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November 25, 2019

Bernard Cahill
Shrewsbury Planning Board
Shrewsbury, MA 01545

Regarding: Edgemere Crossing at Flint Pond
Planning Department Review Comments

Dear Mr. Cahill:

RJ O'Connell & Associates, Inc. and the Applicants consultant team is in receipt of the review comments by the Shrewsbury Planning Department dated July 19, 2019 for the above-referenced project. We have reviewed the comments listed below in italics and provide the following responses which follow in bold.

DEPARTMENTAL COMMENTS:

Engineering Division

- 1. See Planner comments below for concerns and suggestions related to on-site intersections.*

Response: No comment

Highway Division

- 1. The traffic island at the eastern-most entrance/exit may cause plowing difficulties in the winter. The applicant shall provide documentation that this will not be an issue with MassDOT.*

Response: The MassDOT layout has been widened through a permanent easement to incorporate both the site driveways and the shared use pathway along the Project's frontage. Per the MDM comment, the driveway island has been extended slightly to further dissuade drivers from seeking to illegally turn left from the driveway. See the Route 20 roadway plans for additional information on the roadway layout and how the MDM comments are being incorporated into the design and layout. The island has also been designed to be able to be crossed by large emergency vehicles.

Ultimately, the driveway and Route 20 alignment has been reviewed by MassDOT as part of their highway access permit process and their review of the MassWorks 25 Percent highway design. It is worth noting that the Route 20 layout has been expanded to include a portion of the Project Site from what currently exists to incorporate the shared use pathway as well as the driveways.

Fire Department

1. *The applicant shall show and label all fire department connections and fire hydrants.*

Response: Preliminary Fire Department connections to buildings have been shown. The final locations and sites will be shown when then design of the buildings are completed. Fire hydrant locations are shown on the Site Plans and have been reviewed and approved by the fire department.

2. *The applicant shall demonstrate that the largest Fire Department vehicle can maneuver within and around the site (see Planner comment below regarding a large-vehicle movement plan).*

Response: Fire truck turning plan have been submitted for review and Applicant believes that they have been approved (See drawing C-12).

3. *The applicant shall label the domestic and fire protection water lines to the south-western most residential building on Sheet C-3D.*

Response: Fire protection and domestic water lines to the south-western most residential building have been labeled.

4. *The applicant shall submit to the Planning Board approval from the Fire Department for fire hydrant locations and emergency access around the perimeter of proposed buildings.*

Response: A plan showing hydrant locations and access around proposed buildings has been submitted to the fire department and Applicant believes approved by the Fire Department.

Police Department

1. *The Police Department is concerned that no additional crosswalks are being provided across Route 20 to accommodate an anticipated increase in foot traffic. The applicant shall work with MassDOT to see if a crosswalk towards the eastern side of the project would be possible.*

Response: Given the volume and speed of traffic along Route 20 in the vicinity of the Project site, VHB and MassDOT both concur that a traffic signal with pedestrian crosswalks is the safest and only reasonable way for pedestrians to cross of Route 20. As noted during the presentation to the Town Planning Board, pedestrian crossings will be presented to MassDOT as part of the design plans for said intersection at the Route 20, Lake Street signal with the Project's site driveway. Additionally, in reviewing the uses on the opposite (north) side of Route 20, it is expected that only minimal pedestrian generators are located on that portion of the corridor and the likelihood that pedestrians will seek to cross Route 20 is also minimal.

2. *See Planner comments below for concerns and suggestions related to on-site intersections.*

Response: No comment

SELCO

1. *The applicant shall submit drawings (CAD file) to SELCO with desired locations and SELCO will design/finalize the primary electric lines to the development.*

Response: CAD drawings indicating desired transformer locations will be submitted to SELCO to design the primary electric and telephone/communications services to the development.

