

**Franklin Zoning Board of Appeals
For Meeting Held On
Thursday, December 11, 2014
355 East Central Street
Franklin, MA 02038**

**Members Present
Bruce Hunchard
Robert Acevedo
Tim Twardowski**

**106 – 108 Hayward St – Moseley Realty
Abutters: See attached**

We are in receipt of a letter from Atty. Richard Cornetta requesting a continuance to January 22, 2015 at 7:30 PM. Extension of time has also been provided until February 28, 2015. Motion by Tim Twardowski to continue to January 22, 2015. Second by Robert Acevedo. Unanimous by board.

**40 Alpine Row & Alpine Row - Landscape Network, LLC
Abutters: See attached**

Applicant is seeking to change a nonconforming use of a building or structure from a HVAC contractor's yard and oil delivery service to another nonconforming use which would be a landscaper's contractor's yard. Appearing before the board is Atty. John Vignone and Michael Lang. Atty. Vignone: The property is currently used for the repair and subassembly and storage of HVAC equipment and the storage and service of trucks and equipment used in connection with the oil service and delivery by the Bullikan family. The proposed use by Mr. Lang will be for the storage, repair and service of his trucks in connection with his landscaping business. The trucks and equipment as they are now will be stored indoors to protect from theft and the elements. This would not be a substantially different use the only patrons of the existing business and Mr. Lang's business would be the owner and the employees. There will be no physical changes to the building that are planned and all trucks and small machinery will be parked inside. There will not be additional noise created it will be the same as before, probably even less as oil trucks are apt to make more noise than the small machinery and trucks used by Mr. Lang. The employment would not significantly differ as it would still be the employer and his employees at the location. This use would not have an adverse effect on the neighborhood or the town. The proposed use is consistent with the existing use that has been there with the Bullikan family since the 1920's. Traffic flow would not increase, nor would the parking or pedestrian safety be any kind of an issue due to the proposed use being the same as existing use in essence. The property has been for sale since 2012 with no real activity. The sale of the property is a short sale, this is it if the property isn't sold to Mr. Lang for his use it will most likely be foreclosed upon and remain dormant for a number of years. Stephan Accard (Abutter):

Concerned about trucks up and down the neighborhood, starting times. Neighborhood is quiet now and I don't want to be woken up at 3 in the morning by plow trucks in the winter. Michael Lang: I do the plowing and I only have one truck, I wait till the end of the storm and I go out. I only have 20 driveways that I plow personally. I have no interest in expanding my company, I have 4-5 employees. Board: What are your hours of operation? Michael Lang: 7 AM and we usually come back around 4:30 PM. Board: How about in the summer? Michael Lang: 8:00 usually. Stephan Accard: I just don't want to be calling because of noise or speeding, it is a neighborhood full of kids. Dianna Boardsley (Abutter): I have lived on Alpine for the last 20 years, there is a problem with traffic and the Town not fixing the road there are lots of pot holes and with more traffic and big trucks up and down the road means more road issues. I like the fact that there is nothing there right now. There are a lot of children that like to ride bikes. There is going to be accidents. I am just opposed to this project. Michael Lang: In 17 years we haven't had an accident yet. Joe Halligan (Abutter): I own numerous homes on this street, and I am sure this will be a great improvement for this neighborhood. I find this is a win, win for the town. I would rather see this business go onto that property rather than 200 condos that have the right to go on there today. I am the largest abutter and the most affected by this. I am 100% behind this project. Board: What are the plans for the oil tanks? Michael Lang: They are coming down. I already have a price for it. Board: Are there any complaints regarding that property? Gus Brown, Town of Franklin Building Commissioner: Yes, there have a couple of abutters have complained there was a gentleman repairing cars there and there has been some drinking going on. I have not seen this but have been told. Mr. Lang has been instrumental in getting that gentleman out of the garage. I am not saying that I am for this or against it, there is certain criteria that Mr. Lang will have to abide by and he will be held to a very high standard. Board: Mr. Lang does live very close to me and I will say he does keep a nice clean yard his machines are very well hidden and he is a good neighbor. Board: How many trucks and pieces of equipment do you have? Michael Lang: I have 3 trucks, 2 Kubota loaders, they are about 6 – 8,000 pounds, not to big, a hand full of trailers, hydro seeder, enclosed trailers. Board: Those will all be stored inside? Mr. Lang: Yes, all equipment other than the trailers will be stored inside. Gus Brown: For the record, if this is approved I would request that only two trailers would be parked outside. Mr. Lang: If possible I would like to keep 3 or 4 outside, if not I can keep my lease at my other property. Gus Brown: My only issue with that is if the equipment is on the trailers you are going to get people coming into the yard vandalizing your equipment. Michael Lang: No the equipment will be off the trailers. Motion by Tim Twardowski to close the public hearing. Second by Robert Acevedo. Unanimous by board. Motion by Robert Acevedo to take under advisement. Second by Tim Twardowski. Unanimous by board. Motion by Robert Acevedo to grant a Special Permit to change the use of 40 Alpine Row and Alpine Row from a HVAC Contractors Yard & Oil Delivery Service to a Landscaper Contractors Yard in a Downtown Commercial Zoning District as shown on a plan entitled "Plot Plan of Land" for 40 Alpine Row dated November

6, 2014. This approval subject to equipment, vehicles and materials to be stored inside. No more than 4 trailers are allowed to be stored outside. Second by Tim Twardowski. Unanimous by board.

