

Section 7.0: Standards for Compliance

7.1 Access and Traffic Impacts.

1. **Curb-cuts and Driveways** - The number of curb cuts shall be limited to two (2) per street line. Curb cuts shall not exceed twenty-five (25) feet. All driveways shall be designed to afford motorists exiting to roads with safe sight distance. The proposed development shall assure safe interior circulation within its site by separating pedestrian and vehicular traffic. To the extent practicable, access to businesses shall be provided via one of the following:
 - A. A common driveway serving adjacent lots or premises
 - B. An existing side street; or,
 - C. A cul-de-sac or loop road shared by adjacent lots or premises.

Response:

The project will have 1 curb cut at George Leven Drive and 1 curb cut off Kelley Blvd. The curb cuts are 50 ft wide and 71 ft wide respectively. Curb cut dimensions were taken from tie-in points at existing right of way. A Site Circulation Plan was reviewed at the 10/17/24 Planning Board meeting illustrating the pedestrian circulation throughout the site as well as vehicular traffic circulation. An updated site circulation plan is included as an attachment to this memo.

2. **Traffic Impact Statement** - In each case where more than 15 residential units are being proposed or a new commercial building(s) of more than 3,000 square feet total floor area is proposed, or where any proposed enlargement of a building would result in a building have more than 3,000 square feet total floor area, a traffic impact statement shall be prepared containing the following information:
 - A. A detailed assessment of the traffic impacts of the proposed project or use on the carrying capacity of any adjacent highway or road(s) and any adjacent intersection(s);
 - B. A plan to minimize traffic and safety impacts through such means as physical design and layout concepts, promoting use of public transportation, or other appropriate means; and,
 - C. An interior traffic and pedestrian circulation plan designed to minimize conflicts and safety problems.

Response:

This is separately addressed in the Traffic Impact Analysis provided to the town as part of the Site Plan Application on 9/27/24. Traffic Peer Review Comments were received on 1/16/25 and responses were sent back to the town on 1/24/25.

3. **Pedestrian and Bicycle Circulation** - Each street shall be designed to encourage pedestrian and bicycle travel by providing short routes to connect residential uses with nearby commercial services, schools, parks and other facilities. Adequate pedestrian and bicycle access shall be provided as follows:

- A. Sidewalks shall be provided to allow access to adjacent properties and between individual businesses within a development;
- B. If the property directly abuts a pedestrian walkway or bikeway right-of-way, a paved access route to the walkway or bikeway shall be provided; and,
- C. Tree-lined or otherwise appropriately landscaped pedestrian paths and walkways shall link together areas designated as open space within the site and whenever possible to adjoining public areas.

Response:

Sidewalks throughout the site are thoughtfully designed to connect with existing or proposed sidewalks outside the property line, ensuring safe and convenient walkability to nearby retail and amenities. Both site entrances will feature tree-lined pathways and carefully planned landscaping, as detailed in the landscaping plans.

- 4. **Public Streets & Sidewalks** - All roadways, driveways, trails and sidewalks within the project shall be constructed in conformance with the following design and construction standards:
 - A. Pavement widths for traveled ways shall not be less than twenty-six (26) feet for two-way traffic;
 - B. Sidewalk width shall be a minimum of five feet;
 - C. Vertical granite curbing shall be used; and
 - D. All off-site construction on state and local roadways shall comply with the Department of Massachusetts Highway standards, specifications, or special conditions as applicable.

Response:

This is not applicable. There are no public streets or sidewalks contemplated for this project.

- 5. **Private Road Construction** - All private on-site roadways, driveways, trails, and sidewalks within the project shall be constructed in conformance with the following design and construction standards:
 - A. Pavement widths for traveled ways (that is, not including parallel or perpendicular on-street parking) shall not be less than twenty-four (24) feet for two-way traffic or fifteen (15) feet for one-way traffic;
 - B. Sidewalk width shall be a minimum of five feet;
 - C. Vertical granite curbing shall be used at all site entrances;
 - D. All utilities shall be underground where practicable based upon existing utility infrastructure;
 - E. All plans shall specify that such roadways are proposed not to be dedicated to the Town but are to remain private roadways; and
 - F. All deeds conveying any portion of land or a structure in any development containing private roadways shall specify that such roadways are and are always to remain private roadways.

Response:

The project plans to include 22-foot-wide traffic lanes, reflecting feedback from the Planning Board aimed at reducing the impervious area percentage on the site. *This design feature will require a waiver from the Planning Board.* The sidewalks are designed to be 5 feet wide, with vertical granite curbing proposed at the site

entrances. All utilities will be installed underground, and the roadways will remain privately owned.

7.2 Drainage and Surface Runoff - Drainage and surface runoff is collected and treated through use of best management practices as determined by the applicant's design engineer, subject to review by the Planning Board's consulting engineer (if any) or the Director of Public Works.

Response:

Site drainage has been reviewed by the town's Stormwater Peer Review consultant, Beals & Thomas. A clean review memo was provided by Beals & Thomas on January 28, 2025

7.3 Parking

1. **Purpose** - The purpose of this section is to establish standards ensuring the availability and safe use of parking areas. It is intended that any use of land involving the arrival, departure, or temporary storage of motor vehicles, and all structures and uses requiring the delivery or shipment of goods as part of their function, be designed and operated to:
 - a. Promote traffic safety by assuring adequate places for storing of motor vehicles off the street, and for their orderly access and egress to and from the public way;
 - b. Prevent the creation of surplus amounts of parking spaces contributing to unnecessary development and additional generation of vehicle trips, resulting in traffic congestion and traffic service level deterioration on roadways;
 - c. Reduce unnecessary amounts of impervious surface areas from being created;
 - d. Reduce hazards to pedestrians and increase pedestrian connectivity between and within sites;
 - e. Promote access and convenience, in compliance with regulations of the Americans with Disabilities Act (ADA) and Massachusetts Architectural Access Board (AAB), for people with disabilities;
 - f. Increase the mobility and safety for bicyclists; and
 - g. Protect adjoining lots and the general public from nuisances and hazards such as:
 - i. Noise, glare of headlights, dust and fumes resulting from the operation of motor vehicles.
 - ii. Glare and heat from parking lots.
 - iii. Lack of visual relief from expanses of paving.