2. *The applicant shall submit the expected load calculations with breakdown for the service to SELCO.*
3. *Cable/Internet pedestals shall be located alongside the transformer pads on the property.*
4. *The applicant shall schedule a meeting with SELCO to further discuss electric, cable/internet routing and the traffic management plan.*
5. *SELCO will determine the meter locations for the development.*
6. *The applicant shall address with SELCO the street lights/protective lighting.*
7. *The applicant shall follow SELCO's Residential & Commercial Construction Policy.*

Response: The Applicant will work with the project's MEP Consultant and SELCO to address the above comments 2-7.

APPLICATION COMMENTS:

1. *The Fiscal Impact Analysis is dated April 27, 2017. The fiscal analysis and findings shall be updated to reflect 2019 data. For example, the unit count is incorrectly shown as 286 apartment units and the commercial space is incorrectly shown as 119,250 square feet. The updated fiscal impact analysis shall reflect these changes as well as include new data from the now-completed Lakeway Commons project.*

Response: An updated Fiscal Impact Study prepared by Fougere Planning & Development, Inc. and dated November 13, 2019 has been presented to the Planning Board by correspondence of November 21, 2019. The Planner has requested supplemental information pertaining to the Quinn 35 residential complex and Lakeway Commons retail center which will be submitted to the Board in December.

2. *The application shall provide a large-vehicle movement plan demonstrating the ability of safety and delivery vehicles to maneuver on site as well as the anticipated route for such vehicles.*

Response: A plan indicating large vehicle movement onsite has been provided (See drawing C-12).

- 3. A written description of snow storage removal procedures shall be provided to the Board to demonstrate that site lines and parking spaces will not be impacted following inclement winter weather.*

Response: A description of snow storage removal procedures is contained in the O&M plan snow and storage areas are shown on the attached, Snow Storage Plan (SMP-1) as well as the Parking & Traffic Control Plans (C-4A-C-4E). As indicated some parking spaces have been impacted by snow storage, but these are outlying spaces located in areas least favorable for parking by residents or retail patrons.

- 4. The applicant shall explain how school buses will pick up and drop off students as school buses are not allowed to operate on private streets. If it is the intent of the applicant for school buses to park along Route 20 for pick up and drop off, the applicant should consider how such an arrangement may impact traffic along Route 20.*

Response: To the extent the Town of Shrewsbury elects to permit school buses to enter the site, the Applicant has provided a central location approximate to the community building as a centralized location for drop off and pick up. In the event that the Town elects to preclude buses on private property, the deceleration lane on the westerly end of the site provides a convenient area for buses to pull out of the lane of travel at a time when use of the entrance would be anticipated to be minimal. Should the WRTA eventually seek to provide service to the site, stop locations would ideally be provided in front of the Supermarket use.

Research by counsel for the Applicant does not indicate any statutory law prohibiting against school buses entering private property roads at Edgemere Crossing at Flint Pond. The Applicant is willing to provide consent to entry by school buses.

- 5. The applicant shall discuss with Town staff the possibility of different recreation uses and/or open space protections for the undeveloped land on the eastern portion of the site and present the product of these discussions to the Planning Board.*

Response: The Applicant is not amenable to expanding the passive recreation opportunities for the open space on the easterly portion of the site nor is the Applicant prepared to permanently restrict such area. The proposed open space as shown on the plan comports to the requirements of the Zoning Bylaw.

- 6. On page 4 of the Memorandum of Applicant in Support of Application for Special Permit, prepared by Fletcher Tilton PC, the 2nd residential node is incorrectly stated as being located in the northerly section of the site instead of the southerly section. Likewise, the private drive system is incorrectly identified as looping around the northerly side of the commercial development.*

Response: Duly noted and corrected.

7. *The Special Permit Design Narrative, prepared by Cube 3 Studio LLC, on page 3 references a “large gathering area offering café tables, seating areas...alongside the easterly residential drive.” The plans shall label the “large gathering area” as such and explain how it differs from the proposed dog park.*

Response: The Landscape plans have been updated to specify both the “large gathering area” and “dog park area” separately. The gathering area includes landscape elements to invite passive use for community sharing while the dog park proposed is to provide an area for active recreation with canines.