1312 and 1330 – 1342 West Central Street - Acme Jazz, LLC

Abutters: See attached

Applicant is seeking a building permit to construct a 280 unit multi-family development. The building permit is denied without a comprehensive permit from ZBA. Appearing before the board is Atty. Mark Vaughn, representing the applicant Acme Jazz, LLC. Along with Michael Eagan, principal with Acme Jazz, Michael Pompili with World Tech our Traffic Engineer, Phil Cordeiro, of Allen & Major is our Civil Engineer, and Chris Santoro, Cube 3, the Architect Firm.

Board: Last time you were here we went over the first phase of the project and since then you have obtained the right to purchase the property next door and are adding 44 units. Atty. Vaughn: The total acreage of land area is now 20 acres, the applicant has acquired the land next door. The reason for this was comments from the department heads and this board regarding the point of access and egress. The desire was a second egress, so we are incorporating that parcel and adding a building with another egress. There will be a total of 280 units, 172 one bedroom units comprising of 61%, two bedroom units comprise of 29% and three bedrooms 10%. Originally we had come in with a 5% three bedroom ratio but the state very much wanted it to be 10%, so we were forced to increase the three bedroom units. Because this is a rental development the town would be able to include all 280 units towards its affordable housing inventory under the 40B regulations. Phil Cordeiro: Discussed new plan submitted. Board: Where do we stand with the sidewalk to Rapid Refill? Phil Cordeiro: We are more committed now. The question was westerly connecting to Bellingham. We have connected Easterly and matched up to our property line. Peter Williams (GZA) Overview of materials submitted and concerns (see attached letter dated November 19, 2014) Board: I don't know how many parking spaces we are talking that are 6 feet but you mean you couldn't stretch another 3 ½ feet to keep back? This project in my mind is pushed on the street as it is. To push the parking out there to you can't rearrange it so that the parking at least meets the by-law. Phil: We are trying to maintain certain sites regulations for fire apparatus and school busses that will be entering the site. Phil Cordeiro: We are at a 1.6 parking ratio at which some of the consultants have said it is a bit low and should be expanded. There are 457 spaces for the site. Board: We are in receipt of a letter from the Town Engineer, dated December 10, 2014(See attached) are there any issues with this? Phil Cordeiro: We don't see any problems with it. (See letter from Allen & Major responding to concerns submitted by peer reviewers dated December 8, 2014) Robert Michaud of MDM Transportation Consultants further discussed comments in letter submitted on December 9, 2014 (see attached) he recommends consulting with Mass DOT regarding access improvements referencing the site plan. Applicant has not yet met with Mass DOT. Mark Vaughn: We feel pretty confident that 1.6 parking

spots will work. We will work on a response to Mr. Michaud's remarks. Board: You spoke of an Easterly sidewalk toward the railroad station. How far are you going to take that sidewalk? Phil Cordeiro: about 900 feet from the end of our property. Board: Is there a crosswalk somewhere where that takes them across Route 140 to the railroad? Phil Cordeiro: We have to work that out, what we have done to date is committed to the walkway, we have to confirm where that crosswalk will fall. Board: Seems, to me that this is just a massive project. These buildings are 4 stories, given its proximity to 140, that's a big wall not to far from the roadway with just pavement in between. You bought the property next door to address the secondary access issue but, it looks like the project as it exists on the original property hasn't really changed. We heard that by buying the additional property it was going to open the project up. I don't see where that happened. I don't see where it has changed it has made it more dense because you have added more units in a four story building. Mark Vaughn: Well we were able to gain considerable more frontage along Route 140 which now allows us to provide another access/egress drive which we couldn't do before. Board: I would like to see the North elevation of this project that is what everyone is going to see when they drive by this project. Chris Santoro: The project is set back quite a bit from Route 140. Board: I'm having a difficult time picturing a 55 foot tall building, setback 100 feet it is just massive. Board: We will continue to January 22, 2015 @ 7:35 PM to address the boards concerns and issues. We will need more money to pay bills from peer reviews that are coming in. Motion by Tim Twardowski to continue to January 22, 2015 @ 7:35 PM. Second by Robert Acevedo. Unanimous by board.

- Motion by Robert Acevedo to approve minutes of November 20, 2014. Second by Tim Twardowski. Unanimous by the Board.

Motion by Robert Acevedo to adjourn. Second by Tim Twardowski. Unanimous by the Board.

Signature _____
Date _____

Nancy Annello
1/23/15

ZONING BOARD OF APPEALS PUBLIC HEARING

ABUTTERS PRESENT LISTING (FOR FILE PURPOSE ONLY)

DATE OF MEETING

12/11/14

APPLICANT(S) NAME:

Landscapes Network

APPLICANT(S) ADDRESS:

40 Alpine Row & Alpine Row

NAME

ADDRESS

Stephan Accad

423 Alpine Place Franklin

Kate Guglielmo

Mahayla Guglielmo

Diana L. Bardsley

31 Alpine Pl Franklin

Jessy J. J. J.

1 North Dr

Peter Williams

GZA-Geoenvironmental

Thomas C. Smith

80 Alpine Place

John H. Smith

80 Alpine Place

GZA
GeoEnvironmental, Inc.

