



Gale Associates, Inc.

163 Libbey Parkway | Weymouth, MA 02189

P 781.335.6465 F 781.335.6467

www.galeassociates.com

March 13, 2020

Town of Millbury
Planning Board
127 Elm Street
Millbury, Massachusetts 01527

Attn: Ms. Laurie Connors, Director of Planning and Development
T: (508) 865-4754

Re: Site Plan Review & Stormwater Management Permit
Millbury Jr/Sr High School Track and Field Renovations
Town Planner Questions, Comments and Recommendations
Gale JN 716383

Dear Ms. Connors:

Gale Associates, Inc. (Gale) is submitting this letter on behalf of our client, Millbury Public Schools, in response to your review comment memorandum, dated February 20, 2020 (attached) regarding the Site Plan Review Application and accompanying Stormwater Management Permit Application dated January 24, 2020 related to the above referenced project.

Below you will find your February 20, 2020 comments in plain text and Gale's responses in **bold** text, if a response is warranted.

Comment No. 1

The Applicant seeks a waiver from the application fees (Site Plan Review and Stormwater Management Permit Application Fees).

Gale Response:

No response required, see waiver request letter from 1/30/20.

Comment No. 2

The Applicant seeks the following waivers from Zoning Bylaws, Section 12.4:

- Section 12.44(c) - Requirement to submit an isometric line drawing;

Comment: The Planning Board should determine whether they are amenable to the grant of this waiver request.

Gale Response:

No response required, see waiver request letter from 1/30/20.

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- Partial Waiver from Section 12.44(f) – Requirement to submit a full Development Impact Statement. Gale would like to submit a general description of traffic patterns and expected construction traffic, environmental impact statement and fiscal impact statement only. They request a waiver from all other submittal requirements.

Comment: Note that the submitted Development Impact Statement states that the relocation of the 87-space Orchard Street parking lot to Martin Street will have a negligible impact on Martin Street. However, the Traffic Study prepared by AK Associates for the proposed Clear View residential development stated that the intersection currently operates at LOS "F", which is considered insufficient. Gale Associates should assess how construction of the new 82-space parking lot with Martin Street access will impact the intersection of North Main Street and Martin Street. Are improvements to the intersection necessary to handle the traffic associated with the new parking lot?

Also, I am interested in understanding how construction of the site will impact traffic circulation and parking during the various stages of construction. Will the new 84-space parking lot be constructed prior to demolition of the 87-space parking lot? If not, how will parking be accommodated? Other areas of concern are- will certain recreation amenities be available while others are under construction? What are the expected impacts to abutters from the new proposed field lighting? How will residential abutters to the new parking lot off of Martin Street be screened from headlights and parking lot lights?

Gale Response:

Construction of the parking lot and athletic complex is intended to begin on June 2, 2020, which is after seniors are done with class for the year. With the lack of seniors on campus, the student driving population will dramatically decrease, and with it, the need for the Orchard Street parking lot will decrease. Remaining drivers will be allowed to park within the parking lots on campus, and if needed, overflow parking may temporarily spill onto the grassy area where the new 82 car parking lot is proposed. This parking coordination effort will only be needed for 2-3 weeks until school ends for the summer. The new 82-space parking lot and 18-space parking expansion will be completed prior to school coming back into session for the fall semester.

The photometrics plan for the lighting of the athletic complex shows that minimal illumination will spill over into the abutting properties, with light levels of 0.0 to 0.8 ft/candles at the property line. The photometrics plan also does not consider the heavy tree cover that borders the eastern perimeter of the property, which will further shield any minimal spill over. The photometrics plan for the 82-car parking lot also shows minimalistic light levels with 0.0 to 0.3 ft/candles at the property line. A full size photometrics plan is included in this submission. The landscape plan also proposes a row of trees along the edge of the parking lot as well as maintaining the existing row of trees between the parking and the abutters, which will further shield any minimal spill over.

