To: Town of Reading Community Planning and Development Commission
From: Dennis Carr, 61 Temple Street, Reading MA
RE: 186-190 Summer Ave.– Criterion Child Enrichment Project
Date: December 8, 2014

I am an abutter along the lower, southeast corner of the 186 Summer Ave. property. After reviewing the documents submitted by Criterion for this project, I identified four issues that have the potential of impacting my property, the property of my neighbors and the parking lot at the Parker Junior High School.

Issue #1: Abutters need protection from overflowing stockpiles of plowed snow.
As stated in the Town Engineer's Report, the sizes of the proposed snow storage areas are inadequate. I request that the Planning Department require Criterion to submit for the Town's approval the depth of snow used for their preliminary design, and the revised depth of snow and the revised stock-pile areas that they will use for the final design. In addition, I request the Planning Department require Criterion to provide additional trees to act as a permanent barrier to protect abutters from high snow banks, melting snow, and de-icing agents.

Issue #2: The need for additional test pits in the lower parking area.
Last October, Criterion conducted a 9 foot deep test pit near Summer Ave. The soils were granular type soils with damp soils being detected at a depth of 8 feet. Based on information shown on Sheets 2 and 4 of Criterions preliminary designs, the elevation of the damp soil near Summer Ave is only about 6 inches higher than both the ground surface at the school's property line and the pavement surface at the two corners of Criterion's proposed parking lot at the back of their site. Before approving the concept of constructing 15 parking spaces at the lower end of the site, I request that the Planning Department require Criterion to conduct additional test pits to confirm that soil and groundwater conditions in the lower parking area meet Massachusetts DEP requirements for porous pavement drainage systems.

Issue #3: Due to effects of global warming, use increased rainfall intensities in the hydraulic analysis.
Criterions used rainfall patterns based on historical data to calculate the flooding levels on the property under pre-construction conditions and under post-construction conditions. These rainfall patterns were not modified to account for the increases in depth and intensity of rainfalls that are now predicted for the Northeastern as a result of global warming. As an example of the magnitude of this impact, I have selected a statement from the Town of Reading's 2014 Climate Change Adaptation Report which says "..due to our changing climate, many 100-year flood plains have been reduced to 20 year flood plains.." . Therefore, I request that the Planning Department require Criterion to submit to the Town Engineer a revised hydraulic analysis that incorporates the increases in rainfall intensities that are now predicted over the next 10 to 20 years as a result of global warming.

Issue #4: Provide a contingency drainage management system in case the porous pavement system fails.
On Sheet 5 of preliminary design plans, Criterion recognizes the potential damage to porous pavement if sand is applied in winter months and the need to vacuum the pavement when the pores of the pavement become clogged. I have not seen the mechanism by which, ten years from now, the Town can force Criterion, or a future owner of the property, to possibly have to pay the high cost of complete replacement of the porous pavement system should the owners fail to perform the required maintenance. Therefore, I request that the Planning Department require Criterion to include in their final design a contingency storm-water management system that provides for the capture and removal of sediments and debris before these materials enter the porous soils or some other containment system that will achieve the goal of no increase in flooding over pre-construction conditions.

Dennis H. Carr

Wilson, Jessie

From: MaryEllen O'Neill <maryellenoneill@hotmail.com>
Sent: Tuesday, December 09, 2014 4:05 PM
To: Wilson, Jessie; Delios, Jean
Cc: Town Manager; Art Kreiger
Subject: RE: Site Plan Materials

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jessie and Jean,

A quick look at this "response" indicates it is the same as what you received yesterday.

There is overlap in the sessions; there is a lack of clarity between sessions and groups.

I believe that the addition is very oversized for the number of children they would have at any one time. I think the reason for this is that they are not simply moving their Woburn location here, they are planning to expand their service area and start to draw from the north, Peabody, Lynnfield, Lynn, etc. also. That is driving the size and the parking demand.

Do you, does CPDC, ask about these future plans? Criterion clearly does not want to be pinned down to showing "typical" as this is not their plan. An increase in the number of clients served by Criterion at this location will have impact, not only on building size and parking, but on town services used.