8. *The applicant shall ensure that additional bus and automobile traffic are included in the locations of the Transportation Impact and Access Study, prepared by Vanasse Hangen Brustlin.*

Response: To the extent the Town of Shrewsbury elects to permit school buses to enter the site, a bus stop location has been added on the site in front of the Leasing/Amenities building for transportation access.

PLAN COMMENTS:

All Sheets

1.
 - a. *Legends shall be provided on all sheets. Due to space constraints, these legends may be abridged to be relevant to the particular subject matter of each sheet. The applicant may consider reformatting the revision box to a horizontal layout to increase available space.*

Response: Legends have been added to E sheets per individual subject matter.

- b. *The labels for the residential buildings shall be included on all sheets for clarification during review and discussion of the project.*

Response: Residential Buildings have been labeled on the Parking & Traffic Control (C-4A-4E) and Overall Site Plan (OS-1) given the space limitations on the other drawings.

- c. *On all sheets where adjacent lots are shown, the information regarding the ownership of adjacent lots to the east, west and north of the project, including street addresses, shall be included on the plan in accordance with Article IV.1.g.7 of the Rules and Regulations.*

Response: Due to the size of the project and scale of the drawings, adjacent streets do not fall within the view of the plans. See Overall Locus Plan attached for property ownership information to the east, west, and north of the project.

- d. *The applicant shall provide additional plan sheets that show buildings within two hundred (200) feet of the property lines in accordance with Article IV.1.g.10 of the Rules and Regulations.*

Response: Attached is an, Overall Locus plan (OLP-1) that shows all buildings within 200 feet of the site’s property lines.

- e. *Architectural elevations for residential garages shall be included. Peaked roofs shall be considered as well as variations in materials, colors and textures in accordance with Section VII.N.8 of the Zoning Bylaw. Blank walls and commercial-looking appearance should be avoided. Particular attention should be paid to the appearance of the residential garages along Route 20.*

Response: The garage design has been revised to incorporate suggested comments including peaked roofs and variation in color and textures. Plans and elevations of a typical garage are now included on drawing A-212.

- f. *The applicant shall provide information regarding what green building technologies are being incorporated and if any consideration has been given to solar panels etc. in accordance with Section VII.N.8 – Route 20 Overlay Design Standards of the Zoning Bylaw.*

Response:

Typical Market Basket Green Building Measures

The following is a list of “green building” measures which Market Basket typically incorporates into its supermarket buildings. Market Basket is unable to make specific commitments for the adjacent retail spaces and outparcel buildings, but such uses will, at a minimum, be required to comply with the requirements of the “Stretch Code,” which has been adopted in Shrewsbury.

- **High efficiency roof and wall insulation and windows**
- **High efficiency heating and cooling systems**
- **High efficiency domestic hot water heating system. The supermarket system will reclaim heat from the refrigeration systems to preheat the hot water supply.**
- **Energy STAR equipment and appliances, where available**
- **High efficiency refrigeration system in the supermarket that incorporates:**
 - **advanced refrigeration racks with suction pressure controls;**
 - **variable speed refrigeration condensers with electronically commutated (EC) motors;**
 - **refrigerator and freezer case LED lighting and EC motors;**
 - **walk-in cooler/freezer EC motors for evaporator fans;**
 - **vertical doors for frozen food cases;**
 - **Night shades for display cases, to reduce energy consumption during off hours; and**
 - **hot gas dehumidification coils on each HVAC unit to reduce store humidity levels and reduce the power demand of the refrigeration system.**
- **Sealing, insulating, and testing HVAC supply ducts**
- **Conduit to parking area for potential future charging station installation**
- **Solar-ready roof spaced for potential solar PV installation.**
- **Water saving plumbing fixtures where practicable**
- **The Market Basket uses state-of-the-art BAC Trillium “adiabatic” low water condenser equipment, which reduces water consumption by almost 50%.**
- **The site will utilize a well for on-site irrigation.**

- The irrigation system will incorporate drip irrigation systems where practicable.
- LED lighting will be used for the exterior lighting and interior lighting.
- Sky lights will be used in the buildings where practicable.
- Incorporation of Munters rooftop dehumidification units (desiccant system) to reduce loads on HVAC and refrigeration systems.
- Computerized Energy Management System for lighting, heating and refrigeration controls.

