

Members Present: Mr. Driscoll, Mr. Ajemian, Mr. Hall and Ms. Guarino

Also present: Mr. Etoniru, Town Engineer

SPRAGUES PLACE PUBLIC HEARING CONTINUATION

The public hearing reconvened at 6:35 pm

Correspondence received read into the record:

1. Board of Health-October 18th.
2. October 31st email from Azu-

I have performed a cursory review of the proposed four-duplex lot subdivision plan prepared by Silva Engineering Associates, P.C. (SEA) for Revil Realty Trust on land identified as lot 6A on the Bridgewater Assessors map sheet 4. The plan appears to be in general compliance with the design and submission requirements of the Planning Board as memorialized in its rules and regulations governing the subdivision of land in the Town of Bridgewater. I note that the actual road layout does not include land sufficient to provide the required property line radii at the intersection of Joanne's Way and Broad Street. The required radii for the intersection are being shown on what have been described as road easement on the abutting lands of Maroney and Thompson respectively. Have the easements been secured, and what are the reference documents for the easements? I would hold a detailed review of the plan and the stormwater management system design in abeyance until I have had an opportunity to witness soils testing along the proposed roadway, and at the location of the proposed drainage basin. I would note, however, that the proposed leaching pit within the drainage basin is too deep and could pose a public safety concern with respect to juvenile access to the basin, especially if the town ultimately accepts it as a public way. Catch basins have not been provided at the intersection of Joanne's Way and Broad Street as required under section IV.B.3.a of the Board's rules and regulations and no waiver of this requirement and a justification for same have been submitted.

3. Nov 30th email from Azu-

*On November 16, 2017, I witnessed the soils evaluation and groundwater level determination pits excavated along the center line of the proposed subdivision, as well as the location of the proposed drainage basin. A total of three observation pits were excavated at the site (one at road station 2 + 20; one at road station 3 + 50; and one at the proposed drainage basin location). The insitu soils are predominantly clean, well graded medium to coarse sands from a depth of 24 inches beneath the topsoil and subsoil horizons (the first two horizons just below ground surface), to a depth of 132 inches beneath the ground surface. No redoximorphic features or actual groundwater was observed in any of the three observation pits, albeit streaks of variegation were observed at the interface between the medium sand horizon and the coarse sand horizon at depths of 36 inches and 72 inches below ground surface, but these are not evidences of seasonal high groundwater level, but rather evidences of textural change/transition. Plan review comments other than those indicated in the October 31, 2017 email below include: **1**, pursuant to*

Section III.B.3.e of the Board's rules and regulations (the regs) governing the subdivision of land in the Town of Bridgewater, the use of proper names for subdivision street identification is not allowed: the proposed street name, Joanne's Way is a proper name; 2, Section IV.C.2.c of the regs does not allow the centerline offsets of the intersections of residential streets with sub-collector streets to be less than 125 feet. The centerline offset between the intersection of Sea Tower Drive and Broad Street, and the intersection of Joanne's Way and Broad Street is approximately 77 feet, which is 48 feet less than the specified minimum distance. The approach of Broad Street towards its intersection with Joanne's Way has a limited sight distance, and that could prove problematic and pose safety hazard to traffic entering and exiting Joanne's Way, especially in light of its proximity to the intersection of Sea Tower Drive with Broad Street. There wouldn't be sufficient reaction time for north bound traffic attempting a left turn exit from Sea Tower Drive and a south bound traffic attempting a left turn exit from Joanne's Way in concert with emerging south bound traffic on Broad Street traveling at speeds of 40 to 50 miles per hour; 3, the proposed drainage basin does not reflect compliance with the required 25 foot property line setback pursuant to Section IV.B.6 of the regs; 4, potential breakout of recharge runoff from the drainage pits onto the abutting lands at 570, 572, 590, and 592 should be evaluated; 5, security fence with limited locking access around the drainage parcel should be considered; 6, retaining walls are proposed on the street side of the drainage lot, as well as along its southerly boundary, it is not clear how maintenance equipment and vehicles would gain access to the proposed drainage recharge pits; 6, the bedding/foundation underneath the drain pipes should be limited to the use of crushed stone, unspecified gravel type should not be an alternate bedding material.

4. December 6th response letter to Azu's email dated 11/30.

A brief recess held while Mr. Etoniru went down stairs to print off response letter from Mr. Silva.

In response to the comments by Azu Etoniru, Town Engineer (TE) in an email dated 11/30/17, Silva Engineering Associates (SEA) provides the following responses:

TE Comment 1: Pursuant to Section III.B.3.e of the Board's rules and regulations (the regs) governing the subdivision of land in the Town of Bridgewater, the use of proper names for subdivision street identification is not allowed: the proposed street name, Joanne's Way is a proper name;

SEA Response: The name of the proposed street has been changed to Sprague's Way to address this issue.

