

August 8, 2022

Sutton Planning Board
c/o Jennifer S. Hager, Planning & Economic Development Director
Sutton Town Hall
4 Uxbridge Road
Sutton, Massachusetts 01590

Via: Email to j.hager@town.sutton.ma.us

Reference: Response to Comments
Lackey Dam Logistics Center
3 Lackey Dam Road
Sutton, Massachusetts
B+T Project No. 3077.06

Dear: Ms. Hager:

On behalf of the Applicant, US MA Development, LLC, Beals and Thomas, Inc. (B+T) respectfully submits this response to a letter from abutting property owner Paul and Marjory Hutnak of 12 Lackey Dam Road dated June 11, 2022 and received at the Sutton Planning Board on June 13, 2022 pertaining to the proposed warehouse distribution building at 3 Lackey Dam Road in Sutton, Massachusetts.

For clarity of the Administrative Record, comments are provided in *italics* below, followed by our current response in bold **detailing** how the comment has been addressed.

- 1. As you are aware, warehouse and distribution as a use is a recent adoption to the Sutton Zoning Bylaw and most, if not all, of the abutting property ownership predates this use being allowed. The use is intense in every way with potential for significant traffic, noise, stormwater and visual impacts to the residential area surrounding the project. That is presumably why the use is allowed with a Special Permit and not by-right. With that in mind, we ask that the Planning Board ensure significant and necessary mitigation is provided to all abutting properties prior to considering approval.*

Response from B+T: No response required.

2. *The proposed finish floor elevation of the building is approximately 20' above the first floor elevation of the abutting properties on Lackey Dam Road. The applicant is requesting a building height of 50'. This would mean the top of the building would be 70' higher in elevation than the abutting properties. This appears excessive and does not appear to fit the small town residential character in this part of Sutton that residents so love. We urge the Board to ask the applicant to consider the minimum building height required to make the project feasible. The building height also influences other potential impacts as detailed below.*

Response from B+T: The Applicant proposed the building height needed to meet market conditions. The request to the Planning Board was for a height of “up to” 50 feet. The actual height of the building is anticipated to be thirty-nine (39) feet high from the building entry to the intersection of the roof line at the building wall. The building will be 38’ high on the loading dock side, plus there is a four-foot depressed area below the dock door, resulting in a building height of 42’ on the loading dock side. With this in mind, the applicant is willing to amend the initial request of 50’ to 45’. The additional 3’ is included as a contingency for minor changes in the structural design. The project design offers a minimum buffer of 70 feet from the edge of the property to any proposed grading or tree removal to maintain an undisturbed vegetated buffer along Lackey Dam Road/Oakhurst Road and the properties on the opposite side of the street. The project team is looking at additional areas of spot plantings to provide additional evergreen shielding of the project. The building floor elevation is the minimum required to properly collect, convey, and mitigate stormwater runoff from site development areas based on the wetland system elevations located at the northeast portion of the property.

3. *A majority of the site along Lackey Dam Road is in a fill, with approximately 14' high retaining walls and slopes.*

Response from B+T: The retaining walls that have been incorporated into the site design are utilized to limit the development extents and provide undisturbed buffers to abutting properties and wetland resource areas.

4. *Does the sound study performed consider the height of the proposed building and the surrounding site? Considering the height of the building above Lackey Dam Road, could sound resonate above the treeline and carry further? Does this increase impacts?*

Response from B+T: The sound study does consider the height of the building. Raising the height of the building raises the elevation of building ventilation equipment, possibly from below to above screening by the tree line. Trees minimally reduce the transmission of sound from rooftop ventilation equipment to nearby residences.

Raising building height increases roof edge shielding of rooftop equipment sound, more than offsetting any negligible loss in shielding by foliage. Hence, the raising of the building height would decrease possible sound impacts.

5. *The results of the study provided show noise levels above those recommended by the consultant that performed the study. We request the Board ask for further mitigation for these impacts to bring the numbers within recommended ranges. Perhaps additional sound walls/fencing could be added along Lackey Dam Road could be added to mitigate this.*

Response from B+T: Mitigation of on-site mobile equipment sound is controlled by construction of barriers near pavement edges. The higher a barrier the greater the mobile sound reduction, the lower the sound level in the neighborhood. However, the intermittent mobile sound events occurring at night, each event being one to a few seconds in duration, must be weighed against the possible aesthetic impact of taller site barriers. Moreover, the baseline sound levels used in the analysis are higher than normally occur, also leading to higher estimated sound levels than will likely occur at nearby residences. The barrier heights recommended in this study are intended to strike a balance between benefit (sound reduction) and aesthetic impact by barrier height.

6. *Does the lighting study performed consider the height of the proposed building and the surrounding site? This could increase impacts on abutting properties.*

Response from B+T: The lighting study (photometric plan) provides the analysis of the light levels at ground elevation to ensure that light does not shine beyond property limits.

