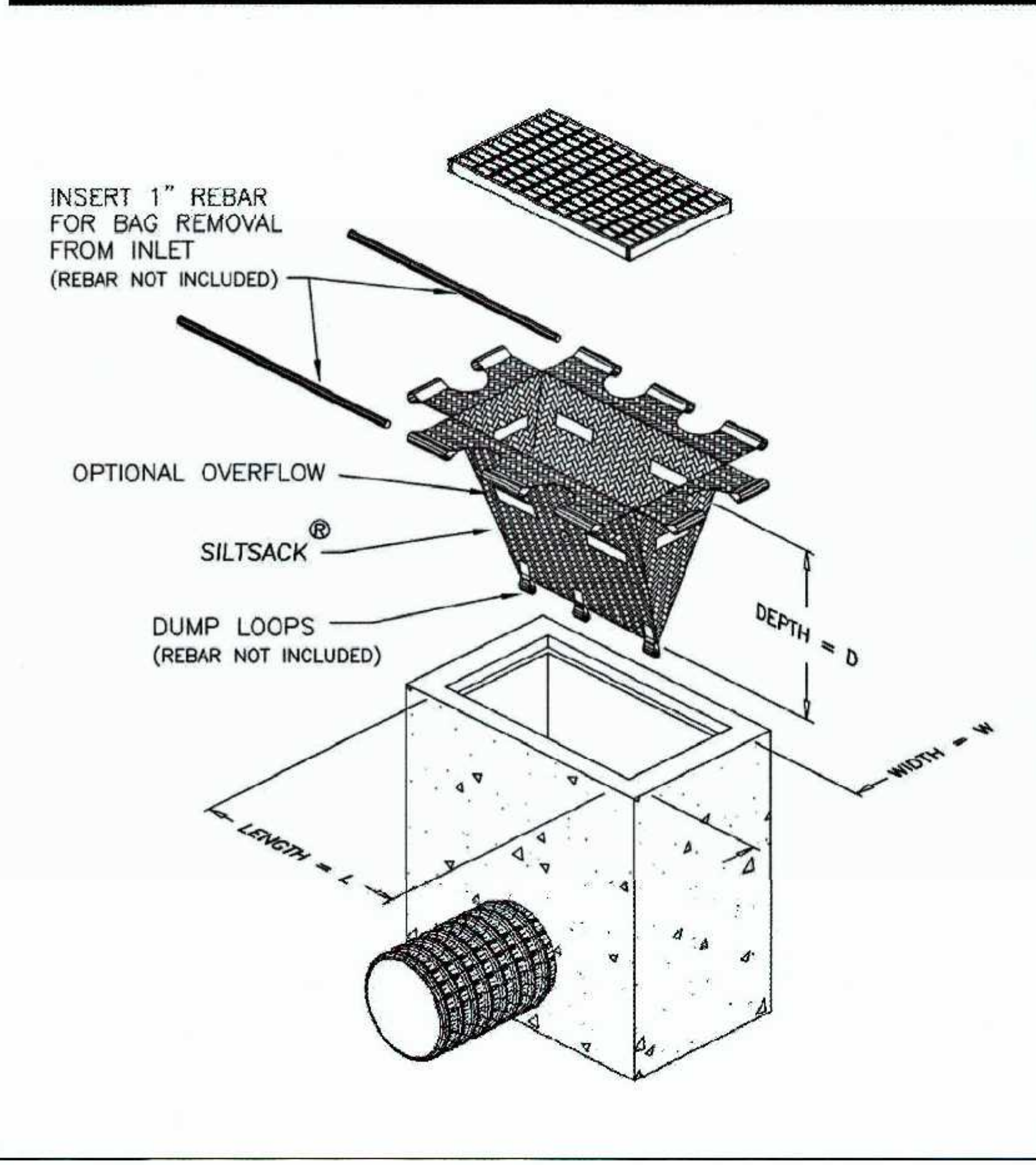
TYPE OF PIPE	RCP DRAIN	CLDI WATER	PVC SEWER	D.I. SEWER
BEDDING MATERIAL	PROC. GRAVEL	SAND	3/4" STONE	3/8" STONE
BACKFILL MATERIAL	ORD. FILL	SAND	3/4" STONE	3/8" STONE

UTILITY TRENCH DETAIL



COMPOST SOCK DETAIL

Typical Siltsack® Construction - Type B



CSR Hydro Conduit

STC 4501 Precast Concrete Stormceptor® (450 US Gallon Capacity)

DR. BY: _____
CK. BY: _____
DATE: _____
SCALE: N.T.S.
DWG#: _____

SECTION THRU CHAMBER

SECTION THRU PLAN VIEW

NOTE:
1. THE USE OF FLEXIBLE CONNECTIONS IS RECOMMENDED AT THE INLET AND OUTLET WHERE APPLICABLE.
2. THE COVER SHOULD BE POSITIONED OVER THE CLEANOUT/VENT PIPE.
3. THE STORMCEPTOR SYSTEM IS PROTECTED BY ONE OR MORE OF THE FOLLOWING U.S. PATENTS: #4985148, #5498331, #5725760, #5753115, #5849181.

CARLOS A. QUINTAL P.E. #30812

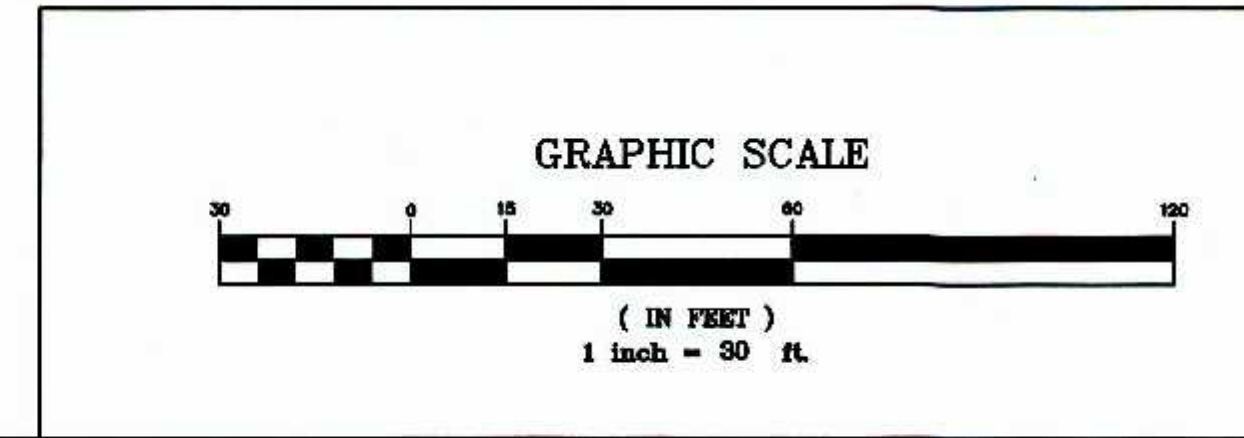
OWNER:
CHARLEY2017, LLC
7 MYRTLE STREET
NORFOLK, MASSACHUSETTS

APPLICANT:
NEW ENGLAND TREATMENT ACCESS, LLC
5 FORGE PARKWAY
FRANKLIN, MASSACHUSETTS

SITE PLAN
CONSTRUCTION DETAIL - 1
162 GROVE STREET
FRANKLIN, MASSACHUSETTS
PREPARED FOR
NEW ENGLAND TREATMENT ACCESS, LLC
5 FORGE PARKWAY
FRANKLIN, MASSACHUSETTS
MAY 21, 2020
SCALE: 1" = 30'

SITE PLAN APPROVAL
REQUIRED
FRANKLIN PLANNING BOARD

DATE _____



NO.	DATE	DESCRIPTION	BY
2	8/5/20	REVIEW COMMENTS	RRG
1	7/8/20	REVIEW COMMENTS	RRG

DATE	FIELD BY:	INT.
4/20		BL
5/20	CALCS BY:	RRG
5/20	DESIGNED BY:	RRG
5/20	DRAWN BY:	COMP
5/20	CHECKED BY:	CAQ

UNITED CONSULTANTS INC.

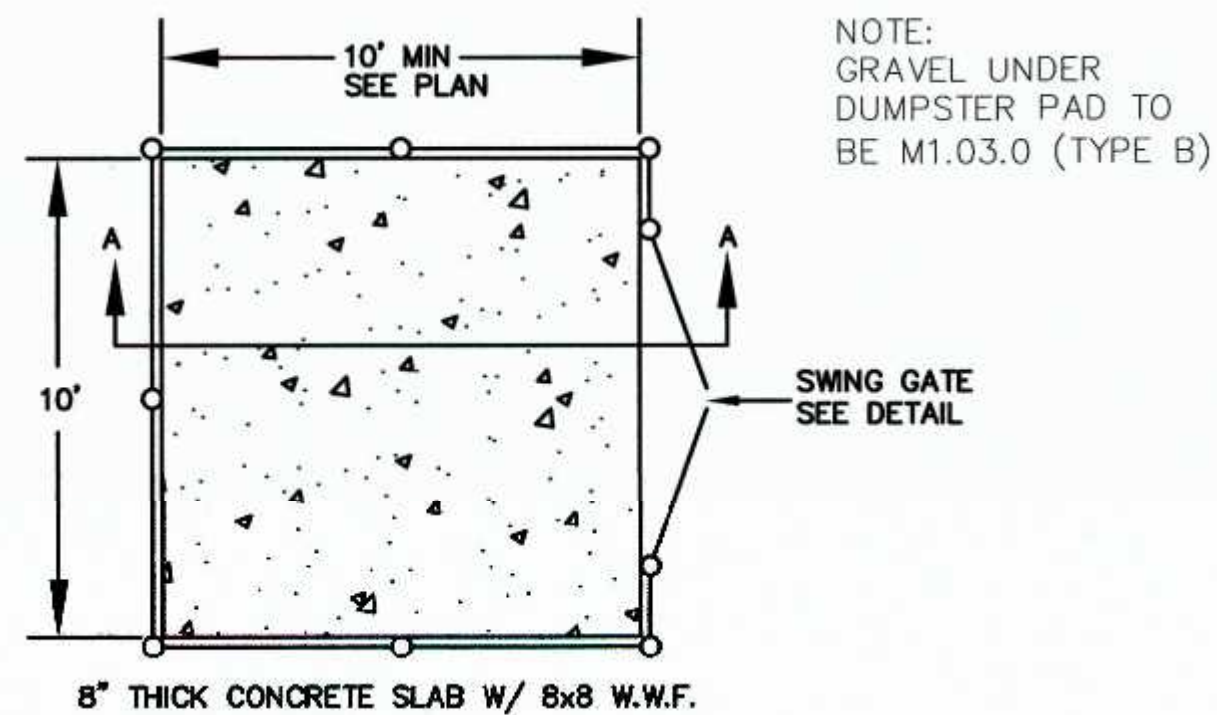
850 FRANKLIN STREET SUITE 11D
WRENTHAM, MASSACHUSETTS 02093
508-384-8560 FAX 508-384-8566

DATE
MAY 21, 2020

SCALE
1" = 30'

PROJECT
UC1435

SHEET
7 of 9

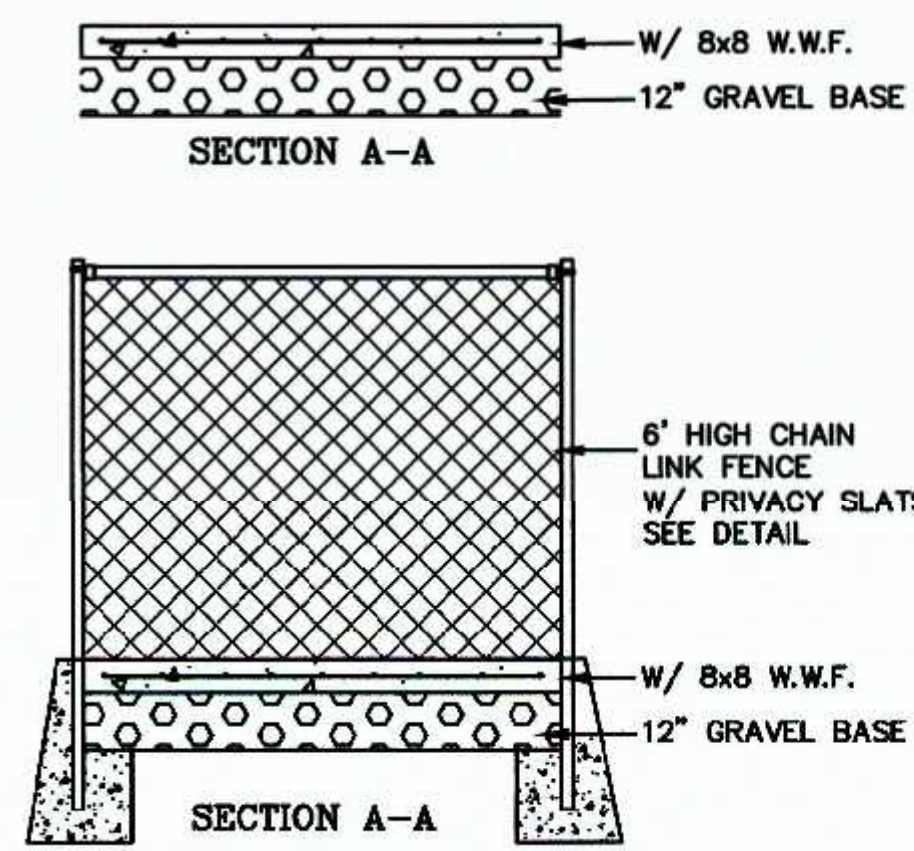


NOTE:
GRAVEL UNDER
DUMPSTER PAD TO
BE M1.03.0 (TYPE B)

