

#### **TOWN COUNCIL MEETING**

Monday, August 21, 2023 at 6:00 PM

#### Town Hall - Chapin Hall - 41 South Main Street Randolph, MA 02368

#### AGENDA

This is a hybrid meeting. The public is invited to attend this meeting in person or remotely, by telephone or computer access. This meeting is being posted pursuant to the state statute authorizing temporary remote participation as described here: https://www.randolphma.gov/DocumentCenter/View/1864/remotemeetings23

Join Zoom Meeting: https://us02web.zoom.us/j/86495385600

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Please note that this Town Council Meeting will be video and audio recorded and will be broadcast, including over local cable and the internet. Any person, upon entering a council meeting or hearing for any purpose, including the purpose of participating, viewing, listening or testifying, grants permission to the Town Council to record and televise or otherwise publish their presence and testimony.

- A. Call to Order Roll Call Pledge of Allegiance
- B. Moment of Silent Prayer
- C. Announcements from the President
- D. Presentations
  - 1. Presentation of the 2023 Youth Internship Program

#### E. Public Hearings

- 1. 6:15 PM: Council Order 2023-044: FY2024 Water/Sewer Rates
- 2. 6:15 PM: Special Permit Application for a Proposed 24-Hour Warehouse Operation located on multiple parcels on Randolph Road, Randolph, MA 02368

#### F. Public Comments/Discussions

#### G. Motions, Orders, and Resolutions

1. Motion to direct the Town Manager to issue a directive that all meetings shall be open to the public, except executive session.

#### H. Town Manager's Report

#### I. Old/Unfinished Business

#### J. New Business

- 1. Council Order 2023-047: Acceptance of Registrars Recommendation for In-Person Early Voting for Fall 2023 Local Election
- 2. Council Order 2023-048: FY2024 Budget Transfers

#### K. Correspondence

1. Mass in Motion Randolph Program

#### L. Committee Reports

#### M. Open Council Comments

#### N. Adjournment

Notification of Upcoming Meeting Dates

September 11 October 16 and 30 November 6 and 20 December 11

#### Council Order: 2023-044

Introduced by: Town Manager Brian Howard July 24, 2023

#### FY2024 Water/Sewer Rates

#### ORDERED:

That the Randolph Town Council hereby votes to establish water and sewer rates for the Town of Randolph for Fiscal Year 2024.

Section E, Item1.

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## Town of Randolph Water and Sewer Update

The Abrahams Group July 2023

## **Retained Earnings**

- Healthy retained earnings balance for last five certifications
- Has allowed Town to transfer retained earnings into Water Treatment Stabilization Fund, including \$3.3 million since last certification!



## FY 2024 Water Budget Breakdown



## <u>Financial Highlights – Water</u>

- Revenues > Expenses Each Year FY 2018 to FY 2022
  - Surplus > \$100k anticipated for FY 2023 as well
- FY 2024 budget up over \$500k (or 10.0%) over FY 2023
  - Salaries up \$21k
  - Other Expenses up \$170k
  - Indirect Costs up \$52k
  - Debt up over \$300k
- Projected expenses for capital in latest capital plan included in projections
  - Not included in capital plan are some capital projects on the horizon
- \$3.3 million recently transferred from retained earnings to Water Treatment Stabilization Fund, now with a balance over \$11.6 million

## FY 2024 Sewer Budget Breakdown



## <u>Financial Highlights – Sewer</u>

- Revenues > Expenses Each Year FY 2018 to FY 2022
  - Surplus at end of FY 2023 possible, but could end in deficit
- FY 2024 budget up over \$350k (or 4.3%) over FY 2023
  - Salaries down \$51k
  - MWRA Assessment up \$218k
  - Other Expenses up \$36k
  - Indirect Costs up \$160k
- MWRA Assessment average increase 2.5% last 6 years
  - 3.0% increase assumed future years
- Debt Increasing FY 2025 to FY 2028
  - Average Increase of \$230k per year
  - Projected new debt for I&I project for multiple years, and a sewer crane truck in FY 2024
- With no rate action, projected surplus in FY 2024 and FY 2025 and projected deficits in FY 2026 to FY 2028
  - FY 2028 deficit almost \$1 million

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## Baseline

- Baseline represents the "do nothing" scenario
- Contains all projected expenditures FY23 to FY28, no revenue changes

Bacolino	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028				
Dasellile	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED				
Surplus/Deficit	\$ 150,311	\$ 421,662	\$ 315,958	\$ 180,109	\$ (167,162)	\$ (577,738)				
Projected Retained Earnings	\$ 1,400,313	\$ 1,821,974	\$ 2,137,932	\$ 2,318,041	\$ 2,150,879	\$1,573,141				
RE as % of Budget	10.1%	12.2%	14.3%	15.3%	13.9%	9.9%				
Target RE as % of Budget	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%				
Retained Earnings Projections - Baseline Scenario										



## Rate Option 1 – 1.0% Rate Increase Water & Sewer

- No change to base charges
- Target Retained Earnings 20% of Fund Expenses

			FY 2	024	FY	2025	5	FY 2	026	F`	Y 2027	FY	2028	Tiers	Start	End	Water	Sewer	
Bate Changes	Wate	Water		Water		1.0% 1.		0%	1.0%			1.0%		1.0%	1	1	2,500	\$4.72	\$7.89
Nate Changes	Sewe	er		1.0%		1.0%		1.0%			1.0%		1.0%	2	2,500	+	\$5.99	\$13.54	
																		•	
Rate Impact	FY 20	23	FY 2	024	FY	2025	5	FY 2	026	F	Y 2027	FY	2028		Retained Ear	nings Projection	s - with Rate Chang	es	
Nate Impact	PROJEC	PROJECTED		CTED	PROJ	ECT	ED PF	ROJE	CTED	PRO	DJECTED	PROJ	ECTED	25.0%					
Surplus/Deficit	\$ 150,	311	\$ 537	7,702 \$ 50		507,753 \$		448	3,417	\$ 178,423		\$ (15	54,103)	20.0%					
Projected Retained Earning	gs \$1,400,	313	\$1,938	938,015 \$2,4		2,445,768 \$2,8		2,894	4,185	\$3,072,608		\$2,91	18,506						
RE as % of Budget	10	0.1%		13.0%		16.3%		19.1%			19.9%		18.4%	15.0%					
User Impact (per Bill; Water and Sewer Com			oined)					N	ew Bil	ls				10.0%					
User Type	Flow	Curr	ent Bill	FY 2	2024	F۱	FY 2025		FY 2026	5	FY 2027	FY	2028	F.04/					
Low-End User	1,000	\$	162.30	\$1	.63.55	\$	164.81	L \$	166.0	38	\$ 167.37	'\$	168.67	5.0%					
Average User	2,500	\$	349.50	\$3	52.62	\$	355.77	7 \$	358.9	95 .	\$ 362.17	'\$	365.42	0.0%					
Large User	4,000	\$	639.60	\$6	645.62	\$	651.70	) \$	657.8	84 .	\$ 664.05	\$	670.31	FY 20	23 FY 2024	FY 2025	FY 2026 FY 202	7 FY 2028	
Very Large User	10,000	\$ 1,	800.00	\$ 1,8	817.63	\$ 1	l,835.43	3\$	1,853.4	<b>1 \$ 1,871.5€</b>		5 \$ 1,	889.91		RE a	as % of Budget 🛛 🗕 T	arget RE as % of Budget		

Bills in the User Impact table include base charges of \$25.00 for water and \$12.50 for sewer. The base charges with the Senior Discount are \$5.00 for water and \$2.50 for sewer.

## Rate Option 2 – 2.0% Rate Increase Water & Sewer

- No change to base charges
- Target Retained Earnings 20% of Fund Expenses

			FY 2	024	FY	202	25	FY	<b>' 20</b>	026	FY	2027	F١	2028	Tiers	Start	End	Water	Sewer
Bate Changes	Wate	er		2.0	%	2	2.0%			2.0%		2.0%		2.0%	1	1	2,500	\$4.76	\$7.97
Nate Changes	Sewe	er		2.0	%	2	2.0%			2.0%		2.0%		2.0%	2	2 500	+	\$6.05	\$13.68
																2,300		<i>ç</i> 0.00	Ŷ±0.00
Bate Impact	FY 2023		FY 2	024	FY	202	25	5 FY 2026		026	FY 2027		F۱	2028		Retained Earnings Projections - with Rate Changes			es
Nate impact	PROJEC	TED	PROJE	CTE	D PRO	JEC	TED	PRO	JEC	CTED	PRO	JECTED	PRC	JECTED	30.0%				
Surplus/Deficit	\$ 150,	311	\$ 653	\$ 653,743 \$		\$ 701,049		\$7	721	,270	\$ 533,190		\$ 2	284,989	25.0%				
Projected Retained Earnin	gs \$1,400,	313	\$2,054,056		5 \$2,7	\$2,755,105		\$3,4	,476,375 \$4,009		09,565	\$4,2	294,553	23.070					
RE as % of Budget	10	0.1%	13.8%		%	18.4%		23.0%		3.0%		25.9%		27.0%	20.0%				
User Impact (per Bill; Water and Sewer Combined			ined)						Ne	ew Bills	5				15.0%				
User Type	Flow	Curr	ent Bill	F۱	2024	F	FY 202	.5	F	Y 2026		FY 2027	F	Y 2028	10.0%				
Low-End User	1,000	\$	162.30	\$	164.80	\$	167.	.34	\$	169.9	4 \$	172.59	\$	175.29	5.0%				
Average User	2,500	\$	349.50	\$	355.74	\$	362.	.10	\$	368.6	0\$	375.22	\$	381.97	0.0%				
Large User	4,000	\$	639.60	\$	651.64	\$	663.	.92	\$	676.4	5\$	689.23	\$	702.27	FY 2	023 FY 2024	FY 2025	FY 2026 FY 202	17 FY 2028
Very Large User	10,000	\$ 1,	800.00	\$ 1	,835.25	\$	1,871.	.21	\$ :	1,907.8	8\$	1,945.29	\$	1,983.44		<b>—</b> RE	as % of Budget 🛛 🛑	Farget RE as % of Budget	

Bills in the User Impact table include base charges of \$25.00 for water and \$12.50 for sewer. The base charges with the Senior Discount are \$5.00 for water and \$2.50 for sewer.

## Rate Option 3 – 3.0% Rate Increase Water & Sewer

- No change to base charges
- Target Retained Earnings 20% of Fund Expenses

			FY 2	024	FY	202	25	FY	20	26	FY	2027	F١	2028	Tiers	Start	End	Water	Sewer
Bata Changes Water		er		3.0%		3.0%			3.0%		3.0%			3.0%	1	1	2,500	\$4.81	\$8.04
hate changes	Sewe	er	3.0%		6	3	8.0%		3.0%		3.0%			3.0%	2	2 500	, +	, \$6 11	, \$13 81
															~	2,300	•	<i>90.11</i>	Υ <u>10.01</u>
Rate Impact	FY 202	23	FY 2	FY 2024 FY 2025		25	FY 2026		FY 2027 FY		2028		Retained Ear	rnings Projection	s - with Rate Chang	es			
Nate impact	PROJEC	TED	PROJE	CTEE	PRO.	IEC	TED	PRO	JEC	CTED	PRO	JECTED	PRC	JECTED	40.0%				
Surplus/Deficit	\$ 150,	311	\$ 769	9,784	\$ 8	95,8	845	\$ 9	998,	,713	\$ 8	397,321	\$ 7	740,000	35.0%				
Projected Retained Earnin	gs \$1,400,	313	\$2,170,097 \$3,065,941		941	\$4,0	)64,	,655	\$4,9	961,975	\$5,T	701,976	30.0%						
RE as % of Budget	10	0.1%		14.6% 20.5%		).5%		26.9% 32.1%		32.1%		35.9%	25.0%						
User Impact (per Bill; Water and Sewer Comb			ined)						Ne	ew Bills	S				20.0%				
User Type	Flow	Curre	ent Bill	FY	2024	F	Y 202	25 FY 2026		Y 2026	6 FY 2027		F	Y 2028	15.0%	$\sim$			
Low-End User	1,000	\$	162.30	\$	166.04	\$	169.	90	\$	173.8	7 \$	177.96	\$	182.18	10.0%				
Average User	2,500	\$	349.50	\$	358.86	\$	368.	50	\$	378.4	3\$	388.66	\$	399.19	0.0%				
Large User	4,000	\$	639.60	\$	657.66	\$	676.	.27	\$	695.4	3 \$	715.17	\$	735.50	FY 20	23 FY 2024	FY 2025	FY 2026 FY 202	7 FY 2028
Very Large User	10,000	\$ 1,	800.00	\$ 1,	852.88	\$	1,907.	7.34 \$ 1,963.4		L,963.4	3 \$ 2,021.21		\$	2,080.72		RE	as % of Budget 🛛 🛑	Farget RE as % of Budget	

Bills in the User Impact table include base charges of \$25.00 for water and \$12.50 for sewer. The base charges with the Senior Discount are \$5.00 for water and \$2.50 for sewer.

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Section E, Item1

# Thank you

## **Questions and Comments?**

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General



Automotive

Honda Accord 2011 EX-L V6, 116K miles, excellent running condition, one owner, service records available. Color red, tan leather interior. Contact owner at 617-763-7104.

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removal of one oak tree measuring 20" dbh, two maples measuring 11", 8", two lindens 24", 8" at 49 Proctor Rd. - Liberty School Proctor Rd. - Liberty School walking path; one oak 12" at Harris Playground; PRUN-ING ONLY of maple tree at 10 Huntley Rd. The hearing will be held Thursday August 10, at 1:00 PM at Town of Braintree DPW, 85 Quincy Avenue, Braintree MA, Level Conference Any person inter-Level (Lower Room). ested or wishing to be heard on this matter should appear at the time and place designated.

The trees identified above have been posted with a notice of public hearing in the field.

AD#9101741 PL 7/29, 8/5/2023

Water, Sewer Rates LEGAL NOTICE TOWN OF RANDOLPH TOWN COUNCIL

The Randolph Town Council will hold a public hearing on Monday, August 21, 2023, at 6:15 p.m. on Council Order 2023-044: ORDERED that the Randolph Town Council hereby votes to eestablish water and sewer rates for the Town of Randolph for Fiscal Year 2024.

The public hearing may be attended in person attended in person au Randolph Town Hall - Chapin Hall, 2nd Floor, 41 South Main Street, Randolph, MA 02368, or remotely by Zoom at or by telephone. Additional details on how to attend the public hearing virtually may be found on the Randolph website calendar, on the day of the meeting.

AD# 9132211 PL 08/05/2023





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#### **Public Notices**

Originally published at patriotledger.com on 08/05/2023

Water, Sewer Rates LEGAL NOTICE TOWN OF RANDOLPH TOWN COUNCIL

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The public hearing may be attended in person at Randolph Town Hall - Chapin Hall, 2nd Floor, 41 South Main Street, Randolph, MA 02368, or remotely by Zoom or by telephone. Additional details on how to attend the public hearing virtually may be found on the Randolph website calendar, on the day of the meeting.

AD# 9132211 PL 08/05/2023

#### RIEMER BRAUNSTEIN

Robert C. Buckley rbuckley@riemerlaw.com (617) 880-3537 direct (617) 692-3537 fax

June 13, 2023

#### VIA HAND DELIVERY

Randolph Town Council 41 South Main Street, 2<sup>nd</sup> Floor Randolph, MA 02368

#### RE: Multiple Parcels on Randolph Road, Randolph, MA

Dear Mr. President and Members of the Town Council:

This office and the undersigned represent Bluewater Property Acquisitions LLC ("Applicant") as it relates to the future development of the properties identified as Randolph Road - Multiple Parcels, Randolph, MA (collectively, the "Property"). The Property consists of approximately 23.4 +/- acres of unimproved land and is situated within the Industrial ("ID") Zoning District. The Applicant is seeking to construct a new building of approximately 120,000 +/- square feet for a warehouse distribution facility with integrated surface parking, site circulation, loading areas, landscaping, retaining walls and stormwater management features (the "Project").

For your consideration, enclosed please find one (1) original and eleven (11) copies of the following materials with a digital copy to be provided separately:

- Application for Special Permit along with Statement in Support of 24 Hour Operation;
- 2. Owner Authorization
- 3. Filing Fee in the amount of \$500.00 made payable to the Town of Randolph;
- Project Site Plans entitled: "Planning Board Submission, Randolph Road, Multiple Parcels" dated May 16, 2023 prepared by DiPrete Engineering (11" x 17"); and
- Traffic Impact Study, dated December 22, 2022, prepared by McMahon Associates, Inc.
- 6. Evaluation of Site Sound Emissions, Proposed Warehouse, dated May 12, 2023, prepared by Ostergaard Acoustical Associates.

Riemer & Braunstein LLP 700 District Avenue - Burlington, MA 01803-5008 June 13, 2023 Page 2

> Architectural Plans and Renderings, dated May 16, 2023, prepared by Ford & Associates (11" x 17").

We would respectfully request that this matter be scheduled for consideration on the agenda for the next Town Council hearing on July 10, 2023

If in the interim, you have any questions, please do not hesitate to contact me.

Very truly your

Robert C. Buckley

RCB:khh Enclosure

cc: Connor Downey, Bluewater Property Group (w/encl.) Alexandra Escamilla, Bluewater Property Group (w/encl.) Gregg Burnett, DiPrete Engineering (w/encl.) Kevin Demers, DiPrete Engineering (w/encl.) Mark Ford, Ford Architects (w/encl.) Kristine H. Hung, Esquire (w/encl.)

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#### RANDOLPH TOWN COUNCIL

**APPLICATION FOR A SPECIAL PERMIT** 



Applicant	Bluewater Pro	Bluewater Property Acquisitions LLC								
Contact person	Alexandra Escamilla									
Applicant Status	O Owner O Tenant		O Licen	nsee ● Buyer O Other						
Address	76 8th Avenue,	76 8th Avenue, 10th Floor, New York, NY 10011								
Phone	312-415-2450		Email	aescamilla@bluewaterpg.com						

\*If property owner is not the Applicant, authorization from the owner is required\*

Surveyor	DiPrete Engineering							
Contact person	Gregg Burnett, Principal							
Address	105 Eastern Avenue, Su	105 Eastern Avenue, Suite 200, Dedham, MA 02026						
Phone	508-410-3992	Email	gburnett@diprete-eng.com					

Engineer	DiPrete Engineering							
Contact person	reg Burnett, Principal							
Address	105 Eastern Avenue, Sui	105 Eastern Avenue, Suite 200, Dedham, MA 02026						
Phone	508-410-3992	Email	gburnett@diprete-eng.com					

Property Owner	ML Real Estate Trust LL	ML Real Estate Trust LLC and Randolph Road Realty, LLC					
Address	11 Randolph Road, Randolph, MA 02368						
Phone		Email	mjl@seaandshorecontrcating.com				

For any application for a Special Permit, the applicant shall submit a narrative and additional documentation to support:

- That the proposed use is in harmony with the general purpose and intent of the Town's ordinances;
- That the proposed use is in an appropriate location and is not detrimental to the neighborhood and does not significantly alter the character of the zoning district;
- Adequate and appropriate facilities will be provided for the proper operation of the proposed use;
- That the proposed use would not be detrimental or offensive to the adjoining zoning districts and neighboring properties due to the effects of lighting, odors, smoke, noise, sewage, refuse materials or other visual nuisances;
- That the proposed use would not cause undue traffic congestion in the immediate area;
- Any specific requirements detailed in the Randolph Zoning Ordinances.

I hereby certify, under the pains and penalties of perjury, that the information contained in this application is true, accurate and complete to the best of my knowledge and belief. I agree to abide by the Randolph Zoning Ordinances and complete construction of the project in accordance with said ordinances, rules and any conditions of the Town Council.

DocuSigned by: richael (oppo

6/9/2023

Applicant Michael W. Coppola

Date

#### ADDENDUM "A"

Property Owner:	<u>Title Reference:</u>	Parcel ID:
ML Real Estate Trust LLC	Certificate of Title #185889 Book 41137, Page 181	17-F-1.01 17-K-2
Randolph Road Realty, LLC	Book 36563, Page 246	17-1-3 17-1-2.192 17-1-4.201 17-H-1.Q 17-H-2.554-5 17-K-1.R 17-J-7.1 17-J-8.225-2 17-L-1.S 17-L-2.695 17-D-5.704-7 34-A-2.713-7 17-J-15.756-7 17-J-14.785 34-A-3.739-7

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#### ADDENDUM "B"

#### STATEMENT IN SUPPORT OF SPECIAL PERMIT FOR 24 HOUR OPERATION MULTIPLE PARCELS ON RANDOLPH ROAD, RANDOLPH, MA

Bluewater Property Acquisitions LLC ("Applicant" or "Bluewater") seeks authorization from the Randolph Town Council for a special permit pursuant to Section 200-46(B)(8) of the Town of Randolph Zoning Bylaw ("Zoning Bylaw") for a 24 hour operation at the property located on multiple parcels on Randolph Road, Randolph, MA ("Property"). The Property is located within the Industrial (ID) zoning district and consists of approximately 23.4 +/- acres of unimproved land, all as more particularly shown on the Site Plans entitled: "Planning Board Submission, Randolph Road, Multiple Parcels located in Randolph, Massachusetts" dated May 16, 2023, prepared by DiPrete Engineering ("Site Plans"). There are no additional overlay districts encumbering the Property. Within the Industrial zoning district, the Property may be used, by right, for the purpose of: *"Wholesale, warehousing, distributing, repair, rental and servicing of any commodity, excluding live animals, explosives and storage of flammable liquids and gases, large."* The Property is bounded by Randolph Road and commercial properties to the north and west, wetland resource areas to the east and the Village at Broad Meadow, a residential development, to the south.

Under the site programming, the Applicant seeks to construct a new building of approximately 120,000 square feet for a warehouse distribution facility with integrated surface parking, site circulation, loading areas, landscaping, retaining walls and stormwater management features with access to the Project site via a two-way site driveway off of Randolph Road with 92 parking spaces located at the front of the building, 16 passenger parking spaces, 16 trailer spaces and 22 loading docks located at the rear of the building. The Project has been designed to minimize potential impacts, to be sensitive to abutters, and to meet the economic development goals of the Town within the Industrial District.

Bluewater Property Group is an experienced industrial developer with a long track record of working with communities on the successful redevelopment of warehouses on industrial-zoned sites. Bluewater relies on the public process to address community questions and concerns and takes a long-term ownership view of all projects. Representatives from Bluewater will be available to answer questions, post information, and field concerns throughout the planning and construction process. Bluewater regularly communicates with Town leadership during construction on planned activities through email updates and often works with administrators to post relevant project information online. Pursuant to the criteria specified in 200-46(A)(1) and (2) and 200-46(b)(8) of the Zoning Bylaw detailing the goals and standards, we would respectfully suggest that the envisioned program fully complies with the prescribed requirements, as follows:

#### • That the proposed use is in harmony with the general purpose and intent of the Town's ordinances:

The proposed Project is consistent with this goal for the following reasons: (i) the proposed use of the facility as a warehouse is permitted, by right, under the provisions of the Zoning Bylaw; and, (ii) the proposal will result in improved fiscal conditions through increased tax revenues and the creation of new permanent full time and part-time positions. The building has been designed to facilitate sustainable initiatives, such as the roof will be solar ready and there will be four (4) electric vehicle charging stations located in the employee parking area. Building specifications include enhanced waste management reporting and procurement directives aimed at reducing greenhouse gas emissions. Bicycle parking is provided for employees seeking transportation alternatives.

#### • That the proposed use is in an appropriate location and is not detrimental to the neighborhood and does not significantly alter the character of the zoning district.

The Site is located within the Industrial zoning district which states that the general purpose as set forth in the 2017 Comprehensive Master Plan is to: "*publicize its vacant and underutilized properties for appropriate desired commercial and industrial development*" The Property is presently unimproved and as such, the proposed use and operations are in an appropriate location and will not be detrimental to the neighborhood nor will it significantly alter the character of the zoning district for the following reasons: (i) access to the site is from Randolph Road and the proposed building is set back 434 feet from North Street, (ii) truck access and loading is located at the rear of the building adjacent to existing commercial uses with the building acting as a natural buffer for noise and is screened from the residential abutters, (iii) 35% of the Property will be disturbed as part of the proposed development, while the remaining 65% will be left as untouched woods and Natural Resource Areas, (iv) the Property is easily accessible to various highway interchanges; (v) the proposed use is compatible with abutting commercial operations; and, (vi) the proposed use will aid in the diversification of commercial operations in the Industrial zoning district.

