

February 14, 2023
Via FedEx and Electronic Submission

Sutton Town Hall
4 Uxbridge Road
Sutton, Massachusetts 01590

**RE: Application to the Planning Board
Torrington Properties, Inc.
15 Pleasant Valley Road
(Map 10, Lot 93)
Town of Sutton
Worcester County, Massachusetts
BEMA # W221017**

Dear Ms. Hager,

We are in receipt of the Planning Board Professionals review letter dated January 18, 2023 prepared by your office. Our office will be amending the Site Plans and Architectural Plans accordingly to address these comments. Below is an itemized list of responses and summary of plan changes forthcoming.

Planning & Economic Development Director Memorandum Dated 1/18/23

General:

1. The site lacks compliant legal frontage. Please provide necessary documentation to show the lot is a legal pre-existing nonconforming buildable lot.
Response: Based on the DOT taking limit along the Route 146 frontage, the intersection line of where the DOT frontage ends is measured at a greater distance than 200'. The DOT jurisdiction extends through the offramp, which would put the beginning of Pleasant Valley Road further to the North. The rounded corner distance would count toward the Route 146 frontage.
2. The application forms are not complete. Please fill them out completely and return updated originals.
Response: Missing information within the application forms will be completed and provided with the amendment design documents.
3. Waiver requests need to include reasoning why the applicant feels the waiver should be granted.
Response: The waiver summary narrative is supplemented by this correspondence to provide rational behind why we believe the waiver relief is warranted.
4. Please provide correspondence to and from the Sutton Highway Superintendent relative to plans for extension of water and sewer lines within the Pleasant Valley Road right of way. Correspondence should detail how construction/traffic control, patching, and resurfacing will be undertaken and shall include the Highway Superintendents preliminary approval of proposed operations.
Response: We have not corresponded with the Sutton Highway Superintendent to date. We will be following up to discuss the potential water and sewer line connections as well as the anticipated construction measures and offsite disturbance/restoration. The applicant is open to a condition of approval that requires a pre-construction meeting to coordinate timing and installation measures in advance of the commencement of work.

IV.B. – Off Street Parking, Loading and Landscaping Regulations

1. Parking is shown in the setbacks. **Waiver requested.**
Response: In order to promote counter clockwise access around the proposed building while also maximizing the line of sight for vehicles exiting onto Pleasant Valley Road, and in light of the corner lot geometry, the need to have minor encroachment of access drives and parking within the required setbacks are required.
- 5.a. Almost no landscaping has been provided in the front setbacks. **Waiver requested.**
Response: The landscaping in the front setback was specifically selected to maintain a low cover in order to facilitate a clear line of sight and improvement vehicular safety.
- 5.b.1. Landscape buffer narrows to less than 10'. **Waiver requested.**
Response: Based on the angled parking spaces, the resultant landscape islands do not contain a uniform width. Some portions of the landscape islands can be as wide as 15' where others are as skinny as 5'.
- 5.c.3. Parking rows not to exceed 100'. **Waiver requested.**
Response: Based on the limited lot depth, the row of parking has been designed as one contiguous row instead of providing island breaks. With a limited amount of a spaces in the row and relatively small parking area, we believe the landscaping is best suited along the perimeter or within the endcap landscape island instead of placing an additional island in the middle of the row which would result in a loss of parking spaces.

IV.C. - Site Plan Review

- 4.a. Add signature lines for the Planning Board to every page of the plan set.
Response: Acknowledged.
- 4.c. Add abutter information for parcel across Pleasant Valley Road.
Response: The information will be depicted on the Cover Sheet.
- 4.d. Note abutting land uses and show car wash structure to the north.
Response: The information will be depicted on the Cover Sheet and Site Plan Sheet.
- 4.f. Will there be a dumpster on the site? If so, please show location and
Response: A trash enclosure has been added to the rear parking area, adjacent to the end of the row of parking spaces.
- 4.h. See sign note above. If the pylon sign is to remain, relocate or show how it, and the landscaping around it, doesn't impede line of sight.
Response: Proposed pylon sign location is within the sight triangle, however there is 15' of clearance from the underside of the sign to the ground, so that the sign does not have any impact upon line of sight.
- 4.j. The Town's consulting engineer will review proposed stormwater management measures. However, I have some concerns with the grade of the slope to the north of the entrance drive. Please detail how you will ensure this slope stabilizes and if you anticipate a volume or velocity of runoff post construction that will damage this or the adjacent site.
Response: Along the Northern property boundary we are proposing 3:1 slope to tie back into existing grades along the property boundary. The car wash property to the North is

situated several feet higher than the low point of the swale where runoff from the 3:1 would be conveyed. The rear drive aisle of the car wash abuts this property line and conveys its drainage and surface runoff through a break in the curb to the same area. This depression on our lot sits approximately 4-5' lower than the drive aisle of the car wash. We will be providing erosion control matting on the 3:1 slope to establish the vegetative cover. We do foresee any damage or runoff from our site that will impact the car wash property to the North or the Starbucks property to the East.