Thanks,
Mary Ellen

From: jwilson@ci.reading.ma.us
To: maryellenoneill@hotmail.com; jdelios@ci.reading.ma.us
CC: TownManager@ci.reading.ma.us; akreiger@andersonkreiger.com
Subject: RE: Site Plan Materials
Date: Tue, 9 Dec 2014 20:45:55 +0000

Enclosed is the Applicant's response to planning comments which were mentioned last night, as well as the revised site plan. That is all that we have received.

Note that I have updated the website to include this information as well as all Staff Comments and the Letter from Attorney Kreiger.

http://www.readingma.gov/planning-division/pages/186-summer-avenue-proposed-criterion-child-enrichment-facility

Let me know if you have any questions!

Jessie

Wilson, Jessie

From: MaryEllen O'Neill <maryellenoneill@hotmail.com>
Sent: Tuesday, December 09, 2014 9:15 PM
To: Wilson, Jessie; Delios, Jean; Zambouras, George
Cc: Cynda Rohmer; Kathy Greenfield; Anne Godwin; Art Kreiger
Subject: FW: Porous Pavement Study
Attachments: EPA Porous Pavement Fact Sheet (1).pdf

Hi Jessie, Jean, and George,

This is very relevant to the discussion of Criterion's proposal for porous pavement.

We request that this be distributed to CPDC members.

Thank you,
Mary Ellen

Date: Tue, 9 Dec 2014 19:33:16 -0600
From: jolijo2@verizon.net
To: maryellenoneill@hotmail.com
Subject: Porous Pavement Study

Mary Ellen,

Recommend this study be sent officially to CPDC.

Joe Lupi

United States Environmental Protection Agency | Office of Water Washington, D.C. | EPA 832-F-99-023 September 1999

EPA

Storm Water Technology Fact Sheet Porous Pavement

DESCRIPTION

Porous pavement is a special type of pavement that allows rain and snowmelt to pass through it, thereby reducing the runoff from a site and surrounding areas. In addition, porous pavement filters some pollutants from the runoff if maintained.

There are two types of porous pavement: porous asphalt and pervious concrete. Porous asphalt pavement consists of an open-graded coarse aggregate, bonded together by asphalt cement, with sufficient interconnected voids to make it highly permeable to water. Pervious concrete consists of specially formulated mixtures of Portland cement, uniform, open-graded coarse aggregate, and water. Pervious concrete has enough void space to allow rapid percolation of liquids through the pavement.

The porous pavement surface is typically placed over a highly permeable layer of open-graded gravel and crushed stone. The void spaces in the aggregate layers act as a storage reservoir for runoff. A filter fabric is placed beneath the gravel and stone layers to screen out fine soil particles. Figure 1 illustrates a common porous asphalt pavement installation.

Two common modifications made in designing porous pavement systems are (1) varying the amount of storage in the stone reservoir beneath the pavement and (2) adding perforated pipes near the top of the reservoir to discharge excess storm water after the reservoir has been filled.

Some municipalities have also added storm water reservoirs (in addition to stone reservoirs) beneath the pavement. These reservoirs should be designed to accommodate runoff from a design storm and should provide for infiltration through the underlying subsoil.

