



April 1, 2024

Ms. Lauren Vivier
Spencer Town Planner
157 Main Street
Spencer, Ma 01562

Regarding: CVS As-Built Review by Haley Ward
133 Main Street, Spencer, Ma

Dear Mrs. Vivier:

We have reviewed Haley Ward's 1/25/24 review letter and we offer the following responses. For ease of review, we have re-written each Haley Ward comment in *italics* and then added our response below each comment.

We have also attached pertinent documents which are numbered to correspond to each comment number below.

Comment 1. *The as-built plan does not depict the WB-50 truck path as indicated by CDG in their response to LEI's comment #1 form 9/29/24 peer review letter. The truck path around the building should be confirmed on the as-built to ensure that the WB-50 truck has adequate clearance.*

Response 1. The attached as built survey has been updated to show repairs and additions that have been constructed in response to these comments. We also added the WB-50 truck path to the as bult survey to show that there is adequate clearance around the building as requested.

Comment 2. *A "form single" lane sign was not installed on the wall as indicated in CDG's response to LEI's peer review comments dated 9/29/24.*

Response 2. Two "single lane" signs have been added to the retaining wall west of the drive through window. You saw them during our site walk on 3/12/24. Pictures of these two new signs are attached.

Comment 3. *Haley Ward's inspection occurred 3 days after a snowstorm of approximately 15 inches per NOAA. The incoming and outgoing lanes at Pleasant Street and the lanes on the north and west sides of the building were restricted by two to three feet due to snow piles. The plans call for lanes of 12 feet each. CDG's response to LEI's comment #14 form 9/29/24 peer review letter acknowledged that snow storage are limited and snow will mostly likely need to be removed. A snow storage plan should be developed and implemented to ensure safe vehicular access in and out of the site.*

Response 3. Since CVS is responsible for snow management on the site, we have coordinated with CVS and they provided the attached Snow Management Plan which CVS will utilize to ensure that the site operates as designed, even after large snow events.

Comment 4. *The storm drainage system appears to be located as proposed through surface inspection and confirmation on the as-built plan. However, the as-built plans do not indicate or confirm that the underground detention system was installed per the plan. A certification including photos or other evidence should be provided to confirm the number and type of changes installed as well as other materials as proposed in the approved plans.*

Response 4. The as built survey (see attachment 1) has been updated to show the stone elevations in the bottom of each underground detention system confirming that the depth of the systems meets the design elevations.

Also attached is a sequence of pictures that were taken during the installation of these systems showing how they were installed. These are the same pictures that APM submitted to you under separate cover as a PowerPoint file.

Comment 5. *The location, materials and sizes of the site's underground electric, gas, and water lines are not shown on the plans. Additionally, the utility connections at/in MAIN street/Route 9 (water, sewer, drain, and gas) are not shown on the plans.*

Response 5. The sewer, water, power and gas service locations have been added to the updated as-built survey (see attachment 1).

Comment 6. *At the time of inspection, the traffic markings on Routes 9 were not restored as proposed on the approved site plans.*

Response 6. We were informed that the Town DPW agreed to complete the traffic markings in Rt. 9 in the spring as part of a larger traffic marking project.

Comment 7. *A lighted "CVS Pharmacy" sign was present on the west wall /High Street side of the building but was not proposed on the architectural elevation the approved site plans dated 12/1/2020.*

Response 7. As we discussed during our 3/12/24 site walk, the building signs were not intended to be permitted and approved as part of our site plan/special permit process, which is why a note on the approved building elevations indicated that permits for building signs would be submitted under a separate permit package.

If we had intended to get the signs approved during our Site Plan/Special Permit process then our submitted set of plans would have included specific sign details and data to show how the signs comply with the Sign Ordinance (such as number, height, and area

of each proposed sign). Without any of this information shown on the plans I do not see how the signs could have been approved.

As part of our Lease with CVS, CVS is responsible for obtaining all sign permits, including the approved sign permits which are attached for your reference.

Upon my review of the Sign Ordinance the wall sign facing High Street appears to comply with the Ordinance, which I assume is why a sign permit was issued for it (sign permits are attached). We fully understand the issues the Town and neighbors have with this sign, and our offer to speak with CVS to cut power to this sign still stands.

Comment 8. *The stop sign located in the island of the outgoing lane existing Pleasant Street is facing west but should be facing south. Additionally, the concrete base appeared to be 6-8 inches in depth, but the approved plans called for 24 inches of concrete. The sign should be rotated appropriately, and suitable concrete foundation installed when weather permits.*

Response 8. This stop sign and base have been reinstalled per the approved plans. See picture attached.

Comment 9. *The top of the wall on the north side of the driveway entrance at Pleasant Street appears to be approximately one foot higher than proposed. The proposed top wall elevation was 821.50 and the as-built height is 822.45. Haley Ward suggests that the site distance looking north on Pleasant Street be confirmed for compliance given the change in wall height and limited site distance originally proposed.*

Response 9. The end of this wall has been cut back and lowered so that the top elevation at the end of the wall is now 819.85, lower than the 821.50 elevation required for the sight lines. The as built survey (see attachment 1) has been updated to show the lower wall height.

Comment 10. *It appears that the as-built landscape areas with shrub plantings roughly match proposed plans, but Haley Ward cannot confirm the number and species of plantings due to snow cover/dormant growing season. The as-built plans should confirm the number species of plantings match the requirements, but field verification likely cannot occur until mid-Spring.*

Response 10. We have attached an affidavit signed by the landscape installer that indicates that the number of plants/trees/shrubs installed meets the number of proposed plants on the landscape plan (plus 10 additional shrubs). In addition, the landscaper will be coming back this spring to replace any dead plants.

Comment 11. *The transformer pad was not installed as the transformer pad was mounted to the utility pole at the Main Street/High Street intersection. This comment is informational, showing a plan change and action is not likely needed.*

Response 11. After approval of the project's special permit and site plan approval, National Grid determined that they would serve the site with power via a pole mounted transformer instead of using the transformer pad that was shown on the approved plans.

Utility companies changing their initial design on how a new site will be serviced is a typical occurrence in commercial development and is outside of our control.

Comment 12. *There is a leaking downspout on the north wall of the building that should be repaired.*

Response 12. As we discussed during our 3/12/24 site walk, the downspout leak has been repaired.

Comment 13. *The curb on the east side of the building was proposed to be flush, but there are sections that have reveals of one to three inches creating potential tripping hazard.*

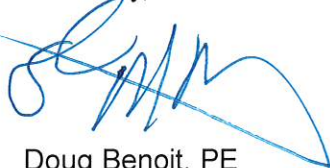
Response 13. During our 3/12/24 site walk we came up with that a solution to add a railing within the sidewalk along this curb/sidewalk area so people have to walk around the railing and access the sidewalk where the curb is not deemed a tripping hazard.

After you told us that the ZBA has indicated that they would accept this solution, we have requested CVS to review this solution and let us know if it would be acceptable.

The installation of this railing is pending CVS's approval.

Please let me know if there are any questions.

Sincerely,



Doug Benoit, PE
Project Manager