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December 12, 2023

Mr. John Lee
Walpole Zoning Board of Appeals
135 School Street
Walpole, MA 01944

Re: KIG/ Silverstrand Walpole. LLC Response to outstanding Town Comments and previously unresolved Peer Review Questions.

Dear Mr. Lee:

Included within this letter are the Applicant's responses to the Walpole Town Engineer's letter dated November 16th 2023. We believe our updated plans and design strategy to be fully responsive and consistent with the Town Engineer's recommendations and requests.

We have also included comments in response to the few remaining previously unresolved/unaddressed comments raised by Tetra Tech as part of their peer review. In support of the written responses, we have also attached two documents; these two submittals should be considered the Plan Sets of Record:

- Preliminary Civil Engineering Plan Set – Dated 1/3/2024
- Drainage Report for KIG/Silverstrand Walpole, LLC – Dated August 30th 2023, and Amended January 3rd 2024

We look forward to discussing these responses at the January 3rd 2024 Public Hearing.

Sincerely,

Geoffrey Engler
KIG/ Silverstrand Walpole, LLC

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Responses to Town Engineer Comments – 2nd Review dated November 16, 2023

1. Acknowledged. The sewer relocation has been revised to reflect the utility markup provided by the Town dated 8/30/23. We understand that Weston & Sampson is actively reviewing the sewer relocation design.
2. The Applicant will provide a waiver of damages to the Town should the Sewer and Water Commission decide to establish the relocated sewer easements by eminent domain. However, the Applicant will not agree to any stipulations or contingent approvals; such conditions are not allowed under Chapter 40B including anything requiring Town Meeting Approval.
3. The Applicant has committed to: i) the completion of a Road Safety Audit (RSA) for the Elm Street/East Street and Elm Street/West Street intersections and to implement the short-term improvements at these intersections that are an outcome of the RSA (Traffic Peer Review Comment 33); ii) designing and implementing traffic signal timing, phasing and coordination improvements at the coordinated signal system along Main Street at its intersections with East Street, Stone Street/Glenwood Avenue/West Street and Common Street/Elm Street (Traffic Peer Review Comment 34); and to implementing a Transportation Demand Management (TDM) program for the Project (Traffic Peer Review Comment 42). The Downtown Traffic Study performed for Select Board by McMahon Associates (now Bowman) will be considered as these commitments are advanced and incorporated therein to the extent that they do not result in increased scope of work that would incur additional cost to the Applicant
4. Sheet C-102 General Notes on C102 need to remain per Bohler Engineer's company standards. However, per the Peer Reviewer's recommendation we'd be comfortable accepting a condition that stipulates the approval only applies to the information shown or described on the Plans.
5. The Engineering Plan Set indicates limits of pavement sawcut associated with demolition and proposed utility work located beyond the property limits and within East Street. Per the Terms of the Memorandum of Agreement executed with the Walpole Board of Selectmen on 11/8/2022, the Applicant is required to pay the Town $1,100,000, which includes funds specifically earmarked for *"sidewalk and roadway improvement, traffic and Project related mitigation payments."* In subsection section C. (2) of the MOA, it specifically states the funds will be used for "….funds to pave the roadway on East Street between Main Street and Elm Street and install sidewalks on the south side of East Street along the same roadway…." Lastly, within the same section, it states, "*For sake of clarity, there shall be no additional Project Costs to construct this Project, other than Standard Building Permit Fees."*

6. Refer to Inset 'A' provided on Sheet C-301 of the Engineering Plan Set. A proposed 5' wide sidewalk is shown for intent only extending west along East Street from the southwesterly corner of the site to the existing crosswalk at East Street and Glenwood Avenue. The driveway curb at the southwesterly entrance to the site has been modified to accommodate the extended sidewalk and pedestrian crossing.
7. The Applicant will undertake any repairs necessary to re-establish the disturbed area to its pre-existing condition.
8. Note has been added to Sheet C-102.
9. The existing sewer service has been revised and shall be cut and capped within the project property limits. Refer to Sheet C-201.
10. The detail for Typical Pavement Section on Sheet C-901 has been updated to refer to the appropriate MassDOT specification section.
11.
    a. A cleanout is shown on the Grading & Drainage Plan, Sheet C-401, between AD-01 and DMH100 at the southwest corner of the proposed building.
    b. The Typical Water Trench detail has been revised accordingly.
    c. The Typical Utility Trench detail has been updated to Typical "PVC Sewer" Trench and has been revised accordingly.
    d. The Typical Precast Concrete Sanitary Manhole detail has been revised accordingly.
    e. The Typical Precast Concrete Storm Drain Manhole detail has been revised accordingly.
    f. The Subsurface System Outlet Control Structure Detail has been revised accordingly.
    g. The table has been provided.
12. The details have been revised accordingly.
13. The Applicant is comfortable with this condition provided that the required performance bond is within the range of customary and normally accepted industry standards for similar work and non 40B projects.