*Engineers and
Scientists*

November 19, 2014

By Electronic Mail



Bruce Hunchard, Chairman
Franklin Zoning Board of Appeals
355 East Central Street
Franklin, MA 02038

190 Old Derby Street
Suite 210
Hingham, MA
02043
781-278-4820
FAX 781-749-2751
<http://www.gza.com>

RE *Site Plan Review*
Weston Woods at Franklin
1312, 1330, 1336 & 1342 West Central Street
Franklin, Massachusetts

Dear Board Members:

This letter presents the results of GZA GeoEnvironmental, Inc. (GZA) review of the Comprehensive Permit Application material for the subject site. The application was reviewed with respect to the applicable sections of the Town of Franklin Planning Board's Rules & Regulations, Franklin Zoning By-law and general engineering practices.

Materials review by GZA included the following:

- Plans titled "Site Work Plans For Comprehensive Permit Review of Weston Woods Residential Development, Franklin, MA" prepared by Allen & Major Associates, Inc. of Lakeville, Massachusetts dated October 31, 2014.
- Report titled "Project & Stormwater Report Issued for Zoning Board of Appeals Review Revision 1" prepared by Allen & Major Associates, Inc. of Lakeville, Massachusetts dated October 31, 2014.
- Observations during a site visit on August 22, 2014.

The following presents GZA's initial review comments on the revised site plans and hydrologic calculations.

General

1. Per Sections 185-12 and 185.21 C (1) of the Town of Franklin Zoning Bylaws (Bylaw) parking within ten feet of the street right of way is not allowed unless these sections of the Bylaw are waived. A waiver has been requested.



2. Per Section 185.21 C (6) of the Bylaw parking spaces more than 300 feet from the building should not be counted toward fulfillment of parking requirements unless this section of the Bylaw is waived.
3. The purpose of the gravel roadway beyond the satellite parking area should be submitted.
4. Proposed light levels exceed the allowed levels at the site property lines.

Plans

5. Test pit locations should be shown on the plans.
6. For some of the plans the graphic bar scales and plan scales do not agree. The discrepancy should be corrected.
7. Sight distance information at the entrance should be shown on the plans to confirm that there is a minimum sight distance of 400 feet as required by the Bylaw.
8. Locations of proposed PIV and Siamese connections should be shown on the plans.
9. A typical detail for the proposed Monument Sign should be shown on the plans.
10. On Sheet C-2B the plan calls for stabilized grass pave lawn at the Building #1 entrance area but the legend indicates porous pavement. Proposed site cover for this area should be clarified.
11. The proposed pipe inverts and rim elevations for drainage structures DMH100, OCS#7, CB100A and CB100B do not provide adequate cover for the drain pipes.
12. The wood guardrail detail should specify that carriage bolts are to be used.

Calculations

13. Soils and or field infiltration test results should be submitted to confirm the infiltration rates used in the design of the infiltration systems.
14. Test pit information should be submitted to confirm the seasonal high groundwater elevations within the areas of the proposed infiltration systems.
15. The total post development watershed area includes the existing drainage area E-4 which it should not. Eliminating the E-4 drainage area reduces the total post development watershed area to less than the existing total watershed area. The areas should be approximately equal.
16. The weir elevation used Roof Infiltration System B design calculations is not consistent with the site plan elevation.
17. The results for the perforated pipe hydrologic calculations include an error message that indicates the storage volume used in the calculation exceeded the available storage.



18. The hydrologic calculation for the porous pavement areas include the infiltration of stormwater runoff in roadway subbase. Proposed long term maintenance methods to maintain the permeability of the pavement should be provided.
19. Limits of porous pavement used in the calculations do not agree with the limits shown on the plans.
20. Construction Period Pollution Prevention & Erosion Control and Operation and Maintenance Plans should be submitted which comply with the Massachusetts Stormwater Management Standards requirements.

Should any of the Board members have any questions on the information presented in this letter, please feel free to contact me at (781) 278-4821 or peter.williams@gza.com.

Sincerely,

GZA GeoEnvironmental, Inc.

A handwritten signature in black ink, appearing to read "Peter J. Williams", written in a cursive style.

Peter J. Williams, P.E.
Senior Project Manager

cc: Mark Bobrowski, Esq.



TOWN OF FRANKLIN

DEPARTMENT OF PUBLIC WORKS

257 Fisher Street
Franklin, MA 02038

December 10, 2014

Bruce Hunchard, Chairman
Franklin Zoning Board of Appeals
Town of Franklin
355 East Central Street
Franklin, MA 02038

RE: Comprehensive Permit Application – Weston Woods

Dear Mr. Hunchard:

We have reviewed the revised plan submission and amendment for the Comprehensive Permit Application for the subject project and offer the following comments at this time:

General:

1. Applications that will need to be filed with the Franklin Department of Public Works may include (but are not necessarily limited to), Soil Erosion and Sediment Control Permit, Water Main Tap Permit, Sewer Main Tap Permit, Water Connection Permit, Sewer Connection Permit, and Inflow & Infiltration Removal fees.
2. The project will also require a MassDOT Access Permit for the driveway onto Route 140.
3. As-built plans for the site and any off-site improvements need to be submitted to DPW in hard copy and electronic form (AutoCAD format).
4. Due to the size and complexity of the project, we highly recommend the Board engage an independent consulting engineer to perform a full and complete engineering review as well as to provide construction observation inspections to ensure compliance with the plans.

