**Salisbury, MA**

**2016 MS4 Permit Compliance - Recommended Regulatory Language Modifications**

Following this page, are the contents of the Planning Board Rules and Regulations for Site Plan Review Requirements. Changes to the Rules and Regulations to meet Year 1 requirements, adopted by the Planning Board in June 2019, have been emboldened. Proposed changes to the Rules and Regulations to meet Year 2 MS4 requirements have been highlighted in red.

ARTICLE III

# Site Plan Review Requirements

**§ 465-10. Authority.**

The Planning Board is the site plan review authority for Article XVIII of the Town of Salisbury Zoning Bylaw. This bylaw allows the Planning Board to adopt rules and regulations to implement the provisions of the bylaw, including but not limited to specifying the content and number of required plans, application procedures, filing and review fees, design criteria, development standards, and other general requirements consistent with the bylaw. In any case where the rules and regulations found below contradict the actual Zoning Bylaw, the Zoning Bylaw shall supersede.

# § 465-11. Review procedures.

1. The procedures for submitting a site plan review application are outlined in Article XVIII of the Town of Salisbury Zoning Bylaws. The following is a summary of that procedure:
	1. All applicants are encouraged to review the application with the Planning Department prior to filing.
	2. Public hearings for major projects, which have been noticed according to MGL c. 40A, § 11, will be held within 30 days of the date the complete application was stamped in by the Town Clerk. Minor projects will be reviewed by the Planning Board under general business.
	3. The Planning Board will make a final decision within 60 days of the commencement of the public hearing or, if no public hearing is required, within 60 days from the date of submission.
	4. The Planning Board must issue a certificate of completion before occupancy permits are issued. The Planning Board will check any filing for completeness before filing with the Town Clerk.
2. Entire text of the site plan procedure may be found in Article XVIII of the Salisbury Zoning Bylaw.**1**