APPLICABILITY

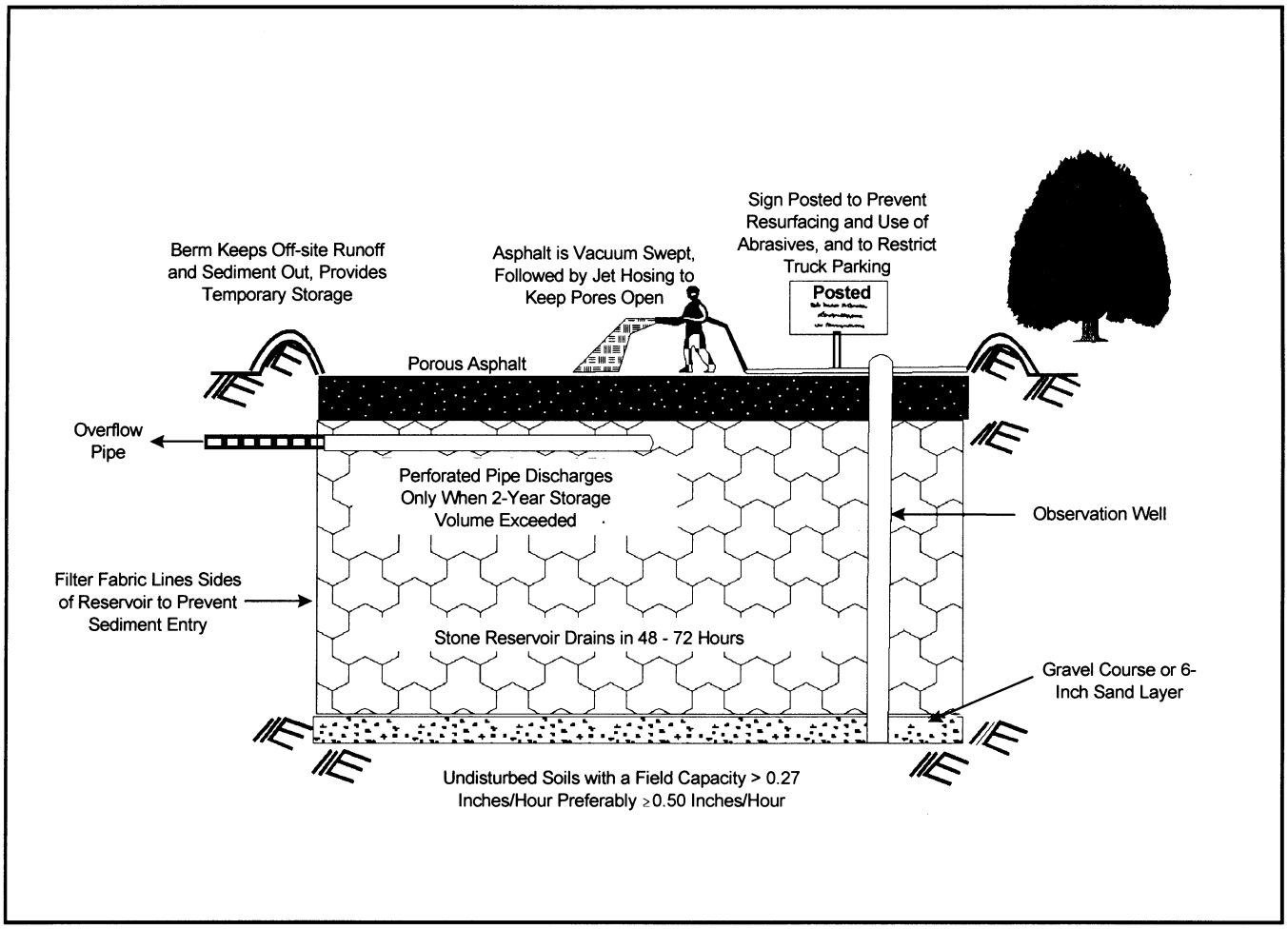
Porous pavement may substitute for conventional pavement on parking areas, areas with light traffic, and the shoulders of airport taxiways a runways, provided that the grades, subsoils, drainage characteristics, and groundwater conditions are suitable. Slopes should be flat or very gentle. Soils should have field-verified permeability rates of greater than 1.3 centimeters (0.5 inches) per hour, and there should be a 1.2 meter (4-foot) minimum clearance from the bottom of the system to bedrock or the water table.

ADVANTAGES AND DISADVANTAGES

The advantages of using porous pavement include:

- Water treatment by pollutant removal.
- Less need for curbing and storm sewers.
- Improved road safety because of better skid resistance.
- Recharge to local aquifers.

The use of porous pavement may be restricted in cold regions, arid regions or regions with high wind erosion rates, and areas of sole-source aquifers. The use of porous pavement is highly constrained, requiring deep permeable soils, restricted traffic, and adjacent land uses. Some specific



Source: Modified from MWCOG, 1987.

