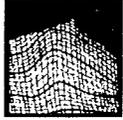


Marchionda

& Associates, L.P.



Engineering and
Planning Consultants

March 14, 2011

Community Planning & Development Commission
c/o Ms. Jean Delios
16 Lowell Street
Reading, MA 01867

Re: Reading Woods - Response to Comments

Dear Commission Members and Ms. Delios:

At the last meeting of the Commission held on February 28th, a good portion of the discussion centered around the amount of parking being proposed by the Developer and whether or not it could be reduced and the timing and implementation of the perimeter fencing and buffer zone plantings. The Developer's commitment to facilitate a shuttle program was also discussed.

Please accept this letter along with the enclosed revised plans submitted as response to address the above issues and also to address the comments of the Town Engineer which were provided via a memo dated 2/28/2011.

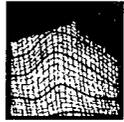
Parking Study

As suggested by the Commission, on 3/4/11, the Applicant engaged its traffic engineer Mr. Dermot Kelly to conduct a parking lot study of one of Pulte Homes' similar type of completed developments, "Wellington Crossing", located in Waltham, MA. The results of the study identified a parking space use at Wellington Crossing of 1.35 parking spaces per garden unit. Based on the results of this study, Pulte feels comfortable in providing 1.75 parking spaces per garden unit (as opposed to 2 parking spaces per garden unit) which reduces the number of parking spaces to be built initially. The revised plans now designate 68 parking spaces as "future parking spaces". These spaces will not be built at this time. In the future, should the need arise for additional parking, spaces can be built as depicted on the drawings. Drainage calculations, water quality treatment and pipe sizing have been based on the full implementation of the parking. Mr. Kelly's Parking Study dated March 4, 2011 is enclosed with this letter.

Sequence Plans

Updated sequencing plans are submitted with this package providing more specific order to the construction. Priority has been given to installing perimeter fencing, installing buffer plantings as soon as practical, and segmenting the tree clearing so that tree cutting is delayed in areas where construction is not intended in the early phases.

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Shuttle Program

The Developer will commit to implementing a Reading Woods condominium shuttle program. The shuttle program will be initiated upon the full occupancy of the 200 "40R Smart Growth" units. The shuttle will travel to and from Reading Woods Condominium to the Reading commuter rail and bus station located on Lincoln Street during the peak commuter hours in the morning and the evening.

Response to 2/28/11 Engineering Comment Letter

Revised drawings are submitted with this letter which address the comments & concerns of the Engineering department. The following are the comments and our responses (in **bold**) to the Engineering Department comment letter.

- The gravity sewer line from the point of connection on South Street to the intersection of Walnut Street (approximately 1570 feet) does not have sufficient capacity to handle the peak flows from the development and will require replacement.

Response: The Developer acknowledges that it is responsible for paying significant sewer and water infrastructure payments to the Town in accordance with the existing Development and Infrastructure Agreement.

- The receiving Sturges Sewer Pump Station does not have sufficient capacity to handle the peak flows from the development and will require replacement.

Response: See response above.

- All sewer main connections entering a sewer manhole shall enter at the invert of the manhole. The same shall apply to all exterior drops connections.

Response: All connections have been revised to comply.

- Reconfigure all 6" sewer laterals and 4" garage drain connections to sewer manholes to eliminate adverse angles and dual connections. One of the connections should be reconfigured to a wye connections to the sewer main.

Response: All sewer laterals have been reconfigured.

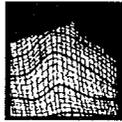
- Provide profiles for all sewer mains.

Response: Sewer profiles have been provided.

- Provide details of gas traps

Response: A detail has been provided.

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- Existing sewer lines to be utilized shall be television inspected for integrity and re-use. The Engineering Division shall be notified of all inspections 36 hours in advance. Lines deemed unsuitable for re-use shall be replaced in their entirety.

Response: Notes addressing this have been added to the plan.

Storm Water Report and Drainage - In general the management of storm water provides sufficient storm water mitigation to control runoff from the site and provides sufficient controls necessary to meet DEP storm water management standards subject to the following:

- All recharge areas servicing a road way shall provide pretreatment in the form of a stormceptor or oil/sediment separator, or approved equal necessary to meet removal of suspended solids in accordance with DEP standards.

Response: The drainage design has been modified to provide adequate treatment devices in all drain lines that convey surface water from paved areas to recharge basins.