# § 465-12. Site plan requirements.

1. Materials for review. A registered architect, landscape architect, or professional engineer shall sign and date and place his seal upon all pertinent documents and plans. All original site plan shall be prepared on standard twenty-four-inch by thirty-six-inch plan sheets at a minimum scale of one inch equals 40 feet. Elevation drawings, where required, shall be drawn at a minimum scale of one inch equals eight feet.
2. Plan content. The following information shall be included on the site plan for a major or minor project. Any of the following information submitted to another Town board or commission in connection with the proposed project may be submitted to the Board in lieu of the following.
	1. Location and boundaries. The location and boundaries of the lot, zoning district, adjacent streets or ways, applicable information from Article IV, Dimensional Regulations, of the Zoning Bylaw, the location and owners' names of all adjacent properties. Plans shall also show any deeds of easement, rights-of-way, covenants and any other agreements affecting the use of the site.
	2. Structures. Existing and proposed structures, including dimensions, footprint, total gross floor area, number of stories, floor elevations, and building height(s). See § 300-5, Definitions, of the Zoning Bylaw.
	3. Signage. The location, dimensions, height, lighting, and other characteristics of all proposed signs.
	4. Landscaping. Proposed landscape features, including the locations and a description of buffer areas, screening, fencing, and a planting plan. The Planning Board may require a registered landscape architect to prepare a planting plan, unless the Planning Board deems a licensed plant nursery person or landscape designer appropriate for small projects such as minor additions or alterations.
	5. Traffic. The plan shall show pedestrian, bicycle, and vehicular traffic flow patterns and show adequate access to and from the site and adequate circulation within the site. The Planning Board encourages accommodation of public transportation and/or private vanpooling arrangements.
	6. Parking. The location of parking and loading areas, driveways, access and egress points, bicycle racks, and bus stops or dropoff areas.
	7. Public access. The location and description of proposed public access areas, including parks, conservation areas, gardens, bikeways, pathways or sidewalk areas. Riverfront sites shall include indications of compliance with state and federal regulations.
	8. Lighting. Existing and proposed exterior lighting, including locations, lighting source, and fixture types. A photometric analysis of proposed lighting will be required.
	9. Topography. Existing and proposed topography of the site, including contours (two-foot intervals), the location of wetlands, streams, water bodies, aquifers, aquifer recharge areas, drainage swales, areas subject to flooding, and unique natural land features, including all stone walls, trees over eight inches in caliper, and the general location of the tree line.
	10. Water and waste disposal, drainage and other utilities. The locations and description of all existing and proposed septic systems, sanitary sewer, water supply, storm drainage systems (including method and calculations for ten- and one- hundred-year storm events), utilities, refuse and other waste disposal methods, **both during and after construction. Waste disposal methods during construction shall, at a minimum, provide for the disposal of any discarded building materials, concrete truck wash out, chemicals, litter, and sanitary waste.**
	11. **Construction Site Inspection Plan. A plan outlining the frequency and contents of inspections at the construction site. Written inspection reports shall be submitted to the Planning Board within 48 hours of the inspection. The owner must retain all construction inspection records and reports for a minimum of 5 years from the date of issuance of the Certificate of Completion. At the discretion of the Board, the inspections shall be conducted by the Board’s agent, designee or a professional engineer who has been approved by the Board, at the expense of the permittee. The permittee is responsible for arranging for the Board’s agent/representative to be on-site when items are required to be inspected. The inspection reports must identify any incidents of non-compliance with the permit conditions.**
		1. **Frequency. Construction Site Inspections to monitor stormwater compliance, must be performed at least as frequently as once per month. Inspections must also occur at the following intervals, at a minimum.**
			1. **Pre-Construction. The Planning Board may require a pre-construction meeting prior to starting clearing, excavation, construction or land disturbing activity by the permittee. The permittee’s technical representative, the general contractor or any other person with authority to make changes to the project, shall meet with the Board or its representative to review construction sequencing and the permitted plans and their implementation.**
			2. **During Construction. Inspections of stormwater BMPs and sediment and erosion control measures shall occur during construction of BMPs as well as within 24 hours of the end of a storm event of 0.5 inches or greater, from the start of construction until the site is permanently stabilized.**
		2. **Content of Inspections. A written inspection report shall be completed for every inspection performed.**
3. **Project narrative submittals. For major projects, minor projects which disturb one acre of land or more, or minor projects which are part of a larger common project which disturb one acre of land or more**, the Planning Board may require the materials or information listed below, as it deems necessary. If not requested at the time of the public hearing, this information shall be requested not more than 30 days from the date of commencement of the public hearing and will not extend the review period, unless mutually agreed upon in writing.
	1. Surface and ground water pollution. A report on the impact of stormwater runoff on adjacent and downstream water bodies, subsurface groundwater, and water tables.
	2. Soils. A report on the potential erosion and sedimentation caused by the operation and maintenance of the proposed development and the mitigation efforts proposed. To this end, high-intensity soil mapping, i.e., test borings and analysis, may be required.
	3. Environmental and community impact analysis. For projects with significant environmental impact to wetlands, floodplains, or other sensitive resources the Board may request a report following the submission requirements of the

Planning Board's rules and regulations, including a report on the relationship of the proposed development to the natural and man-made environment, and compatibility of the proposed development with adjacent or surrounding land uses and neighborhoods. This analysis shall be a guide to the Planning Board in its deliberations and will build into the Board's decision-making process consideration of the environment and community impacts of the proposed development. An EIR required through the Massachusetts Environmental Policy Act (MEPA) process, which addresses the Planning Board's concerns, may be substituted in lieu of this report.