FIGURE 1 TYPICAL POROUS PAVEMENT INSTALLATION

disadvantages of porous pavement include the following:

- Many pavement engineers and contractors lack expertise with this technology.
- Porous pavement has a tendency to become clogged if improperly installed or maintained.
- Porous pavement has a high rate of failure.
- There is some risk of contaminating groundwater, depending on soil conditions and aquifer susceptibility.
- Fuel may leak from vehicles and toxic chemicals may leach from asphalt and/or binder surface. Porous pavement systems are not designed to treat these pollutants.
- Some building codes may not allow for its installation.
- Anaerobic conditions may develop in underlying soils if the soils are unable to dry out between storm events. This may impede microbiological decomposition.

As noted above, the use of porous pavement does create risk of groundwater contamination. Pollutants that are not easily trapped, adsorbed, or reduced, such as nitrates and chlorides, may continue to move through the soil profile and into the groundwater, possibly contaminating drinking water supplies. Therefore, until more scientific data is available, it is not advisable to construct porous pavement near groundwater drinking supplies.

In addition to these documented pros and cons of porous pavements, several questions remain regarding their use. These include:

- Whether porous pavement can maintain its porosity over a long period of time, particularly with resurfacing needs and snow removal.
- Whether porous pavement remains capable of removing pollutants after subfreezing weather and snow removal.
- The cost of maintenance and rehabilitation options for restoration of porosity.

DESIGN CRITERIA

Porous pavement - along with other infiltration technologies like infiltration basins and trenches - have demonstrated a short life span. Failures generally have been attributed to poor design, poor construction techniques, subsoils with low permeability, and lack of adequate preventive maintenance. Key design factors that can increase the performance and reduce the risk of failure of porous pavements (and other infiltration technologies) include:

- Site conditions;
- Construction materials; and
- Installation methods.

These factors are discussed further in Table 1.

PERFORMANCE

Porous pavement pollutant removal mechanisms include absorption, straining, and microbiological decomposition in the soil. An estimate of porous pavement pollutant removal efficiency is provided by two long-term monitoring studies conducted in Rockville, MD, and Prince William, VA. These studies indicate removal efficiencies of between 82 and 95 percent for sediment, 65 percent for total phosphorus, and between 80 and 85 percent of total nitrogen. The Rockville, MD, site also indicated high removal rates for zinc, lead, and chemical oxygen demand. Some key factors to increase pollutant removal include:

- Routine vacuum sweeping and high pressure washing (with proper disposal of removed material).
- Drainage time of at least 24 hours.
- Highly permeable soils.
- Pretreatment of runoff from site.
- Organic matter in subsoils.
- Clean-washed aggregate.

Traditionally, porous pavement sites have had a high failure rate - approximately 75 percent. Failure has been attributed to poor design, inadequate construction techniques, soils with low permeability, heavy vehicular traffic, and resurfacing with nonporous pavement materials. Factors enhancing longevity include:

- Vacuum sweeping and high-pressure washing.
- Use in low-intensity parking areas.
- Restrictions on use by heavy vehicles.
- Limited use of de-icing chemicals and sand.
- Resurfacing.
- Inspection and enforcement of specifications during construction.
- Pretreatment of runoff from offsite.
- Implementation of a stringent sediment control plan.

OPERATION AND MAINTENANCE

Porous pavements need to be maintained. Maintenance should include vacuum sweeping at least four times a year (with proper disposal of