The program design situates the primary employee parking to the front of the building closest to the residential abutters and is adequately screened from such abutters. Van, tractor trailer spaces and loading docks are located at the rear of the building where a sound wall will be constructed to mitigate potential impacts. This commercial vehicle activity orientation and proposed mitigation allows the building and landscaping to serve as buffers to any sound impacts. Enclosed in this application is a full sound study prepared by Ostgaard Acoustical Consultants.

While no specific tenant has been identified, Bluewater anticipates that the building will be occupied by one or more distribution, warehouse, or storage, users consistent with the Industrial district allowed uses. While these types of warehouses operate 24/7, most of their activity occurs during the daytime hours; nighttime operations are almost exclusively internal to the building generally used to prepare for the next day. Further, shift start and stop times are typically staggered throughout the day and inbound/outbound activities are planned for efficient loading and unloading. And further, that such development will support the Town's economic goals by increasing revenue, creating jobs, and limiting impacts on existing public and educational services.

#### • Adequate and appropriate facilities will be provided for the proper operation of the proposed use.

The proposed stormwater management system will treat both the quality and the quantity of stormwater discharge from the Property, all of which will be designed utilizing best management practices. The stormwater management proposes a sediment forebay, sand filter and detention basin system for a majority of the development runoff. A proprietary practice (Downstream Defender) is proposed for the entrance driveway runoff. These practices will help to remove 90% total suspended solids (TSS) and 60% total phosphorus (TP) as required per the Randolph Stormwater Rules and Regulations. The Project will not place unreasonable demands on Town services and infrastructure. A stormwater permit application has been filed with the Stormwater Authority of the Town.

Prior to construction Bluewater will file a SWPP consistent with soil erosion and sediment control regulations. During the construction period, linear erosion controls consisting of compost socks and/or silt fence will be provided at all downgradient limits of land disturbance. In addition, temporary diversion conveyance measures are proposed to divert stormwater runoff on disturbed areas to temporary sediment traps to allow for deposition of sediments prior to runoff to adjacent resource areas. Stockpile/staging and concrete washout areas will be incorporated as shown on the Soil Erosion & Sediment Control Plan within the site plan set.

The water service will be extended from the existing main on North Street or Randolph Road as coordinated with the Town DPW. Four (4) fire hydrants will be maintained to support the tenant operations. Fire truck access will be provided around all four sides of the building. The south driveway is intended for emergency access only and signage, striping and collapsible bollards will be provided at either end of this driveway to ensure this drive aisle remains clear.

Utilities will be accessed via North Street or Randolph Road as applicable and shown on the Site Plans. The utilities proposed to service the building include electric, gas, water and sewer. We have confirmed that National Grid has availability to service the electrical power needs of the site and Project. Gas is available and will be provided by Eversource. Final connection to the sewer and water utilities are being coordinated with the Town DPW.

• That the proposed use would not be detrimental or offensive to the adjoining zoning districts and neighboring properties due to the effects of lighting, odors, smoke, noise, sewage, refuse materials and other visual nuisances.

The proposed building is set within a natural barrier of protected resource areas and a canyonlike setting reducing visibility to the public. However, building features have been incorporated to add visual interest while reducing the appearance of bulk or mass, such as varied facades and window treatments, differed colors, well varied rooflines and well-proportioned roof overhangs, and other details intended to establish an appropriately scaled design. Renderings have been filed in conjunction with this application.

A proposed Landscape Plan is set forth in the Site Plans which show landscaped islands within the parking area and plantings around the perimeter of the building. Parking lots, loading areas, dumpsters, shall be screened from view from all public rights of way and all adjacent properties by the use of landscape buffers, berms, natural contours, fences or a combination of all of the above. Low brush areas facing abutting residences will be infilled with additional landscaping for further screening. The site programming complies with the landscape requirements of the Town of Randolph Zoning Bylaws and intends to keep as many existing mature trees as possible. The Project proposes leaving approximately 65% of the site untouched, including all Resource Areas and other wooded areas throughout.

A Photometric Plan showing the light intensity in foot-candles is provided in the Site Plans. The lighting has been designed to minimize glare and preclude light spillover to adjacent properties. Impacts have been minimized to surrounding neighbors as well as onsite wetlands and wildlife through the use of dark sky compliant lighting fixtures, using lights that have a color temperature of not more than 3,000 Kelvin, and the use of back shields.

Solid waste will be privately managed and disposed of through the use of on-site trash compactors located within the loading dock area, all of which will be maintained by the property owner or tenant, and trash will be transported off-site by a licensed hauler. During construction, processing and recycling of construction waste will be managed, and the Applicant will contract with a licensed waste hauler having off-site sorting capabilities. All construction debris will be taken off site by the waste hauler, sorted as either recycled debris or waste debris and sent to the proper recycling center or waste facility. As necessary, construction debris will be covered or wetted to minimize airborne dust particles.

During construction, standard pest control measures will be utilized including setting of traps, inspection of incoming materials, ongoing site clean-up and trash control. Bluewater will engage with a pest control service for regular site maintenance during construction and post completion. Additionally, during construction, Bluewater will employ best practices along with State and locally regulated means and methods for excavation, rock removal, and vertical construction. Abutters will be notified of anticipated construction activities, durations, and hours of operation through electronically posted notices. Bluewater will obtain precondition surveys and comply with all State and local-mandated monitoring requirements. Dust control measures including water tank and sprinklers will be employed during construction to prevent the tracking of materials on public roads and to control air quality during construction.

#### • That the proposed use would not cause undue traffic congestion in the immediate area.

Consideration has been given by the Applicant relative to the impact of the Project on the corridor and general area to ensure that the Project will not overburden the existing roadway facilities. This will be achieved as a result of proposed tenancy operations and the associated shift scheduling which will minimize trip activity during traditional commuter periods as the facility intends to operate 24 hours per day.

As discussed above, on-site parking for employees will be located at the southern end of the building closest to the residential abutters. Tractor trailer spaces and associated loading docks will be located along the northern end of the building to screen the sound and visual impacts. Planned site ingress will be via a curb cut located on Randolph Road and will allow for all queuing to be on Randolph Road.

The proposed use and operation of the Premises necessitates the creation of dedicated parking areas to service employees as well as van, shipping office parking, and additional areas dedicated to tractor trailer delivery vehicles. A turnaround has been provided to the rear of the building in order to allow truck traffic to remain to the rear of the building as well as reduce the lane width south of the building for the purpose of emergency access only. Sidewalks are proposed to provide safe and convenient access to the main entrance of the building. Bicycle racks and electric vehicle charging stations will also be provided. A traffic report has been filed in conjunction with this application.

#### Any specific requirements detailed in the Randolph Zoning Ordinances.

The proposed Project is in harmony with the goals of the Master Plan. The proposed project will aid in the diversification of commercial operations in the Industrial zoning district and yield increases in property assessments that will have a positive annual tax generation for the community as a result of limited impacts on municipal services and infrastructure. While Bluewater has not yet secured a tenant(s) for the Project building, Bluewater estimates, based upon its experience with similarly sized buildings in the northeast, that the construction of a warehouse with office uses is projected to generate approximately between 60 and 70 new jobs in the Town of Randolph including warehouse management positions.

The estimated annual tax revenue from the proposed 120,000 square feet of gross floor area representing the proposed building and land, at Project completion, is projected to be approximately \$180,000.00 (rounded) compared to approximately \$28,000 generated by the Property in 2022. This number excludes any projected increase in land value.

In addition, it is anticipated that secondary businesses will provide support services to the proposed operation and while those ancillary benefits cannot be quantified, their impacts could create a positive ripple effect of overall economic well-being.

The Project is expected to result in minimal impacts to Town services, including fire, police, water, school systems and other services, and while there will be some temporary construction impacts as with other projects of this nature, the Project is expected to have negligible

environmental impacts, and positive community benefits in the form of additional revenues generated by the new building proposed for the site. As a result, there are no measurable adverse impacts. When compared to other uses otherwise permitted within the Zoning District, the proposed uses are not expected to result in any adverse environmental and community impacts. The Project is proposed to be constructed in accordance with applicable stormwater, DPW, utility, public safety, wetlands and zoning requirements, and as a result, the Project is not expected to result in the creation of significant adverse impacts to the Town.

3593691.2

June 6, 2023

Randolph Town Council 41 Main Street, 2<sup>nd</sup> Floor Randolph, MA 02368

#### RE: Special Permit Application for 24 Hour Operation Multiple Parcels on Randolph Road, Randolph, MA

Dear Mr. President and Members of Town Council:

I hereby grant Bluewater Property Acquisitions LLC having an address at 76 8<sup>th</sup> Avenue, 10<sup>th</sup> Floor, New York, NY 10011, authorization to file a Special Permit Application with the Randolph Town Council for 24 hour operation for a proposed development on multiple parcels on Randolph Road, Randolph, MA owned by ML Real Estate Trust LLC and Randolph Road Realty, LLC.

Thank you and please contact me if you have any questions at the address below:

ML Real Estate Trust and Randolph Road Realty, LLC 11 Randolph Road Randolph, MA 02368 Email: mjl@seaandshorecontracting.com

Sincerely,

-DocuSigned by: Michael J Lally -53F2BAD8111544F... Michael J. Lally

3629796.1



## **Traffic Impact Study**

## **Proposed Industrial Facility**

### 11 Randolph Road Randolph, Massachusetts

Prepared by McMahon Associates, Inc. 350 Myles Standish Boulevard Ste 103 Taunton, MA Prepared for Bluewater Property Group December 2022

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#### INTRODUCTION

McMahon Associates has completed a review of the existing traffic operations and potential traffic impacts associated with the proposed industrial facility (herein referred to as the "Project") to be located at 11 Randolph Road, in the Town of Randolph, Massachusetts. The purpose of this traffic impact study is to evaluate existing and projected traffic operations and safety conditions associated with the Project within the study area.

The assessment documented in this traffic impact study is based on a review of existing traffic volumes and the anticipated traffic generating characteristics of the Project. The study examines existing and projected traffic operations (both with and without the Project) in the vicinity of the Project site. The study area was selected based on a review of the surrounding roadway network and estimated trip generating characteristics of the proposed Project. This study provides an analysis of traffic operations during the weekday morning and weekday afternoon peak hours, when the combination of adjacent roadway volumes and Project trips would be expected to be the greatest.

#### **Project Description**

The Project site, depicted in Figure 1, is bounded by Randolph Road and commercial properties to the north, undeveloped land to the east and south, and an existing warehouse to the west. The site is currently undeveloped.

As shown in the proposed Concept Plan prepared by DiPrete Engineering dated August 4, 2022, the Project would include the construction of a 120,000 square foot (sf) industrial building. The proposed site would provide approximately 98 parking spaces and 37 loading spaces. Access to the Project site would be provided via a full-access site driveway on the south side of Randolph Road, approximately 600 feet east of the intersection of North Street at Oak Street/Randolph Road.





Figure 1 Site Location Man Proposed Industrial Facili Randolph, Massachusetts

#### Study Methodology

This traffic impact study evaluates existing and projected traffic operations within the study area for the weekday morning and weekday afternoon peak hour traffic conditions when the combination of the adjacent roadway volumes and estimated Project trips would be expected to be the greatest.

The study was conducted in three steps. The first step consisted of an inventory of existing traffic conditions within the Project study area. As part of this inventory, traffic data was collected during the weekday morning and weekday afternoon peak periods. A field visit was conducted to document intersection and roadway geometries, posted speed limits, and available sight distance at the site driveway. Crash data for the study area intersections was obtained from the Massachusetts Department of Transportation (MassDOT) to determine if the study area has existing traffic safety deficiencies.

The second step of the study built upon the data collected in the first step to establish the basis for evaluating potential transportation impacts associated with the projected future conditions. During this second step, the projected traffic demands associated with planned future developments that could influence traffic volumes at the study area intersections were assessed. The 2022 Existing traffic volumes were forecasted to the future year 2029 to evaluate the 2029 No Build (without Project) conditions and the 2029 Build (with Project) conditions, consistent with MassDOT traffic study guidelines.

The third step of this study determined if measures were necessary to improve future traffic operations, minimize potential traffic impacts, and provide efficient access to the Project site.

#### **Study Area Intersections**

Based on a review of the anticipated traffic generating characteristics of the Project and a review of the adjacent roadways serving the Project site, the following study area intersections were selected for analysis:

- North Street at Oak Street/Randolph Road (unsignalized)
- Randolph Road at Site Driveway (unsignalized)

The traffic impact study presented in this report documents existing and future traffic conditions for the study area intersections noted above.

#### **EXISTING CONDITIONS**

An assessment of the potential traffic impacts associated with the Project requires a comprehensive understanding of the existing traffic conditions within the study area. The existing conditions assessment included in this study consists of an inventory of intersection and roadway geometries, an inventory of traffic control devices, the collection of traffic volume data in the study area, and a review of recent crash data. The existing conditions in the vicinity of the Project site are summarized below.

#### **Roadway Network**

To assess the existing conditions of the surrounding roadway network, an inventory of the study area intersections and roadway geometries, and existing traffic control was conducted on Tuesday, September 27, 2022. A summary of the existing roadway conditions within the study area is provided below.

#### North Street

North Street is classified as an urban minor arterial under the Town of Randolph jurisdiction. North Street provides access to residential, industrial, and commercial land extending in the north-south direction from its intersection with South Main Street (Crawford Square) in the south, to the Braintree Town Line in the north, where the road continues as Pond Street. The posted speed limit on North Street in the vicinity of the Project site is 30 miles per hour (mph). North Street includes one 14-foot-wide travel lane in each direction, with shoulders measuring eight-feet in width on both sides of the roadway. A sidewalk measuring six-feet in width is provided along the west side of North Street. There is also a sidewalk provided on the east side of North Street, just north of Randolph Road, to provide access to the Massachusetts Bay Transportation Authority (MBTA) Bus Route 238 (Holbrook/Randolph) stop. A crosswalk marked with a Rapid Rectangular Flashing Beacon (RRFB) is provided across North Street, approximately 100 feet north of the intersection with Oak Street/Randolph Road, connecting the inbound/outbound MBTA bus stops located on either side of the street.

#### Randolph Road

Randolph Road is a dead-end street that runs in the east-west direction extending approximately 1,000 feet east from its intersection with North Street. Randolph Road is classified as a local roadway under private jurisdiction, providing access to commercial and industrial land uses. Randolph Road is a two-way roadway measuring 30-feet in width with no pavement markings. At the intersection of North Street at Oak Street/Randolph Road, the Randolph Road approach is under stop control. There is no posted speed limit on Randolph Road, therefore it is considered to fall under the Townwide statutory speed limit of 25 mph.

#### Oak Street

Oak Street is classified as an urban collector under the Town of Randolph jurisdiction and runs in an east-west direction from its intersection with North Main Street (Route 28) in the west to its intersection with North Street in the east. Oak Street provides access to residential properties, providing one 12-foot wide travel lane and a 3-foot wide shoulder in each direction. There is a posted speed limit of 30 mph on Oak Street. Oak Street is under stop control at the unsignalized intersection of North Street at Oak Street/Randolph Road, and there is a crosswalk spanning the Oak Street approach

#### **Public Transportation**

The MBTA provides service to the study area via the Bus Route 238 (Holbrook/Randolph). There are two MBTA bus stops located within a five-minute walk of the Project site, with the closet stop being located just north of the study area intersection of North Street at Oak Street/Randolph Road. The Holbrook/Randolph bus line provides connections to the MBTA Red Line and Commuter Rail (Greenbush, Kingston, and Middleborough/Lakeville lines) via Quincy Center.

#### 2022 Existing Traffic Volumes

#### Turning Movement Count Data

To assess peak hour traffic conditions, manual turning movement counts (TMCs) were conducted at the study area intersection of North Street at Oak Street/Randolph Road during the weekday morning and weekday afternoon peak periods. Counts were conducted on Tuesday, September 13, 2022, during the weekday morning (7:00 AM to 9:00 AM) and weekday afternoon (4:00 PM to 6:00 PM) peak periods. Based on a review of the traffic data, the weekday morning peak hour for the study area intersection occurs between 8:00 AM and 9:00 AM, and the weekday afternoon peak hour occurs between 5:00 PM and 6:00 PM. The results of the turning movement counts are tabulated by 15-minute periods and are provided in Appendix A of this report.

#### Seasonal Variation

To account for seasonal variation in traffic volumes, the MassDOT 2019 Weekday Seasonal Adjustment Factors were reviewed. Based on the data, traffic volumes collected during the month of September on urban minor arterial and local roadways are greater than traffic volumes for an average month. To present a conservative analysis, the September traffic volumes were not seasonally adjusted downward to reflect and average month. The MassDOT seasonal adjustment data is provided in Appendix B of this report.

#### Automatic Traffic Recorder Data

Automatic Traffic Recorder (ATR) data was collected on Randolph Road, just to the east of North Street. The ATR count was conducted for a 48-hour period from Tuesday, September 13, 2022 through Wednesday, September 14, 2022. The ATR data collected on Randolph Road is summarized in Table 1 below and included in Appendix A.

Table 1: ATR Summary				
Roadway	Direction	ADT <sup>1</sup>	HV% <sup>2</sup>	Vehicle Speeds <sup>3</sup>
Randolph Road	Eastbound	140	10.2%	18
	<u>Westbound</u>	<u>140</u>	<u>8.6%</u>	18
	Total	280	9.4%	

1 Average daily traffic volume in vehicles per day (vpd) based on Wedensday, September 14, 2022 data.

2 Percentage of heavy vehicles

3 Based on measured 85th percentile speeds
Based on the results of the ATR count, Randolph Road is shown to carry an average daily traffic (ADT) volume of approximately 280 vehicles per day. Approximately 9.4% of the daily traffic included heavy vehicle traffic. Measured 85<sup>th</sup> percentile operating speeds on Randolph Road were 18 mph. The resulting peak hour traffic volumes for the 2022 Existing conditions are depicted in Figures 2 and 3 for the weekday morning and weekday afternoon peak hours, respectively.











# **Crash Summary**

Crash data for the study area intersections was obtained from MassDOT for the most recent five-year period available. This includes complete yearly crash summaries from 2015 through 2019. A summary of the crash data is provided in Appendix C.

The crash rates at the study intersections were calculated to determine whether the crash frequencies at the study area intersections were unusually high given the travel demand. The intersection crash rate is expressed in crashes per million entering vehicles (MEV). The crash rate for each intersection was then compared to the average rate for signalized and unsignalized intersections statewide and within MassDOT District 6. For unsignalized intersections, the statewide and MassDOT District 6 average crash rate is 0.57 and 0.52 crashes per MEV respectively.

## North Street at Oak Street/Randolph Road

The unsignalized intersection of North Street at Oak Street/Randolph Road experienced a total of 17 reported crashes over the five-year period analyzed. The resulting crash rate of approximately 0.48 crashes per MEV is below the statewide and District 6 averages. A total of 10 crashes were angle collisions, three were rear-end collisions, three were sideswipe collisions, and one was a head-on collision. Of the 17 reported crashes, eight crashes resulted in personal injury (complaints of pain) and the remaining nine crashes resulted in property damage only.

## Randolph Road at Project Site Driveway

During the five-year period analyzed, there were no reported crashes on Randolph Road in the vicinity of the existing site driveway.

## **FUTURE CONDITIONS**

To determine future traffic demands on the study area roadways and intersections, the 2022 Existing traffic volumes were projected to the future-year 2029, by which time the proposed Project would be anticipated to be built and occupied. Traffic volumes on the study area roadways in 2029 are considered to include all existing traffic, as well as new traffic resulting from general growth in the study area and from other planned development projects, independent of the proposed Project. The potential background traffic growth, unrelated to the proposed Project, was considered in the development of the 2029 No Build (without Project) peak hour traffic volumes. The estimated traffic increases associated with the proposed Project were then added to the 2029 No Build volumes to reflect the 2029 Build (with Project) traffic conditions. A detailed description of the development of the 2029 Build traffic volume networks is presented below.

## Future Roadway Improvements

Based on coordination with the Town of Randolph, there are no planned roadway improvement projects in the vicinity of the Project site that would be anticipated to impact future traffic volumes or patterns.

# **Background Traffic Growth**

Traffic growth is primarily a function of changes in motor vehicle use and expected land development within the area. To establish the rate at which traffic on the study area roadways can be anticipated to grow during the seven-year forecast period (2022 to 2029), both site-specific traffic growth and planned area developments and were reviewed.

## Historic Traffic Growth

Background traffic growth accounts for changes in traffic volumes associated with general changes in population and other developments that are not known at this time. An annual background traffic growth rate of 0.5% per year, compounded annually, was established for the study area in conjunction with the Central Transportation Planning Staff (CTPS) to grow the 2022 traffic volumes to future year 2029.

## Site-Specific Growth

Based on coordination with the Town of Randolph Planning Department, no planned developments were identified which would be anticipated to impact traffic volumes within the study area. Developments which may be constructed during the forecast period but that are unknown at this time are considered to be captured in the 0.5% per year historic background growth described above.

# 2029 No Build Traffic Volumes

The 2022 Existing peak hour traffic volumes were grown by 0.5% per year (compounded annually) over the seven-year study horizon (2022 to 2029) to establish the 2029 base future traffic volumes. The resulting 2029 No Build peak hour traffic volumes are illustrated in Figures 4 and 5 for the weekday morning and weekday afternoon peak hours, respectively. The 2029 No Build traffic volumes are also documented in the traffic projection model presented in Appendix D of this report.





J:\Analysis\Bluewater Property Group\Randolph Warehouse\Traffic\Graphics\Randolph Warehouse Volume Schematics.dwg 10/21/22

2029 No Build Weekday Morning Peak Hour Traffic Volumes **Proposed Industrial Facility** Randolph, Massachuset



# Site-Generated Traffic

To estimate the number of vehicle trips associated with the project, the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual*, *11<sup>th</sup> Edition*, was referenced. This publication provides traffic generation information for various Land Use Codes (LUCs) compiled from studies conducted by members nationwide. The trip generation estimates for the proposed 120,000 sf industrial facility were developed based on data presented in the Trip Generation Manual for LUC 150 (Warehousing). This reference establishes vehicle trip rates (in this case expressed in trips per square foot) based on actual traffic counts conducted at similar types of existing land uses. The vehicle trips projected to be generated by the development were split into passenger vehicles and trucks based on the heavy vehicle trip generation provided for LUC 150. A summary of the peak hour trip generation estimates for the Project are summarized in Table 2 below.

Table 2. Venicular Trip Generation										
		Weekday AM			Weekday PM			Weekday Daily		
Description	Size	In	Out	Total	In	Out	Total	In	Out	Total
Proposed Warehouse Trips <sup>1</sup>	120,000 s.f.	29	9	38	11	29	40	114	114	228
Passenger Vehicles		28	8	36	9	27	36	78	78	156
Trucks <sup>2</sup>		1	1	2	2	2	4	36	36	72

## **Table 2: Vehicular Trip Generation**

1 ITE Land Use Code 150 (Warehousing), based on 120,000 square feet.

2 ITE Land Use Code 150 (Warehousing) truck generation based on 120,000 square feet.

As shown in Table 2, the proposed Project is estimated to result in approximately 38 new vehicle trips (29 entering vehicles and 9 exiting vehicles) during the weekday morning peak hour, approximately five percent of which are anticipated to be heavy vehicles, and approximately 40 new vehicle trips (11 entering vehicles and 29 exiting vehicles) during the weekday afternoon peak hour, approximately ten percent of which are anticipated to be heavy vehicles. During a typical weekday, the proposed Project is estimated to generate approximately 228 new vehicle trips (114 entering vehicles and 114 exiting vehicles), approximately 32 percent of which are anticipated to be heavy vehicle trips (28 new vehicle trips (214 entering vehicles) and 114 exiting vehicles), approximately 32 percent of which are anticipated to be heavy vehicle trips (28 new vehicle trips (28 new vehicle trips (214 entering vehicles) and 114 exiting vehicles), approximately 32 percent of which are anticipated to be heavy vehicles. As shown in Table 2, a majority of the truck trips to the site would be anticipated to occur outside of the peak hours.

## **Project Trip Distribution and Assignment**

The traffic projected to be generated by the Project was distributed onto the study area roadways and intersections based existing travel patterns of the adjacent roadways, available Journey-to-Work data for the Town of Randolph for employees at the site, and logical travel routes for warehouse deliveries which is presented in the Appendix E. The resulting arrival and departure patterns are presented in Figure 6 and are documented in the traffic projection model located in Appendix D.

The Project-related traffic was then assigned to the surrounding roadway network based on the Project trip distribution patterns presented in Figure 6. The resulting distributed new Project trips are shown in Figures 7 and 8 for the weekday morning and weekday afternoon peak hours, respectively.

