

NARRATIVE DESCRIPTION AND DEVELOPMENT SUMMARY

VILLAGES AT SHERBORN APARTMENTS, SHERBORN MASSACHUSETTS

Development Introduction

Barsky Estate Realty Trust (the “Applicant”) is the owner of the following two parcels which are the subject to this PEL applications (the “Development Parcels”):

- 1) Hunting Lane Assessors Map 11, Parcel 2, approx. 4.88 acres, Parcel 2 of Deed at Book 66954, Page 354 (vacant, mostly wetlands, dedicated for well and pipes for water and sewer)
- 2) 31 Hunting Lane Assessors Map 11, Parcel 3C, approx.16.93 acres, Parcel One of Deed at Book 67090, Page 364 (improved by one single family home)

Barsky Estate Realty Trust will sell the land and development rights for the two Development Parcels to 31 Hunting Lane LLC. 31 Hunting Lane LLC will be a single purpose limited dividend organization under M.G. L. Chapter 40B. Barsky Realty owns a third parcel of land, Hunting Lane Assessors Map 11, Parcel 3B, approx. 8 acres, Parcel Two of Deed at Book 67090, Page 364 which will be used for well pipes and water lines. Barsky Realty Trust will grant an Easement to 31 Hunting Lane LLC as necessary to support the development.

The Applicant is proposing to construct a new mixed-income condominium ownership development on The Development Parcels.

As noted above, the Development Site is improved by a single-family home on Parcel 2 which is served by a long driveway and mostly treed. Parcel 2 is bounded by Hunting Lane to the North, a single-family home owned by an affiliate of the Applicant to the North as well as other single-family homes. Parcel 2 is bounded to the East by parcel 1, and to the West and South by large single-family home lots, trees and fields.

Parcels 1 is vacant with wetlands and/or treed. It abuts Hunting Lane to the North, a single-family home owned by an affiliate of the Applicant and Parcel 2 to the West, railroad tracks to the East and large single-family home lots/fields to the South.

The Development Site is one block off MA-27/North Main Street which has 22,000 vehicle trips daily. There are a several retail amenities within one half mile of the Subject Property including Walgreens Pharmacy, Middlesex Savings Bank, a post office, Rose’s Automotive, and several small restaurants and other retail establishments. The Subject Property is approximately a 10-minute drive to MA-9. It also has access to I-90 via MA-9 with a 15-minute drive. The Framingham, West Natick, and Natick Center Commuter Rail Stations are all within a 10-minute drive of the Subject Property. These stations are all served by the Framingham/Worcester Line, which provides outbound service to Framingham and Worcester and inbound service to Boston’s South Station 7 days a week. It is approximately a 40-50-minute ride to South Station from any of these stations (MBTA, 2019).

The development, as currently proposed, will be the new construction of 27 town house style units and one existing single-family home for a total of 28 mixed income condominium units. The main access to

the development will be provided by a 24-foot wide paved access road from Hunting Lane with a sidewalk on one side. More specifically, the Applicant is proposing to build twelve duplex town house style condominium homes and one triplex town house style condominium homes. The townhouses will be contemporary craftsman style with vinyl shingles and architectural roofing. The new units will all be three-bedroom, 2.5-bathroom units and average 2,338 square feet in size. Each unit will have a one-car garage and one surface/driveway parking space. The buildings will have frontage along a driveway off Hunting Lane with large lots and backyards. All units will be open concept with living area on the first floor and bedrooms on the second floor.

Energy conservation measures include:

1. Exceeding current energy code for building envelope
2. Units will be equipped with energy start rated appliances in the affordable units, low flow toilets, sinks, showers and tubs.
3. All exterior lighting to be LED; all interior light fixtures will be Energy Star.
4. High efficiency natural gas tankless hot water heaters for domestic water and hydronic heat in each unit.
5. Energy Star rated A/C condensers for each unit.
6. Individually metered utilities (elec./gas)
7. No VOC interior paint / low VOC interior finishes.
8. The developer is exploring treating roof and surface stormwater run- off.

The development will include 21 market units and 7 units will be income restricted in perpetuity for households earning at or below 80% of the Area Median Income. The proposed initial location of the affordable units are set forth in the application plans. The unit mix and sizes are as follows, along with the proposed affordable rents which are based on 2019 HUD income and rent limits for the Boston-Quincy-Cambridge Market Area:

Table 1

Unit Type	Affordability	# Units	Baths	Square Feet	Price	Price per SF	Condo Fee
Three-Bedroom	80% of AMI	7	2.5	2,338	\$232,000	\$100	\$108
Three-Bedroom	Market	21	2.5	2,338			
		28					

The condominium association will provide water, sewer and trash removal as well as maintenance to the common area driveway, landscaping and lighting.

Seven units will be eligible to be counted on the Town of Sherborn’s Subsidized Housing Inventory. According to the 2013-2017 ACS, Sherborn has 1,369 ownership units or 92.5% of its units. Of these, 415 owner occupied units, over 30% are ownership cost burdened, including 10.5% who are severely cost burdened. The development will provide units that are appropriate for young professionals, families and seniors either wishing to enter the homeownership market or looking to downsize and stay in the community.

Fire Protection & Public Safety

There will be on-site fire cistern located on the site and placement will be coordinated with the Fire Department. The cistern will provide a point of connection for the local Fire Department as well as supply water to hydrants within the development. The Applicant will provide the Fire Department with a fire apparatus vehicle turning movement plan to show that there is adequate space within the site for fire truck turning movements.

Landscape/ Surroundings

Natural wooded buffer will be maintained at the perimeter of the site and enhanced landscaping will be added as necessary. The existing stone wall will remain. The interior of the site will be tastefully landscaped.