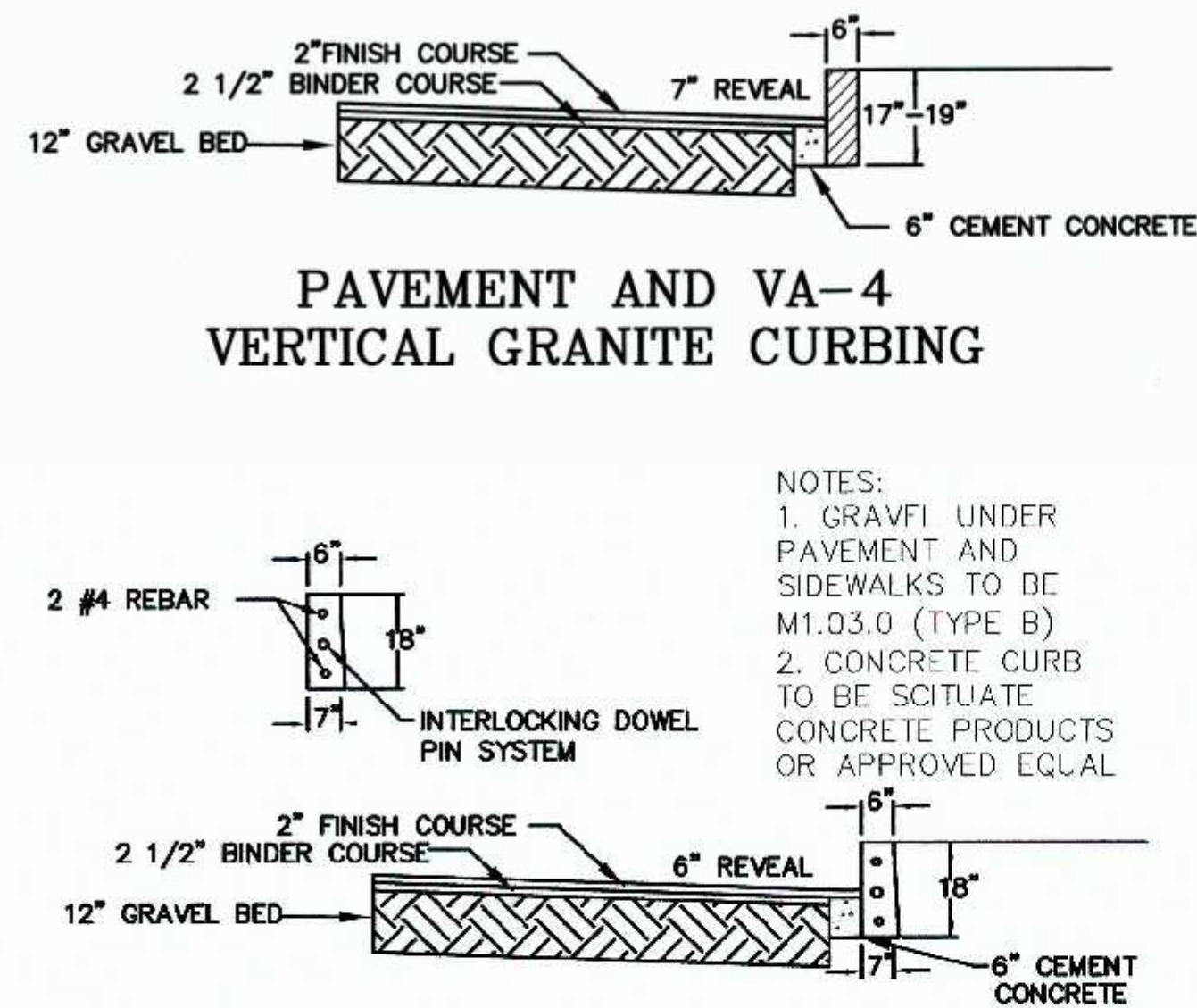
CONCRETE DUMPSTER PAD

NOTE: DUMPSTER PAD AT BUILDING 1 WILL HAVE THE FENCE CONNECT TO THE RETAINING WALL. NO FENCE IS PROPOSED TO THE REAR OF THE DUMPSTER PAD.

- NOTES:
1. CONTRACTOR TO CONTACT DIGSAFE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
 2. CONTRACTOR TO VERIFY LOCATIONS OF EXISTING UTILITIES ANY REPORT ANY DISCREPANCIES TO UNITED CONSULTANTS, INC.
 3. ALL WORK SHALL CONFORM TO THE TOWN OF FRANKLIN DPW STANDARDS.
 4. MAINTAIN A MINIMUM OF 10' SEPARATION FROM THE WATER SERVICE TO THE SEWER SERVICE.



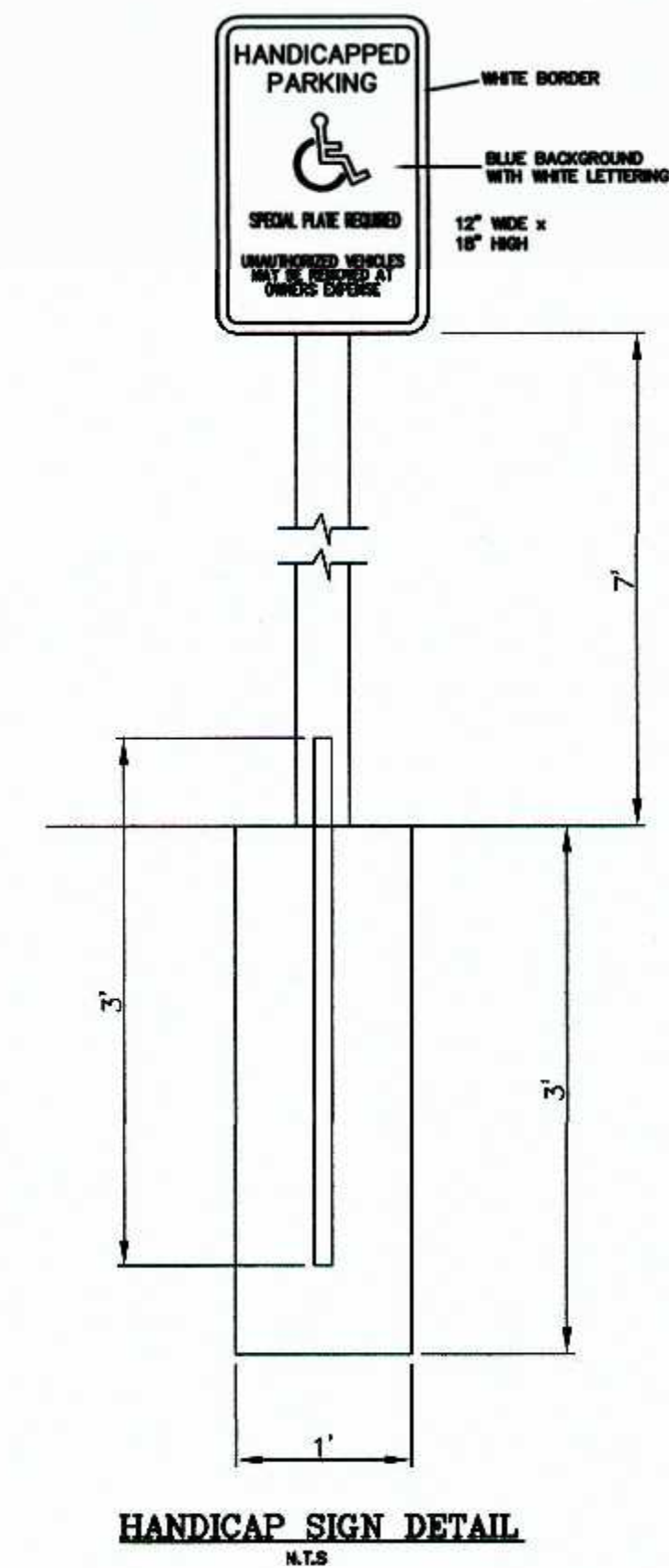
DUMPSTER AREA FENCE



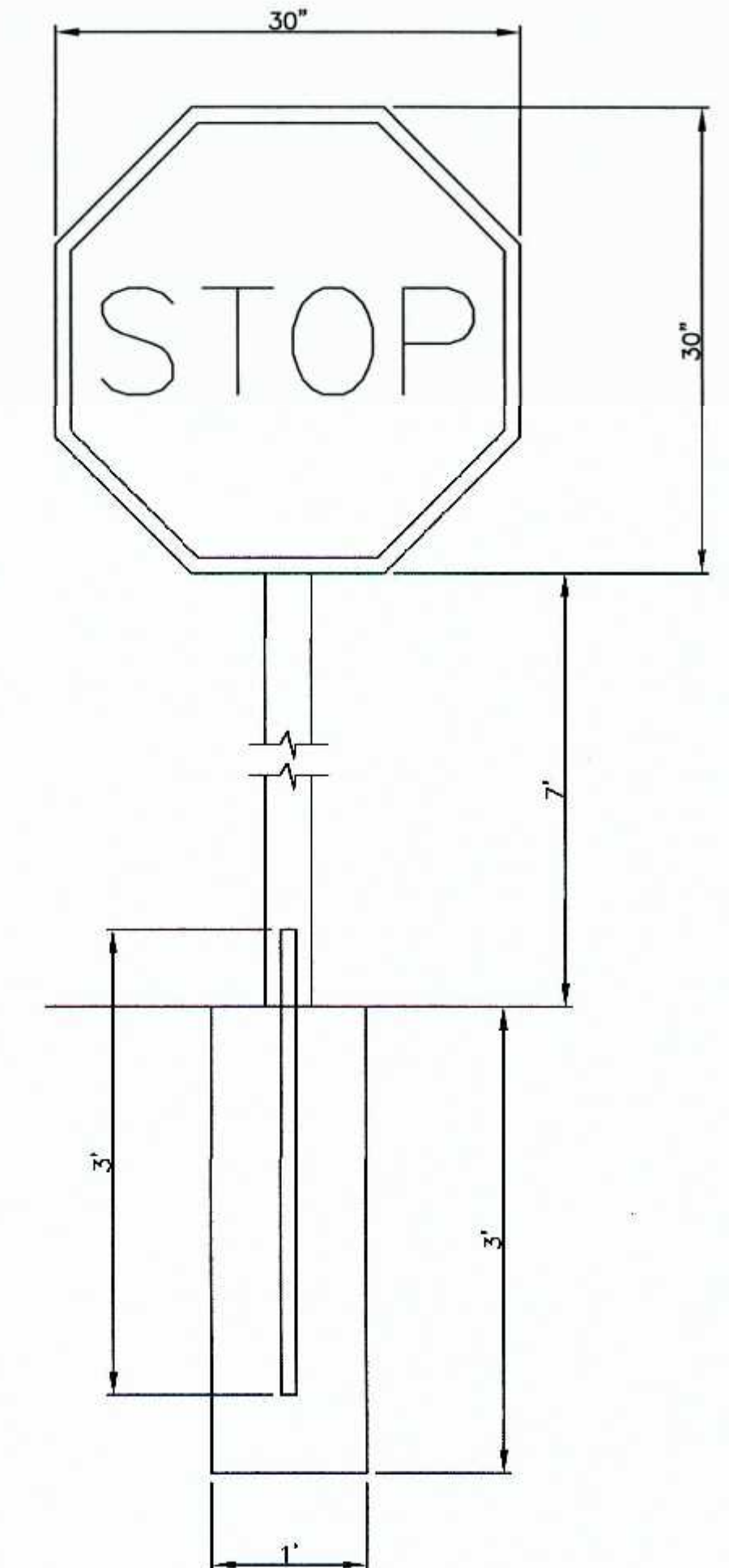
PAVEMENT AND VA-4 VERTICAL GRANITE CURBING

PAVEMENT AND VERTICAL CONCRETE CURBING

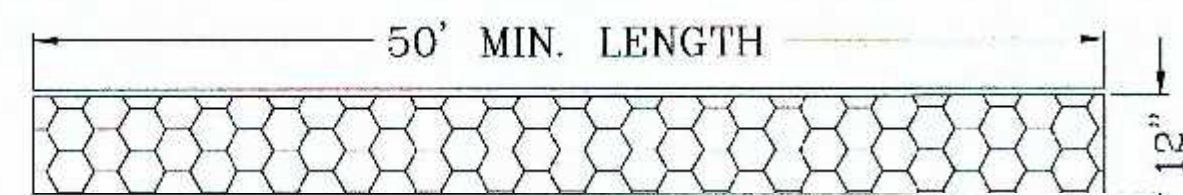
NOTES:
1. GRAVEL UNDER PAVEMENT AND SIDEWALKS TO BE M1.03.0 (TYPE B)
2. CONCRETE CURB TO BE SCITUATE CONCRETE PRODUCTS OR APPROVED EQUAL



HANDICAP SIGN DETAIL
N.T.S.

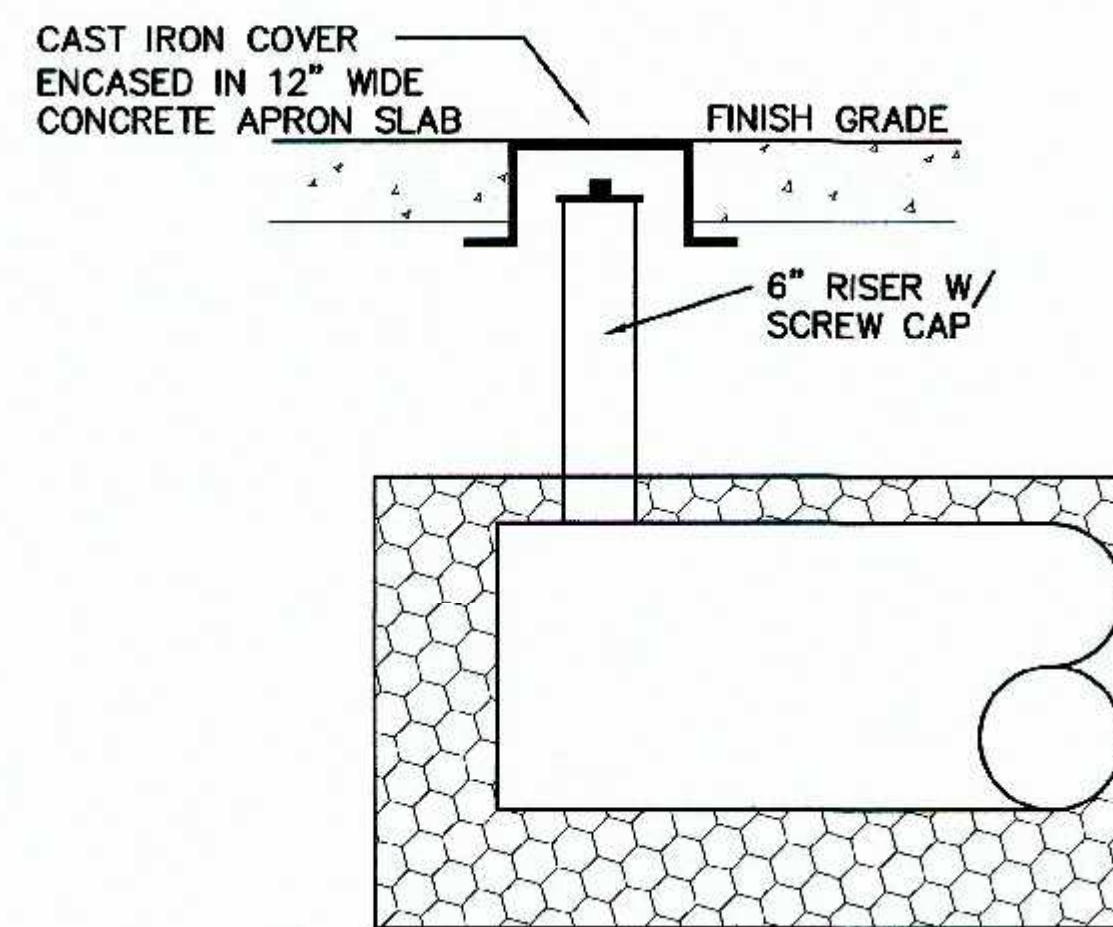


STOP SIGN DETAIL
N.T.S.

