

**Special Permit
and
Site Plan Review Application**
of

New Hotel and Residential Development

Located at

130 Pittsfield - Lenox Rd.
(Rt. 7 & 20)
Lenox, Massachusetts

Prepared for:

BBL Lenox Hotel Group, LLC

Prepared by:

SK Design Group, Inc.
2 Federico Drive
Pittsfield, MA

Martin & Oliveira, LLP
75 South Church Street; Suite 550
Pittsfield, MA 01201

November, 2022



Design Group, Inc.

Civil ENGINEERS • SURVEYORS • CONSULTANTS

DRAINAGE
HIGHWAYS
REPORTS

LAND PLANNING
BUILDING DESIGN
SURVEY

November 15, 2022

Lenox Zoning Board of Appeals
Town Hall – 6 Walker St.
Lenox, Massachusetts 01240

RE: Special Permit/ Site Plan
Review Applications, 130 Pittsfield
Rd.
Lenox, MA

Dear Board Members.

Enclosed please find seven (7) complete copies of a Special Permit and Site Plan Review Application prepared for BBL Lenox Hotel Group, LLC for property located at 130 Pittsfield Rd., Lenox, Massachusetts. This application is for the following:

- Construction of a new 87 room hotel – Zoning Ordinance Section 8.1;
- Residential Inclusionary Development - Zoning Ordinance Section 9.8;

The proposed project includes the construction of a new 87 room hotel at the site of the former Magnuson Hotel. It also includes the construction of 28 residential apartments contained in 7 new buildings on the same property as the hotel.

A detailed project narrative and plans are included with this application, along with 2 checks in the amount of \$150.00 each (filing fees).

If you should have any questions or concerns, or require additional information, please do not hesitate to contact our office.

Sincerely,

SK DESIGN GROUP, INC.

Robert G. Fournier

Enclosures

Cc: BBL Lenox Hotel Group, LLC
Atty. William Martin
File

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And
Site Plan Review Applications
for a
New Hotel & Residential Inclusionary Development
Prepared For

BBL Lenox Hotel Group, LLC

Located At

#130 Pittsfield - Lenox Road
Lenox, Massachusetts

- ❖ *Petitions for Special Permit (Hotel & Residential)*
- ❖ *Municipal Impact Statement*

Attachments:

Attachment #1	Determination of Applicability (Conservation Commission)
Attachment #2	11"x17" Property Acquisition Sketch Plan (dated Feb. 23, 2022)
Attachment #3	Yield Plan
Attachment #4	Traffic Update Letter (by Fuss & O'Neill, dated August 18, 2021)
Attachment #5	Fire Systems Narrative Report
Attachment #6	Site Lighting Specifications
Attachment #7	Preliminary Architectural Floor Plans and Elevations (residential)
Attachment #8	Preliminary Architectural Floor Plans and Elevations (hotel)
Attachment #9	Letter from Town of Lenox Affordable Housing Trust
Attachment #10	11"x17" Site Plans (additional, full-size copies available upon request)
Attachment #11	Stormwater Analysis (separate booklet – additional copies available upon request)

Petitions for Special Permit

The Commonwealth of Massachusetts

TOWN OF LENOX

Filing fee is due with the petition. If hearing expenses exceed this amount the Zoning Board of Appeals will bill the petitioner.

The undersigned hereby petitions the Town of Lenox Zoning Board of Appeals for:

☒ A Special Permit for exception under the provisions of Section 9.8 of the
Town of Lenox Zoning By-Law. (Residential Inclusionary Development)

☐ A Variance from the following provisions of Section _____ of the Town
of Lenox Zoning By-Law.

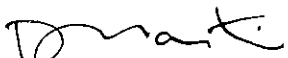
To permit the following use or activity (describe proposed use or activity):

A 28-unit residential development as described in the attached documents.

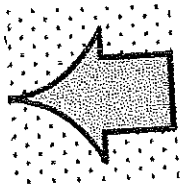
For premises:

Owner of Record BEL Lenox Hotel Group, LLC
Address 302 Washington Avenue Ext., Albany, NY 12203
Map and Parcel 22-36-0
Zoned as C-3A
Deed Reference Book 6093 Page 208

(This information is available from the Assessor's Office or townoflenox.com in the Property Assessments-Online Database section.)

Petitioner 
(Your signature here also acknowledges that you agree to pay all hearing expenses relative to this petition.)

Address (Mailing Address) 302 Washington Avenue Ext., Albany, NY 12203
Telephone Number 518-452-8200
Email address Dmartin@BELinc.com
Date _____



The Commonwealth of Massachusetts
TOWN OF LENOX

Filing fee is due with the petition. If hearing expenses exceed this amount the Zoning Board of Appeals will bill the petitioner.

The undersigned hereby petitions the Town of Lenox Zoning Board of Appeals for:

- ☒ A Special Permit for exception under the provisions of Section 8.1 of the Town of Lenox Zoning By-Law. (Motels, Inns, Hotels)
- ☐ A Variance from the following provisions of Section _____ of the Town of Lenox Zoning By-Law.

To permit the following use or activity (describe proposed use or activity):

An 87-room hotel with a maximum height of 50'-0" (3 stories).

For premises:

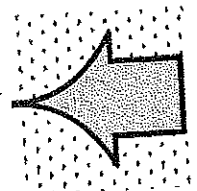
Owner of Record BBL Lenox Hotel Group, LLC
Address 302 Washington Avenue Ext., Albany, NY 12203
Map and Parcel 22-36-0
Zoned as G-3A
Deed Reference Book 6093 Page 208

(This information is available from the Assessor's Office or townoflenox.com in the Property Assessments-Online Database section.)

Petitioner D. Martin

(Your signature here also acknowledges that you agree to pay all hearing expenses relative to this petition.)

Address (Mailing Address) 302 Washington Avenue Ext., Albany, NY 12203
Telephone Number 518-452-8200
Email address Dmartin@BBLinc.com
Date _____



1.0 PROJECT INFORMATION

1.1 *Project Identification*

Project Name: Lenox Manor

Location: 130 Pittsfield Road, Lenox, Massachusetts

Proponent: BBL Lenox Hotel Group, LLC
302 Washington Ave Extension
Albany, NY 12203

1.2 *Project Description*

The proposed project includes the completion of a 2015 Special Permit to construct a new hotel and event center. The 2015 permit is active since the proponent started the work by demolishing the building and installing a portion of the new hotel foundation. The work has stalled due to the pandemic and economic impacts of inflated material costs on the construction market. This updated application includes a reduction in hotel rooms from 100 to 87 rooms, elimination of the event center, and construction of 28 multifamily residences. The property is located at #130 Pittsfield-Lenox Road in Lenox, MA. This Impact Statement is intended to accompany the Special Permit and Site Plan Review Applications and should be read in the context of that information.

1.2.1. – Site location and existing use of property

The overall project site encompasses approximately ¹13.4 acres of land located on the east side of Pittsfield-Lenox Rd. (Route 7), opposite the intersection of West Dugway Road. The property currently contains approximately 446 feet of frontage; is bounded by Route 7 to the west, the Berkshire Design Center to the north, and undeveloped land to the east and south. The property contains the remnants of the former 120-room hotel, and associated parking areas. The original hotel included a 96-seat restaurant, outdoor swimming pool, and public function areas with a capacity of 362 persons. The original buildings were constructed circa 1964. There is also a 2-bedroom caretaker's home located on the southerly-most side of the property (see plans). The home is accessed from a separate driveway located approximately 400 feet south of the main driveway to the hotel. The house will be demolished as part of this application.

The topography of the site is relatively flat in and around the hotel and parking areas. This portion of the property is situated approximately 15 feet higher in elevation than Pittsfield Road/Route 7 & 20 ("Route 7"). To the east of the hotel, the land rises sharply (approximately 25 feet) to a small plateau where the tennis and shuffleboard courts are located. This represents

¹ 10.3 + 3.1 (under agreement) = 13.4 acres

the height of land. The elevation of this area is approximately 1369 feet above sea level, which is below the Scenic Mountain Act elevation of 1400 feet. (See Figure #1 – Locus Map).

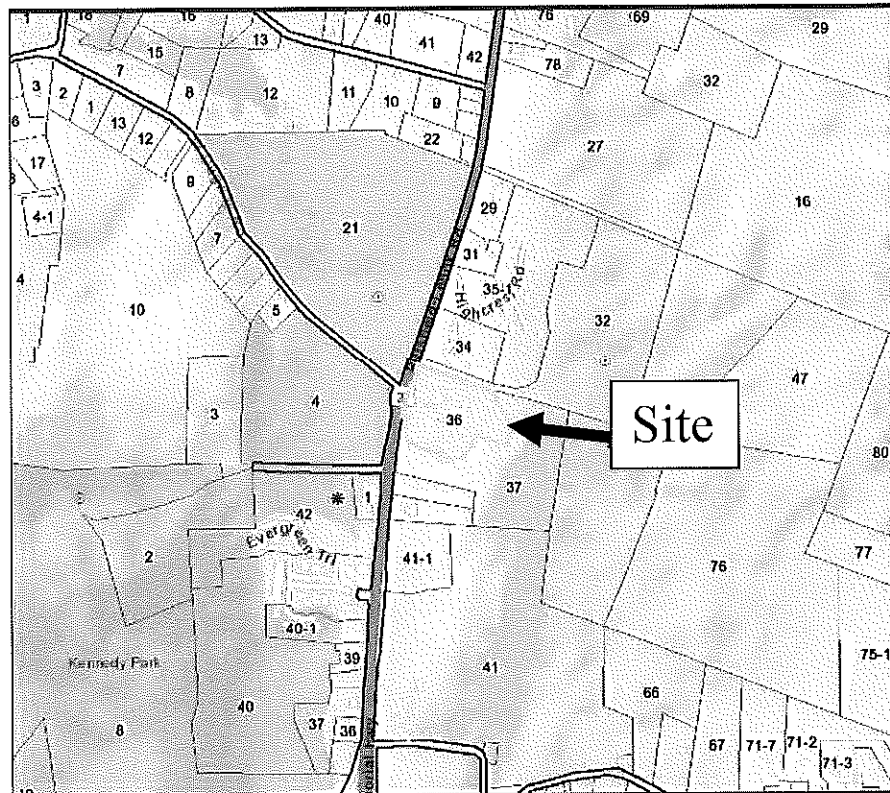


Figure 1 –Locus Map

There are also two small brick utility buildings located near the front of the property. The one nearest the road contains a water storage tank and pumping system. This is no longer in use and will be permanently demolished as part of this application. The other building is located along the southerly property line and contains telephone equipment belonging to Verizon. This building is currently in use and will not be disturbed.

The main access driveway is located directly opposite West Dugway Road., effectively creating a four-way (unsignalized) intersection. For south-bound vehicles travelling Route 7 there is a dedicated left-turn lane that provides safe access into the site. Bus stops are located very near the property along Route 7 (north-bound and south-bound lanes). The roadway has a posted speed limit of 45 MPH. The driveway to the property is 30 feet wide (2 lanes). The developed portion of the property has been demolished and left in vacant condition. The condition of the remaining parking areas is poor.

There are no wetlands located on the property, as confirmed by the Lenox Conservation Commission in June, 2022 (see Attachment #1). Portions of the property are underlain by shallow bedrock, particularly to the east (as evidenced by numerous ledge outcrops). The soils along the westerly and southerly most portions of the site are generally classified as silty loam,

with a relatively high-water table (24"-36" in depth). This was confirmed by test pits conducted in December 2015. These are illustrated on the project plans that accompany this application.

The site is presently serviced by all normal utilities (sewer, water, electricity, etc.). Drainage from the site flows generally from east to west toward Route 7 through underground piping and discharges to the existing drainage system in Rt. 7. The existing underground utilities have been compiled from field survey and/ or record drawings where possible and are illustrated on the accompanying plans.

The property is in the C-3A zoning district. As illustrated on the Map below



Zoning Map

1.2.2 Proposed use of property:

The proposed development will be a mixed-use and include an 87-room hotel on the northerly half, and residential apartments on the southerly half. A 100-room hotel was approved for this site as part of the 2015 application (2016 approval), along with a 500-seat "event center". Construction of the hotel started and has since ceased. The hotel in *this* application will contain 87 rooms and *no* event center. The footprint of the hotel will generally be the same.

The residential portion of the project will include 7 buildings containing 4 dwelling units each for a total of 28 dwelling units. The dwelling units will be market-rate units. However, pursuant to "Residential Inclusionary Development" zoning requirements the proponent has an agreement to remit a fee to offset the affordable component of the project.

The Residential and Hotel uses will share the common access driveway at the same location as the existing driveway. This will require an updated Access permit from the Massachusetts Department of Transportation (Mass DOT) to accommodate the change of use. It is anticipated that traffic impacts will be less from this proposal as compared to the 2015 application. Separate and designated parking will be provided for each use.

1.2.3 Proposed Hotel Requirements

A hotel requires a Special Permit *and* Site Plan Review from the Board of Appeals under Section 8.1 of the Lenox Zoning Regulations. The following is a list of requirements under this section:

- *Each guest room shall contain not less than 200 square feet of habitable area. - **each room will contain 350 – 550 square feet of habitable area;***
- *Each motel site shall be provided with not more than 2 motor vehicle driveways for each abutting street. Such driveways shall intersect the abutting street (or streets) at 90 degrees. – **One driveway will be provided at the location of the existing driveway. The driveway is intersecting Route 7 at 90°***
- *No motel shall be constructed on a lot having less than 200 ft. of frontage and less than 90,000 square feet lot size. – **the lot contains approximately 488 feet of frontage and 448,670 square feet of area; This application includes an agreement to purchase additional land from the abutter to the east (136,512 s.f.). A copy of the agreed upon plot plan is shown below. The Agreement is subject to receipt of all necessary permits to construct the project.***



- *There shall be 3,000 square feet of land area for each motel unit. The minimum acreage requirement may be included in calculating the land area per unit.- **the motel will contain 87 units. At 3,000 square feet per unit, the total area required = 261,000 square feet. The site contains 585,182 square feet of land area (13.4 acres);***
- *On each lot used for motel purposes, the minimum front, rear, and side setbacks shall be at least 50 feet. If a larger setback is specified for the district for which the use is proposed, the larger setback is required – The setbacks to be provide area as follows:*

	Required	Proposed
Front	275 ft.	150+ ft.
Rear	50 ft.	390+ft.
Side	50 ft.	80+ ft.

- ² For C3-A zoning district

This condition will be met. The design includes a 30± wide vegetated buffer. This is well defined along the northerly property line. (see Landscaping Plan).

Conclusion to Section 8.1

The proposed design meets the requirements of section 8.1 for the hotel use. This is consistent with the previous application approved in 2016.

1.2.4 Proposed Residential Inclusionary Development

The Applicant is applying for a Special Permit under section 9.8 of the Lenox Zoning Bylaws (*Residential Inclusionary Development*). This section of the By-law applies to residential development in the town regardless of zoning district.

The Application includes a total of 28 residential apartments, none of which will be "affordable" units under the *Residential Inclusionary Development* zoning bylaws. The affordable project component will be met by remitting an impact fee in accordance with the by-law (see below). Further, the timing of this proposal coincides with the nearby Brushwood Farm affordable residential project located south along Route 7. This project will contribute to Brushwood farm project. Specific requirements and compliance details are provided below:

➤ *Minimum Requirements for Inclusionary Development (9.8.5):*

- *An Inclusionary Development Special Permit shall be subject to the following conditions, and the ZBA shall make a determination that the proposed development meets the requirements for granting a Special Permit, as well as the following conditions:*
- *Buffer Areas. A buffer area of 50 feet shall be provide at the perimeter of the property where it abuts residentially zoned or occupied properties, except for driveways necessary for access and egress to and from the site. No vegetation in this buffer area will be disturbed, destroyed, a or removed, except for normal maintenance. The ZBA may reduce the buffer requirement to no less than 25 ft. (i) where the land abutting the site is subject of a permanent restriction for conservation or recreation or (ii) where the land abutting the site is held by the town for conservation or recreation purposes; unless the ZBA determines that a smaller buffer will suffice to accomplish the objectives set forth herein - **The only property used (or zoned) for residential use is the 12 Oaks project to the northeast. The nearest proposed residential building will be approximately 270 feet away from 12 Oaks property boundary. The proponent and the association of homeowners at 12 Oaks residential***

development have entered into an amicable agreement regarding this proposal.

➤ *Each inclusionary development shall provide, at the applicant's choice, one of the following:*

- ❖ *Construct or rehabilitate affordable units comparable in appearance and setting to the rest of the development or neighborhood – **The Applicant will not construct affordable units as part of the project.***
- ❖ *A cash payment equivalent to the value of structures, land and appropriate on-site and off-site improvements, be made to the Town of Lenox Housing Trust Fund. The cash payment shall be equal to the total cost of construction for each low or moderate income dwelling unit. The conditions of payment shall be determined through the Special Permit process – **This approach is included in this project. The proponent has coordinated a payment to the Town in accordance with this section. The Town of Lenox Trust fund has reviewed this proposal and agreed on the value of the required payment. This application includes a letter of support (from whom?) formalizing the completion of this step in the process.***
- ❖ *As a condition for granting of a Special Permit, all affordable housing units shall be subject to an affordable housing restriction and a regulatory agreement in the form acceptable to the ZBA. The affordable restriction shall be approved as to form by legal counsel to the Zoning Board of Appeals and a right of first refusal upon the transfer of such restricted units shall be granted to the Town or its designee for a period of not less than 120 days after notice thereof. The regulatory agreement shall be consistent with any applicable guidelines issued by the Department of Housing and Community Development and shall ensure that affordable units can be counted towards the Lenox Subsidized Housing Inventory. The Special Permit shall not take effect until the restriction, the regulatory agreement and the Special Permit are recorded at the Registry of Deeds and a copy is provided to the ZBA and the Building Commissioner.*

This condition is not applicable since the proponent is providing a payment in lieu of constructing development units. A condition including payment terms is appropriate and expected.

➤ *Dimensional Requirements (9.8.6):*

1. Design process:

a. Understanding the site:

The site has been developed since the 1960's and does not contain any sensitive or noteworthy natural, scenic, or cultural resources. The total land area associated with the project is 13.4 acres and is only visible to the public at its frontage. The steep upward topography at the front of the property prohibits any views beyond a few hundred feet from the road.

b. Evaluating site context:

The site has been evaluated in its larger context in order to identify its physical, transportation, and cultural connections to surrounding land uses and activities. The property is located within a mile of Lenox Fit, Arcadia Shop, Kennedy Park, Lenox Commons, and Pleasant Valley Wildlife Sanctuary. It will have direct pedestrian (and bicycle) connectivity to most of these surrounding land uses and activities. A new sidewalk will be constructed in the project that will tie into the existing sidewalks along Rt. 7.

From a general transportation perspective, the project site is located directly along Route 7, a local arterial roadway, that provides efficient movement of traffic to other cultural activities along the north-south corridor. Finally the site is serviced by mass transit with a bus stop located along the property's frontage.

With respect to physical attributes of the site, a thorough ground survey of the property has been prepared by a registered land surveyor. All physical features of the property have been plotted to scale, including large trees, edges of woods, ledge outcrops, sidewalks, adjacent roadways, topography, etc. There are no wetlands or stream anywhere on the property.

c. Location of development area:

The ground survey mentioned above has enabled thoughtful placement of buildings, driveways, connecting sidewalks, and similar features. The site design will reduce overall land impacts and integrates the project with surrounding uses as

best as possible. These have all been delineated on the plans that accompany this application. Steep slopes have been avoided to the extent possible and a landscape plan will restore vegetation on the property. The site is connected to town sewer and water and therefore will not require any on-site sewer or domestic water systems.

2. Yield Plan:

Because the land is not located in a residential zone, a "Yield Plan" is not required. Notwithstanding, a Yield Plan has been prepared to approximate the *Basic Maximum Number* of dwelling units for the site (see Appendix A). The following assumptions have been made in preparing the yield plan:

- First, since there are two separate projects proposed on the same property, the *amount* of land and frontage available for the residential portion was determined by subtracting out the amount of land and frontage required for the hotel (based on zoning requirements).

Table B - Land and Frontage Requirements

	Total avail.	Required for hotel	Remaining
Land area (ac.)	13.4	6.0	7.4
Frontage (ft.)	488	200	288

Yield:

I. Area:

$$7.4 \text{ ac.} \times 43,560 \text{ S.F./ac.} = 322,344 \text{ S.F.}$$

$$322,344 \text{ S.F.} \div 10,000 \text{ S.F./apartment} = \mathbf{32.2} \text{ apartments allowed (based on land area)}$$

II. Frontage:

288 ft. available after deducting Hotel requirement.

$$288 \text{ ft.} - 135' \text{ (required for first 6 units)} = 153' \text{ remaining}$$

$$153' \div 5' \text{ additional unit} = 30.6 \text{ additional units}$$

$$\text{Total units allowed} = 6 + 30.6 = 36.6 \text{ (based on frontage)}$$

This Application proposes 28 units. Per zoning table below, the minimum number of *affordable* units required is 2 dwelling units.

Table C – Affordable Units Requirements

Total Development Unit Count	Required Affordable Unit Provision
1-15 units	None
16-20 units	Minimum one (1) dwelling unit
21-30 units	Minimum two (2) dwelling units
31 units and up	Minimum 10%

3. *The street line and lot line setbacks, minimum lot size and minimum frontage of the proposed inclusionary development will be determined through the Special Permit process. At least 50% of the lot line setback shall be maintained.*

There is no reduction sought for setbacks or lot area as part of this application.

➤ *Types of Buildings (9.8.7):*

The buildings for this project will consist of 4-unit apartments. The architectural features of each building will be residential in character.

➤ *Roads (9.8.8):*

The principle access is a private driveway serving the project. The residential component will share the driveway with the hotel. It is not intended to be a road and thus cannot be accepted. It will generally comply with town standards with respect to width, surface, max. grades, etc.

➤ *Parking (9.8.9):*

Parking will be provided in accordance with the requirements of the Zoning By-law for residential dwelling units (min. 2 per unit). These will be in garages and the associated driveways.

➤ *Stormwater Management (9.8.10):*

Stormwater management will be constructed on-site and in accordance with the Rules and Regulations of the Planning Board. The stormwater will also be connected to the Mass DOT system which triggers review by Mass DOT.

