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December 5, 2019

Medway Zoning Board
c/o Barbara Saint Andre, Director of Community and Economic Development
155 Village Street
Medway, Massachusetts 02053

Subject: Updated Final Plans, Timber Crest Estates 40B

Dear Ms. Saint Andre and Board Members,

On behalf of Timber Crest LLC, we are providing updated Final Plans (Volumes 1 and 2), dated November 29, 2019, based on comments received from various town departments to ensure compliance with the Comprehensive Permit. These comments were received following our October 18, 2019 submittal of Final Plans to the Board. Enclosed herewith we are submitting:

- One full-size set of plans and 5 sets at 50% reduction (12"x18") are provided herewith for the town.
- One set of utility plans (sheets 28-36) w/colored utility lines as was requested by DPW (please forward to them).
- Via email, we are submitting electronic .PDF versions of the above documents also.

The following comments to the Board are addressed in our responses on the following pages, including:

- memo from Barbara Saint Andre dated November 14, 2019.
- letter from Sean Reardon, TetraTech, dated November 8, 2019.
- memo from Bridget Graziano, Conservation Commission Agent, dated November 19, 2019.
- email from David D'Amico, DPW Director, dated November 8, 2019.
- memo from Sergeant/Safety Officer Jeffrey Watson dated November 4, 2019.

Additional changes to plans were made as a result of working meetings on November 13 and 26, 2019, led by Barbara Saint Andre with other town personnel and the Board's consultant, Sean Reardon of TetraTech. These changes generally involved clarifying parcels and easements on the plans, incorporating a walking trail off Kingsbury Drive, construction phasing concerns, and work on Holliston Street affecting an abutter's driveway.

Should you have any comments or need additional information, please feel free to call me.

Sincerely,

James A. Pavlik

James A. Pavlik, P.E.
Principal

Enclosures

cc: Mounir Tayara, Timber Crest (via email)
Sean Reardon, TetraTech (via email)

Responses to Community and Economic Development comments
per memo from Barbara Saint Andre, Director, dated November 14, 2019.

General Conditions:

1. *Lot numbers have been changed throughout the plan, and some lot numbers have been skipped. See note on Volume 1, Sheet 1. The changed lot numbers make comparison to the preliminary plans more complicated. The Board may want to consider that no lot numbers be skipped, or that all original numbers be kept. Also, please note that the configuration of most lots have changed (e.g. lot size and/or frontage) from the preliminary plans.*

Response: Lot numbers were changed to be consecutive 1 through 136.

2. *Phasing – There has been discussion with the Applicant and his engineer as to how utilities and roads will be handled in each phase. See Conditions 34, 44. In particular, for Phase IW, the utilities will be looped to Ohlson Circle prior to issuance of building permits for any houses.*

Response: Phasing plans have been updated to include looping water main to Ohlson Circle; see response to DPW comment 6.

3. *There has also been discussion regarding the numerous easements for drainage, utilities, access, etc. The Applicant will establish a Homeowners Association to hold the easements for drainage, streets etc. until Town acceptance. However, even if the Town accepts the streets, DPW advises that it will not accept sewer lift stations or sewer force mains, which will remain the responsibility of the Homeowners Association.*

Response: The lotting plans and utility plans have been updated to better define easements, parcels and sewer lift station/force main maintenance responsibilities; see response to DPW comments 1 and 2.

5. *There are numerous gravel access drives shown on the plans, see sheets 37-44, and shown on sheet 62. There is no detail as to the construction of these gravel access drives.*

Response: A gravel access drive detail for the drainage areas has been added to the detail sheets.

6. *Sheet 37 shows a ten foot no-cut buffer. It is not clear how the no-cut buffer will be enforced; one suggestion is a restrictive covenant. See condition 5.m.*

Response: The applicant shall provide restrictive covenants to address this 10' no cut buffer on lots 65, 66, and 70, as well as other lots where screening to abutters is shown on the landscape plans in Volume 2.

7. *Conditions 77-80 – A performance surety must be provided prior to signing the original subdivision mylars for recording at the Registry of Deeds. The Applicant states that he will enter into a subdivision covenant initially. When he is ready to begin construction on each phase, the covenant will need to be released as to that phase, and another form of surety (bond, tri-party agreement, or deposit of money) will be required for the costs to complete the infrastructure for that phase, based on an estimate from Tetra Tech.*

Response: The applicant acknowledges this.