* 1. Traffic impacts.
		1. A report on existing pedestrian and vehicular traffic volume, composition, peak-hour levels, and existing street and sidewalk capabilities, and analysis of existing and resulting level of services (LOS) for the following:
			1. The nearest and/or most impacted public roadway intersection.
			2. The estimated average daily traffic generation, including composition and peak-hour levels.
			3. The directional flows resulting from the proposed development.
			4. Any proposed methods to mitigate the estimated traffic impact, such as promoting the use of public transportation, or other appropriate means.
			5. The methodology and sources used to derive existing data and estimations.
			6. The feasibility of traffic-calming measures such as textured crosswalks, bike lanes, roundabouts, rumble strips, street trees, or bulb-outs.
		2. A detailed traffic access and impact study may also be required for the project. At the applicant's expense, the Planning Board may engage a traffic consultant to review said report and make its recommendations to the Planning Board 30 days before final action is required.
	2. Architectural style. Plans and other drawings shall include architectural elevations of all sides of all new buildings and

of those sides of existing buildings that are proposed to be altered in any way. A registered architect who shall sign the plan and place his/her seal upon it shall prepare the renderings or elevations. The drawings shall be prepared at a minimum scale of 1/8 inch equals one foot and shall show the following:

* + 1. Exterior material, including trim, and colors.
		2. Type, pitch, and material of roofs.
		3. Size, type, and spacing of windows, doors and other openings.
		4. Size, location, colors, and copy of signs affixed to or hanging from the building.
		5. The relationship in massing, scale, and height to other existing structures in the immediate vicinity.
		6. Elevations or renderings of new construction, renovation or expansions (or model may be provided at the option of the applicant).
		7. Cross sections of the site and buildings.
		8. Product literature on proposed light fixtures.
	1. Other permits required.
		1. All completed or pending actions of the Zoning Board of Appeals relative to the application, including an estimated schedule of application and approval.
		2. A listing of state and federal permits, licenses, and approvals necessary, including Chapter 91.
1. As-built plans. As-built plans showing the location, grades, and other significant information regarding utilities, including all stormwater conveyance and treatment structures, shall be prepared by the owner and turned over to the Town Clerk within 2 years of project completion.

# § 465-13. Site plan performance and design standards.

Site plans shall be prepared in compliance with the following list of design standards, the Salisbury Zoning Bylaw and the Salisbury Planning Board Rules and Regulations, as well as all applicable site plan standards of the Architectural Access Board, American Disabilities Act, AASHTO and any other local, state, and federal standards not specifically enumerated herein. In the event there is a conflict in standards, the jurisdictional standard shall apply, unless otherwise waived.

1. Architectural/building design. Consideration shall be given to ensure that buildings are appropriate in scale, massing, height, roofline, and building materials to ensure that the architecture shall be in harmony with the surrounding neighborhood and the Town.
2. Landscaping. Landscaping and screening shall be provided with regard to the impact of the adjacent properties, the public highway and to the site itself. Plant materials that are selected for the site should be noninvasive and indigenous to the area or be able to survive New England winters.
3. Lighting. The goals of exterior lighting shall be to make development safe and to identify and accent key elements in the project's design. Fixtures shall be of the cutoff luminaire type and be consistent with the overall architectural theme of the development. Accessways, parking areas, and pedestrian walkways shall have adequate lighting for security and safety reasons. Flood and area lighting is prohibited.
4. Pedestrian and vehicular access and traffic impacts. Applicants must demonstrate that the project will minimize pedestrian and vehicular traffic and safety impacts on Town roads. In the case of multi-tenant properties, these requirements are directed at the immediate vicinity of the proposed renovation, addition, expansion, or new building rather than the site as a whole.
5. Drainage. The drainage system shall be designed so that there is no net increase in the pre vs. post peak rates of stormwater discharge for the two-, ten- and one-hundred-year storm events and rates. The applicant shall demonstrate to the satisfaction of the Planning Board that the project is designed to have no measurable or significant impact as to existing vegetation, topography, wetlands, and other natural or man-made features. Low Impact Development (LID practices shall be utilized unless infeasible[[1]](#footnote-1) as determined by the Planning Board. LID practices include:
	* + - * Preservation of natural areas;
				* Tree Protection;
				* Vegetation and landscaping;
				* Riparian buffer protection;
				* Limit land disturbance during construction;
				* Limit new impervious surfaces;
				* Promote the use of vegetative (green infrastructure) stormwater controls;
				* Disconnect flow paths;
				* Promote infiltration;
				* Capture and reuse stormwater.