Utilities:

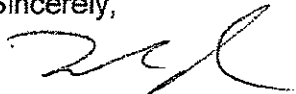
5. The applicant will also need approval from the Charles River Pollution Control District to connect to the sewer system which flows to the I-495 sewer pump station. A plan showing the proposed manhole connection and detail should be submitted to CRPCD along with the permit application.
6. Sewer laterals to the buildings should also be 8".
7. A water flow analysis needs to be evaluated to determine if the minimum pressure and fire flow requirements can be provided for the development. Because this project is at the end of the 12" main in west Central St, consideration for providing a loop within the site utilizing 2 taps at the main.
8. All water services should be off the 8" mains on the property, not off of 6" laterals.
9. Hydrants at the rear corners of Buildings #1 and #3 should be relocated further away from the buildings. The locations should be verified with the Fire Department.
10. All hydrant valves should be off of anchor tee's.
11. PIV valves should be installed at each building. The locations should be verified with the Fire Department.

Site:

12. The proposed pavement should be 4" thick with a 2 1/2" binder course.
13. Drain manholes should have a paved invert.
14. Cast iron frames and covers should refer to Town of Franklin Standards.

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

Sincerely,



Michael Maglio, P.E.
Town Engineer

MM/pjj



ALLEN & MAJOR
ASSOCIATES, INC.

10 Main Street
Lakeville, MA 02347
Tel: (508) 923-1010
Fax: (508) 923-6309

December 8, 2014

Bruce Hunchard, Chairman
Town of Franklin Zoning Board of Appeals
355 East Central Street
Franklin, MA 02038

RE: A&M Project #1883-01
Weston Woods Comprehensive
Permit review
Response to Peer Review Comments

Dear Mr. Hunchard and Members of the Zoning Board:

On behalf of our Client, Acme Jazz LLC., Allen & Major Associates Inc. (A&M) would like to provide the summary below as related to a peer review memo prepared by GZA Inc., dated November 19, 2014.

The comments presented by GZA represent the need for additional plan clarifications and supplemental engineering data. A&M does not have any issue with the comments raised and our Responses below will be incorporated into the final plans. As such, we would respectfully ask that the Zoning Board provide a condition on the Comprehensive Permit that the GZA peer review comments below be satisfactorily addressed prior to construction.

Upon completion of the Zoning Board of Appeals review, the applicant will then seek a Notice of Intent under the Wetlands Protection Act as administered by the Town of Franklin Conservation Commission. During the course of the Commission's review, the stormwater issues raised by GZA will also be addressed. This will allow the Zoning Board to create a permit condition while still ensuring that the requirements of the Wetlands Protection Act be upheld.

The responses to the comments are shown below in **bold** preceded by the original comment shown in *italics*.

Comment 1: Per Sections 185-12 and 185.21 C (1) of the Town of Franklin Zoning Bylaws (Bylaw) parking within ten feet of the street right of way is not allowed unless these sections of the Bylaw are waived. A waiver has been requested.

Response 1: No response required.

Comment 2: Per Section 185.21 C (6) of the Bylaw parking spaces more than 300 feet from the building should not be counted toward fulfillment of parking requirements unless this section of the Bylaw is waived.

Response 2: No Response Required.

Comment 3: The purpose of the gravel roadway beyond the satellite parking area should be submitted.

Response 3: The gravel roadway is intended to provide access to the satellite parking area. Additionally, it provides direct access to the state forest walking trails and vehicle turn around area.

Comment 4: Proposed light levels exceed the allowed levels at the site property lines.

Response 4: The light levels shall be reviewed and adjusted to reduce off site light spillover.

Comment 5: Test pit locations should be shown on the plans.

Response 5: Test locations are being conducted within the area of each underground stormwater system. The test pit locations shall be added to the plans once completed.

Comment 6: For some of the plans the graphic bar scales and plan scales do not agree. The discrepancy should be corrected.

Response 6: The discrepancy with the graphic scale bar has been addressed and shall be represented on the final set of drawings.

Comment 7: Sight distance information at the entrance should be shown on the plans to confirm that there is a minimum sight distance of 400 feet as required by the Bylaw.

Response 7: The sight line information was provided as a component of the traffic study prepared by Worldtech Engineering. The Table shown below is reproduced from the Traffic Impact and Access Study dated October 2014.

“As shown in the table, ample sight distance exists at the Route 140 driveway locations to allow safe operation of these new driveways. At the main driveway, sight lines to the west of the proposed driveway location are currently restricted by a stone wall and overgrown vegetation. Based on the site plan prepared by Allen & Major Associates, this stone wall will be removed and the site regraded to allow for the sight lines shown in the table. Figures showing the available sight lines after redevelopment of the site are provided in the Appendix (*of the Worldtech report*). As shown on these figures, the desirable sight distance requirement of 500 feet based on the posted speed limit can be achieved. It is further recommended that any proposed landscaping or signs in the vicinity of the site driveways be kept low (maximum 2 feet in height from street level), or set back sufficiently so as not to impede the available sight distances.”

Location/Driveway	Sight Distance (feet)		
	Measured ^a	Minimum Required (SSD) ^b	Desirable (ISD) ^c
Route 140 at Proposed Main Site Driveway			
East of Intersection	450/600+	360	500
West of Intersection	600+/600+*	360	500
Route 140 at Proposed secondary Site Driveway			
East of Intersection			
West of Intersection	600+/600+	360	500
	600+/600+*	360	500

^a SSD/ISD

^b Values based on AASHTO SSD requirements for posted speed of 45 mph on Route 140.