Response:

The site is designed to provide 1.5 parking spaces per unit or 1.0 space per bedroom, aligning with standard design guidelines for suburban multifamily projects. This approach ensures sufficient parking for residents while avoiding an excess of unused spaces. To further minimize impervious surfaces, roadway widths have been reduced from the standard 24 feet to 22 feet. The site circulation plan emphasizes creating a safe, walkable environment for residents within the community and ensuring convenient, secure walkability to nearby retail and amenities. Accessibility was thoroughly reviewed by KMA, an

Accessibility Consultant, to ensure compliance with ADA requirements. Additionally, a third-party accessibility review was conducted with Code Red to validate compliance.

2. **Number of parking spaces** - Unless otherwise approved by the Planning Board and subject to conditions, if any, contained in any corresponding DHCD determination of eligibility and approval of the SGOD, the following minimum and maximum number of off-street parking spaces shall apply and, as applicable, be provided either as surface parking or within garages or other structures: not less than 1.35 spaces per unit and not more than 1.75 spaces per unit.

Provided the minimum density requirements in Sub-section 7.1 of the District Bylaw are met, the Planning Board may allow for additional visitor parking spaces beyond the allowed maximum spaces per unit if deemed appropriate given the design, layout and density of the proposed residential or other development. The Planning Board may allow for a decrease in any required parking as provided in Sub-sections 8.2 and 8.3 of the District Bylaw.

Response:

The site is designed to accommodate 1.5 spaces per unit.

3. **Shared Parking** - Notwithstanding anything to the contrary herein, the use of shared parking to fulfill parking demands noted above that occur at different times of day is strongly encouraged. Any minimum parking requirements above may be reduced by the Planning Board through the Plan Approval process (or, for Projects not requiring Plan Approval, prior to submission of any application for a Building Permit), if the Applicant can demonstrate that shared spaces will meet parking demands by using accepted methodologies (e.g., the Urban Land Institute Shared Parking Report, ITE Shared Parking Guidelines, or other approved studies).

Response:

This is not applicable – the project is not requesting the use of shared parking to meet the minimum requirements.

4. **Reduction in parking requirements** - Notwithstanding anything to the contrary herein, any minimum required amount of parking may be reduced by the Planning Board through the Plan Approval process (or, for Projects not requiring Plan Approval, prior to submission of any application for a Building Permit), if the Applicant can demonstrate that the lesser amount of parking will not cause excessive congestion, endanger public safety, or that lesser amount of parking will provide positive environmental or other benefits, taking into consideration:
 - a. the availability of surplus off-street parking in the vicinity of the use being served and/or the proximity of a bus stop or transit station;
 - b. the availability of public or commercial parking facilities in the vicinity of the use being served;
 - c. shared use of off-street parking spaces serving other uses having peak user demands at different times;
 - d. To the extent consistent with 760 CMR 59.04(1)(g) and 760 CMR 59.04(l)(i)1, age or other occupancy restrictions which are likely to result in a lower level of auto usage;

- e. impact of the parking requirement on the physical environment of the affected lot or the adjacent lots including reduction in green space, destruction of significant existing trees and other vegetation, destruction of existing dwelling units, or loss of pedestrian amenities along public ways; and
- f. Any applicable transportation demand management strategies that will be integrated into the Project or such other factors as may be considered by the PAA.

Response:

This is not applicable – the project is not requesting to reduce the minimum amount of parking required.

5. **Parking Lot Design and Layout** - Parking areas are to be designed to permit safe access and exit of vehicles as follows:
- a. Parking areas are to be located at the rear or side of a building, relative to any principal street, public open space, or pedestrian way, and shall not locate more than 25% of the total parking requirements along the front yard relative to any principal street, public open space, or pedestrian way.
 - b. Parking areas are to be designed to prevent vehicles from backing onto driveways or streets. Pedestrian walkways, driveways, and parking areas shall be designed with respect to topography, integration with surrounding streets and pedestrian ways, number of access points to streets, general interior circulation, adequate width of drives, and separation of pedestrian and vehicular traffic so as to reduce hazards to pedestrians and motorists.
 - c. All required parking spaces and loading bays, maneuvering aisles, and driveways shall have a durable, dustless, all-weather surface suitable for year-round use, such as asphalt or concrete, and shall dispose of surface water using natural drainage courses to the extent reasonably practicable and by grading and drainage in such a manner that no surface water shall drain onto any public way or onto any lot in other ownership. Surfacing of such areas with porous pavement shall not be permitted.
 - d. For developments adjoining or facing residential districts or residential uses, or when necessary for public safety or to prevent adverse impacts on neighboring properties, a buffer strip shall contain opaque screens as described herein. An opaque screen may be comprised of walls, fences, berms or evergreen planting, or any combination thereof, provided that the Planning Board may require evergreen trees or shrubs instead of fences when deemed appropriate. Opaque screens shall be opaque in all seasons of the year. Parking facilities and required screens and landscaping shall be continuously maintained in good condition and appearance. Screening materials shall be a minimum height of 6'. No additional screening shall be required if the Planning Board determines that existing vegetation to be retained on the site provides adequate screening to such residential neighborhoods. The Planning Board may condition approval upon preservation of such vegetative screening. Whenever necessary, surfacing, lighting, barriers, markings, and planting materials shall be repaired or replaced with new materials to ensure continued compliance with provisions of this section. Failure to maintain the same shall be considered a violation of this bylaw.

