



May 15, 2020
D.J. & Associates
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Clinton, Ma. 01510

To : Albert Valley Chair- Worcester Planning Board
and Planning Board Members
To the Division of Planning and Regulatory Services
Attn Gabrielle Weiss, Senior Planner
Michelle M. Smith, Chief Planner

Project; 139 (aka 141 & 143 SW Cutoff – Definitive Site Plan PB-2020-016
Re; Response document which addresses the recommendations that your staff
respectfully submitted to the Planning Board.
One (1) full size, to scale, of a revised site plan-set, and a pdf file of the same, will
show the following changes.

Cover Sheet

Sheet 1 of 11 Proposed Addition Plan prepared and stamped by a PLS
Sheet 2 of 11 Existing Conditions base prepared and stamped by a PLS
Sheet 3 of 11 Existing Conditions Plan with complete site detail prepared and
stamped by a PLS
Sheet 4 of 11 Site Preparation and Demolition Plan
Sheet 5 of 11 Vehicle Access w/ Parking & Utility Pads
Sheet 6 of 11 Proposed Parking Layout and Landscape Plan
Sheet 7 of 11 Proposed Site Drainage Plan
Sheet 8 of 11 Proposed Utility Plan
Sheet 9 of 11 Detail Sheet 1
Sheet 10 of 11 Detail Sheet 2
Sheet 11 of 11 Detail Sheet 3

Waivers:

The applicant will request the following two (2) waivers: The requests for waivers
will be shown on the Cover Sheet of the plan set as well as Sheet 6 the
Landscape Plan and Sheet 3 the Existing Conditions Plan.

1. Identification of trees over 9" in diameter.
2. Landscape plan with type, location, and quantity of all plant materials and
location, height, and materials for fencing or screening.

Review of Definitive Site Plan

1. a The sidewalk location has been changed. See sheet 5 of 11. There is
now a stripped walkway along the north side of the proposed addition,
outside the 24' wide vehicle travel way. This stripped walkway continues
along to the east side where it is demarcated alongside the 15' wide one
way vehicle travel way on the

east side of the proposed addition. The stripping eventually becomes a dedicated 4' wide sidewalk to be located behind all of the utility pads. On the south side of the existing #141 building, the sidewalk is connected to a 4' wide stripped way which continues across the south side paved access way until it reaches the front door. This doorway is a controlled entry exit for the 141 building. It is the only means of entering into the building. On the west side of the building, a stripped 4' wide way is demarcated running adjacent to the parallel parked cars, turning 90 degree left at the corner and eventually arriving at the controlled access door.

b. (see note a) There are 3 emergency exit doors which are designed to only allow exit from the proposed addition. See sheets 5 through 8 for all the door locations

2.

a. see sheets 5, through 8. The angled center drive has been modified. The entrance way (one way traffic) has been modified to deny high speed exits from Route 20. The width along the roadway has been reduced by over 20 feet.

b. The curb cut has been improved by adding a 40 foot long island which will reduce the curb cut width and help control vehicle circulation. See plan sheet 7

c. All proposed angles spaces on the site are at 45 degrees. A detail has been added to both Sheet 5 and Sheet 9, which both have an angled parking detail explaining the depth of the vehicle parking space.

d. The lane in front of the existing building and the proposed addition is now 20'

e. The application will be modified to include the vehicle trips.

f. In lieu of staff's concerns, a parking space has been removed at the end of the existing # 141 building parking area which allows a greatly improved turning radii for truck traffic. See sheet 5 which was added to the plan set for the reason of showing vehicle access (traffic pattern) on the site.

g The guard rail has been removed.

h. Details have been provided on Detail Sheet 1 and Detail Sheet 2.

i. The surface treatment top views have been demarcated. In addition, Sheet 9 of 11, Detail Sheet 1, has cross sections of the proposed surface treatments which show base course and top coat minimum dimension thickness as well as underlying roadway and parking space building material specifications.

j. the note has been revised.

3.

Location, arrangement, appearance and sufficiency of off-street parking and loading spaces.

Overall site parking has been reduced to a total of 70 spaces.

These spaces including 3 handicap spaces (one is designed to accommodate a van) in front of the only (main) controlled pedestrian entrance way for the existing #141 building and 2 proposed loading docks for the proposed addition / existing building at # 141 SW Cutoff.

a. A table has been added to the plan set.

b. no, some (a net total of 26 spaces) of the current existing parking spaces on Sheet 3 of 11 the Existing Conditions Plan are labeled for use exclusively by the commercial # 143 building

c. see response 2f.

4. The photometric plan has been revised.

5. The stormwater has been revised.

a. Finish grading is now demarcated with a thicker line width. In case you were not aware, our group uses the symbol FG for finish grade. This lettering is also part of the legend. See Sheet 6 of 11 of the submission.

b. The stormwater checklist will be stamped just like the first submission previously was.

i. The treatment train will now be available to view. The Hydrology calculations will also show the treatment train. See Sheet 7 of 11 for the drainage overview as well as both Detail Sheet 1 and Detail Sheet 2 for the complete train cross sections.

ii. All pages will be provided.

iii. The completed re-development checklist will be provided.

c. The stormwater report now covers the entire property not just the building site as in previous submission did.

i. The property has been divided into 3 catchment areas. Currently, calculations now break down each area as to its existing condition and surface treatment, slope and vegetation type if applicable. These pre and post areas are accurately depicted in the calculations and maps.

ii. See the note above in Item 5.c.i.

Pre and Post catchment maps will be provided.

iii. The stormwater report will be revised. Pre vs Post conditions will be compared and stamped.

iv. The net change of impervious cover is an additional 6,114 s.f. of impervious. Sheet 3 of 11 demonstrates the existing calculation while sheet 7 of 11 breaks down all of the contributing existing and proposed impervious features.

An overflow is not necessary. The stormwater system handles all of the storm events including the 100 year storm event. We have total site recharge. Currently, the existing site condition is that stormwater just exits the site unabated.

6. DPW & P letter

7. A waiver has been requested for landscaping. However, there are specific shrubs and trees called for along our section of the frontage on SW Cutoff. See sheet 6 of 11.

8. N/A

9. NO comments.

10. The one way access lane in front of the building has been widened to over 20'.

11. a. The wall has been completely redesigned. Elevations, BOW bottom of wall and TOW top of wall are shown in the plan set and a separate addendum sheet which shows the wall cross section and location by the manufacturer has been added to the plan set. This plan will be attached after sheet 11 of 11.
b. Currently, no secondary wall exists.
c. That will be done.
d. That has been changed.
e. The snow storage area had its location changed. A note has been added to the plan set requiring any additional snow to be trucked off site. Snow can not be deposited or left in any of the required parking spaces.

12. Limit of work has been highlighted with a cloud and labeled where necessary.
b. Staff should be aware that your designation of proposed grading is what my staff calls finish grading. We use the FG symbol to designate FINISH GRADE. This symbol also is shown in the provided Legend table of abbreviations.
c. A Demolition sequencing schedule is provided on sheet 4 of 11. Also on the sheet, site preparation with erosion control devices are presented. A construction sequencing letter has been added to the plan set on sheet 6 of 11.

13. N/A

14. No Comment

15. See the plan set.

16. The property area is 105,380 S.F. The pre and post area for the stormwater catchment zones have the same total area..

Note: Sheets 1 through 4 have been stamped by a P.L.S.

Sheets 5 through 11 will be stamped by a P.E. when staff's review is completed and accepted by staff and the Planning Board.

Thank you for your review. I hope our response and changes will meet or exceed your staff's comments and concerns.

David Sadowski (Principal)
D.J. & Associates