



February 14, 2024

Sutton Planning Board
Attn: Jen Hager, Community Development Director
4 Uxbridge Road
Sutton, MA 01590

***Re: Planning Review Comment Responses
Northeast Great Dane
100 Worcester-Providence Turnpike, Sutton, Ma
TPE Project No.: 1126***

Dear Board Members:

Turning Point Engineering (“TPE”) is in receipt of review comments furnished by the Jen Hager dated January 15, 2024, from their review of the above referenced project. TPE’s responses to review comments have been provided in **bold** font below. Response to general public comments has also been provided following the comments by Jen Hager.

General

- *Why is there a monitoring well shown on the detail sheets and where is it located?*
The monitoring well is required to be located within the infiltration basin per Massachusetts Stormwater Management Standards. For clarity, the monitoring well has been labeled on sheet C-5.1 of the revised site plan.
- *Please provide sight line rendering from closest residential abutter. There are at least seven homes closer than the one utilized, labeled #98 Sibley (actually #80 Burbank), which is over 1,800’ away from the site.*
A sight line rendering from the closest abutter (#34 Sibley Road) has been provided and the address for #80 Burbank Road has been corrected as shown on the revised sight line plans.

Traffic

Please provide a plan showing the required sight distance and sight triangle for the entrance/exit for this facility on Route 146. Any action by the Board should be conditioned on the approval of MassDOT.

The required and provided sight distance along with the sight line triangle has been provided as shown on sheet C-3.1 of the revised site plan.

Stormwater Calculations

Storm water calculations show the use of three Hydroworks stormwater structures. Please provide required maintenance requirements which should be specifically referenced as part of the Board’s approval.

An Operation & Maintenance Plan will be provided upon final stormwater design that will include required maintenance for the Hydroworks units as well as other aspects of the stormwater system.

IV.C. - Site Plan Review

4.d. *Are there any structures within 100' of the site?*

The closest structure is located at #7 Kamaitis Road, which is approximately 100' feet from the closest property line of the locus property.

4.e. *Please show exterior entrances to the building on the site plan.*

The exterior entrances to the building, including man doors and overhead doors, have been added to sheet C-3.1 of the revised site plan.

4.f. *Is there an exterior dumpster? What is the metal trash rack shown in the detail sheets and where will it be located?*

An exterior dumpster/recycling enclosure has been provided at the northeast corner of the proposed paved area as shown on sheet C-3.1 of the revised site plan. In addition, a construction detail for the dumpster enclosure has been added to sheet C-7.2. The metal trash rack is to protect debris from going out the orifices in the outlet structure within the stormwater basin. The details on sheet C-7.3 have been updated to clarify where the trash rack will be used.

4.g. *Please provide more detail including intensity, color and cut sheet/brochure for proposed lighting. Also provide photometric plan to understand any potential effects on abutters and drivers on Route 146.*

A site lighting photometric plan (sheet C-9.1) has been added to the revised site plan. In addition, cut sheets for the proposed lighting have been provided herewith.

4.h. *Will there be any signage?*

A business sign is being proposed at the site entrance as shown on sheet C-3.1 of the revised site plan. In addition, information on the proposed signage has been provided herewith.

4.k. *All earth removal/disturbance must obtain a permit. In this case, as the site is going through a site plan approval and special permit process, it qualifies to apply for a Class 2 abbreviated permit (application attached) which does not require a public hearing but will require applicant to provide the information required by the Earth Disturbance and Removal bylaw.*

The Earth Disturbance and/or Removal Application has been provided herewith.

4.l. *One of the goals of site plan review is if at all possible to retain any existing trees and forest cover particularly in the front yard setback which per its definition is to remain in its natural state or be improved. Please address why it appears you are removing existing trees and forest cover in the front setback, as opposed to shifting site work West into a portion of the site that is already largely deforested. It does not appear you are buffering a residential use, as the nearest residential structure at 34 Sibley Road is one lot removed and almost 900 feet away. Additionally, although there is a vacant residential property in closer proximity, due to a stream, forested wetlands, and a historic New England restriction on this property, it is very unlikely that any residential or other structures or uses will be able to be placed in proximity to this business lot.*

An effort has been made to save mature trees within the front setback of the property. The existing individual trees have been located and shown on the plan that will allow a visual buffer to be maintained looking into the project site from the Route 146 southbound travel lane. The existing trees will be supplemented with new plantings as shown on the revised landscape plans. It is not practical to move the building and associated site work away from Route 146 due to the wetland resource area at the rear (west) of the property identified on the revised site plans. In



addition, the project will also require Public Water Supply (PWS) wells because there is no public water feasibly available and the facility will meet the criteria for a PWS. The proposed well locations are identified behind the proposed pavement area at the rear of the building in order to maintain proper DEP well radius requirements for the wells. Lastly, because there is no public water feasibly available to the site, a fire protection storage tank will be required on site. This area is identified behind the proposed pavement area at the rear of the building as shown on the revised site plan.