- Decision (9.8.11):
The ZBA may approve, approve with conditions, or deny an application for Inclusionary Development after determining whether the Inclusionary Development promotes the purposes of section 9.8.
The proponent is open to any reasonable conditions required to meet the above standards.
- Relation to other requirements (9.8.12):
The submittals and permits of this section shall be in addition to any other requirements of the Subdivision Control Law or any other provisions of this zoning bylaw.
The subdivision control law is not applicable but the zoning sections related to multi-family housing projects is applicable and those standards are met.
- *Maximum income and selling prices: initial sale (9.8.13):*
This section is not applicable since the project does not include the construction of affordable dwelling units.
- *Reservation of Affordability; Restrictions on Re-sale (9.8.14):*
This section is not applicable since the project does not include the construction of affordable dwelling units.
- *Conflict with other by-laws (9.8.15):*
The project will not conflict with any other existing zoning by-laws.
- *Severability (9.8.16):*
This requirement is understood and accepted by the project proponent.
- *Waivers (9.8.17):*
No waivers are being sought for this application.

1.2.7 Other required permits and reviews

The following permits, reviews, or approvals are assumed (or known) to be required at this time for the proposed project:

- *Building Permit* – Lenox Building Inspection Dept.

- *Stormwater Pollution Prevention Plan (SWPPP)* – U.S. EPA (for ground disturbances over 1.0 acre);
- *Highway Access Permit* – MassDOT – for construction of new sidewalk along Rt. 7 and connection to drainage system.

2.0 MUNICIPAL IMPACTS

2.1 Sewer and Water

Sewer flows from the proposed development were calculated based upon Massachusetts Title V regulations (310 CMR 15.00). They are compared to the former Magnuson Hotel that occupied the site for many years and was recently demolished. The project is *not* expected to generate any additional sewer or water flows above that which previously existed (see calculations below).

Existing flows (per Title 5):

³ Hotel:	120 rooms @ 110 gls/ bdrm/day =	13,200 GPD
⁴ Dining room:	96 seats @ 35 gls/seat/day =	3,360 GPD
Function hall:	⁵ 362 seat @15 gls/seat/day =	5,430 GPD
House:	2 bedrooms @ 110 gls/room/day =	<u>220 GPD</u>

Total existing = 22,210 GPD

Proposed flows (per "Title 5"):

Hotel:	87 rooms @ 110 gls/ bdrm/day =	9,570 GPD
Dining room:	40 seats @ 35 gls/seat/day =	1,400 GPD
Apartments:	28 x 2 bedrooms @ 110 gls/bedroom =	<u>6,160 GPD</u>

Total proposed = 17,130 GPD

Net = (5,080 GPD) Less

Sewer from the property is tied into the existing sewer main located in Rt. 7. From there, the sewer travels north to New Lenox Road and ultimately to the North Lenox pumping station. The new development will represent a net *decrease* over previous permitted uses in the amount of flow to the Town's pump station. Thus, there will be no impacts to the municipal system.

³ Magnuson

⁴ Formerly "Flavours" and other restaurant names

⁵ Per Certificates of Inspection by town of Lenox

Typically, new sewer connections are reviewed by the town's sewer consultant. A review was started in 2016 but was not completed. This process will resume pending the issuance of a special permit. The pending items were related to details including the size of the pool and ancillary uses in the hotel such as laundry use and any seating in a food service area.

For purposes of this application, the proposed *water* usage shall be equal to the proposed sewer flows (5,080 GPD decrease). Water from the proposed development will be supplied through a new 8" water service pipe that will replace an existing 4" water pipe. The brick utility building at the front of the property, which once contained a water storage tank and pumping system, will be demolished. Based on recent flow tests, the town's water main (located along Rt.7) provides approximately 790 gallons per minute with a static pressure of 47.0 pounds per square inch (see Attachment #5 – Fire Systems Service Narrative). A new water meter will also be provided (per town specifications). The development does *not* include an exterior irrigation system at this time. Sewer and water tie-in fees will be paid by the Applicant in accordance with the town's regulations pertaining to sewer and water use.

1. Fire Protection

The project will include a number of fire protection measures for the project, including, but not limited to:

1. Fully sprinklered buildings (as required by code, including the apartments). These are discussed in greater detail in the *Fire Systems Service Narrative* attached hereto (see attachment #5);
2. A new "U.L. Listed" fire pump to be installed in the hotel only.
3. One (1) new fire hydrant located strategically in the project (see site plans);
4. The hotel's Porte Cochere will be constructed with at least 13'-0" of clearance to permit fire truck access to the lobby of the building;
5. The driveways and parking areas will have sufficient turning radius for the Lenox⁶ fire truck to access all exterior portions of the buildings. These are illustrated on the plans.

2. Electric, Telephone, and Television Service

The property is currently serviced by overhead electric, telephone and cable television services. These utilities will be extended as necessary to the proposed development through underground conduit. At this time, the exact routing for these utilities has not been established.

3. Solid Waste Disposal

Solid waste will be disposed of by a private commercial hauler. Dumpsters are proposed for the hotel. The residential units will likely have individual totes that will be brought to the curb each week. It is likely that additional, smaller containers (for recycling) will also be provided for each use. All dumpsters will be screened from sight with a solid fence constructed of wood or chain link (with vertical insert slats).

4. Stormwater Management/Drainage

⁶ "fire Truck no. 5"

Under present conditions, stormwater runoff on the property is collected through a series of catch basins and drain pipes which flow into the existing drainage system in Rt. 7 where it ultimately discharges to the existing wetland system along West Dugway Rd. (approximately 1,500 to the west of Rt. 7).

The Stormwater Management System for the *new* development is described in the Stormwater Analysis (separate attachment) and is depicted on the attached project site plans.

5. Construction Phasing and Erosion Control

The project will be constructed in a continuous manner in order to limit the amount of potential disturbances. At this time, it is intended that both the hotel and the apartments will be constructed at once. The timing of construction and the erosion control methods described on the plans will be adhered to throughout the entire construction period (until the entire site is stabilized). All erosion control devices shall be installed prior to the start of construction. The general *sequence* of construction will be as follows:

1. Demolish all buildings;
2. Perform earthwork and new sidewalk construction along highway. This shall be done at the early stages of construction in order to improve safety for construction vehicles entering and exiting the site;
3. Prepare building pad for hotel;
4. Construct detention basins;
5. Construct access driveway for apartments;
6. Construct hotel;
7. Construct apartments;
8. Final landscaping;
9. It is anticipated that the entire construction period will take 2-3 years to complete, depending on sales of the apartments.

All measures to reduce erosion will also be specifically catalogued in a ⁷*Stormwater Pollution Prevention Plan* (SWPPP) that will be prepared prior to construction activities on the site. This is a requirement (under the *National Pollution and Discharge Elimination System*) for any construction activity that alters over 1 acre of land.

6. Traffic

A detailed Traffic Impact Study was prepared for the original hotel and 500-seat event center application back in 2016. That report has been updated for this current application of 87 rooms and 28 apartments. The new project is expected to produce 44% *less* traffic volume than the previously-approved one.

The original traffic study recommended the following improvements to the existing driveway and road:

1. Widen the driveway to provide a separate left-turn lane and right-turn lane;

⁷ Pursuant to the National Pollutant Discharge Elimination System (NPDES)

2. Reconstruct the east edge of Pittsfield Rd. so as to improve the sight distance by reducing the slope of the existing roadside embankment and removing existing sightline obstructions. This will provide an adequate intersection sight distance;
3. Construct a new sidewalk from the driveway south approximately 400 ft.

These improvements are still proposed under this application.

The following are the conclusions & recommendations from the 2016 study:

1.1 Conclusions

The results of our traffic analysis indicates that completion of the proposed new hotel at 130 Pittsfield Rd. will generate the following traffic :

- An estimated 53 total vehicle trips (31 vehicles entering and 22 vehicles exiting) at the site driveway during an average day weekday morning peak hour,*
- An estimated 60 vehicle trips (31 entering and 29 exiting) during the average day weekday afternoon peak hour*
- An estimated 73 vehicle trips (41 entering and 32 exiting) during an average day Saturday peak hour.*

During full (100%) room occupancy of the hotel the following trips are estimated:

- 67 vehicle trips (39 entering and 28 exiting) during the weekday morning peak hour,*
- 70 vehicle trips (34 entering and 36 exiting) during the weekday afternoon peak hour*
- 87 vehicle trips (44 entering and 43 exiting) during a Saturday peak hour.*

The additional traffic generated by the proposed project will result in a relatively small increase in peak period traffic volumes on Pittsfield Road and the surrounding transportation network. The traffic generated by this project is comparable to the previous use of the property as the Magnuson Hotel, which had 120 rooms. The weekday afternoon hotel traffic for the year 2017 condition on Pittsfield Rd. for the average day is estimated at 1.03 percent (27 / 2615) of the total peak hour traffic north of the site, and 1.25 percent (33 / 2629) of the total traffic on Pittsfield Rd. south of the site.

The expected increase in peak period traffic demand due to the hotel traffic will not change the level of service on the signalized approaches at the intersections of Pittsfield Rd. with the Lenox Commons or Pittsfield Rd. with Main St., south of the site.

The intersection of Pittsfield Road at West Dugway Road and the hotel site driveway will continue to operate as a typical four way intersection with stop control on the roadside approaches. There will continue to be relatively long delays to traffic approaching Pittsfield Rd. on the West Dugway Rd. approach as well as the hotel site driveway approach for vehicles waiting to turn left during the morning and afternoon peak traffic periods, as is the case with the existing condition.

In order to improve the level of service for right turn traffic out of the hotel site, the driveway will be widened to provide a separate left-turn lane and right-turn lane. This widening, in

combination with the embankment cut-back along the east side of Route 7/20 to improve the sight distance to and from the south will improve this driveway area.

A review of the accident data in the study area did not uncover any unusually hazardous conditions, with

the intersection crash rates being below the state averages.

F:\P2015\0907\A10\Deliverables\Report\20150907A10_TIS.docx 16

*The available **stopping sight distance** on Pittsfield Rd. at the site driveway was determined to be adequate. However, the **intersection sight distance** (looking south from the site driveway) under existing conditions is limited and below the recommended distance. The project owner has agreed to reconstruct the east edge of Pittsfield Rd. in this area so as to improve the sight distance by reducing the slope of the existing roadside embankment and removing existing sightline obstructions. This will provide an adequate intersection sight distance.*

As part of the modification of the roadside embankment on the east side of Pittsfield Rd. to the south of the driveway, a sidewalk is proposed from the driveway south approximately 400 ft.

There is currently a bus turnout on the east side of Pittsfield Rd. in front of the hotel that can accommodate public bus transportation for local and regional service provided by the Berkshire Regional Transit Authority. A new sidewalk is proposed along the site driveway into the site and connecting to the internal site pedestrian walkways.

Site Lighting

A Site lighting plan has been prepared for the project (see site plans, Attachment #10). Lighting of the parking areas and driveways will be LED downward-facing fixtures mounted on aluminum poles with a mounting height of 18'-0" throughout. Both the light fixture and the pole are intended to match the architectural style of the buildings (see Attachment #6 – Site Lighting Specifications).

All lights have been located so as not to reflect glare on abutting or facing residential premises nor cause reflection or glare which adversely affects safe vision of operators of vehicles moving on nearby streets. The lights along the northerly boundary will have "house shields" to further prevent spillage onto adjacent properties. The *average* intensity of lighting on all paved surfaces will be 0.5 foot-candle (consistent with Lenox By-laws) except for the entrance driveway where greater intensities will be provided (with the intent of replicating existing intensities, which are necessary to provide safe movement of vehicles into and out of the site).

Pedestrian lighting will also be provided for the hotel to illuminate walkways and common areas along (and between) the buildings. These will be shorter lights and/or bollards of similar style. Other lighting will be provided as follows:

- At all doorways (for safe egress – per code);
- Beneath the proposed porte-cochere (recessed into the ceiling);
- At the service areas (for dumpsters and deliveries).

All new lighting will meet the intent of the “Dark Skies” initiatives.

Attachment #1

Determination of Applicability
(Conservation Commission)



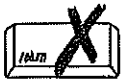
Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 2 – Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

A. General Information

Important:
When filling out
forms on the
computer, use
only the tab
key to move
your cursor -
do not use the
return key.



From:

Lenox
Conservation Commission

To: Applicant

BBL Lenox Hotel Group, LLC

Name

302 Washington Ave. Ext.

Mailing Address

Albany

NY

12203

City/Town

State

Zip Code

Property Owner (If different from applicant):

Name

Mailing Address

City/Town

State

Zip Code

1. Title and Date (or Revised Date if applicable) of Final Plans and Other Documents:

Hotel Design, prepared for 130 Pittsfield-Lenox Road

12/10/15

Title

Date

Title

Date

Title

Date

2. Date Request Filed:

B. Determination

Pursuant to the authority of M.G.L. c. 131, § 40, the Conservation Commission considered your Request for Determination of Applicability, with its supporting documentation, and made the following Determination.

Project Description (if applicable):

None.

Project Location:

130 Pittsfield-Lenox Road

Street Address

22

Assessors Map/Plat Number

Lenox

City/Town

36

Parcel/Lot Number



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 2 – Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

B. Determination (cont.)

The following Determination(s) is/are applicable to the proposed site and/or project relative to the Wetlands Protection Act and regulations:

Positive Determination

Note: No work within the jurisdiction of the Wetlands Protection Act may proceed until a final Order of Conditions (issued following submittal of a Notice of Intent or Abbreviated Notice of Intent) or Order of Resource Area Delineation (issued following submittal of Simplified Review ANRAD) has been received from the issuing authority (i.e., Conservation Commission or the Department of Environmental Protection).

☐ 1. The area described on the referenced plan(s) is an area subject to protection under the Act. Removing, filling, dredging, or altering of the area requires the filing of a Notice of Intent.

☐ 2a. The boundary delineations of the following resource areas described on the referenced plan(s) are confirmed as accurate. Therefore, the resource area boundaries confirmed in this Determination are binding as to all decisions rendered pursuant to the Wetlands Protection Act and its regulations regarding such boundaries for as long as this Determination is valid.

☐ 2b. The boundaries of resource areas listed below are not confirmed by this Determination, regardless of whether such boundaries are contained on the plans attached to this Determination or to the Request for Determination.

☐ 3. The work described on referenced plan(s) and document(s) is within an area subject to protection under the Act and will remove, fill, dredge, or alter that area. Therefore, said work requires the filing of a Notice of Intent.

☐ 4. The work described on referenced plan(s) and document(s) is within the Buffer Zone and will alter an Area subject to protection under the Act. Therefore, said work requires the filing of a Notice of Intent or ANRAD Simplified Review (if work is limited to the Buffer Zone).

☐ 5. The area and/or work described on referenced plan(s) and document(s) is subject to review and approval by:

Name of Municipality

Pursuant to the following municipal wetland ordinance or bylaw:

Name

Ordinance or Bylaw Citation



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 2 – Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

B. Determination (cont.)

- ☐ 6. The following area and/or work, if any, is subject to a municipal ordinance or bylaw but not subject to the Massachusetts Wetlands Protection Act:
-
-

- ☐ 7. If a Notice of Intent is filed for the work in the Riverfront Area described on referenced plan(s) and document(s), which includes all or part of the work described in the Request, the applicant must consider the following alternatives. (Refer to the wetland regulations at 10.58(4)c. for more information about the scope of alternatives requirements):

- ☐ Alternatives limited to the lot on which the project is located.
- ☐ Alternatives limited to the lot on which the project is located, the subdivided lots, and any adjacent lots formerly or presently owned by the same owner.
- ☐ Alternatives limited to the original parcel on which the project is located, the subdivided parcels, any adjacent parcels, and any other land which can reasonably be obtained within the municipality.
- ☐ Alternatives extend to any sites which can reasonably be obtained within the appropriate region of the state.

Negative Determination

Note: No further action under the Wetlands Protection Act is required by the applicant. However, if the Department is requested to issue a Superseding Determination of Applicability, work may not proceed on this project unless the Department fails to act on such request within 35 days of the date the request is post-marked for certified mail or hand delivered to the Department. Work may then proceed at the owner's risk only upon notice to the Department and to the Conservation Commission. Requirements for requests for Superseding Determinations are listed at the end of this document.

- ☒ 1. The area described in the Request is not an area subject to protection under the Act or the Buffer Zone.
- ☐ 2. The work described in the Request is within an area subject to protection under the Act, but will not remove, fill, dredge, or alter that area. Therefore, said work does not require the filing of a Notice of Intent.
- ☐ 3. The work described in the Request is within the Buffer Zone, as defined in the regulations, but will not alter an Area subject to protection under the Act. Therefore, said work does not require the filing of a Notice of Intent, subject to the following conditions (if any).
-
-

- ☐ 4. The work described in the Request is not within an Area subject to protection under the Act (including the Buffer Zone). Therefore, said work does not require the filing of a Notice of Intent, unless and until said work alters an Area subject to protection under the Act.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 2 – Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

B. Determination (cont.)

- ☐ 5. The area described in the Request is subject to protection under the Act. Since the work described therein meets the requirements for the following exemption, as specified in the Act and the regulations, no Notice of Intent is required:

Exempt Activity (site applicable statutory/regulatory provisions)

- ☐ 6. The area and/or work described in the Request is not subject to review and approval by:

Name of Municipality

Pursuant to a municipal wetlands ordinance or bylaw.

Name

Ordinance or Bylaw Citation

C. Authorization

This Determination is issued to the applicant and delivered as follows:

☒ by hand delivery on

☐ by certified mail, return receipt requested on

6-16-22

Date

Date

This Determination is valid for **three years** from the date of issuance (except Determinations for Vegetation Management Plans which are valid for the duration of the Plan). This Determination does not relieve the applicant from complying with all other applicable federal, state, or local statutes, ordinances, bylaws, or regulations.

This Determination must be signed by a majority of the Conservation Commission. A copy must be sent to the appropriate DEP Regional Office (see <https://www.mass.gov/service-details/massdep-regional-offices-by-community>) and the property owner (if different from the applicant).



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 2 – Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

C. Authorization (cont.)

Signatures:

Signature Neal Carpenter
Signature Vincent Ammendola
Signature Mark Smith
Signature David Lane
Signature Richard L. Ferren
Signature _____
Signature _____
Signature _____

Neal Carpenter

Printed Name

Vincent Ammendola

Printed Name

Mark Smith

Printed Name

David Lane

Printed Name

Richard Ferren

Printed Name

Printed Name

Printed Name

Printed Name

D. Appeals

The applicant, owner, any person aggrieved by this Determination, any owner of land abutting the land upon which the proposed work is to be done, or any ten residents of the city or town in which such land is located, are hereby notified of their right to request the appropriate Department of Environmental Protection Regional Office (see <https://www.mass.gov/service-details/massdep-regional-offices-by-community>) to issue a Superseding Determination of Applicability. The request must be made by certified mail or hand delivery to the Department, with the appropriate filing fee and Fee Transmittal Form (see Request for Departmental Action Fee Transmittal Form) as provided in 310 CMR 10.03(7) within ten business days from the date of issuance of this Determination. A copy of the request shall at the same time be sent by certified mail or hand delivery to the Conservation Commission and to the applicant if he/she is not the appellant. The request shall state clearly and concisely the objections to the Determination which is being appealed. To the extent that the Determination is based on a municipal ordinance or bylaw and not on the Massachusetts Wetlands Protection Act or regulations, the Department of Environmental Protection has no appellate jurisdiction.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

DEP File Number: _____

**Request for Departmental Action Fee
Transmittal Form**

Provided by DEP _____

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

A. Request Information

1. Location of Project

a. Street Address _____

b. City/Town, Zip _____

c. Check number _____

d. Fee amount _____

2. Person or party making request (if appropriate, name the citizen group's representative):

Name _____

Mailing Address _____

City/Town _____

State _____

Zip Code _____

Phone Number _____

Fax Number (if applicable) _____

3. Applicant (as shown on Determination of Applicability (Form 2), Order of Resource Area Delineation (Form 4B), Order of Conditions (Form 5), Restoration Order of Conditions (Form 5A), or Notice of Non-Significance (Form 6)):

Name _____

Mailing Address _____

City/Town _____

State _____

Zip Code _____

Phone Number _____

Fax Number (if applicable) _____

4. DEP File Number: _____

B. Instructions

1. When the Departmental action request is for (check one):

- ☐ Superseding Order of Conditions – Fee: \$120.00 (single family house projects) or \$245 (all other projects)
- ☐ Superseding Determination of Applicability – Fee: \$120
- ☐ Superseding Order of Resource Area Delineation – Fee: \$120

Send this form and check or money order, payable to the *Commonwealth of Massachusetts*, to:

Department of Environmental Protection
Box 4062
Boston, MA 02211

Important:
When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.





Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

DEP File Number:

**Request for Departmental Action Fee
Transmittal Form**

Provided by DEP

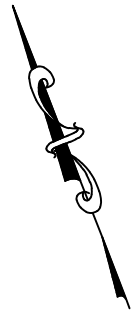
Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

B. Instructions (cont.)

2. On a separate sheet attached to this form, state clearly and concisely the objections to the Determination or Order which is being appealed. To the extent that the Determination or Order is based on a municipal bylaw, and not on the Massachusetts Wetlands Protection Act or regulations, the Department has no appellate jurisdiction.
3. Send a **copy** of this form and a **copy** of the check or money order with the Request for a Superseding Determination or Order by certified mail or hand delivery to the appropriate DEP Regional Office (see <https://www.mass.gov/service-details/massdep-regional-offices-by-community>).
4. A copy of the request shall at the same time be sent by certified mail or hand delivery to the Conservation Commission and to the applicant, if he/she is not the appellant.

