



June 4, 2021

Project 20002

Lancaster Planning Board
701 Main Street
Lancaster, Massachusetts 01523

RE: Definitive Site Plan Decision Amendment
Perkins School Masterplan
971 Main Street
Lancaster, Massachusetts

Dear Planning Board:

On behalf of the Doctor Franklin Perkins School, Oak Consulting Group, LLC (OCG) is submitting the following request to amend the Definitive Site Plan Decision for the Doctor Franklin Perkins School (the School) issued by the Lancaster Planning Board on September 16, 2020. This request is being submitted to obtain approval for additional work and site plan changes which have emerged during construction. Enclosed with this request please the following revised documents:

- Site Plans C-101, C-200, C-202, C-203, C-302, C-303, C-402, and L-102.

PLAN REVISIONS

Plan revisions are proposed for three general areas of the site as follows:

Residence Parking and Pinfeather Lane

As construction of the new residence building has progressed, the School expressed concerns about the proximity of the new building to the campus roadway known as Pinfeather Lane. Although the current building location is not unusually close to the roadway and does not pose safety risks, the minimal front yard area is inconsistent with the overall character of the campus.

Several alternatives were explored to alleviate this concern. The resulting configuration shown on the attached site plan moves Pinfeather Lane south of the building and relocates the proposed parking to an off-street area on the same side of the roadway. Associated revisions include relocating a section of parking identified as Manor East, providing a separate stone dust walkway for pedestrian traffic to and from the residence, and consolidating several disconnected travel lanes. The benefits to this plan include:

- Achieving a greater front yard setback for the new Residence building;
- Separating the off-street parking area from Pinfeather Lane to eliminate backing movements into the roadway;
- Providing safer pedestrian access between the Residence and the Manor by means of a new walk separated from Pinfeather Lane;
- Consolidating roadway segments and reducing the number of intersections;

- Creating more uninterrupted green space in the area surrounding the Residence;
- Moving the limits of paved areas and vehicular traffic further south and away from abutting properties to the north; and
- Reducing impervious pavement areas by approximately 5,100 square feet (sf).

Manor Entrance

Currently, entrance to the Manor from the north is provided by a solid paved turn-around area, concrete steps, and a switchback handicap ramp to a doorway on an elevated terrace. There are no paved walkways to the formal front entrance on the west side of the building. Site plans approved in 2020 called for removing the paved turn-around and constructing walkways from the expanded Manor North parking area to each of these entrances. The stairs, ramp, and terrace on the north end of the building are in disrepair and the School wishes to improve accessibility to both entrances and the overall arrival experience to this historic campus building.

The proposed plan includes replacing the solid paved turnaround with a circular drive and center island with approximately the same overall diameter. A portion of the existing terrace and the switchback ramp on the north end of the building will be removed and landscaped. Remaining areas of the terrace and stairs will be reconstructed. A previously proposed walk to the west entrance will be relocated and replaced with an accessible walk providing access to both the north and west entrances. Further pedestrian connectivity will be provided by extending this walkway system to the previously approved walks to the Janeway Building and walkway along the new campus access drive. Finally, plans for a new concrete walk between the north end of Janeway to parking areas to the east will be simplified by extending the existing paved walk.

Entrance Walk

The approved site plans call for constructing a paved walk along the new campus access drive to an existing crosswalk on Main Street. The final section of this walk was proposed to run between the southern edge of pavement and a row of existing pine trees. For portions of this area, the topography between the road and the trees slopes up such that constructing a walk would require regrading which could jeopardize the health of the trees. Accordingly, the School wishes to shift the alignment of the proposed path to the south side of the trees. The walk will end at the same location near the existing crosswalk. The abutting property to the south is also owned by the School.

DESIGN CONSIDERATIONS

Project plans provide present design details associated with the proposed revisions. These details include the scope of demolition/site preparation, grading, landscaping, location of underground propane tanks, and site restoration.

Tables provided on L-101 demonstrate compliance with requirements for tree and shrub planting in the relocated Residence and new Manor East parking areas. Since the new Manor East parking area (7

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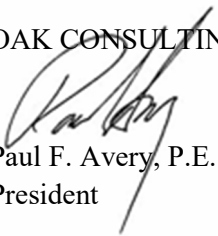
spaces) provides three fewer spaces than the existing parking area (10 spaces) being removed, the net result is a three fewer parking spaces. Summary tables on C-200 reflect these changes and demonstrate that minimum parking requirements are still being met.

Overall drainage patterns remain the same. As noted above, the revised plan creates more open green space and reduces impervious areas by approximately 5,100 sf. All stormwater management practices remain unchanged providing a greater degree of stormwater management than the previously approved plan.

If you have any immediate questions, please contact me at 978 312-3120. Otherwise, we look forward to meeting with the Planning Board on June 14, 2021.

Sincerely,

OAK CONSULTING GROUP, LLC



Paul F. Avery, P.E.
President