The traffic study prepared by AK Associates dated April 2019 was provided to Gale by the Town of Millbury for our review. The traffic study was prepared to evaluate three (3) intersections in the vicinity of a proposed residential condominium project at Clearview



Country Club Golf Course located on the east side of Park Hill Avenue, approximately 0.5 miles north of Millbury Jr./Sr. High School. One of the intersections studied was Martin Street and North Main Street, which is just south of the Millbury Jr./Sr. High School. The traffic study stated that the intersection experiences peak traffic volumes between 7:00 am and 8:00 am and between 4:30 pm and 5:30 pm on an average weekday. The report also states that “typically, the pm peak period has the higher volumes, and is considered to be the critical peak. As is the case here, higher traffic volumes occur during the pm peak period at these intersections.” According to Millbury Public Schools, the peak traffic flow from the Millbury Jr./Sr. High school in the afternoon is related to the dismissal and departure process. However, this mainly occurs between 2:00 pm and 2:30 pm which does not overlap or impact the intersections peak period. Hence, it is not likely that the new 82-car parking lot will adversely affect the PM peak period. The report states that the overall intersection operates at a Level of Service (LOS) C with the eastbound approach operating at a LOS A and the southbound approach operating at a LOS F. It should be noted that students and staff entering the school parking lots in the AM would be turning from North Main onto Martin Street and not making a southbound approach from Martin Street, hence having minimal impact on the LOS F turning movement. It should also be noted that the traffic study shows only six (6) additional vehicle trips in the AM peak being added to the southbound intersection if the residential condominium project were to occur. This increase was stated to be insignificant.

An added benefit of relocating the parking to the front of the school will be removing student driver traffic from Orchard Street. This is a narrow residential road and the school has reported that students can often drive too fast creating an unsafe condition.

- Section 12.45(a) – Requirement to preserve landscape in its natural state.

Comment: I do not believe that this waiver request is applicable to this project as the Applicant proposes to maintain the landscape in its natural state outside of the construction area.

Gale Response:

No response required.

- Section 12.45(f) – Requirement to install cement concrete sidewalks. The Applicant wishes to install bituminous concrete sidewalks except where ADA-accessible curb ramps are required at accessible parking. In these locations, the ramps will be concrete.

Comment: The Planning Board should determine whether they are amenable to the grant of this waiver request. Note that despite the fact that concrete walkways are more durable, currently the vast majority of existing walkways are bituminous asphalt.

Gale Response:

The majority of the paved surfaces within the athletic complex are not considered to be sidewalks, but rather spectator and gathering areas. It is typical for these areas to be constructed from bituminous pavement as it would be very costly for the Town to construct



these areas from cement concrete. We have however, updated the plans to show a cement concrete sidewalk along the parking area near the track.

- Section 12.45(g) – Requirement that other pedestrian walkways, courtyards, patios or similar be composed of natural materials. The Applicant wishes to install bituminous concrete walkways.

Comment: The Planning Board should determine whether they are amenable to the grant of this waiver request. Note that despite the fact that concrete walkways are more durable, currently the vast majority of existing walkways are bituminous asphalt.

Gale Response:

No response required, see waiver request letter from 1/30/20.

- Section 12.45(o) – Requirement to install concrete curbs and gutters around the perimeter of parking areas and granite curb in front of sidewalks abutting buildings. The Applicant wishes to install bituminous Cape Cod berm along the east, west and north perimeters of the proposed parking lot south of the high school building. The center island will have no curbing due to low impact design. Bituminous berm would also be installed at the perimeter of the parking lot extension at the north of the school, which matches existing conditions. Walkways abutting buildings would have no curb.

Comment: The Planning Board should determine whether they are amenable to the grant of this waiver request. Note that despite the fact that concrete/granite curb are more durable, the vast majority of curb throughout the site is currently cape cod berm. Therefore, the grant of this waiver would yield a more cohesive look. However, where walkways abut the parking lot, I strongly recommend requiring vertical granite curb or concrete curb at a 6" reveal. Separating the walkway from the parking lot using vertical curb that cannot be easily mounted with a vehicle will be safer for pedestrians using the walkways. Lastly, the plan set includes specifications for vertical concrete curb and vertical granite curb. No specifications are provided for cape cod berm, despite the waiver request. If the Planning Board is amenable to the waiver request, the plan should be changed accordingly.

Gale Response:

Acknowledged. The Layout and Materials Plan (Sheets C101, C102, C102A, and C103) of the revised plan set call for vertical granite curbs at the walkway along the parking stalls near the track where a concrete sidewalk is proposed. The vertical granite curb is detailed on Sheet C503 of the revised permit set as Detail 10. A detail for cape cod berm has been included in the revised permit set as Detail 9 on Sheet C503.

- Section 12.45(q) – Requirement to provide one shade tree placed within the parking lot for every 5 spaces complemented by shrubs and other planting material. Due to security and safety concerns pertaining to the northerly perimeter of the 82-space parking lot off of Martin Street, the Applicant proposes to install trees along the southern, western and eastern perimeters of the parking lot as well as the center island only.