TE Comment 2: Section IV.C.2.c of the regs does not allow the centerline offsets of the intersections of residential streets with sub-collector streets to be less than 125 feet. The centerline offset between the intersection of Sea Tower Drive and Broad Street, and the intersection of Joanne's Way and Broad Street is approximately 77 feet, which is 48 feet less than the specified

minimum distance. The approach of Broad Street towards its intersection with Joanne's Way has a limited sight distance, and that could prove problematic and pose safety hazard to traffic entering and exiting Joanne's Way, especially in light of its proximity to the intersection of Sea Tower Drive with Broad Street. There wouldn't be sufficient reaction time for north bound traffic attempting a left turn exit from Sea Tower Drive and a south bound traffic attempting a left turn exit from Joanne's Way in concert with emerging south bound traffic on Broad Street traveling at speeds of 40 to 50 miles per hour.

SEA Response: The offset distances between the roadways is mitigated by the traffic controls at High Street and because the volume of traffic from both Sea Tower Drive and Sprague's Way is minimal. Sprague's Way has been in existence as a right of way since the two duplex units were constructed on Broad Street in 1988, long before Sea Tower Drive was constructed. Both of these duplexes have used the right of way for access during this 30 year period. The offset was certainly more of a concern prior to the installation of traffic lights.

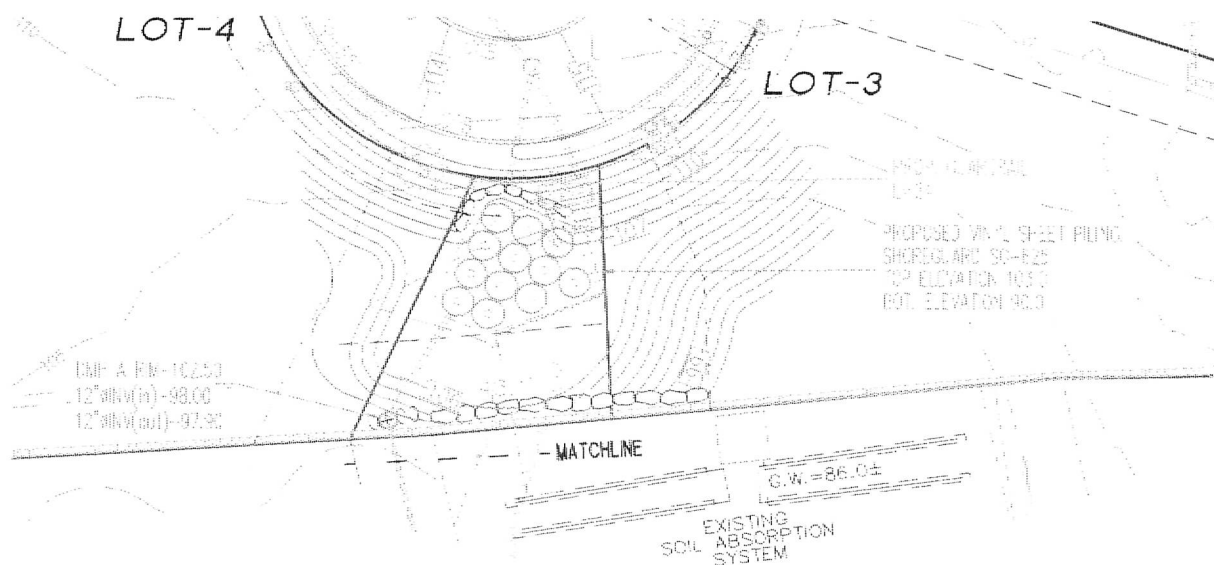
The right of way was established on an Approval Not Required plan dated 9/15/1986¹, which clearly indicated that the 40-foot access was to be used for a "future road".

The offset issue is the result of the Sea Tower Drive² development (2004) and not of the current project. Regardless, I believe that the scenarios brought forth in the review comment are easily handled by responsible drivers entering an intersection. Use of turn signals and access at appropriate times of the light cycle seem sufficient to avoid a serious problem. Addition of a street sign to inform north bound traffic on Broad Street of the blind drive ahead could be beneficial.

Mr. Driscoll asked Mr. Etoniru why this is an issue; doesn't remember it ever coming up before. Mr. Etoniru said it was due to conflicting movements; you have a car coming out of Sea Tower making a left hand turn on to Broad Street heading north and a car coming out of Spragues Way taking a left turn heading south and another can traveling south on Rt. 18...lots of conflicting movements, he said. He said posting a sign, at their expense, would need permission from either the State or the Town. He said there really wouldn't be a problem with cars turning right out of Sprague's Way. It might be that the neighbors thought that it would be a road someday but you don't create a road by an ANR plan; it is just a parcel of land, he said. They would have to ask for a waiver. He suggested not only putting a stop sign at the end of Spragues Way, but making it right turn only. He felt that was the only way that the Board could justify giving a waiver. Mr. Silva stated that his preference would be a sign identifying to the North bound traffic that the intersection was there...Mr. Azu was more concerned about traffic coming out of Sprague's Way turning left; they would not be reacting to the light at High Street. Mr. Driscoll questioned if channelization at the intersection would help prevent a left and turn coming out of Joanne's way. Mr. Etoniru commented that the roadway is not wide enough for that. There was discussion about other sites that were supposed to be right turn only and it is not observed. (Cumberland Farms on Pleasant St; Cassidy Place and Dr. Kerns office building).