4.m. *Zoning district boundaries must be added to the locus plan.*

The Zoning District boundaries have been added to the locus plan as shown on sheet C-0.0 of the revised site plan.

4.n. *Traffic flow patterns within the site need to be shown.*

Traffic flow patterns have been added to sheet C-3.1 of the revised site plan.

4.p *Provide photographs of the brick colored metal panel in use as it can appear in real life drastically different than shown on a rendering. Provide specific architectural block type and color for proposed building stone face.*

Samples of the metal panels and stone face to be used are being obtained by the manufacturers and will be presented to the Planning Board.

4.s. *Provide a list of waivers with their justification.*

A waiver request letter has been prepared and is enclosed herewith.

IV.B. – Parking and Loading Space Regulations

General – Although the parking shown is in compliance with the parking regulations, it appears excessive for the use as described. Is it possible to reduce the amount of parking and therefore the amount of pavement/impervious area and site disturbance?

The applicant believes the parking provided addresses the needs for the use and potential for a small increase in the number of employees. A lack of parking could potentially negatively affect the business of the building tenant. The proposed impervious area will be less than what currently exists on site today.

4.e. *Maximum driveway width is 30 feet.*

Portions of the driveway are proposed to be in excess of 30 feet wide due to the nature of the facility and truck traffic being able to maneuver in and out of the site. A swept path analysis has been performed in order to provide adequate width of the site driveway. A waiver has been requested from this requirement.

5.c. *5% of the interior parking lot must be landscaped, show calculation in accordance with adjusted bylaw provision.*

An interior landscaping calculation has been provided on sheet C-3.1 or the revised site plan. The interior landscaping makes up 21.8% of the total interior parking requirement.



V.B – Groundwater Protection Overlay District

General – It is my understanding you have only applied for a groundwater protection district permit as a public water supply well head related to the prior drive-in use exists on the site. Although a public water supply well head will likely not be required for the new use, please provide detail on any hazardous substances that are anticipated to be utilized on the site.

It was recently determined that the project will require Public Water Supply (PWS) wells because there is no public water feasibly available and the facility will meet the criteria for a PWS. MassDEP has determined that the existing PWS has been abandoned too long to be considered for reuse so two (2) new PWS wells are proposed. Therefore, materials to be stored on site fall into four (4) general categories.

- 1. Spray Paint Cans**
- 2. Brake Cleaner**
- 3. Sealant**
- 4. Batteries**

Argon/CO2 mix (welding gas) will be used and stored inside of the building. Liquid Propane (LP) cylinders will also be used in the warehouse area for use in the forklifts. Approximately 10 cylinders will be stored in a locked cabinet outside of the building, which is designated on sheet C-3.1 of the revised site plan.

6.c.6. See the stormwater calculations section above.

An Operation & Maintenance Plan will be provided upon final stormwater design that will include required maintenance for the Hydroworks units as well as other components of the stormwater system.

V.D. - Route 146 Overlay District Bylaw

Waiver Requests: Please provide section reference, waiver requested with reasoning for waiver requests along with any mitigation.

4.a.3. Work is proposed on slopes over 15%.

Work is being proposed in a small portion of an area having slopes over 15% and is identified on sheet C-2.1 of the revised site plan. A waiver has been requested from this requirement.

4.a.4. See comment to 4.1. above. A goal of the Route 146 Overlay District is also to preserve natural features of the site including existing vegetation.

An effort has been made to save mature trees within the front setback of the property. The existing individual trees have been located and shown on the plan that will allow a visual buffer to maintained looking into the project site from the Route 146 southbound travel lane. The existing trees will be supplemented with new plantings as shown on the revised landscape plans. It is not practical to move the building and associated site work away from Route 146 due to the wetland resource area at the rear of the property identified on the revised site plans. In addition, the project will also require Public Water Supply (PWS) wells because there is no public water feasibly available and the facility will meet the criteria for a PWS. The proposed well locations are identified behind the proposed pavement area at the rear of the building in order to maintain proper DEP well radius requirements for the wells. Lastly, because there is no public water feasibly available to the site, a fire protection storage tank will be required on site.