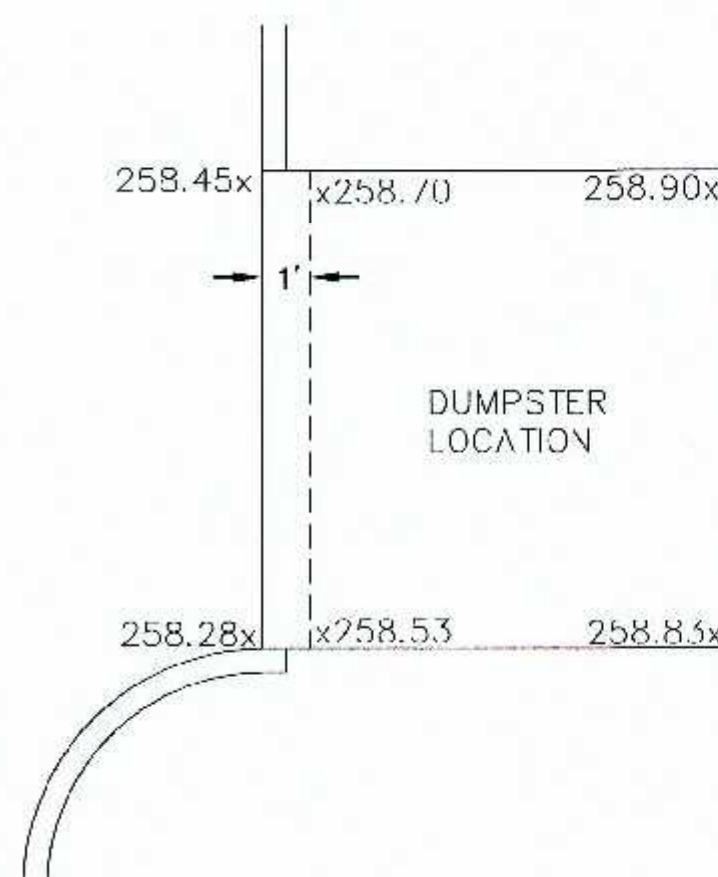


ENTRY SEDIMENTATION CONTROL MAT SECTION
N.T.S.

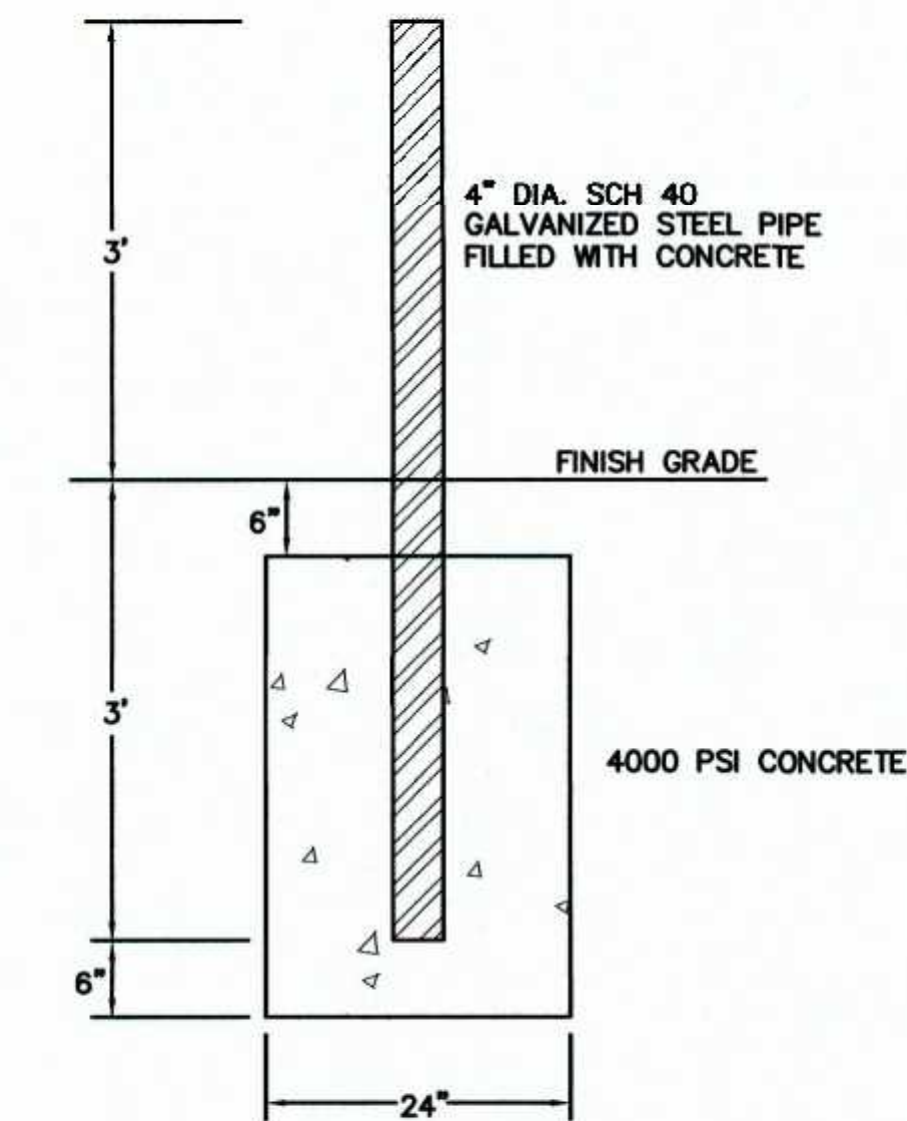
- NOTES:
1. PAD SHALL BE A MINIMUM OF 20 FEET IN WIDTH.
 2. PAD SHALL CONSIST OF 4\"/>



INSPECTION PORT DETAIL DRAINAGE INFILTRATION AREAS
N.T.S.



DUMPSTER AREA GRADING DETAIL
N.T.S.



BOLLARD DETAIL

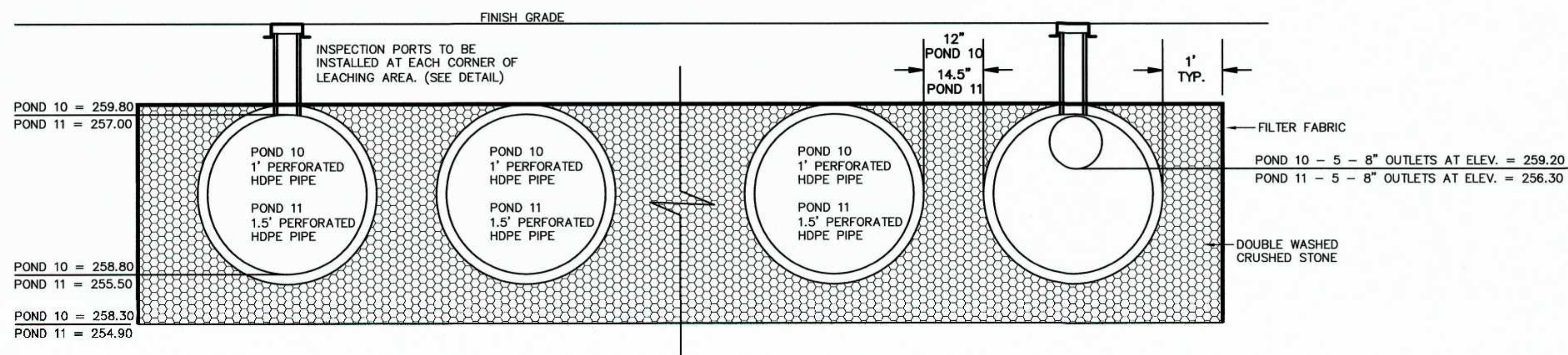


CARLOS A. QUINTAL P.E. #30812

OWNER:
CHARLEY2017, LLC
7 MYRTLE STREET
NORFOLK, MASSACHUSETTS

APPLICANT:
NEW ENGLAND TREATMENT ACCESS, LLC
5 FORGE PARKWAY
FRANKLIN, MASSACHUSETTS

SITE PLAN CONSTRUCTION DETAIL - 2
162 GROVE STREET
FRANKLIN, MASSACHUSETTS
PREPARED FOR
NEW ENGLAND TREATMENT ACCESS, LLC
5 FORGE PARKWAY
FRANKLIN, MASSACHUSETTS
MAY 21, 2020
SCALE: 1" = 30'



INFILTRATION PONDS 10 AND 11

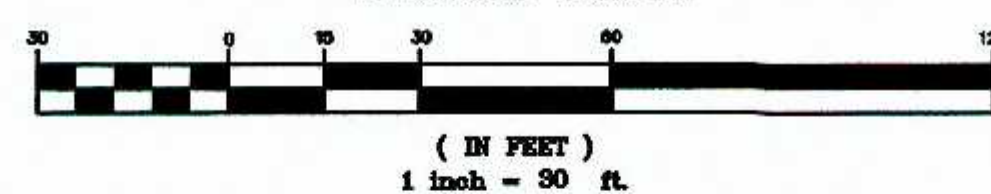
NOTE:
INFILTRATION POND 10 CONSISTS OF 12 ROWS OF 1\"/>

NOTE:
INFILTRATION POND 11 CONSISTS OF 5 ROWS OF 1.5\"/>

SITE PLAN APPROVAL REQUIRED
FRANKLIN PLANNING BOARD

DATE

GRAPHIC SCALE



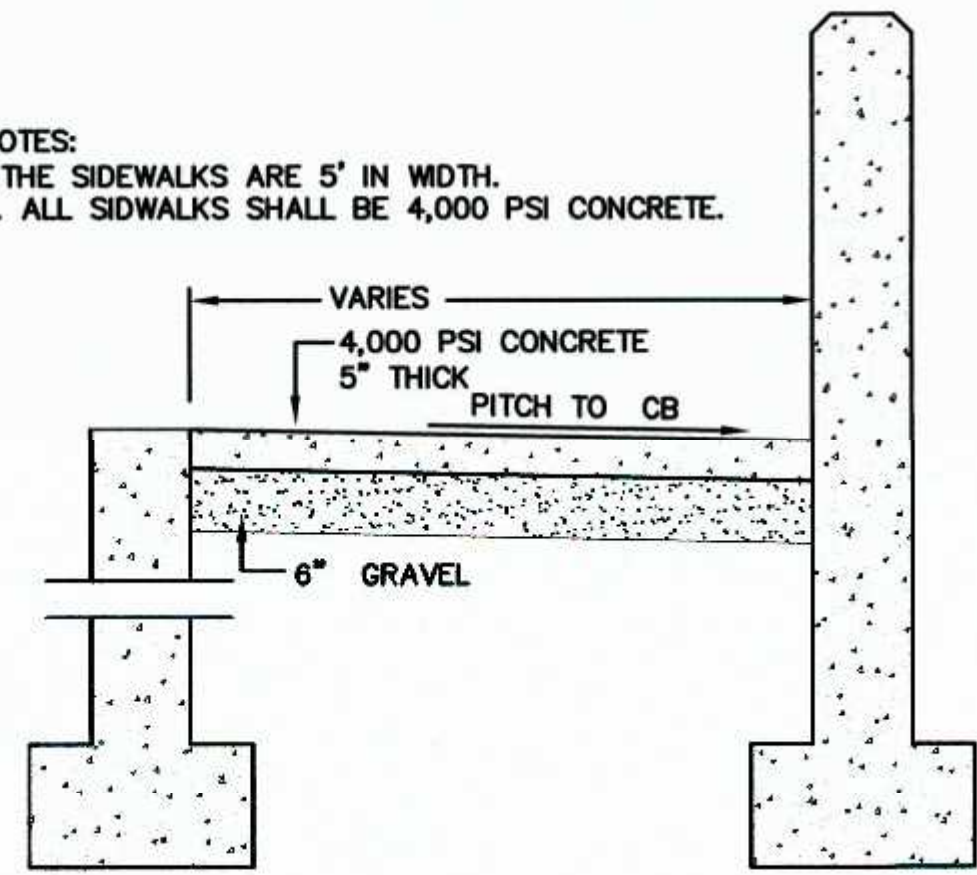
NO.	DATE	DESCRIPTION	BY
2	8/5/20	REVIEW COMMENTS	RRG
1	7/8/20	REVIEW COMMENTS	RRG

DATE	FIELD BY:	INT.
4/20	FIELD BOOK	BL
5/20	CALCS BY:	RRG
5/20	DESIGNED BY:	RRG
5/20	DRAWN BY:	COMP
5/20	CHECKED BY:	CAQ

UNITED CONSULTANTS INC.
850 FRANKLIN STREET SUITE 11D
WRENTHAM, MASSACHUSETTS 02093
508-384-8560 FAX 508-384-8568

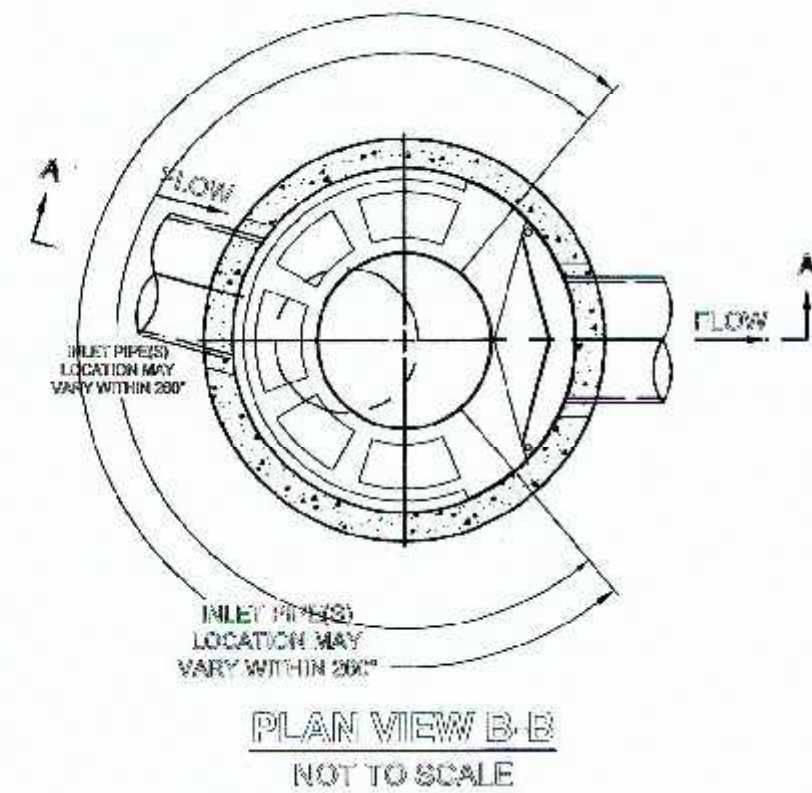
DATE
MAY 21, 2020
SCALE
1" = 30'
PROJECT
UC1435
SHEET
8 of 9

NOTES:
 1. THE SIDEWALKS ARE 5' IN WIDTH.
 2. ALL SIDEWALKS SHALL BE 4,000 PSI CONCRETE.