- e. For the purposes of this bylaw, minimum parking space width shall be measured perpendicular to the center line of the parking space. Minimum space and aisle size shall be as follows:

Minimum Parking Space and Aisle Dimensions For Parking Areas			
Angle of Parking	Width of Parking Space	Depth of Parking Space	Width of Maneuvering Aisle
61°-90°	9	18	24
46°-60°	9	18	18
45°	9	18	15
Parallel	9	22	12

- f. Parking spaces for vehicles larger than automobiles, such as large trucks or buses, shall be specifically identified on the site plan and shall be of such dimension as to accommodate the specified type of vehicle, subject to Planning Board review and approval. Such vehicles shall be permitted to park only in the spaces so identified and approved.
- g. Specifically designed parking spaces for the physically handicapped shall be provided according to the most recent rules and regulations of the State of Massachusetts Architectural Access Board (521 CMR) and the Federal Americans with Disabilities Act.
- h. To ensure the availability and utilization of required parking spaces and loading bays on a year-round basis, a strip of land not less than five feet in width shall be provided on at least two sides of a parking lot or loading area and designated on the off-street parking and loading plan for the storage of snow plowed or removed from the surface area of the parking lot or loading area. Such snow storage area shall not encroach on the area required for off-street parking or loading but may be located in the landscaped open area or in the area of required setback from a lot line or building.
- i. Stormwater management systems for the parking lots shall be designed in accordance with the Massachusetts Department of Environmental Protection (DEP) Stormwater Management Policy Regulations, and the 2008 DEP Massachusetts Stormwater Handbook, whether or not the proposed work falls within the jurisdiction of the Wetlands Protection Act. The Planning Board will consider low-impact development principles if deemed beneficial during the Plan Approval process.
- j. Parking facilities and appurtenant driveways shall be designed so as to gather pedestrians out of vehicle travel lanes and to maximize safety and convenience walking between parked cars and business entrances, as well as between external points and locations on site. Pedestrian walkways shall be integrated, to the extent possible, into the interior and/or perimeter landscaping of parking lots and shall be separated from vehicular and parking areas by grade, curbing and/or vegetation, except for necessary ramps. The Planning Board may require paved or other hard surface if deemed necessary during the Plan Approval process.

- k. A modification in parking space size requirements may be allowed by the Planning Board, provided a written narrative containing a detailed analysis that clearly demonstrates that proposed parking space size, number and configuration would accommodate the proposed uses. Said analysis shall be prepared in accordance with the standards of the Institute of Transportation Engineers and shall address the following:
- Unobstructed access to and from a street shall be provided and shall not require backing onto a public street.
 - The land not utilized for parking as a result of reducing the size of required parking spaces is perpetually set aside as open space, preferably along a major street or nearby residential properties. The location of this open space shall be subject to Planning Board review and approval.

Response: All parking areas are located away from principal streets and front yard. Maneuvering for all proposed parking area drives have adequate width and can take place within project site and requires no backing onto streets/driveways. Sidewalks have been placed to allow interior circulation, along with access to surrounding streets. Curbing is supplied near all sidewalks except where ramps are proposed. Asphalt is proposed for all drive/parking areas and contain associated stormwater management features. Parking stall sizes follow town bylaws. A truck space has been supplied adjacent to the mail building to accommodate that vehicle. ADA parking spaces are supplied at each residential building in accordance with regulations. Snow areas are noted in corner landscape areas around the perimeter of parking areas. Property does not abut residential uses.

6. **Parking Lot Landscaping** - The landscaping requirements in this subsection are intended to provide a baseline set of standards toward reducing the visual impacts of large areas of pavement, improving the overall environment or parking areas by providing areas for shade and heat reduction, and enhancing the overall aesthetic appeal of parking areas. Landscaping within parking areas shall provide visual and climatic relief from broad expanses of pavement and shall be designed to channel and define logical areas for pedestrian and vehicular circulation. The following standards shall apply to all parking lots as defined in this bylaw:
- a. Parking lot entrances and exits shall be landscaped with a combination of trees and shrubs. No trees or shrubs shall be planted in a way to obstruct sight lines of motorists. These areas may also be used for signage. **Response: Parking lot entrances and exits have been landscaped with trees and sodded lawn. Due to curved access roads and parking layout, shrubs are expected to obstruct site lines of motorists.**
 - b. Developments with proposed parking areas of 10 spaces or more shall provide a minimum of 10% of the total parking area as landscaped open space; such landscaped open space shall include landscaped islands and landscaped areas within ten feet of any parking space or drive aisle adjacent to a parking space. **Response: 10% of parking areas have been dedicated to landscaped open space.**
 - c. Parking areas shall be broken into sections not to exceed 140 cars per section. Sections shall be separated by landscaped buffers to provide

visual relief. At a minimum, the buffers shall consist of islands which shall be a combination of "divider islands" and "terminal islands."

Response: Parking areas do not exceed 140 cars per section.

