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TOWN OF SUTTON PLANNING BOARD & DEPARTMENT

MEMORANDUM

TO: Planning Board

FROM: Jen Hager, Planning & Economic Development Director

DATE: December 1, 2021

RE: Unified² - Definitive Subdivision

I have reviewed the Site Plans and submittal materials for this project in accordance with the Subdivision Rules & Regulations and have the following comments:

General Comments

- The applicant has requested several waivers. Typically, these waivers are reviewed and addressed during the hearing process. However, two of the waiver requests need to be addressed as soon as possible.
 - Section 2.d. - This section of the Regulations prohibits work on the site until approval of the subdivision and completion of the appeal period. The applicant requests that they be allowed to continue with a specific amount/type of site work. My only concern/question is if earth will be removed from the site. If so and Earth Removal Exemption application should be submitted and acted upon.
 - Section 3.C.1.f, 3.C.2, & 3.C.2.g – These sections prescribe various plan scales. The applicant has explained their use of differing scales. The plans show sufficient detail at the scales that were utilized.
- Dudley Road should be shown more completely and labeled on the “Overall” plan sheets.
- Please specify aesthetic material and color for retaining walls.
- Please use alternate fencing on retaining walls similar to the attached.
- Fencing is not required or recommended around detention ponds unless the applicant has a specific reason to do so. If fencing is utilized, please specify fence type. Galvanized chain link may not be utilized.

- The impact of headlights on properties across from the intersection of the roadway and Boston and Providence Roads should be considered and mitigated.
- A no left turn for trucks sign should be installed at the Boston Road exit.

Subdivision Rules & Regulations

- 3.C.1.f. – The applicant has utilized an alternate scale that is adequate to show required details. Waiver requested.
- 3.C.2. – The applicant has used an alternative scale that is adequate to show required details. Waiver requested for alternate scale as shown on plans.
- 3.C.2.a. – Name and address of owner and applicant are not apparent on the plan set.
- 3.C.2.c. – Abutters across Providence, Buttonwood, Boston, and Dudley Roads are not shown.
- 3.C.2.d. – Area and metes and bounds of easements is not shown.
- 3.C.2.f. – Permanent benchmarks are not apparent on the plan set.
- 3.C.2.g. – The applicant has used an alternative scale that is adequate to show required details. Waiver requested. However, Dudley and Buttonwood Ave. should be shown and labeled on the Site/Locus map and both this map and the USGS map should be oriented in the same direction.
- 3.C.2.h. – The square feet of lots is not shown.
- 3.C.2.j. – The covenant notation is not apparent on the recordable plans. The date block should be adjusted on the recordable plans to mirror the Bohler signature blocks for No Appeal and just the date of endorsement under the Boards signature lines. The other date lines should be eliminated.
- 3.C.2.m. – The error of closure note is not apparent on the plans.
- 4.A.2.k. – The roadway cross section is not like that in the appendix. A waiver must be requested.
- 4.A.3. – The width of roadway is proposed at 46' and 58'. Why is the roadway proposed so wide? A waiver must be requested.
- 4.B. - Stormwater Management - This will be reviewed in detail by the Town's consulting engineer.
- 4.D. – Fire Protection - As there has been discussion about the availability of an adequate supply of water for firefighting purposes, as each lot is proposed for development, the applicants will need to satisfy the Fire Department that an acceptable and Code compliant means has been provided in the form of certification of pressure and flows from the local water district and/or tank installation on the site or some other allowed means.
- 4.F. – The square footage of easements must be provided as their area cannot be counted toward required lot area.
- 4.F.3. – Temporary construction easements may not be necessary for this subdivision as the roadway is intended to remain private and the lots are to be developed by the overall parcel owner. A waiver is required.
- 4.H. – Removal of trees over 12" shall be prohibited in the front setback of proposed lots unless otherwise allowed by the Board. Please specify if trees exist and how they will be maintained.
- 5.G.1. – Curbing shall be granite. Waiver requested for cape cod berm with concrete at intersections.
- 5.I. – Lighting – Please specify lighting fixture and pole color. IE: black
- 5.I.4. – Sidewalks shall be of Portland cement concrete. Waiver requested for bituminous sidewalk.
- 5.J.4 – Please consider adding some sycamores, if appropriate for these soils, as these trees are historic and notable in Wilkinsonville. Waiver requested for total number of trees.
- 5.M.1. – Granite monuments shall be installed along streets, please indicate this on the plans.
- 5.M.2. – An iron pipe or iron rod marker shall be installed at all lot corners, please indicate this on the plans.

Additional waivers requested: The towns consulting engineer will weigh in on these requests.

4.B.2.b. – Reduction in cover over storm drains and size of pipe near Providence Road.

4.B.2.c. – Increase in distance between catch basins at select locations and elimination of curb inlets.

4.B.2.f. – Flared end section instead of headwalls at some locations.

Traffic Study Comment:

On residential subdivisions we require a traffic study with the submission of the application because the Institute of Traffic Engineers (ITE) has determined the average trip generation for various types of housing so a fairly accurate impact can be determined at that point. Additionally, it would not be appropriate to expect individual home owners to implement traffic mitigation as they build their individual homes. When we are considering industrial subdivisions like Gilmore Drive and this subdivision, and we are unaware of the potential uses that will locate on the parcels, we typically require traffic studies as each use undergoes its individual site plan review process. Therefore when an industrial subdivision is filed our questions usually focus on whether we feel the proposed roadway is adequate for the potential traffic from proposed lots and are there any minimum improvements that may be necessary on abutting roadways with typical uses. This is why the applicant has submitted a conceptual drawing of likely improvements to Boston Road that would be necessary with some industrial build out that involves trucks.