# 2029 Build Traffic Volumes

To establish the 2029 Build peak hour traffic volumes, the distributed Project trips were added to the 2029 No Build peak hour traffic volumes. The resulting 2029 Build weekday morning and weekday afternoon peak hour traffic volumes are presented in Figure 9 and 10, respectively, and are documented in the traffic projection model presented in Appendix D of this report.

Section E, Item2.





Figure 6 Direction of Arrivals and Departures Proposed Industrial Facility Randolph, Massachuset









## TRAFFIC OPERATIONS ANALYSIS

In previous sections of this report, the quantity of traffic at the study area intersections has been discussed. This section describes the overall quality of the traffic flow at the study area intersections during the weekday morning and weekday afternoon peak hours. As a basis for this assessment, intersection capacity analysis was conducted using the Synchro capacity analysis software at the study area intersections under the 2022 Existing, 2029 No Build, and 2029 Build peak hour traffic conditions. The analysis is based on capacity analysis methodologies and procedures contained in the *Highway Capacity Manual*, 6<sup>th</sup> Edition (HCM), which is summarized in Appendix F. A discussion of the evaluation criteria and a summary of the results of the capacity analyses are presented below.

## Level-of-Service Criteria

Average total vehicle delay is reported as level-of-service (LOS) on a scale of A to F. LOS A represents delays of 10 seconds or less and LOS F represents delays in excess of 50 seconds and 80 seconds for unsignalized and signalized movements, respectively. A more detailed description of the LOS criteria is provided in Appendix F.

#### **Field Calibration**

To confirm that the existing field conditions are consistent with the Synchro capacity analysis software, a field delay study and gap acceptance study was conducted at the intersection of North Street at Oak Street/Randolph Road on Tuesday, September 27, 2022 during the weekday afternoon peak hour (5:00 PM to 6:00 PM).

#### **Delay Study**

The delay study included measuring the number of vehicles at the stop controlled eastbound approach on Oak Street at the intersection of North Street at Oak Street/Randolph Road every 15 seconds.

During the weekday afternoon peak hour, the average delay per vehicle on Oak Street was calculated to be approximately 72.5 seconds. The delay study data is provided in Appendix G.

## Gap Acceptance Study

The gap acceptance study was conducted to measure the shortest gaps that drivers turning onto North Street from both Oak Street and Randolph Road are willing to accept. These gaps were compared to the default values used in the HCM. During the study period, vehicles turning onto North Street from Oak Street were shown to accept gaps as small as 4.7 seconds, and vehicles turning onto North Street from Randolph Road were shown to accept gaps as small as 6.3 seconds.

To better estimate vehicle operations at the intersection of North Street at Oak Street/Randolph Road, the Synchro capacity analysis at this intersection was calibrated with a critical gap of 4.7 seconds for eastbound vehicles on Oak Street and 6.3 seconds for westbound vehicles on Randolph Road. The gap acceptance field study results are provided in Appendix H.

The calibrated capacity analysis results using the critical gaps are consistent with the measured field delay at the unsignalized intersection of North Street at Oak Street/Randolph Road.

# **Capacity Analysis Results**

Intersection capacity analyses was conducted using Synchro capacity analysis software for the study area intersections to evaluate the 2022 Existing, 2029 No Build, and 2029 Build traffic conditions during the weekday morning and weekday afternoon peak hours. As mentioned previously, the peak hour traffic volumes utilized as part of this analysis are provided in the traffic projection model, attached in Appendix D of this report.

The detailed Synchro capacity analysis worksheets for the 2022 Existing, 2029 No Build, and 2029 Build traffic conditions are presented in Appendix I, Appendix J, and Appendix K, respectively. The capacity analysis results for the unsignalized study area intersections are presented in Table 3 for the weekday morning and weekday afternoon peak hour. The results of the specific capacity analysis at the study area intersections are discussed below. A detailed summary of the capacity analysis results is provided in Appendix L.

					2022 Existing			2029 No Build			2029 Build				
			Peak				95th%				95th%				95th%
Intersection	Mover	nent	Period	LOS <sup>1</sup>	Delay <sup>2</sup>	V/C <sup>3</sup>	Queue <sup>4</sup>	LOS	Delay	V/C	Queue	LOS	Delay	V/C	Queue
Oak Street/Randolph Ro	bad EB	LTR	AM	F	96.7	0.99	240	F	126.2	1.08	280	F	156.8	1.17	315
at North Street			PM	F	77.6	0.90	188	F	100.5	0.98	220	F	129.1	1.07	250
	WB	LTR	AM	Α	0.0	0.00	0	Α	0.0	0.00	0	Е	37.4	0.08	8
			PM	С	20.7	0.05	5	С	21.8	0.05	5	Е	43.6	0.34	35
	NB	LTR	AM	Α	0.2	0.02	3	А	0.2	0.02	3	Α	0.2	0.02	3
			PM	Α	0.3	0.03	3	А	0.3	0.03	3	Α	0.3	0.03	3
	SB	LTR	AM	А	0.0	0.00	0	А	0.0	0.00	0	А	0.1	0.01	0
			PM	А	0.1	0.01	0	А	0.1	0.01	0	А	0.1	0.01	0
Site Driveway	NB	LR	AM	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	А	8.6	0.01	0
at Randolph Road			PM	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	А	8.7	0.03	3

Table 3:	Unsignalized	Capacity	Analysis	s Results
able J.	Unsignanzeu	capacity	y Analysis	o nesuns

1 Level-of-Service

2 Average vehicle delay in seconds

3 Volume-to-capacity ratio

4 95th percentile queue in feet

n/a Not applicable

The Oak Street eastbound approach operating at LOS F is an existing condition, and the Project is not anticipated to add any traffic to the critical eastbound left-turn movement. The projected increase of the Oak Street eastbound approach volume from 222 vehicles in the 2029 No Build condition to 225 vehicles in the 2029 Build condition during weekday morning peak hour represents a 1.3% percent increase as a result of the Project. Similarly, the projected increase of the Oak Street eastbound approach volume from 195 vehicles in the 2029 No Build condition to 196 vehicles in the 2029 Build condition during weekday afternoon peak hour represents a 0.5% percent as a result of the Project.

The Randolph Road westbound approach, which serves vehicles exiting the proposed site, is shown to operate with a volume-to-capacity ratio of 0.34 or better under 2029 Build conditions, which indicates the critical movement is anticipated to operate under capacity.

The Site Driveway on Randolph Road is anticipated to operate at LOS A during both peak hours analyzed under the 2029 Build conditions.

## Site Access and Circulation

Access to the Project site would be provided via a full-access site driveway on Randolph Road approximately 600 feet east of the intersection of North Street at Oak Street/Randolph Road. A total of 98 passenger vehicle parking spaces are proposed to be located on the southwest site of the site, and 37 truck loading docks would be provided on the northeast side of the site. Two-way circulation would be provided throughout the site

## Sight Distance

A field review of the available sight distance was conducted at the proposed site driveway location on Randolph Road and at the westbound Randolph Road approach to the intersection of North Street at Oak Street/Randolph Road. The American Association of State Highway and Transportation Officials (AASHTO) publication, *A Policy on Geometric Design, 2018 Edition*, defines minimum and recommended sight distances at intersections.

The minimum sight distance is based on the required stopping sight distance (SSD) for vehicles traveling along the main road. The recommended sight distance allows vehicles to enter the main street traffic flow without requiring the mainline traffic to slow to less than 70% of their speed and is referred to as intersection sight distance (ISD). According to AASHTO, "If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient time to anticipate and avoid collisions."

A speed study was conducted on North Street on Tuesday, September 27, 2022 from 3:15 PM to 3:45 PM to assess vehicle speeds along North Street adjacent to the Project site. Vehicle speeds collected indicate that the 85<sup>th</sup> percentile speeds on North Street are 41 mph in the northbound direction and 37 mph in the southbound direction. The posted speed limit on this portion of North Street is 30 mph. Speed data collected by the ATR on Randolph Road indicates that the 85<sup>th</sup> percentile speeds are 18 mph in both the eastbound and westbound directions, which is lower than the 25 mph speed limit. The speed data is provided in Appendix M.

Table 4 summarizes the sight distance at the proposed site driveway and the westbound Randolph Road approach to the intersection of North Street at Oak Street/Randolph Road. To present a conservative approach, the 25-mph speed limit on Randolph Road was applied as the measured 85<sup>th</sup> percentile speeds were lower, and the operating speeds were used along North Street since the speeds were higher than the posted speed limit.

Table 4: Sight Distance Requirements									
		Speed 85th % SSD <sup>1</sup>		ISD <sup>2</sup>	Sight				
		Limit	Speed	Required	Recommended	Distance			
Intersection	Looking	(mph)	(mph)	(ft)	(ft)	Measured (ft)			
Randolph Road at	Left (South)	30	41	315	395	>600			
North Street	Right (North)	30	37	270	410	490			
Site Driveway at Randolph Road <sup>(3)</sup>	Left (West)	25	18	155	240	600			

# .

1 Stopping sight distance (see AASHTO equations 3-2 and 3-3) for the 85th percentile speed.

2 Intersection sight distance (see AASHTO equations 9-1 and 9-2) for the 85th percentile speed.

3 Sight distance is based on the 25 mph speed limit (since speed limit is higher than 85th percentile speed) and extends to adjacent intersection.

As shown in Table 4, the available sight distances for vehicles on Randolph Road at the North Street at Oak Street/Randolph Road intersection exceed the minimum SSD requirements and ISD recommendations for the 85<sup>th</sup> percentile speeds on North Street. Similarly, looking left from the proposed site driveway on Randolph Road, there is a clear line of sight to the intersection with North Street, which exceeds the required SSD and recommended ISD. Overall, based on this review, the location of the Project site driveways would allow for safe and efficient access to and from the site.

# CONCLUSION

The proposed Project, located at 11 Randolph Road in Randolph, Massachusetts, includes the construction of a 120,000 sf industrial facility with approximately 98 parking spaces and 37 loading spaces. Site access and egress would be provided via a full access site driveway on Randolph Road, approximately 600 feet east of North Street.

Based on data published by ITE, the proposed Project is estimated to result in approximately 38 new vehicle trips (29 entering vehicles and 9 exiting vehicles) during the weekday morning peak hour and approximately 40 new vehicle trips (11 entering vehicles and 29 exiting vehicles) during the weekday afternoon peak hour. The proposed Project would result in a total of approximately 228 vehicle trips (114 entering and 114 exiting) during the weekday with a majority of the truck trips to the site anticipated to occur outside of the peak hours.

The AASHTO minimum stopping sight distance and recommended intersection sight distance are exceeded at the Randolph Road approach to the intersection of North Street at Oak Street/Randolph and the proposed site driveway approach at Randolph Road. Based on the review of available sight distances, the proposed Project allows for safe and efficient access to and from the Project site.

The Oak Street eastbound approach operates at LOS F under existing conditions, and the Project is not anticipated to add any traffic to the critical left-turn movement. The projected increase of the Oak Street eastbound volume from 222 vehicles in the 2029 No Build condition to 225 vehicles in the 2029 Build condition during weekday morning peak hour represents only an 1.3% percent increase in approach volumes. Similarly, the projected increase of Oak Street eastbound volume from 195 vehicles in the 2029 No Build condition to 196 vehicles in the 2029 Build condition during weekday afternoon peak hour represents only an 0.5% percent increase in approach volumes.

The Randolph Road westbound approach, which serves vehicles exiting the proposed site, is shown to operate with a volume-to-capacity ratio of 0.34 or better under 2029 Build conditions, which indicates the critical movement is anticipated to operate under capacity. Overall, the Project would have limited impacts to the unsignalized intersection of North Street at Oak Street/Randolph Road within the study area during the weekday morning and weekday afternoon peak hours.

Based on the evaluation documented within this traffic impact study, the proposed industrial facility is not shown to have a significant impact on the overall traffic operations or safety of the study area roadways and intersections.

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# O STERGAARD A C O U S T I C A L A S S O C I A T E S

# **EVALUATION OF SITE SOUND EMISSIONS**

PROPOSED WAREHOUSE Randolph, MA

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# **INTRODUCTION**

Ostergaard Acoustical Associates (OAA) was asked to assist with evaluation of potential sound emissions from a speculative warehouse to be located on multiple parcels off of Randolph Road in the Town of Randolph, Norfolk County, Massachusetts. The site is currently undeveloped and will be developed to accommodate a 24-hour operation warehouse building. The vicinity of the site is mixed-use in nature, commercial uses and undeveloped land are to the north and east, respectively, and residential receptors are to the south and west. This report addresses the onsite noise radiated off-site to nearby potentially noise-sensitive receptors.

The purpose of this sound study is to analyze future site sound emissions for comparison with applicable State and local noise code limits and to evaluate compatibility of the proposed use with the surroundings. Such ordinances regulate site sound relative to existing ambient sound levels in order to minimize the potential acoustical impact of new noise sources. The site will contribute steady sound from rooftop HVAC equipment. The site will also produce intermittent sound from truck and car<sup>1</sup> movements.

Since future tenants are not known, the extent of heavy trucking activity was conservatively estimated, assuming the potential for nighttime activity. Traditional use of such buildings will primarily see activity during daytime hours; nighttime activity, if any, is expected to be lower in quantity and sporadic. Nevertheless, potential nighttime operations are of most interest since residential receptors are potentially more sensitive during this period.

Work by OAA was overseen by Benjamin C. Mueller, P.E., with assistance from OAA Staff. The representative at Bluewater Property Group coordinating the project is Alexandra Escamilla.

# SITE AND VICINITY

Figure 1 is an aerial image obtained from Google Earth outlining the site in red. Figure 1 also shows ambient survey locations, which are discussed in a subsequent section.

<sup>&</sup>lt;sup>1</sup> Note that throughout this report, the term "car" collectively refers to personal passenger vehicles including automobiles, vans, pick-ups, or SUVs. The term "truck" refers to heavy trucks such as over-the-road or line-haul trucks.



The site is located southwest of the Richardi Reservoir, at the terminus of Randolph Road in the Town of Randolph, Norfolk County, Massachusetts. The developed portion of the site is along Randolph Road and comprises a gym and construction equipment storage. The surrounding area is mixed-use in nature. The site and properties north and east of the site are in the Industrial District. Specifically, to the north is a large self-storage facility; wooded land and an extension of the reservoir abut the site to the east. An active adult condo community is immediately south of the project in the Residential Multi-Family 55+ District. Further south, beyond the condo community, are more industrial uses including a large Stacy's Pita Chip manufacturing facility, which utilizes heavy trucks. Lastly, single-family residences front on North Street to the west in the Residential Single-Family High-Density District. Nearby residences to the south and west are of most concern acoustically given their potential noise sensitivity and proximity to the site.

Plans call for the developed areas of the site to remain; deeper into the site will accommodate the construction of an approximately 120,000 ft<sup>2</sup> building to be located in the western portion of the irregularly shaped parcel. Access will be provided via Randolph Road for all vehicles, and the onsite driveway will circle the building. The road on the eastern side of the building is for emergency access use only. Heavy truck docks are located along the northeast façade of the building, with ancillary trailer parking areas provided outboard of the docks. Personnel vehicles have dedicated parking areas along the southwest side of the building. The site layout is acoustically beneficial as the truck yard is located away from residences and shielded by the building.

Specific traffic counts depend on the end user tenant. While the extent of onsite traffic and the hours of operation are unknown, the sound study has followed the same conservative assumptions made in the traffic study. A review of the traffic study and discussion with the traffic engineer indicates that 72 truck trips are expected daily at this site. This equates to 36 trucks daily, or about 1.5 trucks per hour if they were equally distributed. Professional experience, and information from the Institute of Transportation Engineers (ITE), indicates that while typical warehouses operate 24/7, the majority of their activity occurs during the daytime hours; nighttime operations are generally used to prepare for the next day. The ITE trip generation manual shows that for Land Use Code 150: Warehouse, approximately 87% of all truck traffic occurs during the daytime hours. For this site, this means around 5 trucks are expected across the nighttime hours. While low in volume, the focus of this study is to analyze this potential nighttime activity as this is generally when residential receptors are most sensitive.



Evaluation of Site Sound Emi Proposed Warehouse, Randolph, MA 12 May 2023 Page 3



Figure 1 — Google Earth image showing the proposed warehouse site and vicinity in Randolph, MA. The site property line is approximated in red.



# **REGULATIONS/GOALS**

When developing a site of this type, it is appropriate to consider how sound from the facility will likely be received, especially by potentially noise-sensitive receptors. Sound produced by a typical warehouse is characterized by car and truck parking lot activity, such as idling and vehicle movement, as well as steady HVAC equipment. The noise from these sources was evaluated and compared to applicable noise code limits as well as acoustical goals based on professional experience. As a general practice, when motor vehicles are onsite, they are considered part of a site's sound emissions; when vehicles are on public roads, they are not.

State, county, and local noise codes were reviewed. The State of Massachusetts code, Division of Air Quality Control Policy 90-001, requires sound emissions to not exceed background ambient sound levels at the nearest residence by 10 dB(A). The background sound level is defined as the level present 90% of the time during a measurement period when equipment is in operation. In addition, sound from the site is not to produce a "pure tone" condition where once octave band sound pressure level exceeds adjacent bands by 3 dB or more. The Town of Randolph's noise ordinance is found in Chapter 141 *Unreasonable Noise*. This ordinance prohibits the creation of unreasonable noise, which is defined as noise in excess of 50 dB(A) during the nighttime hours from 2300 and 0700 hours and 70 dB(A) during the complementary daytime hours. In the absence of an applicable noise level standard, unreasonable noise is also defined as "any noise plainly audible at a distance of three hundred (300) feet or, in the case of loud amplification devices or similar equipment, noise plainly audible at a distance of one hundred (100) feet from its source by a person of normal hearing". Lastly, there are no Norfolk County noise codes that could be found.

A discussion of relevant codes is warranted. The Randolph noise ordinance provides fixed noise limits. OAA agrees with the nighttime noise limit of 50 dB(A) as being appropriate for protecting residential receptors. Of note is that New Jersey also uses 50 dB(A) for their nighttime noise limit; similarly, Connecticut uses 51 dB(A) for their nighttime code limit. When 50 dB(A) occurs at a residential window, an open window will provide 10 dB of attenuation and result in a bedroom sound level of 40 dB(A); a closed window provides even more attenuation. Having intermittent maximum bedroom sound levels below 40 dB(A) minimizes disruption of sleep according to studies by the World Health Organization. Chapter 141 does not clearly indicate where the code limit should be applied, nor does it provide any adjustments for type of receiver. Some interpretation is therefore necessary. OAA generally selects the façade of dwellings to evaluate nighttime sound emissions and an area of outdoor repose (such as a deck, patio, pool, or other similar area) where an affected party would exist to evaluate daytime sound emissions.

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Lastly, while the local code discusses audibility, OAA recommends relying on tangible metrics, such as the 50 dB(A) nighttime limit, to provide a clear and scientifically backed direction for noise evaluation and enforcement.

The Massachusetts noise code takes the approach to compare new sound to existing, which is appropriate for minimizing the acoustical impact of new noise sources. The local nighttime noise code limit of 50 dB(A) would essentially assume a background sound level of 40 dB(A), which is typical for a rural suburb area. The State code is traditionally applied to stationary noise sources. The code language unfortunately does not specify a measurement period or provide details on how to address the inherent variability of ambient sound; background sound levels are themselves dynamic and constantly changing in the area. The State code is more complicated to evaluate and enforce given this variability. While there is little question that the State noise code regulates stationary noise sources, it is less clear on whether it includes mobile noise sources; motor vehicles can travel off-site and produce variable sound themselves.

OAA finds in practice that receptors are more tolerant of short duration excursions than a steady sound of the same magnitude. In other words, the public would be less tolerant of a steady sound that was 10 dB higher than existing sound levels than for an occasional intermittent one. OAA agrees with allowing intermittent site sounds to approach 10 dB higher than existing sounds in the area provided they are in line with other maximum sound levels that might occur. Steady HVAC sound on the other hand, should generally be well below applicable maximum code limits and more aligned with existing ambient background sound levels in the area to minimize the potential for any acoustical impact.

Given all of this, OAA finds the Randolph nighttime code limit of 50 dB(A) appropriate to protect nearby residential receptors. On-site truck activity in the dock area should strive to meet this recognizing that typical traffic passby sound levels are expected to routinely exceed 60 dB(A) along the North Street corridor. To ensure that steady HVAC sound has no negative impact, a project noise goal of 45 dB(A) is recommended for these sources. Meeting these sound level limits will ensure that the intent of the local code is met and will minimize the potential for complaints. Using nighttime noise code limits as a project goal will also ensure compliance during the daytime hours, where the code limit is 70 dB(A).

Based on experience, OAA believes that local noise ordinances would prevail over State codes. However, OAA is currently in the process of surveying ambient sound levels for comparison of sound emissions to State criteria; results are expected to align with local code limits.



# **EXPECTED SOUND EMISSIONS**

Acoustical modelling software, specifically CadnaA, was used to create and analyze site sound emissions for the site. The model takes into account relevant parameters between the noise source and receptor positions of interest to predict how sound will propagate. In addition to distance attenuation, the model accounts for the effects of terrain, various types of ground cover, shielding by structures, and reflections from buildings. In all models the buildings are white, elevation contour lines are teal, and the site property line is outlined in red. North is pointing up in all Figures. All models include a proposed 10-foot tall sound barrier, shown in light blue, designed to reduce off-site sound emissions from the truck court area. Elevation changes exterior to the site were obtained from MassGIS and incorporated into the model. Model results show only the sound emissions of the site, which are directly comparable to the project noise goal and code limits; ambient sound is not included in the model. The numbers around the perimeter each figure represent the scale in feet.

To evaluate nighttime site conditions, it is logical to apply noise code limits at the area of repose of sleeping residences. For this reason, site sound emissions were scrutinized at the upper-story façade of residential dwellings, where complaints are most likely to occur. Evaluation of daytime noise code limits would occur at ear height at vantage points on the receiver's property where repose would occur, for example a patio, porch, or other usable area of a yard. This study focuses on the nighttime noise code as it is the most stringent metric to meet.

The acoustical model shows the results graphically as A-weighted sound level contours, in 1 dB increments, and tabulates the summed A-weighted sound levels at six discrete locations, labeled Locations A through F, typifying nearby residential receptors of interest. Sound level contours are at ear height, 5 feet above grade. All discrete Locations are at the façade of nearby residences. All Locations are at a height of 15 feet above grade, representing a second story receptor.

# **Rooftop HVAC Sound**

Rooftop HVAC equipment produces noise that is nominally steady in nature, and hence will not vary significantly over time. Information from the project team indicates that four HVAC units will serve this building. Each unit is based on an AAON 25,000 cfm gas unit, with a case-radiated sound power level of 90 dB(A) per manufacturer's sound data. The noise from the four rooftop units was included in the HVAC sound model. Rooftop units are shown as blue +'s and were placed 4 feet above the rooftop. Figure 2 shows the results of HVAC sound emissions graphically and tabulates the summed A-weighted sound levels of all equipment operating simultaneously at their maximum sound level at the nearby receptor locations of concern.



Evaluation of Site Sound Emi Proposed Warehouse, Randolph, 12 May 2023 Page 7



Figure 2 — Maximum A-weighted sound emission contours, 5 feet above grade, from all rooftop HVAC equipment operating. Rooftop equipment shown as blue +'s. Buildings shown in white; site property line outlined in red. A-weighted sound emissions tabulated at 15 feet above grade for all Locations.



This analysis shows that there is little concern about HVAC sound. The results show that with all rooftop units operating, HVAC sound levels at off-site residential receptors are in the 30-to-39 dB(A) range. HVAC sound is sufficiently controlled via distance and roof shielding effects so that this noise is well below the 45 dB(A) project limit by a wide margin. Levels of this magnitude comply with the local daytime and nighttime noise limit by even wider margins. Note that for these model results to be realized, acoustical performance of HVAC equipment must be aligned with what was modelled.

# Heavy Truck Activity

OAA has had the opportunity to visit various warehouse facilities and industrial parks over the years to survey and document the sounds of truck activity. The warehouse will have over-the-road line-haul trucks and potentially have terminal tractors (yard tractors) active on site. From an acoustical aspect, terminal tractors and line-haul trucks are acoustically equivalent.