- d. Standards for landscaped islands are as follows:
- i. Each landscaped island shall have a minimum area of 100 square feet and shall consist of pervious landscaping. Curbing, at least six inches in height, shall surround each landscaped island as protection from vehicles unless not required by the Planning Board due to low-impact development principles. No tree shall be planted less than four feet from the curbing.
Response: Not applicable, project does not have landscaped islands.
 - ii. The following additional design standards shall apply to divider islands:
 1. At least one landscaped divider island shall be provided for every four parallel rows of parking.
 2. Trees shall be spaced not more than 30 feet on center.
 3. At least one shrub shall be provided for every five linear feet, or one shrub per 35 square feet of ground area, whichever results in a greater number of shrubs.
 - iii. The following additional design standards apply to terminal islands:
 1. Terminal islands shall be used either to separate parking spaces from driveways and other vehicular travel lanes; or to break up large numbers of parking spaces in a single row of spaces.
 2. Landscaped terminal islands shall be provided at the ends of rows of parking where such rows are adjacent to driveways or vehicular travel lanes. In addition, terminal islands shall separate groups of parking spaces in a row, such that no continuous line of adjoining spaces contains more than 35 parking spaces.
 3. Terminal islands shall contain at least two trees when abutting a double row of parking spaces.
 4. Landscaped terminal islands shall contain evergreen shrubs planted three feet or less on center, in order to prevent damage due to pedestrian traffic.
- e. Structural soil, a specialized soil mix that supports pavement and extensive tree root growth, shall be used under all paved parking areas. For landscape areas that do not require compaction, well-draining soil shall be used. Grass or ground cover may be substituted for shrubs in divider islands and terminal islands, with the approval of the Planning Board. **Response: As advised by geotechnical engineer, no structural soil proposed due to availability of nearby softscape areas and quality of site soils. *This item was submitted as a waiver request to the Planning Board.***
- f. A landscaped island may be up to 33% impervious surface, provided that all such area is used for pedestrian walkways and that such walkways are adequately buffered from the parking areas. **Response: Not applicable.**
- g. Parking barriers of a substantial bumper of granite, concrete, steel or heavy timber, or a concrete curb or berm which is backed, or a natural berm, shall be so located at the edge of surfaced areas, except driveways, so as to protect abutting structures, properties, sidewalks and landscaping. **Response: Concrete curbs are proposed site**

wide.

- h. All new parking lots containing 10 or more parking spaces shall include parking lot shading consisting of tree plantings designed to result in 30 percent shading of parking lot surface areas within 15 years. The shading requirement calculations apply to all new impervious surfacing on which a vehicle can drive, including parking stalls; all drives within the property line (regardless of length); and all maneuvering areas (regardless of depth). **Response: 30% shading coverage has been provided.**
 - i. Exceptions to the shading calculation include:
 - 1. Truck loading areas in front of overhead doors.
 - 2. Truck maneuvering and parking areas unconnected to and exclusive of any vehicle parking.
 - 3. Surfaced areas not to be used for vehicle parking, driving or maneuvering, provided they are made inaccessible to vehicles by a barrier such as bollards, curb, or fencing.
 - 4. Parking areas under covered stalls and in garages.
 - ii. Shading calculations are as follows:
 - 1. If a site has two or more unconnected parking areas, shade is calculated separately for each area.
 - 2. Overlapping shade does not count twice.
 - 3. If non-adjacent parking areas are connected by a joining drive, they are calculated as one lot. The amount of shade provided by a given tree is determined by using the appropriate percentage and square footage of the tree crown as indicated on the approved shade tree list below (Appendix 1). Shading credit is given in 25% increments based on the amount of the tree crown that shades the parking area (see Figure 1).
- i. Tree plantings must follow Appendix 1: Approved Shade Tree List.
 - i. No tree, shrub or plant shall be proposed for use within a parking area that has been identified as an invasive species by the Massachusetts Invasive Plant Advisory Group in the latest version of The Evaluation of Non-Native Plant Species for Invasiveness in Massachusetts (with annotated list), has been identified as invasive or banned on the Massachusetts Prohibited Plant List as periodically updated by the Massachusetts Department of Agricultural Resources, or in any other reputable scientific publication that may be acceptable to the Board. Additionally, all trees, shrubs and hedges must be species that are hardy in Plant Hardiness Zone 5, as defined by the American Standards for Nursery Stock, and shall be resistant to salt spray and suitable for urban conditions where appropriate. Plants shall also be selected and designed so as not to require high water usage or maintenance. All size and location design elements shall comply with the following specifications: **Response: No trees, shrub or plant are on the MA invasive plant list.**
 - 1. Shade or canopy shall be 2.5" diameter breast height (DBH), at time of planting and must be expected to reach trees a height of at least 20 feet within 10 years, when considering the expected normal growth patterns of the species. **Response: Shade or canopy trees are 2.5"**

diameter breast height.

2. Small or minor shade trees shall be 2.5" DBH, at time of planting, grade. **Response: Not applicable.**
3. Ornamental or flowering fruit trees shall be 2.0" DBH, at time of planting. **Response: Not applicable.**
4. Evergreen trees used for screening shall be not less than six feet in height (above grade) at the time of planting. Fencing may be used in conjunction with vegetated screening. **Response: Evergreen trees are at least 6' in height.**
5. Shrubs and hedges must be at least 3 1/2 feet in height or have spread of at least 24 inches at time of planting. **Response: Shrubs and hedges have a min. spread of 24".**
6. Turf may be used. **Response: Noted – proposed in pool area.**

7.4 Building Design

1. Building Size, Height & Scale:

- a. New buildings shall be constructed to a size consistent with the dimensional and density standards set forth in the District By-law.

Response: Max building height allowed is 60' and the project is proposing a building height of 49'-9" to the midpoint of the pitched roof. The height to the top of the main roof peak is 59.05'.

2. Building Facades:

- a. Blank facades are not permitted. Changes in plane or material shall be used to provide a pedestrian scale in areas where windows and doors are not functionally required;

Response: The primary buildings do not have blank facades.

- b. The front facades, side, and rear portions of buildings shall have a subtle change in architectural expression. The front and rear of the buildings shall differentiate subtly in color. All buildings should have a coordinated color scheme;

Response: The primary buildings provide variations in massing with a series of 24" deep bays along the front and rear facades. Color changes on all facades compliment each other and further break up the façade.

- c. Long horizontal facades should be avoided by the incorporation of clear distinction in materials and colors and/or other means of breaking down such spans; and

Response: The primary buildings have changes in materials and building modulation to break up the massing of the facades.

- d. Long continuous roof lines should be avoided. Varying roof lines and forms are encouraged.

Response: The primary buildings have varying pitched roof lines.