TABLE 1 DESIGN CRITERIA FOR POROUS PAVEMENTS

Design Criterion	Guidelines
Site Evaluation	• Take soil boring to a depth of at least 1.2 meters (4 feet) below bottom of stone reservoir to check for soil permeability, porosity, depth of seasonally high water table, and depth to bedrock.
	• Not recommended on slopes greater than 5 percent and best with slopes as flat as possible.
	• Minimum infiltration rate 0.9 meters (3 feet) below bottom of stone reservoir: 1.3 centimeters (0.5 inches) per hour.
	• Minimum depth to bedrock and seasonally high water table: 1.2 meters (4 feet).
	• Minimum setback from water supply wells: 30 meters (100 feet).
	• Minimum setback from building foundations: 3 meters (10 feet) downgradient, 30 meters (100 feet) upgradient.
	• Not recommended in areas where wind erosion supplies significant amounts of windblown sediment.
	• Drainage area should be less than 6.1 hectares (15 acres).
Traffic conditions	• Use for low-volume automobile parking areas and lightly used access roads.
	• Avoid moderate to high traffic areas and significant truck traffic.
	• Avoid snow removal operations; post with signs to restrict the use of sand, salt, and other deicing chemicals typically associated with snow cleaning activities.
Design Storm Storage Volume	• Highly variable; depends upon regulatory requirements. Typically design for storm water runoff volume produced in the tributary watershed by the 6-month, 24-hour duration storm event.
Drainage Time for Design Storm	• Minimum: 12 hours.
	• Maximum: 72 hours.
	• Recommended: 24 hours.
Construction	• Excavate and grade with light equipment with tracks or oversized tires to prevent soil compaction.
	• As needed, divert storm water runoff away from planned pavement area before and during construction.
	• A typical porous pavement cross-section consists of the following layers: 1) porous asphalt course, 5-10 centimeters (2-4 inches) thick; 2) filter aggregate course; 3) reservoir course of 4-8 centimeters (1.5-3-inch) diameter stone; and 4) filter fabric.
Porous Pavement Placement	• Paving temperature: 240° - 260° F.
	• Minimum air temperature: 50° F.
	• Compact with one or two passes of a 10,000-kilogram (10-ton) roller.
	• Prevent any vehicular traffic on pavement for at least two days.
Pretreatment	• Pretreatment recommended to treat runoff from off-site areas. For example, place a 7.6-meter (25-foot) wide vegetative filter strip around the perimeter of the porous pavement where drainage flows onto the pavement surface.

Source: Field, 1982.

removed material), followed by high-pressure hosing to free pores in the top layer from clogging. Potholes and cracks can be filled with patching mixes unless more than 10 percent of the surface area needs repair. Spot-clogging may be fixed by drilling 1.3 centimeter (half-inch) holes through the porous pavement layer every few feet.

The pavement should be inspected several times during the first few months following installation and annually thereafter. Annual inspections should take place after large storms, when puddles will make any clogging obvious. The condition of adjacent pretreatment devices should also be inspected.

COSTS

The costs associated with developing a porous pavement system are illustrated in Table 2.

Estimated costs for an average annual maintenance program of a porous pavement parking lot are approximately $4,942 per hectare per year ($200 per acre per year). This cost assumes four inspections each year with appropriate jet hosing and vacuum sweeping treatments.

REFERENCES

1. Field, R., et al., 1982. "An Overview of Porous Pavement Research." *Water Resources Bulletin*, Volume 18, No. 2, pp. 265-267.

2. Metropolitan Washington Council of Governments, 1987. *Controlling Urban Runoff: A Practical Manual for Planning and Designing Urban BMPs.*

3. Metropolitan Washington Council of Governments, 1992. *A Current Assessment of Best Management Practices: Techniques for Reducing Nonpoint Source Pollution in a Coastal Zone.*

4. Southeastern Wisconsin Regional Planning Commission, 1991. *Costs of Urban Nonpoint Source Water Pollution Control Measures*, Technical Report No. 31.

5. U.S. EPA, 1981. *Best Management Practices Implementation Manual.*

6. U.S. EPA, 1992. *Stormwater Management for Industrial Activities: Developing Pollution Prevention Plans and Best Management Practices.* EPA 833-R-92-006.

7. Washington State Department of Ecology, 1992. *Stormwater Management Manual for the Puget Sound Basin.*

ADDITIONAL INFORMATION

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For more information contact:

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U.S. EPA
Mail Code 4204
401 M St., S.W.
Washington, DC, 20460

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MUNICIPAL TECHNOLOGY BRANCH

To: Marc Maxwell
From: 01867 Neighborhood Preservation
Date: December 20, 2014

Re: Criterion Child Enrichment, Inc./186 Summer Avenue Reading MA

Dear Mr. Maxwell,

Please see attached the site plan requests from the 186 Summer Ave abutters. We look forward to your response to the concerns and desires of the neighbors in your forthcoming revised site plan for the property.

We respectfully request that the revised plans be made available for review on or before Friday January 2nd, 2015.

We also respectfully request to be included in any pre-construction meetings to allow discussion of how construction impact on the neighborhood will be minimized; and to review any changes made subsequent to the Jan 2nd design plan.