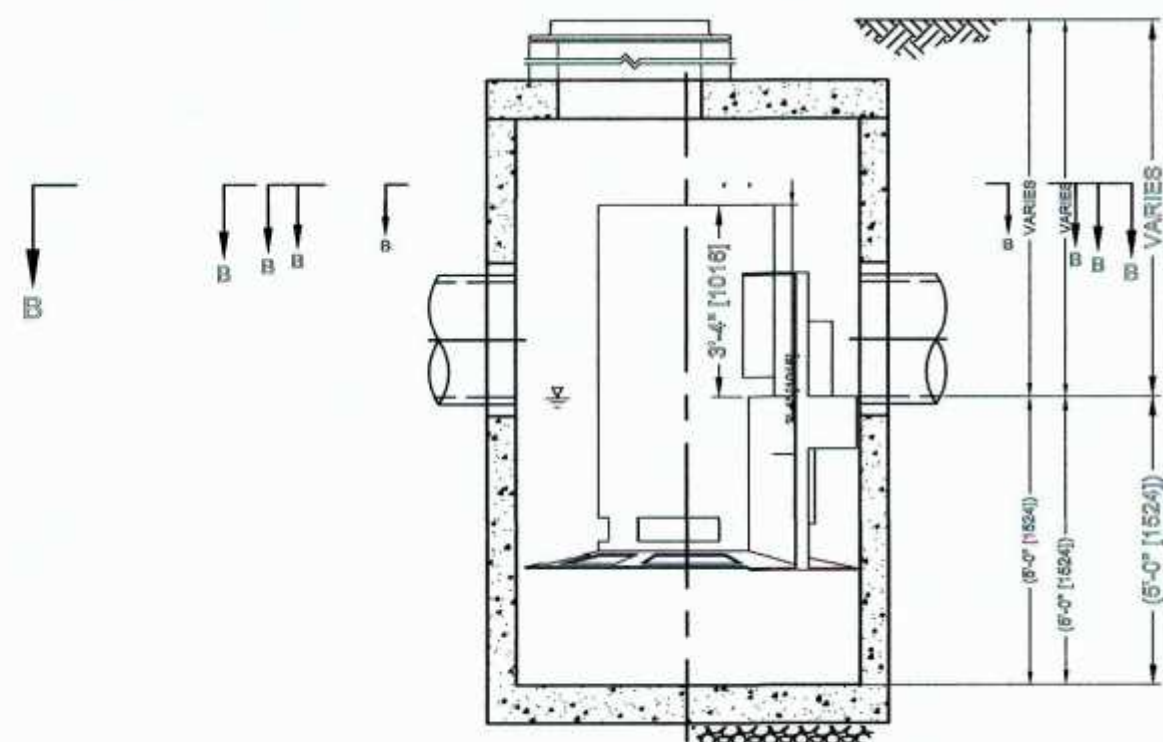


COURTYARD AREA DETAIL
 N.T.S.

NOTE:
 GRAVEL UNDER PAVEMENT AND SIDEWALKS TO BE M1.03.0 (TYPE B)



PLAN VIEW B-B
 NOT TO SCALE

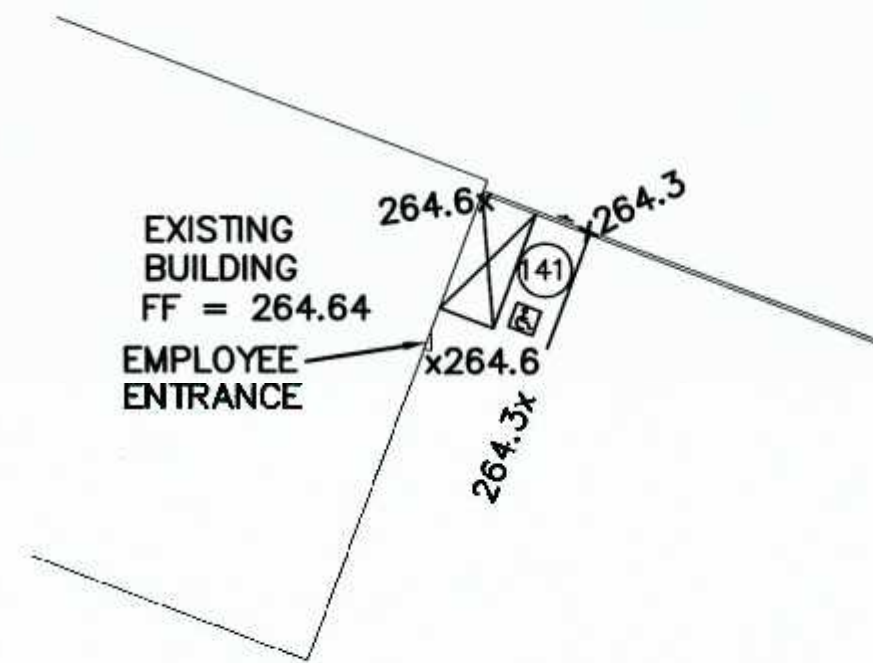


ELEVATION A-A
 NOT TO SCALE

CONTECH CASCADE SEPARATOR DETAIL
 N.T.S.

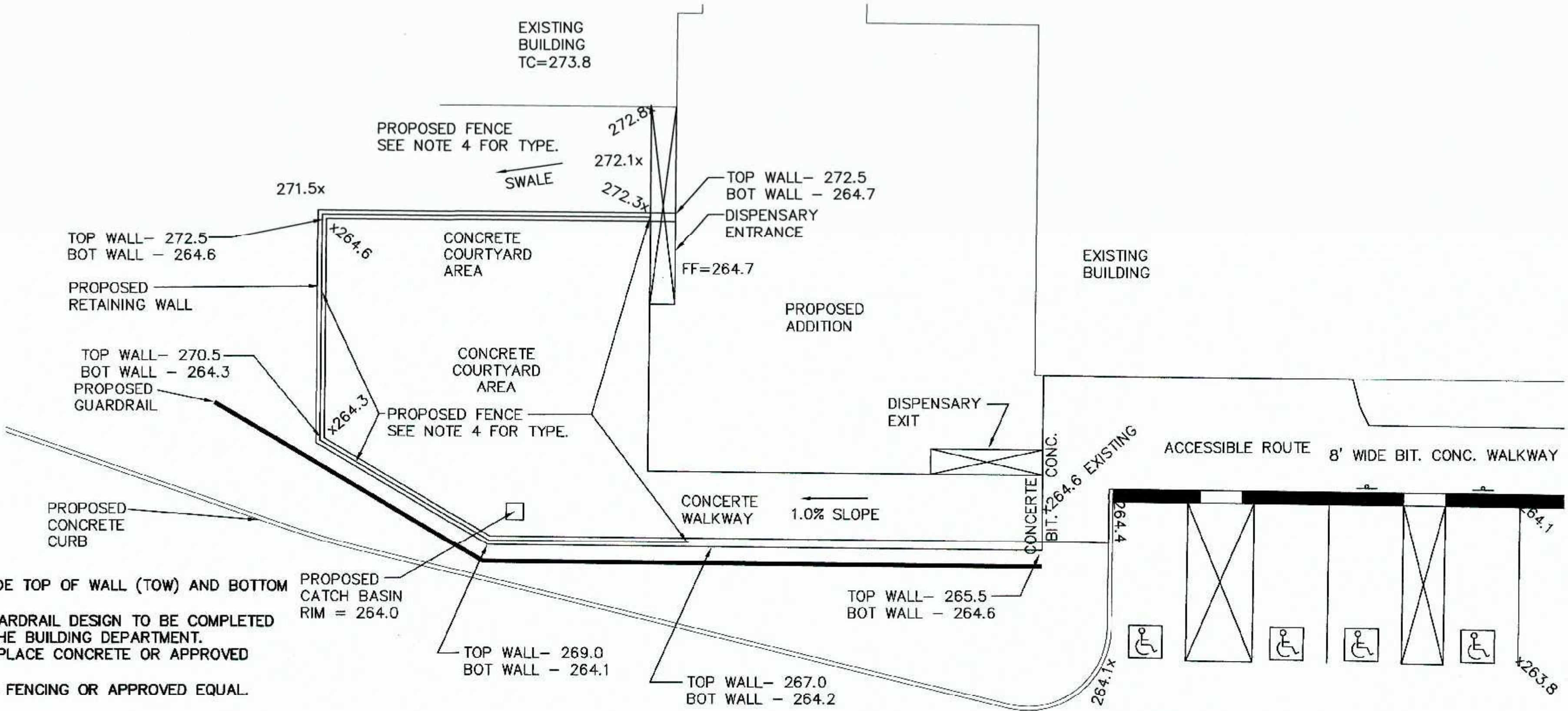


FRAME AND COVER
 (DIAMETER VARIES)
 NOT TO SCALE



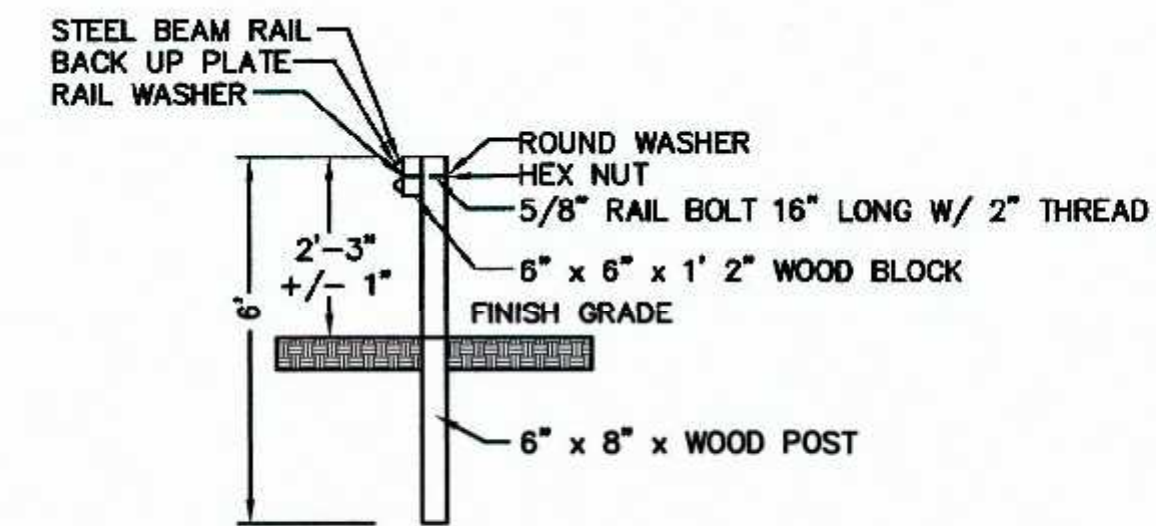
ACCESSIBLE ROUTE GRADING
 UPPER LEVEL
 SCALE: 1" = 40'

PROPOSED RETAINING WALL NOTES:
 1. PROPOSED RETAINING WALL SHOWN TO PROVIDE TOP OF WALL (TOW) AND BOTTOM OF WALL (BOW) ELEVATIONS.
 2. FINAL WALL DESIGNS, FENCE DESIGN AND GUARDRAIL DESIGN TO BE COMPLETED BY A STRUCTURAL ENGINEER AND FILED WITH THE BUILDING DEPARTMENT.
 3. PROPOSED RETAINING WALLS TO POURED IN PLACE CONCRETE OR APPROVED EQUAL.
 4. FENCE TO BE WAYFAIR 4' x 6' TEXAS METAL FENCING OR APPROVED EQUAL.



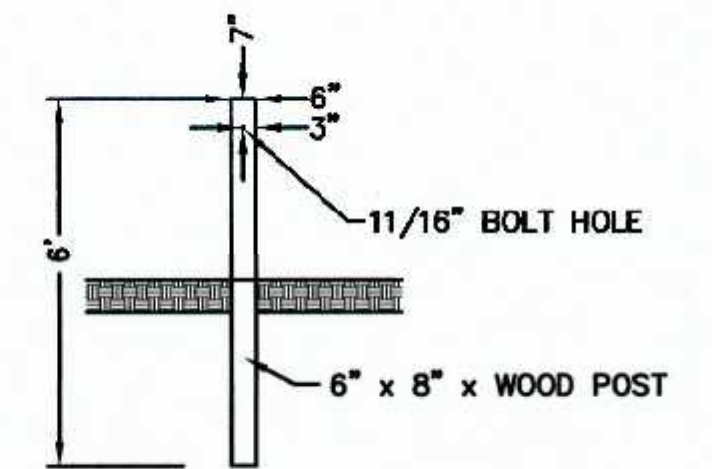
ADDITION ENTRY AND ACCESSIBLE ROUTE DETAIL
 SCALE: 1" = 10'

NOTE:
 GRIND AND SHIM EXISTING PAVEMENT AS NECESSARY TO PROVIDE A MAXIMUM SLOPE OF 2 PERCENT WITHIN THE HANDICAP PARKING SPACES AND ACCESS ISLES.



GUARDRAIL DETAIL
 N.T.S.

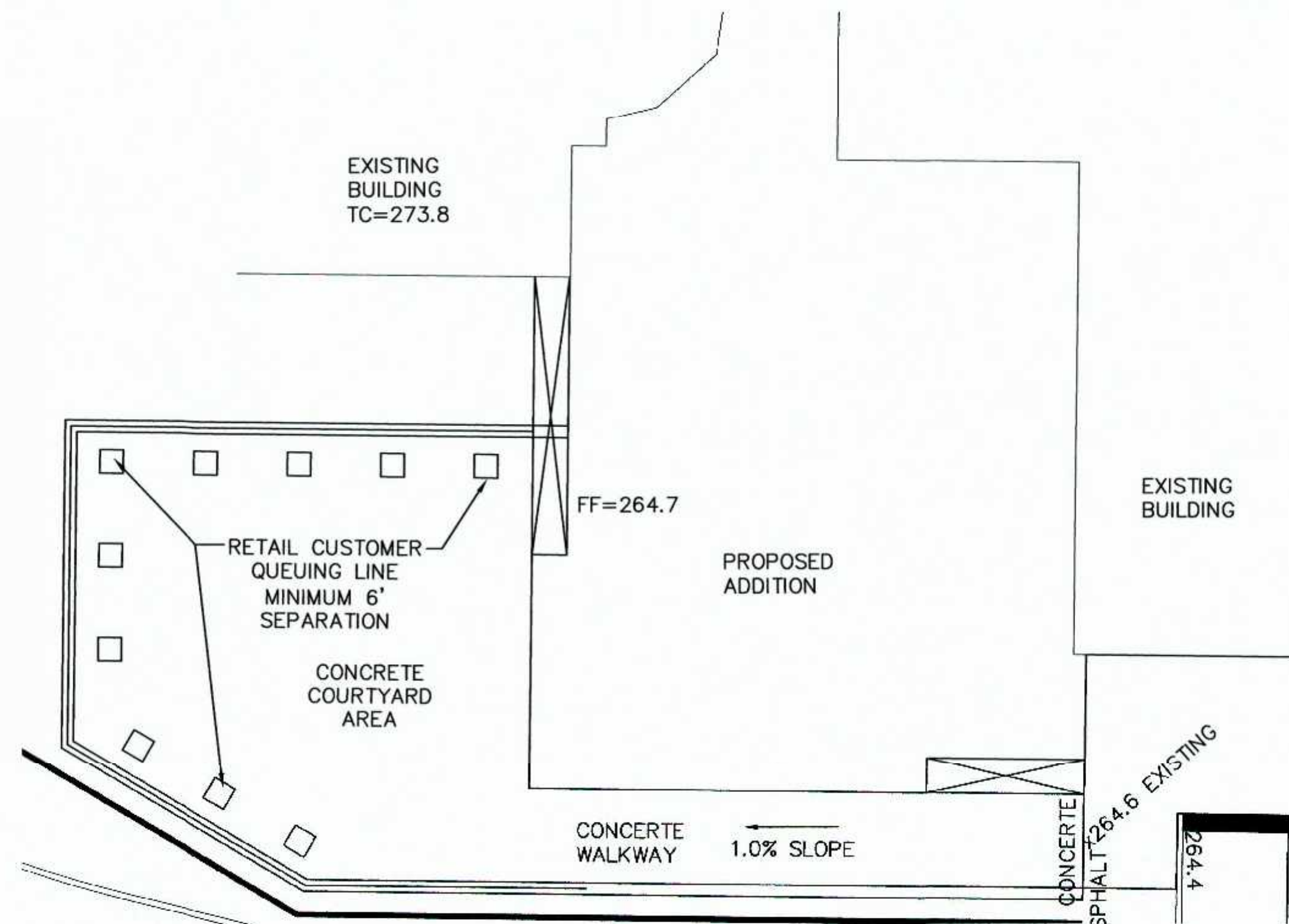
GUARDRAIL NOTES:
 1. POST TO BE SPACED 6' 3" ON CENTER.
 2. ALL NUTS, BOLTS AND WASHERS TO BE GALVANIZED.
 3. ALL SPLICES ARE TO BE MADE AT A POST.
 4. BACK UP PLATE IS PLACED BEHIND RAIL ELEMENTS AT INTERMEDIATE POSTS I.E. NON SPLICE LOCATIONS.
 5. REFER TO MASSDOT STANDARDS FOR DIMENSIONS OF FITTINGS THAT ARE NOT SHOWN.