3. Building Placement:

- a. Building placement should preserve any scenic views from major vantage points within the site, especially to and from adjoining Principal Streets and any abutting residential neighborhoods;

Response: This is not applicable. The site does not have scenic views to be preserved.

- b. Except for recreational access, disturbance of steep slopes (over 25%) and the placement of buildings in areas that require extensive alteration of steep slopes and mature vegetation through road, utilities or building construction shall be avoided;

Response: This is not applicable. The site today is a flat driving range with no topo challenges.

- c. To the maximum extent feasible, variations in lot shape and size shall be included to preserve the walkability and spatial character of the Town; and

Response: The project will include internal sidewalks connecting all residential buildings to one another and to the adjacent retail areas. Currently, the neighborhood lacks safe walkability to nearby retailers; however, this will be enhanced with planned traffic improvements along Kelley Boulevard.

- d. Buildings shall be oriented parallel or perpendicular to the street and/or village green or common. A Development Project's main building entry should face the street and development entryway. There should be a clear indication of the front entrance.

Response: The design of the residential buildings was carefully planned to ensure adequate spacing between them, preventing units from directly facing each other. Each building is strategically positioned to provide views overlooking a central courtyard area. Additionally, each residential building is designed with two entrances, one located on each side, to enhance accessibility and convenience for residents.

4. Building Massing:

- a. Single, monolithic forms and/or unbroken building facades that are not relieved by variations in massing, plane, color, texture, and/or building material shall be avoided; Unbroken building facades longer than 100 feet shall be avoided; and,

Response: The primary buildings provide variations in massing with a series of 24" deep bays along the front and rear facades. The building entrance facades have projecting roof lines to create a covered entry at the first floor with depth variations in the façade above the entry.

- b. Human-scale features such as porches, patios, walkways and gardens, especially at lower levels within mixed use buildings are encouraged.

Response: The building entrance facades have projecting roof lines with posts to create a covered porch entry at the first floor with depth variations in the façade above the entry. Human-scale features are provided through the walkways and amenity areas with carefully planned landscaping provided throughout the site.

5. Sense of Entry:

- a. Main entrances to the building may include covered porches, porticos, and other pronounced architectural forms.

Response: The building entrance facades have projecting roof lines with posts to create a covered porch entrance with depth variations in the façade above the entry to highlight the entry locations. The building entrance material is board and batten and is lighter color than the adjacent siding.

6. Fenestration:

- a. Window openings shall be as close as possible to a width to height ratio of 1:2; and
Response: The primary buildings windows are approximately 1:2 ratio (3' x 6') with two windows provided at each location.
- b. The use of windows with "true divided lites" or similar is highly encouraged;
Response: The primary buildings have single pane tilt turn windows to meet the U-value requirements on the MA Stretch Code.

7. Dormers:

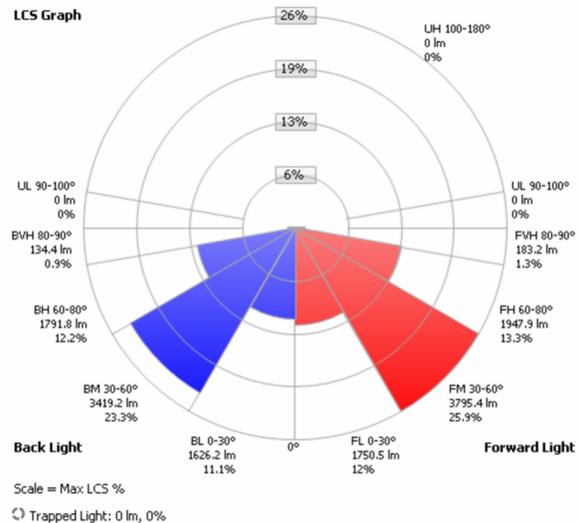
- a. If used, a dormer shall only be placed on the rear or less public side of a building with a side-gable roof;
- b. Dormers should be proportional to the roofline from which they emerge; and
- c. Windows shall almost fill the face wall of the dormer and match the windows in the rest of the building.

Response: Not applicable, the buildings do not have dormers.

8. Building Outdoor Lighting:

- a. The style should match the period of and compliment the building;
Response: The building lighting compliments the building design.
- b. Broad area lighting is highly discouraged while soft lighting aimed down is highly encouraged;
Response: Fixtures will be set at 3000K temperature (as shown in photometric plan) to achieve soft lighting aimed down. Fixtures were laid out to avoid windows and no tilt keeps light aimed down.
- c. Entry lights shall be mounted within the siding not on the door trim; and,
Response: Lighting located at the building entries is not located within the door trim.
- d. All light fixtures shall be Dark Sky Certified or Compliant and designed to provide the minimum illumination recommended by the IESNA in the most current edition of the Illuminating Engineering Society of North America (IESNA) Lighting Handbook.
Response: Dark sky compliance generally means there is zero light transmitted above the horizontal plane with a kelvin no higher than 3000K. In order to be dark sky compliant, a fee is required which Progress Lighting did not submit. The fixtures however have zero uplight and meet Dark Sky requirements as shown by the BUG rating below, with no shields required. Beals & Thomas also reviewed the photometrics plan and agreed it met the design intent with minimal light trespass.

LCS Table		
BUG Rating	B3 - U0 - G3	
Forward Light	Lumens	Lumens %
Low(0-30):	1,750.6	12%
Medium(30-60):	3,795.4	25.9%
High(60-80):	1,947.9	13.3%
Very High(80-90):	183.2	1.3%
Back Light		
Low(0-30):	1,626.2	11.1%
Medium(30-60):	3,419.2	23.3%
High(60-80):	1,791.8	12.2%
Very High(80-90):	134.4	0.9%
Uplight		
Low(90-100):	0.000	0%
High(100-180):	0.000	0%
Trapped Light:	0.000	0%



9. Rooftop Mechanics:

- a. Rooftop mechanical equipment shall be set back from the facades so that it is not visible from the public way or abutters, or screened from view by architectural elements integrated into the building design. Louvers and other mechanical systems shall be on facades not visible from the public way or abutters, or on the roof. Rooftop mechanical

equipment is preferred. If mechanical equipment is located on ground-level, it must be screened with plantings or fencing or installed at the inner courtyard.