Truck noise in a typical dock area can routinely produce maximum sound levels of 79 dB(A) when measured at a distance of 50 feet from the source. This sound level was determined by looking at a wide variety of truck activity, such as truck movement, air brakes, back-up alarms, and coupling/decoupling, and distilling it to a single conservative maximum level and spectrum for use in acoustical studies such as this. A driving truck exhibits slightly lower maximum sound levels of 74 dB(A) when measured 50 feet from the source. The height of a truck source for all truck activity is modelled at a conservative height of 8 feet above grade. OAA has found that using these maximum sound levels at this height ensures a conservative approach to evaluating truck sound within the truck court. When specific individual activities are modelled at their actual height and sound level, results are typically lower in level than predicted below. For example, many of the high sound level activities, such as back-up alarms and air brakes, occur at a height of 4 feet above grade, not 8 feet. This is a critical detail when evaluating the effectiveness of a sound barrier or berm and when considering intervening topography. It is also important to recognize that all truck noise is dynamic in nature. Maximum sound levels only occur for a short duration and are not representative of the constant sound level produced by on-site trucks.

While there will certainly be multiple trucks onsite at any given time, it is generally appropriate to evaluate maximum sound from an individual truck. Several factors support this. Because maximum levels are dynamic and short in duration, it is unlikely that multiple truck sound level maximums will occur at exactly the same time and location. In addition, safe practices restrict more than one truck from operating in proximity to each other in the same vicinity. Hence, off-

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site maximum sound levels will be driven by individual truck sources. In the unlikely event that two truck sources would contribute the same level in the same location at the exact same time, maximum emissions would only be 3 dB higher due to the logarithmic nature of sound pressure level addition. The above rationale is echoed by ITE data which shows that at most, the site expects 1 or 2 trucks in a given nighttime hour. For comparison, ITE data show that 8 trucks would come and go during the busiest daytime hour period. Even with this higher volume the likelihood of multiple maximum sound levels happening at the same time is extremely small.

Maximum sound levels from dock activity were modelled at various on-site locations. Of most concern are activities that occur at the easternmost and westernmost docks as these are closest to off-site receptors. Truck sources were placed in truck court areas at locations where sound emissions were worst-case. Truck yard activity noise sources are shown as white "+"s. HVAC noise sources from Figure 2 were also included in the model to represent worst-case condition.

Figure 3 shows truck yard activity in the westernmost dock. Maximum off-site emissions are 44 dB(A) due to the proposed wing wall that screens sound in this direction. Levels of this magnitude fully comply with local noise code limits. The handful events that might occur in a given hour is expected to be far lower than sound produced by intermittent local traffic travelling along North Street. This applies during both the daytime as well as nighttime hours.

Figure 4 shows a similar condition when there is truck yard activity in the easternmost dock. The truck source was placed in the middle of the truck court to account for use of either the easternmost dock or the easternmost trailer parking. Results show that maximum off-site emissions are 50 dB(A) at Location F. Results at all other locations are 41 dB(A) or below. Results comply with the local noise code limit. The few occurrences of this magnitude that might occur during the night are not expected to generate any noise complaints or have any negative acoustical impact on the surrounding residential receptors. During the daytime, this activity is expected to be difficult to distinguish from other noise sources in the area.

These results show that anticipated for worst-case modelling condition, maximum site sound levels will comply with the 50 dB(A) nighttime code limit and, by default, the 70 dB(A) daytime code limit. This is achieved via site layout, distance, and the proposed sound barrier. Lastly, the low truck trip generation counts expected at this site ensures that these maximum sound level events will be kept to a minimum and not regularly occur. No negative acoustical impact is expected from site operations.



Evaluation of Site Sound Emi Proposed Warehouse, Randolph, 12 May 2023 Page 10



Figure 3 — A-weighted sound level contours, 5 feet above grade, expected for a truck contributing yard activity at Truck Position 1, shown with a white +. Rooftop equipment shown as blue +'s. Buildings shown in white; site property line outlined in red. A-weighted sound emissions tabulated at 15 feet above grade for all Locations.



Evaluation of Site Sound Emi Proposed Warehouse, Randolph, 12 May 2023 Page 11



Figure 4 — A-weighted sound level contours, 5 feet above grade, expected for a truck contributing yard activity at Truck Position 2, shown with a white +. Rooftop equipment shown as blue +'s. Buildings shown in white; site property line outlined in red. A-weighted sound emissions tabulated at 15 feet above grade for all Locations.



# CONCLUSION

A warehouse is planned in an industrial district in Randolph, MA. Despite having similar uses in the area, there are residential receptors bordering the site to the south and west. Non-noise-sensitive commercial uses border the site to the north and undeveloped land abuts the site to the east. An acoustical evaluation was carried out to ensure that site sound emissions meet the intent of the local noise code and minimize the potential for noise complaints. More stringent project goals were established for steady sound producing HVAC equipment. Meeting these local code limits and recommended project goals will ensure there is no negative acoustical impact at potentially noise sensitive receptors. While local noise code is expected to prevail, an ambient sound survey is currently being conducted to also ensure that the State noise code limits are also met.

Based on results of analyses, steady HVAC site noise is expected to fall well below project noise goals and have an even greater margin of compliance with the allowable nighttime noise code limit of 50 dB(A). HVAC sound is expected to blend in with existing sounds in the area and be difficult to discern from off-site vantage points. Proposed HVAC equipment arrangements can proceed; however, keep in mind that any modification to the arrangement may affect site sound emissions. Similarly, heavy truck activity in the truck court was shown to fully comply with local noise code limits with the inclusion of a 10-foot-tall sound barrier. The sound barrier will block line-of-sight of intermittent dock activity to residences to the west and minimize potential impacts. A sound barrier is not needed to the south as there is sufficient distance and screening provided by the building.

The site layout represents good acoustical planning, which will put the site in the best position to be a good neighbor. No negative acoustical impact is anticipated from 24-hour site operations, and results support that site sound will comply with the daytime and nighttime noise code limits and not generate noise complaints from the surrounding area.



VIEW OF NORTHWEST ENTRY AT DRIVE AISLE

# Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

May 16, 2023

Ford & Associates

ARCHITECTS

# **BLUEWATER**

PROPERTY GROUP



VIEW OF SOUTHEAST CORNER AT RETAINING WALL

# Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

May 16, 2023



ARCHITECTS

# **BLUEWATER**

PROPERTY GROUP


VIEW OF WEST SITE FROM ADJACENT PROPERTY / SITE BOUNDARY ALONG NORTH STREET - FULL VEGETATION GROWTH

Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

May 16, 2023

Ford & Associates

ARCHITECTS

Section E, Item2.

# **BLUEWATER**



VIEW OF WEST SITE FROM ADJACENT PROPERTY / SITE BOUNDARY ALONG NORTH STREET - WITH VEGETATION TRANSPARENCY FOR CLARITY

Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

May 16, 2023

Ford & Associates

ARCHITECTS

# **BLUEWATER**



VIEW OF SOUTH SITE FROM ADJACENT PROPERTY / SITE BOUNDARY - FULL VEGETATION GROWTH

Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

May 16, 2023

Ford & Associates

ARCHITECTS

# **BLUEWATER**



VIEW OF SOUTH SITE FROM ADJACENT PROPERTY / SITE BOUNDARY - WITH VEGETATION TRANSPARENCY FOR CLARITY

Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

May 16, 2023

Ford & Associates

ARCHITECTS

# **BLUEWATER**



VIEW OF SOUTH SITE FROM ADJACENT PROPERTY / SITE BOUNDARY - FULL VEGETATION GROWTH

Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

May 16, 2023

Ford & Associates

ARCHITECTS

# **BLUEWATER**



VIEW OF SOUTH SITE FROM ADJACENT PROPERTY / SITE BOUNDARY - WITH VEGETATION TRANSPARENCY FOR CLARITY

Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

May 16, 2023

Ford & Associates

ARCHITECTS

# **BLUEWATER**



VIEW OF SOUTHEAST SITE FROM ADJACENT PROPERTY / SITE BOUNDARY - FULL VEGETATION GROWTH

Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

May 16, 2023

Ford & Associates

ARCHITECTS

# **BLUEWATER**



VIEW OF SOUTHEAST SITE FROM ADJACENT PROPERTY / SITE BOUNDARY - WITH VEGETATION TRANSPARENCY FOR CLARITY

Randolph Road - Speculative Warehouse

Multiple Parcels on Randolph Road, Randolph, MA 02368

May 16, 2023

Ford & Associates

ARCHITECTS

# **BLUEWATER**



SITE AERIAL VIEW

Ford & Associates

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May 16, 2023

# **BLUEWATER**







# PLANNING BOARD SUBMISSION

# Randolph Road

Multiple Parcels Located in Randolph, Massachusetts



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SHEET I OF 2LIGHTING LAYOUT (RAB)SHEET 2 OF 2LIGHTING LAYOUT (RAB)



SWPPP / O&M THE STORMWATER POLLUTION PREVENT PLAN (SWPPP) AND STORMWATER OPERATION AND MAINTENANCE PLAN (O&M) ARE REQUIRED DOCUMENTS WITH THIS PLAN SET AND MUST BE MAINTAINED BY THE CONTRACTOR AND OWNER ON SITE.



HAVING THE PARCEL ID 17-F-1.01, 17-K-2, 17-F3, 17-F2, 192, 17-F4, 201, 17-H-1.0, 17-H-2.55L-5, 17-F 17-J-71, 17-J-8, 225-2, 17-L-1.5, 17-L-2, 695, 17-D-5, 704-7, 34-A-2, 713-7, 17-J-15, 756-7, 17-J-14, 785 34-A-3, 739-7. THE PARCELS ARE LOCATED IN THE TOWN OF RANDOLPH , NORFOLK COUNTY, MASSACHUSETTS THE OWNER OF:

PARCEL ID: 17-F-1.01, 17-K-2 PER LAND COURT CERTIFICATE NO. 185889 IS: ML REAL ESTATE TRUST LLC II RANDOLPH ROAD RANDOLPH, MA 02368

PARCEL ID: 17-1-5, 17-1-2,192, 17-1-4, 201, 17-1+1-0, 17-1+2,554-5, 17-K-1.R, 17-J-7, 1, 17-J-8,225-2, 17-L-15, 17-L-2,695, 17-D-5,704-7, 34-A-2,715-7, 17-J-15,756-7, 17-J-14,785, 34-A-3,739-7 PER PEED BOOK 35655, PACE 246 15:

RANDOLPH ROAD REALTY LLC IL RANDOL PH RO

- RANDOLPH MA 02368 THIS SITE IS LOCATED IN FEMA FLOOD ZONE X, X (SHADED), AND AE. REFERENCE FEMA FLOOD INSURANCE RATE MAP 25021(02)7E, MAP REVISED JULY 17, 2012. THIS DESIGNATION MAY CHANGI BASED UPON REVIEW BY A FLOOD ZONE SPECIALIST OR BY THE RESULTS OF A COMPREHENSIVE FLOOD STUDY.
- THERE WERE NO CEMETERIES, GRAVE SITES AND OR BURIAL GROUNDS OBSERVED WITHIN THE LIMITS OF THE SURVEY.
- FIELD SURVEY PERFORMED BY DIPRETE ENGINEERING ON AUGUST 18, 2022 AND FEBRUARY 7 & 16, 2023. THIS PLAN REFLECTS ON THE GROUND CONDITIONS AS OF THESE DATES.
- 2023. THIS FLAN REFLECTS ON THE WOODS CONTINUENT OF THE PROPERTY OF THE PROPER
- WETLAND FLAG LOCATION BASED ON PLAN TITLED \* EXISTING CONDITIONS\* PREPARED FOR ML REAL ESTATE TRUST, PREPARED BY SLB GROUP, LLC, DATED OCTOBER 14, 2016 & REVISED NOVEMBER 17, 2016. 🔺 WEAL
- WETLAND FLAG LOCATION BASED ON AN ON THE GROUND FIELD SURVEY PERFORMED BY DIFRETE ENGINEERING ON SEPTEMBER 19, 2022. ADDITIONAL FLAGS AAI AA6, AI AII, A58 A79, AND A90 A92 WERE LOCATED ON FEBRUARY 16, 2023.
- THE SITE IS WITHIN A WATER RESOURCE PROTECTION AREA (ZONE A AND ZONE B).
- TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO ESTIMATED PRIORITY HABITATS, OR PRIORITY HABITAT AREAS ONSITE. THIS WAS DETERMINED BY LEC ENVIRONMENTAL CONSULTANTS, INC.
- Indentify indensity shown on this size of contract of the contract the consider that is, they and the considered of the contract of the contract of the contract of the contract of the BLUE-Sky, north addres, ma, the controls interval, is 2 feet. Inite the precent of the proportion of a dipercent is accurate to within har. The controls interval, and the remaining ten percent is accurate to within one full controls interval.
- Incriming temperative is accurate to within one fold CONTOUR INTERVAL. ALL WORK PERFORMED HEREIN IS A ECUPATION STANDARD DETAILS, TOWN OF RANDOLPH STANDARD PERCIFICATIONS AND DETAILS, NOT STANDARD DETAILS, TOWN OF RANDOLPH STANDARD PERCIFICATIONS AND DETAILS, AND SPECIFICATIONS INCLUEDE AS PART OF THE DARWINGS, IN APRAS OF CONFLICT BETWEEN THE DIFFERENT SPECIFICATIONS, THE DESION FLANS AND PROJEC SPECIFICATIONS MULT, TAKE PERCENCE OVER THE ORDERAD. SPECIFICATIONS MULT, TAKE PERCENCE OVER THE ORDERAD. SUBMIT A REQUEST FOR INFORMATION (RFI) FOR ANY AREAS OF CONFLICT BEFORE COMMITTING T CONSTRUCTION.
- THE FOLLOWING DOCUMENTS ARE CONSIDERED PART OF THE PROJECT PLANS AND THE CONTRACTOR/OWNER MUST MAINTAIN THESE DOCUMENTS AS PART OF A FULL PLAN SET STORMWATER POLLUTION PREVENTION PLAN (SWPPP). THE SWPPP CONTAINS THE FOLLOWING:

- EROSION CONTROL MEASURES
   SHORT TERM MAINTENANCE
   ESTABLISHMENT OF VEGETATIVE COVER
   CONSTRUCTION POLLUTION PREVENTION
   SEQUENCE OF CONSTRUCTION

- · OPERATION AND MAINTENANCE PLAN (08M). THE 08M CONTAINS: LONG TERM MAINTENANCE
- -- LONG TERM POLLUTION PREVENTION
- THIS PLAN SET REFERENCES MASSDOT HIGHWAY DIVISION STANDARD DETAILS (DESIGNATED AS MASSDOT STD XXX, XX). MASSDOT STANDARD DETAILS ARE AVAILABLE FROM MASSDOT AND ONLINE AT HTTPS://www.MASS.GOV/UISTS/CONSTRUCTION-DETAILS A THE SITE IS TO BE SERVICED BY PUBLIC WATER AND PUBLIC SEWER.
- THE DRIVE OF OF DESIGNED TO MEET THE TOWN OF RANDOLPH SUBDIVISION AND LAND DEVELOPMENT REGULATIONS WITH THE USE OF CATCH BASINS, CILVERTS, AND STORWWATER S FILTERS & PONDS. THE STORWWATER MANAGEMENT SYSTEM MEETS THE MASSDEP BEST MANAGEMENT FRACTICES.
- THE SITE IS PROPOSED TO BE BUILT IN ONE PHASE.
- SOIL EVALUATIONS WERE COMPLETED BY SANBORN, HEAD & ASSOCIATES, INC., DURING SEPTEMBER AND OCTOBER OF 2022.
- AND OCTOBER OF 2022. MAY POOPRIETARY PRODUCTS REFERENCED IN THIS PLAN SET ARE REPRESENTATIVE OF THE MINIMUM DESIGN REQUIREMENTS FOR THE PURPOSE THEY PROPOSE TO SERVE, ALTERNATIVES TO ANY POOPRIETARY PRODUCT MUST BE SUBMITTED TO THE ENNINEER OF RECORD FOR CONSIDERATION, WHICH MUST BE ACCOMPANIED BY APPROPRIATE SPECIFICATION SHEETS/DESIGN CALCULATIONS HAT DEMONSTRATE THE ALTERNATIVES IMMET THE MINIMUM DESIGN PARAMETERS OF THAT DEMONSTRATE THE ALTERNATIVES IMMET THE MINIMUM DESIGN PARAMETERS OF THE DEMONSTRATE THE ALTERNATIVES MAY BE USED WITHOUT THE WRITTEN APPROVAL OF THE DEMONSTRATE RECOMD.
- THE WRIT EN APPROVED OF THE ENGINEER OF RECLARJ. THIS PLAN SET MAY REPERENCE AMO/OR INCLUDE REPRODUCTIONS OF PROPRIETARY PRODUCTS/ DETAILS BY OTHERS, AMO/OR THEIR ASSOCIATED SPECIFICATIONS. ANY REFERENCED OR REPRODUCED PROPRIETARY PRODUCT OR DETAIL BY OTHERS THAT IS SHOWN ON DIMERTE PLANS IS STRICTLY FOR INFORMATION/SPECIFICATION PURPOSES ONLY. DIPERTE ENKINEERING ODES NOT STRICTLY FOR INFORMATION/SPECIFICATION PURPOSES ONLY. DIPERTE ENKINEERING ODES NOT MARAKATA MY ROPRIME ANY PRODUCTS, DETAILS BY OTHERS OF THER RESPECTIVE DESIGNS. IF A DIPRETE ENKINEERING PLAN INCLUDES A PROPRIETARY PRODUCT/DETAIL BY OTHERS (EITHER REQUICITLY OR IMPLED) AND IS TAMED BY A REGISTERED PROSESIONAL ENKINEERING ENKING REGISTERED LANDSLARE ARCHITECT OF DIPRETE ENKINEERING. SIAD STAMP DOES NOT EXTEND TO ANY PORTION OF THE PROVINCENT PROUCT/DETAIL BY OTHERS OF IST DESIGN. ADDITIONAL TEST HOLES MAY BE REQUIRED PRIOR TO THE START OF CONSTRUCTION

#### SOIL INFORMATION:

REFERENCE: USDA NATURAL RESOURCES CONSERVATION SERVICE) SOIL NAME DESCRIPTION

SOIL SOIL DESCRIPTION HSG CODE SACO SILT LOAM, FREQUENTLY PONDED, 0 TO I PERCENT SLOPES, FREQUENTLY FLOOD B/D ALPOLE SANDY LOAM, 0 TO 3 PERCENT SLOPES ARLTON-HOLLIS-ROCK OUTCROP COMPLEX, 8 TO 15 PERCENT SLOPES NDSOR LOAMY SAND, 8 TO IS PERCENT SLOPES RFIELD LOAMY FINE SAND, 0 TO 3 PERCENT SLOPES ERFIELD LOAMY FINE SAND, 3 TO 8 PERCENT SLOPES ANTON FINE SANDY LOAM, 0 TO 8 PERCENT SLOPES, EXTREMELY STONY NION FINE SANUT LUAR, UTU 8 PENCENI SLOPES, EAINET S, SAND AND GRAVEL BANI JAN, A TO IS PERCENT SLOPES RRIMAC-URBAN LAND COMPLEX, 0 TO 8 PERCENT SLOPES ORTHENTS, SANDY UDORTHENTS, WET SUBSTRATUR

SOIL EROSION AND SEDIMENTATION CONTROL NOTES:

- THE CONTRACTOR IS RESPONSIBLE FOR ALL SOIL EROSION AND SEDIMENT CONTROL ON SITE WHICH MUST BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE APPLICABLE REGULATIONS AND AUTHORITY HAUNS GUIRSDITION. THE CONTRACTOR IS TO NOTIFY THE DESIGN BENISHER, THE DIRECTOR OF PUBLIC WORKS. THE TOWN ENGINEER, AND THE CONSERVATION COMMISSION AT LEAST 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
- LEAST 44 HOURS PRIOR TO THE START OF CONSTRUCTION. ALL EROSION CONTROL INCLUDING IGUT TOT LIMITED TO TEMPORAPY SWALES, TEMPORAPY SEDMENT TRAPS, TEMPORAPY SEDMENTATION POXIS, ETC. MUST BE INSTALLED PER THE LATEST EDITION OF THE MASSACHUSETS EROSION AND SEDMENT CONTROL GUIDELINES FOR URBAN AND SUBURBAN AREAS (MESC) AND THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP). NOTE HE SOLL EROSION AND SEDMENT CONTROL, SHOWN ON THESE PLANS ARE THE MINIMUM QUANTITY/TYPE OF EROSION CONTROL DEVICES AND MATERIALS DEEMED REQUIRED BY OIPRETE ENGINEERING THEET THE QUECTIVES OF THE MESCI, BUT SCHOSIDER DE QUIDE ONLY. ADDITIONAL MEASURESIALTERNATE CONTROL ANY ER REQUIRED IN ORDER TO MEET THE MISSIECTIONS AND LINGUE FEATURES. THE SWEPP WILL CONTINUE TO FONCE THE ONE THE ONE MISSIECTIONS. DURING EFFENDENCE STIELES, SWEPP REHAMS THE RESPONSIBILITY OF THE CONTRACTOR UNIT LINE THE TIES THE SWEPP WILL CONTRACTOR UNIT ON SWEPP THE AND CONSTRUCTION/PHASES. PURSUANT TO NOTE LABOVE, SWEPP REHAMS THE RESPONSIBILITY OF THE CONTRACTOR UNIT LINE STIE IS FULLY STABILIZED AND/OR SWEPP RESPONSIBILITY OF EXAMPLE DEVICE IN UNITING.
- TEMPORARY SWALES MUST BE USED TO CONTROL RUNOFF DURING CONSTRUCTION OF THE PROPOSED SITE WORK. TEMPORARY SWALES MUST BE VEGETATED AFTER CONSTRUCTION LEROSIO CONTROL MATS MUST BE INSTALLED. IF NECESSARY. TO PREVENT EROSION AND SUPPORT VEGETATION. AFTER CONSTRUCTION IS COMPLETE AND TRIBUTARY AREAS TO THE SWALES HAVE . FROSION SEEN STABILIZED, THE TEMPORARY SWALES MUST BE CLEARED AND FINAL DESIGN, INCLUDING NSTALLATION OF THE GRASS SWALES, TO BE PER THE DESIGN PLANS.
- ONCE THE SEDIMENT TRAPS ARE NO LONGER REQUIRED AND ALL TRIBUTARY AREAS HAVE BEEN STABILIZED, THE TEMPORARY SEDIMENT TRAPS MUST BE CLEANED AND BROUGHT TO FINAL DESIGN
- INLET PROTECTION MUST BE INSTALLED ON ALL CATCH BASINS ONCE CONSTRUCTE
- FOR SEQUENCE OF CONSTRUCTION, PROJECT PHASING AND CONSTRUCTION PHASING, SEE SWPPP
- CONTRACTOR MAY MODIFY SEQUENCE OF CONSTRUCTION WITH APPROVAL FROM DESIGN ENGINEER
- IF CONCRETE TRUCKS ARE WASHED OUT ON SITE, ALL WASHOUT MUST BE PERFORMED IN THE DESIGNATED CONCRETE WASHOUT AREA.

#### DEMOLITION NOTES:

- CONTRACTOR MUST NOTIFY "DIG SAFE" AT 811 (OR 1-888-344-7233) A MINIMUM OF 72 HOURS BEFORE EXCAVATING.
- CONTRACTOR MUST OBTAIN ALL FEDERAL, STATE, AND MUNICIPAL APPROVALS PRIOR TO THE START OF CONSTRUCTION.
- CONTRACTOR MUST PERFORM DAILY SWEEPING AT CONSTRUCTION ENTRANCE DURING DEMOLITION AND CONSTRUCTION TO MINIMIZE SEDIMENTS ON EXTERNAL STREETS.
- ANY EXISTING BUILDING(S) AND PROPERTY PROPOSED TO REMAIN THAT ARE DAMAGED BY THE CONTRACTOR MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER CONTRACTOR IS RESPONSIBLE FOR REMOVING AND LEGALLY DISPOSING (R&D) ALL MATERIALS INDICATED ON THE PLANS UNLESS SPECIFIED OTHERWISE HERE IN. R&D MATERIALS MUST INCLUDE BUT ARE NOT LIMITED TO PAVEMENT, GRAVEL, CATCH BASINS, MANHOLES, GRATES/FRAMES/COVERS, AND ANY EXCESS SOL THAT IS NOT INCORPORATED INTO THE WORK.
- IN ADDITION TO THOSE AREAS SPECIFICALLY DESIGNATED ON THE PLANS, ALL DISTURBED AREAS, INCLUDING THE CONTRACTOR'S STOCKPILE AND STAGING AREAS WITHIN THE LIMIT OF WORK, MUST BE RESTORED TO MATCH THE DESIGN PLANS.
- MUST BE RESIDRED TO THAT UT THE DESIVIE FLAMS. CONTRACTOR MUST DOCUMENT LOCATION OF LAL SUBSURFACE UTILITIES REMAINING IN PLACE AFTER DEMOLITION (ACTIVE AND INACTIVE/ABADDONED). LOCATION MUST BE DOCUMENTED BY FIELD SURVEY OF SWING TESE COPES OF LOCATION DOCUMENTATION MUST BE PROVIDED TO TH OWNER FOLLOWING COMPLETION OF DEMOLITION AND FRICE TO START OF NEW CONSTRUCTION. MARKER MUST BE INSTALLED TO FINISH GROUDD AT ALL INSTALED CAPSPICUES. THE MARKER CAN BE A POST IN CONSTRUCTION AREAS OR PAINTED ON A PERMANENT SURFACE.
- ACTIVE UTILITY LINES AND STRUCTURES NOT SPECIFICALLY NOTED ON PLANS, BUT WHICH ARE ENCOUNTERED TO BE IN CONFLICT WITH THE PROPOSED WORK, MUST BE EXTENDED, PROTECTED OR REWORKED BY THE CONTRACTOR AS DIRECTED OR REQUIRED BY THE UTILITY ENTITY OR OWNER UNLESS OTHERWISE NOTED.
- CONTRACTOR MUST CORDINATE THE CUTTING AND CAPPING OF ALL UTILITIES WITH THE OWNER, THE MUNICIPALITY, AND ALL APPLICABLE UTILITY ENTITIES HAVING JURISDICTION.
- 10. INACTIVE SUBSURFACE UTILITIES NOT IN CONFLICT WITH THE PROPOSED WORK AREA MAY BE ABANDONED IN PLACE WITH WRITTEN PERMISSION FROM THE OWNER.