^c Values based on AASHTO ISD requirements for posted speed limit of 45 mph on Route 140.

*Assumes removal of stone wall and regrading of site as shown on site plan prepared by Allen & Major Associates, Inc.

Comment 8: Locations of proposed PIV and Siamese connections should be shown on the plans.

Response 8: The location of PIV and Siamese connections have not been determined. These locations will be provided as part of the building permit drawings. The locations shall be reviewed by the Town of Franklin Fire Department for adherence to applicable codes. This process will be coordinated by the project architect.

Comment 9: A typical detail for the proposed Monument Sign should be shown on the plans.

Response 9: The site plans illustrate the proposed location for the sign, but the final detailing has not been completed. The sign will be a dual-sided monument sign that will be approximately 4' tall by 8' wide and contain the name of the development with property address. A typical detail showing the same can be provided on the final plans.

Comment 10: On Sheet C-2B the plan calls for stabilized grass pave lawn at the Building #1 entrance area but the legend indicates porous pavement. Proposed site cover for this area should be clarified.

Response 10: The legend on Sheet C-2B has been revised to properly reflect the cover material.

Comment 11: The proposed pipe inverts and rim elevations for drainage structures DMH100, OCS#7, CB100A and CB100B do not provide adequate cover for the drain pipes.

Response 11: The structure elevations have been adjusted to increase the cover over the trunk lines. The adjustments included:

- **DMH100 – Rim elevation adjusted to 256.50.**
- **Pipe slope from DMH100 to DMH 103 has been adjusted to 0.6% (Inverts in affected structures have been adjusted accordingly).**
- **CB100 A & B – the pipe slope has been adjusted to 0.5% with a grade adjustment within the gutter line of the roadway of 0.50'.**

Comment 12: The wood guardrail detail should specify that carriage bolts are to be used.

Response 12: The detail has been revised to include carriage bolts as noted.

Comment 13: Soils and or field infiltration test results should be submitted to confirm the infiltration rates used in the design of the infiltration systems.

Response 13: Subsurface soil testing is currently underway to confirm the infiltration rates used in the design. The reported infiltration rates were obtained from Volume 3 Chapter 1 of the Massachusetts Stormwater regulations for as part of the Static method for *Determining Saturated Hydraulic Conductivity for Design Purposes*. When the field testing is completed, the formal results shall be provided to GZA for record.

Comment 14: Test pit information should be submitted to confirm the seasonal high groundwater elevations within the areas of the proposed infiltration systems.

Response 14: Confirmation of the seasonal high-groundwater is a component of the field testing currently underway. When the field testing is completed, the formal results shall be provided to GZA for record.

Comment 15: The total post development watershed area includes the existing drainage area E-4 which it should not. Eliminating the E-4 drainage area reduces the total post development watershed area to less than the existing total watershed area. The areas should be approximately equal.

Response 15: Subwatershed E-4 is an existing drainage area that flows offsite but is unaltered as part of the development project. E-4 continues to flow offsite. It is included in the post-development report to only show that it continues to drain as in pre-development condition. It is not routed through any proposed structure. It can be removed from both pre- and post-development flows and will not change the drainage intent.

Comment 16: The weir elevation used Roof Infiltration System B design calculations is not consistent with the site plan elevation.

Response 16: The weir elevations noted on the site plans has been revised to match the elevations noted in the HydroCAD report.

Comment 17: The results for the perforated pipe hydrologic calculations include an error message that indicates the storage volume used in the calculation exceeded the available storage.

Response 17: The invert elevation of the perforated pipe was incorrectly added to the HydroCAD model and resulted in a tail water situation with the outfall basin. The perforated pipe information has been modified. The water level will equalize between the subsurface pipe and the basin. The pipe will act to recharge some stormwater prior to detention within the basin.

Comment 18: The hydrologic calculation for the porous pavement areas include the infiltration of stormwater runoff in roadway subbase. Proposed long term maintenance methods to maintain the permeability of the pavement should be provided.

Response 18: The infiltration of stormwater will occur below the asphalt layer. The inspection and maintenance requirements for porous pavement have been adapted from the University of New Hampshire Stormwater center. These parameters will be included in the operation and maintenance report noted as part of Response 20. In general, the requirements are as follows:

Inspection Activities	
Activity	Frequency
Check for standing water on the surface of the pavement after a precipitation event. If standing water remains within 30 minutes after rainfall had ended, cleaning of porous pavement is recommended.	2 to 4 times per year, more frequently for high use sites or sites with higher potential for runoff.
Vacuum sweeper shall be used regularly to remove sediment and organic debris on the pavement surface. The sweeper may be fitted with water jets.	
Pavement vacuuming should occur during spring cleanup following the last snow event to remove accumulated debris, at minimum.	
Pavement vacuuming should occur during fall cleanup to remove dead leaves, at minimum.	
Power washing can be an effective tool for cleaning clogged areas. This should occur at mid pressure	