POST DETAIL
 N.T.S.

OWNER:
 CHARLEY2017, LCC
 7 MYRTLE STREET
 NORFOLK, MASSACHUSETTS

APPLICANT:
 NEW ENGLAND TREATMENT ACCESS, LLC
 5 FORGE PARKWAY
 FRANKLIN, MASSACHUSETTS



ENTRY QUEUING DETAIL
 SCALE: 1" = 10'

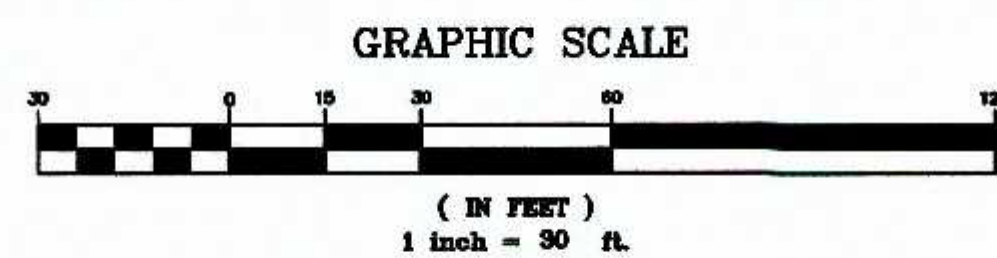


Carlos A. Quintal
 CARLOS A. QUINTAL P.E. #30812

SITE PLAN
CONSTRUCTION DETAIL - 3
 162 GROVE STREET
 FRANKLIN, MASSACHUSETTS
 PREPARED FOR
 NEW ENGLAND TREATMENT ACCESS, LLC
 FRANKLIN, MASSACHUSETTS
 MAY 21, 2020
 SCALE: 1" = 30'

SITE PLAN APPROVAL
REQUIRED
FRANKLIN PLANNING BOARD

DATE _____

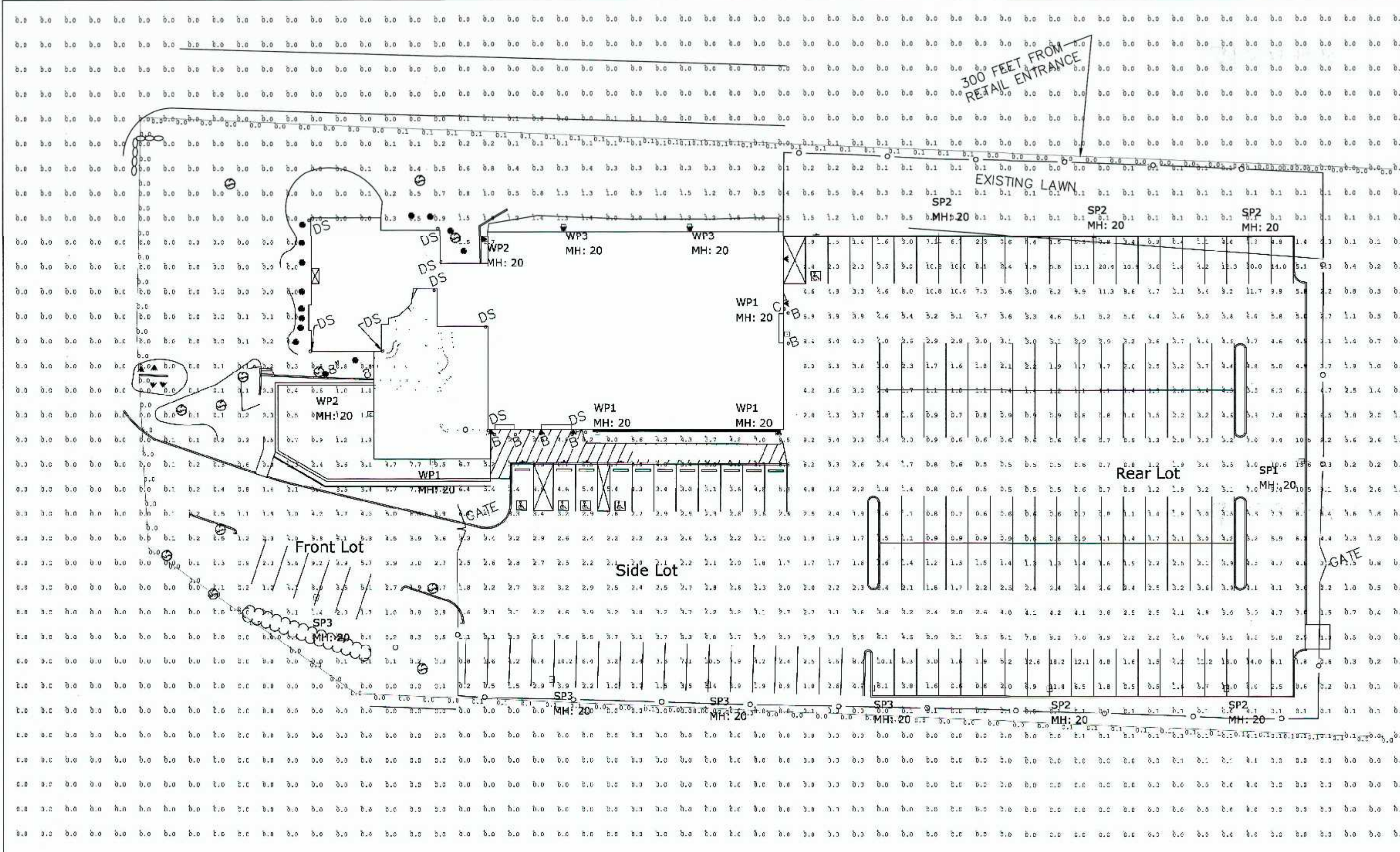


NO.	DATE	DESCRIPTION	BY
2	8/5/20	REVIEW COMMENTS	RRG
1	7/8/20	REVIEW COMMENTS	RRG

DATE	FIELD BY:	INT.
4/20		BL
BK#	FIELD BOOK	PG#
5/20	CALCS BY:	RRG
5/20	DESIGNED BY:	RRG
5/20	DRAWN BY:	COMP
5/20	CHECKED BY:	CAQ

UNITED CONSULTANTS INC.
 850 FRANKLIN STREET SUITE 11D
 WRENTHAM, MASSACHUSETTS 02093
 508-384-6560 FAX 508-384-6566

DATE
 MAY 21, 2020
 SCALE
 1" = 30'
 PROJECT
 UC1435
 SHEET
 9 of 9



1 Photometric Layout and Calculations

SCALE: 1:30

Symbol	Qty	Label	Description	LLF	Lum. Lumens	Lum. Watts
	1	SP1	Visionaire - VMX-II-T4-55L-4K-UNV-AM-BZ-DIM ON -SNTS-4S-11-20-9BC-343-S1-BZ POLE	0.900	49881	400
	5	SP2	Visionaire - VMX-II-T4-55L-4K-UNV-AM-BZ-DIM-HS ON -SNTS-4S-11-20-9BC-343-S1-BZ POLE	0.900	21756	400
	4	SP3	Visionaire - VMX-II-T5LS-55L-4K-UNV-AM-BZ-DIM-HS ON -SNTS-4S-11-20-9BC-343-S1-BZ POLE	0.900	15400	400
	4	WP1	Visionaire - VMS-1-T4-96LC-5-4K-BZ-DIM-BP	0.900	19653	157
	2	WP2	Visionaire VSC-II-T4-16LC-5-4K-UNV-WM-BZ-DIM-BP	0.900	3093	26
	2	WP3	Visionaire VSC-II-T2-16LC-5-4K-UNV-WM-BZ-DIM-BP	0.900	3135	26

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Property Line	Illuminance	Fc	0.03	0.1	0.0	N.A.	N.A.
Site Calculations	Illuminance	Fc	0.96	20.8	0.0	N.A.	N.A.
Front Lot	Illuminance	Fc	4.02	9.2	0.9	4.47	10.22
Rear Lot	Illuminance	Fc	3.92	20.8	0.4	9.80	52.00
Side Lot	Illuminance	Fc	3.37	10.5	0.5	6.74	21.00

- NOTES:**
- A. A LIGHT LOSS FACTOR OF 0.900 HAS BEEN APPLIED TO FIXTURES UNLESS OTHERWISE NOTED. REFER TO LUMINAIRE SCHEDULE FOR LIGHT LOSS FACTOR AND LUMEN INFORMATION.
 - B. SEE "MH" ON LIGHTING FIXTURE TAG LOCATED ON PLAN FOR MOUNTING HEIGHT INFORMATION.
 - C. CALCULATION POINTS ARE TAKEN AT GRADE.
 - D. CALCULATION RESULTS ARE BASED ON IES STANDARDS UNLESS OTHERWISE REQUESTED.

VMS LED Specifications

Ordering Information:

MODEL	OPTICS	SOURCE	CURRENT	WELVIN	VOLTAGE	INSULATING	FINISH	OPTIONS
VMS-1	T1	48LC	5	5K	UNV	AM	BZ	FC-100, FC-101, FC-102, FC-103, FC-104, FC-105, FC-106, FC-107, FC-108, FC-109, FC-110, FC-111, FC-112, FC-113, FC-114, FC-115, FC-116, FC-117, FC-118, FC-119, FC-120, FC-121, FC-122, FC-123, FC-124, FC-125, FC-126, FC-127, FC-128, FC-129, FC-130, FC-131, FC-132, FC-133, FC-134, FC-135, FC-136, FC-137, FC-138, FC-139, FC-140, FC-141, FC-142, FC-143, FC-144, FC-145, FC-146, FC-147, FC-148, FC-149, FC-150, FC-151, FC-152, FC-153, FC-154, FC-155, FC-156, FC-157, FC-158, FC-159, FC-160, FC-161, FC-162, FC-163, FC-164, FC-165, FC-166, FC-167, FC-168, FC-169, FC-170, FC-171, FC-172, FC-173, FC-174, FC-175, FC-176, FC-177, FC-178, FC-179, FC-180, FC-181, FC-182, FC-183, FC-184, FC-185, FC-186, FC-187, FC-188, FC-189, FC-190, FC-191, FC-192, FC-193, FC-194, FC-195, FC-196, FC-197, FC-198, FC-199, FC-200

2 Fixture Specification- Visionaire VMS

VSC LED Specifications

Ordering Information:

MODEL	OPTICS	SOURCE	CURRENT	WELVIN	VOLTAGE	INSULATING	FINISH	OPTIONS
VSC-1	T1	16LC	5	5K	UNV	AM	BZ	FC-100, FC-101, FC-102, FC-103, FC-104, FC-105, FC-106, FC-107, FC-108, FC-109, FC-110, FC-111, FC-112, FC-113, FC-114, FC-115, FC-116, FC-117, FC-118, FC-119, FC-120, FC-121, FC-122, FC-123, FC-124, FC-125, FC-126, FC-127, FC-128, FC-129, FC-130, FC-131, FC-132, FC-133, FC-134, FC-135, FC-136, FC-137, FC-138, FC-139, FC-140, FC-141, FC-142, FC-143, FC-144, FC-145, FC-146, FC-147, FC-148, FC-149, FC-150, FC-151, FC-152, FC-153, FC-154, FC-155, FC-156, FC-157, FC-158, FC-159, FC-160, FC-161, FC-162, FC-163, FC-164, FC-165, FC-166, FC-167, FC-168, FC-169, FC-170, FC-171, FC-172, FC-173, FC-174, FC-175, FC-176, FC-177, FC-178, FC-179, FC-180, FC-181, FC-182, FC-183, FC-184, FC-185, FC-186, FC-187, FC-188, FC-189, FC-190, FC-191, FC-192, FC-193, FC-194, FC-195, FC-196, FC-197, FC-198, FC-199, FC-200

3 Fixture Specification- Visionaire VSC

VMX ARRAY LED Specifications

Ordering Information:

MODEL	OPTICS	LUMENS	WELVIN	VOLTAGE	MOUNTING	FINISH	OPTIONS
VMX-1	T1	25L	5K	UNV	AM	BZ	FC-100, FC-101, FC-102, FC-103, FC-104, FC-105, FC-106, FC-107, FC-108, FC-109, FC-110, FC-111, FC-112, FC-113, FC-114, FC-115, FC-116, FC-117, FC-118, FC-119, FC-120, FC-121, FC-122, FC-123, FC-124, FC-125, FC-126, FC-127, FC-128, FC-129, FC-130, FC-131, FC-132, FC-133, FC-134, FC-135, FC-136, FC-137, FC-138, FC-139, FC-140, FC-141, FC-142, FC-143, FC-144, FC-145, FC-146, FC-147, FC-148, FC-149, FC-150, FC-151, FC-152, FC-153, FC-154, FC-155, FC-156, FC-157, FC-158, FC-159, FC-160, FC-161, FC-162, FC-163, FC-164, FC-165, FC-166, FC-167, FC-168, FC-169, FC-170, FC-171, FC-172, FC-173, FC-174, FC-175, FC-176, FC-177, FC-178, FC-179, FC-180, FC-181, FC-182, FC-183, FC-184, FC-185, FC-186, FC-187, FC-188, FC-189, FC-190, FC-191, FC-192, FC-193, FC-194, FC-195, FC-196, FC-197, FC-198, FC-199, FC-200

4 Fixture Specification- Visionaire VMX

SNTS Specifications

Ordering Information:

MODEL	SHAFT SIZE	GAUGE	HEIGHT	BASE	ANCHORAGE	MOUNTING	FINISH	OPTIONS
SNTS-1	45	11	10"	SBC	S45	S1	SZ	FC-100, FC-101, FC-102, FC-103, FC-104, FC-105, FC-106, FC-107, FC-108, FC-109, FC-110, FC-111, FC-112, FC-113, FC-114, FC-115, FC-116, FC-117, FC-118, FC-119, FC-120, FC-121, FC-122, FC-123, FC-124, FC-125, FC-126, FC-127, FC-128, FC-129, FC-130, FC-131, FC-132, FC-133, FC-134, FC-135, FC-136, FC-137, FC-138, FC-139, FC-140, FC-141, FC-142, FC-143, FC-144, FC-145, FC-146, FC-147, FC-148, FC-149, FC-150, FC-151, FC-152, FC-153, FC-154, FC-155, FC-156, FC-157, FC-158, FC-159, FC-160, FC-161, FC-162, FC-163, FC-164, FC-165, FC-166, FC-167, FC-168, FC-169, FC-170, FC-171, FC-172, FC-173, FC-174, FC-175, FC-176, FC-177, FC-178, FC-179, FC-180, FC-181, FC-182, FC-183, FC-184, FC-185, FC-186, FC-187, FC-188, FC-189, FC-190, FC-191, FC-192, FC-193, FC-194, FC-195, FC-196, FC-197, FC-198, FC-199, FC-200

5 Fixture Specification- Visionaire SNTS

DATE	REVISIONS	DESCRIPTION	DATE
May 20, 2020	1		
PROJECT NUMBER: 20084	2		
DRAWN BY: AM	3		
CHECKED BY: TJ	4		
APPROVED BY: GD	5		
SCALE: AS NOTED	6		
	7		

August 11, 2020

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

**Re: 162 Grove Street
Site Plan Peer Review Update**

Dear Mr. Padula:

BETA Group, Inc. has reviewed revised documents for the proposed Site Plan Approval application, "**Site Layout Plan – 162 Grove Street, Franklin, Massachusetts.**" This letter is provided to update findings, comments, and recommendations.