Sincerely yours,

Cynda Rohmer
Mary Ellen O'Neill
Co-Chairs

Cc. Arthur Kreiger, Esq.
Jessie Wilson, Community Development Administrator
Jeff Hanson, Chairman, CPDC

Site Plan Requests from 186 Summer Ave Abutters

- **Parking** (Number, Location, Setback)
  - On the original plan the south property line setback along 194 Summer Ave was 25 feet. The current plan shows less than 10 feet between the parking lot and the property line. We request that setback be changed back to 25 feet as per original plan.
  - Decrease parking to 21 spaces. Remove 9 spaces currently located in front of original play area. Remove 8 spaces behind 194 Summer Ave. Remove parking along driveway except for required handicap spaces and consolidate all parking directly behind barn and proposed realigned playground east toward Parker Middle School and facing north toward 176 Summer Ave.
  - Bring parking back from front corner of porch. No parking or signage from front corner of porch to street to maintain streetscape.
  - Reduce handicap spaces to 2.

- **Playground** (Size, Location)
  - Reduce the size of the 2400 SF playground by half due to limited number of students at any given time. Flip playground as discussed at CPDC meeting to allow for additional parking.

- **Fencing** (Where, Type, Height)
  - Install 6 foot stockade fencing along parking and playground facing 176 Summer Ave to rear corner of new building.
  - Install new 6 foot stockade fence along Temple St abutters property and along the Eastern side of 194 Summer Ave as already proposed by current plans.

- **Landscaping/Screening** (Where, Type)
  - Install vegetation screen of arborvitaes along both abutting property lines to screen the parking.
  - Install vegetation from rear corner of addition to front corner of existing structure to hide retaining wall facing 176 Summer Ave.
  - Install aesthetically and regionally appropriate plantings in front of the parking lot including planting of mature native trees ie. sugar maple, maple, white oak along Summer Ave.
  - Retain current trees in the northeast corner abutting 176 Summer Ave to prevent snow from damaging new stockade fence.
  - Retain current trees and vegetation behind 194 Summer Ave and along Temple St abutters. Neighbor has identified a screech owl family living there and we would like to maintain that habitat. This would also protect stock piling of snow.

- Remove dying vegetation in area previously designated to be removed.
- Please install fencing and perimeter landscaping prior to the beginning of construction.

- Lighting/Security (Type, #'s, Hours of Operation, Motion Sensors)
  - Low height lights are preferable. Please have all parking area lights off at close of business, no motion sensors.
  - Remove security light on original building facing 176 Summer Ave.
  - Remove 12 foot lamp adjacent to first parking space and one next to barn.
  - No security cameras directed at any abutters.

- Signs (Location, Appearance)
  - All signage should be moved back from street and minimized.
  - Placement of Criterion sign should be moved closer to main house adjacent to handicapped ramp.
  - Prefer Criterion sign be placed from corner of existing house back.
  - Sign should not be illuminated after the close of business
  - Please make sign out of engraved wood.
  - Reduce size of stop sign at entrance and pull back as far as possible.
  - Please make all signs, ie no parking and handicap signs, as small as possible in size and height.

- Appearance of Addition
  - All windows should be 6 over 6 and should have the same trim and fenestration as the original house.

- Snow Storage (location)
  - Snow storage area is inadequate; need to design a barrier to control run off and prevent snow, water & salt from going into abutting properties.

- Bulk of Building
  - We remain concerned that the size of the proposed addition to the historic house is too large. From the street view the new building blocks HALF of the barn. Aesthetically it detracts from the historic nature of the neighborhood.

To: George Zambouras, P.E., Town Engineer, Reading Massachusetts
From: Dennis Carr, 61 Temple Street, Reading MA
RE: 186-190 Summer Ave.– Criterion Child Enrichment Project
Date: January 5, 2015
cc: Jessie Wilson, Community Development Administrator, Reading Massachusetts

I am an abutter along the lower, southeast corner of the 186 Summer Avenue property. I have reviewed the revised design submitted by Criterion dated December 17, 2014 and as downloaded from the Planning Department's web site. In this revised design, Criterion has addressed several of the major issues that were presented at the public hearing held on December 8. The use of impervious pavement in place of porous pavement has greatly reduced the potential damage from storm-water runoff onto abutting properties. There are a few remaining issues that I observed in my review of the revised design and that were included in my letter to the CPDC on December 8. I would appreciate your consideration of the following suggestions that I believe will improve the performance of Criterion's revised drainage system and continue to minimize impact to abutters.

