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October 6, 2026

ASSOCIATE

JONATHAN BOLLEN, P.L.S.

Devens Enterprise Commission
33 Andrews Parkway
Devens, MA 01434

Re: Parking Plan
77 Grant Road

Dear Members of the Commission,

On behalf of our client, Cohen Babcock, a revised Parking Plan and Stormwater Addendum is provided at the referenced site. The plan was revised in response to a letter from Neil Angus, Director/Land Use Administrator for Devens Enterprise Commission (DEC), dated September 30, 2026. DEC comment in italics, response in bold.

1. *EV Charging: the increase in parking spaces triggers the need for one additional EV charging space over the 4 previously approved for the project, to remain compliant with the 5% TDM measure under 974 CMR 3.04. The applicant is proposing to install infrastructure for another 4 EV-ready spaces. Staff feels this is a fair substitute for the one additional space. As demand grows, the Applicant can easily install more stations without significant cost or site disturbance.*

The additional infrastructure for another 4 EV-ready spaces is now shown.

2. *Landscaping: Provide a second native street tree species to avoid monoculture. Replace dogwoods with larger canopy trees. Add 2 street trees on eastern side of new parking lot to provide ~40' spacing and aid in reduced UHI and making up for the removal of trees previously marked for preservation.*

Response from Landscape Architect.

3. *Access easement will be required as this parking lot is accessed off of Marshall Lane which will be a private road.*

An easement will be provided along Marshall Lane for access to the parking area.

4. *The stormwater model indicates three subcatchments 9A, 9B, and P-X. It appears 9A is draining to Rain Garden B, and P-X is draining to the stone trench. It is unclear where subcatchment 9B is draining. Please clarify the intent of including subcatchment 9B in the report.*

Subcatchment 9A drains to Rain Garden B, Subcatchment P-X drains to the subsurface stone trench, and Subcatchment 9B drains directly to the existing depression. The overflow from 9A and P-X is combined with 9B and routed to the existing depression.

5. *The Plan, Detail, and Stormwater model all indicate the stone trench is 2.5' deep with the perforated pipe sitting 1-ft from the bottom of the stone trench. On the downstream end, this would make the top of the stone trench 301.61'. On the upstream end, the top of trench is 302.80'. The offset OCS has an outlet of 303.10'. This would force the water to stage up above the top of trench before it is able to discharge. Additionally, the stormwater model indicates the water stages up above the trench as well and the outlet pipe elevation also does not appear to be modeled. It appears the outlet of the flared end section is driving the high OCS outlet. There may be opportunity to lower that flared end outlet or flatten the perforated pipe to reduce the differential*

The perforated pipe within the stone trench is now proposed flat. The outlet control structure has been modified so its outlet elevation falls within the elevation range of the 2.5-ft-deep stone trench. The overflow pipe's daylight point has also been lowered to direct runoff into the existing nearby depression.

6. *The static storage for the trench (i.e. storage below the lowest outlet) should be equivalent to 1-inch over the impervious area, which we agree with the 562 cf volume indicated on the Plan, however, this stated volume does not seem to correspond with the model or outlet elevation. The static storage calculation should take the slope of pipe/trench into account.*
The static storage for the trench is 612 cubic feet when you account for the volume in the 12" pipe along with the 40% voids within the stone around the pipe. This is now consistent on the plan and in the report.
7. *The Applicant should provide a pre-post summary of the Existing Depression design point for comparison.*
The updated Stormwater Addendum now includes the pre-development hydrograph that drains to the existing depression. Subcatchment E9 is the pre-development area that drains to the existing depression, Low Point C (LP-C). Subcatchment 9B and the overflow from the stone trench and rain garden are combined to represent the post-development flow to the same existing depression.
8. *DEC lighting standards under 974 CMR 3.04 only require 0.5 footcandles across the site to minimize excessive light pollution and provide more safe and consistent lighting levels. Look for opportunities to reduce lighting levels closer to 0.5 FC.*
Response from Landscape Architect.

DOC follow-up Comments:

1. *Final endorsed plan sheets will need to meet all Worcester registry recording requirements*
The Parking Plan meets the recording requirements.
2. *Ensure final plans list (Harvard) in parentheses after Devens.*
The title block includes (Harvard) after Devens.
3. *Include 150 Patton Road (Parcel ID# 010.0-0099-0200.0) as well (same owner) on all relevant plan sheets.*
The Devens Lot Number is now provided for 77 Grant Road, but the above property is unrelated to this project.
4. *Add spot grades in proposed additional parking area on final plans prior to endorsement.*
Spot grades are now provided in the additional parking area.
5. *Add space for DEC endorsement on all 3 sheets (provide on final plan set).*
A space for DEC endorsement is now provided.
6. *Include note on final plan set prior to endorsement noting maximum size vehicle, including trailers, expected to use the site after construction, by length, width, height, and American Association of State Highway and Transportation Officials (AASHTO) designation.*
The note has been added to the plan as requested.
7. *Ensure final plans note dark earth-tone lighting fixtures and 3000K maximum lighting temperature.*
Response from Landscape Architect.
8. *Include Industrial Performance Standard notes on final site plan*
The notes have been added to the plan as requested.
9. *Include FIRM panel #, zone, and base flood elevation on final plans.*
The FEMA floodplain information is now provided on the plans.

Respectfully,
Stamski and McNary, Inc.



Daniel Carr, P.E.



George Dimakarakos, P.E.