

George J. Saraceno, Senior Civil Engineer

TO: Lenore Mahoney, Executive Secretary of the Zoning Board of Appeals (ZBA)

**RE: Comprehensive Permit
Redevelopment of 680 Worcester Street (40B Project)**

DATE: March 26, 2019

We received a copy of the revised set of plans via email from the applicant's engineer William Bergeron, P.E. of Hayes Engineering, Inc. The plan set also includes a letter from Hayes Engineering dated March 14, 2019 that includes responses to the DPW comments, O&M Plan, hydrant flow test, Long Term Pollution Prevention Plan and Construction Management Plan. From what we can tell, the final changes to the site plan involve widening the curb opening. The revised project submittal includes responses from Robert Nagi of VHB in Watertown, MA, the Traffic Engineer peer reviewer for the project.

Provided below are the DPW's primary concerns with a brief explanation, where appropriate.

- Circulation – while the entrance driveway from Route 9 to the property has been widened to 28 feet, it remains a single point of access, in which turning, snow management, short term deliveries, pickups / drop offs and trash pick all occur, any combination of which seems like a potential to create backing up onto Route 9. Further, we understand that the largest vehicle that can be accommodated are SU-30 vehicles, which is a large box truck. This will likely prohibit most trash trucks, typical moving vans, furniture deliveries and emergency vehicles. While we are aware that this a compromise made in urban areas and for higher density developments, it is particularly concerning here as repercussions may cause a Route 9 public safety issue. Further, we expect that this may be a concern for the required MassDOT curb cut approval.
- Impingement of the existing sewer easement – the proposed building foundation appears to be located on the easement line, which likely means that the footing will encroach. The DPW does not allow this. Further, we have stated, and continue to believe that the proposed building and site plan result in a condition that permanently limits our ability to sewer a sewer lateral, and is a problem for the DPW
- Construction Management – we remain concerned that there is too much building for this site, and that during construction there will be impacts to abutting lots and to Route 9, which is a significant safety concern. The layout of the building prohibits the placement of heavy equipment such as cranes, stockpiles, material loading and storage. It also prohibits workers from parking at or near the site, which seems unrealistic. The Construction Management Plan should discuss groundwater management.
- Required sewer main upsizing - the sewer lateral that currently serves the lot is a 6-inch clay pipe that should be upgraded to an 8-inch PVC sewer line from 680 Worcester Street to Francis Road. This is the municipal standard for sewer mains, which is effectively what this

Memo to Lenore Mahoney

March 26, 2019

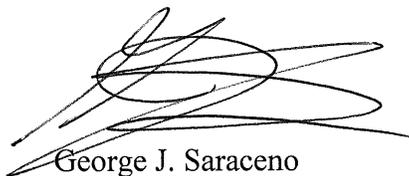
Page 2

pipe becomes with the proposed change of use.

- Groundwater and Surface Water Management – the information submitted is not sufficient for us to understand how groundwater and surface water will be managed during construction and given the intensity of the proposal, the proximity to abutting properties and limits access, we are concerned that there could be offsite impacts.

As we have previously stated, we believe that the project is too dense as proposed for the lot. Not only will constructability of the site be difficult, but access issues and circulation through the site will be problematic. Imposing vehicle restriction is an unenforceable condition, and will likely result in a decrease convenience and quality of life issues for the residents.

Sincerely,

A handwritten signature in black ink, appearing to read "George J. Saraceno", written over a horizontal line.

George J. Saraceno
Senior Civil Engineer

cc: David Cohen
William Shaughnessy
Mike Quinn,
David Hickey
Douglas Stewart
Victor Panak
Michael Grant
Lenny Izzo
Meghan Jop