Attachment #2

11"x17" Property Acquisition Sketch Plan



PITTSFIELD ROAD

ROUTES 7 & 20

TRAVELED WAY

DRAINAGE EASEMENT TO COMMONWEALTH OF MASSACHUSETTS
BOOK: 1489 PAGE: 112

N/F
THE DORMERS, LLC
BOOK: 3640 PAGE: 83
SEE PLAN FILED IN PLAT F
AND PLAN NUMBER 316

ACCESS EASEMENT
BOOK: 6093 PAGE: 199

40.00 FOOT WIDE RIGHT OF WAY
& ELECTRIC AND TELEPHONE EASEMENT
BOOK: 492 PAGE: 305

30 RIGHT OF WAY
BOOK: 439 PAGE: 208

PAVED AREA

BBL LENOX HOTEL GROUP LLC
BOOK: 6093 PAGE: 208

SEE PLAN FILED IN PLAT B
AND PLAN NUMBER 146

SEE PLAN FILED IN PLAT N
AND PLAN NUMBER 53

PROPOSED PARCEL
136,512± S.F.
3.133± ACRES

AFFIRMATIVE LANDSCAPE
EASEMENT A
BOOK: 6093 PAGE: 199

AFFIRMATIVE LANDSCAPE
EASEMENT B
BOOK: 6093 PAGE: 199

SIGN
SIGN

PAVED DRIVEWAY

LIGHT POLE

UTILITY BUILDING

EASEMENT TO
NEW ENGLAND
TELEPHONE
AND TELEGRAPH
COMPANY
BOOK: 1435 PAGE: 518
SEE PLAN FILED IN
BOOK: 417-0
AND PAGE: 61

TELEPHONE BUILDING

PROPOSED
CONSTRUCTION
EASEMENT
11,385± S.F.
0.261± ACRES

PAVED AREA

GRAVEL DRIVE

INN
KEEPERS
BUILDING

SHUFFLE
BOARD

TENNIS COURTS

C-3A
ZONE

R-1A
ZONE

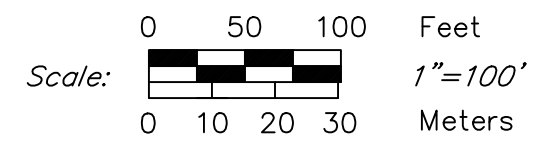
APPROXIMATE
ZONE LINE

N/F
SWETA AND ANIL PANDYA
BOOK: 3530 PAGE: 300
BOOK: 6093 PAGE: 182
SEE PLAN FILED IN PLAT B
AND PLAN NUMBER 146
SEE PLAN FILED IN PLAT N
AND PLAN NUMBER 53

N/F
SWETA AND ANIL PANDYA
BOOK: 3530 PAGE: 300
BOOK: 6093 PAGE: 182
SEE PLAN FILED IN PLAT B
AND PLAN NUMBER 146
SEE PLAN FILED IN PLAT N
AND PLAN NUMBER 53

LEGEND

- * LIGHT POLE
- UTILITY POLE



SKETCH PLAN

PREPARED FOR

BBL LENOX HOTEL GROUP LLC
130 PITTSFIELD ROAD

LENOX, MASSACHUSETTS

SCALE : 1"=100' FEBRUARY 23, 2022

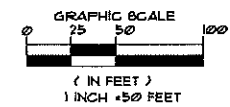
PROJECT NUMBER: 210025-SKETCH R

Design Group, Inc.
Civil Engineers * Surveyors * Consultants

2 FEDERICO DRIVE * PITTSFIELD, MASSACHUSETTS 01201 * (413)443-3537

Attachment #3

Yield Plan



YIELD
30 APARTMENTS

TOTAL LOT AREA=13.4 AC. (585,182 S.F.)
(INCLUDING 3.1 AC. ANNEX PARCEL)

CONSTRUCTION DRAWINGS
PREPARED FOR

PREPARED FOR
BBL LENOX HOTEL GROUP, LLC
LOCATED AT

LOCATED AT:
#130 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS

Design Group, Inc.
Civil Engineers • Surveyors • Consultants
2 FREDERICK DRIVE • PITTSBURGH, MASSACHUSETTS 02641 • (617) 443-3537

YIELD PLAN

SK DESIGN GROUP PROJECT #: 210025

JAMES M. SCALISE II
SK DESIGN GROUP PRESIDENT
LICENSE #39883
PROFESSIONAL OF RECORD
PHONE: 413-443-3537

REVISION:

DRAWN BY: AMS	CHECKED BY: JMS II
ORG. DATE: NOVEMBER 1, 2021	SHEET NO. 1
ISSUED FOR: DESIGN	OF 1
SCALE: AS NOTED	

Attachment #4

Traffic Update Letter (dated Aug. 18, 2021)



FUSS & O'NEILL

August 18, 2021

Robert G. Fournier
SK Design Group, Inc.
2 Federico Dr.
Pittsfield, MA 01201

Re: Trip Generation Study of Proposed Motel Development
130 Pittsfield Road
Lenox, MA

Dear Mr. Fournier,

Fuss & O'Neill, Inc. (F&O) has completed a trip generation study for the proposed development at 130 Pittsfield Road in Lenox, MA and a comparison with the trips associated with the previously approved site, which included a 100-room hotel and 14,400 square-foot event center. The revised development proposal consists of an 87-room motel and 28 residential units.

The expected site generated traffic volume was calculated using existing empirical data from the Institute of Transportation Engineers (ITE) publication Trip Generation, 10th edition, 2017. This publication is an industry-accepted resource for determining trip generation. The fitted-curve equations were used when available. Trip generation estimated for the proposed development was estimated based on the number of rooms in the proposed motel and the total number of dwelling units for the proposed housing complex. The land uses and parameters for this development are listed below.

- 87 Rooms-LUC 320: Motel
- 28 Dwelling Units-LUC 220: Multifamily Housing (Low-Rise)

1550 Main Street
Suite 400
Springfield, MA
01103
T 413.452.0445
800.286.2469
F 413.846.0497
www.fando.com

Based on ITE rates, the proposed development is estimated to produce 456 vehicle trip ends (228 vehicles entering and 228 vehicles exiting) over a typical 24-hour period on weekdays. During the weekday morning peak hour the proposed development is estimated to generate 48 trips during the AM peak hour (16 vehicles entering and 32 vehicles exiting). The weekday PM afternoon peak hour traffic is 53 trips (30 vehicles entering and 23 vehicles exiting). Table 1 presents the daily and peak hour trip generation estimates based on ITE rates.

The additional traffic generated by the proposed development will create an increase in traffic volumes on the surrounding transportation network. The expected daily trips are 44% less than the previously approved project as presented in the Traffic Impact Study completed in February 2016.



FUSS & O'NEILL

Robert G. Fournier

August 18, 2021

Page 2

Table 1
130 Pittsfield Road Development
Estimated Average Vehicle Trip Ends

	Enter	Exit	Total
LUC: 320-Motel			
24 Hour Weekday	143	143	286
AM Peak Hour	13	21	34
PM Peak Hour	18	16	34
LUC: 220-Multifamily Housing (Low-Rise)			
24 Hour Weekday	85	85	170
AM Peak Hour	3	11	14
PM Peak Hour	12	7	19
Currently Proposed Development Total			
24 Hour Weekday	228	228	456
AM Peak Hour	16	32	48
PM Peak Hour	30	23	53
Previously Approved Hotel & Event Center			
24 Hour Weekday	409	409	818
AM Peak Hour	31	22	53
PM Peak Hour	31	29	60

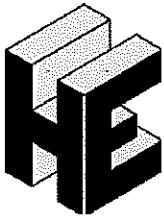
We hope this information has been helpful in the determination that the currently proposed use will have significantly less traffic activity associated with it than the previously approved hotel and event center.

Sincerely,

Stephen J. Savaria, PE, PTOE
Senior Project Manager

Attachment #4

Fire Systems Narrative Report



Huston Engineering, LLC
Building Systems Consultants

500 Federal St., Suite 400, Troy, NY 12180
Tel./Fax: (518) 326-0369
Info@HustonEngineering.com

September 20, 2021

BBL Construction Services, LLC
302 Washington Ave. Ext.
Albany, NY 12203

Attn: Mr. David Martin
Director of Pre-Construction

Re: Fire Systems Service Narrative
Proposed Hotel & Apartment Development
130 Pittsfield Road, Lenox, MA

Mr. David Martin:

I am writing to summarize the preliminary fire protection system requirements and proposed fire service infrastructure for the new hotel and apartment development at 130 Pittsfield Road in Lenox Massachusetts. The intent of the summary is to provide the Town of Lennox with the necessary information to evaluate municipal infrastructure impact.

Project Overview

This project involves the construction of a three-story hotel as well as seven two-story apartment buildings with four apartment units each.

The hotel will have an overall square footage of approximately 64,500 square feet and is predominantly R-1 with sections of B (offices, meeting rooms), A2 (restaurant) and A3 (fitness, pool) on the first floor. The multi-unit apartment buildings are each approximately 6,100 square feet and have an R-2 occupancy classification. Each building will be type 5a wood construction with concealed attics.

The hotel will be fully sprinklered throughout in accordance with NFPA 13, and each apartment building will be fully sprinklered throughout in accordance with NFPA 13R. The highest floor level is less than 30' above the lowest level of fire department access for all structures, so none will require standpipe per IBC 2015 edition, Section 905.

Fire Suppression System Loads and Water Supply

Preliminary load estimates for each building are outlined below for the hydraulically most remote calculation area in each building.

Calculation #1 - Hotel peak fire pump demand:

- Attic Area calculated per NFPA 13 – light hazard, dry
- 300 GPM sprinkler demand at 85 psi, plus 100 GPM outside hose stream allowance
- Supplied by fire pump system outlined below.

Calculation #2 - Hotel peak municipal water flow:

- Hotel kitchen/support space calculated per NFPA 13 – Ordinary Hazard Group 1, wet
- 300 GPM sprinkler demand at 35 psi, plus 250 GPM outside hose stream allowance
- Supplied by fire pump system outlined below.

Calculation #3 - Two-Story Apartment (NFPA-13R):

- Second Floor calculated per NFPA-13R
- Approx. sprinkler demand 65 gpm at 30 psi plus 30 gpm domestic demand
- Supplied by un-boosted municipal water supply

The Town of Lenox Water department operates an 8" water main located in the east sideline of Pittsfield Road (Route 7). The water department has furnished the design team with site Hydrant test information as follows:

- The approximate elevation of this test was 1,325 feet.
- Static Pressure: 47 psi
- Test Flow: 790 gpm
- Residual Pressure: 17 psi

Proposed Fire Suppression System Service Infrastructure

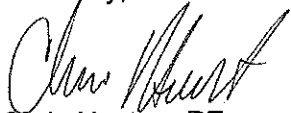
The hotel will require a fire pump to serve the sprinkler demand outlined above in "Calculation #1", and the proposed pump will be sized to provide 300 GPM at 60psi. The peak municipal flow of 550 GPM determined in "Calculation #2" will result in an anticipated residual pressure of 32psi within the 8" town water main. Since the municipal supply pressure remains above 20psi at peak demand, no additional onsite storage will be required for the system per NFPA 20.

The two-story apartment buildings will each be designed to comply with NFPA 13R, and no fire pump or storage systems will be required as outlined in "Calculation #3".

Prior to construction, both projects will be hydraulically calculated and fully designed as a delegated design arrangement with the successful fire protection contractor, and calculation results will be reviewed along with shop drawings.

Please feel free to contact me if you have any questions or concerns.

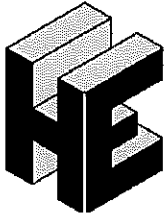
Sincerely,



Chris Huston, PE
Principal
Huston Engineering, LLC

Attachment #5

Fire Systems Narrative Report



Huston Engineering, LLC
Building Systems Consultants

500 Federal St., Suite 400, Troy, NY 12180
Tel./Fax: (518) 326-0369
Info@HustonEngineering.com

September 20, 2021

BBL Construction Services, LLC
302 Washington Ave. Ext.
Albany, NY 12203

Attn: Mr. David Martin
Director of Pre-Construction

Re: Fire Systems Service Narrative
Proposed Hotel & Apartment Development
130 Pittsfield Road, Lenox, MA

Mr. David Martin:

I am writing to summarize the preliminary fire protection system requirements and proposed fire service infrastructure for the new hotel and apartment development at 130 Pittsfield Road in Lenox Massachusetts. The intent of the summary is to provide the Town of Lennox with the necessary information to evaluate municipal infrastructure impact.

Project Overview

This project involves the construction of a three-story hotel as well as seven two-story apartment buildings with four apartment units each.

The hotel will have an overall square footage of approximately 64,500 square feet and is predominantly R-1 with sections of B (offices, meeting rooms), A2 (restaurant) and A3 (fitness, pool) on the first floor. The multi-unit apartment buildings are each approximately 6,100 square feet and have an R-2 occupancy classification. Each building will be type 5a wood construction with concealed attics.

The hotel will be fully sprinklered throughout in accordance with NFPA 13, and each apartment building will be fully sprinklered throughout in accordance with NFPA 13R. The highest floor level is less than 30' above the lowest level of fire department access for all structures, so none will require standpipe per IBC 2015 edition, Section 905.

Fire Suppression System Loads and Water Supply

Preliminary load estimates for each building are outlined below for the hydraulically most remote calculation area in each building.

Calculation #1 - Hotel peak fire pump demand:

- Attic Area calculated per NFPA 13 – light hazard, dry
- 300 GPM sprinkler demand at 85 psi, plus 100 GPM outside hose stream allowance
- Supplied by fire pump system outlined below.

Calculation #2 - Hotel peak municipal water flow:

- Hotel kitchen/support space calculated per NFPA 13 – Ordinary Hazard Group 1, wet
- 300 GPM sprinkler demand at 35 psi, plus 250 GPM outside hose stream allowance
- Supplied by fire pump system outlined below.

Calculation #3 - Two-Story Apartment (NFPA-13R):

- Second Floor calculated per NFPA-13R
- Approx. sprinkler demand 65 gpm at 30 psi plus 30 gpm domestic demand
- Supplied by un-boosted municipal water supply

The Town of Lenox Water department operates an 8" water main located in the east sideline of Pittsfield Road (Route 7). The water department has furnished the design team with site Hydrant test information as follows:

- The approximate elevation of this test was 1,325 feet.
- Static Pressure: 47 psi
- Test Flow: 790 gpm
- Residual Pressure: 17 psi

Proposed Fire Suppression System Service Infrastructure

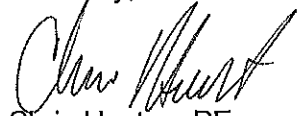
The hotel will require a fire pump to serve the sprinkler demand outlined above in "Calculation #1", and the proposed pump will be sized to provide 300 GPM at 60psi. The peak municipal flow of 550 GPM determined in "Calculation #2" will result in an anticipated residual pressure of 32psi within the 8" town water main. Since the municipal supply pressure remains above 20psi at peak demand, no additional onsite storage will be required for the system per NFPA 20.

The two-story apartment buildings will each be designed to comply with NFPA 13R, and no fire pump or storage systems will be required as outlined in "Calculation #3".

Prior to construction, both projects will be hydraulically calculated and fully designed as a delegated design arrangement with the successful fire protection contractor, and calculation results will be reviewed along with shop drawings.

Please feel free to contact me if you have any questions or concerns.

Sincerely,



Chris Huston, PE
Principal
Huston Engineering, LLC

Attachment #6

Site Lighting Specifications



DATE: _____ LOCATION: _____
TYPE: _____ PROJECT: _____
CATALOG #: _____

(HOTEL)

VIPER Area/Site

VIPER LUMINAIRE

MICRO STRIKE | ^{OPTICS} STRIKE

FEATURES

- Low profile LED area/site luminaire with a variety of IES distributions for lighting applications such as auto dealership, retail, commercial, and campus parking lots
- Featuring two different optical technologies, Strike and Micro Strike Optics, which provide the best distribution patterns for retrofit or new construction
- Rated for high vibration applications including bridges and overpasses. All sizes are rated for 1.5G
- Control options including photo control, occupancy sensing, NX Distributed Intelligence™, wiSCAPE and 7-Pin with networked controls
- New customizable lumen output feature allows for the wattage and lumen output to be customized in the factory to meet whatever specification requirements may entail
- Field interchangeable mounting provides additional flexibility after the fixture has shipped



Specifications



See Certification Specifications

CONTROL TECHNOLOGY

NX DISTRIBUTED INTELLIGENCE™

wiSCAPE™

SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with 1000 hour powder coat paint finish
- External hardware is corrosion resistant

OPTICS

- Micro Strike Optics (160, 320, 480, or 720 LED counts) maximize uniformity in applications and come standard with mid-power LEDs which evenly illuminate the entire luminous surface area to provide a low glare appearance. Catalog logic found on page 2
- Strike Optics (36, 72, 108, or 162 LED counts) provide best in class distributions and maximum pole spacing in new applications with high powered LEDs. Strike optics are held in place with a polycarbonate bezel to mimic the appearance of the Micro Strike Optics so both solutions can be combined on the same application. Catalog logic found on page 3
- Both optics maximize target zone illumination with minimal losses at the house-side, reducing light trespass issues. Additional backlight control shields and house side shields can be added for further reduction of illumination behind the pole
- One-piece silicone gasket ensures a weatherproof seal
- Zero up-light at 0 degrees of tilt
- Field rotatable optics

INSTALLATION

- Mounting patterns for each arm can be found on page 11
- Optional universal mounting block for ease of installation during retrofit applications. Available as an option (ASQU) or accessory for square and round poles.
- All mounting hardware included

INSTALLATION (CONTINUED)

- Knuckle arm fitter option available for 2-3/8" OD tenon
- For products with EPA less than 1 mounted to a pole greater than 20ft, a vibration damper is recommended

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40°C to 40°C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20kA protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is compromised

CONTROLS

- Photo control, occupancy sensor programmable controls, and Zigbee wireless controls available for complete on/off and dimming control
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)
- 0-10V Dimming Drivers are standard and dimming leads are extended out of the luminaire unless control options require connection to the dimming leads. Must specify if wiring leads are to be greater than the 6" standard

CONTROLS (CONTINUED)

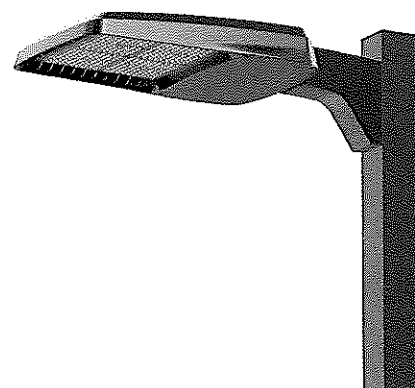
- NX Distributed Intelligence™ available with in fixture wireless control module, features dimming and occupancy sensor
- wiSCAPE® available with in fixture wireless control module, features dimming and occupancy sensor. Also available in 7-pin configuration

CERTIFICATIONS

- Meets the qualifications for DLC Premium
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40°C ambient temperatures
- 1.5 G rated for ANSI C136.31 high vibration applications
- Fixture is IP65 rated
- Meets IDA recommendations using 3K CCT configuration at 0 degrees of tilt
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 04/23/2020. See [Buy American Solutions](#).

WARRANTY

- 5 year warranty
- See [HLI Commercial and Industrial Outdoor Lighting Warranty](#) for additional information



KEY DATA

Lumen Range	5,000–80,000
Wattage Range	36–600
Efficacy Range (LPW)	92–155
Weight lbs. (kg)	13.7-30.9 (6.2-13.9)



DATE: _____ LOCATION: _____
TYPE: _____ PROJECT: _____
CATALOG #: _____

FEATURES

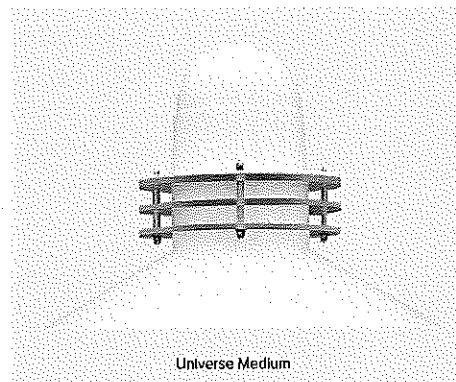
- Reliable, uniform, illumination
- Types 1, 2, 3, 4W, 5Q, and 5W distributions
- 3000K, 4000K, 5000K CCT
- 0-10V dimming ready
- Integral surge protection: 10k in parallel, 20k in series
- Upgrade Kits



3000K and warmer CCTs only



See Certification Specifications



Universe Medium

RELATED PRODUCTS

θ UCL2

θ UCL2-LK

θ UCS

θ UCB

SPECIFICATIONS

CONSTRUCTION

- All housing components die cast aluminum 360 alloy, sealed with continuous silicone rubber gaskets
- Standard configurations do not require a flat lens, optional lenses are tempered glass
- All internal and external hardware is stainless steel
- Finish: fade and abrasion resistant, electrostatically applied, thermally cured, triglycidyl isocyanurate (TGIC) polyester powdercoat
- Optical bezel finish matches the luminaire housing

LED/OPTICS

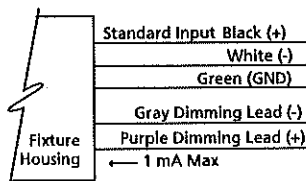
- Optical cartridge system consisting of a die cast heat sink, LED engine, TIR optics, gasket and bezel plate
- Optics are held in place without the use of adhesives
- Molded silicone gasket ensures a weather-proof seal around each individual LED.
- Features individual LED optical control based on high performance TIR optical designs.
- Back light control is available on Standard and Clear Lens options except any Type 5 distribution. Back light control is not available for any distribution using a Diffused Lens.

INSTALLATION

- Fixtures must be grounded in accordance with national, state and/or local electrical codes. Failure to do so may result in serious personal injury.

ELECTRICAL

- Luminaires have integral surge protection, UL recognized and have a surge current rating of 10,000 Amps using the industry standard 8/20uSec wave and surge rating of 372J
- Drivers are UL recognized with an inrush current maximum of <20.0 Amps maximum at 230VAC
- 100%-1% dimming range. Fixture will be wired for low voltage 0-10V dimming control



- Driver and surge suppressor are mounted to a prewired tray with quick disconnects that may be removed from the gear compartment

CONTROLS

- Egress adapter(s) shall slip over a 4"/100mm DIA. pole with the luminaire or arm slipping over the adapter to add a total of 4.5"/114mm to the overall height. Adapter(s) shall be prewired, independently rotatable 359°, and have a cast access cover with an integral lens and lanyard.