8. *Condition 24 – A construction observation fee must be provided prior to plan endorsement. Tetra Tech will need to provide an estimate for this.*

Response: The applicant acknowledges this.

9. *Trails – Condition 9 requires the Applicant to work with the Conservation Commission to develop a trail system within the project site. The Commission has indicated it has concerns about constructing trails through wetlands resource areas. In discussions with the Applicant, it appears that a walking trail could be located on the Conservation Restriction parcel located off Kingsbury Drive. The Applicant indicated a willingness to show this trail on the plans. The next Commission meeting at which it could consider this potential trail is December 12, 2019.*

Response: Based on our meeting on November 13, 2019 with Ms. Saint Andre and Bridget Graziano, Conservation Commission Agent, we have shown a proposed walking trail off Kingsbury Drive that will be field adjusted with the Conservation Commission so as to avoid any disturbance to wetlands or buffer zones; refer to Grading and Drainage Sheets 24 and 25.

Specific Conditions:

1. Condition 5: This contains a number of items that need to be included in the Final Plans. In many cases, such as 5.i through 5.k (Fire Department requirements), the department involved will need to verify compliance.

Response: Comments noted herein have been incorporated into the updated Final Plans.

2. Condition 5.l: See comments from Sgt. Watson. Detail on street signs referring to red color needs to be deleted. Location of "Watch for Children" sign on Kingsbury Drive needs to be moved to location of open space lots (after Lot 84).

Response: These items have been addressed; refer to responses to Sgt. Watson comments.

3. Condition 5.m: "A landscaping/planting plan, which is to include additional screening and buffering for adjacent properties and bus shelter/parking, plantings and screening for the detention basins and rain gardens, shall be prepared by a registered landscape architect and submitted with the Final Plans." The Landscape Plans submitted show plantings and screenings at the Winthrop Street entrance lots, and the Holliston Street bus shelter lot; they do not address any other detention basins or rain gardens, or buffering for adjacent properties. Sheet 62 shows landscaping for detentions basins, but is not stamped by a registered landscape architect. Buffering for adjacent properties is not shown. See Condition 67.

Response: The updated Landscaping Plans prepared by Grady Consulting in Volume 2 address these comments.

4. Condition 5.q: "A lighting and photometric plan showing proposed site lighting, which shall be dark-sky compliant, for Property entries, along the stretches of Roads "C", "F" and "I", where there are no homes, shall be prepared by a registered professional engineer and submitted with the Final Plans." The Landscape Plan at sheet L5 shows a "Typical Home Photometric Plan", but there are no other lighting and photometric plan. (Note: Road "I" has been eliminated; Road C is now Timber Crest Drive, and Road F is now Kingsbury Drive.) Additional sheets 5a and 5b need to be reviewed to determine if compliant with this condition.

Response: The updated Landscaping Plans prepared by Grady Consulting in Vol. 2 address these comments.

5. Condition 5.u: "Details on trash and recycling shall be provided." These do not appear on the plans. The Applicant states he discussed this with DPW and that he will have a private contractor for curbside pickup; however, there is no note on the "Final Plans" or elsewhere that I could find.

Response: Note 2.b. has been added under Operation and Maintenance Schedule on Sheet 2, Vol. 1 to address this comment.

6. Condition 5.dd: "Stop bars and Stop signs at all proposed central mail pickup area approaches to Road A and Road F in accordance with MUTCD standards." These are not shown on the plans.

Response: The stop bar and sign at the 2 central mail pickup areas have been added to Sheet 37 and 41.

7. Street signs are not indicated for all street intersections (Winthrop/Rosewood; Rosewood/Cherry Circle).

Response: Street signs for all cross streets has been added to the sign detail on sheet 55.

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8. *Condition 60: Signs re: no parking or idling are not shown.*

Response: No parking or idling signs have been added near Sta 1+0 on Rosewood and Kingsbury Drives on Sheets 37 and 41.

9. *Condition 52: Speed sign needs to be added on Winthrop Street.*

Response: The speed monitoring sign has been added to Sheet 19, Vol. 2.

10. *Condition 61: Curb cut on Fairway Lane; no longer applicable after modification.*

Response: The applicant acknowledges this, no further response necessary.