Comment: The Planning Board should determine whether they are amenable to the grant of this waiver request. Note that the Applicant does not propose to install any trees around the



perimeter of the proposed 18-space expansion of the parking lot near the proposed shot-put area. I recommend installation of 4 new shade trees in this location.

Gale Response:

Acknowledged. Due to site constraints and in keeping with proper planting practices, the revised landscaping plan on Sheet L101 now calls for two (2) shade trees to be installed at the parking lot extension. One (1) on the northwest perimeter and one (1) on the southeast perimeter. Additionally, four (4) shade trees will be planted along the proposed reconstructed parking stalls near the track.

Comment No. 3

In accordance with Zoning Bylaws, Section 12.44(a), please revise the plan as follows or submit written waiver request for Planning Board consideration:

- Provide a locus plan at a scale of 1"=100'.
- Identify Assessor's Map/Lot numbers for the subject property.
- Plan shall be drawn to NAD 83 and NAVD 88 and datum reference noted on the plan.
- Revise the Zoning District table to include minimum lot size, height, and lot coverage requirements.
- Provide floodplain information or a note stating that this property is not located within the floodplain.
- Provide at least 3 property boundary markers, remotely separated, on the parcel with MA Grid Plane Coordinates.
- Identify Martin Street as a "public way".
- Identify the locations of proposed snow storage areas.
- Identify location of dumpsters, if any, and how they will be screened.
- Provide parking calculations (existing versus proposed). Please specify how many parking spaces will be demolished as part of this project versus installed.

Gale Response:

Acknowledged. The Cover Sheet (Sheet G001) of the revised permit set has been updated to include the following:

- Locus plan at a scale of 1" = 100'

The Existing Conditions Plan (Sheets C001 and C002) of the revised permit set have been updated to include the following:

- Assessor's Map/Lot numbers for the subject property.
- Plan drawn to NAD 83 and NAVD 88 and datum reference noted on the plan.
- Zoning District table with minimum lot size, height, and lot coverage requirements.
- A note stating that this property is not located within a floodplain.
- Three (3) property boundary markers, remotely separated, on the parcel with MA Grid Plane Coordinates are shown on the Partial Property Survey completed by Sherman & Frydryk, LLC.
- Martin Street identified as a "public way".



The Layout and Materials Plan (Sheets C101, C102, and C103) of the revised permit set have been updated to include the following:

- The locations of proposed snow storage areas.
- A parking lot summary with the number of existing parking spaces to be removed, proposed parking spaces to be installed, and the net number of additional spaces proposed to be installed.
- No new dumpsters are anticipated to be located within the athletic complex and therefore are not shown on the plans.

Comment No. 4

The photometric plan at 8 ½" x 11" is eligible. Please provide full scale copies and include specifications/cut sheets for all proposed lights.

Gale Response:

Acknowledged. Full scale copies of the photometric plan and specifications/cutsheets for all proposed lights have been included as an enclosure to this response letter.

Comment No. 5

In accordance with Zoning Bylaws, Section 12.44(a) and 12.44(e), provide elevation and façade drawings of all sides of the press box (only front and side elevations were provided) and the amenities building (no elevations were provided). Required scale is ¼"=1' or ½"=1'. The submitted elevation drawings are not-to-scale.

Gale Response:

Acknowledged. Elevation and façade drawings of all sides of the amenities building have been included on Sheet A201 of the revised permit set at a scale of ¼" = 1'. Elevation and façade drawings of all sides of the press box have been included on Sheet PB-4 of the same revised permit set.

Comment No. 6

Please include the following note, or similar language, on Sheet G002, Landscaping Notes and/or on Loam & Seed detail on Sheet C501: "Areas to be planted shall contain a minimum of 6" compacted depth of good quality loam and shall be seeded with turf grass or other appropriate ground cover in accordance with good planting practice."

Gale Response:

Acknowledged. The recommended note has been included in the Landscaping Notes on Sheets L101 and L102 and the Loam & Seed detail (Detail 6) on Sheet C502 of the revised permit set.



Comment No. 7

In accordance with Zoning Bylaws, Section 12.45(r), please modify the site plan to depict a walkway that will safely bring pedestrians from the new 82-space parking lot to the walkway along the access driveway to the school. I recommend placing the walkway along the northwesterly side of the parking lot and along the northerly side of the driveway. The walkway should be separated from parking lot via vertical granite or concrete curb at a 6" reveal.