Responses to Tetra Tech comments – 2nd Letter dated November 1, 2023

2. The sidewalk layout at the western corner of the building has been modified to maximize space available for loading per Tetra Tech's recommendations and sketch.

3. A one-way drive aisle has been introduced at the rear of the building between the parking garage exit and northeastern corner of the building per Tetra Tech's recommendations and sketch.

4. As a result of the updated one-way drive aisle noted above in comment response #3, vehicles will no longer approach the garage from the east, and therefore visibility/site line are no longer concerns.

5. The Applicant is acceptable to a condition that requires snow to be removed off site within 48 hours of the snow event, if the Applicant is unable to stockpile snow on site and still provide safe accesses as documented on the Operations and Maintenance Plan to be submitted as part of the Building Permit application.

11. Stormwater management area #1 has been revised and applicable calculations are provided in the revised Drainage Report dated 1/3/24. The system is sized to retain and infiltrate the 100-year storm event with no overflow/discharge to East Street. Overflow from larger storm events is proposed via CB-101, as indicated in the revised hydrologic model.

12. Off locus drainage work is no longer proposed. The existing 12-inch storm drain located in the northeast corner of the project discharges flows from the existing development site to Spring Brook and is proposed to remain. The proposed stormwater management system has been designed to retain and infiltrate runoff to the maximum extent practicable; therefore, the existing 12-inch pipe can accommodate flows associated with the 100-year storm event. The proposed drainage design is described in detail along with applicable calculations in the revised Drainage Report dated 1/3/24.

14. The sewer relocation has been revised per comments and a sketch provided by the Town of Walpole DPW. See Sheet C-501 for the most current design. It is the applicants understanding that peer review of the sewer design is ongoing; therefore, any additional utility revisions will be made upon receipt of Weston & Sampson peer review comments provided at a later date.

16. Additional perimeter controls have been incorporated along the eastern portion of the site.

24. Refer to the Grading & Drainage Plan for system elevations. Separation from ESHGW is further detailed in the revised Drainage Report, dated 1/3/24.

26. The existing 12-inch storm drain is proposed to remain. The proposed stormwater management system is designed such that the 12-inch pipe can accommodate flows associated with the 100-year storm event. The proposed drainage design is described in detail along with applicable calculations in the revised Drainage Report dated 1/3/24.
29. Stormwater management area #1 has been revised and applicable calculations are provided in the revised Drainage Report dated 1/3/24.

36. The Applicant believes the inclusion of the bike storage room in the first floor of the building has adequately addressed the bike storage concern.

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47. Sheet C-102 General Notes on C102 need to remain per Bohler Engineer's company standards. However, per the Peer Reviewer's recommendation we'd be comfortable accepting a condition that stipulates the approval only applies to the information shown or described on the Plans.

48. The Engineering Plan Set indicates limits of pavement sawcut associated with demolition and proposed utility work located beyond the property limits and within East Street. See the answer to #5 in the Applicant's response to the Town Engineer Letter.

49. Refer to Inset 'A' provided on Sheet C-301 of the Engineering Plan Set. A proposed 5' wide sidewalk is shown for intent only extending west along East Street from the southwesterly corner of the site to the existing crosswalk at East Street and Glenwood Avenue. The driveway curb at the southwesterly entrance to the site has been modified to accommodate the extended sidewalk and pedestrian crossing.

50. The Applicant is not comfortable with this condition. Should the Town need to excavate within the easement to access the Town's own infrastructure, the Applicant does not believe it should be financially responsible for the repairs to town owned infrastructure. The Applicant will be responsible for any repairs to its own site amenities, utilities and drainage infrastructure should the Town need to excavate within the easement..

51. Acknowledged.