

Ms. Lauren Lind
Planning Director
Town of Cohasset
41 Highland Avenue
Cohasset, Massachusetts 02025

September 15, 2021

Ref.: T1125

Re: Engineering Peer Review
Scituate Hill – Cohasset, Massachusetts

Dear Ms. Lind:

On behalf of the Town of Cohasset, TEC, Inc. (TEC) reviewed supplemental documents as part of the traffic, transportation, stormwater, and civil engineering peer review for the proposed office complex located on an 8-acre parcel of land on Scituate Hill in Cohasset, Massachusetts. Outpost Properties (the "Applicant") submitted the following documents which TEC reviewed for conformance with the Town of Cohasset Zoning Bylaws and generally accepted industry standards:

- *Proposed Scituate Hill Office Complex (Traffic Impact Assessment) – Cohasset, Massachusetts*; prepared by VHB, Inc; May 25, 2021;
- Site Plan entitled "*Scituate Hill Office Complex – Cohasset, Massachusetts*;" prepared by VHB, Inc.; dated May 26, 2021;
- Stormwater Report entitled "*Scituate Hill Office Complex – Cohasset, Massachusetts*," prepared by VHB, Inc.; revised August 9, 2021.

For consistency, the original comment numbers have been retained from the most recent TEC Peer Review letter dated July 17, 2021. The Applicant's responses to the comments are shown as **bold**; TEC's responses are shown as *italic*. Comments where no action was required have not been included in this letter.

Traffic Impact Assessment

Comment No. 1: The Project, along the Scituate Hill Subdivision Road directly accesses King Street / Cushing Highway (Route 3A) which is under the jurisdiction of the Massachusetts Department of Transportation (MassDOT). The Applicant should coordinate with MassDOT on the issuance of a Permit to Access State Highway.

VHB Response: **The Applicant will coordinate with MassDOT on the issuance of a Permit to Access State Highway.**

TEC Response: *Comment Closed. No further response required.*

Comment No. 6: The proposed Scituate Hill Office Complex is located within the bounds of the Scituate Hill Subdivision as submitted to the Massachusetts Environmental Policy Act (MEPA) Office in December 2007. The Project, at the time, was subject to an Environmental Notification Form (ENF) as part of that process and was granted a Certificate on the ENF with no further MEPA action in January 2008. Adjacent to the proposed development is the recently constructed Extra Space Storage facility

which accesses the subdivision roadway. Based on TEC's investigation, the Extra Space Storage facility is NOT part of the original Scituate Hill Subdivision project.

VHB Response: **It was determined that the land occupied by Extra Space Storage facility is actually part of the original Scituate Hill Subdivision. In Table 3 of the May 25, 2021 traffic memorandum, a comparison was made between the trip generation for the original project versus the proposed project. While trips associated with the Extra Space Storage site were not included in that table, the traffic counts conducted as part of this assessment show very low volumes associated with that facility. As such, the conclusion drawn from Table 3 remains that the proposed project is expected to generate significantly less traffic than the originally approved project.**

TEC Response: *Comment Closed. No further response required.*

Comment No. 8: The Applicant identified additional traffic to the roadway based on a proposed 20-unit residential development at 380-400 Chief Justice Cushing Highway. However, the TIA does not include information pertaining to traffic volumes generated by the development and its impact on the study area. The Applicant should provide details regarding the specific development.

VHB Response: **The residential development has minimal impact on the study area (only 3 vehicles per direction on Route 3A in the peak hours). A graphic showing site-generated traffic volumes is included in the Attachments to this document.**

TEC Response: *Comment Closed. No further response required.*

Comment No. 9: The Applicant utilized existing traffic patterns on Route 3A in the determination of the directional distribution of traffic approaching departing the site. The Applicant should provide a more formalized trip distribution utilizing US Census Journey-to-Work data.

VHB Response: **It is important to note that a strong contingent of the clientele for the project will be people who currently commute to the Boston area by car or train. For those people, their commuting pattern will essentially remain the same, which is the main reason why the trip distribution in the traffic memo was based on existing travel patterns. VHB reviewed US Census Journey-to-Work data for Cohasset and has included the estimated trip distribution in the Attachments to this document. Based on a comparison of the Journey-to-Work travel patterns and existing travel patterns, there would be a difference of less than five vehicles for all movements during the weekday morning and weekday evening peak hours, which would not impact the results of the analysis or the conclusions of the study.**

TEC Response: *Comment Closed. No further response required.*

Comment No. 10: The 2028 Build Conditions traffic volume diagrams presented in the TIA appear to be a copy of the 2028 No-Build Conditions traffic volume diagrams. TEC has reviewed separately the reports generated from Synchro as part of the capacity analysis, and it appears that the appropriate volumes were used and carried through separate from the network diagrams. The Applicant should attach a corrected 2028 Build Conditions traffic volume diagrams.

