

- 6.1.1 A written description of existing, general physical conditions of the site, including topography, location and varieties of vegetation and geologic type, scenic and historical features, trails and open space links, impact of stormwater runoff on adjacent and downstream surface water bodies, subsurface groundwater and the water table and indigenous wildlife; the potential dangers of erosion and sedimentation caused by the operation and maintenance of the proposed development;
- 6.1.2 Description of proposed measures for mitigation of any potential adverse impacts on the natural environment.

6.2 Environmental Impact Standards

Required:

- 6.2.1 The proposed development shall not create any significant emission of noise, dust, fumes, noxious gases, radiation, or water pollutants, or any other similar significant adverse environmental impact(s). The Board may require emissions tests be conducted to establish background emission levels. If emission tests are conducted for various pollutants, the Board may seek a Professional(s) opinion (at the applicant's expense) as to the potential impacts associated with those pollutants. In some cases more than one professional may be required to assess the potential impacts.
- 6.2.2 The proposed development shall not increase the potential for erosion, flooding or sedimentation, either on-site or on neighboring properties; and shall not increase the pre v. post rates of runoff from the site. Furthermore, shall not increase the pre v. post volume of runoff from the site. Provision for attenuation of runoff pollutants and for groundwater recharge shall be included in the proposal.
- 6.2.3 The design of the proposed development shall minimize the destruction of unique natural features.
- 6.2.4 The design of the development shall minimize earth removal. Cuts of more than 4 feet shall be prohibited, unless otherwise waived by the Planning Board. Any grade changes shall be in keeping with the general appearance of neighboring developed areas.
- 6.2.5 The design of the development shall minimize the area over which existing vegetation is to be removed. Tree removal shall be minimized, and special attention shall be given to the planting of replacement trees. By replacing any tree that is removed over 6" trunk diameter. All trees that are removed over 6" trunk diameter measured 4 feet above grade shall be replaced and incorporated into the landscape plan for the site.
- 6.2.6 Recommended: None

6.3 Fiscal Impact Assessment

Purpose: To evaluate the fiscal and economic impacts of the proposed development on the Town.

Scope:

- 6.3.1 Projections of costs arising from increased demands for public services and infrastructure. Cost factors include the following: Project effect on police and fire protection, highway, water, sewer, solid waste disposal facilities, educational services, recreation facility impact, and health services.
- 6.3.2 Projections of benefits from increased tax revenues, employment (construction and permanent), and value of public infrastructure to be provided. Revenue factors include the following: Project effect on property taxes, vehicular taxes, licenses and fees, fines and miscellaneous taxes.
- 6.3.3 Projections of the impacts of the proposed development on the values of adjoining properties.
- 6.3.4 Five-year projection of Town revenues and costs resulting from the proposed development.

6.4 Fiscal Impact Standards

- 6.4.1 Required: None.
- 6.4.2 Recommended: Projected positive net fiscal flow for first five years after design year of occupancy.

6.5 Community Impact Assessment

Purpose: To evaluate the impact of the proposed project on Town services and surrounding neighborhood.

Scope:

- 6.5.1 Site design and neighborhood impact: Evaluation of the relationship of proposed new structures or alterations to nearby pre-existing structures in terms of character and intensity of use (e.g., scale, mass, materials, color, location and size of doors and windows, setbacks, roof and cornice lines, and other major design elements); and of the location or configuration of proposed structures, parking areas, and open space with respect to neighboring properties.

- 6.5.2 Historic impact: identification of impacts on significant historic properties, or archeological resources (if any) in the vicinity of the proposed development.
- 6.5.3 Evaluation of impacts on the water system, sewage system, the school system, fire protection, police protection, libraries, and parks and recreation facilities, and proposed methods of mitigation for any adverse impacts.

6.6 Community Impact Standards

Required:

- 6.6.1 Design elements shall be compatible with the character and scale of neighboring properties and structures.
- 6.6.2 The design of the development shall minimize the visibility of visually degrading elements such as trash collectors, loading docks, etc.
- 6.6.3 The design of development shall be consistent or compatible with existing local plans (if any), including plan elements adopted by the Planning Board, Conservation Commission, and other Town bodies having such jurisdiction.
- 6.6.4 The location and configuration of proposed structures, parking areas and open space shall be designed so as to minimize any adverse impact on temperature levels or wind velocities on the site or adjoining properties.
- 6.6.5 Outdoor lighting, including lighting on the exterior of a building or lighting in parking areas, shall be arranged to minimize glare and light spillover to neighboring properties.
- 6.6.6 Recommended: None

6.7 Traffic Impact Assessment

Purpose: To document existing traffic conditions in the vicinity of the proposed project, to describe the volume and effect of projected traffic generated by the proposed project, and to identify measures proposed to mitigate any adverse impacts on traffic. A registered professional engineer experienced and qualified in traffic engineering shall prepare the traffic impact assessment.