BASIS OF REVIEW

BETA received the following items:

- **Site Plan & Special Permit Application**, including the following:
 - *Cover Letter*
 - *Application for Approval of a Site Plan and Special Permits*
 - *Exhibit 5: Special Permit Findings*
 - *Form P*
 - *Certificate of Ownership*
- Plans (10 Sheets) entitled **Site Plan 162 Grove Street** revised August 5, 2020 and prepared by United Consultants, Inc. of Wrentham, MA.
- **Drainage Analysis**, revised July 8, 2020 and prepared by United Consultants, Inc. of Wrentham, MA.

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

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

INTRODUCTION

The project site consists of 162 Grove Street, a vacant, developed parcel formerly used as a truck terminal (the "Site"). The parcel contains an area of 4.003 Acres and is located along the eastern side of Grove

Street. The Town of Franklin Assessor's Office identifies the parcel as Map 306 Lot 3. The Site and all surrounding properties are located within the Industrial Zoning District. The parcel is also within the Marijuana Use Overlay District.

The existing Site includes a 12,800± sq. ft., one-story building. Associated site features include paved and gravel parking areas, utilities, (drainage, water, sewer, gas, and electric) fencing, and landscaping. Topography at the Site is generally sloped towards the east, and grades are typically 3% - 5%.

The applicant proposes to retain the existing building for conversion into a Medical Marijuana Treatment Center and Non-Medical Marijuana Retail Establishment. Associated site developments will include expansion of the existing parking area, a new addition to the existing building, concrete curb, utilities, lighting, and landscaping. Stormwater management is proposed through catch basins, proprietary treatment units, and two subsurface infiltration systems.

A portion of the project is located within an approved wellhead protection area (Zone II) and the Water Resource District. Wetland resource areas are located within the project limits and work is proposed within the buffer zone which will require obtaining an Order of Conditions from the Franklin Conservation Commission. The project is not located within a FEMA mapped 100-year flood zone or a NHESP mapped estimated habitat area of rare or endangered species. NRCS maps indicate the presence of Merrimac fine sandy loam, rated in hydrologic soil group (HSG) A, Sudbury fine sandy loam (HSG B), and Walpole fine sandy loam (HSG B/D).

FINDINGS, COMMENTS AND RECOMMENDATIONS

GENERAL COMMENTS

- G1. Provide safety fencing along the top of wall on the western end of the courtyard area that abuts the exiting walkway. *UCI: The proposed fence location has been added to the detail on sheet 9.* **BETA2: Fencing provided – issue resolved.**
- G2. Provide typical details for proposed light poles and luminaires. *UCI: SK and Associates has added the requested information to sheet SL1.* **BETA2: Information provided – issue resolved.**
- G3. Confirm the limits of existing fence to be removed, particularly in the area of the site entrance. *UCI: Three fence removal notes have been added and the existing notes have been clarified on sheet 4.* **BETA2: Clarification provided – issue resolved.**
- G4. Indicate where bollards are proposed. *UCI: Proposed bollards have been added to the head in end of parking spaces 8 through 18 on sheet 3.* **BETA2: Locations provided. Recommend reducing the gap between bollards/cars stops at the van accessible parking spaces to less than the width of a vehicle for pedestrian safety and security. BETA3: Plan revised to replace the bollards/car stops with guardrail and reduces the gap width to less than the width of a vehicle – issue resolved.**
- G5. Indicate the limits of new pavement, pavement reconstruction, or any mill/overlay. *UCI: The limits of new paving/mill have been labeled on sheet 4.* **BETA2: Information provided – issue resolved.**

ZONING

The Site is located within the Industrial (I) Zoning District and the Marijuana Use Overlay District. The proposed use of the Site is identified as both Medical Marijuana Treatment Center and Non-Medical Marijuana Retail Establishment. The proposed uses are allowed in the District via a Special Permit from the Planning Board.

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

The project site will meet the requirements for lot area, frontage, lot depth, lot width, yards, height, and impervious coverage.

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

The existing Site includes one paved access driveway from Grove Street to the west and a small parking area on the southern side of the building. The project proposes to generally retain this access route and expand the parking lot into the central portion of the lot.

Section §185-21.B.(3) describes the number of parking spaces required for residential and nonresidential buildings in the Industrial Zoning District. The parking schedule provided in the submission indicates a floor area of 8,503 sq. ft. for retailing and medical uses and 7,584 sq. ft. for warehouses. The required parking is calculated as one space per 200 sq. ft. of retail/medical uses (43 spaces) and one space per 1,000 sq. ft. for warehouse uses (6 spaces). A total of 49 spaces are required per the Bylaw and 141 spaces are proposed. With the understanding that retail marijuana uses have specific parking demands, additional commentary will be provided as part of the Traffic Review, to be provided under separate cover.

Proposed parking spaces are depicted as 19' long and 9' wide. In accordance with Massachusetts Architectural Access Board (MAAB) requirements, five parking spaces have been designed to be handicap accessible, three of which are also van accessible.

It is anticipated that the Fire Chief will review turning movements for fire equipment throughout the site.

In compliance with §185-21.C.(5), one tree must border the parking lot per every 10 parking spaces. A total of five American Elms, five Red Maples, and five White Birch trees are proposed to meet this requirement. Existing trees will also be retained near the site entrance.

- P1. Clarify the limits of proposed curb adjacent to the 8' wide walkway and if curb breaks/ramps are required. It is unclear if the walkway is intended to be raised or flush with the surrounding pavement. *UCI: The walkway is proposed to be flush with the parking area and curbing is not proposed. BETA2: Information provided – issue resolved.*
- P2. Clarify if the proposed walkway will be reconstructed with concrete as shown on the Courtyard Area Detail or will remain bituminous concrete. *UCI: The proposed 8 foot wide walkway located southerly of the existing building will remain bituminous concrete. The limits of concrete and bituminous concrete have been labeled on the additional entry and accessible route detail on sheet 9. BETA2: Clarification provided – issue resolved.*
- P3. Indicate if an accessible route is provided internally for the northwesterly portion of the existing building. The walkway connecting to the front of this building includes a set of stairs. *UCI: The existing walkway and stairs are proposed to remain. The building will be handicap accessible.*

BETA2: Information provided. BETA defers to the Building Commissioner to evaluate internal access when a building permit is filed.

SIDEWALKS (§185-28)

The project is located within the Industrial Zoning District and is not required to provide sidewalks along the street frontage. There are no existing sidewalks on Grove Street in proximity to the project.

CURBING (§185-29)

The project proposes the use of concrete curbing within the Grove Street right-of-way and along the majority of parking areas. Cape cod berm is proposed to remain along the southern side of existing parking areas.

- C1. Revise the radius curb within the Grove Street right-of-way to be granite. *UCI: Vertical granite curbing has been added to the driveway radii at the driveway entrance at Grove Street and the labels were added see sheet 3. A granite curbing detail has been added to sheet 7.* **BETA2: Curb material revised – issue resolved.**
- C2. Recommend for the Board to discuss their preference for the use of vertical curb that is proposed to replace two short segments of existing Cape Cod berm along the south side of the site entrance. *UCI: The southerly entrance will now have vertical granite curb within Grove Street and vertical concrete curb to the terminus of the 2 foot radius.* **BETA2: No further comment.**

SITE PLAN REVIEW (§185-31)

The proposed development is subject to Site Plan Review and must comply with the requirements of this section.

- S1. Include abutting land uses and zoning information on the Locus Map (§185-31.C.(3)(d)). *UCI: Abutting land uses and zoning information can be found on sheets 2-6.* **BETA2: Information provided – issue resolved.**
- S2. Indicate proposed snow storage locations on the plans (§185-31.C.(3)(i)). *UCI: Snow storage areas have been added to sheet 4. A note referencing zoning bylaw section §185-40D(1)(j) has been added to sheet 4.* **BETA2: Snow storage areas provided – issue resolved.**
- S3. Provide sight line information, including intersection sight distance, at the proposed driveway egress (§185-31.C.(3)(t)). *UCI: Sight distances have been provided by the applicants traffic consultant Tetra Tech. Stopping sight distances are located on the west side of Grove Street on Sheet 4.* **BETA2: Refer to traffic analysis provided under separate cover.**
- S4. Depict existing tree line and limits of clearing on the plans, as applicable (§185-31.C.(3)(u)). *UCI: The existing tree line and the limit of work label has been revised to include limit of clearing on sheet 4.* **BETA2: Information provided – issue resolved.**

SCREENING (§185-35)

The project proposes outdoor parking for 10 or more cars, which must be screened from adjacent residential districts or uses from which they would otherwise be visible. The Site is surrounded by lots

zoned as Industrial, and it does not appear that the project will be visible from any residential use; therefore, screening is unnecessary.

WATER RESOURCES DISTRICT (§185-40)

The Site is partially located within the Water Resources District due to the presence of a Zone II Wellhead Protection Area. This portion of the Site includes the eastern end of the proposed parking lot.

- WR1. Confirm the estimated sewage flow for the on-site disposal system does not exceed 110 gallons per 10,000 sq. ft. of lot area (§185-40.D.(1)(i)). *UCI: The requested confirmation and supporting calculations have been added to sheet 4.* **BETA2: Information provided – issue resolved.**
- WR2. Section §185-40.D.(1)(l)(ii) requires that the proposed groundwater recharge efforts must be approved by a hydrogeologist; however, provided that the stormwater management system is revised to fully comply with the Massachusetts Stormwater Management Standards no adverse impacts to groundwater are anticipated as a result of the project. BETA defers to the preference of the Board to require approval by a hydrogeologist. *UCI: The stormwater system complies with Massachusetts Stormwater Management Standards. We defer to the Board on the review.* **BETA2: BETA defers to the preference of the Board on this issue.**
- WR3. Revise design to direct all new impervious areas to on-site recharge systems (§185-40.E.(4)). BETA notes that this requirement can be waived following consultation with, and approval from the Conservation Commission and the Building Inspector if recharge is determined to be infeasible. *UCI: The project proposal consists of 20,259 sq. ft. of new impervious surfaces within the water resource district (WRD) area. The stormwater system will provide for on-site recharge of the building roof and stormwater directed to CB1 which has an area of 26,416 sq. ft.* **BETA2: Information provided – issue resolved.**
- WR4. Note that any fill placed in quantity greater than 15 yards must be certified in accordance with §185-40.E.(5). *UCI: The requested note has been added to sheet 4.* **BETA2: Note provided – issue resolved.**

UTILITIES

Proposed utilities include drainage, gas, and fire water services. Existing domestic water service, overhead electric, and on-site septic system will be retained. Detailed review of water and sewer utilities is anticipated to be provided by the DPW and Fire Chief (e.g. for fire hydrants), as applicable.

- U1. Indicate size/material of existing water services, if available. *UCI: The fire line label has been revised to include the size and type of material.* **BETA2: Information provided – issue resolved.**
- U2. Clarify if vehicles will be able to access the warehouse internally. If so, floor drains and gas traps may be required. *UCI: Vehicles will not be able to access the building.* **BETA2: BETA notes the existing entrance on the east side of the building may provide access for vehicles. BETA defers to the plumbing inspector to determine if bollards are required if no floor drains and gas traps are installed. BETA3: Plan revised to include a new bollard in front of the existing entrance – issue resolved.**

STORMWATER MANAGEMENT

The project proposes to direct runoff from impervious areas into existing and new closed drainage systems comprised of roof leaders, deep sump catch basins with hoods, manholes, two water quality units, and two subsurface infiltration systems. Overflows from the proposed systems will be directed into an existing wetland system on the eastern portion of the site through an existing outfall.

GENERAL

- SW1. As part of the MS4 regulations, the Town is proposing revisions to Chapter 153, Stormwater Management. Once the revisions are approved (date not yet determined) they will be applicable to any project that is subject to the Bylaw and has not yet been approved. BETA recommends the designer review the proposed Bylaw revisions to evaluate if additional stormwater provisions or treatment may be required. *UCI: We have reviewed the proposed bylaw regulations. We have revised DMH 10 which is now a Contech Cascade Separator Model CS-6. This will provide downstream treatment for the stormwater existing the two infiltration ponds which occurs in the 10 and 100 year storm events (pond 11) and 100 year storm event (pond 10). Additional treatment will be provided for the stormwater from the existing impervious areas prior to discharging into the existing detention basin. WQU manhole #12 has been eliminated.* **BETA2: The designer has revised the stormwater management system to provide additional treatment, which is anticipated to comply with the forthcoming regulations – issue resolved.**
- SW2. Recommend labeling which drainage structures and pipes are to be removed/abandoned. *UCI: The removal protocol for the existing 15" RCP pipe connecting X-DMH3 to X-DMH2 has been added to the stormwater system construction note 3 on sheet 4.* **BETA2: Information provided – issue resolved.**
- SW3. Provide detail for CDS unit. *UCI: A detail of the proposed Contech Cascade Separator Model CS-6 has been added to sheet 9.* **BETA2: Detail provided – issue resolved.**
- SW4. Provide detailed grading in the area of the dumpster pad to ensure stormwater flow is not directed through the enclosure, bypassing the stormwater management system. *UCI: A dumpster grading detail was added to sheet 8.* **BETA2: Grading detail provided – issue resolved.**

MASSACHUSETTS STORMWATER MANAGEMENT STANDARDS:

The proposed development will disturb greater than one acre and 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 stormwater discharges to wetlands. One existing outfall will be retained which discharges into the wetland areas to the east.

- SW5. Indicate if there are any existing erosion control issues at the existing outfall. *UCI: A field investigation of the outfall into the existing detention basin was conducted. Erosion was not present.* **BETA2: Information provided – issue resolved.**

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 an increase in impervious area and will use subsurface infiltration systems to mitigate increases in post-development peak discharge rates and total runoff volumes.

SW6. Clarify how Watershed XR-7 and R15 are being conveyed into the drainage systems. *UCI: Roof area 15 will be captured in an existing pipe within the stone trench adjacent to the building. Refer to stormwater system construction notes for inspection and necessary construction protocol.* **BETA2: Information provided – issue resolved.**

SW7. Revise watershed R15 to include any upgradient areas that will drain into the drainage system and proposed infiltration systems. *UCI: The sub-catchment area on the post development watershed map was revised.* **BETA2: Information provided – issue resolved.**

SW8. Review grading as it relates to the contributing areas for CB11 and CB12. BETA estimates that less area is directed to CB11 (and therefore the infiltration system) than indicated in the HydroCAD model. *UCI: Refer to the 259.7 spot grade along the easterly gutter which has been included to create a high point.* **BETA2: Information provided – issue resolved.**

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 maps indicate the presence of Merrimac fine sandy loam, rated in hydrologic soil group (HSG) A, Sudbury fine sandy loam (HSG B), and Walpole fine sandy loam (HSG B/D). The infiltration systems have been designed to provide a recharge volume in excess of that required for the net new impervious area. Test pit logs indicate the presence of sand, silty sand, and gravel throughout the Site.