Issue #1: Stockpile for snow.

Criterion has provided a new location and a new footprint for the area to be used to stockpile snow plowed from the parking areas. Abutters are concerned that excessively high piles of stockpiled snow that contain de-icing agents will migrate across the property lines and impact the soil in their vegetable gardens. Criterion should be asked to provide information on the height of the snow pile that is anticipated from a 12-inch and a 24-inch deep snow storm.

Issue #2: The need for additional test pits in the lower parking area.

Criterion was asked to conduct additional test pits in the low, wooded area to confirm seasonal high ground water levels and suitability of soils for infiltration systems. No test pit information was provided with the revised design. Alternatively, the revised design included raising the back edge of the parking lot by more than 3 feet and installing two catch basin laterals that are intended to convey the runoff from the lower parking lot back to Infiltration Basin #2. The problem is that the both catch basin laterals are designed with sags in the pipe and these sags will be difficult to inspect and to clean. This sag is clearly seen at the Outlet Control Manhole on Sheet 5 where the inlet pipe is 2.3 feet lower than the outlet pipe. Sediment will accumulate in the sag restrict flow through the sag. This will result in ponding water in the lower parking lot and to overflows onto abutting properties. It is suggested that Criterion be required to conduct two additional test pits in the lower parking area prior to the start of any construction on the site. If the seasonal high groundwater level is found to be low enough and if soil permeability is found suitable for infiltration, a separate infiltration bed should then be designed to handle runoff from the lower parking lot. This would eliminate the sag in the catch basin lateral and the maintenance problem associated with the sag. This change would require an additional stormceptor for the lower parking lot.

Issue #3: Due to effects of global warming, use increased rainfall intensities in the hydraulic analysis.

In my letter to CPDC dated December 8, 2014, I suggested that the intensity of the design storm used for Criterion's proposed project be increased to account for the impact of climate change on rainfall intensities. Criterion has provided hydraulic analyses for both the 25 year event and the 100 year event. In almost all critical parts of their design, the impact of the increase in design storm appears to be manageable with only minor modifications. I suggest that the Town Engineer require Criterion to use the 100 year storm event for the hydraulic analyses of their proposed project. The modifications could minimize both onsite and offsite flooding.

Issue #4: Additional issues with the Impervious Pavement Design.

Criterion's revised design proposes to use impervious pavement in place of the previous design that included porous pavement. The revised design includes catch basins to capture heavy sediments, stormceptors to capture first flush pollutants, and infiltration basins to dissipate stormwater runoff within the project site. A post construction maintenance plan was provided that should extend the operating life of the infiltration beds by capturing heavy sediments before they are loaded on the infiltration beds. I offer the following suggestions on the revised design:

1. The stormceptor shown on Sheet 7 indicate that the influent pipe will be 180 degrees opposite the outlet pipe. Criterion should confirm that stormceptors can be provided that operate effectively when flow enters and leaves at 90 degree angles as shown for Stormceptor SC-1 on Sheet 5.
2. The catch basin detail shown on Sheet 7 specifies a catch basin with a gas hood on the outlet pipe. It is suggested that the Town require Criterion to provide a hood that is removable or that contains a bolted cover that allows for inspection and cleaning of the catch basin lateral. The depth of the sump should be 4 feet below the invert of the outlet pipe.
3. For the 100 year design storm, the peak water level in Infiltration Bed #1 is at Elevation 95.19 feet and the peak water level in Infiltration Bed #2 is at Elevation 93.39 feet. It is suggested that an impermeable barrier be constructed between the two infiltration beds to prevent lateral flow between the two beds. Lateral flow could increase the peak water level in Bed #2 and result in increased flooding at the lower parking lot.
4. The purpose of the Outlet Control Manhole is not clear. If the purpose is to provide an emergency relief should the Infiltrations beds become plugged, the result will be overflows at Catch Basin #3 and flooding onto property of abutters. It is suggested that Criterion be asked to clarify the purpose of the Outlet Control Manhole.