CONTROLS (CONTINUED)

- Photocell adapter shall include an internal twist lock receptacle. Photocell by others.
- Egress adapter shall require an auxiliary 120 volt supply for operation of an integral MR16 lamp in the event of emergency. The lamp may be aimed and locked into position with an adjustment range of 15°-45°. Adapter shall have a socket that accepts miniature bi-pin MR16 lamps up to 50 watts, lamp by others

CERTIFICATIONS

- ETL listed under UL 1598 and CSA C22.2 No. 250.0-08 for wet locations
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 6/06/2020. See Buy American Solutions.

WARRANTY

- See [HLI Standard Warranty](#) for additional information

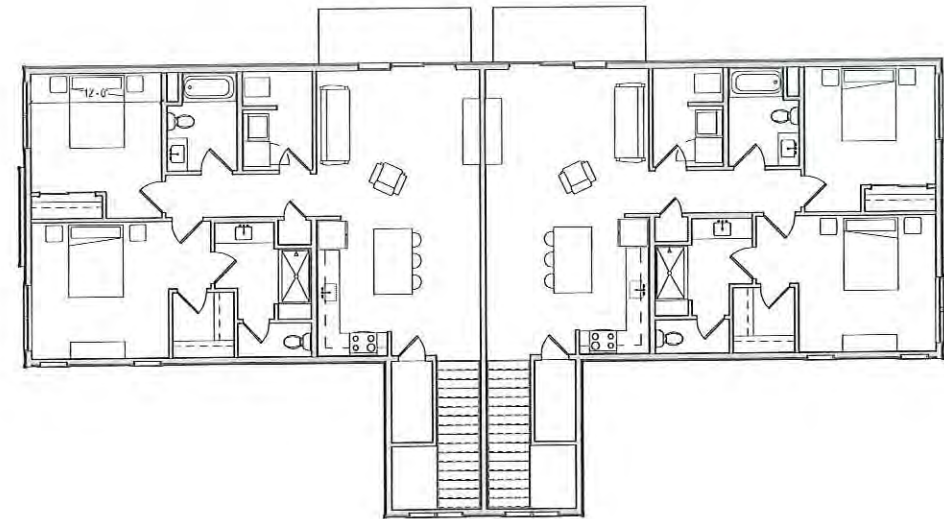
KEY DATA	
LUMEN RANGE	1,821-9,336
WATTAGE RANGE	31.52-71.6
EFFICACY RANGE (LPW)	54.5-138.5
INPUT CURRENT RANGE (mA)	260/420/615 mA
WEIGHT	18 lbs 4.1 kg to 27 lbs 12.25 kg
EPA	.53 to 1.05

Attachment #7

Preliminary Architectural Floor Plans
and Elevations (residential)



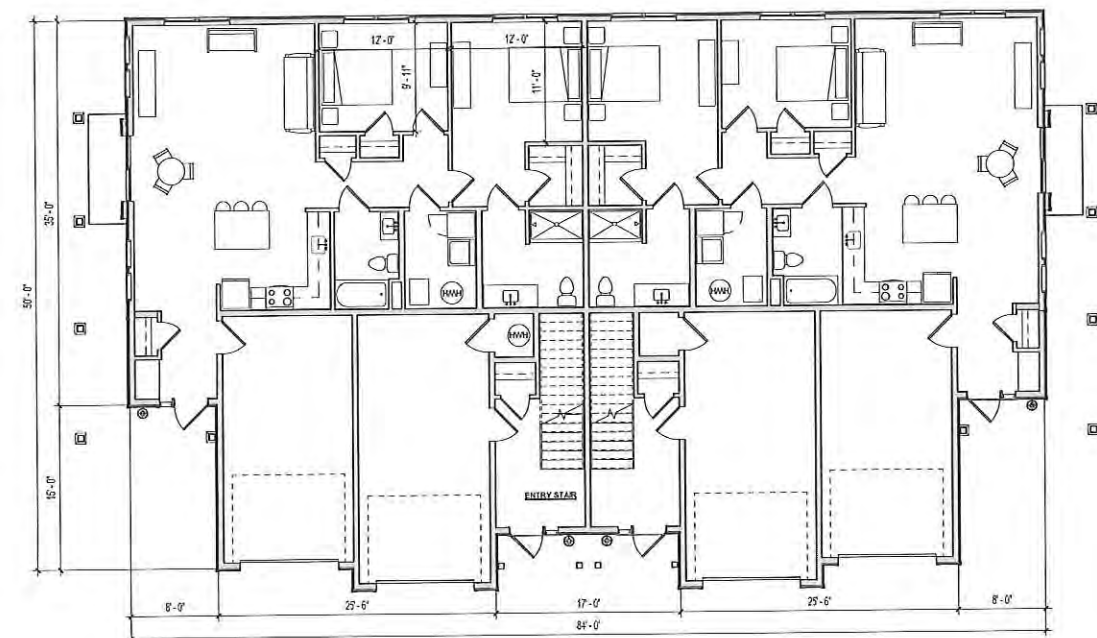
4 FRONT ELEVATION
1/8" = 1'-0"



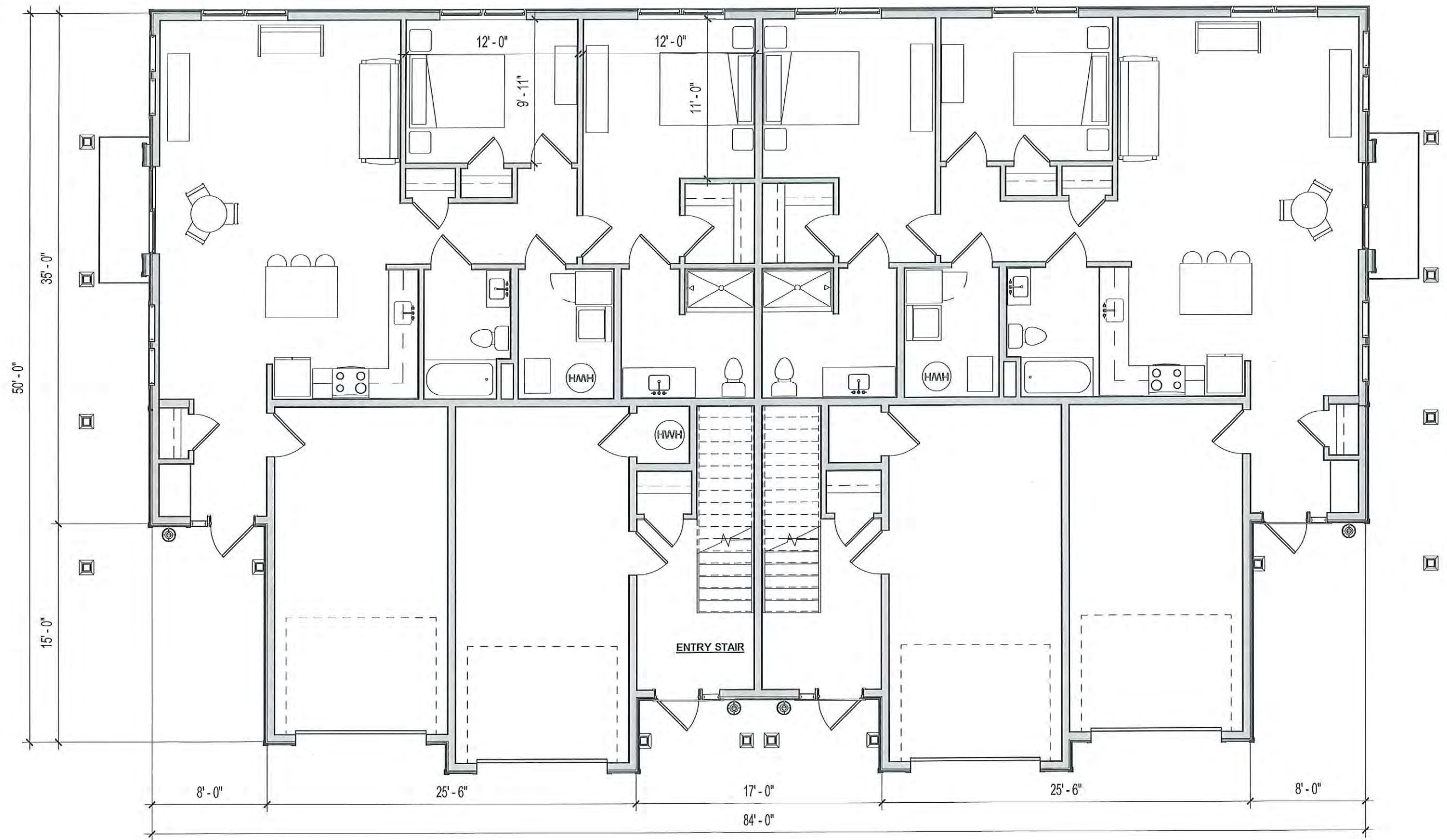
2 SECOND FLOOR
1/8" = 1'-0"



3 CONCEPTUAL 3D VIEW



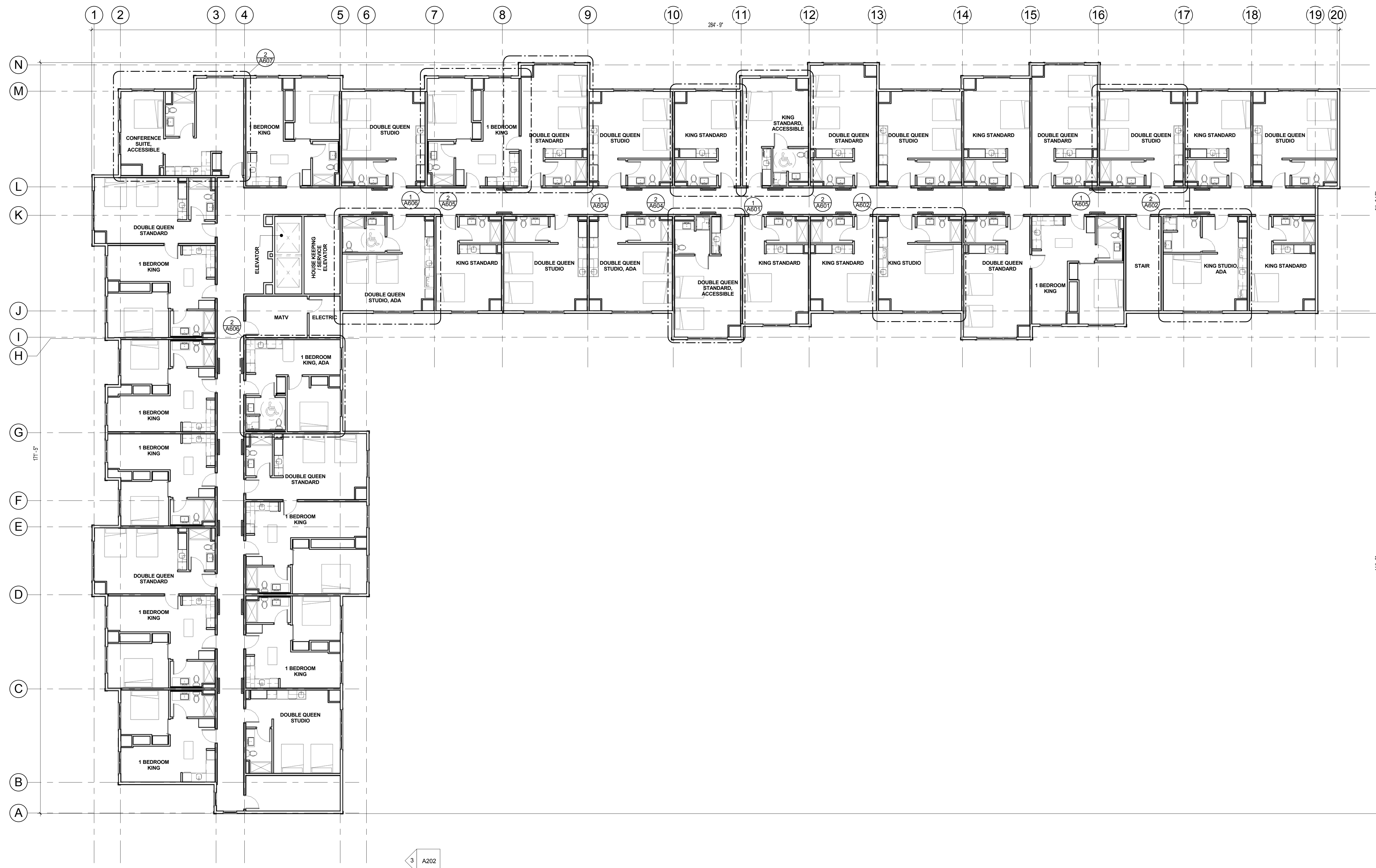
1 FIRST FLOOR
1/8" = 1'-0"



Attachment #8

Preliminary Architectural Floor Plans
and Elevations (hotel)

1 FIRST FLOOR PLAN
3/32" = 1'-0"



1 SECOND FLOOR PLAN
3/32" = 1'-0"

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Albany, New York 12203
518-452-8200 Fax: 518-452-8888

hcp architects
302 Washington Ave. Ext.
Albany, New York 12203
518-215-0514 Fax: 518-215-0512

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DIRECTION OF A LICENSED
ARCHITECT, TO ALTER AN ITEM
AS INDICATED ON DRAWING,
IN ANY WAY

**30% SCHEMATIC
DESIGN
SUBMISSION
08/15/2017**

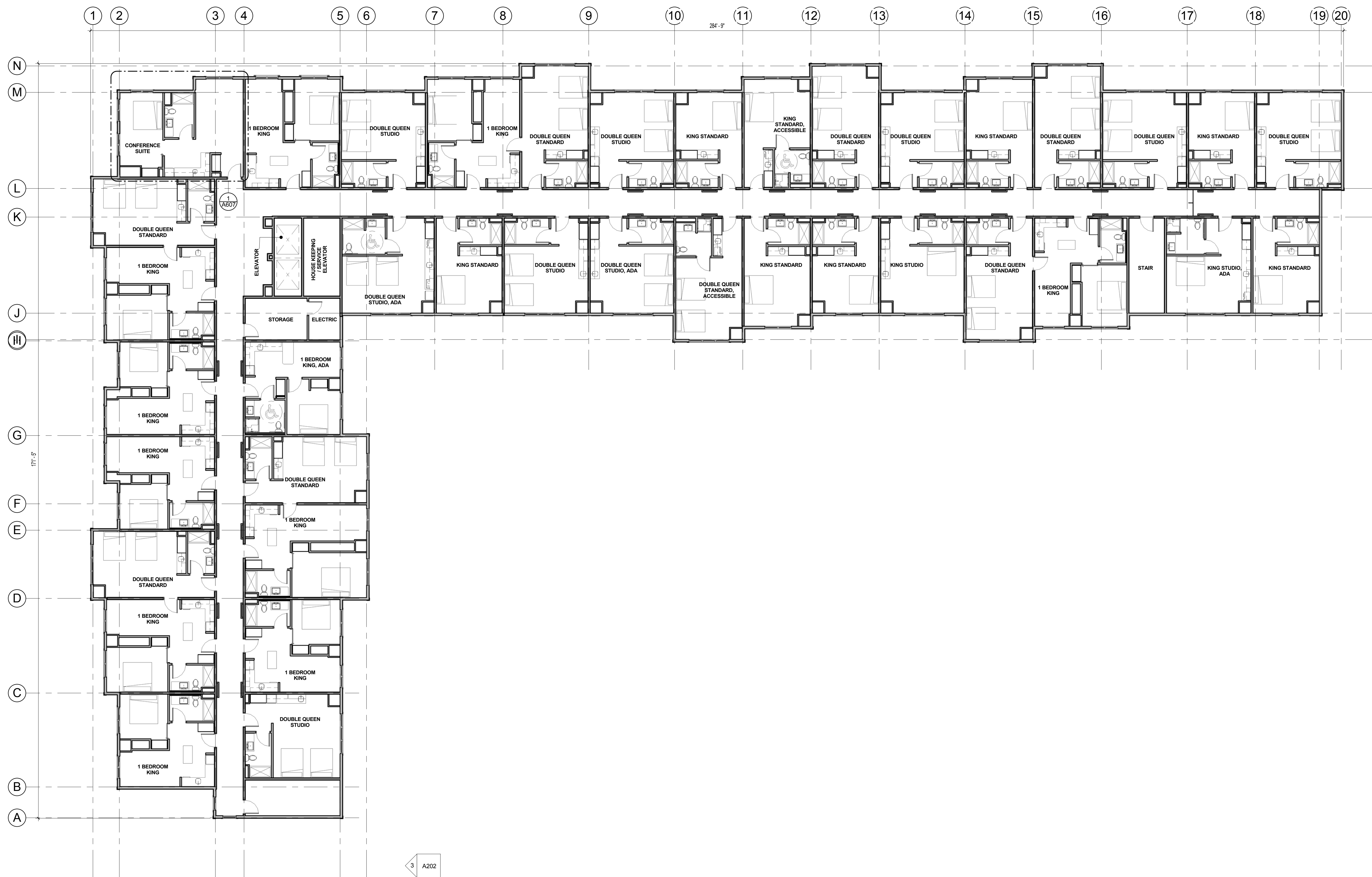
ELEMENT BY WESTIN HOTEL
BBL LENOX HOTEL GROUP LLC
Lenox, Massachusetts

REVISIONS	DESCRIPTION	DATE
No.		

HCP JOB NO.: 1732-0

DRAWING TITLE:
SECOND FLOOR PLAN

DRAWING NUMBER:
A102



1 THIRD FLOOR PLAN
3/32" = 1'-0"

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BBL Construction Services

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Albany, New York 12203
518-452-8200 Fax: 518-452-8888

hcp
architects

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Albany, New York 12203
518-215-0514 Fax: 518-215-0512

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SUBMISSION
08/15/2017**

ELEMENT BY WESTIN HOTEL
BBL LENOX HOTEL GROUP LLC
Lenox, Massachusetts

REVISIONS

DESCRIPTION

DATE

No.

HCP JOB NO.: 1732-0

DRAWING TITLE:

THIRD FLOOR PLAN

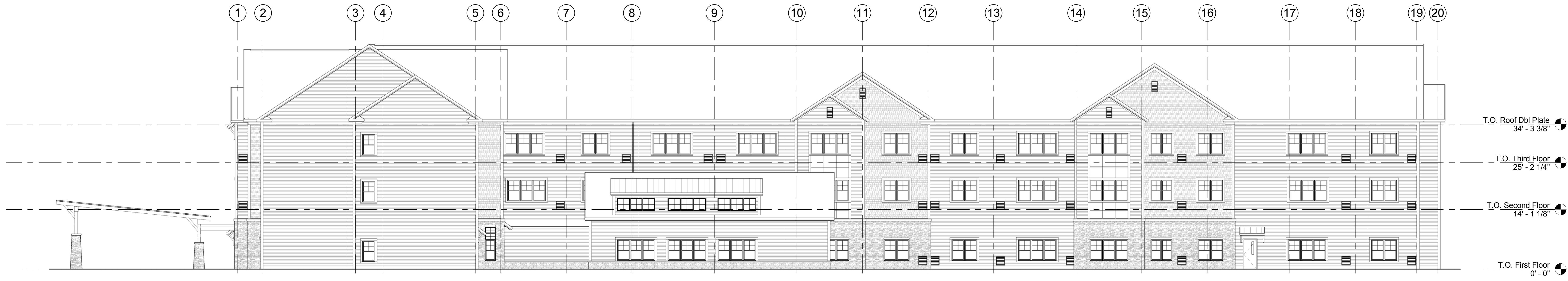
DRAWING NUMBER:

A103

REVISIONS	DESCRIPTION	DATE
No.		



1 WEST ELEVATION
3/32" = 1'-0"



2 SOUTH ELEVATION
3/32" = 1'-0"



3 SOUTH ELEVATION - BEYOND POOL HOUSE
3/32" = 1'-0"

No.	DESCRIPTION	DATE



1 NORTH ELEVATION
3/32" = 1'-0"



2 EAST ELEVATION
3/32" = 1'-0"



3 EAST ELEVATION - BEYOND POOL HOUSE
3/32" = 1'-0"



FRONT VIEW



FRONT LEFT VIEW

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IN ANY WAY

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SUBMISSION
08/15/2017**

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BBL LENOX HOTEL GROUP LLC
Lenox, Massachusetts

REVISIONS	DESCRIPTION	DATE
No.		