11. *Sheet 23: Note to refer to sheets 53 and 54 is incorrect for Holliston Street; should be Vol. II sheets 12 and 13.*

Response: The label on Sheet 23 has been revised accordingly.

12. *Condition 71: street trees. These are not shown, but it does not appear it is required that the trees be shown on the Final Plans.*

Response: Note 4 has been added to the Layout and Materials Plans to indicate a street tree shall be provided on each lot. See also Tree Planting Detail on Sheet 54.

Finally, in going through the GIA letter of February 21, 2017, it states on page 12, number 40, that sight distance triangles will be put on the final plans. They do not appear to be provided.

Response: Sight distance triangles are provided on sheets 4-14, Volume 2.

Responses to TetraTech comments per letter from Sean Reardon dated November 8, 2019.

1. *We did not find any details related to trash and recycling noted on the plans.*”

Response: Note 2.b. has been added under Operation and Maintenance Schedule on Sheet 2, Vol. 1 to address this comment.

2. *“Connections to town water and sewer systems are shown on the plans and profiles however no details showing methods of connection are provided.”*

Response: A note stating “all construction of water and sewer shall be in conformance with the town of Medway Water/Sewer Department rules and regulations” is shown on Sheet 2 under water and sewer notes, and on Utility Sheets 28 to 36. Additional details related to methods of water and sewer installation and/or connections are not provided on the plans as was discussed with DPW Director David D’Amico.

3. *“Linden Path is shown on the Plans at 16 feet wide. The Decision states the width of roadways within the subdivision shall be 26 feet wide. (y.) This discrepancy may have been addressed in the request for modification.”*

Response: Linden Path, a common driveway for 4 lots, was approved at 15 ft. wide as a minor change in the ZBA decision in April 2018.

4. *“In the interest of clarity and to avoid potential confusion with future design of individual lots, we recommend the Final Plans do not show individual homes and driveways.”*

Response: Individual homes and driveways have been removed from Grading and Drainage Plans and other plan sheets on the updated Final Plans. Please note that the Drainage Report, Stormwater Protection Plan, Long-Term Stormwater Operation and Maintenance Plan and Pollution Prevention Plan” submitted to and approved by the Conservation Commission still acknowledge requirements for providing roof drains and full buildout of the project as specified in the DEP Stormwater Management Regulations and Wetland Protection Act regulations.

5. *“We request the applicant issue future hardcopy plans in single-sided format and confirm plot settings to ensure half-size plots maintain intended line weight relationship as full-size plots.”*

Response: Comment acknowledged.

6. *“Provide match line references on plan sheets to assist with review and coordination going forward.”*

Response: Match line references have been added to the Grading and Drainage sheets, Utility Sheets, and Layout and Materials sheets.

7. *Provide a datum reference on any plans where elevations are shown and benchmark references where possible.*

Response: Elevation datum references and benchmarks were provided on the Existing Conditions Plans (sheets 4-8), and benchmarks have been added to Grading sheets. As is customary, additional benchmarks will be transferred into the site as construction progresses.

8. *We request the proposed layout and lot lines be shown in gray and displayed behind proposed linework on the Grading and Drainage Plans, Utility Plans and Layout and Materials Plans and confirm display order prioritizes proposed information.*

Response: The requested change in drafting standards has been made on the updated plans.

9. *We recommend removing references to proposed homes to avoid potential confusion with later submittals for individual lots.*

Response: Refer to response #4 above.

10. *We recommend iron rods proposed within the lot at 13 Ohlson Circle be installed four inches below grade to avoid impacting routine activity at the lot. The rods can easily be located and uncovered if needed.*

Response: A note was added to the lotting plan as requested (see sheet 13, Vol. 1).

11. *We recommend Plans include clear notes defining ownership and maintenance responsibilities for stormwater infrastructure.*

Response: The Long-Term Stormwater Operation and Maintenance Plan and Pollution Prevention Plan addresses this comment. See also Note 2.a. under Operation and Maintenance Schedule on Sheet 2, Vol. 1.

12. *Utility Plans should indicate how stubbed water and sewer laterals will be terminated pending future connection. Suggest laterals extend at least five feet beyond the limit of the public right-of-way.*

Response: See response #2 above.

13. *Plans appear to show water lines within 10 feet of the proposed sewer force main near infiltration Basin 4. Town regulations require a minimum separation of 10 feet. Revise water/sewer layout to comply with 10-foot minimum offset or provide detail showing extent and nature of water line protection.*

Response: The required 10' offset between water and sewer is provided.