- Provide hydraulic evidence that the volume discharging to all recharge areas is equal to or greater than the required volume needed for the site.

Response: This information is provided in exhibit 1.

- A Storm Water Pollution Prevention Plan (SWPPP) shall be in place and approved prior to the start of construction. Plan should include, but not limited to, the following:
 - Erosion Control
 - Dust Control
 - Sequencing of crusher operations
 - Concrete washout
 - Dumpster locations
 - Hazardous material handling/storage
 - Material stockpiling location
 - Location of sanitary facilities
 - Demolition plan control

Response: We are still developing our SWPPP for the site. We have no issue with providing the final SWPPP, which will address all of the above items, prior to construction.

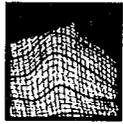
- Catch basin to catch basin connections are prohibited.

Response: These types of connections have been eliminated.

- Drain lines shall not flow directly through a catch basin, all catch basins shall connect to the drainage system by way of a drain manhole.

Response: Drain lines through catch basins have been eliminated.

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- Provide additional catch basins at intersection of Leah Way and Jacob Way (presently named)

Response: An additional catch basin was placed at the intersection of Abigail (Leah) and Augustus (Jacob). Also a catch basin was added to the intersection of Augustus & the parking lot between buildings 4 & 5.

Provide gutter profiles at building driveway entrances to show how roadway runoff will not surcharge trench drains or provide and or relocate roadway catch basins to accomplish the same

Response: A typical cross-section of the driveway apron has been added to the plans to show a high point in the driveway prior to sloping to the trench grate.

- Identify drainage pipe sizes for all drain lines

Response: All pipes other than 12 inch HPDE have been labeled. A note on the drawings indicates that all pipes not labeled shall be 12inch HDPE.

- Provide oil and grit separators for all garage entrance trench drains

All trench grate eventually flow to a stormceptor. Grit separators have been added adjacent to the trench grates.

Existing drain lines to be utilized shall be television inspected for integrity and re-use. The Engineering Division shall be notified of all inspections 36 hours in advance. Lines deemed unsuitable for re-use shall be replaced in their entirety.

Response: A note has been added to the plan.

Eliminate adverse angle from CB #14 & #15 at DMH #21 and from CB #13 at DMH #19

Response: Adverse angles have been eliminated.

Water System

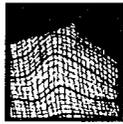
- All water main materials and fittings shall be in accordance with the Town's specifications.

Response: A note has been added to the plans.

All water main construction and installation shall be done under the supervision of the Department of Public Works, Water & Sewer Division.

Response: A note has been added to the plans.

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All water gate valves and hydrants shall be open "RIGHT".

Response: All details have been revised to reflect valves & hydrants to open "right".

Site Plans – The following shall items be modified or additional information furnished as specified:

- General Notes (sheet 2) add note to notify Engineering Division of work at least 72 hours before excavation.

Response: A note has been added to the plans.

Utility Notes (sheet 2) removed "or approved equal" at all instances

Response: This notation has been removed.

Utility Notes (sheet 2 item #9) add that no sewer connections shall be made until the DEP sewer permit is obtained.

Response: Note #9 has been corrected.

Utility Notes (sheet 2 item #22) add all as-built information shall be certified by a Registered Professional Engineer or Surveyor.

Response: Note # 22 has been revised.

All signage and traffic markings shall conform to MUTCD standards

Response: A note has been added to the plans.

A demolition plan shall be submitted prior to construction indicating sequence of operations and method of utility protection. Other aspects of demolition i.e. erosion protection, dust control etc. shall be included in SWPPP

Response: This information will be developed as part of the Storm Water Pollution Prevention Plan and is intended to be submitted to the Engineering Department prior to construction.

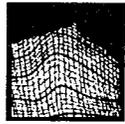
Indicate property line on all plans.

Response: The property lines have been indicated on all plans.

End Jacob Way Road layout at the circle. The roadway from the circle to Leah Way shall be renamed.

Response: The driveway from the turn-around to Leah Way has been renamed "Augustus Way". Leah Way has been renamed "Abigail Way".

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All existing pipes to be abandoned shall be removed or filled.

Response: A note has been added to the plans.

All Sloped Granite Curb (SGC) shall be replaced with the town's design standard Type VA-4 vertical Granite Curb (VGC). (Note if SGC is to be permitted as wavier then the termination of SGC shall be along tangents)

Response: The plans have been revised so the SGC ends along tangents. We have requested the CPDC to allow the sloped granite curb.