The following is a list of “Green Building” measures which these types of residential units incorporate.

Residential

- High efficiency roof and wall insulation
- High efficiency windows
- High efficiency heating and cooling systems
- High efficiency domestic hot water heating system
- LED interior and exterior lighting systems
- Energy STAR equipment and appliances, where available
- Conduit to parking area for potential future charging station installation (surface and garage)

g. In keeping with the Town’ sustainability goals for reducing its carbon footprint, the Planning Department recommends that electric car charging stations be included on the appropriate plan sheets. Opportunity for state funding to defray the costs may be available through the Massachusetts Electric Vehicle Incentive Program (MassEVIP).

Response: Facilities for the future “ready” connections to electric car charging stations when demand justifies to the capital expenses will be provided and shown on the Parking and Traffic Control plans.

Sheet C-0 (Cover Sheet)

a. The applicant shall show the zoning district(s) in the Locus Map in accordance with Article IV.1.g.4 of the Rules and Regulations.

Response: Zoning Districts will be shown on locus map.

Sheet OS-1

a. The limit of work area shall be clearly demarcated and labelled in accordance with Article IV.1.g.3 of the Rules and Regulations.

Response: Due to the project size and scale of sheet OS-1, the limits of work are clearly shown on the Demolition and Erosion Control Plans as “Clearing Limits” (Drawings C-1A-C-1E)

- b. *The applicant shall confirm with MassDOT if the medians in Route 20 will be raised and striped or only striped. The Planning Department is concerned that residents in the eastside apartments might attempt to take a left hand turn onto Route 20 from the right-exit only of the project.*

Response: VHB brought this comment to the attention of MassDOT during their most recent review of the driveway and roadway corridor plans. Additionally, the Town's peer review consultant, MDM, made this same comment as well. Working with MassDOT, the driveway design has been modified to provide a more pronounced curb line which will make it clear to drivers that only right turns are permitted to exit the easternmost driveway. Additionally, the plans prepared by VHB for MassDOT approval shall place striping on the roadway as well to further enhance this right-turn only movement from the driveway. Ultimately, MassDOT and the Project team want to make it clear to all visitors to / residents of the site that only right-turns are permitted from this driveway. See the Route 20 roadway plans for additional information on the roadway layout and how these changes are being incorporated into the design and layout.

- h. *While the total number of provided retail parking spaces is shown, the applicant shall also show the provided number of parking spaces for each individual retail use in accordance with Article IV.1.g.20 of the Rules and Regulations.*

Response: The Overall Site Plan shows the parking provided in each individual parking field along with the overall proposed parking provided and required

Sheets C2-A, B, C, D, E (Grading and Drainage Plan)

- a. *Slope grades and slope treatments shall be clearly shown and labeled. Slope treatments shall be detailed on the detail sheets. Green-scaped slopes shall be considered wherever possible to lessen the impact on surrounding wildlife and wetlands.*

Response: Slopes have been designed to be 3:1 slopes or flatter. Slopes steeper than 3:1 have been labeled on drawing C-2B and referenced the required placement of the Erosion Control Blankets (See Detail 9 on drawing C-5). All slopes on project have been designed as green-scape.