14. *It is our understanding that the applicant anticipates ownership and maintenance of gravity sewers within the public right of way will become the responsibility of the Town upon final acceptance. The plans should clearly indicate ownership and maintenance responsibilities for sewer system components including the pump stations and all contributing infrastructure.*

Response: See response to DPW Comment #1.

15. *Utility Plans include sewer alignment centerline that is potentially confusing with roadway centerlines which all share a common start point (0+00). If sewer line stationing is to be shown on the plans, please ensure it is labeled and clearly distinguishable from similar roadway centerlines. Layout and Materials Plans*

Response: Road stationing and profiles are clearly shown and labeled so that there should be no confusion. We added an additional clarifying note to the Ohlson Circle sewer profile (see sheet 52) to refer to sheet 31 for plan view.

16. *Recommend using a light hatch to identify sidewalk limits or otherwise adjust color of layout lines so that limits of proposed walkways are easily distinguished from other linework.*

Response: The sidewalk is now shown with a light hatch on the Layout and Materials Plans.

17. *The proposed method and limits of vehicle slope protection (guard rails) should be clearly shown on the plans and details.*

Response: Retaining wall and guardrail locations are shown and labeled on the plans. A retaining wall detail has been added to sheet 53 specifying requirements for shop drawings on wall/guardrail details prior to installation.

18. *Provide a cross section for roadway at Wetland Crossing 3 and include location of proposed utilities.*

Response: A cross section for the Kingsbury Drive bridge crossing with utilities shown has been added to sheet 54.

19. *All wall systems, foundations and vehicle protection should be within the limits of the proposed roadway right-of-way.*

Response: All retaining walls, foundations and vehicle protection shall be within the roadway limits, except (a) final foundation details for the bridge crossing are not yet designed and may require easements which will be added as part of that work as necessary, (b) a retaining wall is proposed on the drainage/access easement on Parcel N, and (b) easements for retaining walls on lots 21 and 40 have been added to accommodate future driveways and utilities to those lots (see sheets 12 and 21).

20. *Fix typo at open space note on 163 Holliston Street parcel. Sheet 41.*

Response: The typo is fixed.

21. *Provide detail for construction of turnaround at Fern Path (Pavement and Subbase).*

Response: See sheet 53 for Fern Path Cross Section.

22. *Show only existing and proposed grades at center line. Show existing grade in gray line type. Do not include information for grades left and right of center line.*

Response: The requested change in drafting standards has been made on the updated plans.

23. *Confirm with the Medway DPW if air release valves or similar measures are required on water line at wetland crossing 3.*

Response: DPW has not requested any air release valves.

24. *Plans should show locations and or method of proposed water line thrust restraint and include related details of construction.*

Response: Refer to response #2 above.

25. *Indicate limits of proposed installation by directional drilling on the profiles.*

Response: Limits of HDD installation are shown on the profile sheet 51.

26. *Please review buoyancy calculations. There are inconsistencies between details and calculations and some information is missing. For example, base slab for Lift Station 1 is shown as 1' thick but weight is calculated based on 2' thickness. We recommend calculating the total buoyant forces, calculating the total down force and then comparing the two.*

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Response: The ballast details and buoyancy calculations on lift stations 1 and 3 were adjusted as requested (see sheet 61).

27. *Shop drawings and as-built drawings of proposed pump stations should be provided to the Town of Medway DPW for review.*

Response: Notes on the lift station details (sheet 61) were revised to add requirements for shop drawings and asbuilts.

28. *Emergency access to Linden Path requires the fire truck to occupy the full 16' pavement width and the paved width is less than the minimum 20' required by Fire Code. Please confirm with the Medway Fire Chief that the proposed access width and turn around arrangement is acceptable and provide dimensions for turnaround depth.*

Response: Linden Path was approved at a 15' width by the Fire Chief and by the Board in its April 2018 decision. See response #29 below also.

29. *Provide dimensions for all turnaround areas where emergency vehicles must travel in reverse.*

Response: Turnaround dimensions have been added at Linden Path and Fern Path (see sheets 42 and 45).