Remaining Site Plan Requests from 186 Summer Ave Abutters

- **Parking** (Number, Location, Setback)
  - On the original plan the south property line setback along 194 Summer Ave was 25 feet. The current plan shows less than 14 feet between the parking lot and the property line. We request that setback be changed back to 25 feet as per original plan.
  - Decrease parking to 28 spaces. Remove first 2 spaces closest to Summer Ave. See attached design consolidating parking in rear of property.
  - No parking or signage from front corner of porch to street to maintain streetscape.

- **Playground** (Size, Location)
  - Reduce the space around the 1200 SF playground in order to allow for more parking in the rear of the property.

- **Fencing** (Where, Type, Height)
  - Install 6 foot stockade fencing along parking and playground facing 176 Summer Ave to just beyond the retaining wall on new building.

- **Landscaping/Screening** (Where, Type)
  - Install vegetation screen of 6 foot arborvitaes from end of stockade fence at retaining wall to the beginning of the original house. The use of Fothergill and Arrowwood Viburnum does not provide sufficient coverage.
  - Install aesthetically and regionally appropriate plantings in front of the parking lot including planting of mature native trees, e.g. sugar maple, maple, white oak along Summer Ave. See attached plan
  - Retain current trees in the northeast corner abutting 176 Summer Ave to prevent snow from damaging new stockade fence.
  - Please install fencing and perimeter landscaping prior to the beginning of construction.

- **Lighting/Security (Type, #'s, Hours of Operation, Motion Sensors)**
  - Low height lights are preferable. Please have all parking area lights off at close of business, no motion sensors.
  - Remove 12 foot lamp adjacent to first parking space and one next to barn.
  - No security cameras directed at any abutters.

- **Signs (Location, Appearance)**
  - All signage should be moved back from street and minimized.
  - Prefer Criterion sign be placed from corner of existing house back.
  - Sign should not be illuminated after the close of business
  - Please make sign out of engraved wood.
  - Reduce size of stop sign at entrance and pull back as far as possible.
  - Please make all signs, i.e. no parking and handicap signs, as small as possible in size and height.

- **Appearance of Addition**
  - All windows should be 6 over 6 and should have the same trim and fenestration as the original house.
  - Appearance of the north side of the addition facing 176 Summer Ave needs to be improved. Remove both trellises. Please add windows and modify placement to create a balanced appearance.
  - Improve the connector between the new building and the historic building (the fixed aluminum framed entry system) to provide a more residential appearance. The current proposal is too commercial looking for the residential neighborhood.

- **Bulk of Building**
  - We remain concerned that the size of the proposed addition to the historic house is too large. From the street view the new building blocks HALF of the barn. Aesthetically it detracts from the historic nature of the neighborhood.

- **Construction**
  - The abutters request to be included in the preconstruction meeting.
  - We respectfully request that exterior construction hours be Monday – Friday, 7am to 5pm with no construction on Saturdays. This is a major commercial project in the middle of a residential neighborhood.
  - Please use chutes to remove debris from second and third levels of home.
  - We request notification of any modifications to the approved site plan, and an opportunity to comment on changes.

- **Trash Pickup (during construction and once business is open)**
  - If pickup is to be done by a private contractor we request that trash pick up be done during normal business hours.

Assumptions – Abutter's requests already addressed in revised site plan

- Playground remains at 1200 sf and in the location provided by the revised site plan.
- Install new 6 foot stockade fence along Temple St abutters property and along the Eastern side of 194 Summer Ave
- Additional vegetation planted between 189 and 194 Summer Ave of ginkgo Autumn Gold shade trees
- Retain current trees and vegetation behind 194 Summer Ave and along Temple St abutters. Neighbor has identified a screech owl family living there and we would like to maintain that habitat. This would also protect stock piling of snow.
- Remove dying vegetation in area previously designated to be removed.
- Please have all parking area lights off at close of business, no motion sensors.
- Remove security light on original building facing 176 Summer Ave.

December 30, 2015