TE Comment 3: The proposed drainage basin does not reflect compliance with the required 25 foot property line setback pursuant to Section IV.B.6 of the regs.

SEA Response: The drainage system does not include an open basin but rather a series of connected leaching pits that store and direct Stormwater to the sands and gravels located beneath the system. The configuration of the chambers has been revised to provide a 25 foot separation to the abutting property, and drainage easements have been added to the adjacent lots in the subdivision to achieve an equivalent separation of 25 feet.



Mr. Silva stated that this is not a typical drainage basin that the setbacks are usually applied to. He said he would be complying to 25' from the neighbor's property line...with the easements. Mr. Etoniru said it should be made an exclusive easement for the benefit of the drainage parcel.

TE Comment 4: Potential breakout of recharge runoff from the drainage pits onto the abutting lands at 570, 572, 590, and 592 should be evaluated.

SEA Response: The location of the adjacent septic system (590-592 High Street) was considered when the drainage was being designed. The bottom of the septic system is approximately Elevation 93, as compared to the stone below the pits, Elevation 92. Plastic sheet piling is also included to ensure separation with a bottom Elevation of 90. The overflow pipe to High Street will handle flows that rise in the chambers to Elevation 102.5. This provision, although provided, is not expected to be needed for storms including the 100 year event.

Mr. Etoniru said he would be ok with it with the plastic sheet piling.

TE Comment 5: Security fence with limited locking access around the drainage parcel should be considered.

SEA Response: I agree that the drainage structures should be equipped with locking access covers and that safety mesh or grate inserts should be provided to further protect workers and the general public. I should note, however, that the depth of the chambers is comparable to that of gravity sewers, and most don't have the protection proposed.

Mr. Etoniru suggested that locking mechanism and safety nets be galvanized steel so they don't rot.

TE Comment 6: Retaining walls are proposed on the street side of the drainage lot, as well as along its southerly boundary, it is not clear how maintenance equipment and vehicles would gain access to the proposed drainage recharge pits;

SEA Response: The drainage lot abuts the cul-de-sac, and maintenance of the recharge pits would be with a soil vacuum truck. Replacement stone would be added in a similar manner, when this becomes necessary in about 20-30 years or more.

TE Comment 7: The bedding/foundation underneath the drain pipes should be limited to the use of crushed stone; unspecified gravel type should not be an alternate bedding material.

SEA Response: As requested, the specification has been changed to crushed stone.

Betsy Thompson-565 Broad Street- stated that for 30 years she has been going in and out of this roadway with no problem; she felt she would be penalized by having to turn right only. She commented that they have been there longer than Sea Tower and they should have priority; perhaps, Sea Tower residents should be right turn only. Mr. Silva asked her if getting out has been made better or worse with the installation of the lights at High Street. She felt it was the about the same; maybe they are not speeding so fast when they have to slow down for a red light. Mr. Etoniru explained that it is not a road recognized by the Town; it is a driveway. Now there will be 10 additional units added to it; the traffic volume and composition will be different. He emphasized again that a Form A doesn't not create a road. He did state that he is not averse to the Board recognizing all the given elements, a waiver to allow the roadway in consideration of some signage. There does have to be a basis for that waiver, he said.

Mr. Silva will get the Board updated plans based upon the comments tonight. Mr. Driscoll noted that the street trees are in the layout; the Highway Supt. has requested a 10' planting easement outside of the roadway. Mr. Silva felt that was not a problem.

On a motion by Mr. Ajemian, seconded by Mr. Hall, it was unanimously voted to continue the hearing to January 3, 2018 at 6:30 pm.

Trinity Circle was on agenda for signatures; however, the applicant has not submitted the covenant for recording with the definitive plan.

OLDFIELD ESTATES, II PUBLIC HEARING CONTINUATION

The public hearing reconvened at 7:35 pm.

Correspondence received read:

1. Comments received from Mr. Etoniru dated June 5th, 2017

On June 1, 2017, I witnessed several soil evaluation and groundwater level observation pits excavated at the locations of some of the proposed drainage basins, and along sections of the proposed roadways. The soils and groundwater levels at some of the drainage basins would necessitate reconfiguration and redesign of the basins. As the physical and weather conditions at the site deteriorated during the course of the day, we terminated further evaluation at approximately 2:15 P.M. and agreed to reschedule the testing and evaluation to a future date. Consequently, a detailed review of the subdivision plans and the stormwater management report is being held in abeyance until the soil evaluation and groundwater level determination along the roadways and the drainage basins have been completed.