<p>typically less than 500 psi and at an angle of 30 degrees or less.</p>	
<p>Check for debris accumulating on pavement, especially debris buildup in winter. For loose debris, a power/leaf blower or gutter broom can be used to remove leaves and trash.</p>	
<p>Check for damage to porous pavements from non-design loads. Damaged areas may be repaired by use of infrared heating and rerolling of pavement.</p>	
<p>Maintenance Activities</p>	
<p>Controlling run-on and debris tracking is key to extending the life of porous surfaces. Erosion and sedimentation control of adjacent areas is crucial. Vacuuming adjacent non porous asphalt can be effective at minimizing run-on.</p>	<p>Whenever vacuuming adjacent porous pavements</p>
<p>Repairs may be needed from cuts of utilities. Repairs can be made using standard (nonporous) asphalt for most damages. Repairs using standard asphalt should not exceed 15% of total area.</p>	<p>As needed</p>
<p>Do not store materials such as sand/salt, mulch, soil, yard waste, and other stock piles on porous surfaces.</p>	
<p>Stockpiled snow areas on porous pavements will require additional maintenance and vacuuming. Stockpiling on snow on porous pavements is not recommended and will lead to premature clogging.</p>	
<p>Damage can occur to porous pavement from non-design loads. Precautions such as clearance bars, signage, tight turning radius, high curbs, and video surveillance may be required where there is a risk off non-design loads.</p>	
<p>Posting of signage is recommended indicating presence of porous pavement. Signage should display limitation of design load (i.e. passenger vehicles only, light truck traffic, etc. as per</p>	

pavement durability rating.)	
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Comment 19: Limits of porous pavement used in the calculations do not agree with the limits shown on the plans.

Response 19: The area dedicated to porous pavement has been coordinated between the site plans and the HydroCAD computations. The total area of pervious pavement is 13,345 square feet.

Comment 20: Construction Period Pollution Prevention & Erosion Control and Operation and Maintenance Plans should be submitted which comply with the Massachusetts Stormwater Management Standards requirements.

Response 20: The construction pollution prevention and erosion plan as well as the Operation and Maintenance Plan shall be submitted with the Notice of Intent to the Franklin Conservation Commission.

A&M believes these responses will provide sufficient information for the final review of this application.

If you require any additional information, please feel free to contact me.

Very truly yours,

ALLEN & MAJOR ASSOCIATES, INC.



Phillip Cordeiro, PE

Project Manager

pcordeiro@allenmajor.com

cc: Mike Egan, Acme Jazz LLC (via electronic copy)
M. Cushing/M. Vaughn, Riemer & Braunstein LLP (via electronic copy)
A&M File

Town of Franklin
Zoning Board of Appeals
Municipal Building

Ms. Deborah Pellegrini, Town Clerk
Municipal Building
355 East Central St.
Franklin, MA 02038

Re: The application of Charles Comeau for a(n) Variance to allow : applicant is seeking to construct a new home on a lot that has 85' of frontage where 100' is required. The building permit is denied without a variance from the ZBA for the property located, dated December 18, 2014.
Hearing No ZBA-2015-0021

DETAILED RECORD AND DECISION

January 23, 2015

Franklin Board of Appeals, hereby certifies that the following is a detailed record of the board's proceedings and decision regarding the above captioned application regarding the property located at Map='268' and Lot='104-000-000' which property is affected by this decision.

The above captioned application requests a(n) Variance from 185 - 9 (Schedule Interpretation, non listed use) of the Town of Franklin Code to allow : applicant is seeking to construct a new home on a lot that has 85' of frontage where 100' is required. The building permit is denied without a variance from the ZBA for the property located.

A true copy of the application is on file in the Clerk's Office.

A notice of public hearing on this application, a true copy of which is on file in the Office of the City Clerk was:

1. Published in the Milford Daily News, a newspaper of general circulation in the Town of Franklin on January 8, 2015 and January 15, 2015.
2. Posted in a conspicuous place in the Town of Franklin on January 8, 2015 which was at least 14 days prior to the hearing; and
3. Mailed, postpaid on January 8, 2015, which is at least 14 days before the hearing to the petitioner, abutters, owners of land directly opposite the property in question on any public or private street or way, abutters to abutters within 300 feet of the subject property, the planning boards of the abutting towns. The notice was mailed to the names and addresses shown on the most recent tax list provided by the assessors's office.

The public hearing was opened on January 22,2015 at 7:32 PM at which time opportunity was given to all those interested to be heard in favor or opposition to the application.

The public hearing was closed on January 22,2015.

January 22, 2015
Charles Comeau
Map='268' and Lot='104-000-000'
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Based on the evidence and testimony presented at the public hearing, the Board made the following findings that:

1. To grant a 15 foot variance down to 85 feet where 100 feet is required on a pre-existing non-conforming lot, for the demolition of a 2 Family Home and the construction of Single Family Home that meets all zoning set back requirements of Single Family IV" as shown on a plan entitled "New Construction/Variance" located at 92 Pleasant Street dated December 15, 2014 by Curley & Hansen Surveyors, Avon, MA.
2. A literal enforcement of the Bylaw would be a substantial hardship to the owner in that the "Variance" may be granted without substantial detriment to the public good.
3. There will not be substantial derogation from the intent and purpose of the bylaw because the "Variance" may be granted without nullifying or substantially derogating from the intent or purpose of the Zoning by-law.

Any person aggrieved by a decision of the Board of Appeals may file an appeal pursuant to General Laws C.40A, S.17. Such appeal must be filed within twenty (20) days after the date of filing of the notice of the Board's decision with the Clerk's Office.

