

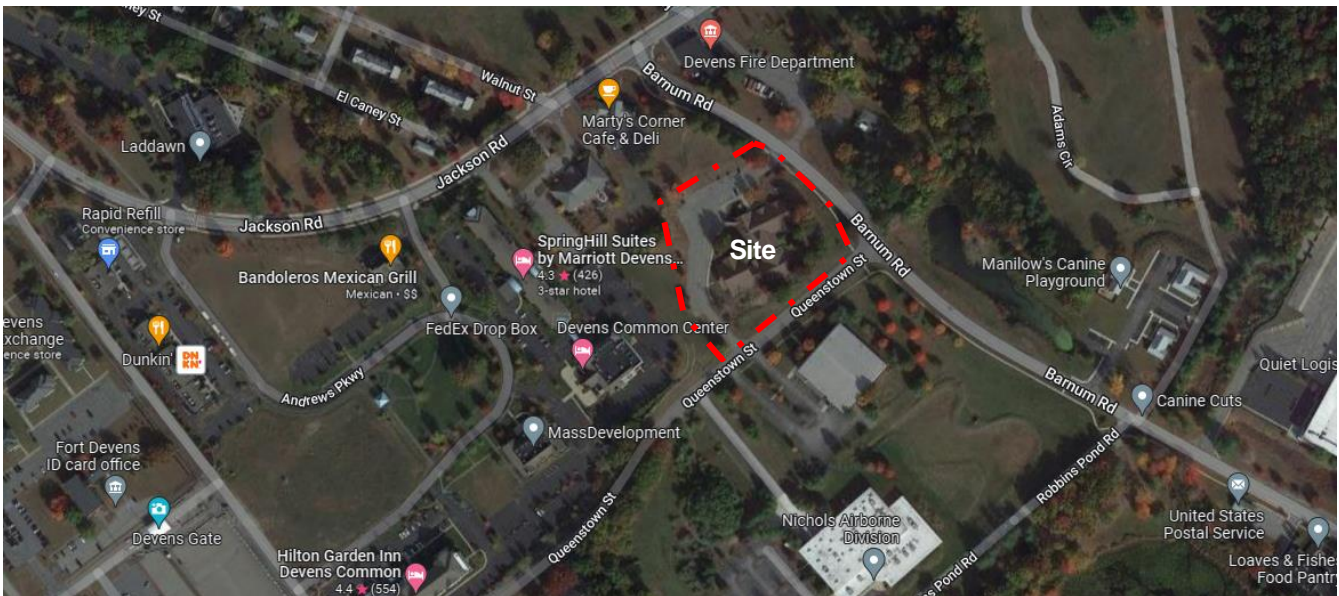
Staff Report

**Devens
Enterprise
Commission**

Date: March 23, 2022
To: **Devens Enterprise Commission**
Cc:
From: Peter Lowitt, DEC Director and Neil Angus, Environmental Planner
RE: **270 Barnum Road Public Safety Building Level 2 Unified Permit**

Owner/App.: MassDevelopment, 33 Andrews Parkway Devens, MA.
Location: 270 Barnum Road (Parcel ID #020.0-0003-500.0)
Zoning: Business and Community Services and Open Space and Recreation Districts and Aquifer Water Resource Protection Overlay District

Premises and Proposed Project: Brennan Consulting, Inc. on Behalf of MassDevelopment/Devens Level 2 Unified Permit Application for the redevelopment and expansion of an existing building and associated site improvements to accommodate the new Devens Public Safety Facility. The Level 2 Unified Permit includes site plan approval for the redevelopment of a +/- 24,000 square foot existing building and associated parking, drainage and landscaping improvements. The project also includes a new 7,200 square foot apparatus bay and a 1,040 square foot sally port addition, as well as a training tower. The project is located on an existing +/-3.51 acre parcel at the intersection of Barnum Road and Queenstown Street:



Key Project issues:

The complete application has been circulated to MassDevelopment, Public Safety, Devens DPW, and the full DEC Peer Review team: Nitsch Engineering (site plan, stormwater, and traffic), IBI Group (landscaping). This facility will be the new combined Public Safety Building housing Devens Fire, the State Police Devens troop, and the Regional E-911 Dispatch Center. The following is a summary of those reviews and the key issues raised:

Access: The Applicant proposes to access the site off of Barnum, with fire equipment exiting onto Queenstown from the new apparatus bay. The Applicant is requesting two waivers related to access, the first is to allow greater than 10% of the parking to be located in front of the building and the second is to allow access to that parking lot to be within 150 of a street intersection (Queenstown and Barnum). Staff notes that there is limited space to relocate the additional parking elsewhere on site. Staff requested that MassDevelopment construct a missing sidewalk segment along the Queenstown Road portion of the frontage to connect to the sidewalk along Barnum Road. This will address pedestrian access and adding the required bike parking will assure this is a multi-modal facility.

