

Jeanne Guthrie

From: Bob Murchison <bob.murchison@me.com>
Sent: Tuesday, January 21, 2025 2:44 PM
To: Zach McBride; 'Zachary McBride'
Cc: Jeanne Guthrie; Jeremy Marsette; 'Paul Haverly'; 'Kevin Riopelle'; 'Bert Corey'; 'Dillon, Peter'; 'Bouley, Steven'
Subject: RE: Brush Hill Homes Response to TetraTech and Stantec Reviews
Attachments: Brush Hill Homes-ZBAREv(2025-01-21)_SITE.pdf

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Hi Zach,

Please see below our comments on what I consider to be the remaining open issues with TetraTech (Prior and current Fenix Partners comments are in green):

- A.1. A roadway profile and cross-section should be included in the Plans. • *Applicant 1/15/25 Response: Agreed and added to plan.*
TT 1/21/25 Update: The Applicant has included the plan and profile in the Plans. The proposed roadway grade at the hammerhead intersection is 6.83%. We recommend the Applicant provide a maximum 3% "level area" for minimum 75 feet prior to the intersection to ensure vehicles have sufficient distance to stop prior to entering the intersection. This recommendation is consistent with the requirements of the Sherborn Planning Board Subdivision Regulations (§380-2.14.D.4) and is generally considered an industry standard (with slight variations) amongst many towns in the Commonwealth with respect to residential development roadway design. We anticipate the current proposed condition could be unsafe in snowy/icy conditions. We are willing to work with TetraTech on resolving this issue. Our current design was based on a previous TetraTech comment and was intended to maintain the existing grade, which in turn reduces the clearing of trees along the edge of the driveway. It was our thought that leaving more mature growth would benefit the abutter's screening. Also, I want to remind all that this driveway for four single family homes is very different from a full-blown subdivision road serving many more homes.
- B.1 Although compliance with the MA DEP Standards and Handbook is not required, it is rare that a development Project not include peak runoff mitigation/water quality treatment particularly with the recognized challenges of climate change and effect of development on water quality. We recommend the Applicant consider providing stormwater mitigation measures and/or low impact development (LID) techniques in

the Project scope. Additionally, we recommend a Long-Term Pollution Prevention Plan (LTPPP) and Long-Term Operation and Maintenance Plan (O&M Plan) be developed to identify and manage potential pollutant sources and provide guidance on inspection and maintenance of proposed stormwater infrastructure and roadway.

Applicant 1/15/25 Response: As discussed at the meeting, we are willing to work with the ZBA on appropriate mitigation for a Project of this scale.

TT 1/21/25 Update: We recommend the Board include a Condition in the Comprehensive Permit Decision that requires Board review of any agreed-upon stormwater mitigation prior to construction.

Agreed.

- C.1 The Applicant should provide earthwork calculations on the Plans to assist reviewers and the public in understanding the size and scale of earthwork operations for the Project. Additionally, a Construction Management Plan is recommended to detail truck travel routes, project phasing, hours of operation, equipment laydown areas, stockpile locations, etc.

Applicant 1/15/25 Response: Agreed. Earthwork calculations are provided on the plan. CMP will be provided to Building Inspector at the application for a building permit.

TT 1/21/25 Update: The Project proposes a net import volume of approximately 6,000 cubic yards (cy). We recommend the Board include a Condition in the Comprehensive Permit Decision that requires Board review of the CMP prior to construction.

Agreed.

We look forward to working with you on tomorrow evening.

Bob

From: Bouley, Steven <Steven.Bouley@tetrattech.com>

Sent: Tuesday, January 21, 2025 11:25 AM