7. *Does the lighting study performed consider winter conditions? The lighting will be significantly more visible without leaves on the trees.*

Response from B+T: The lighting study (photometric plan) ignores the impact of trees so the lighting levels will be lower than reported within or beyond the areas of existing vegetation.

8. *Is any mitigation proposed for headlights from vehicles shining onto abutting properties?*

Response from B+T: There is not anticipated to be any impacts from headlights other than at the main entry location in Uxbridge. The Applicant is willing to work with abutters to screen headlights in these locations.

9. *Do the proposed lighting fixtures provide protection against direct glare shining onto abutting properties?*

Response from B+T: The proposed light fixtures are dark sky light fixtures that will direct light onto the proposed pavement areas on-site. The photometric plan that was included as part of the plan set documents that light will not spill onto abutting properties in Sutton.

10. *We request the Board require fencing along Lackey Dam Road (along edges of drives and parking areas), at a minimum, to mitigate lighting. This may potentially be accomplished by the sound wall previously requested in some areas.*

Response from B+T: The site development will be screened effectively through maintaining the existing vegetation. The Applicant is willing to add additional evergreen plantings along the site frontage to further screen the property development from the abutting houses during winter months.

11. *We request the proposed septic system area be moved as far to the northwest as possible (to edge of wetland buffer zone?) to limit land clearing adjacent to Lackey Dam Road and limit potential impacts to wells.*

Response from B+T: The proposed septic system is located 90 feet from the property line and 150 feet from residential properties on the other side of Lackey Dam Road. Even if an abutting well was limited along the Lackey Dam Road right of way, the 150 feet offset far exceeds the DEP requirement for 100 feet offset from a septic system to a well. The Applicant explored all available areas on site to locate the septic system, taking into consideration existing groundwater levels and areas of permeable soil conditions/location of bedrock.

12. *The applicant is proposing to bank 71 parking spaces with the proposed septic system area directly adjacent. This area is proposed to be cleared and graded as part of the initial site development. We request the limits of disturbance for initial site development be revised to be the minimum necessary for construction of the septic system (moved northwest as previously requested.) Considering the applicant does not believe the spots will be necessary, this seems like prudent mitigation for the project that will provide more buffer to abutting properties.*

Response from B+T: We are currently redesigning the employee parking area of the site to comply with verbal requests from the Sutton Conservation Commission. We anticipate that the total number of parking spaces will be reduced as a result of the plan edits from 179 (including the land banked spaces) to 140 spaces. The project needs to be able to show that the applicable parking requirements of the Zoning Bylaw can be met. The applicant cannot say that the parking spaces will never be needed and thus moving the septic system to the area of the land banked parking creates a poor design for that possible future need.

13. *In addition to the above, it appears the applicant could add parking spaces in the areas where the proposed banked parking spaces driveways are located. It appears 10 spaces could be added, which could further offset the potential necessity of the banked parking area being needed. These areas could easily be modified if the banked spots become required.*

Response from B+T: As noted in response #12, we have redesigned the employee parking lot at the request of the Sutton Conservation Commission.

14. *We request the applicant provide a row of evergreen trees along the entire proposed treeline along Lackey Dam Road. Given the potential impacts previously listed, this will help to supplement the vegetated buffer and proposed landscaping during winter periods and provide better mitigation.*

Response from B+T: We will review the ability to plant trees along the edge of the tree line based on the available space along between the edge of roadway and the existing trees as well as the topography in the area.

15. *We request the Board include a strong condition regarding construction periods with an emphasis on dust and erosion control.*

Response from B+T: The applicant is amenable to discussing reasonable conditions for construction and construction impacts.

16. *The plans do not appear to have a construction entrance. This should be provided to limit sediment getting on the roadway during construction.*

Response from B+T: A sediment and gravel tracking pad will be added at the location of the main entry drive for construction related activity.

17. We request the Board include a condition requiring a right turn only out of the proposed driveway with signage. The applicant has stated all trucks will be directed to use Lackey Dam Road to 146.

Response from B+T: A sign will be added to the plans noting that all truck traffic must turn right onto Lackey Dam Road.

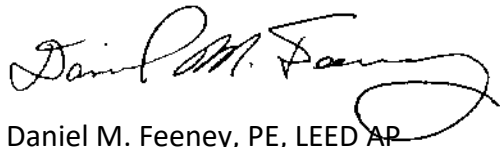
18. We request the applicant add an industrial wastewater holding tank for all floor drains. We further request that the Board include a condition that all floor drains shall discharge to the industrial wastewater holding tank and shall not discharge to the proposed septic system. This will help mitigate potential impacts to groundwater and wells.

Response from B+T: Consistent with state regulations, any floor drains within the building will be directed to an industrial holding tank and will not be discharged to the septic system.

Should you have any questions regarding this matter or require additional information, please contact us at (508) 366-0560.

Very truly yours,

BEALS AND THOMAS, INC.



Daniel M. Feeney, PE, LEED AP
Vice President

cc: Mark L. Donahue, Esquire; Fletcher Tilton P.C.
Todd Brodeur; Fletcher Tilton P.C.
Leo Leighton, US MA