HCP JOB NO.: 1732-0

DRAWING TITLE:
SCHEMATIC
RENDERINGS

DRAWING NUMBER:
A203

[illegible]

REAR/INDOOR POOL VIEW

A202
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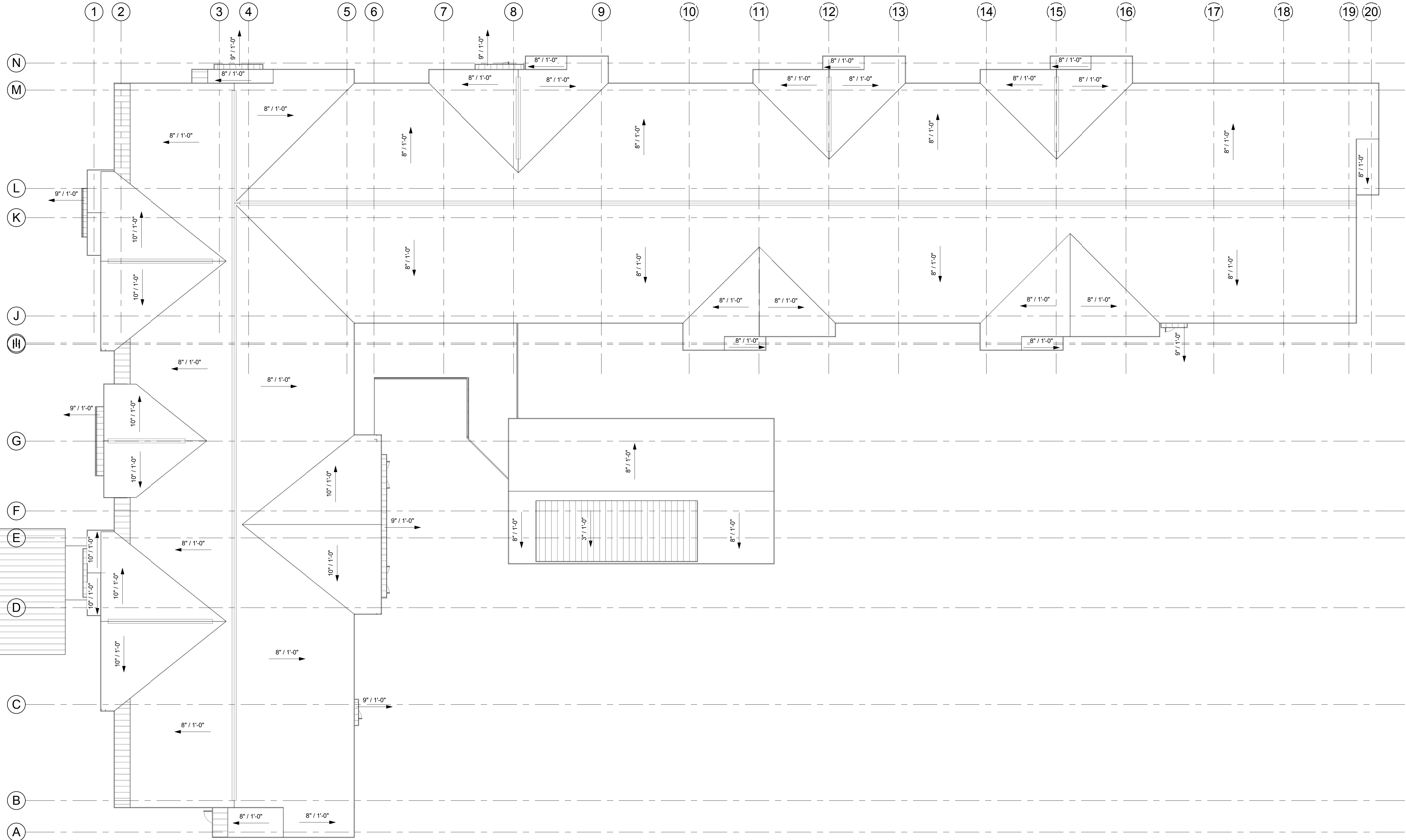
A201
1

A202
2

A201
3

A201
2

A202
3



1 ROOF PLAN
3/32" = 1'-0"

Attachment #9

Letter from Town of Lenox Affordable Housing Trust

**Inclusionary Housing Agreement Between the Town of Lenox Affordable Housing Trust
and BBL Lenox Hotel Group, LLC**

Whereas, the Town of Lenox adopted its Residential Inclusionary Development zoning bylaw (Section 9.8 of the 2021 Lenox Zoning Bylaw), and said bylaw states the following purpose:

to promote the general public welfare, including but not limited to ensuring an economically integrated and diverse community by maintaining and increasing the supply of affordable and accessible housing in the Town of Lenox. This purpose includes:

- 1. Ensuring that new residential development generates affordable housing as defined in Section 9.8.2.*
- 2. Ensuring that affordable housing created under this section remains affordable over the long term, with the majority of such housing remaining affordable in perpetuity, except as may be otherwise required under state or deferral programs.*
- 3. Maintaining a full mix of housing types while providing affordable housing opportunities in Lenox.*
- 4. To the extent allowed by law, ensuring that preference for new affordable housing is given to eligible persons who live or work in Lenox.*

Whereas, the Town of Lenox created the Lenox Affordable Housing Trust in 2009 with the purpose of providing for the preservation and creation of affordable housing in the Town of Lenox for the benefit of low-and moderate-income households,

Whereas, the Town of Lenox Affordable Housing Trust is able to acquire by gift, purchase or otherwise real estate and personal property, both tangible and intangible, of every sort and description; to use such property, both real and personal, in such manner as the Trustees shall deem most appropriate to carry out its purpose,

Whereas, the Residential Inclusionary Development zoning bylaw states:

"Each inclusionary development shall provide, at the applicant's choice, one of the following:

- a. Construct or rehabilitate affordable units comparable in appearance and setting to the rest of the development or neighborhood.*
- b. A cash payment equivalent to the value of structures, land and appropriate on-site and off-site improvements, be made to the Town of Lenox Affordable Housing Trust Fund. The cash payment shall be equal to the total cost of construction for each low- or moderate- income dwelling unit. The conditions of payment shall be determined through the Special Permit process.*
- c. As a condition for granting of a Special Permit, all affordable housing units shall be subject to an affordable housing restriction and a regulatory agreement in the form agreeable to the Zoning Board of Appeals and a right of first refusal upon the transfer of such restricted units shall be granted to the Town or its designee for a period of not less than 120 days after notice thereof. The regulatory agreement shall be consistent with any applicable guidelines issued by the Department of Housing and Community Development and shall ensure that affordable units can be counted toward the Lenox Subsidized Housing Inventory.*

The special permit shall not take effect until the restriction, the regulatory agreement and the special permit are recorded at the Registry of Deeds and a copy is provided to the ZBA and the Building Commissioner".

Whereas, BBL Lenox Hotel Group, LLC proposes a thirty (30)-unit residential development at the property identified as Map 22, Parcel 36 on the Lenox Assessor's Map (also known as 130 Pittsfield Road), and has determined the inclusion of deed restricted residential units on- or off-site to be economically infeasible and a hardship to the development of their project, and instead offers a Payment in Lieu to the Lenox Affordable Housing Trust in the amount of \$475,000,

The Lenox Affordable Housing Trust and BBL Lenox Hotel Group, LLC, enter into the following agreement: BBL Lenox Hotel Group, LLC will pay Four Hundred Seventy-Five Thousand Dollars (\$475,000) to the Lenox Affordable Housing Trust in lieu of two (2) units required by a thirty (30) unit development in the Inclusionary Residential Bylaw of the Lenox Zoning Bylaw.

Said payment to the Lenox Affordable Housing Trust will be provided upon issuance of the building permit for construction of the first residential building.

This agreement shall be amended if the total number of dwelling units changes during project development, subject to the requirements in Section 9.8.3 (1) "Applicability" of Section 9.8 "Residential Inclusionary Development" of the Lenox Zoning Bylaw. Additional units over thirty (30) will require an additional payment per unit.


This agreement shall be incorporated into the Special Permit (current or future modifications and forms) running with the property at 130 Pittsfield Road (Map 22, Parcel 36) and recorded at the Berkshire Middle Registry of Deeds.

Signed on this 7 day of November, 2022 by:


Lenox Affordable Housing Trust


Marybeth Mitts, Chair

BBL Lenox Hotel Group, LLC

By: 
Stephen J. Obermayer, Manager

Kathleen McNulty Vaughan


Olga Weiss

Donald Weber


Julie DiGrigoli



William "Smitty" Pignatelli



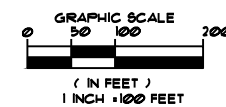
Christopher Ranton

Attachment #10

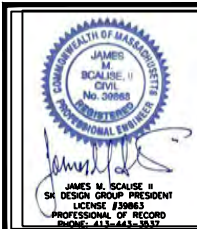
11" x 17" Site Plans



KEY MAP
SCALE: 1"=100'



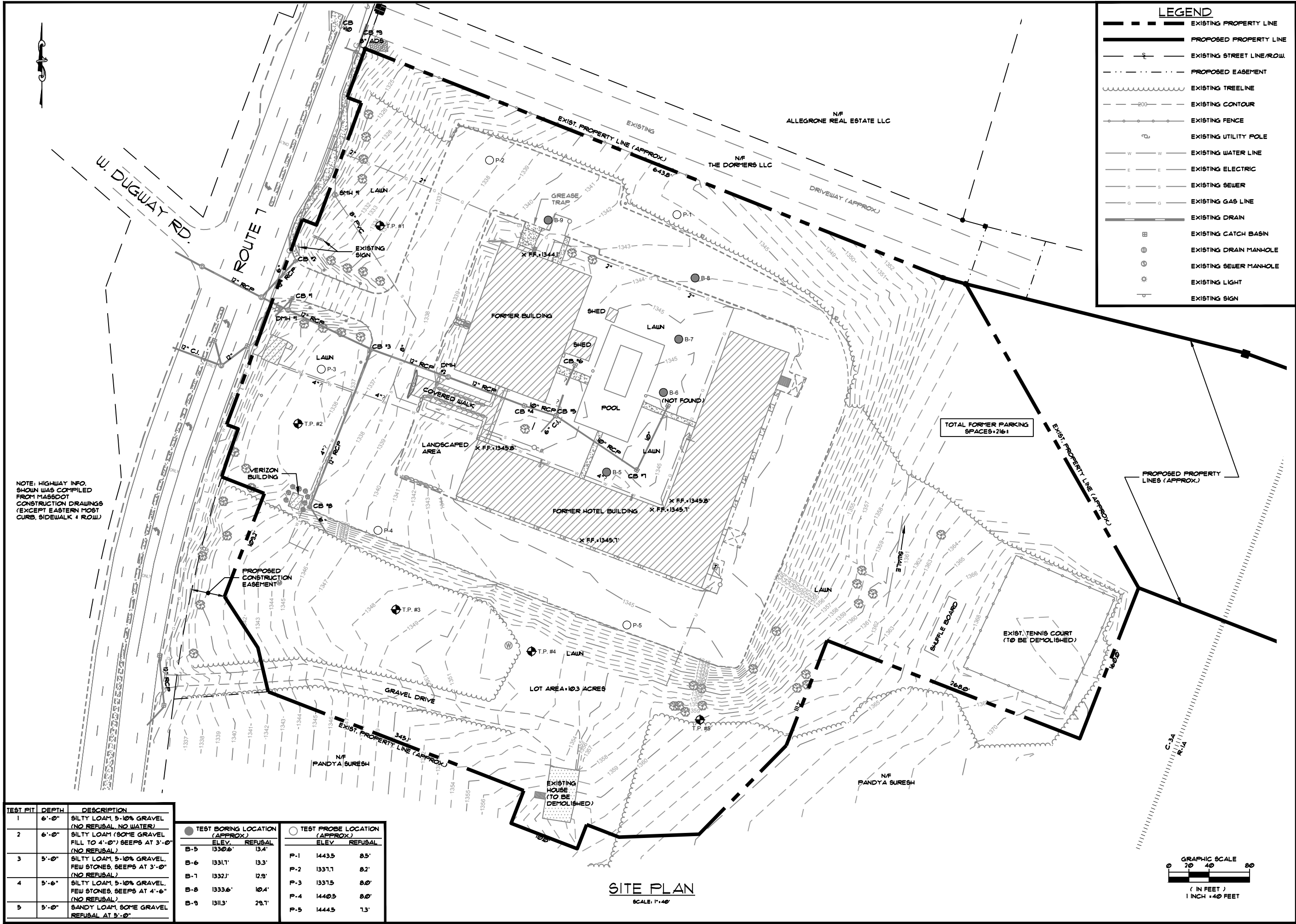
1. COVER PAGE & KEY MAP
2. EXISTING CONDITIONS PLAN
3. SURVEY PLAN
4. SITE PLAN
5. GRADING & DRAINAGE PLAN
6. UTILITY PLAN
7. FIRE PROTECTION PLAN
8. SITE PLAN ("CURB CUT")
9. GRADING PLAN ("CURB CUT")
10. LANDSCAPING PLAN
11. SITE LIGHTING PLAN
12. EROSION CONTROL PLAN
13. EROSION CONTROL DETAILS
14. DETAILS
15. DETAILS



REVISION:	

DRAWN BY: AML	CHECKED BY: AMS II
DATE: NOV. 10, 2022	SHEET NO. 1 OF 15
ISSUED FOR: PERMIT	
SCALE: AS NOTED	

G:\SK DESIGN GROUP\2021\210025 BBL - 130 Plst Rd, Lenox-Spec Pmt Amendment\Drawings\Special Permit\210025 SP (4-15-2022).dwg
Plotted On: Monday, November 14, 2022 - 3:27pm
User Name: brondeau



PLANS TO ACCOMPANY PERMIT APPLICATIONS
PREPARED FOR
BBL LENOX HOTEL GROUP, LLC
LOCATED AT:
#130 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS

Design Group, Inc.
Civil Engineers & Surveyors - Consultants
2 FERRIS DRIVE • PITTSFIELD, MASSACHUSETTS 01201 • (413) 442-3337

FORMER EXISTING CONDITIONS PLAN

SK DESIGN GROUP PROJECT #: **210025**

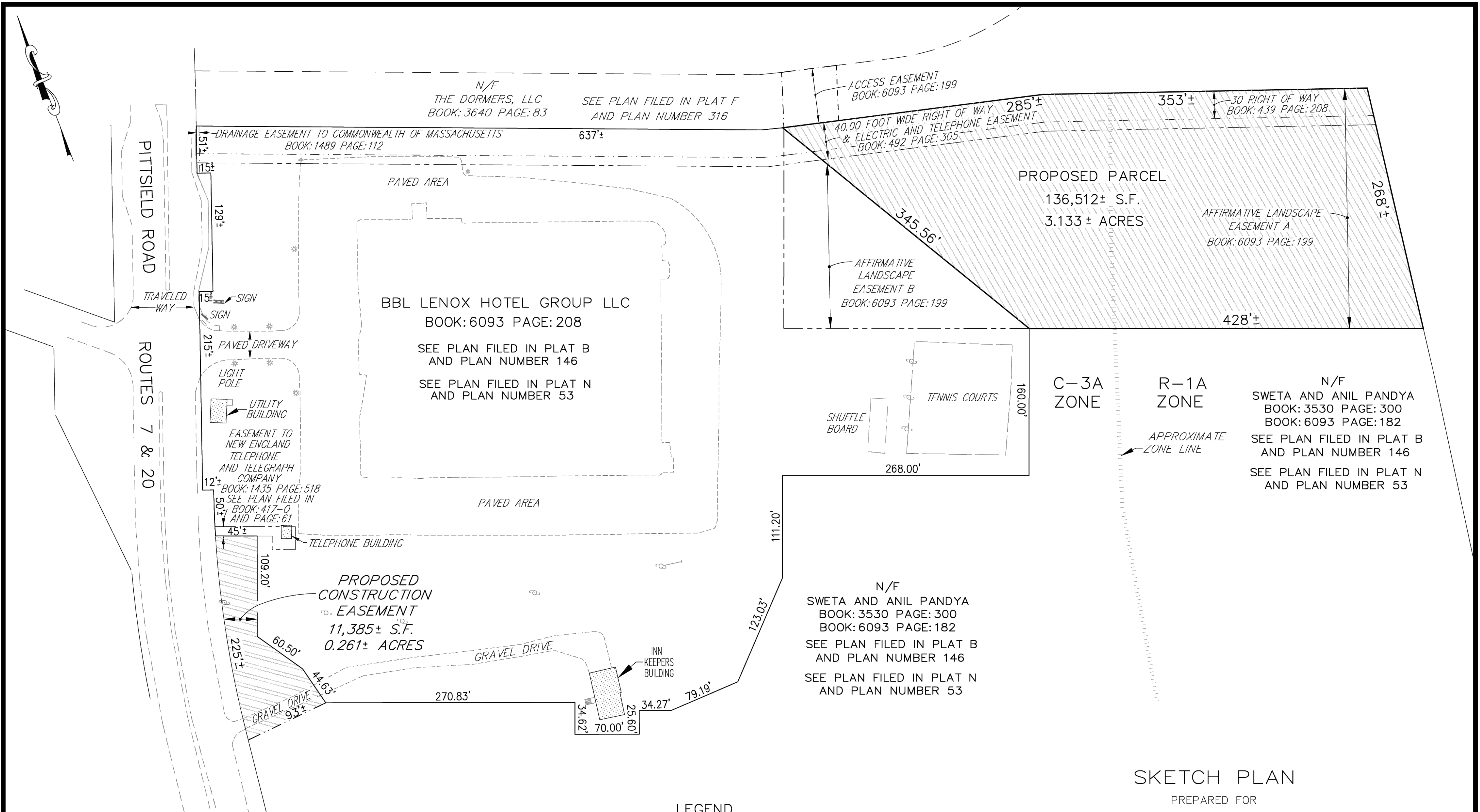
JAMES M. SCALISE, II
CIVIL
No. 55983
PROFESSIONAL ENGINEER

REVISION:

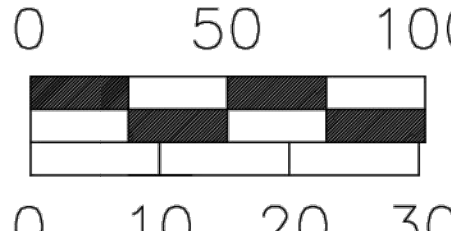
DATE	BY	DESCRIPTION

DRAWN BY: AML
CHKD BY: JMS II
DATE: NOV. 10, 2022
ISSUED FOR: PERMIT
SCALE: AS NOTED

SHEET NO. **2** OF **15**

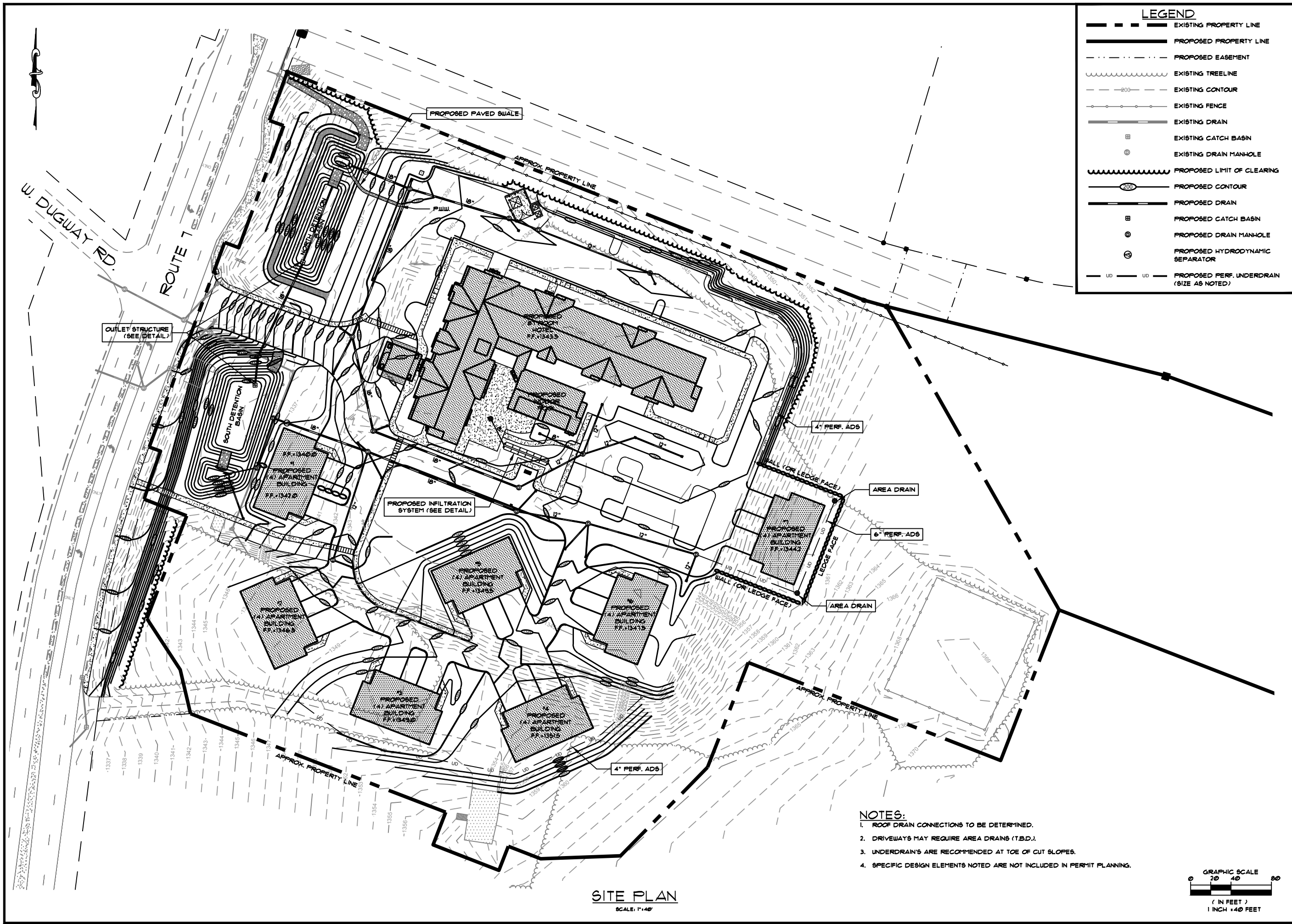


LEGEND
* LIGHT POLE
⊕ UTILITY POLE

Scale: 
0 50 100 Feet
0 10 20 30 Meters
1"=100'

SKETCH PLAN
PREPARED FOR
BBL LENOX HOTEL GROUP LLC
130 PITTSFIELD ROAD
LENOX, MASSACHUSETTS
SCALE : 1"=100' FEBRUARY 23, 2022
PROJECT NUMBER: 210025-SKETCH R

C:\SK DESIGN GROUP\2021\12\0025 BBL-130 Pitts Rd, Lenox-Spec Pm Amendment\Drawings\Special Permit\210025 SP (4-15-2022).dwg
User Name: brandonb



PLANS TO ACCOMPANY PERMIT APPLICATIONS
PREPARED FOR
BBL LENOX HOTEL GROUP, LLC
LOCATED AT:
#130 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS

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2 FERRIS DRIVE • PITTSFIELD, MASSACHUSETTS 01201 • (413) 443-3377