2. 12/6/17 email from Mr. Etoniru-

*He has completed his review of the subdivision plan and drainagereport for the above subject matter (by the way, Phase II) prepared by Silva Engineering Associates, P.C. (SEA), and bearing a latest date of October 3, 2017. On August 15, 2017, I witnessed additional soil evaluation and groundwater level determination pits excavated at the site. The following represent my observations and in-depth review comments at this time: **1**, the plan and the stormwater management report are generally well presented; **2**, the location of test pit #1640 excavated on June 1, 2017 at the location of what was labeled then on the plan as drainage basin DB#3 is not shown on the current plan. Groundwater was observed at a depth of 36 inches below ground surface at this test pit location; **3**, the location of test pit #2057 excavated on June 1, 2017 is not shown on the plan. Groundwater was observed at a depth of 36 inches below ground surface at this test pit location; **4**, a test pit location labeled SEA-2170 on plan sheet PP1 at basin #2 appears to be the basis of the data used for the basin design. I do not have any record of documenting/witnessing the test pit. Perhaps the pit is mislabeled; **5**, the drain line segment between station 19 + 55 and station 21 + 75 on Oldfield Road is in groundwater. The drain line should be adjusted upward; **6**, the drain line segment between station 1 + 66 and station 3 + 50 on Timber Lane is in groundwater. The drain line should be adjusted upward; **7**, the drain lines between station 3 + 50 and station 7 + 55 on Erbeck Circle Extension are in groundwater. The drain lines should be adjusted upward; **8**, the bedding/foundation underneath the drain pipes should be limited to the use of crushed stone, unspecified gravel type should not be an alternate*

bedding material; **9**, the proposed roadside grading in front of lots 3, 4, 5, 7, 8, 9, 51, 52, lots 12 through 17, lots 28 and 29, and lot 40 is too steep. How will these lots be safely accessed? **10**, manhole diameter larger than 48 inches should be specified for each of the following drain manholes: #DMH B, #DMH 3, #DMH 6, #DMH 8, #DMH 10, #DMH 11, #DMH 12, and #DMH 22 as these structures have several conduits entering in and exiting from them. Especially where certain conduits are 18 inch and 24 inch in diameter. A detail specific to the larger diameter manhole should be provided; **11**, several sections of the roadway are being constructed in fill. Specifications for the removal of the existing topsoil and subsoil, and the installation/placement of replacement fill material should be provided; **12**, I would recommend that the Board maintain its original restriction of construction vehicle access through Erbeck Circle until the development has attained a definite number of building completion. Please call or send email if you have any questions or need additional information.

Mr. Silva stated that, prior to this, there was a small list of comments that he did respond to in a letter dated 12/6/17. He said he doesn't have problem with any of these comments or complying; he stated that they were pretty straightforward. He said he needed to point out that a comment was made that the drainage line was in groundwater, it is identified as "seasonal high ground water" and not that it is sitting in water all the time. He doesn't find that to be as critical as possibly a sewer line, but, he will comply. He suggested continuing the hearing to address these issues. He will bring back revised plans that address all the comments. Mr. Driscoll suggested too that he show the 10' planning easement also.

Letter dated 12/6/17 from SEA read into the record:

TE Comment 1: SEA Response:	Require crushed stone bedding under drain pipes: As requested, the pipe bedding specification has been changed to crushed stone.
TE Comment 2: SEA Response:	The grading in front of a couple of lots. This comment needs more clarification in order for SEA to address.
TE Comment 3: SEA Response:	Timing of when traffic would be allowed through Erbeck Circle. Construction of the roadway would be primarily done from Cherry Street, however, as construction nears the Erbeck connector, some paving work will be more efficiently completed with access from Erbeck Circle. Erbeck Circle will be blocked until the building permit for the 42nd home is issued. (see special permit conditions of approval)

On a motion by Ms. Guarino, seconded by Mr. Hall, the hearing was continued to 1/3/18 at 6:30. Mr. Silva granted an extension in time for board action to February 28, 2018.

121 SPRING STREET PUBLIC HEARING

The public hearing convened at 7:50 pm.

Public hearing notice read into the record.

Correspondence received read into the record:

1. Highway Supt-

Upon review of the Site Plan for 121 Spring St, I find the following issues with this proposed addition:

- Standing water at rear parking spaces @ elevation 47
- Surface water from parking area to run off onto the Polish Society lot
- Infiltration chambers show no elevations
- Snow storage area is inadequate for size of lot and will eliminate gravel parking spaces
- Tight entering and exiting from rear parking stalls

2. Town Engineer letter dated 11/30:

*I have completed my review of the site plan for 121 Spring Street. The plan reviewed is composed of four sheets titled: "'Site Plan" Assessor's Map 21, Lot 182 121 Spring Street Bridgewater Massachusetts", prepared by Silva Engineering Associates, P.C. (SEA) and dated October 31, 2017. My review comments and observations at this time include the following: **1**, the land is an existing non-conforming land located in the Central Business District (CBD), with an existing 880 S.F. single story office building located thereon; **2**, the proposed use is a mixed-use that includes the construction of an additional 2-story building that will house new offices on the first floor, and two dwelling units on the second floor; **3**, mixed-use is allowed under Section 6.30.A.4 of the Town's Zoning Bylaws and Ordinances (B&O); **4**, pursuant to Sections 9.80 and 19.02 of the B&O, the Planning Board is vested with the authority to act as the Special Permit Granting Authority (SPGA) for both site plan approval and the special permit for a mixed-use; **5**, the lot does not have any street frontage. However, pursuant to Section 8.40 of the B&O, no minimum frontage is specified for existing non-conforming lots; **6**, there appears to be an existing ten (10) foot wide "Right of Way" that serves the lot for access to and from Spring Street; **7**, several site related improvement features (sanitary sewer service, lighting, parking, snow storage, dumpster pad, trees, etc.) are located on the abutting land of Massachusetts Bay Transportation Authority (MBTA), Map 34, parcel 236R, outside of the subject project site and the aforementioned 10 foot wide right of way. Does the applicant and/or the lot owner maintain any exclusive use easement on the abutting land of the MBTA that would allow the proposed improvements on the latter's land?; **8**, the proposed stormwater runoff infiltration chambers are too close to the proposed building. Will the building have a basement, or will it be a slab-on-grade foundation? Consideration should be given to potential effect of hydrostatic pressure build-up on the foundation. An emergency overflow provision should be considered as well; **9**, parking spaces are shown over the existing infiltration trench. Is the existing infiltration trench*