VHB Response: The 2028 Build Conditions traffic volume diagrams has been corrected and is provided in the Attachments to this document.

TEC Response: Comment Closed. No further response required.

Comment No. 13: The Applicant applied peak hour factor (PHF) values per approach as opposed to the intersection PHF value as stated in the HCM 6th Edition methodology. The Applicant should change the inputs accordingly.

VHB Response: The PHF values were applied per approach based on MassDOT's Traffic and Safety Engineering 25% Design Submission Guidelines.

TEC Response: Comment Closed. No further response required.

Comment No. 14: Heavy vehicle percentage (HV%) values used in 2028 Build Conditions for weekday morning and weekday evening were inconsistent with the 2021 Existing Conditions and 2028 No-Build Conditions inputs. The Applicant should make changes accordingly. TEC additionally recommends applying heavy vehicle percentage values specific to the movements as opposed to the total approach percentages since most approaches consist of formal and informal turn lanes.

VHB Response: Scituate Hill Driveway HV% values were changed in Build Conditions to account for new Site traffic, assuming the traffic had a default HV% of 2%. MassDOT TIA Guidelines state that HV% can be applied by approach or by lane group. We would expect the HV% to have little effect on intersection operation results.

TEC Response: Comment Closed. No further response required.

Comment No. 15: The capacity analysis worksheets summarize that the delay per vehicle along King Street westbound increases approximately 500 seconds from No Build to Build during the weekday morning peak hour and 270 seconds during the weekday evening peak hour. Although TEC understands that this significant increase is based upon a condition where the volume-to-capacity ratio (v/c) is well above 1.00, the Applicant should provide additional details as to the effect of their site traffic on the intersection and the opposing King Street approach.

VHB Response: As stated in the TIA, the analysis results tend to overstate the actual delays experienced in the field due to the fact that drivers on minor streets generally accept smaller gaps in traffic than those used in the analysis procedures. It should also be noted that the vehicle queues on the King Street approach are only expected to increase by less than two vehicles during the weekday morning and weekday evening peak hours. Based on the trip generation and trip distribution, the project is expected to add less than five vehicles to the King Street approach during the weekday morning and weekday evening peak hours. We would not expect material impacts from this level of traffic. Further, because this is not a traditional office setting, it is likely that the peak hour traffic will be spread over more hours than the typical commuter times and may not even occur five days a week.

TEC Response: TEC agrees that the critical gap parameter defined in the Synchro analysis software is conservative (typically around 6 to 7 seconds) and that reduction of the critical gap manually be even 1 second dramatically decreases the delay (improves the level of service) for the given movement. TEC would therefore concur with VHB

that the results as presented in the capacity and queue analysis are conservative. TEC also agrees that the analysis is conservative as the distribution of commuter traffic is more likely to be not as concentrated during the typical peak hour.

Comment No. 16: The Applicant did not provide sight distance measurements in the TIA. TEC recommends that The Applicant provide detailed information related to existing and proposed sightlines, in the form of stopping sight distance (SSD) and intersection sight distance (ISD) at each driveway location along Scituate Hill Driveway. In addition, TEC has measured the observed that ISD from the Scituate Hill Driveway does not meet the American Association of State Highway and Transportation Officials (AASHTO) recommended minimum ISD value. TEC suggests the Applicant discuss this deficiency in the TIA and provide mitigation strategies.

VHB Response: **VHB conducted a sight distance evaluation for Scituate Hill Drive at Route 3A and at each driveway along Scituate Hill Drive. Measurements were taken for Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD) at these intersections in accordance with guidelines provided by the American Association of State Highway and Transportation Officials (AASHTO).**

Table 1 presents a summary of the ISD and SSD analysis, based on the observed 85th percentile speeds of 45 mph traveling eastbound and 49 mph traveling westbound along Route 3A.

As shown in Table 1, the available SSD at each intersection exceeds the AASHTO requirements, except for driveways that are located less than 200 feet from the ends of the roadway. In those cases, vehicles would be traveling at much lesser speeds, resulting in adequate SSDs.