Bituminous concrete berm (Cape Cod Berm) shall be replaced with the town's design standard Type VA-4 vertical Granite Curb (VGC)

Response: Our reading of the Gateway District requirements (4.11.9.2.2.1) indicates granite edging or curb on "circulation roads". There does not seem to be a specific requirement for drives to parking areas except that they should be designed using sound engineering and construction standards. Although our driveways to parking exhibit good circulation, they were not intended to be "circulation roads" under the by-law. We believe that the curbing proposed is consistent with sound standards.

All sidewalks shall be a minimum of 5 feet per design standards.

Response: All sidewalks are proposed a minimum of 5 ft. wide.

Add a crosswalk at the entrance to the club house road located at station 4+97 on the Jacob Way layout.

Response: A crosswalk has been provided.

Provide profile of the circle's edge and center lines to verify proper drainage.

Response: The plans have been revised to show specific centerline & edge of pavement grades around the turn-around.

Indicate the roads extreme low and high spots on the grading plan.

Response: High & low spot grades have been added.

Designs of all retaining walls greater than 4 feet shall be submitted for review and approval to Engineering Department.

Response: A note on the plans has been added.

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Details – All sewer and drain manhole covers and grates shall be Town standards.

Response: Plans have been revised to reflect the appropriate covers.

Provide details of all storm water controls to be used during construction

Response: Details have been provided.

As-Builts shall be provided for all utility and roadway site work and shall be certified by a Registered Professional Engineer or Surveyor. As-builts shall be in accordance with Town standards and furnished in paper and electronic form

Response: A note has been added to address as-built preparation.

Bonds should be required for As-Builts

Response: A note has been added to the plans.

Should you require additional information, please do not hesitate to call.

Sincerely,
Marchionda & Associates, L.P.

A handwritten signature in black ink, appearing to read 'M. Rosati', with a stylized flourish at the end.

Michael J. Rosati
Project Manager

Cc: Mark Mastroianni, Pulte Homes

EXHIBIT 1

487-187 Reading Woods

Recharge Area Storage Calculations

Recharge Area #	Recharge Storage (FT ³)	Watershed Area (FT ²)	Rainfall Depth* (Inches)
1	962	15400	3/4
2	4672	55095	1
3	1342	23483	3/4
4	1689	33600	1/2
5	5318	60000	1
6	3630	129489	1/2
7	2012	31850	3/4
8	840	18200	1/2

*Rainfall Depth = amount of rainfall to fill recharge area.

Rain Garden Storage Calculations

Rain Garden #	RG Area (FT ²)	RG Storage (FT ³)	Watershed Area (FT ²)	Rainfall Depth* (Inches)	Runoff Volume (FT ³)
1	918	1010	47870	1/4	997
2	978	1075	24119	1/2	1005
3	1604	1764	24415	3/4	1525
4	482	530	11267	1/2	470
5	2447	2692	94100	1/4	1960
6	912	1003	11518	1	960

*Rainfall Depth = amount of rainfall to fill rain garden.

DJK

Dermot J. Kelly Associates, Inc.
Traffic Engineering/Transportation Planning

280 Main Street, Suite 204
North Reading, MA 01864-1300
Office: 978-664-2205
Fax: 978-664-2444

REF: 809

March 4, 2011

Mr. Mark Mastroianni - Land Project Manager
Pulte Homes of New England LLC
115 Flanders Road, Suite 200
Westborough, MA 01581

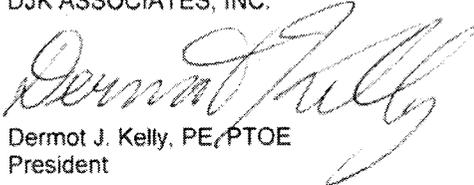
RE: Waltham Crossing Parking Study

Dear Mark:

DJK Associates, Inc. (DJK) conducted a Peak Parking Accumulation Survey at the existing Wellington Crossing residential condominiums development located at 355 Trapelo Road, Waltham, MA between 12:20 and 12:55 AM Friday March 4, 2011. Adjacent to buildings 1-6 and the Club House, there were a total of 370 exterior marked surface parking spaces. There were a total of 206 parked vehicles (55.7% of capacity) observed during the survey period.

Upon your review of this letter, please do not hesitate to call me if you have any questions and/or comments.

Sincerely,
DJK ASSOCIATES, INC.



Dermot J. Kelly, PE, PTOE
President

cc: File