Projects not proposing LID shall include an explanation as to why LID is not feasible at the site.

The system shall be designed to treat stormwater to all applicable standards of Town, state and federal agencies. The system design shall promote on-site infiltration and minimize the discharge of pollutants to the ground and surface water. Drainage systems shall have an emergency overflow for events above and beyond the one-hundred-year storm event. Additionally, the drainage system will be designed in accordance with Stormwater Management Handbook Volumes I and II prepared by the Massachusetts Department of Environmental Protection and Massachusetts Office of Coastal Zone Management as most recently revised. In special cases, the site drainage can utilize the Town's drainage system with the approval of the Department of Public Works. The Planning Board requires that proper calculations be submitted. A minimum of one foot of freeboard shall be provided for all detention/retention structures.

1. Parking and loading.
	1. Parking lots and access drives shall be designed to prevent motorists from stacking onto the public way. Parking lanes shall be sized according to the internal circulation pattern. Parking shall be prohibited between buildings and street layout, except for handicap access if required by the ADA. Parking for large trucks shall be provided as determined by the Planning Board.
	2. All parking lots, drives and loading areas shall be paved, unless otherwise prohibited by state or local regulations.
	3. The installation of alternative surfaces in low traffic areas may be allowed, provided that a determination is made that the alternative surface will not lead to dust or erosion, having an adverse impact on adjacent properties or users of the site.
	4. Parking should be located to the side or rear of the building. Parking under buildings in areas shall only be permitted to the extent that provision has been made for the front elevation to be no higher than the minimum required by state and local regulations. The buildings shall include neighborhood-friendly elements, such as decks and porches at sidewalk level, fronting the highest use pedestrian or public way.
	5. Curb cuts for parking access shall not exceed 24 feet or 25% of the property's frontage on a public way, whichever is greater.
	6. Screening of ground floor parking from pedestrian view with appropriate doors, building elements or landscaping features is required for parking along public ways. Parking lots shall be designed to include median strips and landscape islands to improve internal circulation. Additionally, landscaped or naturally vegetated islands should interrupt rows of parking. Loading shall be designed to be convenient to the loading and unloading of vehicles and to avoid conflicts with the internal circulation pattern. Curbing shall be vertical granite at the access drive radii. Each site shall have only one curb cut per street frontage, except where is it deemed that more than one curb cut is necessary for emergency access purposes or to enhance the site.
2. Service facilities. Service facilities such as garbage collection, recycling containers, refrigeration units, utility areas and other facilities not specifically identified shall be screened around their perimeters. Screening may consist of fencing and/or natural vegetation. Screening shall have an effective height and width to screen from public view said service facility.
3. Construction. Construction requirements for roads, parking, streets, and drainage shall be in accordance with the Massachusetts Highway Standards, as published by the State of Massachusetts. Upon request, the Planning Board may allow alternative construction specifications if deemed appropriate for the proposed use by the Board, or if mandated by the Conservation Commission, subject to the issuance of a variance from the Zoning Board of Appeals, if needed.
	1. All access drives and parking areas shall be graded, paved, and drained in accordance with standards enumerated in this section, unless the Planning Board allows an alternative to pavement as described above.
	2. Curbing shall be placed at the edges of all paved surfaces, and also at the edges of graveled parking areas and access drives. Wheel stops shall be placed where parking spaces abut sidewalks and/or walkways for pedestrians. Guardrails shall be placed along parking spaces and drive aisles where slopes exceed 3:1. Curbing shall not be bituminous concrete.
	3. All utility connections shall be underground and constructed in accordance with the requirements of the Town and other utility companies.
	4. Bollards shall be placed along the sides of the building exposed to vehicle traffic.
4. Access connections.
	1. Separation between access connections on all collector and arterials shall be based on the posted speed limit in accordance with the following table:

|  |  |
| --- | --- |
| **Posted Speed Limit (mph)** | **Access Connection Spacing (feet)** |
| 20 | 140 |
| 30 | 210 |
| 40 | 280 |
| 50 | 350 |