Sheets C-4A & B (Site, Parking and Traffic Control Plan)

- a. *Given that the provided number of parking spaces for retail exceeds the amount required, the applicant shall consider providing a sidewalk down the middle of the median that is at the end of the crosswalk from the main entrance of the proposed supermarket.*

Response: There is no practical use for the placement of a walkway down the center island, within the main retail parking lot. There is no mid-block cross walk, proposed on Route 20, so any patrons walking along the Route 20 shared use path would enter the site at either the east or west site entrances. Adding a 5' sidewalk where suggested would create more impervious area and would eliminate a significant amount of landscaping from the middle of the parking field and would result in little or no pedestrian usage.

- b. *The applicant shall show and label the distance from the western intersection with Route 20 to the first on-site intersection in accordance with Article IV.1.g.15 of the Rules and Regulations.*

Response: The 8' median distance from the western intersection with Rt. 20 to the first, onsite intersection is approximately 180 feet.

- c. *The applicant shall take into consideration that residents from the eastern-most apartments may try to take the shortest route to the proposed pharmacy by crossing the street adjacent to the proposed leasing/amenities building. The Planning Department recommends an additional pedestrian crosswalk and/or traffic table in this area of the apartment complex to assist with safe pedestrian movement across the street. See also the comments in this letter regarding on-site intersections and roundabouts.*

Response: Given the location of the possible Pharmacy entrance and the grade differential between the entrance drive and the Pharmacy, we recommend keeping the pedestrian movements on the residential side in order to prevent pedestrian and vehicular conflicts along this portion of the entrance drive accordingly.

- d. *The Planning Department, Highway and Engineering Divisions, and Police Department recommend that serious consideration be given by the applicant to replacing the two proposed internal four-way intersection on the western side with roundabouts to address the Town's concerns with internal traffic flow in these locations. These concerns include but are not limited to: left turns out of the bank pad, left turns out of the retail pad, left turns into the upper parking lot as a driver enters from Route 20, cars encroaching on crosswalks when stop signs are off-set behind crosswalks, and the challenge of creating four-way stops in lieu of the proposed two and three-way stops. (See Attachment A for regional roundabout examples)*

Response: Roundabouts have been carefully considered by the Applicant as a preferred solution; however, the area required for the proper design and potential impact to the drainage, grading and "No Disturb Area" precludes the ability to use in this location. The proposed right turn entrance, providing access to the north side of the retail parking field, is critical to pedestrian safety and traffic operations. It effectively diverts traffic from the front of the retail stores, resulting in minimizing pedestrian vehicular conflicts along the store frontages. This one way access drive does not affect the shared use path along Route 20.

Sheets C-4A & C (Site, Parking and Traffic Control Plan)

- a. *Similar to the comment above, the Planning Department, Highway and Engineering Divisions, and Police Department recommend that consideration be given by the applicant to replacing the proposed internal four-way intersection on the eastern side with a roundabout to address the Town's concerns with internal traffic flow in this location.*

Response: See response d. above to the comments on Sheets C-4A & B (Site, Parking and Traffic Control Plan)

- b. *The Planning Department recommends that the northerly entrance/exit to the eastern apartment parking lot be made a one-way, exit only, and that the proposed median be extended southerly to enforce no left in and no left outs from this location.*

Response: The proposed median has been extended to make the eastern residential driveway to be a right in/out intersection only. During the Fire Department review, it was decided that the extended median be designed as a mountable curb section to allow emergency vehicles access.

- c. *A crosswalk and pedestrian refuge shall be considered for the above-recommended extend median to help pedestrians from the eastern apartments access the pharmacy.*

Response: Given the location of the possible Pharmacy entrance and the grade differential between the entrance drive and the Pharmacy, we recommend keeping the pedestrian movements on the residential side in order to prevent pedestrian and vehicular conflicts along this portion of the entrance drive accordingly.

- d. *The Planning Department and Engineering Division recommend consideration be given to either eliminating the right-in entrance to the north of the proposed pharmacy altogether or to replacing said entrance with an extension of the shared use path from Route 20.*

Response: The right-in entrance is critical and very effective in diverting traffic into the parking lot without having them drive by the front of the stores.