Response: Not applicable, all mechanical equipment will be located at ground level and is screened by landscaping

10. Garages and Driveways:

- a. Garages shall be subservient in size, height and location to the overall building;
Responses: Garages will be single-story structures.
- b. The use of detached garages to the rear of the lot is highly encouraged;
Response: Garages are placed throughout the site in order to be easily accessible to all residential buildings. Also, due to the wetland buffer zone and 40R setback requirements, structures in the rear of the site are prohibited.
- c. Attached front-entry garages shall be a minimum of 10 feet behind the front main building wall;
Response: Not applicable.
- d. Attached garages, not setback from the front main building façade, shall be designed to have access from the side or from the rear of the building not visible from the public way; and,
Response: Not applicable.
- e. Drive-under garages in the front of the building facing and along Principal Streets are not permitted.
Response: Not applicable.

11. Roofline Articulation

- a. The roof design shall provide a variety of building heights and varied roofline articulation;
Response: The primary buildings have varying roof lines.
- b. Protuberances through or on the front of roofs is highly discouraged;
Response: The buildings do not have roof penetrations close to the front of the roofs.

12. Building Materials

- a. Materials and building treatments shall be used that reduce the visibility of buildings from distant vantage points;
Response: Multiple buildings are located on the site that have materials and color schemes complement each other.
- b. Natural materials, such as brick, stone, wood clapboards and shingles, and slate are preferred over industrial materials such as concrete, sheet metal, asphalt shingles, vinyl and plastic synthetic siding and windows, tinted glass and insulated steel doors; especially those that can be seen at the pedestrian level; and
Response: The siding material is fiber cement lap siding in a variety of colors and exposures that complement each other along with portions of board and batten siding at the building entrance locations.
- c. Vinyl siding and EIFS are generally prohibited, although these materials may be used on facades not visible from the public way or open space, or adjacent residential uses, provided that these materials are detailed and installed in ways that are consistent with the requirements of these Design Standards.
Response: Vinyl siding and EFIS are not proposed in the project. Fiber cement siding is specified.

13. Energy Efficiency:

- a. All buildings are encouraged to reflect environmentally responsible design and construction practices; and,

Response: N. Attleboro is a Stretch Code Community. The project will be complying with these requirements as well as pursuing certification under the ENERGY STAR Multifamily New Construction Program.

- b. Buildings are strongly encouraged to be certifiable by the U.S. Green Building Council LEED Rating System.

Response: While the project will not be going for LEED certification, the Stretch Energy Code is more rigorous than LEED.

14. Universal Access:

- a. All buildings shall conform to the universal access requirements of 521 CMR (The Rules and Regulations of the Massachusetts Architectural Access Board), the Uniform Federal Accessibility Standards (UFAS), as referenced by Section 504 of the Rehabilitation Act, the 24 CFR 100.205 - Federal Fair Housing Act (FHA) requirements for Accessible Design and Construction, and Appendix A to 26 CFR Part 36 - ADA Standards for Accessible Design (ADAAG), as referenced in the Americans with Disabilities Act.

Response: All Buildings have been designed to meet the accessibility requirements listed above.

7.5 Landscaping

- 1. Landscaped buffer strip at least twenty (20) feet wide, continuous except for approved driveways, shall be established adjacent to any public road to visually separate parking and other uses from the road. The buffer strip shall be planted with grass, medium height shrubs, and shade trees having a minimum 3" caliper, planted at least every 50 feet along the road frontage. At all street or driveway intersections, trees or shrubs shall be set back a sufficient distance from such intersections so that they do not present an obstruction to sight lines.

Response: Not applicable – parking is not adjacent public road.

- 2. Retaining walls shall be constructed to a maximum height of six (6) feet. If site conditions require elevation changes of greater than six (6) feet, retaining walls shall be terraced and landscaped. Retaining walls facing residential districts shall be a natural stone finish and vertical cast in place concrete shall not be permitted. The height of a retaining wall is the vertical distance measured from the average elevation of the finished grade along the base of the wall to the highest point of the retaining elements. Non-retaining structure(s) may be built atop the retaining wall and shall not be included in the height calculation.

Response: Not applicable – no retaining walls on project.

- 3. Fences, low decorative walls and hedges define walkways, give pedestrian scale to the street and maintain the historic character of the Town. The materials and design shall reflect the period and the ornateness of the building they delineate. The use of low decorative fences to delineate spaces is strongly encouraged and the use of any type of chain link or stockade fence is prohibited except for the enclosures of outdoor amenities including, but not limited to, dog/pet runs and tot lots. **Response: Black vinyl coated 3-4' ht. chainlink fences are proposed at dogpark and community garden. 6' ht black aluminum picket fence and gate is proposed at pool.**

- 4. To the greatest extent practical, existing natural vegetation shall be preserved. Unless designated as protected open space by the Planning Board, all open and disturbed areas within a project should be landscaped in an appropriate manner, utilizing both natural and man-made materials such as grass, trees, shrubs, attractive paving materials and outdoor furniture. **Response: Existing vegetation has been retained where possible.**

- 5. Pedestrian-oriented features such as covered walkways, pergolas, outdoor sitting plazas, landscaped open space, drop-off areas and recreational facilities shall be included within the

landscape plan. **Response: Plan includes open lawn, pool, fire pits, community garden, shade structure and barbecues.**