The following members were present and voted as follows:

Signatures:

Bruce Hunchard votes to Grant

Timothy C. Twardowski votes to Grant

Philip Brunelli votes to Grant

cc:	City Administrator	Petitioner	DPW
	Board of Health	Conservation Commission	
	Planning Board	File	

December 9, 2014

Mr. Bruce Hunchard, Chairman
Zoning Board of Appeals
355 East Central Street
Franklin, MA 02038

RE: Transportation Peer Review Comments
Weston Woods 40B Development
1330 – 1340 West Central Street – Franklin, Massachusetts

Dear Chairman Hunchard:

In accordance with our contract to conduct peer review services for the above-referenced project, MDM Transportation Consultants, Inc. (MDM) is pleased to provide you with the following supplemental review comments. These comments have been prepared based on our review of the updated traffic impact and access study (TIAS) and associated site plans for the project which includes the following:

- *Traffic Impact and Access Study, West Central Street Development, Franklin, MA*, prepared by WorldTech Engineering, dated October 2014.
- *Site Work Plans for Chapter 40-B Residential, Franklin, MA*, prepared by Allen & Major Associates, Inc., dated October 31, 2014.

The Applicant's TIAS has been expanded and updated to address a number of prior review comments as outlined in our September 12, 2014 letter and MDM finds that the study generally conforms to industry standards and MassDOT guidelines for traffic impact and access studies. The TIAS includes updated or expanded data to ensure proper documentation of impacts to reflect current traffic and safety conditions as requested in our review letter of September 12, 2014. However, several substantial concerns related to site parking supply, site access improvements and site circulation remain unaddressed by the Applicant as summarized as follows:

Parking

No supporting analysis is provided by Applicant to justify whether the proposed supply will reasonably accommodate peak demands. The Site Plans propose a total of 457 parking spaces which is notably less than the 580 required under local zoning for multi-family residential. The proposed parking supply proximate to the residential units has an equivalent parking ratio of approximately 1.5 spaces per unit with a limited number (35) of remote spaces that bring the effective ration to 1.63 spaces per unit. As described under Access Improvements, potential also exists that roadway improvements along West Central Street will further reduce parking supply for the project.

MDM recommends that the Applicant prepare a detailed parking evaluation of the site that identifies peak parking demand characteristics based on survey of several similar multi-family development projects in Massachusetts, and parking generation rates and recommended parking supply ratios based on the Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI) sources. Applicant should also consider the implications of potentially reduced parking supply due to proposed access improvements and associated roadway widening along West Central Street to meet applicable MassDOT criteria and requirements.

Access Improvements

Updated site plans propose two driveways along West Central Street that are subject to MassDOT design criteria and approval. Several concerns are identified for these driveways as follows:

- Site plans reference "Proposed West Central Street Improvement Design by Others". MDM advises that Applicant provide a preliminary design for West Central Street improvements prepared during the local review process by a MassDOT prequalified consultant that is familiar with applicable design criteria. This conceptual layout should be discussed with MassDOT District 3 during the local review process to ensure MassDOT requirements are reasonably accounted for in the proposed access layout and site plans. Road improvements as currently shown on site plans do not appear to conform to MassDOT design criteria, which require "Complete Streets" design elements including additional widening of West Central Street for bicycle accommodation. MassDOT's Healthy Transportation Initiative (HTI) and associated Complete Streets design criteria including necessary roadway widening, lane dimensions, curb radii, transition taper lengths have a direct and material impact on proposed site parking layout and internal site circulation. Applicant should verify that roadway improvements will not result in impacts to currently proposed parking supply following consultation with MassDOT District 3.

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- The proposed easterly driveway is located immediately adjacent to Spring Street, a public roadway layout that provides access to undeveloped properties located along this layout as well as the Franklin State Forest. This easterly driveway would preclude future development of parcels along Spring Street and/or public vehicular access to the State Forest from West Central Street unless cross-access agreements are obtained from adjoining landowners. Applicant should therefore consider an alternate driveway location further west of Spring Street.
- The easterly driveway is proposed to restrict all general purpose vehicular movements except right-turns onto West Central Street, though MDM notes that other than signs, there are no design elements (such as a raised delineating island) that will ensure such restricted movements are practically avoided or controlled. MDM questions why full access is not proposed, as this driveway location is more ideally located beyond the influence area of the signal at Maple Street. Applicant should consider full access at this location with appropriate MassDOT-compliant design criteria, including provision of exclusive turn lanes exiting the site and an exclusive left-turn in the property from West Central Street.
- The TIAS analysis presumes that all exiting traffic headed toward I-495 will use the easterly driveway based on long delays at the main driveway (queues of 2 to 3 vehicles are predicted for even modest number of left-turns assumed in the analysis). In fact, the orientation of parking within the property indicates that half of residents will be more proximate to the main driveway; as such it is highly unlikely that all trips will be oriented to the easterly driveway as analyzed. An appropriate design for this main driveway should either include (a) separate turn lanes to accommodate a 3-vehicle left-turn queue and a separate right-turn lane, or (b) an enter-only driveway design that requires exiting movements to occur at the easterly driveway, presuming that the easterly driveway is designed as a full-access location.
- While the TIAS identifies compliance with sight line criteria, site plans should be annotated to show sight line triangles at each driveway with acknowledgement/note that plantings and structures (wall, signs, etc.) within these sight triangles shall not exceed a height of more than 2 feet above finished driveway grade and that trees within this area shall be trimmed to provide a canopy height of at least 7 feet above finished driveway grade.