* 1. The width of the access connections at the property line of the development shall not exceed 25 feet, unless the traffic impact study identifies, and the Planning Board agrees to, the need for turning lanes from the development onto the adjacent public road.
	2. The access connection shall provide a minimum distance of 40 feet in depth between the property line and the beginning of any parking areas, turning areas and/or stacking lanes within the development.
	3. For a site at an intersection where no alternatives exist, such as joint or cross access, the Planning Board may allow construction of an access connection at a location suitably removed from the intersection. In such cases, the applicant shall provide directional restrictions (i.e., right in/right out only and/or a restrictive median) as required by the Planning Board.
1. Shared driveways. A system of joint-use driveways and cross- access easements shall be established wherever feasible and the proposed development shall incorporate the following:
	1. A service driveway or cross-access corridor extending the width of the parcel.
	2. A design speed of 10 miles per hour and sufficient width to accommodate two-way travel aisles.
	3. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross access via a service drive. (A leveling area shall be provided having a grade of minus 1% for a distance of 30 feet, measured from the nearest exterior line of the intersecting street to the point of vertical curvature.)
2. Drive-through facilities.
	1. Drive-through facilities shall provide a minimum of eight stacking spaces (within the site) before the order board. The facility shall provide another four stacking spaces between the order board and the transaction window. If the facility has two transaction windows the four stacking spaces may be split between each of the windows. An additional stacking space shall be provided after the last transaction window(s).
	2. Each stacking space shall be a minimum of 20 feet in length and 10 feet in width along straight portions. Stacking spaces and stacking lanes shall be a minimum of 12 feet in width along curved segments.
	3. Stacking lanes shall be delineated from traffic aisles, other stacking lanes and parking areas with striping, curbing, landscaping and the use of alternative paving materials or raised medians.
	4. Entrances to stacking lane(s) shall be clearly marked and a minimum of 60 feet from the intersection with the public street. The distance shall be measured from the property line along the street to the beginning of the entrance.
	5. Stacking lanes shall be designed to prevent circulation congestion, both on site and on adjacent public streets. The circulation shall separate drive-through traffic from site circulation, not impede or impair access into or out of parking spaces, not impede or impair vehicle or pedestrian traffic movement, and minimize conflicts between pedestrian and vehicular traffic with physical and visual separation between the two. Stacking lanes shall not interfere with required loading and trash storage areas, and loading or trash operations shall not impede or impair vehicle movement. If said separate stacking lane is curbed, an emergency bypass or exit shall be provided.
	6. Stacking lanes shall not enter or exit directly into a public right-of-way. Stacking lanes shall be integrated with the on- site circulation pattern.
	7. The intersection of stacking lanes and walk-in customer access shall be a minimum of 50 feet from any access connections and/or transaction windows. Said intersections shall be provided with a crosswalk. These crosswalks shall use enriched paving and striping and include warning signage aimed at both the pedestrian and vehicle.
	8. Any outdoor service facilities (including menu boards, speakers, etc.) shall be a minimum of 100 feet from the property line of residential uses.
	9. Menu boards shall be a maximum of 30 square feet with a maximum height of six feet in height and shall be shielded from any public street and residential properties.
3. Utilities.
	1. Except for preexisting overhead connections, all electric, telephone, cable television and other such utilities shall be underground from the roadway utilities.
	2. In order to minimize design and permitting conflicts, the applicant must demonstrate that the proposed development will be permitted to connect to the public sewer, water, and other service systems. If sewerage is not currently installed, dry sewer will be required for all development located east of Interstate 95. If sewerage is to be treated on site, the application shall include, if completed, a copy of the plan submitted in accordance with the regulations of the Board of Health.