6. Exposed storage areas, machinery, service areas, truck loading areas, utility buildings and structures and other unsightly uses shall be screened from view from neighboring properties and streets using dense, hardy evergreen plantings, or earthen berms, or wall or tight fence.
Response: Evergreens have been used to screen trash enclosures, condensers and transformers.
7. High-quality, drought-resistant, native landscaping shall be provided within the project, and.
Response: Native trees, shrubs and seedmixes have been proposed.
8. All landscaped areas shall be properly maintained. Shrubs or trees which die shall be replaced within one growing season. **Response: Maintenance will be provided. Tree/shrubs that die in first year will be replaced within one growing season.**

7.5 Lighting

1. Parking lot pole lighting shall not exceed a height of 18 feet.
Response: Parking lot pole lighting is currently mounted at 16 ft across the site.
2. Lighting along the driveways, pedestrian walkways and sidewalks shall not exceed twelve (12) feet in height.
3. **Response: Parking lot pole lighting is currently mounted at 16 ft across the site and done so to create a uniform and cohesive look across the site. Parking lots and pedestrian sidewalks and walkways overlap each other. Beals & Thomas also reviewed the photometrics plan and agreed it met the design intent and had minimal light trespass. *Rather than changing the design to incorporate mounted lights at different pole heights, we'd propose a waiver to incorporate 16 ft mounted lights across the property.***
4. The pole heights should determine the overall spacing of the poles and fixtures shall be of the cutoff luminaries type. Lamp type should be metal halide and/or LED to provide a natural uniform quality of light. Parking and pedestrian light fixtures should be compatible with the building lighting to provide for a contiguous appearance of the project.
Response: Light poles are cutoff, LED types.

7.6 Open Space

1. To the greatest extent possible, open space shall be left in its undisturbed natural condition or shall be developed so as to be an amenity for the development and its residents.
Response: The design now incorporates a center community "park" to maintain open green space. Given the current use is a driving range, the site is flat with little to no existing trees or appropriate landscaping.
2. To the extent possible, open space should be planned as single contiguous areas and configured contiguously with abutting conservation open areas.
Response: The open green space adjacent to the amenity building and outdoor amenity space is intended to be a central spot for residents throughout the community. Green areas are also dispersed throughout the site to ensure the walking path from one building to the next still incorporates adequate green space and landscaping.

7.7 Stormwater

1. Not more than fifteen percent (15%) of the lot shall be rendered impervious unless a system for artificial recharge of groundwater that will not result in groundwater pollution is provided, as approved by the Planning Board. If such a recharge system is employed, all streets, sidewalks, parking areas, driveways, ramps, service areas, loading docks and exterior storage areas shall be paved or surfaced with impervious materials and constructed with curbing, slopes and similar design features so that water falling on such areas and on buildings on the same premises and spilled liquid substances on such areas and in adjacent buildings will be contained and controlled and directed into an approved system of drainage structures and pipes. Such drainage system shall trap for removal, all oil based pollutants and suspended sediment and materials and shall provide for the return of water to the ground beneath the site by the use of leaching structures, pipes and fields. The design of such a recharge system shall further include adequate measures to capture and treat the first flush of stormwater runoff such that the entrance of oil based pollutants and suspended sediment and materials is minimized, according to generally accepted engineering practices. The outlet from such drainage system shall be designed to obtain the efficient operation of the leaching structures and to allow the passage of excess amounts of water so that no flooding of the site will occur. The owner shall maintain all such drainage systems in proper working order and shall provide the Department of Public Works with a certified report of inspection of such systems annually or at such shorter interval as regulations or by-laws may require.

Response: Recharge of groundwater is provided without groundwater pollution by providing adequate pretreatment via offline catch basins and water quality units and treatment via filtering bioretention basins and infiltration basins with the MADEP-necessary groundwater separation. Oil-based pollutants are handled via the water quality units and filtering bioretention basins. All impervious areas are directed to the treatment practices. Operation and Maintenance procedures are outlined in the drainage report.

2. All sand and gravel excavation and grading shall maintain a minimum depth of 4 feet of clean fill above the maximum annual high water table elevation. A monitoring well shall be installed by the property owner to verify groundwater elevations. Such test wells shall be located by a professional geologist, hydrogeologist, or engineer trained and experienced in hydrogeology. Sampling shall be conducted by an agent of the Board of Health. The installation, sampling and any required regular testing shall be at the expense of the applicant and/or owner of the property. This section shall not apply to excavations incidental to permitted uses, including but not limited to providing for the installation or maintenance of structural foundations, freshwater ponds, utility conduits or onsite sewage disposal. Access road(s) to extractive operation sites shall include a gate or other secure mechanism to restrict public access to the site.

Response: Acknowledged and Owners will comply.

3. Temporary or permanent storage of earth material or any other material, which is not indigenous to said site, shall be subject to appropriate mitigation measures as approved by the Planning Board.

Response: Acknowledged and Construction Manager will comply.

7.8 Hazardous Material and Explosive Materials

1. The storage, use, transportation, and removal of all hazardous materials and explosive materials shall be consistent with the requirements specified by the North Attleborough Fire Department plus all relevant state and federal regulations.

Response: The storage, use, transportation and removal of any hazardous and/or explosive materials will comply with all relevant state and federal regulations and the requirements specified by the North Attleborough Fire Department.

7.9 Utilities

1. Electric, telephone, cable TV and other such utilities shall be underground from existing roadway utilities if such facilities exist. The Planning Board will not require the Applicant to underground any utilities outside the limits of the project site.

Response: All utilities will be run underground.

2. The June 6, 2022 infrastructure certification submitted by the Town of North Attleborough Board of Public Works as part of the Town of North Attleborough's application to DHCD for Preliminary Determination of Eligibility, and DHCD's Letter of Conditional Eligibility for the KBSGOD dated October 5, 2022, identified certain infrastructure deficiencies. The applicant must demonstrate that the proposed development will not further overburden public sewer, water, and transportation systems.