GRADING PLAN

SK DESIGN GROUP PROJECT #:
210025

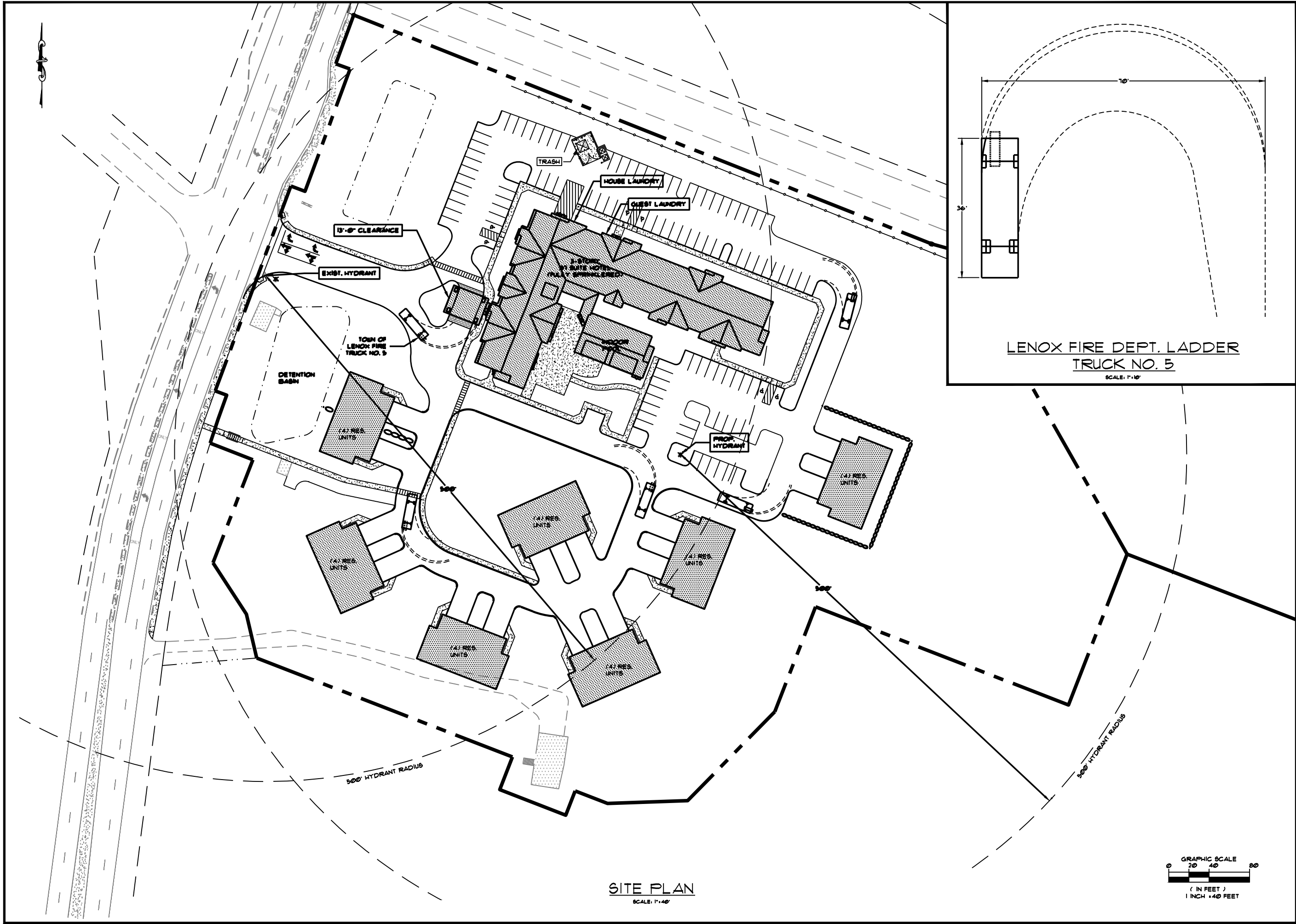
COMMONWEALTH OF MASSACHUSETTS
JAMES M. SCAUSE, II
CIVIL
No. 30985
PROFESSIONAL ENGINEER

JAMES M. SCAUSE, II
SK DESIGN GROUP PRESIDENT
LICENSE #30985
PROFESSIONAL OF RECORD
PHONE: 413-443-3377

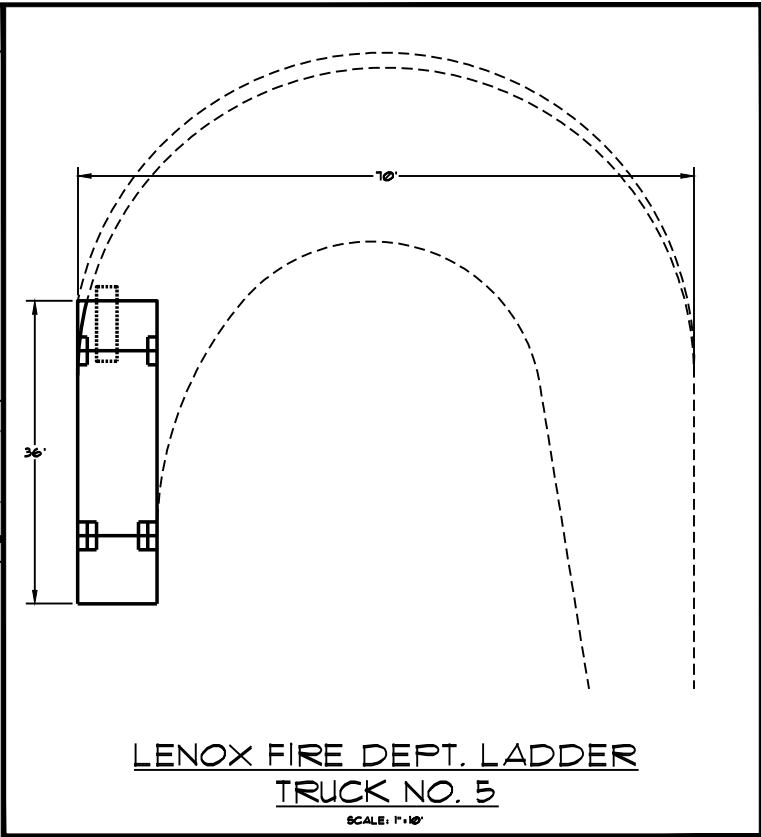
REVISION:

DRAWN BY:	CHECKED BY:
AML	JMS II
ORIG. DATE:	SHEET NO.
NOV. 10, 2022	5
ISSUED FOR:	OF
PERMIT	15
SCALE:	
AS NOTED	

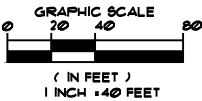
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User Name: brandon
Date: November 14, 2022 2:52 PM



SITE PLAN
SCALE: 1"=40'



LENOX FIRE DEPT. LADDER
TRUCK NO. 5
SCALE: 1"=10'



Design Group, Inc.
Civil Engineers & Surveyors - Consultants
2 FERRIS DRIVE • PITTSFIELD, MASSACHUSETTS 01201 • (413) 442-3377

SEAL

CIVIL ENGINEER

JAMES M. ISCAUSE II

NOV 2008

PROFESSIONAL ENGINEER

SK DESIGN GROUP PROJECT #:

210025

REVISION:

DRAWN BY:

AML

CHECKED BY:

JMS II

ORIG. DATE:

NOV. 10, 2022

SHEET NO.

7

ISSUED FOR:

PERMIT

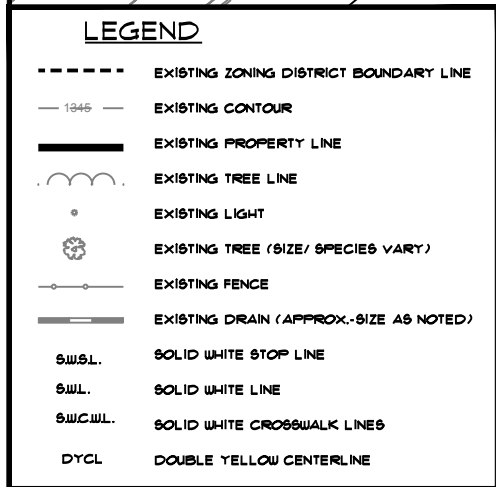
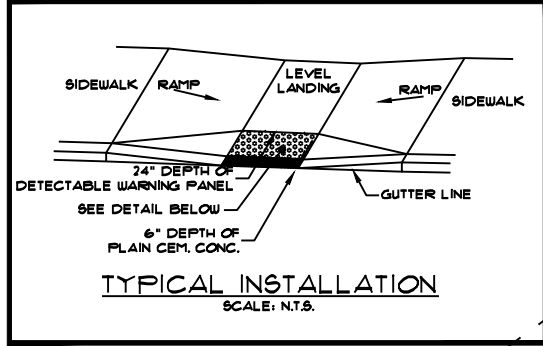
SCALE:

As Noted

15

PLANS TO ACCOMPANY PERMIT APPLICATIONS
PREPARED FOR
BBL LENOX HOTEL GROUP, LLC
LOCATED AT:
#130 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS

FIRE PROTECTION SITE PLAN




SIGNS & STRIPING NOTES:

1. ALL SIGNS AND PAVEMENT MARKINGS (EXCEPT AS NOTED) SHALL CONFORM WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.), LATEST EDITION
2. ALL PAVEMENT MARKINGS AT DRIVEWAY ENTRANCE SHALL BE 6" WIDE THERMOPLASTIC
3. THE EXACT LOCATION OF ALL SIGNS, SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD

CURB CUT PLAN
SCALE: 1"=20'

GRAPHIC SCALE



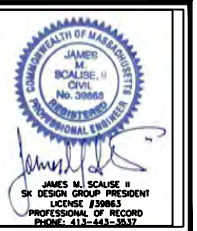
(IN FEET)
1 INCH = 20 FEET

PLANS TO ACCOMPANY PERMIT APPLICATIONS
PREPARED FOR
BBL LENOX HOTEL GROUP, LLC
LOCATED AT:
*130 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS

Design Group, Inc.
Civil Engineers * Surveyors * Consultants
2 FEDERICO DRIVE * PITTSFIELD, MASSACHUSETTS 01201 * (413)

Site Plan ("CURB CUT")

SK DESIGN GROUP PROJECT #:
210025



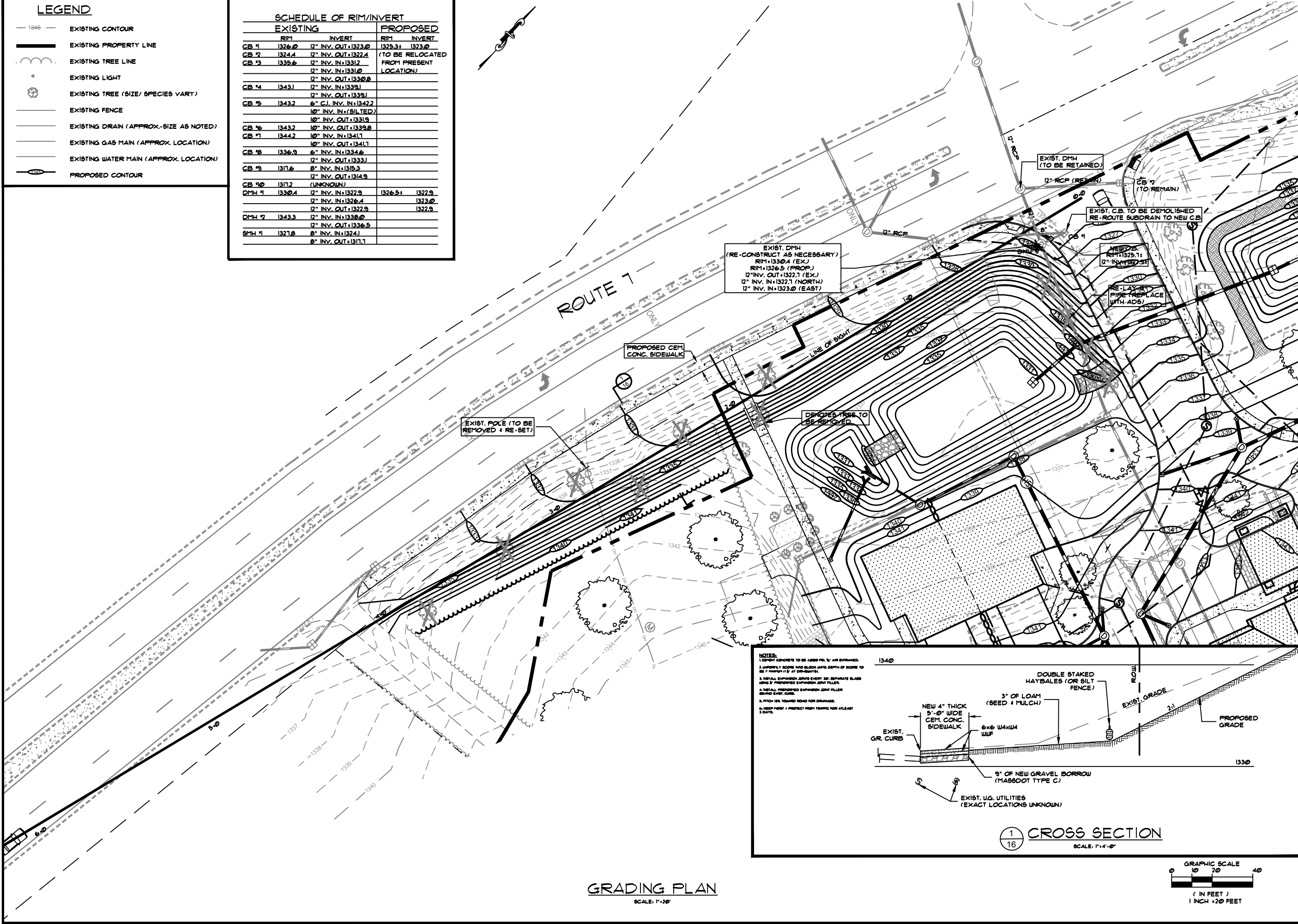
REVISION:	

DRAWN BY: AML	CHECKED BY: JMS II
INC. DATE: NOV. 10, 2022	SHEET NO. <div style="font-size: 2em; text-align: center;">8</div> <div style="text-align: center;">of</div> <div style="font-size: 4em; text-align: center;">15</div>
ISSUED FOR: PERMIT	
SCALE: As Noted	

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User Name: brandonb

LEGEND	
	EXISTING CONTOUR
	EXISTING PROPERTY LINE
	EXISTING TREE LINE
	EXISTING LIGHT
	EXISTING TREE (SIZE/ SPECIES VARY)
	EXISTING FENCE
	EXISTING DRAIN (APPROX. SIZE AS NOTED)
	EXISTING GAS MAIN (APPROX. LOCATION)
	EXISTING WATER MAIN (APPROX. LOCATION)
	PROPOSED CONTOUR

SCHEDULE OF RIM/INVERT				
EXISTING		PROPOSED		
	RIM	INVERT	RIM	INVERT
CB #1	1326.0	12" INV. OUT+1323.0	1325.31	1323.0
CB #2	1324.4	12" INV. OUT+1322.4	(TO BE RELOCATED	
CB #3	1335.6	12" INV. IN+1331.2	FROM PRESENT	
		12" INV. IN+1331.0	LOCATION)	
		12" INV. OUT+1330.8		
CB #4	1343.1	12" INV. IN+1339.1		
		12" INV. OUT+1339.1		
CB #5	1343.2	6" C.I. INV. IN+1342.2		
		10" INV. IN+(SILTED)		
		10" INV. OUT+1331.9		
CB #6	1343.2	10" INV. OUT+1339.8		
CB #7	1344.2	10" INV. IN+1341.1		
		10" INV. OUT+1341.1		
CB #8	1336.9	6" INV. IN+1334.6		
		12" INV. OUT+1333.1		
CB #9	1317.6	8" INV. IN+1315.3		
		12" INV. OUT+1314.9		
CB #10	1317.2	(UNKNOWN)		
DMH #1	1330.4	12" INV. IN+1322.9	1326.51	1322.9
		12" INV. IN+1326.4	1323.0	
		12" INV. OUT+1322.9	1322.9	
DMH #2	1343.3	12" INV. IN+1338.0		
		12" INV. OUT+1336.5		
SMH #1	1327.8	8" INV. IN+1324.1		
		8" INV. OUT+1311.1		



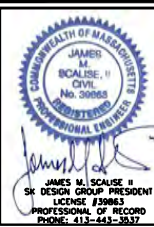
GRADING PLAN
SCALE: 1"=20'

PLANS TO ACCOMPANY PERMIT APPLICATIONS
PREPARED FOR
BBL LENOX HOTEL GROUP, LLC
LOCATED AT:
#130 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS

Design Group, Inc.
Civil Engineers • Surveyors • Consultants
2 FERRIS DRIVE • PITTSFIELD, MASSACHUSETTS 01201 • (413) 443-3377

PLAN DESCRIPTION:
GRADING PLAN ("CURB CUT")

SK DESIGN GROUP PROJECT #:
210025

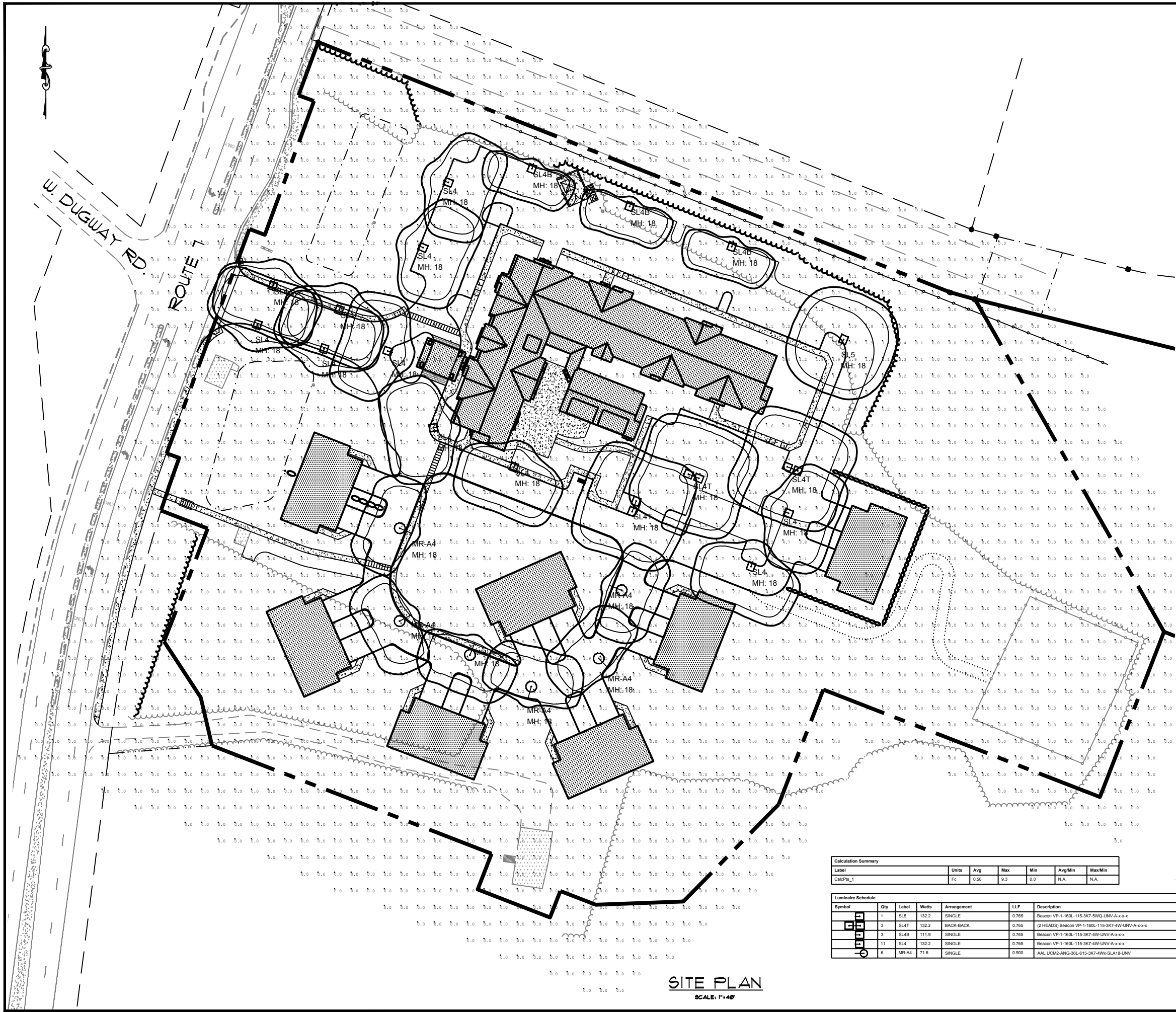


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SCALE:
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15

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User: jms
Date: November 14, 2022
Time: 3:55pm
User Name: brandonb



LEGEND

- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING STREET LINE/ROW
- PROPOSED EASEMENT
- EXISTING TREELINE
- EXISTING CONTOUR
- EXISTING FENCE
- EXISTING LIGHT
- PROPOSED LIMIT OF CLEARING
- PROPOSED FENCE

PLANS TO ACCOMPANY PERMIT APPLICATION
PREPARED FOR
BBL LENOX HOTEL GROUP, LLC
LOCATED AT:
**#130 PITTSFIELD-LENOX ROAD
LENOX, MASSACHUSETTS**

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Civil Engineers & Surveyors & Consultants
2 FERRIS DRIVE • PITTSFIELD, MASSACHUSETTS 01201 • (413) 442-3377

SITE LIGHTING PLAN

SK DESIGN GROUP PROJECT #: **210025**

JAMES M. SCALISE
SK DESIGN GROUP PRESIDENT
LICENSE #59863
PROFESSIONAL OF RECORD
PHONE: 413-442-3377

REVISION:

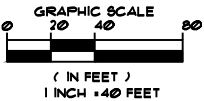
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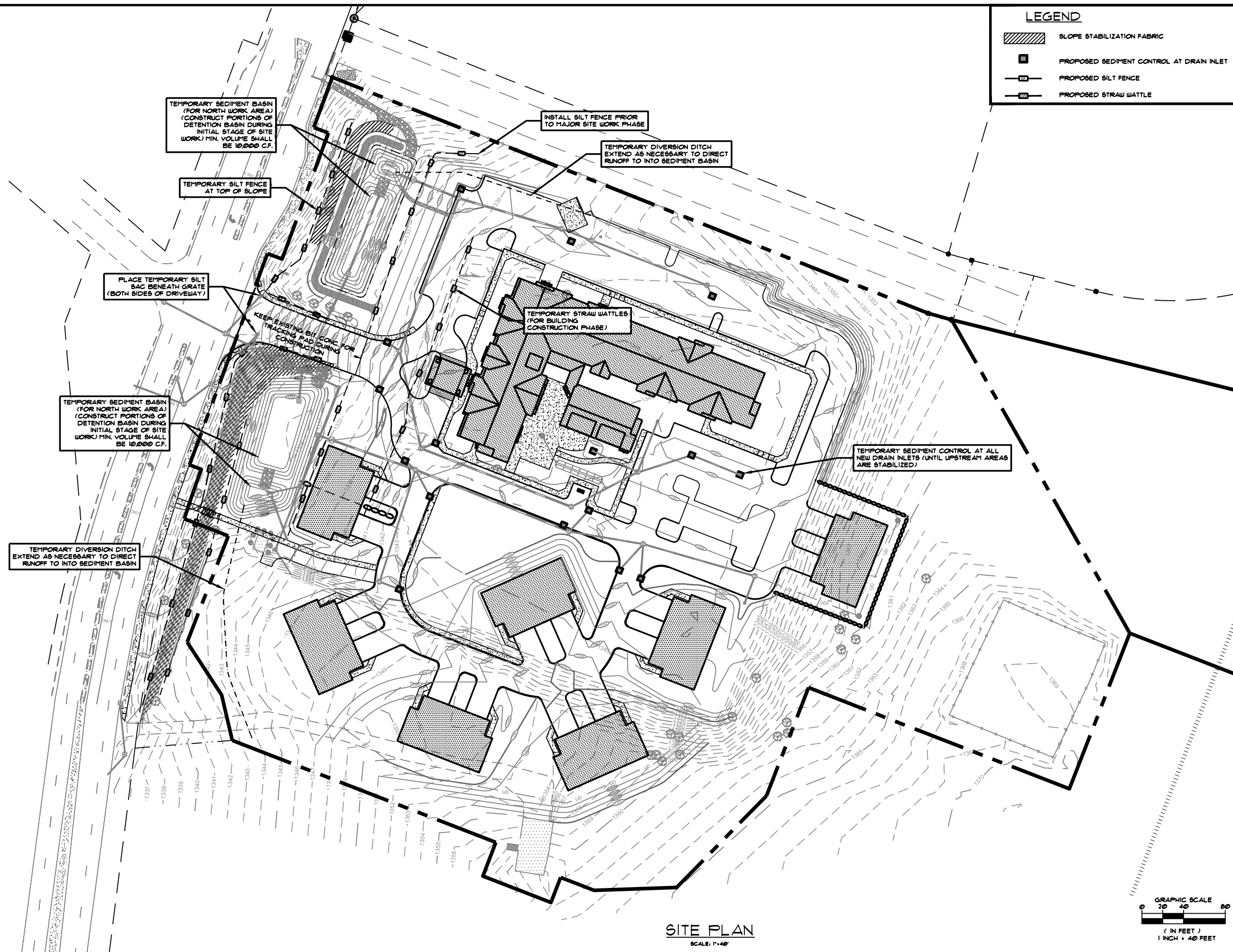
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AML	JMS II
DATE:	SHEET NO.
NOV. 10, 2022	11
ISSUED FOR:	OF
PERMIT	15
SCALE:	As Noted

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPFB_1	Fc	0.50	9.3	0.0	N.A.	N.A.