4. Stormwater runoff. The site plan shall include adequate provisions for measures to prevent pollution of surface or ground water, minimizing erosion and sedimentation, and measures to prevent changes in groundwater levels, increased runoff, and potential for flooding. Neighboring properties shall not be adversely affected by excessive runoff. The plan shall meet the requirements of this section:
	1. A separate, detailed Stormwater Management Plan is required. Stormwater management systems design shall be consistent with, or more stringent than, the most recent version of the Massachusetts Stormwater Handbook.
	2. Stormwater systems on new development shall be designed to meet an average annual pollutant removal equivalent to 90% of the average annual load of Total Suspended Solids (TSS) related to the total post-construction impervious area on the site AND 60% of the average annual load of Total Phosphorus (TP) related to the total post-construction impervious area on the site[[2]](#footnote-2). This average annual pollutant removal requirement can be achieved through one of the following methods:
		1. Installing BMPs that meet the pollutant removal percentages based on calculations developed consistent with EPA Region 1’s BMP Accounting and Tracking Tool (2016)[[3]](#footnote-3) or other BMP performance evaluation tools provided by EPA Region 1, where available. If EPA Region 1 tools do not address the planned or installed BMP performance, then any federally or State-approved BMP design guidance or performance standards (e.g. the Massachusetts Stormwater Handbook)[[4]](#footnote-4) may be used to calculate BMP performance; or
		2. Retaining the volume of runoff equivalent to, or greater than, one (1.0) inch multiplied by the total post-construction impervious surface on the new development site; or
		3. Meeting a combination of retention and treatment that achieves the above standards.
	3. Stormwater systems on redevelopment sites shall be designed to meet an average annual pollutant removal equivalent to 80% of the average annual load of Total Suspended Solids (TSS) related to the total post-construction impervious area on the site AND 50% of the average annual load of Total Phosphorus (TP) related to the total post-construction impervious area on the site[[5]](#footnote-5). This average annual pollutant removal requirement can be achieved through one of the following methods:
		1. Installing BMPs that meet the pollutant removal percentages based on calculations developed consistent with EPA Region 1’s BMP Accounting and Tracking Tool (2016) or other BMP performance evaluation tool provided by EPA Region 1, where available. If EPA Region 1 tools do not address the planned or installed BMP performance, then any federally or State-approved BMP design guidance or performance standards (e.g. the Massachusetts Stormwater Handbook) may be used to calculate BMP performance; or
		2. Retaining the volume of runoff equivalent to, or greater than, 0.8 inch multiplied by the total post-construction impervious surface on the redeveloped site; or
		3. Meeting a combination of retention and treatment that achieves the above standards, or
		4. Utilizing offsite mitigation that meets the above standards within the same USGS HUC12 as the redevelopment site[[6]](#footnote-6).
	4. Redevelopment activities that are exclusively limited to maintenance and improvement of existing roadways (including widening less than a single lane, adding shoulders, correcting substandard intersections, improving existing drainage systems, and repaving projects) shall improve existing conditions where feasible and are exempt from the requirements above. Roadway widening or improvements that increase the amount of impervious area on the redevelopment site by greater than or equal to a single land width shall fully meet the above requirements.
	5. Long-term operation and maintenance. Applicants shall submit an Operation and Maintenance Plan for the stormwater management system. At a minimum, this plan shall include the name(s) of the owner(s) for all components of the system and a maintenance agreement which specifies the person(s) responsible for the system, the person(s) responsible for financing maintenance and emergency repairs, an Inspection and Maintenance Schedule for all stormwater management facilities, a list of easements with the purpose and location of each, and provisions for the Planning Board or its designee to enter the property at reasonable times and in a reasonable manner for the purpose of inspection. This plan shall be signed by the owner of the stormwater management system.