At the intersection of Scituate Hill Driveway and Route 3A, the ISD looking north is obstructed by the Brass Kettle monument sign. However, it should be noted that the 650 feet of available SSD for vehicles traveling eastbound far exceeds the requirement of 360 feet.

The ISD to the south of the driveways along Scituate Hill Drive is limited by roadway curvature and vegetation overgrowth in some cases. It should be noted that sight distance will be improved with vegetation clearing along the cul-de-sac. VHB recommends trimming the vegetation around the cul-de-sac to maximize SSD and ISD at all locations along Scituate Hill Driveway, including the proposed site driveway. It should be reiterated that the sight distance measurements along Scituate Hill Drive are based on a speed of 30 mph, which is likely conservative for this roadway. The sight distance calculation worksheets are provided in the Attachments.

TEC Response: *TEC notes that the Applicant should provide tree trimming where possible in the public ROW or on the Applicant's property. The Applicant has noted that they will discuss other measures with the adjacent property owner to extend the site line exiting the subdivision road.*

Comment No. 17: The nature of the individual office spaces on-site would suggest that the site will necessitate single-occupancy trips and therefore the parking on-site. The Applicant should evaluate potential parking demand on-site and modify the size of the off-street parking within the site as needed.

VHB Response: The Proponent feels that the proposed parking supply is adequate for the intended use of the property.

TEC Response: Based on the above response and the discussion during the September 8, 2021 Planning Board public hearing, TEC does agree that the parking supply on-site is adequate based on the provided “net” square footage of office space on-site. TEC defers to the Town of Cohasset Building Inspector to determine if the “net” square footage is calculated appropriately. TEC does note that providing additional space on-site for banked parking that could be converted to formal parking spaces if needed in the future should be evaluated by the Applicant.

Site Plan - Transportation

Comment No. 18: There is a discrepancy between the office square footage (SF) between the TIA, the stormwater report, and the site plan whereas the TIA referenced 27,840 SF, the stormwater report references 28,000 SF (seen as equivalent), and the site plan references 14,088 SF. The Applicant should clarify the scope of the building program. The site plan does not provide individual building-by-building square footages and therefore the scope of project shown on the plans cannot be confirmed.

VHB Response: The Site Plan references “Net square footage of proposed development” as required by the Town’s Bylaws. The square footages of each building type, as provided by the architect, are as follows: 1. Quad-type: 1,513 GSF / 780 NSF, 2. Duplex: 773 GSF / 429 NSF, 3. Conference Center: 1,313 GSF / 773 NSF. Due to the unique nature of the building type, the gross to net square footage ratio is higher than a typical building.

TEC Response: TEC concurs with this assessment as each individual units will be less of typical office ratio with the need for separate utility and back-of-the-house type functions.

Comment No. 19: Based on the discrepancy noted in Comment #18 above, the overall number of off-street parking spaces shown in the plan is insufficient. The Cohasset Zoning Bylaw §300-7.1 denotes 1 space per 200 square feet within the Technology Business District which would equate to 140 parking spaces. The site plan depicts only 80 spaces. The overall parking field should also incorporate the results of Comment #17.

VHB Response: As stated above, parking calculations are based on “Net square footage of proposed development” which is consistent with the Cohasset Zoning By-law.

TEC Response: See TEC’s response to Comment #17 above.

Comment No. 20: The Applicant should provide turning templates showing the ability of garbage trucks and emergency vehicles (Cohasset Ladder) to access, circulate, and egress the site through the circulation pattern without leaving the paved surface. A garbage truck template should depict the subject vehicle accessing all designed dumpster locations.

VHB Response: The templates are provided as an attachment to this document.

TEC Response: *The turning template provided by the Applicant shows a fire apparatus not being able to turn around from units #6 through #8. The Applicant should ensure that the fire department is in agreement that no turn-a-around capability is necessary for this short segment.*

Comment No. 22: The plans as provided depict several horizontal curvatures in the roadway. Along 30 mph roadways, the AASHTO minimum recommendation for stopping sight distance (SSD) is 200-feet. There appear to be multiple curvature locations within the complex provide locations where the sight lines may be impeded by vegetation, the change in grade, and/or off-street parking stalls (assuming vehicles parked within the stalls. Such locations may not attain a full 200-foot distance for at least one direction of travel. The Applicant should evaluate the on-site roadway or confirm that tree canopies will be above the necessary sight lines (if vegetation is the limiting factor).