Luminaire Schedule						
Symbol	Qty	Label	Watts	Arrangement	LLF	Description
1	1	SL5	132.2	SINGLE	0.785	Beacon VP-1-160L-115-3K7-5WQ-UNV-A-x-x-x
3	3	SL4T	132.2	BACK-2-2	0.785	(2 HEADS) Beacon VP-1-160L-115-3K7-4W-UNV-A-x-x-x
3	3	SL4B	111.9	SINGLE	0.785	Beacon VP-1-160L-115-3K7-4W-UNV-A-x-x-x
11	11	SL4	132.2	SINGLE	0.785	Beacon VP-1-160L-115-3K7-4W-UNV-A-x-x-x
6	6	MR-A4	71.6	SINGLE	0.900	AAL UCM2-ANG-36L-615-3K7-4W-SLA15-UNV

SITE PLAN
SCALE: 1"=40'





CONSTRUCTION PHASING & EROSION CONTROL PLAN

1. PHASING

1. DEMOLISH ALL BUILDINGS FROM SITE. THIS WORK IS EXPECTED TO TAKE BETWEEN 2-4 MONTHS TO COMPLETE. PRIOR TO ANY EARTH DISTURBANCES ASSOCIATE WITH DEMOLITION, THE PERIMETER SILT FENCE SHALL BE INSTALLED (WESTERLY-MOST SIDE OF SITE).

2. UPON COMPLETION OF DEMOLITION, BUILDING CONSTRUCTION WILL COMMENCE.

3. PERFORM EARTHWORK AND NEW SIDEWALK CONSTRUCTION ALONG HIGHWAY. THIS SHALL BE DONE AT THE EARLY STAGES OF CONSTRUCTION IN ORDER TO IMPROVE SAFETY FOR CONSTRUCTION VEHICLES ENTERING AND EXITING THE SITE.

4. CLEAR AND GRUB ALL TREES WHERE ILLUSTRATED ON THE PLANS. THOSE AREAS TO BE SELECTIVELY CLEARED WILL ALSO BE FLAGGED.

5. THE MAIN DRIVEWAY (AND EXISTING PAVEMENT ALONG THE WESTERLY PORTION OF THE SITE) WILL REMAIN INTACT DURING MOST OF THE CONSTRUCTION PERIOD. THIS WILL SERVE AS A TRACKING PAD (AND LAY DOWN AREA) FOR CONSTRUCTION.

6. PREPARE BUILDING PAD FOR HOTEL CONSTRUCTION. THIS WILL REQUIRE THE REMOVAL OF ALL EXISTING CONCRETE FOUNDATIONS, UTILITIES, AND SWIMMING POOL, WHICH WILL BE BACKFILLED WITH STRUCTURAL FILL.

7. IT IS ANTICIPATED THAT SITE WORK WILL TAKE PLACE WHILE THE BUILDING IS BEING CONSTRUCTED. THE SITE WORK WILL BE DONE IN PHASES SO AS NOT TO INTERRUPT BUILDING CONSTRUCTION. THE EXACT SCHEDULE FOR SITE WORK ACTIVITIES WILL DEPEND ON THE LEVEL OF WORK COMPLETED ON BUILDING CONSTRUCTION. ALL EXISTING PAVEMENT SHOULD REMAIN IN PLACE FOR AS LONG AS POSSIBLE (AT LEAST UNTIL ALL EXISTING BUILDING AREA IS STABILIZED).

8. CONSTRUCTION IS EXPECTED TO TAKE PLACE THROUGH WINTER MONTHS. AS SUCH, THE TIMING OF CERTAIN SITE WORK ACTIVITIES, PARTICULARLY GROUND SURFACE TREATMENTS, SHALL BE CAREFULLY PLANNED. IN GENERAL, ALL GROUND SURFACES SHALL BE TREATED BY OCTOBER 30TH AS FOLLOWS:
A. ALL PARKING AREAS SHALL BE EITHER PAVED, ROUGH-GRADED WITH BARK MULCH APPLIED, OR GRAVELED (IF DRAINAGE SYSTEM IS OPERATIONAL).
B. ALL AREAS IMMEDIATELY SURROUNDING BUILDINGS MAY REMAIN EXPOSED.
C. ALL SLOPES SHALL HAVE ESTABLISHED GRASS (OR TREATED WITH BARK MULCH OR WOOD CHIPS).

II. EROSION CONTROL PLAN

1. TEMPORARY SEDIMENT POND FEATURES ARE TO BE CONSTRUCTED & FULLY OPERATIONAL PRIOR TO ANY OTHER CONSTRUCTION OR GRADING. ALL EROSION CONTROL FENCES ARE TO BE INSTALLED AND FULLY OPERATIONAL PRIOR TO ANY CLEARING AND ARE TO BE MAINTAINED THROUGHOUT CONSTRUCTION, UNTIL PERMANENT GROUND COVER IS ESTABLISHED & APPROVED.

2. ALL SLOPES SHALL BE SOODED, HYDRO-SEEDED OR APPLIED WITH GROUND COVER SPECIFIED AS SOON AS CONSTRUCTION PHASES PERMIT.

3. CONTRACTOR IS RESPONSIBLE FOR DAILY INSPECTIONS AND MAINTENANCE OF THE DETENTION FACILITIES THROUGH CONSTRUCTION AND UNTIL ESTABLISHMENT OF PERMANENT GROUND COVER. SEDIMENT SHALL BE REMOVED AS NECESSARY TO ENSURE EFFICIENT OPERATION OF THE FACILITIES DURING AND AFTER CONSTRUCTION.

4. CONTRACTOR IS RESPONSIBLE FOR MONITORING DOWNSTEAM CONDITIONS THROUGHOUT THE CONSTRUCTION PERIOD AND CLEARING ANY DEBRIS AND SEDIMENT CAUSED BY CONSTRUCTION.

5. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER OR REGULATING AGENCIES.

6. THE SOIL EROSION SEDIMENT CONTROL PROCEDURES AND DETAILS AS SHOWN SHALL BE FOLLOWED AND INSTALLED IN A MANNER SO AS TO MINIMIZE EROSION OF THE DISTURBED AREAS AND PREVENT SEDIMENT FROM LEAVING THE SITE, OR ENTERING THE ADJACENT ROADWAY.

7. THE CONTRACTOR WILL BE REQUIRED TO INCORPORATE ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES INTO THE PROJECT AT THE EARLIEST PRACTICABLE TIME DURING CONSTRUCTION. THE EROSION CONTROL MEASURES DETAILED HEREON SHALL BE CONTINUED UNTIL THE PERMANENT DRAINAGE FACILITIES HAVE BEEN CONSTRUCTED AND UNTIL THE GRASS OR SURFACE TREATMENT ON SHOULDERS AND SLOPES ARE SUFFICIENTLY ESTABLISHED TO BE AN EFFECTIVE EROSION DETERRENT OR AS DIRECTED BY THE ENGINEER. THE SEDIMENT REMOVED FROM THE CONTROL STRUCTURES SHALL BE EVENLY DISTRIBUTED OUTSIDE CONSTRUCTION LIMITS AT A LOCATION ACCEPTABLE TO THE OWNER/ENGINEER.

8. ANY DISTURBED EARTH AREAS THAT SHALL BE IDLE FOR 20 DAYS OR LONGER, SHALL HAVE TEMPORARY GRASSING APPLIED.

9. DURING AND AFTER CONSTRUCTION, THE DETENTION POND AND POND OUTLET STRUCTURES SHALL BE CLEARED OF ALL DEBRIS AND EXCESS SEDIMENT. BOTTOMS OF PONDS SHALL BE BROUGHT TO ELEVATION AND SHAPED AS SHOWN ON SITE GRADING PLAN AND DETAILS.

10. ADDITIONAL EROSION CONTROL DEVICES SHALL BE INSTALLED IMMEDIATELY AFTER GROUND DISTURBANCE OCCURS. THE LOCATION OF SOME OF THE EROSION CONTROL DEVICES MAY HAVE TO BE ALTERED FROM THAT SHOWN ON THE APPROVED PLANS IF DRAINAGE PATTERNS DURING CONSTRUCTION ARE DIFFERENT FROM THE FINAL PROPOSED PATTERNS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION CONTROL FOR ALL DRAINAGE PATTERNS CREATED AT VARIOUS STAGES DURING CONSTRUCTION. ANY DIFFICULTY IN CONTROLLING EROSION DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE ENGINEER & CON. COMM. IMMEDIATELY. IN NO CASE SHALL LESS EROSION CONTROLS THAN APPROVED BE PERMITTED.

11. ALL OPEN SWALES MUST BE STABILIZED WITH MULCH & SEED OR RIP-RAP IMMEDIATELY AFTER CONSTRUCTION.

12. NO SEDIMENT SHALL BE PERMITTED TO LEAVE THE SITE DURING CONSTRUCTION. IF HEAVY RAINS AND UNUSUAL SITE CONDITIONS RESULT IN THE POLLUTION OF ROADWAYS OR ADJACENT PARCELS THEN THE GRADING CONTRACTOR SHALL CLEAN THE DISTURBED AREAS IMMEDIATELY AND RESTORE THE AREA TO THE ORIGINAL CONDITION.

13. CONDUIT OUTLET PROTECTION (RIP-RAP & EROSION CONTROLS) MUST BE INSTALLED AT ALL REQUIRED OUT FALLS PRIOR TO THE DRAINAGE SYSTEM BECOMING OPERATIONAL.

14. IMMEDIATELY FOLLOWING THE INITIAL DISTURBANCES OR ROUGH GRADING, ALL CRITICAL AREAS SUBJECT TO EROSION (I.E. STEEP SLOPE, AND ROADWAY EMBANKMENTS) WILL RECEIVE A TEMPORARY SEEDING IN COMBINATION WITH STRAW MULCH OR A SUITABLE EQUIVALENT, AT A RATE OF 2.5-3.0 TONS PER ACRE.

15. AT THE TIME WHEN SITE PREPARATION FOR PERMANENT VEGETATIVE STABILIZATION IS TO BE ESTABLISHED, ANY SOIL THAT WILL NOT PROVIDE A SUITABLE ENVIRONMENT TO SUPPORT ADEQUATE VEGETATIVE GROUND COVER SHALL BE REMOVED OR TREATED IN SUCH A WAY THAT WILL PERMANENTLY ADJUST THE SOIL CONDITIONS AND RENDER IT SUITABLE FOR VEGETATIVE GROUND COVER.

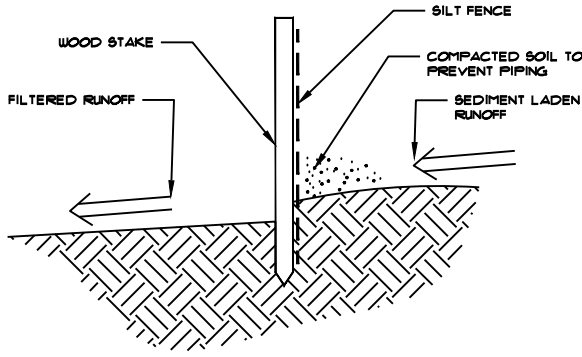
16. IF THE REMOVAL OR TREATMENT OF THE SOIL WILL NOT PROVIDE SUITABLE CONDITIONS, ANOTHER MEANS OF PERMANENT GROUND STABILIZATION WILL HAVE TO BE EMPLOYED.

17. HAYBALES AND/OR STRAW BALES SHALL BE REPLACED EVERY 3 MONTHS TO MAINTAIN THEIR EFFECTIVENESS.

18. CHEMICALS, FERTILIZERS, PESTICIDES, AND/OR HERBICIDES SHALL NOT BE USED ON SITE.

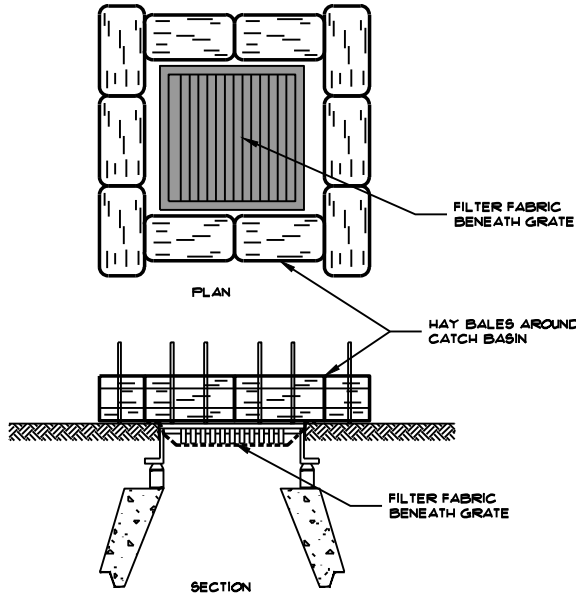
19. SODIUM CHLORIDE SHALL BE USED TO MAINTAIN DUST CONTROL DURING CONSTRUCTION.

20. CALCIUM CHLORIDE SHALL BE USED FOR DE-ICING OF ROADWAYS.



STANDARD EROSION BARRIER

SCALE: N.T.S.

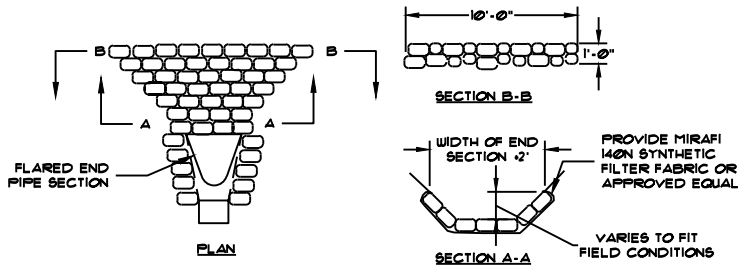


SEDIMENT TRAP DETAIL FOR EROSION CONTROL

SCALE: N.T.S.

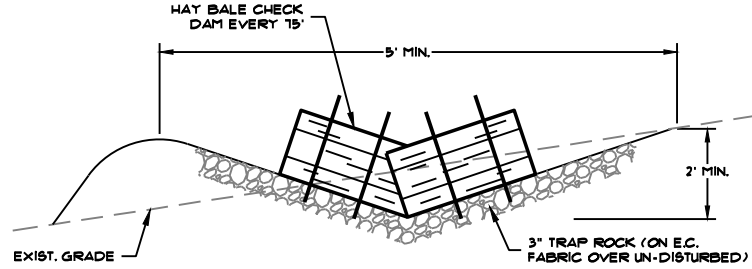
NOTE:
1. INSTALL AT ALL PIPE OUTLETS WHERE SHOWN.

2. AS FOLLOWS:
A. AT INLET TO NORTH BASIN; R3 (MIN.)
B. AT INLET TO CENTRAL BASIN; R3 (MIN.)
C. AT INLET TO SOUTH BASIN; R4 (MIN.)



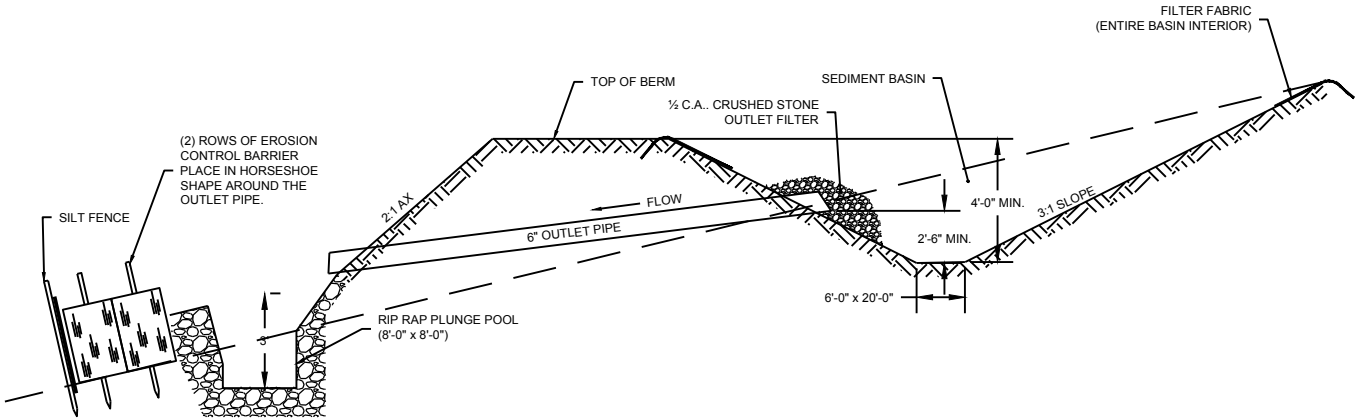
F.E.S. (FLARED END SECTION) DETAIL

SCALE: N.T.S.



DETAIL-TEMPORARY SURFACE WATER DIVERSION SWALE

SCALE: N.T.S.



TEMPORARY SEDIMENT BASIN FOR EROSION CONTROL

SCALE: N.T.S.