SW9. As no mottling was observed in the test pits, a Frimpter Analysis should be conducted to adjust observed weeping to an estimated seasonal high groundwater elevation. BETA estimates the separation to ESHGW from the bottom of the proposed infiltration structures is approximately 2+ feet. *UCI: The Frimpter adjusted ESHGW elevations were added to the soil logs on sheet 4.* **BETA2: Information provided – issue resolved.**

SW10. Provide mounding analysis for proposed infiltration systems as separation to groundwater is less than 4 feet. *UCI: A mounding analysis has been included in the revised drainage analysis.* **BETA2: Mounding analysis provided – issue resolved.**

SW11. Revise exfiltration elevation of subsurface infiltration systems within HydroCAD models to be the bottom of each basin. *UCI: The exfiltration elevation was revised and set 0.01 feet below the pond bottom design elevation. This was done because of an issue with the HydroCAD program not allowing exfiltration when the pond bottom elevation matches the pond storage elevation.* **BETA2: Elevation revised – issue resolved.**

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 new impervious areas to proposed treatment trains that include a combination of deep sump catch basins, water quality units, and subsurface infiltration systems. As the Site is partially within a Zone II Wellhead Protection Area, 44% pretreatment has been provided prior to infiltration.

SW12. Review grading as it relates to the contributing impervious areas for the CDS and Stormceptor calculations. *UCI: Refer to the 259.7 spot grade along the easterly gutter which has been included to create a high point. BETA2: Information provided – issue resolved.*

SW13. Provide documentation of third-party testing that demonstrates the 75% TSS removal rate for the CDS unit can be achieved. *UCI: The CDS unit has been revised. A detail of the proposed Contech Cascade Separator Model CS-6 has been added to sheet 9. Refer to the revised stormwater report for revised TSS removal rates. BETA2: TSS rate revised – 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 qualify as a Land Use with Higher Potential Pollutant Load (LUHPPL).

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

The project includes discharges to a Zone II Wellhead Protection Area, a critical area. The proposed treatment trains are consistent with the recommendations of MassDEP for discharges to Zone II wellhead protection areas. The required 44% pretreatment prior to discharge to infiltration structures is also provided.

SW14. Revise narrative to indicate the presence of a critical area. *UCI: The narrative has been revised. BETA2: Narrative revised – issue resolved.*

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

The project qualifies as a mix of new and redevelopment. New impervious areas will comply fully with the Stormwater Management Standards, while existing areas to be retained will primarily rely on existing stormwater management systems.

SW15. Provide a brief narrative or documentation on how the project will improve the existing conditions for redevelopment areas. *UCI: A narrative has been added to the drainage analysis. BETA2: Narrative provided – issue resolved.*

SW16. Consider relocating the proposed CDS water quality unit to the location of proposed DMH10, if practicable. *UCI: We have revised DMH 10 which is now a Contech Cascade Separator Model CS-6. This will provide downstream treatment for the stormwater existing the two infiltration ponds which occurs in the 10 and 100 year storm events (pond 11) and 100 year storm event (pond 10). Additional treatment will be provided for the stormwater from the existing impervious areas prior to discharging into the existing detention basin. WQU manhole #12 has been eliminated. BETA2: Water quality unit location revised to provide additional treatment – issue resolved.*

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 greater than one acre of land; therefore, a Notice of Intent with EPA and a Stormwater Pollution Prevention Plan (SWPPP) is required. The project plans indicate the use of perimeter compost sock, entry sedimentation control mat, and catch basin inlet protection. The proposed erosion and sedimentation controls are anticipated to be adequate for the site.

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.*

Mr. Anthony Padula, Chairman
August 11, 2020
Page 9 of 9

A Long-Term Operation and Maintenance (O&M) Plan has been provided.

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

The Stormwater Management Report indicates that no illicit discharges are proposed, and a signed Illicit Discharge Compliance Statement will be provided prior to construction.

SW17. Resolve discrepancy between stormwater narrative and stormwater checklist regarding inclusion of the Illicit Discharge Compliance Statement. *UCI: The stormwater checklist has been revised. A draft of the illicit discharge statement has been included.* **BETA2: The signed statement should be provided to DEP and the Conservation Commission prior to construction.**

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

Very truly yours,
BETA Group, Inc.



Matthew J. Crowley, PE
Project Manager



Stephen Borgatti
Staff Engineer

cc: Amy Love, Planner
Jen Delmore, Conservation Agent



August 10, 2020

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

Re: 162 Grove Street
Traffic Peer Review

Dear Mr. Padula:

BETA Group, Inc. (BETA) has reviewed the revised and additional traffic related documents provided by the applicant for proposed Site Plan Approval application, "Site Layout Plan – 162 Grove Street, 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:

- Traffic Summary, dated May 22, 2020 and prepared by Tetra Tech of Marlborough, MA.
- Site Plan set (10 Sheets) entitled Site Plan 162 Grove Street dated May 21, 2020 and prepared by United Consultants, Inc. of Wrentham, MA.
- Response to Traffic Peer Review, dated July 13, 2020 and prepared by Tetra Tech of Marlborough, MA.
- Traffic Impact Study, dated July 13, 2020 and prepared by Tetra Tech of Marlborough, MA.

COMPILED REVIEW LETTER KEY

BETA reviewed this project previously and provided review comments in a letter to the Board dated June 25, 2020 (original comments in standard text), Tetra Tech (TT) provided responses (responses in italic text), and BETA has provided response comments (status in standard bold text).

INTRODUCTION

The project site consists of 162 Grove Street, a vacant, developed parcel formerly used as a truck terminal (the "Site"). The parcel contains an area of 4.003 Acres and is located along the eastern side of Grove Street. The Site and all surrounding properties are located within the Industrial Zoning District. The parcel is also within the Marijuana Use Overlay District.

The existing Site includes a house and a warehouse. The applicant proposes to retain the existing building for conversion into a Medical Marijuana Treatment Center and Non-Medical Marijuana Retail Establishment. Associated site developments will include expansion of the existing parking area, and a 2,583 sq. ft. new addition to the existing building.

FINDINGS, COMMENTS AND RECOMMENDATIONS

Access to the site will be provided via the existing driveway.

The study area includes the following intersections.

- Grove Street at 162 Grove Street driveway (unsignalized)
- Grove Street at Business Park (unsignalized)

The study area was found to be inadequate due to the number of vehicles trips generated by this project.

T1. Additional intersections, including the intersections of Grove Street at Washington Street and Grove Street and Route 140, should be added to the study area. TT: A full Traffic Impact and Access Study has been prepared for this project, attached. The intersections of Grove Street at Washington Street and Grove Street at Route 140 have been added to the study area. BETA2: Information provided – issue resolved.

Manual turning movement counts (TMCs) were collected on Thursday, February 6th, 2020 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, and Saturday, February 8th, 2020 from 3:00 PM to 6:00 PM. These time periods were chosen because they are representative of the peak traffic volume period for the development. Traffic volume data were also collected via automatic traffic recorder (ATR) on Grove Street, south of 162 Grove Street, over a 72-hour period between Thursday, February 6th, 2020 and Saturday, February 8th, 2020. These volumes are consistent with data recently collected as part of another project. and the collection occurred prior to the decrease in traffic patterns related to COVID-19. BETA concurs with the traffic data collection time periods.

Historical traffic count data collected by MassDOT were reviewed to determine the need for a seasonal adjustment. Traffic volumes in February were found to be average-month conditions. As a result, no seasonal adjustment was added to the existing volumes. BETA finds this methodology acceptable.

Vehicle speeds were measured via ATR along Grove Street. The posted speed limit on Grove Street is 40 miles per hour (mph). The 85th percentile speeds were measured at 40 mph northbound and 41 mph southbound, which are acceptable for a posted 40 mph roadway.

Project-generated traffic volumes were determined by utilizing trip-generation statistics published by the Institute of Transportation Engineers (ITE) for land use code (LUC) 150 - Warehouse, LUC 882 – Marijuana Dispensary, and LUC 710 General Office Building.

Based on the Institute of Transportation Engineers (ITE) for land use code (LUC) 150 - Warehouse, LUC 882 – Marijuana Dispensary, and LUC 710 General Office Building the project site would generate a total of 1,032 new trips on an average weekday and with 46 (27 entering, 19 exiting) during the weekday morning peak hour and 90 (43 entering, 47 exiting) during the weekday afternoon peak hour. The Saturday daily trips of 1,011 and mid-day peak trips are 142 (71 entering, 71 exiting).

Additionally, empirical trip data collected at a similar NETA facility in Northampton from October 13, 2019 to November 11, 2019 was provided. The Northampton facility consists of 25 registers while the proposed facility would have 19 registers.

The trips from both resources were compared, and it was determined that the empirical data was higher than the ITE data, and therefore, the empirical data was utilized for the marijuana dispensary trip generation and factored down to represent 19 registers. A maximum number of 56 employees between the retail and warehouse will be onsite during the weekday afternoon peak, and 50 during the Saturday peak, which was not included as part of the NETA empirical data. A portion of those employees will be entering and exiting during the peak periods.

The 4,647 square feet of office does not appear to be included in the trip generation calculations.

- T2. Verify that office space is included within the NETA Northampton facility and the associated square footage. TT: Office space is included within the NETA Northampton facility. The Northampton facility is approximately 7,300 square feet (sf) and includes approximately 2,000 square feet of business space (offices, hallways, and breakroom space). The office space was accounted for in the site trip generation, as the office/retail employees were included as part of the maximum daily count of 50 employees that was used as a basis for the traffic and parking analysis. BETA2: Information provided – issue resolved.

Next, based on customer surveys conducted at the NETA facility in Brookline, it was determined that the vehicle occupancy rate (VOR) for that facility was 1.25 persons per vehicle. To provide a more conservative estimate a VOR of 1.20 persons per vehicle was used for the project site. BETA finds this methodology reasonable.

Based on the described methodology, the project site would generate a total of 3,416 new trips on an average weekday and with 187 (101 entering, 86 exiting) during the weekday morning peak hour and 335 (160 entering, 175 exiting) during the weekday afternoon peak hour. The Saturday daily trips of 3,638 and mid-day peak trips are 403 (194 entering, 209 exiting).

New trips were distributed based on existing traffic patterns with approximately 35 percent of traffic heading to and from Washington Street and the remaining 65 percent heading to and from Route 140.

- T3. The travel splits shown in Table 1 significantly differ those used in the study., especially for Saturday. Verify the distribution splits applied to the new trips. TT: The travel splits for the project site trips were based on the entering and exiting driveway traffic counts at the Grove Street Business Center using the AM, PM and Saturday peak hour volumes, instead of the ATR data. The observed travel splits at the Grove Street Business Center were used to determine the project trip distribution in our initial traffic study. With the preparation of a more detailed traffic study, additional traffic count data from the proposed warehouse project at 176-210 Grove Street study was obtained from the Town Planner. The driveway counts at the 176-210 Grove Street site, in addition to those at the Grove Street Business Center were used to develop a new trip distribution for the proposed marijuana dispensary. The new distribution includes approximately 45 percent of traffic entering and exiting the site to and from the south and 55 percent of traffic entering to and from the north. The splits at each of the intersections was based on the peak hour splits observed at the study intersections. The full trip distribution write-up is included in the full study, attached. BETA2: Additional information has been provided. Although the 10% distribution to/from north of West Central Street should be closer to 5% and the 25% to/from the east on West Central Street should be closer to 30% instead of 25%, the percentages are generally reasonable and BETA finds them acceptable.

Traffic operations analysis was performed with Synchro software based on the 2010 Highway Capacity Manual methodologies. Most movements during the 2020 Build condition would continue to operate at LOS C or better. The site driveway left-turn movement would operate at LOS E. Based on this study, the project appears to have minimal impacts to Level of Service (LOS) when compared to the Existing conditions, however, the study area only consists of the unsignalized intersections of Grove Street at the site driveway and Grove Street at Business Park intersections and does not include a seven-year horizon analysis.

T4. The Board has expressed concern about the number of developments contributing to existing traffic and safety issues along Grove Street. The following standard traffic study components were not included as part of the submission and should be included to understand the full impacts of this project to the surrounding infrastructure:

- Sight distance analysis. Based on field observations, there is limited sight distance approaching the site from the south.
- Background development-related traffic growth that may increase traffic within the study area was not identified.
- Growth rate was not included because the Build analysis was performed using the year 2020 and not a seven-year horizon. A 1 percent growth has been applied for other recently proposed developments in Franklin.
- No-Build analysis.
- Crash data for the most recent three years.

TT: The above-mentioned components are included in the full traffic study, submitted along with this letter. BETA2: The above-mentioned traffic study components have been provided. See below for comments related to the additional data provided in the Traffic Impact Study (TIS).

The parking demand was determined by providing up to 56 employee parking spaces during the weekday and 50 spaces during the Saturday highest peak hours and assuming a turnover rate of three vehicles per hour (every 20 minutes). The highest peak is anticipated on Saturday from 3:00 PM – 4:00 PM. The study indicated that the parking anticipated for the peak is anticipated to be 50 employee spaces and 78 additional spaces, for a total of 128 parking spaces needed during the highest peak hour. Based on BETA's experience, and as would be expected, patrons are processed at a faster rate with the larger number of registers at a facility, and therefore the turnover rate would be higher. However, the anticipated 128 parking space demand during the highest peak periods would be very close to the proposed parking supply of 141 spaces.

T5. If available, empirical data of 15-minute interval parking demands for a similar facility, not near public transit and with an on-site parking lot, should be provided to further support the proposed parking supply. TT: As requested, Tetra Tech conducted parking accumulation observations at a similar facility, not near public transit and with an on-site parking lot on Tuesday, July 7, 2020. The Millis CommCan dispensary was selected for study as it offers both medical and adult use options and allows for walk-in customers. The site is located along Route 109 in Millis, with an on-site parking supply of 27 parking spaces and an off-site, unpaved lot adjacent to the site that can accommodate an estimated 46 vehicles, for a total parking supply of 73 parking spaces. It is our understanding that this facility is approximately 4,000 square feet with 13 registers. Observations were made every 15 minutes, starting 30 minutes prior to opening of the facility until closing time. The maximum observed parking demand was 35 vehicles, at 3:30 PM and 5:15 PM. These totals included at least 10 employee vehicles, as

the same 10 vehicles were observed parked in the overflow lot all day. This implies a maximum customer parking demand of approximately 25 vehicles at any given time. The observed parking demands at the Millis CommCan facility are presented in a graph. Adjusting the observed peak parking demand of 25 customer spaces at the CommCan dispensary upwardly to reflect the 19 proposed registers at the proposed Grove Street facility in Franklin would indicate a maximum parking demand of approximately 37 customer parking spaces. This is significantly lower than the projections used in the traffic study. The parking demands presented in the traffic study are conservative and the currently proposed 141 parking spaces is expected to be adequate. BETA2: The additional information was provided. The data was collected on a non-peak weekday after July 4th. BETA's understanding is that the week leading up to July 4th is one of the busiest time periods of the entire year for dispensaries which would mean that parking demands are lower the week immediately after July 4th. Additionally, sales have been down during the pandemic so empirical data pre-pandemic would provide the most applicable data. However, it is understood that additional pre-COVID-19 data may not be available, therefore, based on all data provided and the additional similar types of facilities proposed within the site's vicinity, BETA finds the proposed parking spaces to be adequate.