#### TRAFFIC NOTES:

- ALL TRAFFIC CONTROL MUST CONFORM TO THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) CURRENT EDITION.
- DURING CONSTRUCTION, TRAFFIC CONES MUST BE USED FOR SEPARATION OF ACTIVE TRAFFIC FROM WORK ZONE PER MUTCD REQUIREMENTS. DURING CONSTRUCTION FLAGGERS MUST BE EMPLOYED TO ENSURE SAFETY FOR INTERACTION OF CONSTRUCTION VEHICLES AND ACTIVE TRAFFIC.
- ALL SIGNS, FLAGGERS, TRAFFIC CONTROL DEVICES, AND TEMPORARY TRAFFIC ZONE ACTIVITIES MUST MEET THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC (MUTCD) LATEST EDITION AND SUBSEQUENT ADDENDA.
- TEMPORARY CONSTRUCTION SIGNS MUST BE MOUNTED ON MASSDOT APPROVED SUPPORTS AND MUST BE REMOVED OR COVERED WHEN NOT APPLICABLE.

#### AS-BUILT NOTES:

: D :

ALL COMPONENTS OF THE DRAINAGE, SEWER, AND WATER SYSTEMS MUST BE MUST BE FIELD LOCATED PRIOR TO COVERING, NOTIFY SURVEYOR A MINIMUM OF SEVENTY-TWO (72) HOURS IN ADVANCE OF NEED PRIOR TO COVERING NOTIFE SURVEYOR A MINIMUM OF SECRET FEW OVER AND CONTRACTOR OF THE FOR FIELD LOCATION OF IMPROVEMENTS, SURVEYOR MUST PROVIDE OWNER AND CONTRACTOR WITH WRITTEN NOTICE OF COMPLETION OF FIELD WORK PRIOR TO CONTRACTOR COVERING IMPROVEMENTS. OWNER/WIDENTE WILL NOT ACCEPT FIELD MORK PRIOR TO CONTRACTOR COVERING IMPROVEMENTS.

#### LAYOUT AND MATERIALS:

- DIMENSIONS ARE FROM THE FACE OF CURB, FACE OF BUILDING, FACE OF WALL, AND CENTER LINE OF PAVEMENT MARKINGS, UNLESS OTHERWISE NOTED.
- CURBING MUST BE PRECAST CONCRETE, OR AS LABELED ON THE PLANS.
- SIDEWALK MUST BE CONCRETE, EXPOSED AGGREGATE CONCRETE, STAMPED CONCRETE OR BITUMINOUS OR AS LABELED ON THE PLANS.
- III UMINOUS OK AS LABELED ON THE HLARS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MEET ALL SIGNAGE AND PAVEMENT MARKING REQUIREMENTS OF THE MUTCO AND AUTHORITIES HAVING JURISDICTION, REGARDLESS OF I SHOWN (OR NOT SHOWN) ON THIS PLAN SET. THIS INCLUDES GUIT MAY NOT BE UNITED TO TYPE, NUMBER OF SIGNS, POLEY HOURTING TYPE, PAVEMENT MARKING LOCATIONS' TYPE! MATERIALS, INSTILLATION PETHODS, AND DAY MODIFICIAL ISOS AND/OR MARKINGS THAT REQUIRED. THE CONTRACTOR FUEST MOTIFY DESIGN ENGNEER OF ANY HOUFFICATIONS OF DISCREPANCES FIRCE TO ORDERING OR INSTALLING SIGNAGE? FAVEMENT MARKINGS.
- SYMBOLS AND LEGENDS OF ROLECT FEATURES ARE CRAPHIC REPRESENTATIONS. SMD ARE NOT NECESSARILY SCALED TO THEIR ACTUAL DIMENSIONS OF LOCATIONS ON THE DRAWINGS. THE CONTRACTOR MUST FREITE TO THE DETAIL SHEET DIMENSIONS ANA/FACTURERS' LITERATURE. SHOP DRAWINGS AND FIELD MEASUREMENTS OF SUPPLIED PRODUCTS FOR LAYOUT OF THE PROJECT FEATURES.
- SEE ARCHITECTURAL DRAWINGS FOR EXACT BUILDING DIMENSIONS AND DETAILS PERTAINING TO THE BUILDING, INCLUDING SDEWALKS, RAMPS, BUILDING ENTRANCES, STARWAYS, UTILITY PENETRATIONS, CONCRETE DOOR PAGS, COMPACTOR PAG, LOGDING DOCKS, BOLLARDS, ETC.
- CONTROL POINTS, PROPOSED BOUNDS, AND ANY EXISTING PROPERTY LINE MONUMENTATION DISTURBED DURING CONSTRUCTION MUST BE SET OR RESET BY A PROFESSIONAL LICENSED SUBVEYOR
- CONTRACTOR MUST NOT RELY SOLELY ON ELECTRONIC VERSIONS OF PLANS, SPECIFICATIONS, AND DATA FILES THAT ARE OBTAINED FROM THE DESIGNERS. CONTRACTOR MUST VERIFY LOCATION OF PROJECT FEATURES IN ACCORDANCE WITH THE STAMPED PAPER COPIES OF THE PLANS AND SPECIFICATIONS THAT ARE SUPPLIED AS PART OF THE CONTRACT DOCUMENTS.
- ALL CUARDRAIL ONSITE MUST BE STELL BACKED TIMBER GUARDRAIL WITH STEL POSTS. IN COMFORMANCE WITH SECTION 5.4.7.0°T HE AASHTO ROADSIDE DESIGN QUIDE. ALTERNATIVE GUARDRAILS WILL BE CONSIDEED BY THE DESIGN NEUNIGER. IT THEY ARE DOT APPROVED EQUAL AND ACCEPTABLE TO THE OWNER. ALTERNATIVES MUST BE APPROVED IN WRITING BY THE OWNER AND DESIGN ENNEREP PRIOR TO CONSTRUCTION QUARDRAIL IS REQUIRED AT ALL ROADWAYS/PARKING LOTS/PAVED TRAFFIC APEAS ADJACENT TO SLOPES WITH A REGUIRE DATA THE ROADWAYS/PARKING LOTS/PAVED TRAFFIC APEAS ADJACENT TO SLOPES WITH A REGUIRE DATA. THE ROADWAYS/PARKING LOTS/PAVED TRAFFIC APEAS ADJACENT TO SLOPES WITH A REGUIRE DATA. THE ROADWAYS/PARKING LOTS/PAVED TRAFFIC APEAS ADJACENT TO ALCENT THE SLOPE. AND ALL RETAINING WALLS GREATER THAN TWO FEET IN HEIGHT. THE CONTRACTOR STRESPONSIBLE TO MEET ANY AND ALL QUARDRAIL PROVISION FAIT ANT ANT EREQUIRED BY THE STRESPONSIBLE TO MET ANY AND ALL GUARDRAIL PROVISION FAIT ANT ANT AND THE REQUIRED BY THE
- INFRARED TREATMENT OF PAVEMENT IS REQUIRED AT ALL CURB CUTS, ANY DISTURBED PAVEMENT ON ROADWAYS AND WHERE ANY NEW PAVEMENT MEETS EXISTING PAVEMENT.
- ALL EXISTING PAVEMENT MARKING REMOVED AS INCIDENTAL DURING CONSTRUCTION MUST BE REPLACED IN-KIND FOLLOWING COMPLETION OF CONSTRUCTION UNLESS OTHERWISE NOTED.

#### GRADING, DRAINAGE, AND UTILITY NOTES:

I. CONSTRUCTION TO COMMENCE WINTER 2025 OR UPON RECEIPT OF ALL NECESSARY APPROVALS. THE CONTRACTOR MUST COORDINATE WITH ALL OF THE APPROPRIATE UTILITY COMPANIES FOR ACREEMENTS TO SERVICE THE REVOEDS BUILDING. THIS MUST BE DONE PRICE TO CONSTRUCTION NO REPRESENTATIONS ARE MADE BY DIPRETE REMIRERING THAT UTILITY SERVICE IS AVAILABLE. ABBREVIATIONS LEGEND

AUTHORITY HAVING JURISDICTION

N/F NOW OR FORMERLY

OHW OVERHEAD WIRE

PE POLYETHYLENE

PROPOSED

RADIUS

ROW RIGHT-OF-WAY

SLOPE

SUBDRAIN

SE SQUARE EQOT

SNDE SAND EILTER

SS SIDE SLOPE

TRANS TRANSITION

UDS UNDERGROUND

UP UTILITY POLE

WQ WATER QUALITY

SEM SEWER FORCE MAIN

SHL STATE HIGHWAY LINE

TOP OF CURB

TRENCH DRAIN

TOP OF FOUNDATION

GRADE AT TOP OF WALL)

TW TOP OF WALL (FINISHED

DETENTION SYSTEM

INFILTRATION SYSTEM

WALKOUT ELEVATION

UNDERGROUND

SEWER MANHOLE

ROOF LEADER

PVC

SMH

AT2 STATION

UIS

PROPERTY LINE

POLYVINYL CHLORIDE

REMOVE AND DISPOSI

RCP REINFORCED CONCRETE PIPE

SEDIMENT FOREBA

STATE FREEWAY LINE

SLAB ON GRADE ELEVATION

ADA AMERICANS WITH DISABILITY ACT

AKA ALSO KNOWN AS

IO BIORETENTION

CATCH BASIN

CALCULATED

CENTERLINE

(CA) CHORD ANGLE

CO CLEAN OUT

DI DROP INLET

(D) DEED

CONCRETE

DOUBLE CATCH BASI

DRAINAGE MANHOLE

FLARED END SECTION

GARAGE SLAB ELEVATION

FFE FINISH FLOOR ELEVATION

GWT GROUND WATER TABLE

DP DETENTION POND

EOP EDGE OF PAVEMENT

ELEVATION

EXISTING

HEADWALL

ID INLINE DRAIN

IP INFILTRATION POND

LIMIT OF DISTURBANCE

MEP MECHANICAL/ELECTRICAL/ PLUMBING

(4DY) 4" EPOXY RESIN PAVEMENT MARKINGS- DOUBLE YELLOW

6WS 6' WHITE EPOXY RESIN PAVEMENT MARKINGS-SKIP PATTERN

ADAS ADA SPACE PAVEMENT MARKINGS MUST COMPLY WITH ALL ADA AND MUTCD REGULATIONS AND REQUIREMENTS.

ADAR ADA CURB RAMP MUST COMPLY WITH ALL ADA REGULATIONS AND REQUIREMENTS.

CWK CROSSWALK PAVEMENT MARKINGS, SOLID 2' WHITE LINES SPACED 4' OC (REFERENCE MUTCD SECTION 3B.18) MONO MONOLITHIC CURB AND SIDEWALK (SEE DETAIL SHEET 14)

YIELD LINE (REFERENCE MUTCD SECTION 3B.I6)

(ADAY) VAN ADA SPACE PAVEMENT MARKINGS MUST COMPLY WITH ALL ADA AND MUTCD REGULATIONS AND REQUIREMENTS.

SITE CALLOUTS LEGEND

4W 4" PAINTED WHITE MARKINGS

CURB PRECAST CONCRETE CURB

(YL)

(4W45) 4" WHITE STRIPING 2" ON CENTER AT 45°

6 WHITE EPOXY RESIN PAVEMENT MARKINGS

12W STOP LINE (REFERENCE MUTCD SECTION 3B.16)

LARCH LANDSCAPE ARCHITECT

INVERT

LF LINEAR FEET

LP LIGHT POLE

MEASURED

ENGINEER

CL DIP

ARCH ARCHITECT

ASSESSOR'S PLAT

BOTTOM OF CURB

BOTTOM OF TESTHOLE

BS BASEMENT SLAB ELEVATION

FINISHED GRADE AT BOTTOM OF WALL

CONCRETE LINED DUCTILE IRON PIPE

EROSION AND SEDIMENT CONTROL

HIGH CAPACITY CATCH BASIN GRATE

HIGH DENSITY POLYETHYLENE

BITUMINOUS (BERM)

- THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING FINISH GRADING AND DRAINAGE AROUND THE BUILDING TO ENSURE SURFACE WATER AND/OR GROUNDWATER ARE DIRECTED AWAY FROM THE
- PRIOR TO START OF CONSTRUCTION, CONTRACTOR MUST VERIFY EXISTING PAVEMENT ELEVATIONS AT INTERFACE WITH PROPOSED PAVEMENTS, AND EXISTING GROUND ELEVATIONS ADJACENT TO DRAINAGE OUTLEST TO ASSUME PROPER TRANSITIONS BETWEENE SUSTIMON AND PROPOSED FACILITIES. CONTRACTOR MUST NOTIFY DESIGN ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
- 5. ALL PROPOSED UNDERGROUND UTILITIES SERVING THE SITE AND BUILDINGS MUST BE COORDINATED WITH OWNER, ARCHITECT, AND ENGINEER PRIOR TO INSTALLATION.
- WITH OWNER, ARCHITECT, AND ENGNEEN MICH TO INSTALLATION. ALL RETAINING WALLS AND STEPS SLOPES ARE SQUECT TO FINAL STRUCTURAL DESIGN. DIPPETE ENGNEERING IS NOT PROVIDING THE STRUCTURAL DESIGN OF THESE ITENS. ALL WALLS AND STEFP SLOPES MUST BE DESIGNED AND BUILT UNDER THE DIRECTION OF A MASACHUSETTS LUCENEED PROFESSIONAL ENGNEER SUITABLY QUALIFED IN GEOTECHNICAL ENGINEERING AND CERTIFIED TO THE COMMER FROM TO THE COMPLETION OF THE MERGACIT. SHOP DRAWINGS MUST BE SUBHITTED PRIOR TO CONSTRUCTION, FINAL STRUCTURAL DESIGN MUST INCORPORATE THE INTENT OF THE GRADING SHOWN ON THESE PLANS AND ALL WORK MUST BE WITHIN THE LIMIT OF DISTUBBANCE SHOWN ON THE PLANS.
- ALL CUT AND FILL WORK MUST BE DONE UNDER THE DIRECTION OF A PROFESSIONAL GEOTECHNICAL BKNIGHER, WITH TESTING AND CERTIFICATION PROVIDED TO THE APPLICAT THE COMPLETION OF THE PROJECT. DIRPETE ENSINEERING IS NOT PROVIDING THE FILL SPECIFICATION OF THE REINIERENING, STRUCTURAL ENGINEERING SERVICES, OR SUPERVISION AS PART OF THESE DRAWINGS.
- MATERIAL STOCKPILES MUST NOT BE LOCATED IN THE RIGHT-OF-WAY, AND TRENCHES MUST NOT BE LEFT OPEN OVERNIGHT.
- ALL LOAM IN DISTURBED AREAS MUST BE STOCKPILED FOR FUTURE USE. ALL EXCESS SOIL, ROCKS, BOULDERS, AND OTHER REFUSE, MUST BE DISCAPEDE DEFS ITE IN ACCORDANCE WITT FEDERAL, STATE AND LOCAL REGULATIONS. STUMPS MUST BE GROUND ON SITE OR REMOVED
- THE SITE WILL HAVE 6' CONCRETE CURBING, STOIL O'HOST DE GROWIN ON THE PLANS DO NO NECESSARILY REFLECT THE APPROPRIATE CURBING REVEAL. CONTRACTOR MUST INSTALL WITH APPROPRIATE REVEAL UNLESS OTHERWISE NOTED.
- II. NO STUMP DUMPS ARE ALLOWED ON SITE.
- 12. ALL DRAINAGE OUTFALLS ARE DESIGNED TO BE INSTALLED AT EXISTING GROUND ELEVATION. CONTRACTOR MUST IMMEDIATELY NOTIFY DIRFETE ENGINEERING OF ANY DISCREPANCIES WHERE EXISTING GROUND IS HIGHER THAN OUTFALL DESIGN ELEVATION. ANY RESOLUTION OF DISCREPANCIES BY THE CONTRACTOR, UNLESS AUTHORIZED IN WRITING IN ADVANCE BY THE OWNER AND DIRFETE ROINIERIERIG, IS DONE AT THE CONTRACTOR & RISK.
- CONTRACTOR MUST PROVIDE SAW CUTTING AND FULL DEPTH PAVEMENT RESTORATION IN AREAS WHERE PAVEMENT AND/OR SIDEWALK IS REMOVED FOR UTILITY INSTALLATION.
- IF ROADWAY SURFACE PAVEMENT COURSE IS NOT TO BE INSTALLED FOR 12 MONTHS OR MORE AFTER INSTALLATION OF DRAINAGE STRUCTURES, ALL CATCH BASIN RIMS MUST BE SET AT BINDER GRADE AND RAISED TO FINAL PAVEMENT GRADE PRIOR TO PLACEMENT OF SURFACE COURSE.
- ALL RESIDENTIAL BUILDING SLABS (BASEMENT AND/OR SLAB ON GRADE), REGARDLESS OF FINISH FLOOR ELEVATIONS SHOWN ON PLANS, MUST HAVE A MINIMUM OF 12° OF SEPARATION TO THE SEASONAL HIGH ROUNDWATER TABLE.
- SEASONAL HIGH GROUNDWATER TABLE. CONTRACTOR MUST HOLD SUPPORT I RESTORE ALL EXISTING UTILITY COMPONENTS INCLUDING (BUT NOT LIMITED TO) POLES, MAST APPG AND ADVERGIOND OBJECTS AS VECESSARY DURING THE PROPOSE WORKS AND ELECTRICAL INSTALLATION. CONTRACTOR MUST COORDINATE SAD WORKS WITH ALL ASSOCIATED UTILITY OWNERS ACCORDINALY. ANY EXISTING I TERS DAMAGED OR FROVIDE AS INCLEMENTAL DIVIDING UTILITY COMPECTION ELECTRICAL. INSTALLATION INCLUDING (BUT NOT LIMITED TO) CURB IN THE ROW MUST BE REPLACED IN KIND FOLLOWING COMPLETION OF WORKS.

<u>MAINAGE</u> LLI DRAINAGE PIPING MUST BE HIGH-DENSITY POLYETHYLENE (HDPE), OR EQUAL, WITH WATERTIGHT IOINTS WHERE INSTALLED WITHIN THE SEASONAL, HIGH GROUNDWATER, UNLESS NOTED OTHERWISE ON HE PLANS OR IN THE SPECIFICATIONS ALL DRAINAGE STRUCTURES MUST BE WATERTIGHT. ALL STORMWATER PIPE WITHIN THE STATE'S RIGHT OF WAY MUST BE REINFORCED CONCRETE PIPE (RCP).

- DRAINAGE STRUCTURES MUST BE AS FOLLOWS (UNLESS OTHERWISE NOTED ON PLANS):
- CATCH BASING CIRCLE MOST DE LAS FOLLOWS UNICESS O (HECMRS) MOLEU ON PLANS); CATCH BASING (ES) MASSDO TSJ. DULA, OR APPROVED EQUAL FLAT TOP CATCH BASING (OB FLAT TOP); SCITUATE COMPANIES & DIA CATCH BASIN SRP-CBA (ALTERNATE FLAT TOP AASTHO (AS-20), 4' DIA LOU MPGRUEE FLAT TOP SRP-OFTA OR APPROVED EQUAL SEE FLANS FOR ALTERNATE STRUCTURE DIAMETERS WHERE REQUIRED. EDUAL. SEE PLANS FOR ALTERNATE STRUCTURE DUMETERS INTERE RECURRED. IN A PARAVED FLAT TOP DOUBLE CATCH BASINS (COS FLAT TOP): SCITUATE COMPANIES A: DIA DOUBLE CATCH BASINS (COS FLAL OR APPROVED EDUAL SEE PLANS FOR ALTERNATE STRUCTURE DIAMETERS WHERE REQUERD. CATCH BASIN FRAMES: MASSDOT STD, 2016.0 OR APPROVED EDUAL DATINGE MANOLES (STRUCTURES WITH ANTERNAL WEIR TO BE MASDOT STD 2024.0 OR APPROVED EDUAL DATURGE MANOLES (STRUCTURES WITH INTERNAL WEIR TO BE MASDOT STD 2024.0 OK PLAINAGE MANOLES FRAMES AND COVERS; MASSDOT STD, 2026.0 OR APPROVED EDUAL DRAINAGE MANOLES FRAMES AND COVERS; MASSDOT STD, 2026.0 OR APPROVED EDUAL NYLOPLAST DRAINOLE FRAMES AND COVERS; MASSDOT STD, 2026.0 OR APPROVED EDUAL NYLOPLAST DRAIN DESIN (DB) WITH CAP STYLE REDUCER IZ'X12' SQUARE GRATE OR APPROVED EDUAL

- TREAM DEFENDERS (DD) BY HYDRO INTERNATIONAL OR APPROVED EQUAL
- ITTPS://WWW.HYDRO-INT.COM/EN/RESOURCES/DOWNSTREAM-DEFENDER-PDF-OR-DWG-DRAWINGS
- HTTPS://WWW.HYDRO-INT.COM/ENVERSION/CESI/DOWNSTERAM-DEFENDER-PDF-CR-DWG-DRAWINGS ALL CATCH BASINS WITHIN PARKING LOT MIST CONTAIN HOODS. AND INCLUDE 4' SUMP. ALL MANNAUES MIST SUMPORT ASSHTO HYSO-LAL CADING. ALL STRUCTURES LABELED FOY AGE PROFILERAY STORMWATER DEVICES. ALL OTHER DRAWINGS STRUCTURES (DCS) AND DRAWAGE MANNOLES WITH INTERNAL WEIRS MUST USE FLAT TOP STRUCTURE COSE). AND DRAWAGE MANNOLES WITH INTERNAL WEIRS MUST USE FLAT TOP STRUCTURE COSE). AND DRAWAGE MANNOLES WITH INTERNAL WEIRS MUST IDE FLAT TOP STRUCTURE COSE (DC RES). IT IS THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE APPROPRIATE STRUCTURE FLANS. MICLONIS (DU NOT LIMITED TO) THE DESIGN PARAMETERS AS SHOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE DESIGN PARAMETERS AS SHOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE MANNE PARAMETERS AS SHOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE MANNE PARAMETERS AS SHOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE DESIGN PARAMETERS AS SHOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE MANNE PARAMETERS AS DOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE MANNE PARAMETERS AS SHOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE MANNE PARAMETERS AS SHOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE MANNE PARAMETERS AS SHOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE MANNE PARAMETERS AS SHOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE MANNE PARAMETERS AS SHOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE MANNE PARAMETERS AS SHOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE MANNE PARAMETERS AS SHOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE MICRIS AS MOMENTERS AS SHOWN ON THE PLANS. MICLONIS (DU NOT LIMITED TO) THE MICRIS AS MOMENTERS AS SHOWN ON THE MICRIS AS SHOWN ON THE MICRIS AS MOMENTERS AS SHOWN ON THE MICRIS AS MOMENTERS AS SHOWN ON THE MICRIS AS MOMENTERS AS NUFACTURER/ AHJ REQUIREMENTS & SPECIFICATIONS

DRAINAGE CONNECTIONS FROM ALL YARD DRAINS (YD), AREA DRAINS (AD), TRENCH DRAINS (TD), FRENCH DRAINS (FD), WALL DRAINS (WD), AND DOMINSPOUTS (DS) ARE SHOWN FOR SCHEMATIC PURPOSES ONLY. THE LEVEL OF DETAIL SHOWN DOES NOT INCLUDE ALL JOINTS THAT MAY BE REQUIRED FOR CONSTRUCTION, ALL FITTINGS AND PIPE SLOPES TO THE INTO MAIN TRUNK LINE MUST BE FIELD FIT BY CONTRACTOR.