This area is identified behind the proposed pavement area at the rear of the building as shown on the revised site plan.

4.b.1. Required open space to be maintained must be clearly indicated on the plan set.

The required open space area has been indicated on sheet C-8.1 of the revised site plan.

4.c.1.d. A gathering place and/or location of visual interest must be provided. For a non-commercial use this is usually accomplished through an outdoor employee seating/lunch area.

A gathering place has been identified near the office entry door as shown on sheet C-3.1 of the revised site plan.

4.c.1.f. HVAC Structures are not shown on the site plan. Their location is particularly important if they might end up on the roof where they will have to be screened.

It is anticipated that the HVAC units will be placed on the roof of the building. The units will be approximately 50" tall.

4.c.2.d. Features that support transit should be included.

Due to the location and nature of the proposed facility, this requirement isn't practical. A waiver has been requested from this requirement.

4.c.2.e. Traffic flow patterns need to be shown on the site plan.

Traffic flow patterns have been added to sheet C-3.1 of the revised site plan.

4.c.3.d. More than 25% of the parking is in front of the building.

Due to the location and aesthetics of the office portion of the building it is logical to have the parking at the front of the building near the office entry point. There are 15 spaces proposed at the front of the building with a landscaped island between Route 146 and the parking spaces. A waiver has been requested from this requirement.

4.c.3.e. 5% of the interior parking lot must be landscaped, show calculation in accordance with adjusted bylaw provision.

An interior landscaping calculation has been provided on sheet C-3.1 or the revised site plan. The interior landscaping makes up 21.8% of the total interior parking requirement.

4.c.3.f. Sidewalks should be block or block like material. Label the area on the site plan and the show the specific block type and color in the detail sheets.

The applicant is proposing to provide vertical granite curbing and broom-finished concrete sidewalks and patio area for central gathering. A waiver has been requested from this requirement.

4.c.3.g. Carpool spaces are required.

Due to the nature of the proposed facility, it is unlikely carpool spaces will be necessary but could be later designated if these spaces were needed. A waiver has been requested from this requirement.



4.c.5. *Provide a photometric plan and more lighting detail including intensity, color and cut sheet/brochure for proposed lighting.*

A site lighting photometric plan (sheet C-9.1) has been added to the revised site plan. In addition, cut sheets for the proposed lighting have been provided herewith.

4.c.6. *Is any signage proposed?*

A business sign is being proposed at the site entrance as shown on sheet C-3.1 of the revised site plan. In addition, information on the proposed signage has been provided herewith.

4.c.10. *Provide photographs of the brick colored metal panel in use as it can appear drastically different than shown on a drawing. Provide specific architectural block type and color for proposed building stone facing.*

Samples of the metal panels and stone face to be used are being obtained by the manufacturers and will be presented to the Planning Board.

Response to general public comments

Traffic

A traffic report was prepared by the applicant's traffic consultant, Greenman-Pedersen, Inc. (GPI), on July 3, 2023 and accompanied the Special Permit application submitted to the Zoning Board of Appeals. The traffic report was peer reviewed by the Town's consultant Chappell Engineering Associates, LLC (Chappell), who issued a review letter on September 29, 2023. Additional information was requested and recommendations were made by Chappell and in-turn the additional information was provided and comment responses were provided by GPI in a letter dated October 26, 2023. A final letter by Chappell dated November 1, 2023 stated that all outstanding traffic comments had been addressed.

Visual Impacts

Sight Line Plans were prepared to demonstrate potential visual impacts from the proposed facility. Although there are not any direct residential abutters to the locus property, sight lines were prepared for the addresses of #80 Burbank Road and #34 Sibley Road to visually demonstrate the distance and proximity of the proposed facility. The closest residential abutter at #34 Sibley Road is approximately 1,220 feet away from the proposed building and approximately 800 feet from the property line. The line of sight contains mostly mature forest which is comprised by a mix of deciduous and coniferous trees as shown on sheet SK-1.

Site lighting is being proposed and a photometric plan has been provided to demonstrate that there will be no light spillage onto abutting properties.

Noise Impacts

Due to the low volume of traffic anticipated into and out of the proposed facility, and trailer repair work being performed inside of the proposed building, noise impacts will be minimal. The locus property facility falls within the Business-Highway (B-2) zoning district abutting Route 146, which is currently a heavily traveled roadway.



We hope this serves your needs at this time. Should you have any questions or require additional information, please contact us.

Sincerely,
TURNING POINT ENGINEERING



Travis R. Brown
Project Manager

Enclosure(s)

C: Chad Boardman – Eastland Partners, Inc.

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