VHB Response: **A minimum 80-foot stopping sight distance (or adequate mitigation) will be provided for the horizontal curvatures as consistent with a 15 MPH design speed.**

TEC Response: *The Applicant should provide signage (advisory speed signage within the site) to promote the 15-mph speed.*

Comment No. 23: The plans do not provide internal roadway profiles and therefore K-values for vertical curvature cannot be compared to AASHTO minimum recommendations for sight distance along 30 mph roadways. The Applicant should provide profile information to confirm that adequate sight distance is provided.

VHB Response: **The roadways were designed per Mass Highway design guidelines using K values equal to 3 for a 15mph operating speed.**

TEC Response: *Comment Closed. No further response required.*

Comment No. 24: The Applicant should provide sight distance plans which includes line of sight, intersection sight distance, and stopping sight distance measurements for both directions for stop-key intersections within the office complex and the intersection of Chief Justice Cushing Highway and Scituate Hill Driveway.

VHB Response: **The Site is designed for low volume traffic and low speed. Stop signs will be posted to provide safety measures where appropriate. Calculations will be provided for other key intersections.**

TEC Response: *See responses to Comments #22 and #23.*

Comment No. 26: Various pedestrian curb ramps around the site entering the crossing location at an angle at the apex of the curb line thereby leading pedestrian towards the center of the roadway. The Applicant should reevaluate the orientation of pedestrian curb ramps at crossing locations to provide perpendicular ramp where possible.

VHB Response: **The curb ramps have been revised as suggested.**

TEC Response: *Comment Closed. No further response required.*

Comment No. 23: Various pedestrian curb ramps lead pedestrians along head-in parking within the pavement surface as opposed to separating pedestrians from the roadway and in this case, parking maneuvers. The Applicant should reevaluate pedestrian

accommodations within the site so to provide vertical separation between vehicular and pedestrian traffic where possible, notably with sidewalks around these individual parking stalls.

VHB Response: **The plans were revised to provide an additional 3' behind parking spaces to accommodate pedestrian circulation.**

TEC Response: *Based on the discussion at the September 8, 2021 Planning Board hearing, TEC does understand the philosophy for the lack of ramp crossings at each parking field as each ramp is meant to collect pedestrians directly from each parking field as oppose to a site wide sidewalk. The accommodations for the additional 3-foot section behind each parking space is appropriate based on the challenging nature of the site and the inclusion of the system wide sidewalk through the center of the site.*

Site Plan - Zoning

Comment No. 28: As currently designed, the Sales and Conference Center directly abuts the 50-foot front yard setback. The Zoning Table on the cover sheet should be adjusted accordingly.

VHB Response: **The Zoning Table has been updated.**

TEC Response: *Comment closed. No further response required.*

Comment No. 29: The side yard setback in the northeast corner of the side is mistakenly labeled as front yard. This side yard setback also appears to be drawn incorrectly and is not shown parallel to the property line.

VHB Response: **The setback lines have been updated on the plans.**

TEC Response: *Comment closed. No further response required.*

Comment No. 30: Erosion control is currently shown on the abutting property – If shown accurately, this will require a temporary easement. TEC suggests revised grading to leave a buffer at property line.

VHB Response: **The grading in this area has been revised to provide a buffer at the property line.**

TEC Response: *TEC concurs with the revisions made to the grading. No further response required.*

Comment No. 31: TEC recommends adding "top of wall" grades every 50-feet and at changes in direction along proposed retaining walls.

VHB Response: **Additional spot elevations have been added on the plan to clarify wall heights.**

TEC Response: *Comment closed. No further response required.*

Comment No. 32: At a minimum, additional contour labels should be provided at the top and bottom of steep slopes.

VHB Response: Additional contour labels have been added to the plans.

TEC Response: Comment closed. No further response required.

Comment No. 33: The grading at top of site does not appear to tie into existing grades. It appears that there is an existing break in slope at approximately elevation 140. The proposed contours do not tie into this break in slope.

VHB Response: The grading of this area has been updated to clarify the intent.

TEC Response: Comment Closed. No further response required.

Comment No. 34: The parking for the sales and conference center should be added to required parking calculation. As noted above, the total square feet of office is shown incorrectly in the parking summary table.

VHB Response: The parking calculations are based on the Town’s requirement of net square footage of proposed development. The sales and conference center net square footage is included in the calculation.

