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Civil Engineers ✦ Land Surveyors ✦ Wetland Scientists ✦ Soil Laboratory  
May 11, 2017

Norfolk Zoning Board  
1 Liberty Lane  
Norfolk, MA 02056

**RE: Revisions to Comprehensive Permit Plans  
The Village at Norfolk, 25 Rockwood Road**

Dear Chairman Kulesza and Members of the Board,

On behalf of the applicant, The Village at Norfolk, LLC, we are submitting revised Preliminary Site Plans (revision date May 11, 2017) in response to Beta Engineering's April 13, 2017 comments, as well as to address comments dated May 10, 2017 from the Norfolk DPW's consultant, Environmental Partners Group, related to the water system (see separate response letter). The plans also incorporate some changes as was discussed with the Board at the last hearing on April 19, 2017. Changes related to the Board discussion are summarized as follows:

1. The roadway at the back end of the project that was proposed to be extended out to Boardman Street has been changed to a conventional cul de sac turnaround. There is no plan to connect any project roads or sidewalks to the town parcel at the back of the site at this time.
2. Based on the change to the turnaround above, and to provide a sidewalk along the entrance road off Rockwood Road, different home plans are now proposed for a number of units.
3. Based on additional soil testing for the drainage beds and septic systems (see soil logs on plan sheets 8 and 9), these layouts have been updated to incorporate the site-specific soil types, allowable infiltration rates and separation to groundwater. Final plans will show additional details as required per Title 5 and for construction purposes.

The following responses address Beta's comments:

1. A Layout Plan has been added to the plan set, showing additional roadway geometry and centerline alignment with stationing.
2. The project is proposing a 22' wide paved roadway with Cape Cod berms which will provide adequate access and turning movements. As indicated by Beta, a waiver from the town's required 24' roadway has been requested.
3. A truck turning analysis shall be provided by the applicant's traffic consultant, Green International, during final design, to ensure that emergency vehicles have sufficient maneuvering space.
4. A total of 149 parking spaces with minimum dimension of 9'x18', including garages and driveways, have been provided. See Sheet 1 for a summary table.
5. Stop lines and signs have been added to the Layout Plan, as well "No Parking This Side".
6. Many of the sidewalk suggestions have been incorporated into the revised plans, in particular:
  - a. Sidewalks have been relocated along the entry road and dead end road at the back of site.
  - b. As discussed during the meeting, additional survey detail along Rockwood Road was performed. Based on this survey, the applicant may construct a sidewalk along the west

- side of Rockwood Road that would connect to the existing concrete sidewalk on the north side of the railroad tracks, or a crosswalk may be provided between the entry road to the existing sidewalk on the east side of Rockwood.
- c. Handicapped accessible ramps shall be provided at appropriate locations, to be shown on final site plans.
  7. See response 6.b. regarding possible crosswalk at entry road intersection with Rockwood.
  8. A cul de sac meeting town subdivision/site plan regulations has been added at back of site.
  9. A site lighting plan will be provided under separate cover from T. Ryan Associates.
  10. The Layout Plan provides dimensions between property lines and for roadway geometry.
  11. The applicant has filed for license from the MBTA to perform construction work within the rail right of way to construct the retaining wall. If a license is not obtained, the wall may be setback to provide sufficient workspace.
  12. An irrigation well is now shown on site plans near the gazebo.
  13. Gravel subbase is now shown as 12" to match town standard cross section for the road.
  14. A Utility Plan has been added to the plan set, showing water and sewer services more clearly.
  15. Hydrant locations are also shown on the Utility Plan at locations requested by EPG.
  16. Water Demand Estimate Of 4,298 gallons per day (average day demand) is shown on Sheet 1, based on calculations listed in EPG's comment letter with 154 gallons per day per residence.
  17. Work shall be performed on applicant/owner's property only, except where necessary for installation of utilities in Rockwood Road and as may be licensed by the MBTA (see response #11 also).
  18. We understand the Town Planner, Ray Goff, has had discussions with the MBTA and a fence may be installed to block pedestrian access to the T station from the town's parcel with the footpath. The project site plans have also been revised to eliminate any access to the town's parcel at the back of the site.
  19. The project site plans have been revised to eliminate any connections to the town's drainage system at the back of the site. All stormwater runoff shall be controlled onsite such that there is no increase in offsite runoff rates. Refer to revised Drainage Report and site plans for new stormwater system layout and calculations.
  20. Where no stormwater discharges are proposed to connect to the town's drainage basin, no excerpt's from the 2010 Town drainage study by Coler & Colantonio are included.
  21. Watershed curve numbers have been revised in the new Drainage Report utilizing both A and B Hydrologic Soil Groups. Both Pre-development and Post-Development calculations and watershed maps are now provided also.
  22. Appropriate Rawl's Rates based on actual soil types found at the newly excavated test pits are now used in the drainage calculations for each leaching bed system.
  23. Overflow outlet pipes have been added to some of the leaching beds where a practical discharge point exists. Because the site has no wetlands and only 2 offsite discharge points (to the town infiltration basin and to a concrete-lined drainage channel on the Gross property that discharges to a culvert under Rockwood Road), and because the underlying soils are generally highly permeable, the drainage system is designed to infiltrate the majority of the site runoff for a 100-year storm. As such, it is not feasible to incorporate an overflow pipe at every leaching bed without making a pipe connection to town property.

We look forward to the public hearing continuation on May 24, 2017. Should you have any questions or comments, please contact me at 508 946-9231 or email at [jpavlik@outback-eng.com](mailto:jpavlik@outback-eng.com).

Sincerely,

**Outback Engineering, Inc.**

*James A. Pavlik*

James A. Pavlik, P.E.

cc: William McGrath, Beta  
Bisher Hashem, Village at Norfolk LLC (letter only)