TRAFFIC IMPACT STUDY

BETA has provided a review and comments for a few topics included in the comprehensive Traffic Impact Study (TIS) which was submitted after the initial BETA comments dated June 25, 2020. The comments below will highlight key items related to the additional data provided in the TIS.

The study area was revised to include the following intersections.

- Grove Street at Route 140/West Central Street (signalized)
- Grove Street at Beaver Street (unsignalized)
- Grove Street at 162 Grove Street driveway (unsignalized)
- Grove Street at 160 Grove Street/Business Park (unsignalized)
- Grove Street at Washington Street (unsignalized)

BETA finds the study area to be acceptable.

Background development-related traffic growth that may increase traffic within the study area was identified. The following proposed projects were included in the background development:

- 160 Grove Street
- 164 Grove Street
- 176-210 Grove Street

BETA finds the background developments to be acceptable.

At the time of this study, a traffic report was not submitted for the 164 Grove Street project, therefore, the Institute of Transportation Engineers (ITE) data was utilized to determine the background trips for the 164 Grove Street marijuana dispensary development and was included in the analysis. This is standard procedure, however, as the TIS noted, marijuana dispensary sites are anticipated to generate higher trip volumes than identified in the ITE manual. BETA anticipates a greater number of trips would be generated by the 164 Grove Street development than determined using the ITE data, however, the trips utilized in this analysis are acceptable for the planning purposes of this study since a traffic study has not been provided to date and is subsequent to this project submission.

Traffic operation analyses were performed with Synchro software based on the 2010 Highway Capacity Manual methodologies. Capacity analysis results show that the Grove Street and Route 140/West Central Street currently operates at and would continue to operate during the Build condition at acceptable Level of Service (LOS), with an overall intersection LOS D or better during the peak hours, with a few individual movements operating at LOS D and LOS F.

During the AM Peak Hour, the Beaver Street approach to Grove Street would degrade from a LOS C during the Existing conditions to LOS E during the Build conditions. During the PM peak, the Beaver Street approach to Grove Street would degrade from a LOS E during the Existing conditions to LOS F during the Build conditions.

The site driveway would experience a LOS F during the PM peak.

The analysis results indicate that the Grove Street southbound movement at Washington Street would experience increased LOS F delays during the Build condition. The Synchro analysis modeled the Grove Street southbound approach to Washington Street as a two-lane approach which included a 50-foot-long right-turn lane, which does not accurately reflect the Grove Street lane configuration at the intersection. If the intersection were reanalyzed to accurately reflect the field conditions, the results would reveal even more significant delays and queue lengths.

Signal warrant analyses were performed for the Grove Street at Washington Street and Grove Street at Beaver Street intersections. Both intersections meet the peak hour warrants during the No-Build and Build conditions. The Grove Street at Washington Street intersection also meets the peak hour warrant under Existing conditions.

The available stopping sight distance (SSD) at the site driveway was measured and found to exceed the minimum required SSD based on measured vehicle speeds. The available SSD assumes the "selective removal of roadside vegetation and limiting on-site objects."

- T6. Provide a sight triangle on the plans depicting the line of sight and label the "roadside vegetation and limiting on-site objects" to be removed to provide the required sight distance to meet AASHTO standards.
- T7. Resolve the discrepancy between the available SSD noted in the TIS and on the plan set.
- T8. As noted in the TIS, a southbound exclusive left-turn lane is proposed as part of the 160 Grove Street development. With this in mind verify that the sight distances approaching and exiting the driveway would continue to be adequate, especially during the AM peak period when



Figure 1: Looking to the south from site driveway



Figure 2: Looking to the north from site driveway.

160 Grove Street employees would be entering 160 Grove Street and close to 200 vehicles would be entering and exiting the site driveway.

The TIS indicates that the proponent proposes to conduct a post-occupancy traffic monitoring program to determine if the project-related impacts outlined in the TIS are realized once the facility is open. If the traffic data collected during the monitoring indicates a traffic signal is indeed warranted at the intersections of Grove Street at Washington Street and Grove Street at Beaver Street then the proponent would provide a police detail in the interim until a traffic signal is designed and installed. The proponent is also committed to providing a "fair share contribution toward geometric and/or traffic control improvements" at study area intersections. In addition, a "fair share contribution toward local roadway improvements" would be made if the traffic monitoring shows that "traffic volumes have risen back to pre-COVID levels and the site is generating traffic volumes similar to those projected in this study."

T9. Provide a detailed post-occupancy traffic monitoring program outline including the metrics to determine the impacts related specifically to the project site.

T10. Elaborate on what is the anticipated "geometric and/or traffic control improvements."

T11. BETA recommends that the Board discuss the adequacy of what appears to be solely post-occupancy off-site mitigation contributions.

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

Very truly yours,
BETA Group, Inc.



Jaklyn Centracchio, PE, PTOE
Senior Project Engineer

cc: Amy Love, Planner
Job No: 4830-64



Doherty, Dugan, Cannon,
Raymond & Weil, P.C.

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

August 12, 2020

Planning Board
Town of Franklin

RF: 5 Fisher Street
Aka: 1, 3, 5 Fisher Street and 29 Hayward Street
Agreement for Full Site Plan Review

Dear Board:

In consideration of the Town of Franklin Planning Board ("Board") allowing occupancy of 29 Hayward Street for a Manufacturing & Processing, Light & Medium use by Mass Standard Materials, the owner/applicant, K Fisher Street LLC and its successor and/or assigns ("K Fisher") agrees that no other tenants/occupants shall be permitted within any area of Locus without K Fisher first obtaining an approval from the Board for a full Site Plan Review of all of Locus.

Furthermore, K Fisher agrees to install a physical barrier subject to Fire Department approval between the buildings identified as 29 Hayward Street and 5 Fisher Street.

Thank you for your cooperation.

Respectfully,

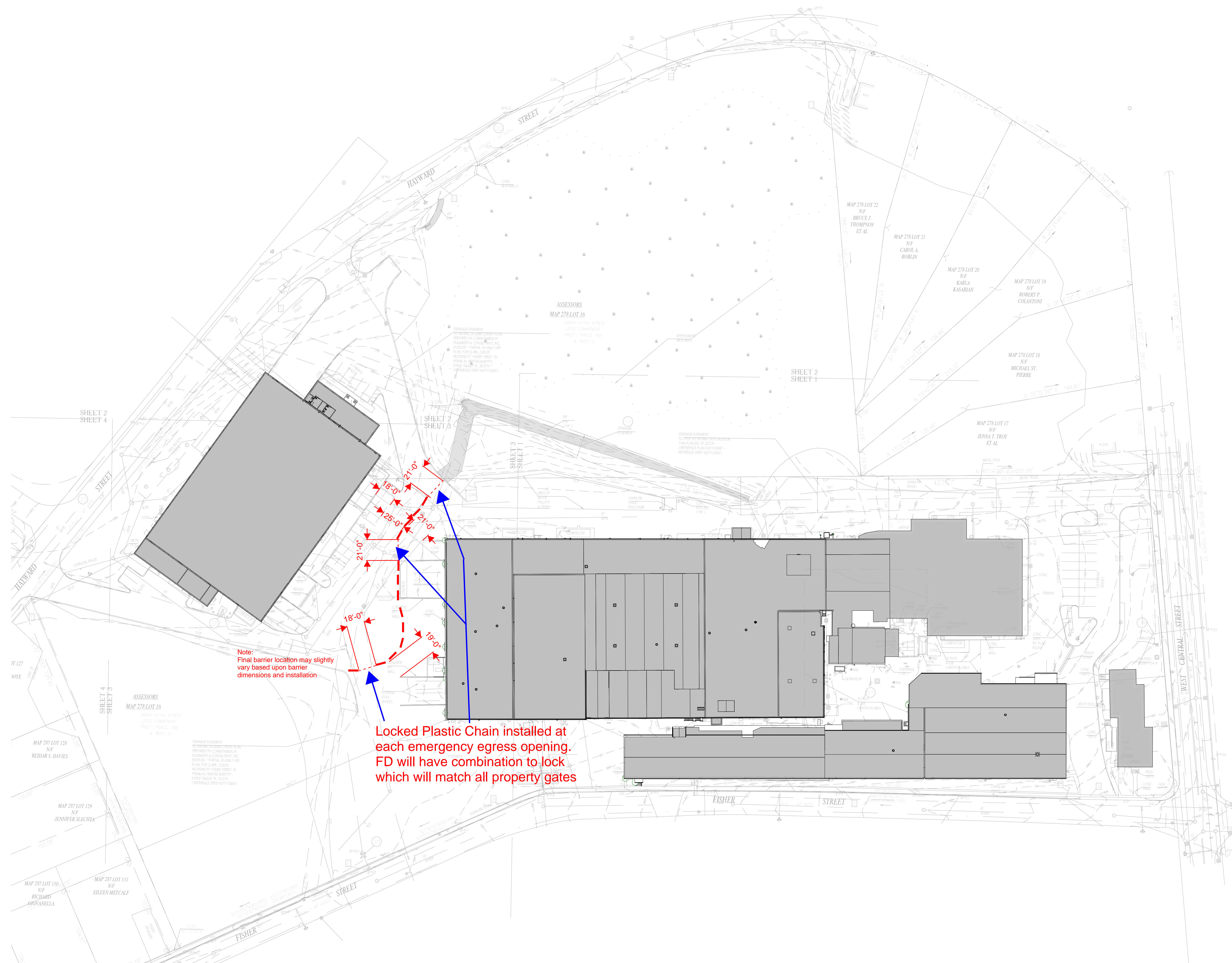
Edward V. Cannon, Jr.

Agreed this 12th day of August, 2020

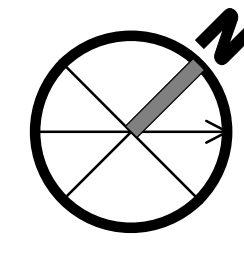
K Fisher Street LLC

By:
Frederick Kaplan, Manager

By:
Casey Kilham, Manager



1 EXISTING SITE PLAN
1" = 50'-0"



For Information

WARNING: Joe The Architect, Inc., all drawings and written material herein constitute the original and established work of the architect, and the same may not be duplicated, used, or disclosed without the written consent of the architect. Contractors to use Architectural drawings for set out. Contractors to check and verify all Dimensions on Site prior to Construction/Fabrication. Figure Dimensions take precedence over Scaled Dimensions. Any discrepancies should be immediately referred to the Architect. The project manager shall be notified in writing of any discrepancies prior to proceeding with the work. The scale of drawings may change when copied or faxed. All work to comply with I.B.C. Regulations and relevant American Standards. © 2019 - all rights reserved.

consultant / contractor information:

stamp:

revision	revision description	date

project title:
FISHER STREET SITE SELECTIVE DEMOLITION
5 FISHER STREET, FRANKLIN, MA

client information:
K COMMERCIAL REAL ESTATE SERVICES, LLC
DBA K FISHER STREET LLC
1 FISHER STREET, FRANKLIN, MA, 02038



J t A
JOE THE ARCHITECT
343 Medford Street, Suite 4C Somerville, MA 02145
t: +1(617) 764-3593 e: askjoe@joethearchitect.com
www.joethearchitect.com

drawing title:
EXISTING SITE PLAN

project number 261	drawing scale 1" = 50'-0"	approver AS
drawing number A020		revision

**Communications Related to 29 Hayward/5 Fisher Street
Limited Site Plan Modification**

Re: 29 Fisher

August 13, 2020, 11:17AM

Joseph Barbieri

To Bryan Taberner, Edward V. Cannon, Maxine Kinhart, Amy Love, Rick Kaplan, Casey Killiam

Hi Bryan,

We met on site today and went over the placement of barriers. We feel as though three openings with removable plastic chains will provide us with the best access to both 29 Hayward and 5 Fisher St.

Please feel free to contact me if you have any questions.

Best regards,

Joseph Barbieri, Deputy Fire Chief
Franklin Fire Department

RE: 29 Fisher

August 13, 2020, 10:55AM

Casey Killiam

To Bryan Taberner, Joseph Barbieri, Edward V. Cannon, Maxine Kinhart, Amy Love, Rick Kaplan

Hello Bryan,

This morning I met with Deputy Barbieri, whom I have included in this email to go over the attached plan. We made a few changes to better allow access for the larger ladder truck through three openings in the jersey barrier line which will be secured with plastic chain and padlocks which will have combinations matching all of the property perimeter gates for 5 fisher that the fire department already has the combination for currently. Our goal is to work with our architect and civil engineer to complete a full site plan as fast as possible but we are hoping the letter and attached plan will be acceptable to the board so that we can move forward with the tenant for 29 hayward. Please let us know if there are any suggested changes and we will revise right away.

Thank you for everyone's help. Rick and I really appreciate it and are excited to move forward with the planning board to develop this important site in Franklin.

CASEY KILLAM
Managing Partner
K Commercial Real Estate Services LLC

RE: 29 Fisher

August 12, 2020, 7:22PM

Bryan Taberner

To: Rick Kaplan <rick@kres.com>

Cc: Edward V. Cannon, Maxine Kinhart, Amy Love, Casey Killiam

Subject: Re: 29 Fisher

Rick: Thanks for the letter for the August 17th Planning Board meeting. I believe your letter, and a letter or email from the Fire Department, will meet the Planning Board's needs. The only possible exception would be a diagram showing the location of a physical barrier that would separate 5 Fisher and 29 Hayward. That's of course your decision whether you submit one or not. Please let me know if I can be of further assistance.

Bryan W. Taberner, AICP
Director of Planning and Community Development
355 East Central Street
Franklin, MA 02038-1352

RE: 29 Fisher

August 12, 2020, 6:23PM

Rick Kaplan

To Bryan Taberner, Edward V. Cannon, Maxine, Amy, Casey Killiam

Bryan:

Please confirm if the attached letter is acceptable.

Also, we are meeting the Fire Dept on site tomorrow morning. We plan on having them email you directly.

Thank you

Rick Kaplan, as Authorized

K Commercial Real Estate Services, LLC as manager of

K Fisher Street, LLC

Public Input Regarding 5 Fisher and 29 Hayward Streets

Email from Mary Olsson, Chair Franklin Historic Commission

From: maryolsson1@verizon.net
Date: Mon, Aug 10, 2020 at 6:36 PM
Sub: Re: Planning Board meeting Monday
To: alove@franklinma.gov, btaberner@franklinma.gov
Cc: rickkaplan@remaxexec.com, theppisani@gmail.com, brock.leiendecker@gmail.com

Good Evening Amy and Brian,

I am unable to make the 7:00PM Planning Board Zoom call this evening. But I wanted to express my support for Rick Kaplan's plans at the former Clark Cutler facility. I had the opportunity to tour the space and hear about all of the wonderful plans Rick has. I'm very excited about the prospect of the development of the space, it is exactly what we love to see as far as re purposing space. It will be a great asset to Franklin, just steps away from downtown.

As the chair of the Franklin Historic Commission, I give my full support.

Thank you, and my apologies for not making the meeting.

Mary Olsson,