Sheets C-4A, B & C (Site, Parking and Traffic Control Plan)

- a. *Front setback distances for the proposed signs closest to Route 20 shall be shown and labelled in accordance with Article IV.1.g.16 of the Rules and Regulations.*

Response: Front setback distance to the proposed signs along Route 20 have been shown and labeled on the plans.

Sheet C-4D

- a. *A crosswalk shall be added in front of residential building 7D/24 toward residential buildings 5C/24 and 5D/24. Studies of pedestrian behavior suggest that residents will want to take the shortest route to cross the street to visit with acquaintances in other residential buildings etc. For safety and ease of access, a raised crosswalk or wide speed table-crosswalk should be considered for this location.*

Response: A crosswalk has been added at this location.

- b. *The Planning Department recommends that both the eastern and western approach, the driving lanes and curbs, to the southerly apartments be narrowed to calm traffic and create a more amenable residential space. (See Attachment B example)*

Response: The width of the driving lanes is necessary for fire truck access.

- a. *The Planning Department sees the shared path along Route 20 as an opportunity to create a project with a truly multi-modal transportation network within Shrewsbury. Due to the anticipated heavy volume of motorized vehicles and turning movements on site, the Planning Department's recommendation and preference is for the shared use path to follow the proposed main sidewalk that parallels the main street as it loops around the southern-most apartment buildings and returns to Route 20. At minimum, the applicant shall provide a striped bicycle lane, preferably raised, on-street to allow a safer route for cyclists within and to the site. (See Attachments B for examples)*

Response: Bike lanes cannot be provided based on emergency vehicle turning movements (See drawing C-12). The fire truck requires the full width of the roadway to maneuver in/out of the residential parking areas. However, as discussed with traffic peer review consultant, we agree to narrow lane from a 15-foot width to 12-foot width and a 3-foot solid white edge line and shown on drawings C-4A-4E.

- b. *Bicycle racks shall be added to the site to accommodate cyclists.*

Bicycle storage locations are indicated on the Parking and Traffic Control Plans. The site plan illustrates how bicyclists can maneuver through the site and integrate with the proposed shared-use pathway along Route 20.

- c. *The shared path along Route 20 and the path's dimension shall be shown and labelled as currently proposed by MassDOT.*

Response: The shared path currently proposed by MassDOT, and the anticipated dimensions, have been added to the plan set.

- d. *Dumpsters for all uses shall be clearly shown and labelled in accordance with Article IV.1.g.15 of the Rules and Regulations.*

Response: Dumpsters and compactor areas for both residential and commercial areas have been labeled on plans.

- e. *Snow storage areas shall be clearly demarcated and labelled in accordance with Article IV.1.g.15 of the Rules and Regulations.*

Response: Snow storage are shown and labeled on the Snow Management Plan Drawing SMP-1 as well as the Parking & Traffic Control Plans.

- f. *All guardrails shall be labelled in accordance with Article IV.1.g.15 of the Rules and Regulations.*

Response: Guardrails have been labeled on the Parking & Traffic Control Plans.

- g. The location of wayfinding signs shall be shown and labelled. Details for wayfinding signs shall be included on Site Parking and Traffic Control Details sheets in accordance with Article IV.1.g.16 of the Rules and Regulations.*

Response: Potential wayfinding and general signage will be designed and submitted for review as part of the building permit process.

- h. Secure bicycle storage areas in the residential area, as identified as being provided on page 33 in the Transportation Impact and Access Study, prepared by Vanasse Hangen Brustlin, shall be shown and labelled in accordance with article IV.1.g.15 of the Rules and Regulations.*

Response: See comment b above.

- a. A note shall be added to the demolition Notes that “vegetation shall be cleared by an Asian Longhorned Beetle certified contractor.”*

Response: Refer to Erosion & Sedimentation Control Notes 1 and 4 on drawing N-1... No land clearing or land disturbance activities shall commence until approval has been received by the governing authorities including the Shrewsbury Conservation Commission. This specific requirement will also be added to the construction specification.