Pedestrian Infrastructure

The Applicant proposes a sidewalk connection to Maple Street along the south side of West Central Street, which is appropriate given the likelihood of generating pedestrian trips from the site to area retail/service uses. However, no concept or preliminary plans are provided to

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confirm the alignment and design elements of this sidewalk which ultimately will be subject to MassDOT review and approval. MDM advises that Applicant provide a concept plan indicating key design features of the sidewalk and that this preliminary design be discussed with MassDOT District 3 during the local permitting process to inform the ZBA of potential issues.

Comments relative to the portion of sidewalk that is shown on the site plan are as follows:

- The sidewalk alignment provides little or no buffer from adjacent parking spaces at the westerly portion of the site which appears to be in conflict with the landscaping plan showing tree plantings along the site frontage.
- Additional roadway widening will be necessary on West Central Street to meet MassDOT criteria, impacting the location and layout of the sidewalk and parking spaces along the westerly portion of the site unless widening is shifted to the north side of the street. Applicant consultation with MassDOT District 3 on roadway improvements is therefore recommended so as to inform potential impacts to site layout and proposed landscaping.

Site Circulation

The Site plans include an AutoTurn® analysis for a 47.25' ladder truck. MDM concurs that the ladder truck used in the analysis can adequately maneuver in and around most portions the site based on the October 31, 2014 site layout plan, with the following areas to be clarified by Applicant:

- The Applicant should confirm this is the largest emergency apparatus used by the Franklin and Bellingham Fire Departments, as these are mutual aid communities that may need to respond to incidents at the property.
- The area behind Building No. 3 appears to have reinforced turf for purposes of emergency access/circulation but is not clearly identified as such. Applicant should clarify that the proposed materials are sufficient to accommodate H-20 vehicle loading with appropriate specifications (Grasspave or similar).

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- AutoTurn analysis at Building No. 3 indicates that the wheel track for the modeled vehicle is not fully accommodated at the easterly apron of the reinforced turf area and has a swept path that crosses the building corner. Adjustment of the width and alignment of the reinforced turf area is necessary to properly accommodate vehicle turns/wheel track and should be offset from the building to ensure proper vehicle clearance.
- The grade of the reinforced turf area approaches 8 percent, raising maneuverability concerns for wintertime conditions; accordingly MDM advises that Applicant should consider design modification to reduce this grade to 5 percent or less. Likewise, a maintenance plan/policy should be adopted to ensure the path is kept clear and accessible during all times and particularly winter periods.
- The site grading plan shows a significant slope along the northerly edge of the reinforced turf path. Applicant should consider widening the path at this location and implementing a guardrail that provides a positive barrier along the path in that area.
- Autoturn analysis should be provided for maneuvers exiting the reinforced turf path into the circulation aisle which may also require modification to accommodate the modeled vehicle.
- Curbs leading to/from reinforced turf paths should be detailed as sloped/mountable granite curb.
- AutoTurn analysis for refuse vehicles should be provided that clearly indicate maneuvering to/from the various recycle/trash dumpsters on the site.

SUMMARY

MDM finds that the submitted (updated) TIAS generally conforms to accepted industry practice and includes updated or expanded data to ensure proper documentation of impacts to reflect current traffic and safety conditions. However, there are a number of unresolved issues relative to parking supply, site access, site circulation and proposed sidewalk improvements that must be addressed by Applicant. Chief among these is the development of roadway improvement layout and conceptual sidewalk improvement plans for West Central Street and consultation with MassDOT to confirm potential impacts to proposed site layout. A summary of recommended action items is as follows:

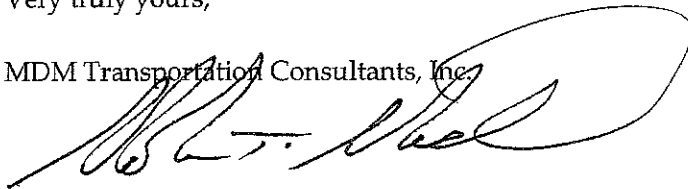
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1. Submittal of a detailed parking evaluation that provides justification that the proposed parking supply will be adequate to support peak parking demands. This evaluation should include data for several similar size suburban apartment developments in Massachusetts with comparison to industry standard peak parking demand rates including those published by the Institute of Transportation Engineers in Parking Generation and the Urban Land Institute.
2. Development of a preliminary roadway improvement plan for West Central Street that identifies lane geometry and dimensioning, curb radii, roadway shoulders, and sidewalk features that follow MassDOT design criteria in accordance with the Healthy Transportation Initiative (HTI) requirements.
3. Consultation with MassDOT District 3 Office on the preliminary roadway improvement plan to solicit input on proposed dimensional requirements and layout during the local review process. This consultation will inform the ZBA process and potential modifications to the site plan layout, and will provide the framework for a subsequent MassDOT Access Permit that will be required for the improvements.
4. Modification of proposed site access locations and layout to ensure future vehicular access to/from Spring Street are not precluded and that vehicle egress for the site is adequate to support likely demands without excess delay/queuing. MDM advises geometry that includes separate turn lanes exiting the site and consideration of full access for the easterly site driveway.
5. Modification of site layout to accommodate emergency apparatus maneuvering requirements as noted in Site Circulation comments.

Very truly yours,

MDM Transportation Consultants, Inc.



Robert J. Michaud, P.E.
Managing Principal