30. *Sheet 57 does not show speed monitoring display on Winthrop Street as required in the decision. Please review commitments made during the review process and confirm all mitigation is included on the plan.*

31. **Response:** The speed monitoring sign has been added to Sheet 19, Vol. 2. No other changes are necessary.

32. *Prior to release of any building permits for individual lots the applicant should be required to provide a clear well test report and as-built drawings to the Medway DPW for all pump stations needed to serve proposed building lots. Applicant should also be required to provide a copy of a contract for emergency and routine maintenance services designating who is responsible for such services and related contact information.*

Response: Notes on the lift station details (sheet 61) were revised to add requirements for shop drawings and asbuilts.

Responses to Conservation Commission comments
per memo from Bridget Graziano, Agent dated November 8, 2019.

1. Condition 6 b. – The Applicant shall maintain a 15-foot buffer to all wetland resources, subject to the exceptions shown on the 15’ No Touch Plan (Wetlands Buffer), dated November 30, 2016. The recommendations set forth in the Applicant’s letter regarding wetlands resources dated December 5, 2016 shall be incorporated into the final design.

Comment – the proposed plans titled, “Timber Crest Estates and Kingsbury Village, Vol 1. And 2. By Outback Engineering, dated August 6, 2019, show development of lots with units which depict erosion control for the development of the lots within the 0-15’ buffer zone.

On November 13, 2019, in a meeting with Mr. Tayara, this comment was noted by the Agent. The applicant’s Engineer will remove the erosion control line for the proposed homes/structures to not show encroachment into the 0-15’ buffer zone. This portion of the project has not been approved by the Commission and does not comply with this conditions of the ZBA Comprehensive Permit. The only approved plans are for the stormwater, utilities and roadways.

Response: The plans have been revised to remove the erosion control line which was shown in compliance with the 15’ No Touch Plan dated November 30, 2016 and approved by the Board in its decision. The applicant is aware that individual house lots with work within the 100’ buffer zone to bordering vegetated wetlands will require filings with the Conservation Commission.

2. Condition 9 - The Applicant shall work with the Conservation Commission to develop a trail system within the Project Site, and, to the extent feasible, possible connections to existing trails.

On November 13, 2019, in a meeting with Mr. Tayara, the Agent explained that there is an intension to require a trail on the proposed parcel which will have a permanent Conservation Restriction. This language will be developed with Town Counsel and written in to the Conservation Restriction.

Comment – the applicant proposed trails however, the initial proposed trail system was within wetland resources and exceeded the amount of allowable alteration of 5, 000 square feet under 310 CMR 10.55 (4) of the Wetlands Protection Act. The Conservation Commission would be willing to review trail proposals which did not exceed the allowable thresholds for wetlands alteration. The Commission would prefer that trails proposed used available upland locations which do not alter wetland resources.

Response: As noted above in response #9 to Ms. Saint Andre’s comments, we have shown a proposed walking trail off Kingsbury Drive that will be field adjusted with the Conservation Commission so as to avoid any disturbance to wetlands or buffer zones; refer to Grading and Drainage Sheets 24 and 25. We previously understood from our discussions with the Commission during the Notice of Intent hearings that the Commission was not in favor of a trail on the property, whether in uplands or wetlands. Please note that the trail proposed will cross 2 sections of wetlands, and the applicant does not wish to further disturb any wetlands to accommodate a trail that will result in additional, burdensome permitting and/or maintenance obligations.

3. Condition 11 - Calcium chloride shall be used to treat the roadways and parking areas during inclement weather.

On November 13, 2019, in a meeting with Mr. Tayara, comments was brought this up with Dave D’Amico since the Town uses sodium chloride for applications during the winter storms and if the Town accepts the road the Town will need to develop an environmentally friendly substitute.

Comment – this should be shown on the plans and within the Operations and Maintenance Plan.

Response: No changes have been made to the plans or O&M plans for the project at this time because the applicant has no control over what the town may or may not do in the future. The applicant will use calcium chloride as part of his operations as specified in the Comprehensive Permit.

4. Condition 63 - The Applicant shall demonstrate compliance with MassDEP's Stormwater Management Standards.

Comment – the applicant has not demonstrated that the proposed construction of driveways 2.26 acres and homes 5.79 acres of impervious surface meets the MA Stormwater Management Standards. Specifically, test pits were not performed for the lots to determine depth to groundwater, sizing for the roof infiltrators, “sharing” of roof infiltrators operations and maintenance plan, and the complete stormwater calculations for the 8 acres of impervious. The applicant needs to demonstrate that the stormwater management system as designed incorporates all impervious surface.