Parking/Traffic: The Applicant has proposed 49 new spaces for a total of 67 spaces which is the maximum allowed for a building of this size and intended use and is sufficient for the number of expected employees and visitors (~32 employees max shift). The Applicant has requested a waiver to allow greater than 10% of the parking to be located in front of the building. The proposed project is expected to generate up to xx trips per day, with 9 trips occurring during morning and evening peaks. The accessible ramp at the rear reduces the walk width to less than 4'; a larger radius may be the solution.

Relative to Transportation Demand Management (TDM), the Proponent will be implementing an employee education system to highlight the availability of the various public transportation systems within the area, as well as encouraging carpooling between employees to reduce single-user trips. The Site Plans were updated to depict areas for bicycle parking and storage on the site. The applicant should consider designation of parking spaces reserved for rideshare use, as well as designation of parking spaces reserved hybrid/electric vehicles to help encourage reduced traffic and lower greenhouse gas emissions. As a condition of approval, the Applicant will be required to become a member of the Devens Transportation Demand Initiative (the Devens TDM Program) which will assist them in implementing additional Transportation Demand Management strategies. The relatively small volume of traffic associated with this project will result in negligible traffic impacts from the development and existing street network.

Stormwater Management: The DEC Peer Review Engineers reviewed the site plan and stormwater management design in accordance with the DEC Regulations. The majority of stormwater will be treated and transported to a stormwater management basin designed to accommodate a portion of the stormwater generated from this site. There is a direct connection to the Devens Municipal Storm Drainage system. DEC is encouraging the Applicant to utilize more low impact development strategies on site, including reduced impervious surfaces, use of porous pavement, separation of roof runoff from parking lot drainage, and more open drainage vs closed drainage which will help reduce pipes and structures. Additional comments are expected from our Peer Review Engineers prior to the public hearing.

Landscaping: The DEC's peer review Landscape Architects has reviewed the plans for compliance with 974 CMR 3.04(8). There are still a few outstanding issues that will need to be addressed including proper plant species selection, size and location. Other remaining issues include:

- The rear parking area lacks intermediate islands.
- Retain and augment existing perimeter parking lot landscaping as required to provide mitigation for urban heat island impacts and comply with DEC Regulations.

Building Design Review: The Building is subject to the Business and Community Service Center Design Guidelines administered by MassDevelopment. A design review letter from MassDevelopment is expected prior to issuance of a building permit.

Waiver Requests:

974 CMR 3.04(3)(a)1.a requires that parking allowed in the front of the building shall be limited to 10% of the required parking spaces in accordance with 974 CMR 3.04(3)(a)1.f. The remainder of the parking serving the project shall not be located in front of the building facade. There are currently 17 spaces proposed at the front of the building. This is greater than 10% of the provided and/or required total parking spaces. The Applicant has requested a waiver from this requirement. The proposed 17 spaces will be for public access to the building. We note that there is very limited space to move the spaces elsewhere onsite so the Applicant would need to remove these spaces from the front lot (further reducing parking onsite) to comply.

974 CMR 3.04(4)a. requires any portion of any entrance or exit driveway shall not be located closer than 150 feet to the curb/gutter line of an intersecting street. For residential projects, this requirement may be reduced by the DEC as long as the DEC determines that the Applicant has adequately addressed safety concerns.

Application and Process: Brennan Consulting Inc., on behalf of MassDevelopment, submitted the Unified Permit Application on February 3, 2022 and the Determination of Completeness was issued on February 7, 2022. Copies of the application were received by the surrounding Towns on February 8, 2022. Legal notices were placed in Nashoba Publications on March 4, 2022 and March 11, 2022. All abutting property owners were duly notified by certified mail. The 30-day Town comment period expired on March 10, 2022. No comments were received. The 75 day review period for the DEC to act on this application ends on April 19, 2022.

Recommended Action: The 30-day town comment has expired. Once the Commission and public have had an opportunity to ask any questions and comments, the DEC should continue the hearing to the April 7, 2022 meeting at 7:30AM to allow time for staff to draft a Record of Decision for the Commission's consideration.

Attachments*: Revised Site Plans
Response to Comments

* All attachments to be posted on-line at: <https://www.devsec.com/level2hearingsMar2922.html>