TEC Response: Based on the above response and the discussion during the September 8, 2021 Planning Board public hearing, TEC does agree that the parking supply on-site is adequate based on the provided “net” square footage of office space on-site. TEC defers to the Town of Cohasset Building Inspector to determine if the “net” square footage is calculated appropriately. TEC does note that providing additional space on-site for banked parking that could be converted to formal parking spaces if needed in the future should be evaluated by the Applicant.

Comment No. 35: Snow storage locations should be provided on the layout plan.

VHB Response: A snow storage figure is provided as an attachment to this document.

TEC Response: Based on the provided Snow Storage Calculations & Plan, no further response is required.

Comment No. 36: Section 300-14.4.C.(5) – The Applicant should submit a plan showing lot coverage is under 35% impervious. The plan should clarify if rip rap areas were included in this impervious calculation. If over 35%, a special permit would be required by the Zoning Board.

VHB Response: The requested figure is provided as an attachment to this document.

TEC Response: Comment addressed. The figure shows that 35% of the site will be rendered impervious. TEC made an error in the original comment – the threshold for a special permit is 40% per Section 300-14.4.C.(5).

Comment No. 37: Section 300-14.4.C.(6) - A clearing plan should be provided that shows less than 70% of the land will be cleared as part of the project. If over 70%, a special permit would be required by the Zoning Board.

VHB Response: A figure graphically depicting the zoning calculations is provided as an attachment to this document.

TEC Response: Comment addressed. No further response required.

Comment No. 38: Section 300-14.5.A. – The Applicant should describe the safeguards being provided for the stormwater system in case of accidental damage or spillage. If a spill occurs, how will it be controlled with the current system?

VHB Response: **The Project stormwater management system was designed in accordance with MassDEP Standards, which will include catch basins with hoods and sumps. It should be noted that the site is not considered a LUHPPL.**

TEC Response: *TEC recommends that shut off valves be installed along the drainage line, prior to connection to the subsurface basin. If amenable to the Planning Board, this comment could be considered as a condition of approval.*

Comment No. 39: It appears that the project will require a Stormwater Permit from the Conservation Commission as an activity that will alter over 5,000 square feet (Section 223-4.A.(1)).

VHB Response: **Understood.**

TEC Response: *Comment Addressed. No further response required.*

Stormwater Management

Comment No. 40: The project will rely upon the functionality of the existing detention basin (P1) to control stormwater runoff. The Applicant should provide evidence of the Operation and Maintenance of the basin since it was constructed. If maintenance reports can't be provided, an inspection and report documenting the functionality of the basin should be prepared.

VHB Response: **VHB has requested the information from the design engineer and will provide as available.**

TEC Response: *Comment on-going.*

Comment No. 41: The proposed modifications to the basin should be shown on the Grading & Drainage Plan for TEC review.

VHB Response: **The approved design drawings of the basin have been provided as an attachment to the Proposed Site Plans. VHB understands that the majority of this work has been completed. During construction, any remaining “punch list” items that have not been constructed to the satisfaction of the design engineer will be identified and addressed accordingly.**

TEC Response: *TEC acknowledges the addition of the approved design drawings of the basin and concurs with proposed modifications. TEC suggests the addition of a note on Construction Plans detailing that “punch list” items will be completed to the satisfaction of the design engineer prior to discharge of stormwater into the basin.*

Comment No. 42: TEC is concerned with the low number of drainage structures (catch basins, manholes) being provided as part of the project. Gutter flow calculations should be provided to show that flooding along the driveways will not occur. Several drainage flow paths exceed 300-feet in length as currently proposed.

VHB Response: **The drainage structures were previously located/sized based on tributary areas. Where the flow paths exceeds 300-feet, additional catch basins have been added to the plan.**

TEC Response: *Comment addressed. No further response required.*

Comment No. 43: Headwall 16 is shown with invert at 59.00 however the plan shows the outlet at elevation 50.00

VHB Response: **The invert elevation has been corrected.**

TEC Response: *Comment addressed. No further response required.*

Comment No. 44: The Cohasset Planning Board should confirm that the submitted calculations prepared by Cavanaro Consulting dated August 31, 2006 and December 9, 2015 are current and applicable to the project. TEC was not involved with the review at that time and has no way to verify these reports.

VHB Response: **No action by VHB required.**

TEC Response: *No further response required.*

Comment No. 45: MA Standard 1 – TEC generally concurs that standard 1 is met by the project. However, TEC is concerned about the proximity of the rip rap slope to the abutting property. At a minimum, TEC recommends a 5-10 buffer to the property line.