5. Water quality. Groundwater recharge shall be maximized and groundwater quality shall be protected. Various techniques may be required to maximize recharge, such as perforated drainpipes, reduction of paved areas, and reduction of building coverage. Installing grease traps and/or gas/oil separators to improve water quality may also be required. Where the groundwater elevation is close to the surface extra site grading precautions may be taken to maintain the protective function of the overburden.
6. Wetlands. In order to minimize design and permitting conflicts, when wetland replacement or mitigation is required, the application shall include a copy of the plan submitted in accordance with the regulations of the Salisbury Conservation Commission.
7. Erosion control. Erosion and sedimentation control measures presented in the plan shall be adequate to retain all sediment within the site and away from wetlands, watercourses, and water bodies, and **the** **municipal storm drain system,** both during and after construction. **Design of erosion and sedimentation control measures shall be consistent with design standards of the Massachusetts Stormwater Management Handbook.**
8. Environmental impact assessment.
	1. Purpose:
		1. To describe the impacts of the proposed development with respect to on-site and off-site environmental quality.
		2. To enable Town officials to determine and evaluate those methods to be used by the applicant to promote the environmental health of the community and to minimize the environmental degradation of the Town's natural resources
	2. Scope: a written description of existing, general physical conditions of the site and a description of proposed measures for mitigation of any potential adverse impacts on the natural environment.
	3. Standards:
		1. Emissions.
		2. Soil runoff.
		3. Earth removal.
		4. Tree removal.
		5. Noise pollution.
		6. Light pollution.
	4. The Planning Board may waive in part or in whole any requirements contained in the assessment which it deems inapplicable to the project proposal. The applicant may wish to discuss the requirements with the Planning Board for preparation of the statement prior to submission of a plan. The Planning Board can waive the EIS for projects that require a Massachusetts Environmental Policy Act (MEPA) review; however, the Planning Board may require specific information in the EIS that the Board deems was not adequately addressed in the MEPA review.
9. Community impact assessment.
	1. Purpose: to evaluate the impact of the proposed project on Town services and surrounding neighborhood and the fiscal and economic impacts of the proposed development on the Town.
	2. Scope: a written description of:
		1. Site design and neighborhood impact.
		2. Pedestrian impact.
		3. Historic impact.
		4. Infrastructure impact.
		5. Proposed methods of mitigation for any adverse impacts.
		6. Projections of costs arising from increased demands for public services and infrastructure.
		7. Projections of benefits from increased tax revenues, employment (construction and permanent), and value of public infrastructure to be provided.
		8. Projections of the impacts of the proposed development on the values of adjoining properties.
		9. Five-year projection of Town revenues and costs resulting from the proposed development.
	3. Standards. Design elements shall be compatible with the character and scale of neighboring properties and structures and existing local plans (if any):
		1. Location and configuration of proposed structures, parking areas and open space.
		2. Outdoor lighting.
10. Traffic impact assessment.
	1. Purpose: to evaluate the impact of the proposed project on traffic patterns in the surrounding neighborhood.
	2. Scope: document the methodology and sources used to provide existing data and estimations:
		1. Existing traffic conditions.
		2. Projected traffic conditions.
		3. Projected traffic impact generated by the development.
		4. Proposed mitigation.
1. For the purposes of these regulations, “infeasible” shall mean not technologically possible, or not economically practicable and achievable in light of best industry practices. [↑](#footnote-ref-1)
2. Pollutant removal is calculated based on average annual loading and not on the basis of any individual storm event. [↑](#footnote-ref-2)
3. <https://www.epa.gov/tmdl/opti-tool-epa-region-1s-stormwater-management-optimization-tool> [↑](#footnote-ref-3)
4. <https://www.mass.gov/guides/massachusetts-stormwater-handbook-and-stormwater-standards> [↑](#footnote-ref-4)
5. Pollutant removal is calculated based on average annual loading and not on the basis of any individual storm event. [↑](#footnote-ref-5)
6. <https://water.usgs.gov/GIS/huc.html> [↑](#footnote-ref-6)