

To: Michael Antonellis and Chris Alphen, Esq.
From: David Pyne and Ed Marchant
Re: 147 Main
Date: June 7, 2024

As you prepare the draft Comprehensive Permit for 47 Main, we thought it would be helpful to outline:

1. The Supplemental Communications (including both face-to-face meetings and telephone calls) the Applicant has had with neighbors, and
2. The Project Modifications/Improvements that have been made to 47 Main (the "Project") since the opening of the public hearing on October 18, 2023. These Project modifications, all of which we believe contribute to improving the project, reflect our responses to address the concerns, suggestions, and/or questions raised by ZBA members, Town staff (including but not limited to the Planning Department and the Fire Department), the Peer Reviewers, and Upton residents.

SUPPLEMENTAL COMMUNICATIONS WITH NEIGHBORS

- Kevin Lobisser and David Pyne met with two Whitney Lane neighbors in December 2023: Richard McGuire (11 Whitney Lane) and Patrick Hurley (13 Whitney Lane). Both asked us to locate the proposed arborvitae landscaping onto their side of the proposed fence. Kevin Lobisser has agreed to do this.
- Kevin Lobisser and David Pyne met with approximately twenty neighbors for two hours on December 6, 2023. Most of these neighbors lived on Whitney Lane or Hazeltine Road. The purpose of the meeting was to discuss the project in greater detail and to hear and better understand neighborhood concerns.
- Kevin Lobisser and David Pyne met with Kevin McLaughlin at his 52 Main Street property on December 19, 2023, to better understand some of the storm drainage issues he has experienced and how the Project might affect his property. Our civil engineer and the Board's Peer Reviewer agree that based upon the Project's final storm drainage plans, there would not be an increase in the rate or volume of storm flow onto the 52 Main Street property.
- Kevin Lobisser and David Pyne met with Andrew Pickering, the owner of the Pickering & Son funeral home, to better understand and possibly mitigate his existing flooding problems. Kevin Lobisser has agreed to help improve the drainage situation at the rear of the funeral home property by creating swales that will help channel the stormwater to mitigate the existing stormwater issues experienced by the property owner.

- Kevin Lobisser and David Pyne met with Paul Norton (4 School Street) and Daniel & Meghan Lacasse (6 School Street), the closest School Street abutters, in November 2023 and began discussions on potential additional screening alternatives along with creating some swales and filling in an existing depression to better drain the Lacasse property.
- In addition to these individual scheduled meetings with neighbors, Kevin Lobisser and/or David Pyne had informal discussions with neighbors after several of the public hearing sessions were adjourned. Both Kevin and David have spent hours talking with neighbors to provide follow-ups to some of these post-hearing discussions.
- Also, Kevin Lobisser and/or David Pyne participated in several phone calls with neighbors including Marcia Kasilowski and other neighbors.
- We have agreed to extend the fence that will be adjacent to the Whitney Lane and Hazeltine Road property lines, as shown on the project plans.

PROJECT MODIFICATIONS/IMPROVEMENTS

- Site Plan Modifications

The project driveway was moved farther away from the Whitney Lane neighbors to provide more flexibility and space to install landscaping and fencing screening.

Garage buildings A and B were repositioned to provide better screening of the 47 Main building from the adjacent backyards along Whitney Lane.

The total number of parking spaces was increased slightly to 93 spaces. The additional parking spaces along with the reduction in the total number of units from 68 to 60 units, have increased the parking ratio to 1.55 spaces per unit. Both VAI and Stantec have concluded that there is adequate parking for the proposed multifamily use. In addition to the vehicle parking spaces, there will be one garage bay reserved for covered bicycle parking.

- Building Design and Density Modifications

The basement level of the proposed 68-unit building was eliminated to address access and fire fighting operational concerns raised by the Fire Department and general comments from the public. D&L prepared and submitted a Swept Path analysis using a template of the Fire Department's largest fire fighting vehicle. The Fire Department has reviewed and accepted the Swept Path analysis for the Project. The Fire Department will have safer access to all four sides of the building now that the basement level has been eliminated.

The elimination of the basement level also favorably modified the view of the building for the abutters along School Street through the elimination of one of the building levels.

The architectural design has been modified to provide greater articulation on the exterior facades. This increased articulation helps breakdown the massing of the building. We also worked with the neighbors and architect to develop a color scheme that took into consideration the neighbors' color suggestions. We have also reduced the number of balconies and expanded the stone façade areas based upon the neighbors' recommendations.

The elimination of the basement level resulted in an 8-unit decrease in the proposed number of units from 68 to 60 units. Based upon this 8-unit reduction, the total number of proposed bedrooms has decreased by 13 bedrooms. The number of state-required three bedroom units decreased from 7-3BR units to 6-3BR units.

Based upon this 8-unit reduction in the total number of units, the density of this $6.75\pm$ acre Project dropped down to 8.89 units per acre based upon the entire site acreage or 10.20 units per acre if the $0.87\pm$ acres of state wetlands are not included in the density calculation. Either of these density calculations is significantly below the 15-unit per acre minimum multifamily density called for in the new MBTA Communities legislation.

- Environmental Improvements

The elimination of the proposed building's basement level made a gravity system sewer line possible. The sewer line has been relocated to run under the project driveway and a temporary construction disturbance of the wetland resource areas north of Main Street will no longer be necessary.

Our wetlands scientist consultant, Goddard Consulting LLC, has finalized the Notice of Intent (NOI) application which now reflects the site plan, grading, utility, and storm drainage modifications that have been made during the public hearing process.

- Landscaping/Screening Modifications

A more detailed and robust landscaping plan has been prepared and submitted for review by the Board. Screening has been enhanced and the proposed fencing has been extended along the Whitney Street and Hazeltine Road Project property lines. We have also incorporated additional screening for the 4 School Street and 6 School Street neighbors. At their request, this landscaping will be installed on their land to maximize their degree of control.

- Lighting Design Modifications

The Lighting Plan has been adjusted to eliminate any light spread on adjacent properties. An updated photometric plan was submitted. Stantec has reviewed these plans as part of its engineering peer review and had no issues with the photometric plan.

- Traffic Impact Assessment (TIA) Adjustments

Based upon the neighborhood feedback received at the initial hearing, we instructed our traffic engineer, Vanasse and Associates, Inc. (VAI), to expand its traffic study area to include the Fiske Avenue/Route 140(Main Street) intersection. Traffic counts for this area were done and a supplemental report was submitted and reviewed by the Traffic Peer Reviewer (Stantec). Stantec agreed with the conclusion of the updated Vanasse June 15, 2023 TIA: *“The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), acknowledging that one or more movements at the study area intersections are currently operating or are predicted to operate at or over capacity (i.e. level-of-service (LOS) “E” or “F” respectively) independent of the Project.”*

Vanasse has also developed a Transportation Demand Management (TDM) plan which we will implement.

- Storm Drainage Improvements

Additional catch basins have been added to the storm drainage system. We also increased the size of all of the drainage basins on the site. A trench drain has been added at the driveway entrance to collect any runoff flowing down the driveway toward Main Street. A Stormceptor 900 underground structure was also added near the entrance driveway. The team has also adjusted certain grades per neighbors' comments.