On November 13, 2019, in a meeting with Mr. Tayara, the Agent noted this and the Town's Consulting Engineer has now provided comments that state the buildings, driveways, and roof infiltrators should not be shown as there is a significant amount of impervious surface that has not been accounted for in Stormwater Management Calculations and has not been reviewed by the Town Consulting Engineer. The proposed project as submitted does not meet the MA Stormwater Management Standards unless the units and driveways are removed.

Response: Individual homes and driveways have been removed from Grading and Drainage Plans and other plan sheets on the updated Final Plans. Please note that the “Drainage Report”, “Stormwater Pollution Prevention Plan”, and “Long-Term Stormwater Operation and Maintenance Plan and Pollution Prevention Plan” submitted to and approved by the Conservation Commission still acknowledge requirements for providing roof drains and full buildout of the project as specified in the DEP Stormwater Management Regulations and Wetland Protection Act regulations. In preparing the stormwater calculations that were reviewed and approved by the Commission, we followed standard engineering practices in using assumptions relative to full buildout of the site, including siting of proposed homes and driveways, and conducted a number of test pits across the site to account for use of roof drains and other stormwater management systems. All of this drainage design work was reviewed in detail by the Commission's consultant and ultimately approved by the Commission in issuing the Order. None of the assumptions outlined in our drainage calculations has changed at this time, and if conditions arise during construction and buildout of the lots in the future, then that is the time at which we may need to request amendments from the approved plans.

5. Rules and Regulations of the Medway Conservation Commission Request #16 Section 5.06(b) Minimum Performance Standards and No Build Setback Waiver requirement for no structures within 25 ft. from any resource area except by waiver from the Conservation Commission, and to allow a 15 ft. no build setback where structures shall not be allowed except retaining walls for roadways and other purposes as may be needed and as shown on the plans.

Comment – the plans titled, “Timber Crest Estates and Kingsbury Village, Vol 1. and 2. by Outback Engineering, dated August 6, 2019 show locations where there is work in the 0-15' buffer zone for the construction of the house lots.

On November 13, 2019, in a meeting with Mr. Tayara, this comment was noted by the Agent. The applicant's Engineer will remove the erosion control line in order to comply with the ZBA Comprehensive Permit, so not to show encroachment into the 0-15' buffer zone.

Response: The plans have been revised to remove the erosion control line which was shown in compliance with the 15' No Touch Plan dated November 30, 2016 and approved by the Board in its decision. The applicant is aware that individual house lots with work within the 100' buffer zone to bordering vegetated wetlands will require filings with the Conservation Commission.

6. Revised Documents submitted to the Zoning Board of Appeals dated August 2019 were not approved by the Conservation Commission under the Order of Conditions DEP #216-0914 or #216-919. The Conservation staff will only be using the approved documents under the Order of Conditions. The applicant will need request to amend the Order, if these are the documents proposed to be used for construction.

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On November 13, 2019, in a meeting with Mr. Tayara, this comment was noted by the Agent. It was noted that the set of plans submitted to the Zoning Board of Appeals. In order to have any new plans be approved for building permits, the approved plan within the Order of Conditions DEP 216-0914 and 216-0919 shall be uploaded and used in the Town permitting database for use during construction or the applicant shall request an amendment to have the documents approved under the Order.

Response: No response necessary.

Responses to DPW comments per email from David D'Amico, DPW Director, dated November 8, 2019.