*designed to withstand AASHTO HS-20 wheel loads?; **10**, soil and groundwater evaluation should be conducted at the locations of the proposed infiltration chambers; **11**, traffic sign details for traffic control are shown on plan sheet 4 of 4 but specific locations and sign type are not shown on the site plan. Traffic circulation and flow pattern should be shown on the site plan as well; **12**, proposed building design (architectural) plans should be submitted in order for the Planning Board to verify conformance to the mixed-use requirements for the issuance of a special permit pursuant to Section 19.04 of the B&O; **13**, the sewer service line will cross the water service line. No elevation is shown for the proposed sewer service line. The applicant should contact the water and sewer department to verify that adequate separation exists and will be maintained between the sanitary sewer service line and the water service line.*

Mr. Silva presented an overview of the site plan. There is a 10' easement for use by this parcel. He said this is recorded in the Plymouth Registry for the use of this property. He will get copies for Azu and the Board. To the side and rear of the parcel is an easement granted by the MBTA for exclusive use for this property. He will provide the specific reference to that. He said that he was on the original committee with the college when that parking lot went in that it was to be used for the benefit of the promotion of business along Spring St. The lot was also supposed to serve the community; not only the university. He said that there seems to be some amnesia by the University when it comes to the parking lot; he put a phone call into Jeff Nangle, who was a selectman at the time, and Jeff remembers it exactly the way he does as far as what the use of the parking lot was and the rights that were granted to the Town for the purpose of the land owners along this stretch. He commented that issue should be reintroduced to the University because it is not being used as intended. He said that there are no spaces that are identified for use by Spring Street businesses. He later spoke about the staircase that was put in for those uses. He said there are existing infiltration trenches that were put in when this came before this board for an earlier site plan. The proposal is to add an addition to the existing building. On the first floor will be an additional 1500' of office space with two residential units upstairs. He explained the drainage. Will be going out with Azu to do additional test pits and that will be factored in when they do revisions of the plan. The existing office has 3 parking spaces required and the addition adds 13 additional spaces. 8 are provided on site and the others would be provided on the Spring St. parking lot to the rear or on-street parking. Planting plan is shown. There is a wall, physical barrier between the site and the parking lot. He stated that the site is tight; not a lot of free space for other activities; but the idea here is to promote economic growth in the Central Business District. Lack of parking discussed. Mr. Ajemian asked if he was asking for a waiver. Mr. Silva said he wasn't sure he needed one. Mr. Driscoll said you can park within 500', but you need an exclusive use easement for that. He questioned how would we quantify how many can be used for the CBD. Mr. Silva thought there was a document that says the number in a tripartite agreement (with the MBTA, University and the Town). Mr. Driscoll commented that the minimum parking spaces required are 13; this would be ok for overflow parking for businesses.

Steve Solari, the Building Inspector, stated that he thought the parking closest to Broad Street was for Town use. Mr. Silva stated that wasn't the agreement. Mr. Etoniru stated that in order to meet the requirements you have to demonstrate that you have designated exclusive parking available for this use. Mr. Driscoll noted that as part of the special permit, the Board could reduce it by 25% if there is bike share, on street parking, rental or something else is provided on the site. Mr. Etoniru said he would still be short one spot. Mr. Driscoll stated the snow storage spot as well. Mr. Silva questioned if the garage could be used? Mr. Etoniru said if it was accessible and not filled up with stuff. Mr. Driscoll questioned

if there could be a reduction in the roof lines and making it smaller? Mr. Silva said this is what the goal is to try and get this to function in this manner; would only consider it if they can't satisfy the requirements for the district.

Mr. Silva will submit smaller versions of the building plans; have test pits conducted; provide a document of the agreement. (He thought the range for that agreement was 1998-2000)

Steve Solari asked if the staircases were going to be internal. Mr. Silva said yes. He commented that the building needs sprinkler system; he questioned if a fire Truck can get onto the property and make the curve to the back. (Only 12') Mr. Silva felt that access would be thru the parking lot.

Mr. Driscoll went over some of the mixed use requirements.

Linda Holmes commented that every time improvements are made on this property, her mom, the owner, gets wetter and wetter. When the college is in session, there is not a parking space to be had. She felt two more apartments and more business on this lot will exacerbate their problems. It isn't called spring Street for a reason, she said. There is major water there in, she said.