- 4.k. Verify that all elevations refer to the nearest US Costal & Geodetic Bench Mark. What volume of cut and fill is anticipated. Please review the earth removal/disturbance bylaw changes approved at Fall Town Meeting (attached) Although we have not received approval from the Attorney General's Office to date, I would recommend you strive to comply with them regardless.
Response: We are accounting for this site to be a fill condition and do not anticipate soil export. Benchmark elevations were taken from the spike set 1' up from ground in utility pole #71 on northern side of Route 146 at elevation 426.51' and second spike set 1' up from ground in utility pole #9 on east side of Pleasant Valley Road at elevation 433.05'. Vertical datum of 1988 (NAVD88).
- 4.l. Please make sure if the pylon sign remains and is not relocated that the landscaping proposed around it also do not block line of sight.
Response: Pole mounted sign to remain in the proposed location as depicted on the Site Plan. The plants depicted on the Landscape Plan consists of ornamental roses and are at plant height of 24"-30".
- 4.m. Clearly indicate zoning district boundaries within 500', perhaps on locus plan.
Response: The zone boundary lines within 500' of the site have been added to the Cover Sheet location maps for reference.
- 4.p. Please Consider a more neutral roof/awning color or if the second story is actually needed. If it's needed to screen HVAC units this is beneficial. Also consider stone veneer that is more consistent in color and size with typical Valley/Sutton stone – lighter tan/gray and larger blocks. (see attached)
Response: On the most recent building elevations the color of the roof material has changed to black. The tower and parapet walls of the building provide screening to 4 large rooftop units as well as vent stacks for plumbing and exhaust. An image of the stone product was added to elevation sheet showing the true variation of color. Not dissimilar from neighboring context.
- 4.q. As you are requesting a waiver from open space requirements, please consider if the extra parking spaces you show are actually necessary, or if they should be removed and replaced with more open space.
Response: The proposed parking count is specific to the typical needs to service Convenient MD's employee and visitor needs. They had specifically requested 30 spaces based on their needs.
- 4.s. Waiver requests need to include reasoning why the applicant feels the waiver should be granted.
Response: The waiver request narrative will be revised to provide additional support for the requests as set forth in Section IV(B) above.

V.B. - Groundwater Protection District

- 6.b.8. What is your separation to historical high groundwater? It must be at least 6 feet.

Response: Based on the field evaluation soil samples, seasonal high groundwater was at depths greater than 132 inches below ground. This is equivalent to elevation 408 in relation to the proposed surface grade. The bottom of the stone layer in the underground system is at 414.5 which provides 6.5' of clearance from potential seasonal high.

- 6.c.6. Please explain why you feel deep sump catch basins are adequate to ensure non-degradation of groundwater quality as opposed to needing structures such as Stormceptor units.

Response: The water quality is achieved through deep sum catch basins, stormtech isolator rows and filtration though an underground infiltration system.

V.D. - Route 146 Overlay District Bylaw

- 4.a.3. Work is proposed on slopes over 15%. Please detail how issues with runoff destabilization with be avoided during and after construction. **Waiver requested.**

Response: Erosion control protective measiures and best management practices are depicted on the Soil Erosion & Sediment Control Plan and affiliated construcion details. The proposed slope that exceeds 15% will be stabilized with erosion control blanket to to stabilize while the seed establishes.

- 4.b.1. Less than 35% of the site is open space. **Waiver requested.**

Response: As defined within the zoning, the open space calulation would typically exclude the area within the setback from the calculation. Since the corner lot is impacted with 50' front yard setbacks, a good portion of the lawn area on site is excluded from this calculation. If we were to include the area within the setbacks, then the site would contain 50% open space.

- 4.c.1.c. Connections between buildings. This provision is not appliciable. **Waiver requested.**

- 4.c.1.d. Central gathering place. Typically on a small buildign lek this one. this can be as simple as place for employees to sit outside and have lunch. **Waiver requested.**

Response: gathering space for employees is provided within the facility. These areas allow continous access to commication and response to emergencies.