Gale Response:

Acknowledged. A concrete walkway is proposed to connect the existing sidewalk along the school's driveway to the parking lot. The concrete walkway will meet the parking lot perpendicularly and match the proposed grade of the bituminous pavement. The proposed walkway avoids the existing mature tree at the north perimeter of the parking lot, which is intended to remain. Please refer to Sheet C102 in the revised permit set.

Comment No. 8

Please identify the purpose of the dotted line at the easterly end of the proposed 82-space parking lot.

Gale Response:

The dotted line at the easterly end of the proposed 82 space parking lot is the snow storage area. Layout Drawing on Sheet C102 of the revised permit set calls out the snow storage area and the legend has been updated to include the snow storage area.

Comment No. 9

A portion of the track is proposed to contain two chain link fences within 5' of one another- a 4' tall interior fence and then a 6' tall exterior fence. A bituminous walkway is located between the two fences. What is the purpose of these double fences? The Applicant may want to consider removing the 6' chain link fence (which only protects a walkway) in an effort to reduce costs and eliminate redundancy.

Gale Response:

The track perimeter is surrounded by a 4' chain-link fence to keep spectators off of the track and field during events. The purpose of the walkway along the southern portion of the track was to provide pedestrian access to the visitor / eastern side of the track. The outside 6' fence was intended to funnel spectators towards the stadium entrance, through the ticketing area at the new amenities building and then onto the walkway between the 4' and 6' fences. The 6' fence would prevent or limit non ticketed access to the visitor side of the field. However, after reviewing this with Millbury Public Schools, it has been decided to remove the visitor side seating, hence eliminating the need for this access sidewalk and double fencing. The plans have been updated accordingly.



Comment No. 10

The perimeter of the softball/multi-purpose field is enclosed by a very dilapidated 6' tall chain link fence, which is missing sections. The Applicant should consider removal or replacement of this fence.

Gale Response:

Acknowledged. The section of perimeter fencing adjacent to the bordering vegetated wetlands will be removed and replaced with posted wetlands signage, however new fencing will not be installed to replace what was removed. A portion of the chain-link fence along the eastern tree line will remain, with a portion of it being replaced. This fencing will remain for crowd control / non-ticketed access control measures. Please refer to Sheet C101 and C103 of the revised permit set for the locations of wetland signs and limits of replaced fencing.

Comment No. 11

A large paved emergency vehicle turnaround that is 105' across at the widest point is proposed south of the track. In order to discourage unauthorized parking, minimize construction/maintenance costs and minimize the amount of impervious surface, I recommend shrinking the size of the paved area to a 24' wide emergency access road. Instead of a paved turnaround, the turnaround could be constructed of reinforced gravel/loam that is of sufficient construction standard to be able to accommodate emergency vehicles.

Gale Response:

Acknowledged. The paved area will be the recommended 24' feet wide, and the turn around area will be stabilized grass to discourage unauthorized parking. Please refer to Sheets C101 and C103 and Detail 5 on Sheet C502 of the revised permit set.

Comment No. 12

Our Subdivision Regulations (See Section 7.2(4)) require a dense graded gravel base of at least 5" compacted thickness and a processed gravel sub-base of at least 10" compacted thickness for subdivision roadways. The Applicant proposes only 6" dense graded crushed stone base for driveways. Given the volume of traffic along driveways, I recommend that the gravel base adhere to the design standard for roadways as reflected in our Subdivision Rules and Regulations.

Gale Response:

Acknowledged. The asphalt driveway/parking lot detail (Detail 2 of Sheet C503) of the revised permit set calls for 10" of pulverized reclaimed asphalt with supplemental dense graded crushed stone, as needed. Pavement within the parking areas will be 3.5" thick. This is typical and sufficient for parking lots and access drives.

Ms. Laurie Connors
Town of Millbury
Re: Athletic Campus Renovations at Millbury Jr./Sr. High School
March 13, 2020
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Comment No. 13

Please include a parking lot pavement section.

Gale Response:

The parking lot pavement section has been included as Detail 2 on Sheet C503 of the revised permit set.

We trust that the above narrative, as well as the attached revised documents and calculations, satisfactorily address your comments. Please contact John Perry, at jmp@gainc.com or (781) 335-6465, with any questions.

Respectfully submitted,

GALE ASSOCIATES, INC.