Mr. Ajemian noted that most of the negative comments were based upon the size of the proposal and asked if there has been any consideration to scaling it down? Mr. Silva said he has to think about the comments that have been made and see if he can resolve them; he said he really can't say at this point.

Ken Barnard-90 Sea Tower Drive-owns this parcel...stated for the record that before he bought this property, he had two letters from the Town...one from the ECD director and one from the Building Inspector, saying that he could convert that property back to residential non-conforming. His concern is that he did everything right prior to buying this property. Mr. Driscoll commented that nobody is telling him that he can't do this project, but, it just is too big for the property. He said that if he can't meet the rules, they will obviously look into the size; he doesn't want to make the neighbor's situation worse; he too, was impacted when the college puts their snow along the property line. Mr. Driscoll commented that it will be great to improve the property, but, we have to make sure it works.

Robert Revil-822 High Street- President of the Polish Club-stated that he shovels the staircase...the college doesn't do it; they actually plow snow into the stairs from up top. He said he shovels it because there are a lot of college kids that walk thru their lot as a short cut, so they are assuming liability. He was always told that the stairs were there for the use of the club and its functions; what happens to their liability if this parking lot gets used by residents and they cross over their property to go to someone else's property. Mr. Silva noted that the staircase is actually just off the Polish club onto college property. He expressed concern about neighbors parking in the club parking lot at night. Mr. Driscoll commented that is why we need to make sure they meet the parking requirements. Mr. Revil commented that the Board should keep in mind that the college locks the parking lot in the summer time. If the club has a summer function, he calls the college to unlock the gates to they can accommodate the overflow.

On a motion by Mr. Hall, seconded by Ms. Guarino, it was voted to continue the hearing to Feb. 7th at 6:30 pm. (Mr. Ajemian had temporarily left the room)

WAMPANOAG ESTATES CLUSTER SUBDIVISION

A request received from Michael Koska on October 27, 2017 for another extension in time for the substantial completion of Wampanoag Estates. He has finally received notification from the Army Corps that his permit to cross the intermittent stream to the bordering vegetated wetlands was finally issued on September 15, 2017 with conditions. He said he has an extension from the Conservation Commission and is here to ask for another 2-year extension. He said he understands that some of the rules have changed since his approval back in 2006. Due to the decrease in the amount of pavement necessary today and no requirement for granite curbing, one sidewalk, he calculated that it is about 4.2 acres of impervious surface that can be eliminated, which makes the drainage system adequate in the detention basin. He said he is ready at this point to now go forward.

Mr. Driscoll reminded the Board that in 2014 when a year extension was granted to December 31, 2015 a motion was made to extend it the one year that modifications will be made to the plan to insure that it is in compliance with the Storm Water Management regulations and the restrictive covenant for the open space will be prepared. Another motion was made that the conditions of extension will include that the modified plans will also conform to the Subdivision Rules and Regulations. Mr. Koska read from the bylaw about what should happen to the open space. (he has 1100' that is part of the open space and 20 acres out of the 30 will remain open space). He did not inform the Board on who will hold the open space.

An email received from Mr. Etoniru on 12/6-With regard to the request by Michael Koska for an extension of the expiration date for his approved subdivision at the above subject location, I would recommend the Board grant him a two year extension, subject to him submitting an updated plan that meets stormwater guidelines to be reviewed and approved by the Board prior to start of any construction work. He would need to get the plan approved and substantially start work before the expiration of the two year extension; otherwise he will need to start a new application process upon expiration of the two year extension.

Mr. Driscoll questioned how we extend the subdivision without the upgrades that were supposed to be done. Mr. Etoniru noted that you would be extending the permit so it doesn't expire. Mr. Driscoll questioned whether the extension should be for 2 years or months. Discussion was that he would have to update the plans prior to starting construction. Mr. Driscoll said he didn't want to deal with this with another developer; wants it taken care of. Mr. Koska stated that he will always be involved with it. Mr. Driscoll' felt it would be cleaner if the Board gave him a short term extension in order to comply it would make it easier for everyone. Mr. Etoniru noted that the drainage would not change; would be improved because the run off would be less.

Mr. Ajemian questioned what the changes might be: the road profile would be narrower is about all. Mr. Driscoll commented that changes seem minor so Mr. Koska should made the changes now to get this over with. He wants to be comfortable that he can't start work until we have revised drainage calculations. He said we have the decision letter, so we will extend it and add language that prior to

construction he has to come back to the Board for a modification to upgrade drainage to current standards and to comply with our current rules and regulations. Mr. Koska stated that the drainage is adequate because of the reduction in pavement. Mr. Etoniru stated that he just has to demonstrate that. He will get a list of things to be put in the letter of extension to Mrs. Dorr tomorrow. Mr. Koska questioned if he could stump the trees? Mr. Etoniru said he could cut the trees, but not stump them; could cause erosion. Mr. Driscoll noted we also needed a bond. Mr. Etoniru noted he would need to revise the drainage calculations, show a roadway cross-section and a treatment component.

Mr. Ajemian questioned what has changed that he might have to adhere to? Mr. Driscoll stated that the cluster bylaw has changed to require 60% open space rather than 35%, but his special permit is still valid. Mr. Koska noted that he has 30 acres there and over 20+ is open space. He stated that is probably over 66% and would meet the new open space bylaw.