Scope:

- 6.7.1 Document the methodology and sources used to service existing data and estimations;
- 6.7.2 Existing traffic conditions- average daily and peak hour volumes, average and peak speeds, sight distances, accident data for the previous 3 years, and levels of service (LOS) of intersections and streets affected by the

proposed development. Generally, such data shall be presented for all streets and intersections adjacent to or within 1,000 feet of the project boundaries, and shall be no more than 12 months old at the date of application, unless other data is specifically approved by the Board.

- 6.7.3 Projected traffic conditions for design year of occupancy shall include: statement of design year of occupancy, average annual background traffic growth, impacts of proposed developments which have already been approved, under construction and /or are pending before a town board.
- 6.7.4 Projected impacts of the proposed development shall include: Projected peak hour and daily traffic generated by the development on roads and ways in the vicinity of the development; sight lines at the intersections of the proposed access connection and adjacent streets; existing and proposed traffic controls in the vicinity of the proposed development; and the projected post development traffic volumes and levels of service of intersections and streets likely to be affected by the proposed development.
- 6.7.5 Proposed mitigation shall include: A plan (with supporting text) to minimize traffic and safety impacts through such means as physical design and layout concepts, staggered employee work schedules, promoting use of public transit or carpooling, or other appropriate means; and an interior traffic and pedestrian circulation plan designed to minimize conflicts and safety problems. Measures shall be proposed to achieve the following post-development standards:
 - (i). All streets and intersections to be impacted by the project shall have the same Level of Service or better than pre-development conditions.

6.8 Traffic Impact Standards

Required: The “level of service” (LOS) of all impacted intersections and streets shall be adequate following project development. For purposes of this standard:

- 6.8.2 “Level of service” (LOS) shall be determined according to criteria set forth by the Highway Capacity Manual;
- 6.8.3 “Impacted” means located within 1,000 feet of the closest boundary of the project site and projected to receive at least five percent (5%) of the anticipated average daily or peak hour traffic generated by the proposed development;
- 6.8.4 “Adequate” shall mean a level of service of “B” or better for rural, scenic and residential streets and for all new streets and intersections to be created in connection with the project; and “D” or better for all other streets and intersections; and

Recommended: The proposed site plan shall minimize points of traffic conflict, both pedestrian and vehicular. The following guidelines shall be used to achieve this standard:

- 6.8.5 Entrance and exit driveways shall be so located and designed as to achieve maximum practicable distance from existing and proposed access connections from adjacent properties.
- 6.8.6 Where possible, driveways shall be located opposite similar driveways.
- 6.8.7 Sharing of access driveways by adjoining properties and uses is encouraged.
- 6.8.8 Left-hand turns and other turning movements shall be minimized.
- 6.8.9 Driveways shall be so located and designed as to discourage the routing of vehicular traffic to and through residential streets.
- 6.8.10 Pedestrian and bicycle circulation shall be separated from motor vehicle circulation as far as practicable.

7.0 Definitions:

Access: A way or means of approach to provide vehicular or pedestrian entrance or exit to a property.

Access Connection: Any driveway, street, curb cut, turnout or other means of providing for the movement of vehicles to or from the public/private roadway network.

Best Management Practices (BMP): For the purposes of storm-water management structural or nonstructural and managerial techniques that are recognized to be the most effective and practical means to prevent or reduce non-point source pollutants from entering receiving waters in accordance with Stormwater Management Volume I and II prepared by: MA Department of Environmental Protection and MA Office of Coastal Zone Management as most recently revised.

Cross Access: A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.

Directional Median Opening: An opening in a restrictive median, which provides for the specific movements and physically restricts other movements. Directional median opening for two opposing left or “U-turn” movements along a road segment are considered one directional median opening.

Drive-Through Facility: A commercial facility which provides a service directly to a motor vehicle or where the customer drives a motor vehicle onto the premise and to a window or mechanical device through or by which the customer is serviced without