



TOWN OF ACTON
472 Main Street
Acton, Massachusetts, 01720
Telephone (978) 929-6630
Fax (978) 929-6340

Engineering Department

INTERDEPARTMENTAL COMMUNICATION

To: Board of Selectmen

Date: 1/5/2016

From: Engineering Department

Subject: Site Plan Special Permit #11/06/15 - #460 – AHC Inc – 7, 9, 19, 29 & 358 Great Road

We have reviewed the plans titled "Site Plan for 7, 9, 19 & 29 Great Road, Acton, Massachusetts" dated December 10, 2015 for the above mentioned special permit and have the following comments:

1. We recommend the applicant survey, design and construct a sidewalk along Wetherbee Street to connect the proposed development to the Bruce Freeman Rail Trail. The applicant could also construct a sidewalk between their property and Azalea Road that our office has designed and permitted. We've attached a copy of the approved plan with this memo.

The East Acton Village Master Plan and Acton 2020 Master Plan sets a high priority on improving sidewalk connections and connection to the Bruce Freeman Rail Trail. Being in the EAV district, the zoning bylaw allows for sidewalk connections between lots in the EAV district and the EAV's surroundings (Section 5.5B.1.2.c & d).

The EAV Master Plan recommends a gray, cement sidewalk a minimum of 5-ft wide with a 3-ft grass strip and a 6-inch vertical granite curb. It is also recommended to provide a crosswalk at Wetherbee Street.

EAV Master Plan: <http://ma-acton.civicplus.com/DocumentCenter/Home/View/113>
EAV Transportation Study: <http://ma-acton.civicplus.com/DocumentCenter/Home/View/119>

2. The existing sidewalk at 19-29 is not ADA compliant due to the sidewalk grades not matching the roadway grades. The applicant is proposing to repave the sidewalk as part of their pedestrian plaza. In order for the proposed sidewalk to be ADA compliant the grade of the proposed sidewalk can't be any greater than the roadway grade. We recommend the Building Commissioner discuss ADA compliance with the engineer.
3. The applicant should propose a street address for the units. We recommend naming the common drive for units A through K and assigning street numbers to those units. There

should be a street sign for the common drive at the intersection with Great Road. The sign shall be MUTCD compliant and state that the road is a private way. The name of the roadway will need to be approved by the Planning Board.

Units L through O and Retail Buildings A and B could reuse available Great Road street addresses. Odd Great Road addresses between 7 and 29 are available to be assigned to these units.

Our office will coordinate with the other Town departments on the new street address once the applicant suggests which number they will use. The address should be assigned before building permits are issued.

4. It's unclear whether a common drive for a residential development can be shared with the abutting property as shown on the plan. This shared driveway on the north side of the property has a grade greater than 10%. The existing driveway is shared with the abutter however.
5. Based on our turning templates, an emergency SU-30 vehicle (fire truck) can maneuver within the development. The applicant should address whether a fire truck can enter and exit the development without using the oncoming traffic lane on Great Road. The extent of Great Road is not shown on the plan. We will defer to the Fire Department regarding the maneuverability of a fire truck within the site.
6. An access permit with MassDOT will be required for this project. We request a copy of the permit for our records prior to building permits being issued.
7. The property is located in Zone 3 of the Groundwater Protection District. The drainage design does not utilize clay lined detention basins required in the Groundwater District regulations however the use of Contech CDS and Vortsentury units meets the intent of the regulations.
8. Zone 3 requires a minimum 2-foot separation between the bottom of the detention ponds and the seasonal high groundwater. The drainage calculations and plans do not give an estimate for the groundwater.
9. There are discrepancies between the plans and calculations regarding some of the subsurface detention ponds. For Subsurface area 1, the bottom of the structure/invert is 135.50 on the plan and 136.00 in the calculations. For Subsurface area 3, the bottom of the stone/encasement is 126.71 on the plan, 129.00 in the calculations and the bottom of the structure/invert is 127.71 on the plan and 130.00 in the calculations.
10. Figure 1 referenced in the Water Balance calculations is not in the application.
11. An as-built plan certified by a Massachusetts Licensed Surveyor showing the buildings, pavement, drainage, utilities, etc. should be required at the conclusion of construction. A Professional Engineer should also stamp the as-built plan to certify that the site has been completed in accordance with the approved site plan and that all features required on the

site by the approved plans, decisions, etc... have been field inspected by the PE and conform with the approved design. Any non-conforming features shall be clearly noted.