VHB Response: **An 8 foot buffer area was added to the plan.**

TEC Response: *Comment Addressed. No further response required.*

Comment No. 46: MA Standard 2 – TEC generally concurs that the project proposes slightly less impervious area than was previously shown in the 2015 Stormwater Report. It appears that the project meets Standard 2. TEC reserves the right to make additional comments related to Standard 2 based on the resolution of other comments in this section.

VHB Response: **No action required.**

TEC Response: *Comment addressed. No further response required.*

Comment No. 47: The SC-740 chambers should be included in the hydrologic model.

VHB Response: **The HydroCAD model was updated to include the subsurface system.**

TEC Response: *Comment addressed. No further response required.*

Comment No. 48: MA Standard 3 – TEC can not confirm that the project meets Standard 3. The calculations in Appendix C reference pond storage between elevations 80.5 and 81.0, however the site plans show the basin at elevation 75.0.

VHB Response: **The calculations have been revised to reflect the correct elevations of the proposed subsurface infiltration system.**

TEC Response: *Comment addressed relative to Standard 3. There may be an issue with minimum cover near structure DMH 5 that should be reviewed by the Engineer.*

Comment No. 49: HydroCAD pond storage calculations should be provided to prove adequate recharge volume exists.

VHB Response: **A conservative assumption for the recharge system was used for the design. A Rawls Recharge Rate of 0.09 in/hr was used for the calculations. An updated HydroCAD report is included as an attachment to this letter.**

TEC Response: *TEC acknowledges the additional information provided in the HydroCAD report. Given the presence of HSG D below the infiltration system, TEC recommends an underdrain with a valve to be added below the chambers.*

Comment No. 50: MA Standard 4 – The water quality volume calculation for the Stormtech chambers state that a peak flow rate of 1.9 cfs must be treated, but treatment is provided for only 1.5 cfs. The applicant should review this calculation and if needed, adjust the design to provide adequate treatment. Also, it appears the calculation references 15 isolator row chambers where 20 have been provided on the plans.

VHB Response: **Acknowledged. 20 chambers will treat approximately 2.5 cfs. An updated calculation is reflecting the correct number of proposed chambers is attached to this letter.**

TEC Response: *Comment addressed. No further response required.*

Comment No. 51: MA Standard 5 & 6 – TEC agrees that these standards are not applicable.

VHB Response: **No action required.**

TEC Response: *Comment addressed. No further response required.*

Comment No. 52: MA Standard 7 – TEC agrees that the project is not considered a redevelopment and must be designed to fully meet the stormwater standards.

VHB Response: **No action required.**

TEC Response: *Comment addressed. No further response required.*

Comment No. 53: MA Standard 8 – A Construction Period Pollution Prevention Plan has been provided and the Applicant has agreed to file a Stormwater Pollution Prevention Plan prior to the start of any work.

VHB Response: **No action required.**

TEC Response: *Comment addressed. No further response required.*

Comment No. 54: As MA Standard 9 – The Operations & Maintenance Plan should be revised to include the following:

- Plan Showing the location of all stormwater BMPs and maintenance access areas;
- Description and delineation of public safety features;
- Estimated operation and maintenance budget;
- Operation and maintenance log form.

VHB Response: **A revised O&M plan including the majority of the requested is included with the submission. We request the estimated budget be waived at this time as the work will be contracted out post construction and it is difficult to get an accurate estimate this far in advance of the work being performed.**

TEC Response: *Comment addressed. TEC recommends that the final budget be provided to the Planning Board as a condition of approval.*

Comment No. 55: MA Standard 10 – The stormwater report provides an illicit discharge statement that satisfies Standard 10.

VHB Response: No action required.

TEC Response: Comment addressed. No further response required.

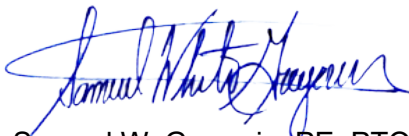
Comment No. 56: The Stormwater Report should include a Stormwater Checklist stamped and signed by a professional engineer.

VHB Response: The checklist has been provided as an attachment to this document.

TEC Response: Comment addressed. No further response required.

Please do not hesitate to contact me directly if you have any questions concerning our comments at 978-794-1792. Thank you for your consideration.

Sincerely,
TEC, Inc.
“*The Engineering Corporation*”



Samuel W. Gregorio, PE, PTOE, RSP₁
Senior Design Engineer
Transportation Planning & ITS



Peter F. Ellison, PE
Director
Strategic Land Planning