- 4.c.1.f. Please confirm location of HVAC , electrical and other eterior mechanical system equipment and show how it will be screened from view.

Response: All rooftop HVAC units and plumbing and mechanical vent pipes will be screened by the tower and parapet walls. No physical screening elements planned for incoming electrical service, but location on back of building and would not be visible from the frontages.

- 4.c.2.d. Transit facilitites. **Waiver requested.**

Response: There is a lack of altentative methods of transportation for employees to access the site.

- 4.c.3.f. Sidewalks appear to be concrete as opposed to decorate pavers, etc.

Response: Decorative pavers are more suseptible to uneven settlement. A poured concrete sidewalk will provide smoother transitions from the entrance to the parking spaces, especially along the ADA accessible pathway. For this use we would prefer to maintain the concrete sidewalk in lieu of providing decorative pavers.

- 4.c.5.c. Decorative luminaires are desired.

Response: We will look at alternatives for the six area lights we have proposed.

4.c.6. Signage - Please remove signage from the line of sight needed for traffic safety or demonstrate it does not pose a risk. Building signage does not need to be larger than otherwise permitted particularly so close to Route 146. This is particularly the case if the proposed pylon sign, not the building sign which will be obscured by vegetation on the adjacent site, is the primary means by which a patient identifies the clinic location. Why is signage not provided for traffic approaching from the north on Pleasant Valley Road, will the proposed pylon sign be clearly visible from this direction? A means to identify the site well in advance of a south bound left turn into the site crossing traffic coming off Route 146 would seem prudent.

Response: We do anticipate that the majority of the patients coming to the facility would be entering from Route 146. With the divided highway the pylon sign is important for directional orientation to the entrance off of Route 146. The sign itself will not be in conflict with the line of sight from the driveway egress point. There is also an "Entrance" sign located directly at the driveway which would be seen from Pleasant Valley Road.

4.c.10. Architecture – It is my understanding that the architectural elevations provided to the Planning Department dated June 2022 are not the latest plans. Please provide the latest architectural plans and provide more detail on the stone elements to demonstrate the color and size are more consistent with mills tone found throughout the Valley and in particular in Sutton. IE gray or light colored Sutton/Douglas granite typically cut in larger blocks (see attached images). Additionally consider a different color for tower roof element of white, black, or aged copper (moss green) more consistent with historic forms in the area, or if a tower is necessary if its only purpose is to hold signage. If it hides roof HVAC elements this is beneficial.

Response: Latest elevations will be included with the document resubmission. These elevations contain more detailed imagery of the stone proposed. Looking at the building materials of adjacent tenants along Route 146 we feel our proposal is similar in scale and tones without trying to match exactly. Roof color changed to black. Upper portion of building, the tower and parapet walls screen rooftop units.

Traffic Study

1. The traffic study provided to the Planning Department dated June 2022, references an entrance directly off Route 146 that is not on the plans and will likely effect traffic flow numbers on Pleasant Valley Road, the project narrative from ICA Architecture – operational workflow section references waivers on page 2 that would appear to have nothing to do with action before the Planning Board, the floor plans are not complete. Please review these documents and provide updated filing elements/studies as appropriate.

Response: An updated traffic study and Architectural elevations will be provided with the resubmitted documents. There is no separate access from Route 146 proposed as initial discussions with DOT asked that this historical access location be removed.

2. Will the fact that this location does employment physicals and drug testing have any materials effect on traffic flow and volumes to the site.

Response: No, this service is a limited component to the typical operation. It will not have an impact on the projected traffic flow or volumes projected.

3. In addition to the projects listed by the Towns consulting traffic engineer in their review, the background traffic should also take into account Wedgewood Farms - a 93 unit over 55 community approved at the intersection of Armsby Road and Route 146.

Response: The Traffic engineering related review comments made in Chappell Engineering's review letter have been addressed by our traffic consultant. We have received an updated letter from Chappell Engineering noting that their prior comments have been addressed.

As noted above the amended design documents will be submitted under separate cover and items relating to testimony will be covered at the upcoming meeting in February. Should you have any questions or require additional information, please do not hesitate to contact me at (603) 441-2900. Thank you.

Sincerely,

BOHLER //



Greg DiBona



Austin F. Turner

Enclosure: CC w/ electronic copies
Pete Doucet, Torrington Properties