WATER ALL WATER LINES MUST BE CEMENT LINED DUCTILE IRON PIPE (CLDIP). ALL WATER MAIN IMPROVEMENTS MUST COMPLY WITH THE TOWN OF PANDOLPH WATER & SEWER AUTHORITY AND ANY APPL CABLE AUTHORITY HAVING JURISDICTION, INCLUDING (BUT NOT LIMITED TO, MATERIALS, DIMENSIONS AND ACCESS COVERS. CONTRACTOR TO PROVIDE SHOP DWANINGS AND SUBMITTALS TO THE ENGINEER OF RECORD FOR APPROVAL FOR ALL WATER IMPROVEMENTS AND APPLRITEMANCES INCLUDING BUT NOT LIMITED TO PIPES, AUX/ES, FITTINGS, HEAT ENLOSUES, AND BACKFLOWS, ALL ACCESS OPENINGS AT OR BELOW FLOODWATER ELEVATION ARE TO BE BOLT DOWN.

IN THE CASE OF ANY NEW HYDRANT INSTALLED IN OR NEXT TO AN EXISTING SIDEWALK, THE CONTRACTOR MUST INCREASE THE WIDTH OF THE SIDEWALK, AS NECESSARY, TO MAINTAIN A MINIMU OF 3-0° CLEAR WIDTH FROM THE OUTERNOST COMPONENTS OF THE HYDRANT TO THE EDGE OF THE SIDEWALK. THE 3-0° SIDEWALK WIDTH IS REQUIRED ONLY ON ONE SIDE OF THE HYDRANT TO PROVID CLEAR PATH ON THE SIDEWALK

ELECTRIC/TELECOM/GAS PROPOSED GAS, ELECTRIC, CABLE AND DATA UTILITIES ARE SHOWN SCHEMATICALLY AND ARE PROPOSED TO BE UNDERGROUND. OWNER AND CONTRACTOR MUST COORDINATE FINAL DESIGN WITH APPROPRIATE UTILITY COMPANIES. ALL WORK MUST BE IN ACCORDANCE WITH EACH INTERVIEW STANDAPOS AND DETALS. AS WELL AS LOCAL AND FEDERAL REGULATIONS. THEN UTILITY COMPANY COMDUTS. CONDECTION FOR SULL AS LOCAL AND FEDERAL REGULATIONS. THEN UTILITY COMPANY CONDUTS. CONDECTION FOR SULL SOLVED. AND FEDERAL REGULATIONS. THEN UTILITY COMPANY CONDUTS. CONDECTION FOR SULL SOLVED. AND FEDERAL REGULATIONS. THEN UTILITY COMPANY CONDUTS. CONDECTION FOR ALL SOLVED. AND FEDERAL REGULATIONS. THE ENSITING INTERGROUND CO OVERFRED AND MUST BE COORDINATED WITH THAT FOR ALL GROUP FOR THE UTILITY AUTHORITY PRIOR TO CONSTRUCTION, ALL ACCESS OPENINGS AT OR BELOW FLOODWATER ELEVATION MUST BE BOLTED DOWN WHERE APPLICABLE.

SITE LIGHTING SITE LIGHTING SITE LIGHTING (TEMPORARY AND PERMANENT) MUST BE DIRECTED AWAY FROM AND SHIELDED FROM ENVIRONMENTALLY SENSITIVE AREAS AND ABUTTING LANDS, EXACT LOCATIONS OF LIGHT POLE MUST BE COORDINATED WITH OTHER UTILITIES AND MUST BE LOCATED WITHIN THE STREET RIGHTS OF WAY FINAL LIGHTING AND CONDUIT LOCATIONS BY OTHERS.

SEWER INFORMATION OBTAINED ON THE GROUND BY DIPRETE ENGINEERING. (SEE GENERAL NOTES FOR DATE OF FIELD SURVEY) DRAINAGE INFORMATION OBTAINED ON THE GROUND BY DIPRETE ENGINEERING. (SEE GENERAL NOTES FOR DATE OF FIELD SURVEY)

# SANITARY SEWER ALL SANITARY SEWER PIPING TO BE SDR 35 UNLESS NOTED OTHERWISE ON THE PLANS OR IN THE SPECIFICATIONS, ALL SEWER IMPROVEMENTS MUST COMPLY WITH THE TOWN OF RANDOLPH WATER & SEWER AUTHORITY, MYRA AND ANY APPLICABLE AUTHORITY HAVING JURISDICTION, INCLUDING (BUT NOT LIMITED TO MATERIALS, DIMENSIONS AND ACCESS COVERS. CONTRACTOR MUST SUBMIT SHOP DRAWINGS FOR APPROVAL BY ENGINEER OF RECORD PRIOR TO CONSTRUCTION, ALL FITTINGS, STRUCTURE GEALS AND COMPLETIONS AT OR BELOW FLOODWATER ELEVATION MUST BE MATERITIGHT. ALL ACCESS OFENINGS AT OR BELOW FLOODWATER ELEVATION MUST BE BLOT DOWN, ALL PIPES FROM BULDING TO GRAESE TRAP/INTERCEPTOR AND FROM GRAESE TRAP/INTERCEPTOR TO THE NEXT STRUCTURE MUST BE CAST IRON AND IN ACCORDANCE WITH 284CMR.

UTILITY PLAN REFERENCES:

#### EXISTING LEGEND

(AS SHOWN ON PROPOSED PLANS) NOT ALL ITEMS SHOWN WILL APPEAR ON PLANS.

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NAIL FOUND/SET

DRILL HOLE FOUND/SET

IRON ROD FOUND/SET

BOUND FOUND/SET

SOIL EVALUATION

DOUBLE CATCH BASIN

DRAINAGE MANHOLE

FLARED END SECTION

ELECTRIC MANHOLE

UTILITY/POWER POLE

SEWER/SEPTIC MANHOLE

CATCH BASIN

GUY POLE

LIGHTPOST

SEWER VALVE

IRRIGATION VALVE

MONITORING WELL

UNKNOWN MANHOLE

STREAM FLOW DIRECTION

WATER VALVE

GAS VALVE

BENCH MARK

CLEANOUT

HYDRANT

WELL

SIGN

BOLLARD

	PROPERTY LINE
	ASSESSORS LINE
(//////////////////////////////////////	BUILDING
	BRUSHLINE
	TREELINE
	GUARDRAIL
	FENCE
	RETAINING WALL
	STONE WALL
2	MINOR CONTOUR LINE
	MAJOR CONTOUR LINE
	WATER LINE
	SEWER LINE
	SEWER FORCE MAIN
	GAS LINE
	ELECTRIC LINE
	OVERHEAD WIRES
	DRAINAGE LINE
HKC	SOILS LINES
WFA/ A80	WETLAND LINE & FLAG
	25' WETLAND NO DISTURB ZONE
<u> </u>	50' WETLAND NO BUILD ZONE
<u> </u>	100' WETLAND BUFFER ZONE
	200' RIVERFRONT BUFFER ZONE
ZONE X	FEMA BOUNDARY
	STREAM
	STATE HIGHWAY LINE
	STATE FREEWAY LINE
↑ GIVO ↑	GROUNDWATER OVERLAY
	GROUNDWATER RECHARGE AREA
↑ GWR↑	GROUNDWATER RESERVOIR
PROPOSED LEGEND	
NOT ALL ITEMS SHOWN WILL AF	PEAR ON PLANS
	PROPERTY LINE
	BUILDING SETBACKS
- <b>O</b>	CHAINLINK FENCE

	GROONDWATER RESERVOIR			
PROPOSED LEGEND				
NOT ALL ITEMS SHOWN WILL A	PPEAR ON PLANS			
	PROPERTY LINE		DRAINAGE LINE	
	BUILDING SETBACKS		PERFORATED SUBDRAIN	
-00	CHAINLINK FENCE	$$ $\rightarrow$ $$ $$	SWALE	
	GUARDRAIL SEE LAYOUT AND	SFM	SEWER FORCE MAIN	0
	MATERIALS NOTE 8.	G	GAS LINE	D BY
	RETAINING WALL	w	WATER LINE	PURS
		<b>X H</b>	HYDRANT ASSEMBLY	E ST/
	MINOR CONTOUR LINE	<del>*`/</del>	WATER SHUT OFF	AND PRE1
310	MAJOR CONTOUR LINE		WATER VALVE	DI DI NOS
+ (312)	SPOT ELEVATION		THRUST BLOCK	TRUC EER 1
	EDGE OF PAVEMENT		SEWER LINE	NGINE P
	BITUMINOUS BERM		OVERHEAD WIRE ELECTRIC, TELEPHONE, CABLE LINE	VOT BE US
	CONCRETE CURB		LIMIT OF DISTURBANCE/ LIMIT OF CLEARING	PED 1531
	MONOLITHIC CONCRETE CURB AND SIDEWALK		SLOPES STEEPER THAN 3:1 (2:1 OR 1:1 SLOPES)	E PLAN SE ESS STAN GISTEREI
	BUILDING FOOTPRINT		UNDERGROUND INFILTRATION OUTLINE	THIS A REAL
	BUILDING OVERHANG		POND ACCESS	
	ASPHALT PAVEMENT	1840840840840		
	HEAVY DUTY ASPHALT PAVEMENT		RIERAE	
\$P\$\$P\$\$P\$\$P\$	HEAVY DUTY CONCRETE		SAND FILTER	
	CONCRETE		CATCH BASIN	
A data da	CONCRETE		DOUBLE CATCH BASIN	
	ASPHALT SIDEWALK	O	DRAINAGE MANHOLE	
	SAWCUT LINE		FLARED END SECTION	
▼	SIGN		HEADWALL	
&./&.	ACCESSIBLE PARKING SPACE SYMBOLS	$\odot$	SEWER MANHOLE	
$\triangleleft$	BUILDING INGRESS/EGRESS		SINGLE LIGHT	
, ,			DOUBLE LIGHT	
$\odot$	PARKING COUNT		OVERHANGING LIGHT	
NOTE: THIS PLAN	SET MUST BE REPRODU	ICED IN COLOR		1

#### UTILITY NOTE:

ALL EXISTING UTILITIES DEPICTED ARE SHOWN ACCORDANCE WITH UTILITY <u>QUALITY LEVEL C</u> AS DEFINED IN CI/ASCE STANDARD 38-02 (STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA), LATEST REVISION.

. UNDERGROUND UTILITIES SHOWN ON THESE PLANS WERE PROVIDED BY OTHERS AND ARE APPROXIMATE ONLY. LOCATIONS MUST ALL DRUERGROUND UTLITIES SHOWN ON THESE FLANS WERE FRONDED BY OTHERS AND ARE APHRXIMATE OURL, DUCATIONS MUST BE DETERMINED IN THE FIELD BEFORE ECACATION, BLASTING, UTLITY INSTALLATION, BACKFILLING, GRADING, PAVENET RESTORATION, AND ALL OTHER SITE WORK. ALL UTLITY COMPANES, PUBLIC AND PRIVATE, MUST BE CONTACTED INCLUDING THOSE IN CONTROL OF UTLITIES NOT SHOWN ON THESE DOLUMENTS, CONTACT DIS GAFE A HINMING OF 72 WORKING HOURS PRIOR TO ARY CONSTRUCTION AT ALL DIS GAFE IS RESPONSIBLE FOR CONTACTING HENBER UTTLITY COMPANIES, DIO SAFE A MEMBER ADMINISTRATING ON THE RESPONSIBLE THE CONTRACTOR'S RESPONSIBLE THE ON THAT HEN ON DIS GAFE HENBER UTLITY ARE NOT NOTIFIED BY GAFE. IT IS THE CONTRACTOR'S RESPONSIBLETY TO INVESTIGATE AND NOTIFY IF ANY PRIVATELY OWNED OR NON DIS GAFE MEMBER UTLITIES ARE IN THE AREA.

PER THE CODE OF FEDERAL REGULATIONS - TITLE 29, PART 1926 IT IS THE SITE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ACCURATE UNDERGROUND UTILITY LINE LOCATIONS FROM THE UTILITY COMPANIES, UTILITY OWNERS AND, OR VIA UNDERGROUN UTILITY LOCATION EQUIPMENT AS WEEDED TO ESTABLISH ACCURATE LOCATIONS FROM TO ANY EXCAVATION. THE USE OF PROFESSIONAL UTILITY LOCATING COMPANIES RIGR TO ANY EXCAVATION IS RECOMMENDED.

DIPRETE ENGINEERING IS NOT A PROFESSIONAL UTILITY LOCATION COMPANY, AND IS NOT RESPONSIBLE FOR UNDERGROUND UTILITIES, DEPICTED OR NOT, EITHER IN SERVICE OR ABANDONED. ANY SIZES, LOCATIONS, EXISTENCE, OR LACK OF EXISTENCE UTILITIES SHOWN ON THESE PLANS SHOLD BE CONSIDERED APPROVIMATE UNTLY LOWIFIED BY A PROFESSIONAL UTILITY LOCATION COMPANY. DIFRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR DAMAGES INCURRED.

#### PERMIT NOTE:

THE INTENT OF THESE PLANS IS TO PROVIDE A PERMITTING SET TO THE REGULATORY AGENCY SUBMITTED. THESE PLANS CONTAIN THE REQUIRED INFORMATION NECESSARY FOR APROVAL TO THE SPECIFIC AGENCY SUBMITTED AND MAY NOT HAVE INFORMATION NECESSARY FOR OTHER REGULATORY AGENCIES. THIS SET MUST NOT BE CONSTRUCTION AS A FULL CONSTRUCTION OR BID SET. ADDITIONAL DETAIL IS REQUIRED FOR CONSTRUCTION AND BID DOCUMENTS, SUCH AS BUT NOT LIMITED TO. FINE GRADING, GRADING BETWEEN THE CONTORY INTERVAL, ADDITIONAL SUPEY/MAPPING BULDING SHARE/LOCATION AAD, UTILITY CONRECTIONS, UTILITY CROSSING, SURFACE AND GROUND WATER MITIGATION, SOLIS STABLITY AND CONSISTENCY. SPECIFIC END USER NEEDS, CONSTRUCTABILITY ISSUES, ETC. ANY USER OF THESE PLANS SHOLD UNDERSTAND THIS LIMITATION.







VIDEASTORAGEVFIDEMAINNPROJECTSV2954-003 RANDOLPH ROAD III/AUTOCAD DRAWINGSV2954-003-SESC.DWG PLOTTED: 5/15/202











VIDEASTORAGE/FYDEMAIN/PROJECTS/2954-003 RANDOLPH ROAD II/AUTOCAD DRAWINGS/2954-005-DRAN.DWG PLOTTED: 5/15/2023



VIDEASTORAGEN/DEMAINI/PROJECTS/2954-005 RANDOLPH ROAD II/JUTOCAD DRAWINGS/2954-003-UTL\_DWG PLOTTED: 5/15/2023











#### PLANTING NOTES:

- . SITE INFORMATION TAKEN FROM PLANS PREPARED BY DIPRETE ENGINEERING. SEE ENGINEERING PLANS FOR MORE DETAIL.
- CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS BY NOTIFYING DIG-SAFE I-888-54.2733 AT LEAST 72 HOURS PRIOR TO ANY CONSTRUCTION OR SITE PREPARATION AND ANY/OR ALL LOCAL UTILITY COMPANIES AS REQUIRED.
- 3. CONTRACTOR TO PROVIDE A TWO (2) YEAR GUARANTEE FOR ALL MATERIALS. CONTRACTOR GUARANTEES THAT PLANTS WILL REMAIN HEALTHY FOR TWO (2) GROWING SEASONS. CONTRACTOR TO MAINTAIN ALL PLANTING AND LAWNS UNIT. IFUAL PROJECT ACCEPTANCE. GUARANTEE PERFLOTED TO COMMENCE AT FINAL ACCEPTANCE. ANY REPLACEMENT PLANTS SHALL BE OF THE SAME SIZE AND SPECIES AS SPECIFIED WIT NEW GUARANTEE COMMENSION ON THE DATE OF REPLACEMENT.
- 4. ALL PLANT MATERIAL SHALL CO-FORM, IN ALL RESPECTS, TO THE GUIDELINES OF "THE AMERICAN STANDARD FOR NURSERY STOCK," LATES TEATION, PUBLISHED BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION, INC. ALL PLANTS SHALL BE NURSERY OROWN AND SHALL HAVE BEEN GROWN UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT FOR AT LEAST TWO (2) YEARS.
- 5. PLANT SUBSTITUTION SELECTION MUST BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- ALL PLANTS TO BE PLANTED SO THAT AFTER SETTLEMENT THEY BEAR THE SAME RELATION TO THE SURROUNDING GROUND AS TO THEIR ORIGINAL GRADE BEFORE DIGGING.
- CREATE SAUGER AROUND INDIVIDUAL PLANTS CAPABLE OF HOLDING WATER. ALL PLANTS TO BE FLOODED WITH CLEAN WATER TWICE WITHIN THE FIRST 24. HOURS OF PLANTING. ADDITIONAL WATERING SHALL BE MADE AS REQUIRED TO KEEP LANTS FROM WILTING AND DRIVING OUT UNTIL FURAL ACCEPTACE.
- ALL PLANTS TO RECEIVE THREE (3) INCHES OF MULCH COMPRISED OF DARK, AGED SHREDDED BARK AND SHALL COVER PLANTING BEDS AS SHOWN ON DRAWINGS.
- 9. TRIM BROKEN AND DEAD BRANCHES FROM TREES AND SHRUBS AFTER PLANTING. NEVER CUT A LEADER.
  10. CONTRACTOR TO LOAM AND SEED ALL DISTUBBED AREAS USING AN ENDOPHYTE ENHANCED GRASS SEED MIX AT A RATE OF 5-7 LES. PER 1000 SF OR AS DIRECTED BY TOWN. ANY SOOI (THEP) UTLIZED SHALL BE DROUGHT TOLERANT ENDOPHYTES OR PREDOMINANTLY FESCUE IN CHARACTER. STORMWATER SYSTEMS SHALL BE SEEDED FER FOND ETALS OR AS NOTED.
- II. RECOMMENDED DATES FOR PLANTING ARE MARCH IS TO JUNE IS AND SEPTEMBER IS TO NOVEMBER IS.
- 12. ALL LANDSCAPED AREAS SHALL BE KEPT FREE OF WEEDS AND DEBRIS. ALL VEGETATION WITHIN SAID AREAS SHALL BE MAINTAINED FREE OF PHYSICAL DAMAGE CAUSED BY CHEMICALS, INSECTS, DISEASES, LACK OF WATER OR OTHER CAUSES. DAMAGED PLANTS SHALL BE REPLACED WITH THE SAME OR SIMILAR VEGETATION ON AN ANNUAL BASIS.
- 13. LOAM MOVED ON SITE TO BE STOCKPILED AND RETAINED AND TO BE USED AS REQUIRED FOR THE LANDSCAFE DESIGN. LOAM SHALL NOT BE MIXED WITH ANY UNSUITABLE MATERIALS OR SUBSOIL. EXCESS LOAM TO REMAIN ON THE OWNER'S PROPERTY AND ONLY REMOVED WITH THE WORKERS PERMISSION. NEW LOAM SHALL BE FRABLE, FERTILE, HEDIUM TEXTURED SANDY LOAM THAT IS FREE OF TOXIC MATERIALS FOR HEALTH PLANT GROWIN AND SLEVINGL. LOAM SHALL BE FREE OF MATTER I OR ORDERTER IN DIAMETER AND WHEN TESTED SHALL HAVE A PH BETWEEN 55 AND 7.5 CONTRACTOR TO PROVIDE 8 INCHES OF GOO DOULT. LOAM AND/OR PROJEE SANDY LOAM THAT IS HOUTD AND HAVEN TO PROVIDE 8 INCHES OF GOO DOULT. LOAM AND/OR REDUCE SANDY LOAM THAT AND HAVEN TO PROVIDE 8 INCHES OF GOO DOULT. LOAM AND/OR REDUCE SANDY LOAM TO PROVIDE A HINMMY O INCH DEFTH.
- IL. FORMING AND PLANTING OF THE PROPOSED BERM TO BE COMPLETED WITHIN THE FIRST 4 MONTHS OF CONSTRUCTION IAS LONG AS THAT FALLS WITHIN THE PLANTING SEASON) AND A 2-YEAR MONTORING AND PLANT GUARANTEE ON THE PLANTS ON THE BERM IS RECOURED. SCREENING PLANTING TO BE PRUNED IF NEEDED TO MAINTAIN APPROPRIATE DENSITY AND HEIGHT.
- IS. ANY DISTURBED AREA DURING CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL STATE BY THE CONTRACTOR BEFORE COMPLETION OF THE PROJECT.
- 16. IRRIGATION BY OTHERS.
- 17. LIGHTING PHOTOMETRICS/DESIGN BY OTHERS.
- 18. THIS PLAN IS FOR LANDSCAPE PLANTING ONLY.
- 19. ALL VEGETATION OUTSIDE THE LIMIT OF WORK SHOWN WILL BE PRESERVED.



#### TOWN OF RANDOLPH, MA ZONING REGULATIONS:

#### HAPTER 200 ZONING

#### ITE PLAN AND DESIGN REVIEW

SITE PLAN AND DESIGN REVIEW 5 200-9. STANDARDS AND CRITERIA. THE PLANNING BOARD, TOWN COUNCL OR THEIR RESPECTIVE DESIGNEE(S) SHALL REVIEW ALL SITE PLANS AND DESIGN REVIEW APPLICATIONS AND PROJECTS AS DESCRIBED IN THIS ZONING GROINANCE IN GROEP TO ASSESS THE DEGREE TO WHICH A PROPOSED PROJECT. USE OF ACTIVITY IS CONSISTENT WITH THE SITE FOR THE PERMITTED USE AND WHETHER IT IS PERMISSIBLE BY THE REGULATIONS OF THE ZONING DISTRICT IN WHICH IT IS LOCATED THE PROJECT IS EXPECTED TO CONFORM TO ALL REPOVISIONE OF THIS CHAPTER, INCLUDING MEETING THE CRITERIA FOR GRANTING ANY PERMIT OR SPECIAL PERMIT AND ALL APPLICABLE PLANNING BOARD OR TOWN COUNCIL POLICIES AND DEVICED BEFORE THE FOR THE PERMIT AND ALL APPLICABLE PLANNING BOARD OR TOWN COUNCIL POLICIES AND

#### B. DESIGN STANDARDS

9. DESIGN STANDAPDS.
10. PROJECTS NUST MEET THE FOLLOWING BUILDING AND SITE DESIGN CRITERIA:
(0) PROJECTS NUST MEET THE FOLLOWING BUILDING AND SITE DESIGN CRITERIA:
(10) PROJECTS NUST MEET THE FOLLOWING BUILDING AND SITE DESIGN CRITERIA:
(11) ROUGHERV, AND CONDECTIVITY, WITH A CLEAR DEFINITION
RETWEEN VEHICULAR AREAS AND PEDESTIKAN WALKWAYS.
(11) SIDENLAS, PREDSTRIAN CONNECTIVITY BUTHEN THE PROJECT BUILDING ENTRANCES AND PARKING AREAS. AND SIDEWALKS,
OUTPARCEL BUILDINGS, AND TRANSIT STOPS SHALL BE CLEARLY NOICATED THROUGH THE USE OF LANGSCAPED AND SIDEWALKS ALONG THE
FULL LENGTH OF THE FRACADE.
(2) PROSTRIAN AVENITY AREAS. ALL PROJECTS SHALL BECUERE, PARES OR BRICKS. ALL CUSTOMER ENTRANCES SHALL INCLUDE SIDEWALKS ALONG THE
FULL LENGTH OF THE FRACADE.
(2) PROSTRIAN AVENITY AREAS. ALL PROJECTS SHALL DECUERSING FAITURES SUCH AS PEDESTRIAN AVENITY AREAS, WHICH SHOULD
INCLUDE WELL-LANDSCAPED SITTING AREAS WITH DESIGN COMPONENTS SUCH AS SEATING ELEMENTS AND/OR OTHER AMENITY AREAS.
WHICH SHOULD

SIDEWALKS ARE PROPOSED TO PROVIDE ACCESS TO THE MAIN ENTRANCE OF THE BUILDING. PLANTINGS ARE PROPOSED AROUND THE PERIMETER OF THE BUILDING WHERE FEASIBLE AS WELL.