Margaret J. Laracy, P.E.
Project Engineer

John M. Perry, P.E.
Chief Civil Engineer

JMP/MJL/DFN/lad

Enclosures:

- Town Planner Review Letter
- Revised Permit Plan Set dated 3/13/2020
- Full-Size Photometrics Plan

CC:

- Laurie Connors Millbury Planning Board
- David Glenn, P.E. Stantec

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TOWN PLANNER QUESTIONS, COMMENTS AND RECOMMENDATIONS

Proposed Development:	Site Plan Review & Stormwater Permit for 12 Martin Street
Applicant:	Millbury School Department
Application Submitted:	January 30, 2020
Public Hearing Scheduled:	February 24, 2020

Project Description: The Applicant is seeking approval to construct a new running track, new multi-purpose synthetic turf field, convert an existing natural turf softball field into a synthetic turf softball field and multi-purpose practice field, aluminum grandstand, 1,200± sf amenities building, and make a variety of parking improvements, including construction of a new 82-space parking lot near the main entrance off of Martin Street.

Issues/Comments:

Comments are based on the site plan entitled “Millbury Jr/Sr High School Track and Field Renovations, 12 Martin Street, Millbury, Massachusetts” dated 1/24/20.

1. The Applicant seeks a waiver from the application fees (Site Plan Review and Stormwater Management Permit Application Fees).
2. The Applicant seeks the following waivers from Zoning Bylaws, Section 12.4:
 - Section 12.44(c) - Requirement to submit an isometric line drawing;
Comment: The Planning Board should determine whether they are amenable to the grant of this waiver request.
 - Partial Waiver from Section 12.44(f) – Requirement to submit a full Development Impact Statement. Gale would like to submit a general description of traffic patterns and expected construction traffic, environmental impact statement and fiscal impact statement only. They request a waiver from all other submittal requirements.
Comment: Note that the submitted Development Impact Statement states that the relocation of the 87-space Orchard Street parking lot to Martin Street will have a negligible impact on Martin Street. However, the Traffic Study prepared by AK Associates for the proposed Clear View residential development stated that the intersection currently operates at LOS “F”, which is considered insufficient. Gale Associates should assess how construction of the new 82-space parking lot with Martin Street access will impact the intersection of North Main Street and Martin Street. Are improvements to the intersection necessary to handle the traffic associated with the new parking lot?
Also, I am interested in understanding how construction of the site will impact traffic circulation and parking during the various stages of construction. Will the new 84-space parking lot be constructed prior to demolition of the 87-space parking lot? If not, how will parking be accommodated? Other areas of concern are- will certain recreation amenities be available while others are under construction? What are the expected impacts to abutters from the new proposed field lighting? How will residential abutters to the new parking lot off of Martin Street be screened from headlights and parking lot lights?
 - Section 12.45(a) – Requirement to preserve landscape in its natural state.

Comment: I do not believe that this waiver request is applicable to this project as the Applicant proposes to maintain the landscape in its natural state outside of the construction area.

- Section 12.45(f) – Requirement to install cement concrete sidewalks. The Applicant wishes to install bituminous concrete sidewalks except where ADA-accessible curb ramps are required at accessible parking. In these locations, the ramps will be concrete.

Comment: The Planning Board should determine whether they are amenable to the grant of this waiver request. Note that despite the fact that concrete walkways are more durable, currently the vast majority of existing walkways are bituminous asphalt.

- Section 12.45(g) – Requirement that other pedestrian walkways, courtyards, patios or similar be composed of natural materials. The Applicant wishes to install bituminous concrete walkways.

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- Section 12.45(o) – Requirement to install concrete curbs and gutters around the perimeter of parking areas and granite curb in front of sidewalks abutting buildings. The Applicant wishes to install bituminous Cape Cod berm along the east, west and north perimeters of the proposed parking lot south of the high school building. The center island will have no curbing due to low impact design. Bituminous berm would also be installed at the perimeter of the parking lot extension at the north of the school, which matches existing conditions. Walkways abutting buildings would have no curb.

Comment: The Planning Board should determine whether they are amenable to the grant of this waiver request. Note that despite the fact that concrete/granite curb are more durable, the vast majority of curb throughout the site is currently cape cod berm. Therefore, the grant of this waiver would yield a more cohesive look.