Mr. Ajemian commented that he would go along with the 2 years, but his only worry is that we may be talking more changes that we don't realize and that could trigger a public hearing. Mr. Etoniru stated that he still couldn't do any work until the Board is satisfied.

Mrs. Dorr noted that she no longer has a copy of the plans since the move to the new building. Mr. Koska stated that he would get her a copy.

Mr. Driscoll stated that Mr. Etoniru has required a number of new things since he has been on board as Town Engineer such as compaction testing. He thought it wise to incorporate those things into this vote for extension. Mr. Koska agreed; he doesn't want to see the road deteriorate. He said that he knew we had an old decision letter, but, he felt these things should be in the decision as well. He asked Mr. Ajemian if he wanted to see the upgrades before a 2-yr extension. Mr. Ajemian said yes; he was nervous about extending something without knowing exactly what was being extended.

Mr. Ajemian made a motion to extend the permit for three months to March 31, 2018 with all the existing conditions to comply; add the things that Mr. Etoniru would require and come back before us with those changes on updated plan prior to start of construction.

Mr. Koska stated that he got an email from the Army corps in September with the approval with conditions. Mr. Driscoll questioned what the conditions were? Mr. Koska stated that the permittee shall replicate, on site, 7100 sq.ft of wetland as shown on the attached sheet. If it is not successful, the permittee shall pay an in lieu of fee payment of \$57,382.24. Mr. Etoniru said he did not have that information. And that is something that he should have. He said we should send a letter with what should be done by March 31st. Just give him a clear extension to March 31st period, he said. He will work up the language and send it to the members for their review. Mr. Driscoll noted that the last extension stated that he has to update the plans, so he still has to do that. Mr. Koska noted that he didn't know whether or not the army corps was going to make any changes to his plans at that time.

Motion made by Mr. Hall to grant the extension to March 31, 2018 and Mr. Etoniru to provide Mr. Koska with a letter informing him of what he has to do and he has to provide that by March 31st in order to get a two-year extension. Seconded by Mr. Ajemian. Unanimously voted

ROLLING PINES, II

Mr. Etoniru explained that Mr. Brown had requested a bond release and the Highway Superintendent had recommended released based upon the work done; then we found out thru the Water/Sewer dept. that he had buried a few structures like manholes and Watergates. Mr. Brown subsequently raised the structures and the water/sewer Dept. said it was satisfactory and the Highway Superintendent then recommended release of the bond. Mr. Etoniru went out there and took some pictures to show that the structures were not sealed properly. He said they have to do infrared sealing; all they did was cold patch.

Mr. Driscoll noted that Mr. Brown is asking for the entire road bond of \$28,647.60 to be released. He spoke with Mr. Ladue today and he was ok with releasing all but \$5,000 for the maintenance bond. Mr. Etoniru suggested that an additional \$15,000 be held over the winter. The patches need infrared and he wants to see how they survive the winter. Mr. Etoniru explained that the Water/Sewer just looks to see that the structures are accessible; they are not concerned with the pavement. He said cited the problems at Norlen Park and if this road has to be resurfaced, even the \$28, 647.00 wouldn't be sufficient to do the work.

On a motion by Mr. Ajemian, seconded by Mr. Hall, it was unanimously voted to deny the bond release request and review it in the spring. In the mean time, recommend to Mr. Brown that the infrared seal be done.

Mr. Driscoll advised the members that he had a discussion with the Town Manager and told him that we will not have a second meeting in December; he thought that was a good idea. Mr. Dutton told him that we may have a Planner by the end of the month. He told Mr. Dutton that the proposed Rules and Regulations changes have not been voted yet and will be taken up again on January 17th and Mr. Dutton said that was fine; he didn't think another public hearing was necessary and the Board could just continue. Mr. Driscoll suggested dedicating the whole meeting to the changes with no other agenda items. The members agreed.

LAKESIDE- CLAREMONT-LOT 3

Mr. Etoniru noted that the board, in their decision, said that all sheets need to be recorded. The Registry won't accept large size plans for recording. Since it is not a subdivision that requires covenants or set up monuments, he suggested to them that they give us 11X17 as an exhibit to filing the decision and the Registry will accept that.

On a motion by Mr. Ajemian, seconded by Mr. Hall, it was unanimously voted to endorse the plans based upon Mr. Etoniru's review.

Mr. Etoniru left the room.

LOT 15 FIREWORKS CIRCLE-KRIS FABROSKI- AS-BUILT PLAN

Kris Fabroski dropped off the revised as-built plan and it was sent to HML this morning; issues with the first as-built never came before the Board has there were too many issues. The back parking lot has been addressed; the berm addressed. Because the Board is not meeting again until January, Mr. Driscoll suggested that the Board vote to allow one of the members to sign off on it if a favorable recommendation received from Nick Lanney. Mr. Fabroski is looking for his occupancy permit.

Motion made by Mr. Ajemian, seconded by Mr. Hall, that the Board accept the submittal of the as-built, but not sign off until HML sends approval; if ok, any member can come in and endorse; If there are issues, then we wait until January 3rd. Unanimously voted – Mrs. Dorr to send HML review to all members before it signed off.