PLANS TO ACCOMPANY PERMIT APPLICATIONS

PREPARED FOR

BBL LENOX HOTEL GROUP, LLC

LOCATED AT:

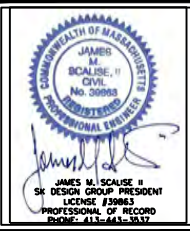
#130 PITTSFIELD-LENOX ROAD

LENOX, MASSACHUSETTS

Design Group, Inc.
Civil Engineers & Surveyors Consultants
2 FERRIS DRIVE • PITTSFIELD, MASSACHUSETTS 01201 • (413) 442-3377

EROSION CONTROL DETAILS

SK DESIGN GROUP PROJECT #: 210025



REVISION:

DRAWN BY:

AML

CHECKED BY:

JMS II

ORIG. DATE:

NOV. 10, 2022

ISSUED FOR:

PERMIT

SCALE:

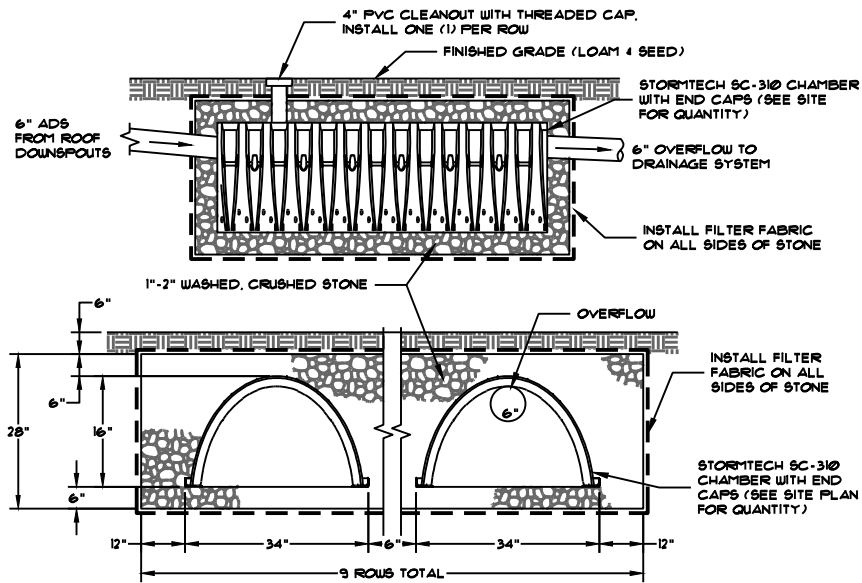
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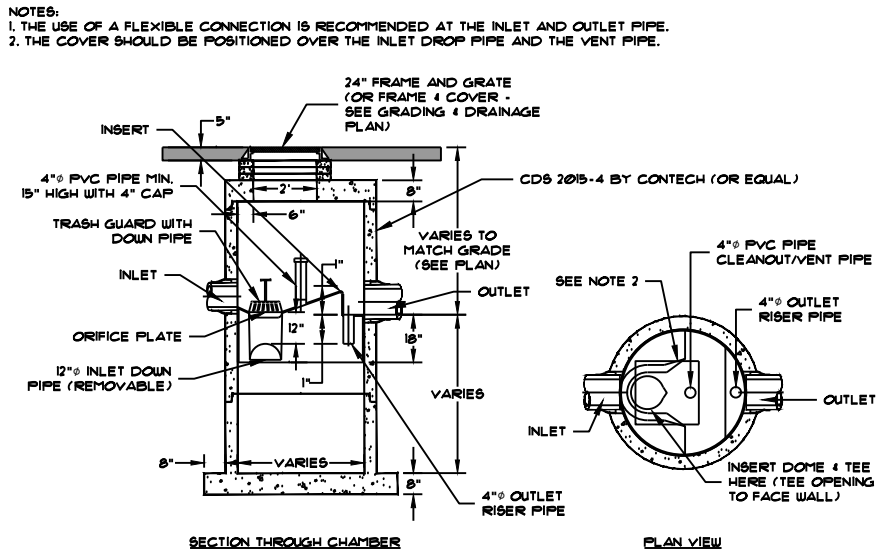
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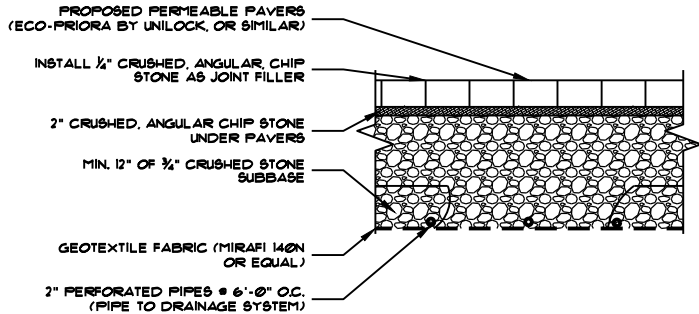
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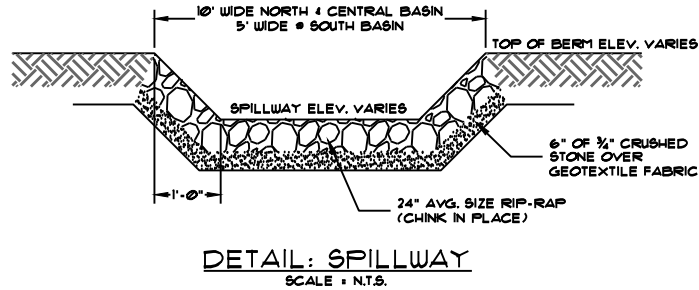
TYPICAL GROUNDWATER INFILTRATION SYSTEM
SCALE: N.T.S.



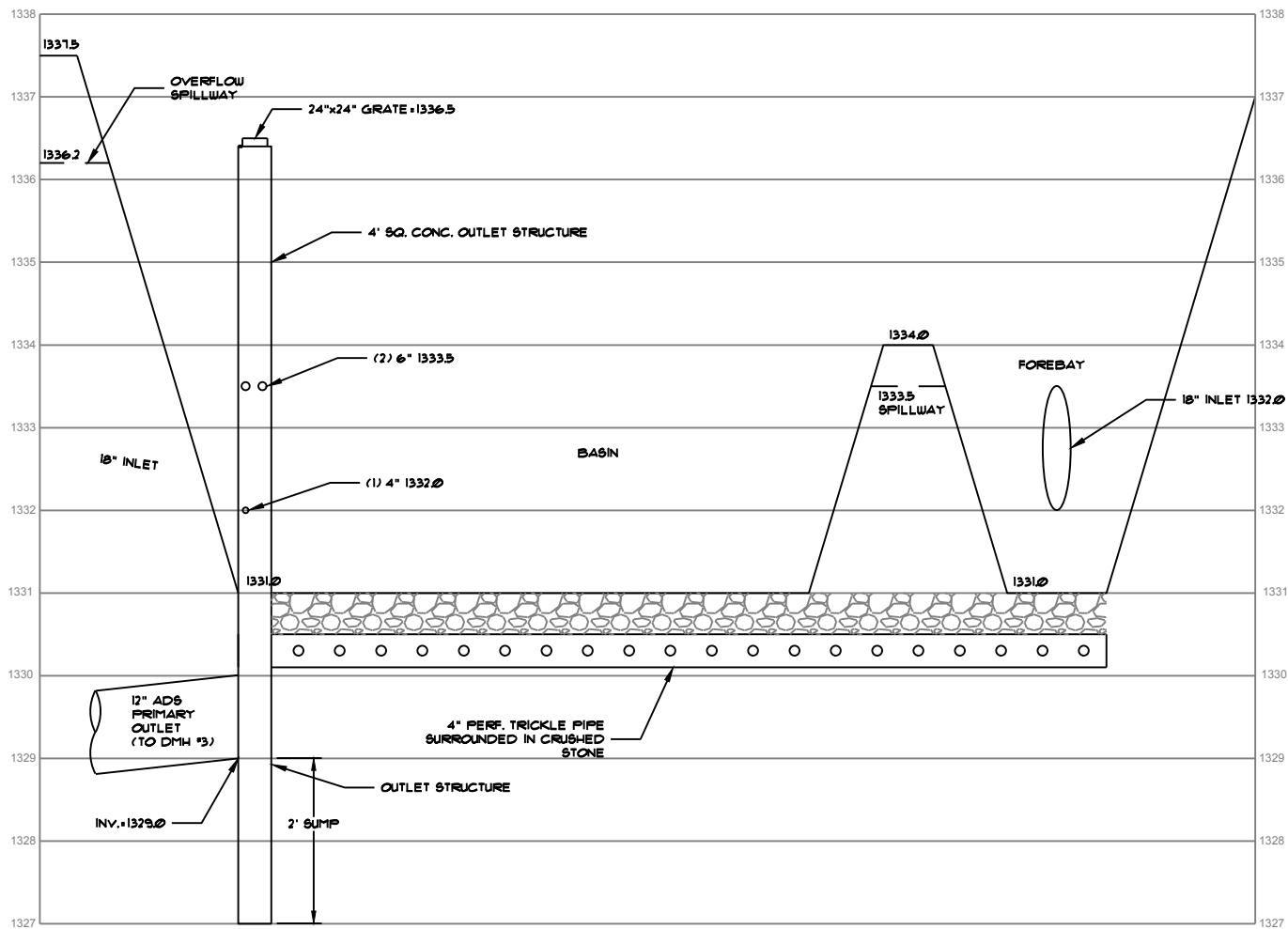
SECTION THROUGH CHAMBER
PLAN VIEW
NORTH: CDS 2015-4
SOUTH: CDS 2015-4
DETAIL: HYDRODYNAMIC SEPARATOR
SCALE: N.T.S.



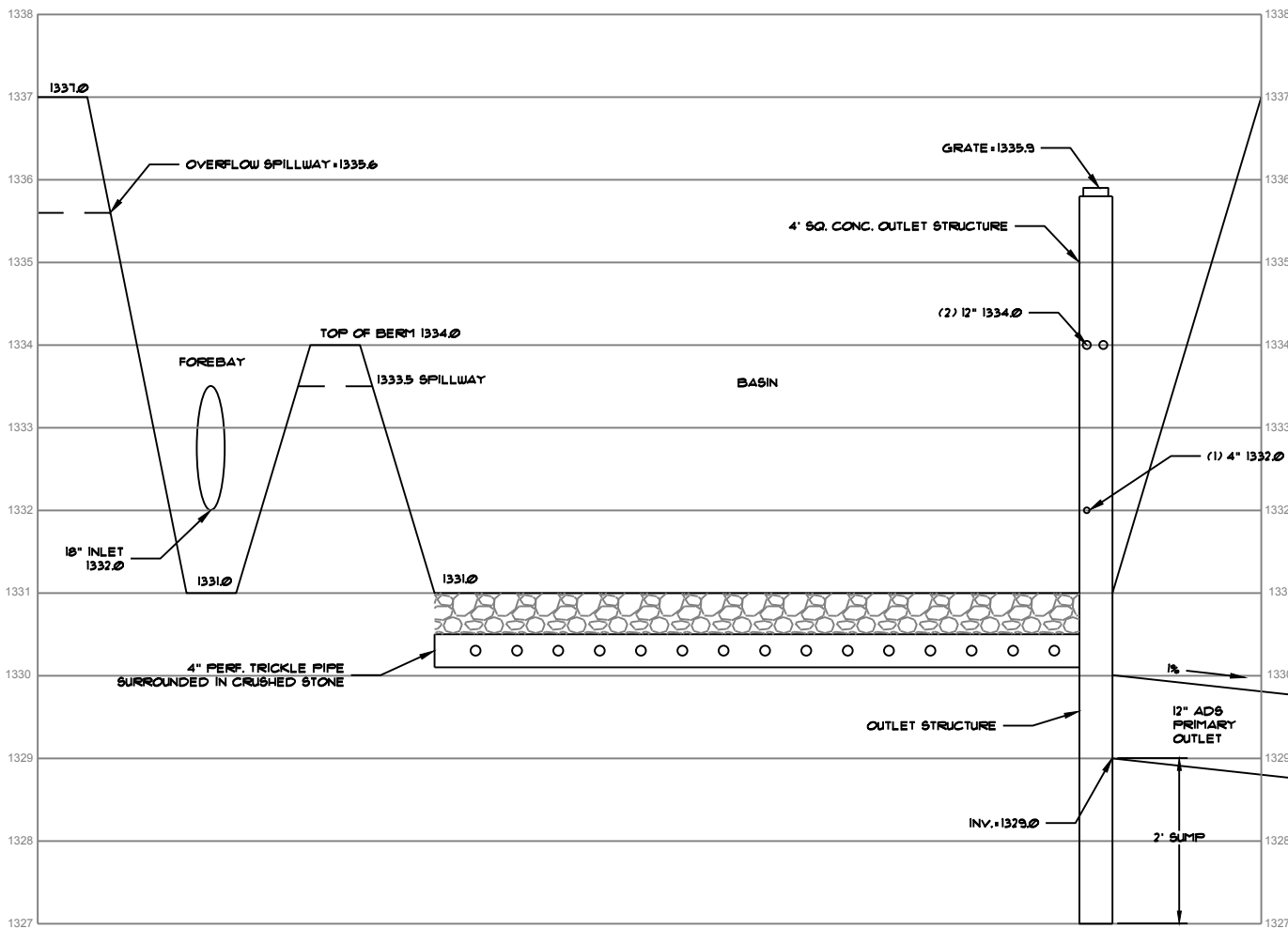
NOTES:
1. DO NOT USE SAND AS BEDDING OR JOINT FILLER.
DETAIL: PERMEABLE PAVERS
SCALE: N.T.S.



DETAIL: SPILLWAY
SCALE: N.T.S.



HYDRAULIC PROFILE: SOUTH BASIN
SCALE: 1"=10' HORIZ.
1"=1' VERT.

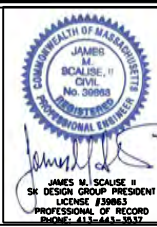


HYDRAULIC PROFILE: NORTH BASIN
SCALE: 1"=10' HORIZ.
1"=1' VERT.

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2 FERRIS DRIVE • PITTSFIELD, MASSACHUSETTS 01201 • (413) 442-3377

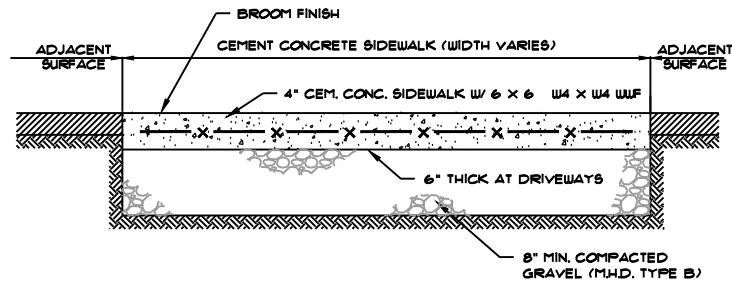
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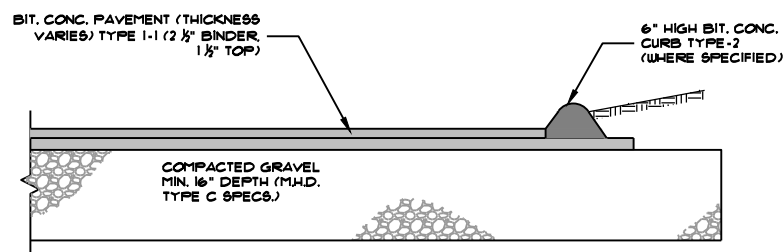
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ISSUED FOR: PERMIT	OF 15
SCALE: As Noted	

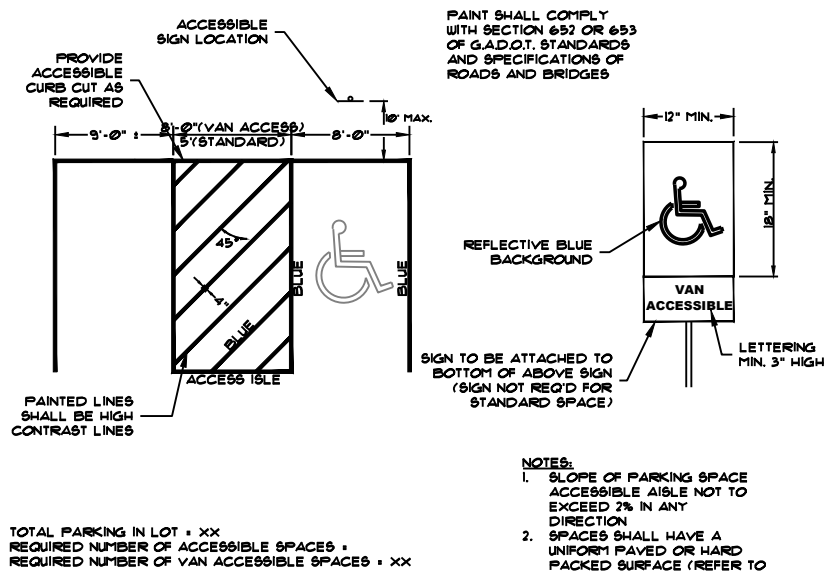
- 1.) CEMENT CONCRETE TO BE 4000 PSI, 3/4" AIR ENTRAINED.
- 2.) UNIFORMLY SCORE INTO BLOCK UNITS, DEPTH OF SCORE TO BE 1" MINIMUM (1 1/2" AT DRIVEWAYS).
- 3.) INSTALL EXPANSION JOINTS EVERY 30'. SEPARATE SLABS USING 1/2" PERFORMED EXPANSION JOINTS FILLER.
- 4.) MAX. SLOPE @ DRIVEWAYS & STREET CROSSINGS EQUAL 15%.
- 5.) PITCH 15% TOWARD ROAD. FOR DRAINAGE.
- 6.) KEEP MOIST & PROTECT FROM TRAFFIC FOR AT LEAST 3 DAYS.



TYPICAL CEMENT CONCRETE SIDEWALK DETAIL
SCALE: N.T.S.



TYPICAL HOTEL PARKING LOT DETAIL
SCALE: N.T.S.

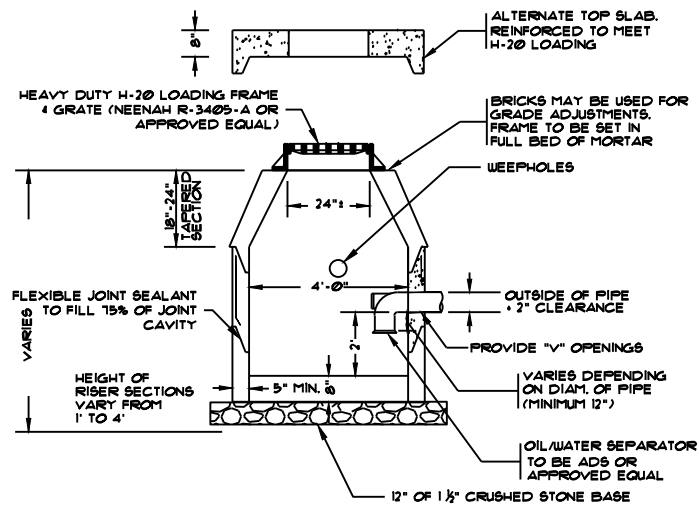


ACCESSIBLE PARKING SIGNING & STRIPING DETAIL

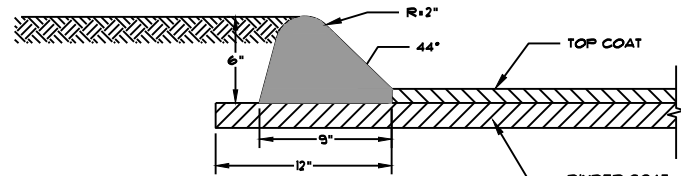
SCALE: N.T.S.

• PER LOCAL ZONING REQUIREMENTS

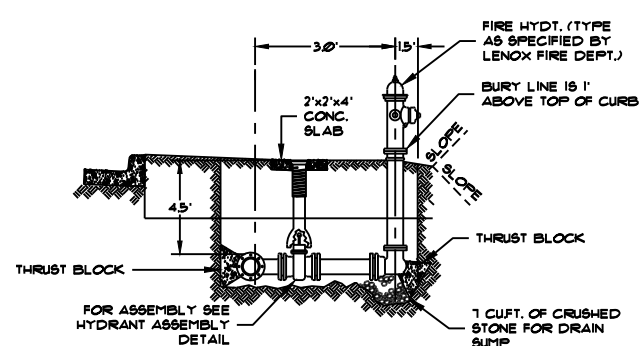
1. WEEPHOLES THROUGH EACH WALL OF CATCH BASIN (MINIMUM OF THREE PER CATCH BASIN)
2. PLACE 1/4 YD. OF CRUSHED ROCK AROUND WEEPHOLE "TYPAR" ENVELOPE WRAP.



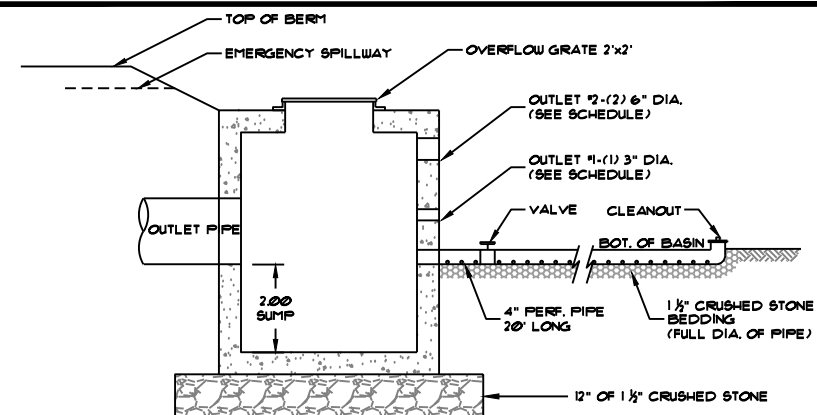
PRECAST CONCRETE CATCH BASIN WITH
GAS AND OIL SEPARATOR
SCALE: N.T.S.



TYPICAL CURB DETAIL
SCALE: N.T.S.



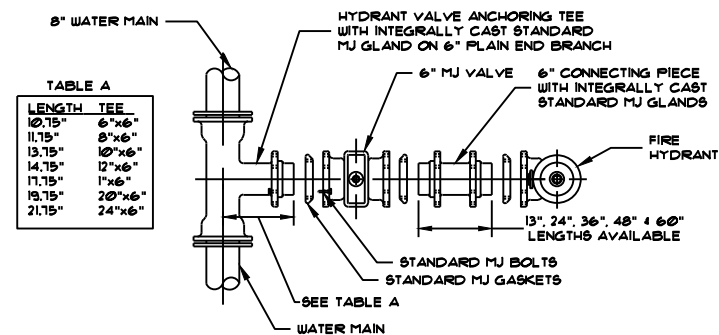
HYDRANT LOCATION DETAIL



TYPICAL DETENTION BASIN OUTLET
CONTROL STRUCTURE DETAIL
SCALE: 1" = 2'

SCHEDULE OF OUTLET CONTROL STRUCTURES				
BASIN #	OUTLETS	OVERFLOW GRATE	OUTLET PIPE	SUMP OF STRUCTURE
NORTH	(2) 6" @ 1333.5	1335.90	(1) 15" @ 1329.0	1321.0
	(1) 4" @ 1332.0			
CENTER	(2) 6" @ 1333.5	1336.5	(1) 15" @ 1329.0	1321.0
	(1) 4" @ 1332.0			
SOUTH	(2) 6" @ 1341.5	1343.0	(1) 12" @ 1338.0	1336.0
	(1) 4" @ 1341.0			

1. MUST MEET TOWN OF LENOX STANDARDS.
2. MUST BE MADE IN U.S.A.
3. MATERIAL TO BE CLASS 52, DUCTILE IRON.
4. HYDRANT AND VALVES MUST OPEN RIGHT.

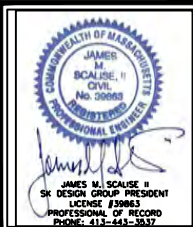


HYDRANT ASSEMBLY DETAIL

Design Group, Inc.
Civil Engineers * Surveyors * Consultants
2 FEDERICO DRIVE • PITTSFIELD, MASSACHUSETTS 01201 • (413) 435-1100

PLAN DESCRIPTION:

SK DESIGN GROUP PROJECT #:
210025



REVISION:

DRAWN BY:	AML
ORIG. DATE:	NOV. 10, 2022
ISSUED FOR:	PERMIT
SCALE:	As Noted

CHECKED BY:	JMS II
SHEET NO.	15 of 15

G:\SK DESIGN GROUP\2021\210025 BBL - 130 Plaf Rd, Lenox-Spec Pmt Amendment\Drawings\Special Permit\210025 SP (4-15-2022).dwg
 Plotted On: Monday, November 14, 2022 - 3:28pm
 User Name: brondeau