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## **TOWN OF SUTTON PLANNING BOARD & DEPARTMENT**

### **MEMORANDUM**

To: Planning Board

From: Jen Hager,  
Planning & Economic Development Director

Date: September 22, 2022

Re: Preliminary Subdivision – Compass Rock – Purgatory Road

The primary purpose of a Preliminary Plan Filing is to seek initial input in advance of the detailed definitive subdivision design. Additionally, if the preliminary plan is followed within 7 months by a definitive the land involved in grandfathered into all applicable bylaw provisions in place at the time the Preliminary Plan was filed. The Planning Board must take action on a preliminary plan but this decision is not binding on the definitive subdivision, the Board may approve the preliminary plan and still find cause to deny approval to the definitive plan. If the Board disapproves the Preliminary Plan they must state their reasoning in detail. The Board has 45 days from the date of submission to act on the Preliminary Plan.

I have reviewed the proposed subdivision in accordance with the standards of the Subdivision Rules and Regulations and have also done a cursory review only under the Open Space Residential Subdivision (OSRD) standards as that is what is proposed in this case.

#### **SR&R Preliminary Plan Standards**

##### **General**

- All structures intended to be removed should be indicted as such to ensure no zoning violations will remain.

III.B.3.c. – The abutters across Purgatory Road from the entrances are not shown.

III.B.3.d. – The proposed typical roadway cross section, approximate grades, and potential easements are not apparent. Sidewalks should be included on at least one side of the roadway.

### **Open Space Residential Subdivision (OSRD) Regulations (cursory review)**

Sheet C-002 is intended to be the yield plan which is the first step of the OSRD Special Permit process. The Board will not confirm any yield until this public hearing begins so they can have the benefit of any public comment. A preliminary look at this plan shows 26 lots of the correct size, frontage, and upland area. To confirm a yield, the Board may require information relative to roadway and building site grades and even soil or perc information if they feel it is relative to determining if the lots shown could actually have been approved. Perc locations and information are required for the OSRD plan. The yield determined by the Board will be set as the maximum number of lots that can result from the Open Space Subdivision plus any bonus lots granted through the density bonus process.

The plan shows 29 lots plus two additional standard lots. It is my opinion the standard lots count toward the maximum unit totals as these lots derive their legal frontage off this subdivision roadway only, so the proposed subdivision is actually 31 lots. The plans indicate an allowed 15% bonus and appear to show public access parking spaces for the open space. This parking may be required to be paved or provided with a more solid but pervious surface. Signage will be required for both these spaces and fire protection drop locations. Unless the Board rules otherwise, with the bonus units, the subdivision has two lots in excess of what is allowed.

While conceptual grading is shown, resulting grades aren't indicated and must be in compliance with the Subdivision Rules and Regulations.

For the most part Low Impact Development (LID) stormwater is shown which is preferred from a Planning perspective, although the Highway Superintendent may have some commentary relative to maintenance demands.

Roadway drainage on lots and basins must be within easements, and easement areas will have to be excluded from required lot area calculations.

The bylaws state setbacks MAY be reduced by half, this must be confirmed by the Board.