(r) PARKING AREAS: PARKING LOTS AND ACCESS AISLE WAYS SHALL BE DESIGNED UTILIZING THE FOLLOWING STANDARDS: [1] PARKING LOT DESIGN, VAST, UNBROKEN PARKING LOTS ARE PROHIBITED: PARKING APEAS SHALL BE DESIGNED TO BE BROKEN UP WIT LANDSCAPE ISLANDS, PEDESTRIAN COMBINER, ANT LANDSCAPE ISLANDS SHALL INCLUDE PEDESTRIAN COMPARISTS THE PROPOSED BUILDING, PARKING LOT LANDSCAPE ISLANDS SHALL INCLUDE PEDESTRIAN AMENTIES WHERE APPROPRIATE TO FACILITATE PEDESTRIAN COMPRCTUITY.

THE PARKING AREA IS DESIGNED TO BE BROKEN UP WITH LANDSCAPE ISLAND AND SIDEWALKS THAT PROVIDE ACCESS TO THE MAIN ENTRY OF

[2] ALTERNATIVE PARKING LOT DESIGNS INCORPORATING NATURAL RESOURCES ARE ENCOURAGED, SUBJECT TO REVIEW BY THE APPLICABLE ACTING BODY OR THEIR RESPECTIVE DESIGNEE(S).
[3] PARKING SPACES. THE NUMBER OF PARKING SPACES SHALL BE DETERMINED IN ACCORDANCE WITH \$ 200-22 OF THIS CHAPTER AND THE TABLE OF DIMENSIONAL REQUIREMENTS. EACH PARKING SPACE IN EXCESS OF THE MINIMUM SHALL REQUIRE ADDITIONAL LANDSCAPED AREAS OF AT LEAST TEN (0) SQUARE FEET TO BE PLACED WITHIN THE INFORMAL PARKING AREA ADD/OR INGIT-OF-WAY BUFFER.

108 PARKING SPACES ARE PROPOSED AS WELL AS 22 TRUCK LOADING AND 16 TRAILER STORAGE SPACES.

# [4] PARKING SPACES SHOULD BE BROKEN INTO GROUPS OF TEN (I0) OR LESS WITH A REQUIREMENT OF TWO HUNDRED (200) SQUARE FEET OF PLANTED AREA FOR EVERY ORE THOUSAND (I.000) SQUARE FEET OF PARKING AREA. THE FLANTING AREA IS TO BE LOCATED INTERNAL TO THE PARKING AREA LADSCACHE (SLADSS AND MEDIADIS MAY BE USED TO MEET THIS PROVINED IN STUATIONS WHERE THE ACTING BODY DETERMINES THAT IT IS IMPRACTICAL TO PROVIDE INTERNAL LANDSCAPED AREA MEETING THE ABOVE REQUIREMENT. IS THE PARKING AREA INSTEAD BE PROVIDED WITH ADDITIONAL LANDSCAPED AREA THAT MORE EFFECTIVELY SCREENS IT FROM PUBLIC VIEW BY PROVIDING GREATER DETH AND/OR DENSITY TO FERMIETER LANDSCAPING.

PARKING SPACES ARE BROKEN INTO GROUPS OF TEN (10) OR LESS WHERE FEASIBLE. PLANTED AREA REQUIREMENT = 200 SF/ 1,000 SF PLANTED AREA REQUIREMENT = 200 SF/ 1,000 SF PROPOSED PARKING AREA = 17,496 SF PLANTED AREA REQUIRED 17,496 SF/ 1,000 SF = 17,50 X 200 = 3,500 SF± PLANTED AREA PROPOSED = 4,117 SF >3,500 SF±

PARKING LOTS, LOADING AREAS, STORAGE AREAS, DUMPSTERS, REFUSE COLLECTION AND STORAGE AREAS, AND SERVICE AREAS SHALL BE EENED FROM VIEW, FROM ALL PUBLIC RIGHTS-OF-WAY AND ALL ADJACENT PROPERTIES. BY THE USE OF LANDSCAPING BUFFERS. BERMS, URAL CONTOURS, FENCES OR A COMBINATION OF THE ABOVE

EXISTING AND/OR PROPOSED PLANTING ARE PROVIDED AS BUFFERS.

GENERAL LANDSCAPING REQUIREMENTS. THE FOLLOWING LANDSCAPING STANDARDS SHALL BE INCORPORATED INTO THE DESIGN OF ALL

SOD ALONE DOES NOT QUALIFY AS LANDSCAPING. ALL REQUIRED LANDSCAPING MUST CONTAIN PLANTS OTHER THAN SOD GRASSES, (M MAY INCLUDE SHRUBS, ORNAMENTAL GRASSES, FLOWERS, EVERGREENS AND TREES. A MIX OF PLANTINGS IS PROPOSED

[2] PRESERVATION AND PROTECTION OF EXISTING NATIVE SPECIES OF PLANT MATERIAL IS STRONGLY ENCOURAGED. EXISTING NATIVE SPECIES AND NATURAL COVER SHOULD BE RETAINED WHEREVER POSSIBLE. WHERE PLANTING REQUIREMENTS FOR LANDSCAPED AREAS RESULT IN THE NEED TO ADD ADDITIONAL TREES OR SHRUBS IN AN EXISTING NATURAL AREA, THERE SHALL BE MINIMUM DISTURBANCE TO NATIVE SPECIES.

EXISTING VEGETATION IS PROPOSED TO BE RETAINED WHERE FEASIBLE.

LANDSCAPING SHOULD BE PROVIDED ALONG AND AGAINST ALL BUILDINGS TO ANCHOR IT TO THE SURROUNDING ENVIRONMENT AND TO EN THE STRUCTURE. IN-ROUND LANDSCAPING SHOLLD COMPRISE THE MAJORITY OF THE LANDSCAPING REQUIREMENTS. RAISED PLANTERS ACCEPTABLE WHD DESIGNED TO ACCENTURE THE ARCHITECTURE ANO/OR ENHANCE PEOSTRIAN AREAS.

LANDSCAPING IS PROPOSED ALONG THE PERIMETER OF THE PROPOSED BUILDING.

DENSE LANDSCAPING AND/OR ARCHITECTURAL TREATMENTS SHOULD BE PROVIDED TO SCREEN UNATTRACTIVE VIEWS AND FEATURES [1] DENSE LANDSCHIPT ALCOMPLICIEL URAL, TEAM TIMEN'S SHOLDU BE PROJUBLY OSLEREN ONLI THE VIEWS AND FLASH TIMEN SANDLU DE PROJUBLY OSLEREN ONLI THE VIEWS AND FLASH TIMEN SANDLU DE PROJUBLY MATERNALS SUCH AS WOODS VALIEL, CAST REAL (S) SCREENING COULD BE ACCOMPLISHED BY FLANDHOND FENCES MADE OF GOOLDU I'D SCREEN ONLI AS WOODS AND TREAL, CAST REAL WITH BIRG ART STONE HASCARY FLEXABLE ACTIONE DOOL OF CHAIR-LINE REPECTIVE DESIGNEE(S).

EXISTING VEGETATION IS TO REMAIN TO PROVIDE SCREENING/BUFFER.

[6] AS LISTED IN THE TABLE OF DIMENSIONAL REQUIREMENTS A LANDSCAPING BUFFER IS REQUIRED ALONG ANY PROPERTY LINE THAT IS ADJACENT TO A PUBLIC RIGHT-OF-WAY. THE BUFFER SHALL BE PLANTED WITH SHRUBS, GRASS, AND TREES. TREES ARE TO BE PLANTED BASED ON STANDARDS DELINEATED IN SUBSCITON BC2(14) OF THIS 5 20-94.

EXISTING VEGETATION IS TO REMAIN ALONG THE PUBLIC RIGHT-OF-WAYS.

[7] A LANDSCAPING BUFFER NO LESS THAN FORTY (L0) FEET WIDE, OR AS DEFINED IN § 200-33, SHOULD BE PROVIDED TO SCREEN COMMERCIAL AND INDUSTRIAL USES FROM RESIDENTIAL PROPERTIES. THE BUFFER SHOULD OFFER A MINIMUM OF SIXTY PERCENT (60%) OFACITY. THIS MAY REQUIRE LARGE QUARTITIES OF PLANTINGS OF THE USE OF MORE MATURE PLANTS.

EXISTING VEGETATION IS TO REMAIN TO PROVIDE SCREENING/BUFFER.

LANDSCAPING SHOULD MINIMIZE POTENTIAL EROSION THROUGH THE USE OF PLANT MATERIALS WHICH AID IN SOIL STABILIZATION.

[8] LANDSCAPING SHOLD MINIMIZE POTENTIAL EROSION THEOLORH THE USE OF FLANT MATERIALS WHICH AN ISOL STABLIZATION.
 [9] INSTALLATION OF ALL LANDT MATERIALS ANALL CONFORM TO STANDARD ACCHTPABLE HOPTICULTURAL PRACTICES.
 [10] WHERE BERMS ARE USED WITHIN A LANDSCAPED AREA. SLOPES SHALL NOT EXCEED THIRTY DEGREES (30°) AND SHALL BE COMPLETELY COVERED WITH VGGTATION.
 [11] MANTENANCE OF ALL LANDSCAPED AREAS SHALL BE THE SOLE RESPONSIBILITY OF THE PROPERTY OWRER. FAILURE TO MAINTAIN PLANTING OT THIS CHAPTER OF THE REQUERED LANDSCAPED AREAS IN AN ATTRACTIVE AND HEALTHY STATE SHALL BE CONSIDERED A VIOLATION OF THIS CHAPTER OF THE THE FOUNDER LANDSCAPING AREAS IN AN ATTRACTIVE AND HEALTHY STATE SHALL BE CONSIDERED A VIOLATION OF THIS CHAPTER AND SUBJECT TO § 200-42.
 [12] ALL LANDSCAPING MATERIAL SHALL MEET THE FEOUREMENTS OF THE CLEAR SIGHT AREA § 200-32 OF THIS CHAPTER.
 [13] OF PROJECTS THAT ARE EXISTING NONCONFORMING USES OR WHERE EXISTING DEVELOPMENT PREVENTS STRICT COMPLIANCE WITH THIS SECTION. OF THE CHAPTERATIVE DESIGN ANY 64 LLOWED AT THE DISCRETION OF THE APPLICABLE ACTING BODY OR THEIR RESPECTIVE DESIGNEE(S).

LANDSCAPE PLANTING REQUIREMENTS. ALONG ROADWAYS, A LANDSCAPED BUI LANUSLAPE FLANTING REQURRENTS. ALONG ROADWAYS & LANDSCAPED BUFFER AREA ACCORDING TO THE TABLE OF DIMENSIONAL REQUIREMENTS SHALL BE ESTABLISHED CENT TO ANY PUBLIC ROAD. THE BUFFER AREA SHALL BE A CONTINUOUS AREA (EXCEPT FOR APPROVED ACCESSWAYS) PLANTED WITH S, SHRUBS AND SHADE TREES.

EXISTING VEGETATION IS TO REMAIN TO PROVIDE SCREENING/BUFFER

[A] PLANTS SHALL BE SOUND, VIGOROUS, FREE FROM MUTILATION, PLANT DISEASE, INSECT PESTS OR THEIR EGGS, AND FUNGUS AND SHALL HAVE HEALTHY, NORMAL ROOT SYSTEMS, PLANTS SHALL BE NURSERY-GROWN STOCK IN CONTAINERS OR FRESHLY DUG, BALLED AND BURLAPED.
 [9] IN ALL DISTRICTS WHERE A PLANTING STRIP OR BUFFER STRIP IS REQUIRED, LANDSCAPING SHALL BE REQUIRED IN THE SAD STRIP AT A MINIMUM OF ONE (1) TREE PER 50 LINEAL FOOT AND MUST ALSO INCLUDE LOWER-LEVEL ELEMENTS SUCH AS SHRUBS, PERENNIALS, HEDGES, FENCES, WALLS AND/OR PLANTED BERMS.

EXISTING VEGETATION IS TO REMAIN TO PROVIDE SCREENING/BUFFER.

[c] DECIDUOUS TREES SHALL BE AT LEAST TWO (2) INCHES IN CALIPER AS MEASURED SIX (6) INCHES ABOVE THE ROOT BALL AT THE TIME OF PLANTING.

PROPOSED TREES ARE TO BE LEAST TWO (2) IN CALIPER AND ARE CHOSEN FROM APPENDIX C - STREET TREES OF THE SUBDIVISION RECULATIONS

[0] EVERGREEN TREES SHALL BE A MINIMUM OF EIGHT (8) FEET IN HEIGHT AT THE TIME OF PLANTING.

PROPOSED EVERGREEN TREES ARE TO BE A MINIMUM OF EIGHT (8) FEET IN HEIGHT.

[E] SHRUBS AND HEDGES SHALL BE AT LEAST THIRTY (30) INCHES IN HEIGHT AT THE TIME OF PLANTING.

PROPOSED SHRUBS ARE TO BE AT LEAST THIRTY (30) INCHES IN HEIGHT.

ANY PLANTINGS THAT DO NOT MEET THE ESTABLISHED STANDARDS MUST BE REVIEWED BY THE APPLICABLE ACTING BODY OR THEIR



THE LANDSLAFED BUFFER SHALL DE FAMINIAIREU BIT OWNER OF THE MYCERTI. THE BUFFER SHALL CONSIST OF SKRUBS AND TREES OF A SPECIES COMMON TO THE AREA AND APPROPRIATE FOR SCREENING. PLANTS SHALL BE SOLND, VIGOROUS, FREE FROM MUTILATION, PLANT DISEASE, INSECT PESTS OR THER EGGS, AND FUNCUS AND SHALL HALTHY, NORMAL ROOT SYSTEMS. PLANTS SHALL BE NURSERYGROWN STOCK IN CONTAINERS OR FRESHLY DUG, BALLED AND BURLAPPED (RESERVED) (RESERVED)

[1] INSERVED/ [1] INALL DISTICTS WHERE A PLANTING STRIP (OR BUFFER STRIP) IS REQUIRED, LANDSCAPING SHALL BE REQUIRED IN THE SAID STRIP AT A MINIMUM OF ONE (I) TREE FER 30 LINEAL FOOT AND MUST ALSO INCLUDE LOWER-LEVEL ELEMENTS SUCH AS SHRUBS, PERENNIALS, HEDGES, FERCES, WALLS AND/OR PLANTED BERMS. [6] DECOUDUG TREES SHALL BE AT LEAST TWO (2) INCHES IN CALIPER AS MEASURED SIX (6) INCHES ABOVE THE ROOT BALL AT THE TIME OF PLANTING.

LANING. DEVERGREEN TREES SHALL BE A MINIMUM OF EIGHT (8) FEET IN HEIGHT AT THE TIME OF PLANTING. SHRUBS AND HEDGES SHALL BE AT LEAST THIRTY (30) INCHES IN HEIGHT AT THE TIME OF PLANTING. ANY FLANTINGS THAT DO NOT HEET THE ESTRALISHED STANDARDS MUST BE REVEWED BY THE APPLICABLE ACTING BODY OR ITS

GNEE(S). PLANTINGS SHALL BE SIZED AND SPACED TO MINIMIZE VISUAL INTRUSION. WITHIN THE LOT:

WITHIN THE LOT:
 WITHIN THE LOT:
 LARGE MATURING TREES SHALL BE PLACED NO CLOSER THAN THRTY-FIVE (35) FEET ON CENTER.
 SMALLER MATURING TREES SHALL BE PLACED NO CLOSER THAN THRTY' (20) FEET ON CENTER.
 WHANG SALKING SI WITHOUT ON TO ACHIEVE A CERTAIN EFFECT, CLOSER SPACING MAY BE CONSIDERED. THIS APPLIES TO LOCATIONS WHERE LARCE MATURING VERGREENS ARE BEING

EXISTING VEGETATION IS TO REMAIN TO PROVIDE SCREENING/BUFFER.

\$ 200-32. CORNER SETBACK FOR FENCES AND OTHER LANDSCAPING. A. CORNER LOTS AND INTERSECTING STREETS. NO BUILDING OR STRUCTURE IN ANY DISTRICT MAY BE ERECTED AND NO FENC OR VEGETATION. EXCEPT THEE TRUNKS, MAY BE ANNTAINED OR ALLOWED TO REMAIN BETWEEN THREE (3) FEET AND EIGHT (6) FEET ABOUE THE PLANE THRUGH THEIR CENTER-LINE GRADES BETWEEN THE DEPORTOR LINE OR ANTEROPERING POSTER AND ALLOW FORMUL DURITOR DURITOR DURITOR OF CONTINUES OF CONTIN DPERTY LINES OF INTERSECTING STREETS AND A LINE JOINING POINTS ON SUCH LINES TWENTY-FIVE (25) FEET TANT FROM THEIR POINT OF INTERSECTION OR, IN THE CASE OF A ROUNDED CORNER, THE POINT OF INTERSECTION OF THEIR TANGENTS

NO NEW VEGETATION IS PROPOSED AT THE JUNCTION OF AN INTERSECTING STREET.

5 200-33. BUFFER STRIPS.
B. INDUSTRIAL DISTRICTS ABUTING RESIDENTIAL DISTRICTS OR MULTIFAMILY DISTRICTS.
(I) IN AN NUDSTRIAL DISTRICT WHERE THE LOT ABUTS OR IS WITHIN FORTY (40) FEET OF THE SIDE OR REAR
OUNDARY LINE OF ANY RESIDENTIAL DISTRICT THERE FAILL BE FRONDED ON ALL PORTIONS OF SAUD LOT WITHIN FORTY
(40) FEET OF SAID BOUNDARY LINE A BUFFER STRIP, AS FOLLOWS. THE PORTIONS OF SAUD LOT WITHIN FORTY
(40) FEET OF SAID BOUNDARY LINE A BUFFER STRIP, AS FOLLOWS. THE PORTIONS OF SAUD LOT WITHIN FORTY
(40) FEET OF SAID BOUNDARY LINE A BUFFER STRIP, AS FOLLOWS. THE PORTIONS OF SAUD LOT WITHIN FORTY
(40) FEET OF SAID BOUNDARY LINE A BUFFER STRIP, AS FOLLOWS. THE PORTIONS OF SAUD LOT WITHIN FORTY
(40) THE SUBJECT FORE IND BUILDING, STRUCTURE OR PAVEMENT OF ANY NATURE, EXCLUDING NONACCESSORY
SINS, MAY BE CONSTRUCTED OR MAINTAINED.
(3) NO BUILDING, STRUCTURE OR PAVED SPACE ASSOCIATED WITH PARKING MAY BE LOCATED IN THE BUFFER STRIP.
(4) PLANTING SI NTHE BUFFER STRIP SHALL BE MAINTAINED BY THE OWNER OF THE PROPERTY USED FOR
NONRESIDENTIAL PURPOSES.

EXISTING VEGETATION IS TO REMAIN TO PROVIDE SCREENING/BUFFER.

G. BUFFERS SHALL CONFORM TO THE TABLE OF DIMENSIONAL REQUIREMENTS INCLUDED AS AN ATTACHMENT TO THIS CHAPTER FOR EACH DISTRICT AND DISTRICTS ABUTTING SAME DISTRICTS. NOTHING IN THIS SECTION SHALL ALLOW ONE (I) DISTRICT OR LOT OUSE AN ADJOINING DISTRICT OR LOT TO THEET ITS BUFFER FORGUMENTENT.

\$200-34. LOT COVERAGE. A. BULDING LOT COVERAGE. () NALL DISTRICTS, NO BUILDING SHALL BE CONSTRUCTED SO AS TO COVER, TOGETHER WITH OTHER BUILDINGS.

- 1) IN ALL DISTRICTS, NO BUILDING SHALL BE CONSTRUCTED SO AS TO COVER. TOGETHER WITH OTHER BUILDINGS NI THE LOT, LAGREE PORTINO THE LOT AREA THAIN THE PERINTITE DBUILDING LOT COVERAGE AS SPECIFIED IN THE TABLE OF DIMENSIONAL REQUIREMENTS FOR THE DISTRICT IN WHICH SAID LOT IS LOCATED. 25 BUILDING LOT COVERAGE IS THE TOTAL LARGE COVERED, MEASURED FROM THE OUTSIDE OF THE EXTERIOR VALLS. BY ALL PRINCIPAL AND ACCESSORY BUILDINGS ON A LOT. 3) N ALL DISTRICTS, THE FOLLOWING SHALL NOT BE COLMTED AS LOT COVERAGE: a) LANNS, GARDENS AND UNFAVED LANDSCAPED AREAS; a) CRAINAGENTY.

DRAINAGEWAYS: OPEN PLAY STRUCTURE WITHOUT ROOFS, SAND BOXES, OR SWINGS, NOT LOCATED ON A PAVED SURFACE; FOUNTAINS: SWIMMING POOLS (NOTE: APRONS, DECKS AND WALKS ADJACENT TO SWIMMING POOLS SHALL BE CONSIDERED OT COVERAGE );

AS LOT COVERAGE. ( 0) FERTIME WALLS LESS THAN THELVE (2) INCHES IN WIDTH ACROSS THE TOP SUFFACE. IF TWELVE (2) INCHES 00) FERTIME WALLS LESS THAN THELVE (2) INCHES IN WIDTH ACROSS THE TOP SUFFACE. IF TWELVE (2) INCHES 00) FERTIME TOP SUFFACE SHALL BE CONSIDERED AS LOT COVERAGE. AND/OP (4) FAMPS FOR THE DISABLED, FOR WHICH THE SOLE PRRPOSE IS TO PROVIDE ACCESS FOR THE DISABLED, AND WHICH HAVE NO MORE THAN THE INIMIMUM DIMENSIONS REQUIRED TO MEET ACCESSIBILITY STANDARDS. HILD THE ADDRESS IS DEPENDENT IN THE TARE FOR THE DISABLED, AND INITIAL PROVIDES IN CONSTRAINTS IN THE DISABLED. AND WHICH HAVE NO MORE THAN THE INIMIMUM DIMENSIONS REQUIRED TO MEET ACCESSIBILITY STANDARDS. WITHOUT MADE TO FINANCE THAN THE FINANCIAL TOTIELYSING RECORDED TO FILLET ACCESSIBILITY STRANDAUS. (4) WHERE A MAXIMUM LOT COVERAGE IS SPECIFIED IN THE TABLE OF DIMENSIONAL RECURREMENTS 2 NO BUILDING OR PART OF A BUILDING OR PAVED AREA OR OTHER FORM OF COVERAGE SHALL EXCEED SUCH MAXIMUM ALLOWABLE COVERAGE FXXFFFT AS SPECIFICIALLY ALTHOUGHZED BY THIS CHAPTER

SEE OVERALL SITE PLAN TABLE FOR COVERAGE INFORMATION.

B. IMPERVIOUS LOT COVERAGE. IN ALL DISTRICTS, NO LOT SHALL HAVE MORE COVERAGE BY IMPERVIOUS SURFACE THAN AS SPECIFIED IN THE TABLE OF DIMENSIONAL REQUIREMENTS. RAMPS FOR THE DISABLED. FOR WHICH THE SOLE PURPOSE IS TO PROVIDE ACCESS FOR THE DISABLED, AND WHICH HAVE NO RORE THAN THE MINIMUM DIMENSIONS REQUIRED TO MEET ACCESSIBILITY STANDARDS, SHALL NOT BE COUNTED AS COVERAGE.

SEE OVERALL SITE PLAN TABLE FOR COVERAGE INFORMATION.

C. GREEN AREA/OPEN SPACE. SEE DEFINITIONS. D. MAXIMUM LOT COVERAGE. THE TOTAL LOT NON-GREEN AREA/OPEN SPACE MAY NOT EXCEED THE MAXIMUM COVERAGE SPECIFIED IN THE TABLE OF DIMENSIONAL REQUIREMENTS. IN ORDER TO FULFILL THE INTENT OF MAXIMUM LOT COVERAGE, AN APPLICANT MAY SHIFT A PERCENTAGE OF THE BUILDING LOT COVERAGE REQUIREMENT, AND THE IMPERVIOUS LOT COVERAGE REQUIREMENT, BUT IN NO CASE SHALL THE MAXIMUM COVERAGE PERCENTAGE NOTED IN THE FALLE BE EXCEEDED.