However, where walkways abut the parking lot, I strongly recommend requiring vertical granite curb or concrete curb at a 6" reveal. Separating the walkway from the parking lot using vertical curb that cannot be easily mounted with a vehicle will be safer for pedestrians using the walkways. Lastly, the plan set includes specifications for vertical concrete curb and vertical granite curb. No specifications are provided for cape cod berm, despite the waiver request. If the Planning Board is amenable to the waiver request, the plan should be changed accordingly.

- Section 12.45(q) – Requirement to provide one shade tree placed within the parking lot for every 5 spaces complemented by shrubs and other planting material. Due to security and safety concerns pertaining to the northerly perimeter of the 82-space parking lot off of Martin Street, the Applicant proposes to install trees along the southern, western and eastern perimeters of the parking lot as well as the center island only.

Comment: The Planning Board should determine whether they are amenable to the grant of this waiver request. Note that the Applicant does not propose to install any trees around the perimeter of the proposed 18-space expansion of the parking lot near the proposed shot put area. I recommend installation of 4 new shade trees in this location.

3. In accordance with Zoning Bylaws, Section 12.44(a), please revise the plan as follows or submit written waiver request for Planning Board consideration:
 - Provide a locus plan at a scale of 1"=100'.
 - Identify Assessor's Map/Lot numbers for the subject property.
 - Plan shall be drawn to NAD 83 and NAVD 88 and datum reference noted on the plan.
 - Revise the Zoning District table to include minimum lot size, height, and lot coverage requirements.
 - Provide floodplain information or a note stating that this property is not located within the floodplain.
 - Provide at least 3 property boundary markers, remotely separated, on the parcel with MA Grid Plane Coordinates.
 - Identify Martin Street as a "public way".
 - Identify the locations of proposed snow storage areas.
 - Identify location of dumpsters, if any, and how they will be screened.
 - Provide parking calculations (existing versus proposed). Please specify how many parking spaces will be demolished as part of this project versus installed.
4. The photometric plan at 8 1/2" x 11" is eligible. Please provide full scale copies and include specifications/cut sheets for all proposed lights.
5. In accordance with Zoning Bylaws, Section 12.44(a) and 12.44(e), provide elevation and façade drawings of all sides of the press box (only front and side elevations were provided) and the amenities building (no elevations were provided). Required scale is 1/4"=1' or 1/2"=1'. The submitted elevation drawings are not-to-scale.
6. Please include the following note, or similar language, on Sheet G002, Landscaping Notes and/or on Loam & Seed detail on Sheet C501: "Areas to be planted shall contain a minimum of 6" compacted depth of good quality loam and shall be seeded with turf grass or other appropriate ground cover in accordance with good planting practice."
7. In accordance with Zoning Bylaws, Section 12.45(r), please modify the site plan to depict a walkway that will safely bring pedestrians from the new 82-space parking lot to the walkway along the access driveway to the school. I recommend placing the walkway along the northwesterly side of the parking lot and along the northerly side of the driveway. The walkway should be separated from parking lot via vertical granite or concrete curb at a 6" reveal.
8. Please identify the purpose of the dotted line at the easterly end of the proposed 82-space parking lot.
9. A portion of the track is proposed to contain two chain link fences within 5' of one another- a 4' tall interior fence and then a 6' tall exterior fence. A bituminous walkway is located between the two fences. What is the purpose of these double fences? The Applicant may want to consider removing the 6' chain link fence (which only protects a walkway) in an effort to reduce costs and eliminate redundancy.

10. The perimeter of the softball/multi-purpose field is enclosed by a very dilapidated 6' tall chain link fence, which is missing sections. The Applicant should consider removal or replacement of this fence.
11. A large paved emergency vehicle turnaround that is 105' across at the widest point is proposed south of the track. In order to discourage unauthorized parking, minimize construction/maintenance costs and minimize the amount of impervious surface, I recommend shrinking the size of the paved area to a 24' wide emergency access road. Instead of a paved turnaround, the turnaround could be constructed of reinforced gravel/loam that is of sufficient construction standard to be able to accommodate emergency vehicles.
12. Our Subdivision Regulations (See Section 7.2(4)) require a dense graded gravel base of at least 5" compacted thickness and a processed gravel sub-base of at least 10" compacted thickness for subdivision roadways. The Applicant proposes only 6" dense graded crushed stone base for driveways. Given the volume of traffic along driveways, I recommend that the gravel base adhere to the design standard for roadways as reflected in our Subdivision Rules and Regulations.
13. Please include a parking lot pavement section.

cc: Margaret Laracy, Gale Associates
Dave Glenn, Stantec