DECISION COMMENTS:

The following comments should be included in the decision as conditions of approval. I reserve the right to add additional comments as the review process proceeds.

- 1. A building permit from the Building Inspector is required for any additional signs on the property.*

Response: No Comment

- 2. Building floor plans shall be provided to the Planning Department upon application of building permits.*

Response: Residential and Commercial Building Floor plans will be provided to the Planning Department upon application of Building Permits.

- 3. The MassDOT Access Permit shall be provided to the Planning Board before a building permit is issued.*

Response: VHB recommends that the Board consider providing the MassDOT Access Permit prior to issuance of any form of Occupancy Permit on the site, as opposed to building permit and that the burden be on the Applicant to provide alternative traffic control measures if all improvements to the Route 20 corridor are not completed when the supermarket is ready to open for business. Upon completion of the Massachusetts Environmental Policy Act (MEPA) process, the Project will need to apply to the MassDOT for a Highway Access permit prior to allowing occupancy to the development. There will most likely be opportunities to begin building activities on the site prior to the issuance of a MassDOT permit.

4. *Vegetation clearing shall be done by an Asian Longhorned Beetle certified contractor. Proposed landscaping shall be Asian Longhorned Beetle resistant.*

Response: See comment a.

5. *Due to a strain in the town water supply, there shall be a ban on connecting lawn irrigation systems to the public water supply.*

Response: No Comment

6. *Lighting associated with the project shall be “dark sky compliant” and down lit to the maximum extent practicable.*

Response: The Lighting Design complies with the Town’s requirements, including “Dark Sky Complaint” and down lit, to the maximum extent practicable.

7. *A pre-construction conference with the Planning Department and DPW shall be held prior to the start of any construction.*

Response: Refer to Erosion and Sediment Control Note #1.

8. *The project will be subject to fee and bond as adopted by the Planning Board on September 7, 2017.*

9.

Response: No Comment

10. *After final plans are approved, an original set of plans on mylar shall be provided to the Planning Board for endorsement. After endorsement, plans in accordance with the Plan Distribution List, scanned images of all plan sheets, and a non-returnable USB flash drive with the AutoCAD files for the project shall be provided. Submittals shall be delivered to the Engineering Department at least one week prior to the pre-construction conference.*

Response: No Comment

11. *Construction operations shall be limited to Monday through Saturday between the hours of 7:00 AM and 7:00 PM. There shall be no work on Sundays or Holidays. No on-site idling of vehicles or machinery shall occur outside of these hours. A sign approved by the Engineering Department shall be posted at each construction entrance.*

Response: This requirement will be included in the construction specifications and as a note on Drawing N-1.

12. *After construction is completed, an as-built plan approved by the Engineering Department shall be provided for the project. Original as-built plans for the final project shall be printed on mylar and stamped by a Professional Land Surveyor. The as-built plans shall also include a certification stamped by a Professional Engineer indicating the project was constructed in accordance with the approved plans. A non-returnable USB flash drive shall also be submitted with scanned images of the as-built plan sheets and updated AutoCAD files for the project. Elevations on the as-built plans shall reference the Town of Shrewsbury GIS datum.*

Response: No Comment

We have also attached the Site Parking & Control Exhibit (EXH-1) which shows the sight triangles. As discussed previously, we have updated the stormwater management report to address the previous Graves Peer Review comments as well as the elimination of three on-site basins (Basins 1, 2, & 3). By the elimination of the three basins, we have made the area more aesthetically pleasing by the removal of the required fencing, guard rails, etc. Additionally, we have modified the size of on-site basin #5 to be more efficient.

Please call me if you have any questions at 781-279-0180.

Sincerely,

RJO'CONNELL & ASSOCIATES



Roy Smith
Vice President

CC: Mark Donahue
Jim Lamp
Carmin Tomas