SEE OVERALL SITE PLAN TABLE FOR COVERAGE INFORMATION



LIMIT OF DISTURBANCE IS AT THE DRIP LINE OF OUTERMOST BRANCH OR 5' FROM TRUNK,

TREE PROTECTION DETAIL TO SCAL









		5217	.00	
S	ectio	n E, I	tem	2.
The Lighting Analysis, EZLayout, Elengy Analysis andro Youal Simulation (Lighting Design') provided by RNB Lighting Ixer, [FMAF] represents an anticipated i Lighting system proteinance based upport approteries and including Design') provided by RNB Lighting ixer. (FMAF) These designs protomersions are based upporters and not based log varied by RMBs.	conditions. RNB recommends that design parameters and other information be field verified to reduce variation. RNB does not warrantly, either implied or stated, actual measured light levels or energy consumption levels as compared to those illustrated by the Lighting D	1 Rediser no warraw, enter inspired stand, no repeated the approximation condisenses or allowing or the lipide parts accompliance on the approximation in the lipide parts accompliance on the approximation of the lipide parts in the lipide part of the lipide parts and a lipide parts and a lipide parts and a lipide part of the lipide parts and a lipide part of the lipide parts and a lipide part of the lipide parts and a lipide parts and and and and lipide parts and and and lipide parts and and lipide parts and and and and lipide parts and and and lipide parts and and and lipide parts and and and and and and and	Immediately prior to any party ordering faß products used in the Lighting Design, the ordering party must weity that the lumen output of the factures being o las strown on MBS: websitel match the lumen output shown in the Lighting Design. Occasionally, Lighting Designs previously provided use factures that are le	u poblated prior to an order and such updates could change the lumen output of the fixture. This in turn, could impact the installed lighting performance that di the Lighting Design.
PROJECT #209018	CASE #1098922	03 Randolph Ltg Layout 10989220	0	2C.AGI
Scale: as noted	Date:5/12/2023	Filename: 2954-0	Drawn By: dvent	Randolph Ltg Layout 109892
Job Name: 2954-003 Randoloh	Randolph, MA	Lighting Layout Version C	SHEET 1 OF 2	d 101064/2954-003 Randolph/Working Files/AGI/2954-003
Prepared For: Holbrook Associated	35 Reservoir Park Drive Rockland, MA 02370	Tel: 781-871-0011		Filename: Z:\Job Files\Holbrook Associated\Holbrook Associate
		14th Street, New York, NY 10014 2 1000 - cabighting com	1(	)1

Calculation Summary											
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Description	PtSpcLr	PtSpcTb	Meter Type
Property Line	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.	Readings taken at 0'-0"AFG	10	N.A.	Horizontal
Site	Illuminance	Fc	0.24	13.5	0.0	N.A.	N.A.	Readings taken at 0'-0" AFG	10	10	Horizontal
Loading	Illuminance	Fc	5.35	13.5	1.5	3.57	9.00	statistical area			
Rear Parking	Illuminance	Fc	1.23	4.9	0.2	6.15	24.50	statistical area			

Luminaire	e Schedu	ıle	All quotes/orders generated from this layout must be forwarded to the Local Rep Agency									
Symbol	Qty	Tag	Label	Arrangement	LLF	Lum. Lumens	Arr. Lum. Lumens	Description	Lum. Watts	Arr. Watts	Total Watts	BUG Rating
-=	4	A3	ALEDM3TY @90w	Single	1.000	12835	12835	TYPE III - POLE MOUNT	91	91	364	B2-U0-G2
	7	A3-WM	ALEDM3TWMY @90w	Single	1.000	12835	12835	TYPE III - WALL MOUNT	91	91	637	B2-U0-G2
-=	2	A4	ALEDM4TY @90w	Single	1.000	12666	12666	TYPE IV - POLE MOUNT	91.5	91.5	183	B1-U0-G3
	9	A4-WM	ALEDM4TWMY @ 150W	Single	1.000	19267	19267	TYPE IV - WALL MOUNT	148.2	148.2	1333.8	B2-U0-G4
H	14	С	SLIM17FA15ADJ @3K	Single	1.000	1761	1761	WALLPACK	14.2	14.2	198.8	B1-U1-G0

LumNo	Tag	X	Y	MTG HT	Orient	Tilt
1	A3	784457.694	2893257.996	25	65.37	0
2	A3	784305.191	2892950.233	25	58.389	0
3	A3	784724.309	2892685.612	25	60.007	0
4	A4	784924.114	2893113.988	25	230.152	0
5	A3-WM	784418.936	2892938.277	25	235.814	0
6	A3-WM	784536.861	2892866.128	25	240.714	0
7	A3-WM	784791.93	2892792.9	25	325.713	0
8	A3-WM	784866.624	2892914.218	25	323.87	0
9	A3-WM	784363.608	2893020.123	25	147.995	0
10	A3-WM	784443.686	2893150.261	25	150.304	0
11	A4-WM	784512.22	2893179.332	25	59.703	0
12	A4	784798.832	2893221.601	25	233.893	0
13	C	784522.603	2893170.547	10	61.075	0
14	C	784603.251	2893121.141	10	61.075	0
15	C	784683.614	2893071.854	10	61.075	0
16	C	784764.237	2893022.622	10	61.075	0
17	C	784844.845	2892972.89	10	61.075	0
18	C	784848.477	2892888.169	10	325.008	0
19	С	784810.961	2892826.68	10	330.406	0
20	C	784723.198	2892753.413	10	240.255	0
21	C	784636.123	2892806.92	10	237.014	0
22	C	784549.336	2892859.984	10	240.145	0
23	С	784462.049	2892913.305	10	236.064	0
24	C	784401.15	2893078.455	10	148.738	0
25	C	784438.977	2893139.649	10	150.146	0
26	C	784375.488	2892966.341	10	236.064	0
27	A3-WM	784656.931	2892791.966	25	240.714	0
28	A3	784550.903	2893277.072	25	244.46	0
29	A4-WM	784554.824	2893153.161	25	59.703	0
30	A4-WM	784597.428	2893126.99	25	59.703	0
31	A4-WM	784640.032	2893100.82	25	59.703	0
32	A4-WM	784682.635	2893074.649	25	59.703	0
33	A4-WM	784725.239	2893048.478	25	59.703	0
34	A4-WM	784767.843	2893022.307	25	59.703	0
35	A4-WM	784810.447	2892996.136	25	59.703	0
36	A4-WM	784853.051	2892969.966	25	59.703	0

Luminaire Tag Summary					
Tag	Qty				
A3	4				
A3-WM	7				
A4	2				
A4-WM	9				
C	14				

4
7
2
9
14



\* Illumination values shown (in footcandles) are th in the calculation summary. Meter orientation is n

\* The calculated results of this lighting simulation vary from the anticipated performance and are su

\* Mounting height determination is job site specif to be taken at the top of the symbol for ceiling mo

\* RAB disclaims all responsibility for the suitability installer's and/or end-user's responsibility based or site and soil conditions, wind zone, and many othe be engaged to assist in this determination.

\* The landscape material shown hereon is concept or tree, as these materials are living objects, and su The actual illumination values measured in the fiel

\* Photometric model elements such as buildings, be detailed by the customer documents for inclusi and complete construction drawings that reflect w inaccurate, or outdated information provided by th

\* RAB Lighting Inc. luminaire and product designs may apply. Please see www.rablighting.com/ip.

\* The Lighting Analysis, EZLayout, Energy Analysis anticipated prediction of lighting system performa information provided by others have not been fiel RAB recommends that design parameters and oth

\* RAB does not warranty, either implied or stated, Lighting Design.

\* RAB does not warranty, either implied or stated, n with any applicable regulatory code requirements v Design is issued, in whole or in part, as advisory doo part of a project's construction documentation pac

\* Immediately prior to any party ordering RAB prov being ordered (as shown on RAB's website) match use fixtures that are then updated prior to an orde lighting performance that differs from the Lighting



	PLC	от то	ጋ 24"ኦ	(36"	PAC			
ariables. RAB's standard is to use the initial 1.0 LLF in accordance with most municipal	Section E, Item2.							
nless otherwise noted. he predicted results for planes of calculation either horizontal, vertical or inclined as designated	cipated p o the actu	hting De	vith any a in whole umentati	s being of hat are th	e that dif			
normal to the plane of calculation. 1 represent an anticipated prediction of system performance. Actual measured results may	ints an antic ay vary from	d by the Lig	compliant v gn is issued, ruction docu	the flotures the fixtures the	performano			
Jbject to means and methods which are beyond the control of RAB Lighting Inc. fic, our lighting simulations assume a mounting height (insertion point of the luminaire symbol)	uB") represe d results ma	e illustrated	Design as of the Design as of the Design of	n output of provided us	d lighting p			
ounted luminaires and at the bottom of the symbol for all other luminaire mounting configurations.	ng Inc. ("RA al measure	red to thos	re Lighting AB. The Lig irt of a proj	t the lumer previously p	the installe			
or change or pupper of the projected area (TEPAT) of the proposed fixtures and the owner's net he weight and effective projected area (TEPAT) of the proposed fixtures and the owner's er factors. A professional engineer licensed to practice in the state the site is located should	d by RAB Lighti d therefore actua	ce variation. Ievels as compa	r suitability of th submitted by Ru ction nor as a pa	/ must verify tha	n, could impact			
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#### PUBLIC NOTICE Town of Randolph, MA Notice of Public Hearing The Randolph Town Council will conduc bndav. July 24, 2023, at 6:15 PM, which m son át Section E, Item2. Randolph Town Hall - Chapin Hall - 41 dolph, MA 02368 or electronically by Zoom or on thé request of the applicant, Bluewater Property Acquisitions, LLC, for a 24-hour special permit application for a warehouse distribution facility on multiple parcels at Randolph Road, Randolph, MA. The parcels include Parcel ID's: 17-F-1.01, 17-K-2, 17-1-3, 17-1-2.192, 17-1-4.201, 17-H-1.0, 17-H-2.554-5, 17-K-1.R, 17, J-7, 1, 17-J-8, 225-2, 17-L-1.S, 17-L-2, 695, 17-D-5, 704-7, 34-A-2, 713-7, 17-J-15, 756-7, 17-J-14.785, 34-A-3.739-7.

Project plans and additional information are availad Randolph Town Clerk's Office during regular busine offices of the Town Clerk, 41 South Main Street, Ran Zoom link to connect to the public hearing may be Randolph website calendar, on the day of the meeting. Dates of Publication: 7/8/2023 and 7/15/2023



# **PLANNING BOARD DECISION & CONDITIONS**

# Applicant Bluewater Property Acquisitions LLC 76 8<sup>th</sup> Avenue, 10<sup>th</sup> Floor New York, NY 10011

# II. Agent for Applicant

Robert C. Buckley, Esquire Reimer & Braunstein LLP 700 District Avenue Burlington, MA 01803-5008

# III. Property Location

Randolph Road – Multiple Parcels Randolph, MA 02368

### IV. Assessor's Map ID

17-D-005.704-7, 17-F-001.01, 17-H-1.Q, 17-I-2.192, 17-I-003, 17-I-004.201, 17-J-007.1, 17-J-008.225-2, 17-J-14.785, 17-J-015.756.7, 17-K-1.R, 17-L-1.S, 17-L-2.695, 34-A-002.713-7, 34-A-003.739-7, 17-K-2, and 17-H-2.554-5

### V. Property Owner

ML Real Estate Trust LLC and Randolph Road Realty, LLC 11 Randolph Road Randolph, MA 02368

# VI. Zoning District

The subject properties are located within the Industrial (I) District

## VII. Action Sought

The applicant seeks site plan and design review for the construction of a 120,000 sq ft facility with parking areas, site circulation, utilities, stormwater infrastructure, lighting and wayfinding signage for a speculative warehouse facility.

### VIII. Hearing/Meeting Type and Date(s)

The proposed actions are subject to a Tier 3 review by the Randolph Planning Board. Hearing opened: June 13, 2023 Hearing continuation dates: June 27, 2023 and July 11, 2023 Hearing closed: July 11, 2023

# IX. Referenced Documents

- -Application for Site Plan Review dated May 13, 2023 with project narrative -Owner authorization
- -Evaluation of Site Sound Emissions by Ostergaard Acoustical Associates dated May 12, 2023 and supplemented June 23, 20223
- -Traffic Impact Study by McMahon Associates dated December 2022
- -Stormwater Pollution Prevention Plan by DiPrete Engineering
- -Stormwater Management Report by DiPrete Engineering dated May 16, 2023
- -Stormwater Operations & Maintenance Plan by DiPrete Engineering dated May 16, 2023
- -Geotechnical Engineering Report by Sanborn, Head & Associates dated November 11, 2022
- -Air Quality Assessment by Tech Environmental dated June 19, 2023
- Civil site plan set by DiPrete Engineering dated May 16, 2023 and revised June 23, 2023
- Architectural plan set and renderings by Ford & Associates dated May 16, 2023
- Email correspondence from Randolph Fire Department dated June 16, 2023
- Written correspondence from abutters: Mary Keaney, Mary Tar, Yasmin Razi, Patty Donoghue, Bill and Judy Watson, David Andler and Andy Miahic all of Meadow Lane
- Written questions submitted by the Planning Board
- Certification of missed meeting under MGL chapter 39, section 23D by Anthony Plizga, Planning Board chairman

### X. Decision & Conditions

The site plan and associated reports were reviewed and testimonies made by the applicants and residents were heard by the Randolph Planning Board at a public hearing opened on June 13, 2023, continued to June 27, 2023 and closed on July 11, 2023. On a motion made by Tony Plizga and duly seconded by Peter Taveira the board voted 4-0-0 to *APPROVE with CONDITIONS* the site plan as presented on the civil plan set by DiPrete Engineering last revised June 23, 2023, architectural plan set by Ford & Associates last revised May 15, 2023, lighting plan and landscape plans subject to the following conditions:

- a. The lots for the proposed development must be consolidated through an Approval Not Required (ANR) with the Planning Board to create lot/lots in compliance with the applicable zoning dimensions for size and frontage. Such endorsement and recording of the plan shall be completed prior to the issuance of building permits.
- b. Site details shall be as specified on the referenced documents. Any changes must be approved by the Planning Board or its designee.
- c. Any conditions established by the stormwater authority must be met.
- d. Any conditions established by the Conservation Commission must be met.

- e. The rock wall on the property boundary between the subject parcel(s) and the parcel to the west/southwest (Village at Broadmeadow) is to remain in place and undisturbed.
- f. Any proposed gates or barriers impacting traffic circulation must be reviewed and approved by the Randolph Fire Department. An updated site plan page with any approved materials/equipment should be provided to the Planning Department.
- g. The landscape buffer on the west/southwestern border of the parcel(s) where it abuts the residences at Broadmeadow is to be maximized to the fullest extent possible. Appropriate vegetation is to be incorporated at the top of the bedrock slope with cultivars and number of plantings to be approved by the designee for the Planning Board with installation as soon as reasonably practical after the bedrock wall is complete and seasonal conditions are favorable.
- h. The redwood fence proposed for the top of the bedrock is to be installed as close to the cut slope as feasible.
- i. A revised engineering drawing depicting the bedrock wall details on the south side of the parcel shall be submitted to the Planning Board for minor revision to the site plan for review and approval prior to construction of the wall.
- j. Project shall be complete in 2 years from the Planning Board date of decision subject to a 1-year extension on written request.
- k. Final as-builts are due to the Planning Department within 90 days following completion of construction.
- I. Updated drawings are to be submitted to the Planning Department prior to the start of construction.
- m. A Performance Guarantee of \$25,000 shall be posted with the Planning Board to ensure installation and maintenance of the vegetated buffer. The value shall be retained in the escrow account for a period of two (2) years post construction.
- n. Any additional permits, licenses and approvals required for construction and occupancy of the structure.

# XI. Mitigation

a. In order to allow the Town to understand and address traffic impacts and to support the development of improvements for the Oak Street/North Street/Randolph Road intersection, the Applicant shall make a monetary contribution to assist the town with the study of signal phasing improvements or design plans, in an amount not to exceed \$75,000 payable at the issuance of a building permit for the shell building. Said funds shall be placed in an escrow account subject to the foregoing signalization improvements or other traffic improvements impacting the intersection. The Town shall be solely responsible for obtaining all necessary studies, reports, permits, approvals and consents for any improvements.



# Special Permit for 24 hr operations at Randolph Rd

**ANN NAUGHTON** <atnaughton@comcast.net> To: "NOliveras@Randolph-MA.gov" <NOliveras@randolph-ma.gov>

Fri, Jul 21, 2023 at 11:12 AM

Hello-

Our home is at 1102 Meadow Ln Randolph. As our property is so close to the proposed project, we are strongly opposed to 24 hour operations.

We have already sent Michelle Tyler pictures demonstrating how close we are to the proposed project.

Thank you, David Andler and Ann Naughton 781-985-7203



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# **Special Permit Application**

william watson watson <watson878@comcast.net> To: "NOliveras@Randolph-MA.gov" <NOliveras@randolph-ma.gov>

**RE: Randolph Road Special Permit** 

**TO: Natalie Oliveras** 

We are responding to your upcoming hearing notice for the Randolph Road Special Permit. We are specifically addressing the 24-hour Operation request.

As abutters to the property we could be directly impacted by these hours. We have worked with the planning board during the permit stages and have expressed our concerns about the landscape, trees, lighting, noise etc. Our bedrooms face this project and also our deck where we have quiet enjoyment. This could impact our lives and living space. Right now there are no tenants and the projection of 10-12 trucks in and out could change.

Please give this your consideration : Could we revisit this request at a later date based on occupancy, traffic and noise.? There is so many unknown factors

We invite you to come to our property and see this site .

Sincerely, Bill and Judy Watson 605 Meadow Ln 781-789-3675
August 8, 2023

To: Members of the Randolph Town Council Re: Follow Up Materials regarding application for a 24-hour special permit

Dear Mr. President and Members of the Council,

I thank you for your thoughtful questions and consideration for our application for a Special Permit for overnight use during the public hearing on Monday July 24, 2023.

We hope we clearly expressed our desire to work with the Council on drafting a set of conditions that will hold the property owner and future operators accountable to manage the Premises thoughtfully and to act as good long-term neighbors in the community.

During the meeting, the Council expressed concern about the lack of certainty around the operator and the potential for overnight activity. While our firm is very experienced with the types of activities that will occur from 12AM to 6AM, even operators cannot know with one hundred percent certainty how unpredictable forces may impact potential deliveries on a weekly basis. The special permit for overnight use is intended to allow the flexibility that warehousing business owners require to run a smooth and well-organized operation while including conditions with which the owner and operators must comply to maintain the privilege of the special permit.

Because the nature of overnight deliveries is unpredictable, the Applicant has taken extensive care to address the potential nuisance on the Premises through installation of belt-and-suspenders sound screens and parapet walls. To supplement the physical investment the Applicant is making to the Premises, we have also enclosed the proposed conditions which:

- a.) Puts the Applicant in the pro-active position of monitoring sound emitting to the Premises to prove consistency with projections;
- b.) Provides a feedback mechanism for any issues that may arise before and after this monitoring program;
- c.) Presents a process for resolving issues if they occur;
- d.) Outlines rules that operators must follow during the overnight hours; and
- e.) Stipulates lease conditions that tie the operator to comply with all permits.

We are more than happy to work with the Council on perfecting the language and inserting other reasonable and actionable concepts.

We thank you again for your thoughtful consideration and the professionalism your Town has demonstrated throughout the process.

Sincerely,

Alexandra Escamilla Head of Development – Bluewater Property Group

cc: Christine Griffin, Town Solicitor

3694425.2

#### 11 Randolph Road, Randolph, MA

#### **DRAFT CONDITIONS FOR 24/7 OPERATIONS**

- 1. The Applicant shall work with the Town to approve and post appropriate way finding signage on the approach of Randolph Road to North Street directing exiting vehicles to the most efficient route to Route 93. In addition, the Applicant shall post appropriate signage advising truck operators of the applicable regulations and ordinances governing truck idling and such other issues as the Town deems appropriate.
- 2. The Applicant has provided evidence that it is not expected that the use of the Premises and the Project will constitute a "nuisance" under applicable ordinances and/or regulations during the hours of midnight to 5:00 am ("Overnight Hours"). To confirm this assumption, the Applicant agrees to conduct, at the Applicant's expense, a one-time post full occupancy sound study for comparison to the sound study prepared by the Applicant's sound consultant, Ostergaard Acoustical Associates as part of the submission to the Planning Board dated May 12, 2023 and revised on July 20, 2023 to ensure compliance with noise conditions set forth therein. This sound study shall be performed by a sound consultant of Applicant's choosing for consistency and shall occur approximately 3-6 months after full building occupancy to allow time to establish routine procedures or operations within the facility. Should the post-occupancy sound study show that noise levels exceed the applicable Massachusetts DEP noise regulations and/or applicable local ordinances and regulations on a re-occurring basis during the Overnight Hours and conclude that the Premises is the cause of a nuisance, the Applicant and/or tenant shall be required to propose mitigation measures.
- 3. Notwithstanding the foregoing Condition #2 above, the Applicant and/or tenant shall establish a protocol to include an on-site contact whom a designated Town employee or resident may contact in the event of any re-occurring nuisance complaint that is filed asserting that the overnight activities at the Premises (including use, occupancy and truck operations) during the Overnight Hours exceed sound levels established under applicable state and local regulations and ordinances.
- 4. The Applicant shall comply with all applicable federal, state, and local regulations, including but not limited to, CMR Chapter 90, Section 16A governing vehicle idling at the Premises.
- 5. All leases shall provide that any tenant for the Premises (or a portion thereof) shall be required to comply with all applicable state and local ordinances, rules, regulations, permits and approvals related to the Premises.

- 6. The loading bay doors shall be closed between the Overnight Hours when the bays are not in operation (active loading or unloading) to prevent noise transmitting from the building from interior operations.
- 7. The July 11, 2023 Site Plan Decision of the Planning Board of the Town of Randolph is hereby affirmed and incorporated and made a part of this decision.

3593664.11

#### TOWN OF RANDOLPH 41 SOUTH MAIN STREET RANDOLPH, MASSACHUSETTS 02368

**BOARD OF REGISTRARS** 



JAMES BUIEL JAMES CURTIS CHERYL SASS YVONNE WATSON

June 29, 2023

William Alexopoulos, President Randolph Town Council 41 South Main Street Randolph, MA 02368

Mr. Alexopoulos:

At a regular meeting of the Board of Registrars on June 20, 2023, the board voted unanimously to allow In-person Early voting for the November 7, 2023 Local Election.

The Board of Registrars recommends the following hours, which not only maintains the number of early voting hours since the last town election, but increases them for inperson early voting for the upcoming municipal election:

Saturday, October 28 <sup>th</sup>	9:00 am – 5:00 pm
Monday, October 30 <sup>th</sup>	8:30 am – 7:00 pm
Tuesday, October 31 <sup>st</sup>	8:30 am – 4:30 pm
Wednesday, November 1 <sup>st</sup>	8:30 am – 4:30 pm
Thursday, November 2 <sup>nd</sup>	8:30 am – 7:00 pm
Friday, November 3 <sup>rd</sup>	8:30 am – 4:30 pm

Please let me know if you have any questions, or need additional information. Thank you.

Sincerely,

Cheryl D. Sass Town Clerk & Registrar

### Council Order: 2023-047

Introduced by: Town Manager Brian Howard August 21, 2023

### <u>Acceptance of Board of Registrars' Recommendation</u> for In-Person Early Voting For Fall 2023 Local Election

ORDERED: Pursuant to M.G.L. ch. 54, Section 25B, and any other applicable law, and upon a request from the Town of Randolph Board of Registrars recommending in-person early voting, as described in the attached letter, the Randolph Town Council hereby authorizes in-person early voting for the November 7, 2023 Local Election to be held in the Town of Randolph during the following hours:

Saturday, October 28 <sup>th</sup>	9:00 am – 5:00 pm
Monday, October 30 <sup>th</sup>	8:30 am – 7:00 pm
Tuesday, October 31 <sup>st</sup>	8:30 am – 4:30 pm
Wednesday, November 1 <sup>st</sup>	8:30 am – 4:30 pm
Thursday, November 2 <sup>nd</sup>	8:30 am – 7:00 pm
Friday, November 3 <sup>rd</sup>	8:30 am – 4:30 pm

# Council Order: 2023-048

Introduced by: Town Manager Brian Howard August 21, 2023

# FY2024 Budget Transfers

To see if the Randolph Town Council will vote to approve the following transfers:

Transfer From		Transfer To		
Department	Salary		Department	Expense
Town Clerk -Election Workers	\$34,000		Town Clerk -Purchase	\$34,000
			of Election Services	