On a motion by Mr. Ajemian, seconded by Mr. Hall, it was unanimously voted to not meet on Dec. 20th. Unanimously voted

Mr. Driscoll advised the members that there may be another meeting next week about the McElwain School; the Planning Board will be invited. He spoke about the Town of Sharon and all they received from this company for renovating the Wilber school there.... They gave Sharon 1.4 million; they gave them a 1 acre park; a sewer treatment plant; give them \$60,000.00 per year; and the Town gets the building back in 75 years. They are asking 1.8 million dollars from the Town of Bridgewater! He said maybe the rents are more in Sharon, but questioned why the frame work couldn't be the same. He spoke about the fact that the town had a professional appraisal on the property and it was valued for a million dollars!

A.L. PRIME-BROAD STREET

Mr. Etoniru returned to the meeting.

Mr. Driscoll noted that they have shrunk the size of the sidewalk and taken out the trees; he knows there is an issue there, but personally, he would like trees put back in. Mr. Etoniru felt there was an alternative way of doing it. He explained that no one knew that there was a drainage culvert there; it was always felt that the drainage went down Stetson Street and it actually went across this property; it is built out of stone and runs down the sidewalk and then takes a turn into Emma's basement.

The Board received an email from the Bridgewater improvement Association on December 5th-RE: the BIA hopes you will require accommodation for and replacement of trees on Broad Street in front of the new Laundromat. Additionally, the BIA requests inclusion in decision making for the species of tree and timing of planting to ensure the best initial survival prospect and long-term growth benefit.

Mr. Driscoll suggested to Mr. Etoniru that it be conveyed to A.L. Prime that they want those two trees replaced, as shown. Mr. Etoniru suggested that plastic be used underneath the trees so the roots don't go down into the culvert or come up thru the sidewalk. Mr. Etoniru said he would convey that to them. Mr. Driscoll noted that the sidewalk should match up with what is there; it has to be wide on Broad Street. Mr. Etoniru said he told them that they would have to come back to the Board for site plan

modification. Mr. Etoniru noted that the building was designed improperly; it is two feet higher in the front than it should have been.

Mr. Driscoll left the room. He said he doesn't have a conflict with this, but, he is working on another one with Mr. Cincotta.

COLONIAL DRIVE-THE MEADOWS

An 11/28 letter from Paul Cincotta read-RE: We have completed the top course paving and associated work to complete the above named project with the exception of loam and seed. At this time we are requesting the board to release \$51,980 from the bond currently in place. This will leave \$9,900 to complete the loam and seed along with a 20 % contingency and \$5,000 storm water maintenance fee. Mr. Etoniru noted that at the entrance of the road, there is a handicap ramp that was not properly done, as well as the curbing that now has to be replaced with a berm to make the handicap work. Also, there are a couple of driveways, that when they put in the sidewalk, left a lip that somebody could trip on; the contractor told him that they would fix that. He suggested that the Board retain some money for those repairs. He suggested that would be approximately \$10,000.00.

On a motion by Mr. Hall, seconded by Ms. Guarino, it was unanimously voted by the members present, to release all but \$25,000.00.

MAGNOLIA WAY-BRIDGEWATER PRESERVE

Mr. Etoniru advised the members that on Friday, December 1st, he met with Mr. Michael Clifford of 24 Magnolia Way at his residence to inspect a wall that has been installed at the back of sidewalk in front of his house, and also in front of the adjacent dwelling at 22 Magnolia Way. Apparently, Longbuilt Homes installed the wall to retain the grade between the front yard and the road. He said that Lee Castignetti told him that half of the wall is in the street layout and half of the wall is into Mr. Clifford's lot. He told Mr. Clifford that he would discuss the matter with the Board because the approved subdivision plan does not show any proposed walls on the street right-of-way and Mr. Clifford and his neighbor do not want the wall. He wouldn't recommend the town accepting the road with the wall because of its construction. He said the wall is a 2' gravity wall...18" wide and 60 feet long behind the sidewalk. . He will send an email to Lee Castignetti.

Mr. Etoniru suggested to the Board, based upon what happened with Don Brown and his problems at Rolling Pines, that streets not be accepted until they have been thru a winter cycle to make sure everything is in order. Mrs. Dorr said that it has always been that way. Mr. Etoniru stated that it is not in the Subdivision Rules and Regulations.

Mr. Etoniru informed the Board that Bridgewater is the only town that allows the contractor to hire the testing company. At the Preserve, he had to ask Lanagan, the construction company who built the road,

for Long Built, to authorize Tibbett's engineering to release the soils data to us. He said that we should be the ones hiring the testing company directly. Mr. Driscoll questioned if we really wanted to manage that; he suggested having a release form instead.

For a point of clarification, Mr. Driscoll asked Mr. Etoniru the difference between exclusive verses non-exclusive easements. Mr. Etoniru explained.

On a motion by Ms. Guarino, seconded by Mr. Hall, it was unanimously voted to close the meeting at 10:09 pm.

MINUTES APPROVED:_____