Response: A letter from DPW dated 9/25/24 confirms that there are no water or sewer capacity issues associated with the project. Additionally, the Traffic Impact Analysis conducted by MDM provides a comprehensive evaluation, demonstrating the project will have no appreciable impact on traffic operations or safety.

7.10 Signs

1. For retail and/or commercial buildings, for each individual business only one sign shall be permitted, with a maximum signboard area (either a wall or projecting sign) of fifteen (15) square feet or 10% of the area of the wall upon which it is placed, whichever is lesser, with content limited to identifying the name and/or corporate logo of the business;

Response: No commercial or retail space, not applicable.

2. For retail and/or commercial buildings, one freestanding directory sign is also permitted for each commercial development with four (4) or more businesses provided: it shall not exceed 30 square feet in surface area; shall be setback at least ten (10) feet from the street line; it shall not exceed six (6) feet in height above the ground; and, it shall contain a continuous background color with each business displayed thereon;

Response: No commercial or retail space, not applicable.

3. For retail and/or commercial buildings, directional signs, for the sole purposes of orientation and direction, and of identifying common building spaces, are also permitted per the review and approval of the Planning Board;

Response: No commercial or retail space, not applicable.

4. For multifamily buildings, one free standing ground sign per vehicular entrance shall be allowed for buildings with more than twenty-four (24) residential units provided: it is built in a landscaped planter; and shall not exceed six (6) feet in height above ground;

Response: One building sign is proposed at the entry off George Leven. The signage has yet to be designed, but will comply with these requirements.

5. For multifamily buildings, on-building signage and/or temporary wrap is permitted.

Response: Noted. Signage package has not been designed yet.

6. All signs shall be indirectly lit and neon signs shall not be allowed; and,

Response: Noted. Signage package has not been designed yet.

7. Reader boards, or other similar signs are not permitted.

Response: Not applicable.

CIRCULATION DIAGRAM

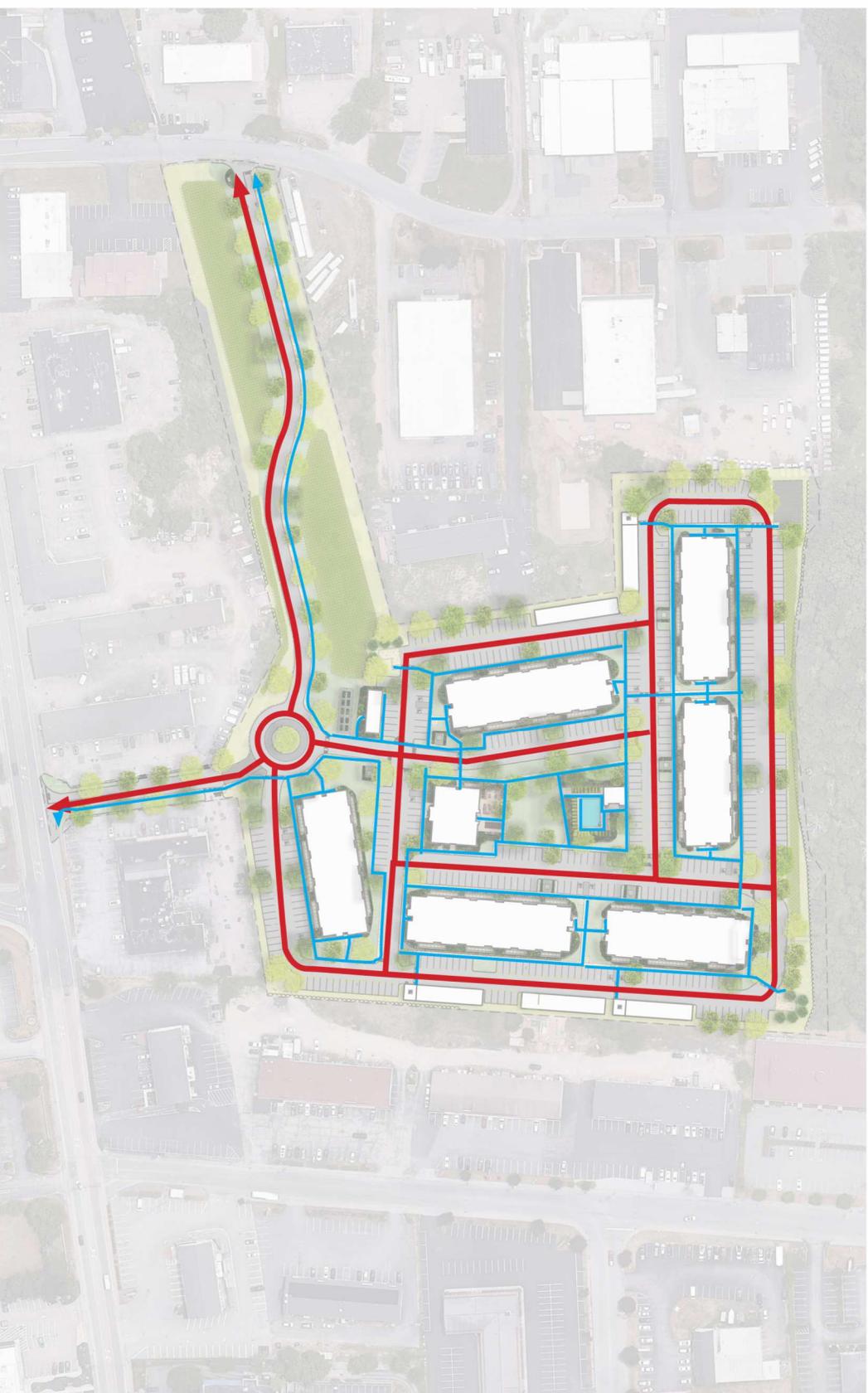


DIAGRAM LEGEND

- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION