



April 3, 2023

Mr. John Lee, Chairman
135 School Street
Walpole, MA 02081
United States

Re: The Residences at Burns Avenue
Comprehensive Permit (40B) Peer Review
Comment Letter 3
Walpole, Massachusetts

Dear Mr. Chairman:

Per the Board's request we have reviewed the most recent submittals for the above referenced Project which includes a substantially revised development program now comprised of 20 single family homes on individual house lots within a proposed subdivision. This letter provides our comments on the revised submittal materials including the following documents:

- A plan set titled "Amended Site Development Plan / A Comprehensive Permit M.G.L c. 40B "The Residences at Burns Avenue" Walpole, Massachusetts", dated April 21, 2020 with most recent revision date March 14, 2023 (Site Plans), prepared by GLM Engineering Consultants, Inc. (GLM).
- A letter dated March 14, 2023 from GLM addressing comments provided by the Town.
- "Notice of Project Change" dated January 30, 2023 prepared by Wall Street Development Corp.
- "Auto Turn Fire Truck Path" Plan Sheets 1-4 and 2 dated February 28, 2022 prepared by Kimley Horn.
- Restoration and Tree & Shrub Planting Details dated November 23, 2020 with most recent revision date February 20, 2023 (Rev 5), prepared by Cosmos Associates.

The revised proposal is a significant change given it now proposes individual house lots and a public way planned for eventual acceptance by the Town. However, the roadway and general building layout remains consistent with prior designs, so the changes are relatively minor when comparing the physical improvements at ground level. The following key concerns should be addressed prior to any decision as there resolution may affect the design.

Roadway Acceptance: The Boards position regarding waivers should be informed by the expected future responsibilities of the Town. If the Town will eventually assume responsibility for care and maintenance of the road, we suggest only limited relief from subdivision requirements as such relief will likely result additional burden to the town.

Water Supply: The water main is no longer proposed to connect through to the new main in Burns Avenue. As mentioned in prior comments, a looped configuration is much better than an extended dead-end main. We suggest the Board request the applicant to demonstrate the water main can supply water to the development safely before approving the plan.

Modifications of Brook Lane: Any proposed changes to the existing Brook Lane turnaround should be clearly defined on the plan prior to any approval

Comments are addressed more specifically below:

General

1. If the submittal is also intended to serve as formal subdivision approval it must include all information required to support such decision and all required information must be shown on the plans including, clear definition of setbacks and a waiver granted for any reductions. Please note, our review is to

inform the comprehensive permit process and does not include detailed review for compliance with subdivision approval requirements.

2. We did not see an updated Stormwater Report reflecting the proposed changes but do not expect it to be substantially different than prior iterations. We recommend the applicant be required to provide an updated report/memo addressing compliance with stormwater guidelines once any outstanding issues impacting impervious coverage have been resolved such as
 - Building setback/lot size/unit count
 - Road/Sidewalk location and width
 - Brook Lane turnaround modifications

We expect the current stormwater design will be sufficient provided the stormwater management systems have not changed from what was previously reviewed. However, the changes to the plan are significant and documentation is required from the applicant to confirm compliance of the final plan. We understand the Project has obtained a Superseding Order of Conditions for the Project from DEP which likely included a review for compliance, but resolution of the issues noted above and recent changes in response to town comments have not been considered in that review.

3. We take exception to the applicant's characterization and use of our comments related the proposed cul-de-sac length in the "Notice of Project Change". In no way did we suggest an extended cul-de-sac from Brook Lane was a preferred option to a through connection with Burns Avenue. To the contrary we consider a through connection a far better option and had expressed that on prior occasions. The applicant has taken our comment related to the preferred location of the construction entrance and misleadingly used it to suggest we support the proposed cul-de-sac configuration.
4. There is no reasonable basis to conclude an 800-foot cul-de-sac off Book Lane provides better emergency access than a through connection with Burns Avenue and the claimed reduction from 991' to 800' was not based on any approved plan. However, we agree that should a through connection prove to not be an option, the proposed cul-de-sac length is not significantly longer than the 750 feet allowed under the subdivision regulations.

Site Plans

5. Please clearly show the limits of the project and the exclusion of the Burns Avenue Private Way B part of the proposed subdivision.
6. Contours appear to be missing between buildings north of Brook Lane Ext. Please address on future submittals and maintain consistent contour intervals throughout. Presently the plans appear to include a mixture of 2' and 1' contour spacing intervals.
7. Individual roof drain connections are shown connecting to the storm drain in Brook Lane Ext. We recommend these connections be removed if the Town is expected to maintain drainage infrastructure in the street.
8. There is almost no area dedicated for snow storage. We recommend the Town consider the risk of accepting responsibility for removing snow from street and sidewalks given the limited driveway size and the limited space for storage.
9. Similarly, the Project has requested a waiver to install cape cod berm instead of granite curb required for subdivisions. Granite curb is fundamentally more durable and effective than cape cod berm. We recommend the Board consider requiring granite curb if it intends to accept the road and the responsibility of its maintenance. If the road is to be maintained by the applicant or a homeowners association cape cod berm is a reasonable option.

10. Please explain why the water line dead ends rather than connects through to Burns Avenue. Looping of the water main was included in prior plans and is a significant benefit of the Project. We recommend the Board consider it as a condition of approval if possible. If the dead-end configuration is to remain it should include a blow-off line and valve at the end of the main and calculations should be provided confirming there is adequate pressure and supply available to serve all proposed units. Given the small main size on Brook Lane combined with the added length and elevation gain of the subdivision road, there is enough reasonable risk of inadequate supply to justify the request of such analysis from the applicant.
11. The Site Plans should show all proposed traffic mitigation.
12. Locating the proposed sidewalk at the back of curb creates complicated grading problems with driveway transitions. We recommend moving the sidewalk to provide at least 2 feet between the edge of sidewalk and the back of curb to allow driveway transitions without impacting sidewalk profile. Also please confirm proposed sidewalk width is 5 feet and labeled as such on the plans.
13. Clearly indicate the extent/scope of work proposed within the Brook Lane right of way including all curb adjustments/relocation, utility trenches and the limit of pavement overlay/re-striping.
14. Consider relocating the proposed mailbox to a location outside the public way.

Landscape Plan

15. Trees are shown in locations that further reduce access to the relatively small space between the buildings. We recommend trees be carefully placed to allow as much access between buildings as possible including potentially skewing them closer to one driveway to allow more space to one side of the tree for emergency access. We defer to Fire Department on preferred locations.
16. All work proposed in the existing Brook Lane cul-de-sac must be approved by the Town.
17. Unclear if a new sidewalk on Brook Lane is proposed. Coordinate landscape plans with civil plans.
18. Landscape Plan shows work beyond what we understand to be the Project limits at Burns Avenue. Please adjust plan so that all work is accomplished within the parcel boundary or town controlled public way.

Unfortunately, I have a hearing in New York tomorrow evening and won't be able to attend the hearing but will follow up with town staff and the applicant once I return. If you have any questions or comments, please feel free to contact us at (508) 786-2230.

Very truly yours,



Sean P. Reardon, P.E.
Vice President

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