1. *"It was a little difficult to discern property lines. We want to ensure that all sewer lift stations and forced sewer mains are on private property and are the responsibility of the home owners association."*
Response: As discussed with Mr. D'Amico, Sean Reardon from TetraTech and Barbara Saint Andre, we have revised the lotting plans and utility plans to further define lot lines and easements, and added notes regarding future ownership of parcels and easements by the Homeowners Association and the town (see Sheet 10, Vol. 1). Note 3 under Operation & Maintenance Schedule on Sheet 2 (Vol. 1), has been revised to indicate that all sewer lift stations, force mains and the connecting manholes to the gravity sewer lines shall be maintained in perpetuity by the HOA. All lift stations and force mains are on private property except a portion of the force main in Kingsbury Drive will be located under the pavement within the road layout over the bridge crossing the wetlands for better freeze protection (the HOA will still be responsible for maintenance of this force main, and would need to file for a Road Opening permit upon future acceptance of the road by the town).
2. *"The utility plans are difficult to follow. We would like Outback to provide either a color map showing each utility in a different color and delineate wetland areas in a separate color. There are also many easements shown and which is private and which is public is hard also hard to follow. Color would help that also. An alternate would be a pdf that includes the layers so we can turn them on and off. That added capability with color would be the best of the best."*
Response: Separate hard-copy and PDF versions of utility plans with colored utility lines are being provided to the DPW. Easements on the plans are now highlighted in light gray hatch and labeled by lot for easier identification.
3. *"They should identify areas they think are best for snow storage. I don't want to be piling snow on private property nor on/near a wetland. I also have no intention of trucking it out on a regular basis."*
Response: Snow storage areas are designated on the Layout and Materials Plans (sheets 37-45), including center of cul de sac islands, bus/mail parking areas, end of Linden Path and at the emergency access road at 13 Fairway Lane.
4. *"We have developed signs for detention areas that inform people what they are and to keep them clear. These should be included in the plan around these locations."*
Response: The town standard "no dumping" signs have been added to detail sheet 60, where 2 versions will be used: Sign 1 references no dumping at "Sensitive Wetland Resource Areas" and sign 2 references "Stormwater Resource Area". Sign locations remain as shown on the Layout and Materials Plans.
5. *"We will be requiring them to pressure test all sewer mains, not just manholes. No plan change needed, they just need to be aware that this will be added to their sewer permit requirements."*
Response: Water and Sewer Construction note 2 on Sheet 2, Vol. 1 has been updated accordingly.
6. *"The last issue is phasing. They do have a phasing plan of sorts, but I really need to see where pavement and utilities end at each phase. A plan of the whole area that then allows you to add phase one, phase two, phase three, etc so we can easily follow physical build-out is needed. This could have serious consequences for sewer/water/fire hydrant performance. They did need a fire pump in the end didn't they? I would also recommend that that they be required to 100% complete a phase before going to the next phase. New bond estimates could then be prepared for each phase and we're assured that we are all happy before they move to another phase."*
Response: Limits of pavement and utilities for each Phase have been further defined by lightly shading portions of pavement and additional clarifying notes on the Phasing Plans (see sheets 17 and 18, Vol. 2). As was discussed at the working meeting on November 13, 2019 with Ms. Saint Andre and Stefany O'Hanesian, Mr. D'Amico and Barry Smith from DPW, and Deputy Fire Chief Michael Fasolino, the water main in the first phase of construction 1W will include a loop between Winthrop St. at Rosewood Drive through Timber Crest Drive, Sycamore Drive, Cottonwood Lane and connect to Ohlson Circle along the route of the emergency access road (gravity sewer shall similarly be installed along this route and along Ohlson Circle to connect to existing sewer in Buttercup Lane during Phase 1W). Based on the updated Kleinfelder modeling dated June 12, 2019, we are proposing a 10" water main in Kingsbury Drive to avoid the need for a fire pump. To address completion of phases, the Comprehensive Permit incorporates conditions on construction of phases and a covenant will be prepared for recording.

Responses to Safety Officer comments
per memo from Sergeant Jeffrey Watson dated November 4, 2019.

1. *“I have found a discrepancy on the detail sheet 55 of 62. The plan shows the street signs to be red with white letter. All Medway Street signs should be blue in color with white letters. We also request cross street names at all intersections.”*
Response: The detail on sheet 55 has been revised to state street signs shall be blue with white lettering. The Street Sign Detail has been updated to show cross street signs are required.

2. *“Page 19 of 21 on the Final Plans Vol. 2 shows a “Watch for Children” sign located at Lot 91. I would request this sign be moved and erected on the North side of Kingsbury Dr. just West of lot 84 open space.”*
Response: The “Watch for Children” has been moved to west of lot 79 open space (formerly Lot 84 as we have renumbered the lots) just past the proposed bridge and in front of Basin 8 as requested.

3. *“All signage needs to comply with the Massachusetts Uniform Traffic Control Devices standards as well as the standards of the Medway Department of Public Services.”*
Response: This note has been added as note 4 to the Offsite & Perimeter Traffic Safety Improvement Plan in Vol. 2.