Utilities

Pole mounted utilities exist along Hunting Lane and will be brought to the entrance of the site and put underground. They include electric, cable tv, telephone, and other communications.

Water & Sewer

A private wastewater treatment plant will be designed and permitted through MADEP for construction on site as part of the development. Water will be provided via an on-site well. The water and sewer amenities will be shared with an affiliate of the Applicant to support development at 41 North Main Street, Sherborn, MA. The Applicant will grant an easement to access for the use of the water and sewer to 41 Main Street LLC who will pay for a portion of the construction costs as well as contribute to ongoing maintenance. A consultant has been hired to obtain MassDOT approval to run pipes under the railroad tracks to provide water and sewer to the 41 North Main Street development site.

Wetlands Resources

No jurisdictional resource areas are present within the proposed development area; however, parcels 1 and 3 are within one hundred (100ft) of a mapped jurisdictional wetland area located on the east side of the development parcels.

Environmental Due Diligence

Environmental due diligence was completed by consulting the latest Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). It was determined that there are no flood boundaries located onsite. (See attached Figure 3). The latest Massachusetts Natural Heritage atlas effective August 3, 2018, indicates that there is no Priority Habitat mapped within or near the property (See Figure 4 Priority & Estimated Habitats)

Stormwater Management

The project will be designed to meet the Department of Environmental Protection's (DEP's) Stormwater Management Standards as outlined in DEP's Stormwater Handbook. When a project complies with these standards, the presumption is that the project is protecting public and private water supply, groundwater supplies, providing for appropriate flood control and storm damage prevention, preventing pollution, protecting fisheries, and protecting wildlife habitat. The project proponents also plan to work closely with the Town of Sherborn to design a stormwater management system that is consistent with the requirements of DEP's Stormwater Handbook.

The Project is refining the exact existing location of specific features for the stormwater drainage system. The stormwater runoff from the residential building roofs will be designed to collect the roof runoff and be directed to a localized stormwater infiltration system to promote groundwater infiltration and mitigate for any additional impervious site area. The proposed drainage system design will be refined during the design process.

The Project will disturb more than one acre of land; therefore, construction will require the submittal of a Notice of Intent (NOI) for coverage under the Construction General Permit (CGP) as part of the Environmental Protection Agency's (EPA's) National Pollutant Discharge Elimination System (NPDES). Appropriate erosion and sedimentation (E&S) controls will be installed to prevent sediment laden stormwater runoff from leaving the site and entering the BWSC drainage system during construction. E&S controls will be maintained as necessary until all disturbed areas have been stabilized through the placement of pavement and structures and will conform to the MADEP & Town of Sherborn Guidelines for Construction.

Erosion and sediment control measures will be implemented during construction to minimize the transport of site soils to off-site areas. During construction, existing storm drain inlets will be protected with filter fabric, straw bales and/or crushed stone, to provide for sediment removal from runoff. These controls will be inspected and maintained throughout the construction phase until the areas of disturbance have been stabilized through the placement of pavement, structure, or vegetative cover. In March 1997, MassDEP adopted a Stormwater Management Policy to address non-point source pollution. In 1997, MassDEP published the Massachusetts Stormwater Handbook as guidance on the Stormwater Policy, which was revised in February 2008. The Policy prescribes specific stormwater management standards for development projects, including urban pollutant removal criteria for projects that may impact environmental resource areas. Compliance is achieved through the implementation of Best Management Practices (BMPs) in the stormwater management design.

A brief explanation of each Policy Standard and the system compliance is provided below:

Standard #1: The proposed development will not introduce any new outfalls with direct discharge to a wetland area or waters of the Commonwealth of Massachusetts. All discharges will be treated for water quality.

Compliance: The proposed design will comply with this standard. The design will incorporate the appropriate stormwater treatment, and no new untreated stormwater will be directly discharged to, nor will erosion be caused to wetlands or waters of the Commonwealth as a result of stormwater discharges related to the Project.

Standard #2: The proposed development has been designed so that the post-development peak discharge rates do not exceed the predevelopment peak discharge rates. A summary of the existing and proposed discharge rates are included within this report.

Compliance: The proposed design will comply with this standard to the maximum extent practicable. The pre-development stormwater discharge rates will be met or decreased as a result of the improvements associated with the Project.

Standard #3: For New Construction, loss of annual recharge to groundwater shall be eliminated or minimized through the use of infiltration measures including environmentally sensitive site design, low impact development techniques, stormwater best management practices, and good operation and maintenance. At a minimum, the annual recharge from the post-development site shall approximate the annual recharge from pre-development conditions based on soil type. The standard is met when the stormwater management system is designed to infiltrate the required recharge volume as determined in accordance with the Massachusetts Stormwater Handbook.

Compliance: The existing annual recharge for the site has been approximated in the proposed condition. There are proposed subsurface infiltration systems designed to meet this requirement. Stormwater runoff generated from the impervious areas of the proposed development is routed through these infiltration BMPs. The proposed Recharge Volume is based on the Static Method per the MA DEP Stormwater Management Standards, Volume 3, Chapter 1.

Standard #4: Stormwater management systems shall be designed to remove 80% of the average annual post-construction load of Total Suspended Solids (TSS). This standard is met when: (a) Suitable practices for source control and pollution prevention are identified in a long-term pollution prevention plan, and thereafter are implemented and maintained; (b) Structural stormwater best management practices are sized to capture the required water quality volume determined in accordance with the Massachusetts Stormwater Handbook; and (c) Pretreatment is provided in accordance with the Massachusetts Stormwater Handbook.

Compliance: The proposed stormwater management system has been designed so that for each drainage area the 80% TSS removal standard has been met. Standard #4 is met when structural stormwater best management practices are sized to capture and treat the required water quality volume and pretreatment is provided in accordance with the Massachusetts Stormwater Handbook. Standard #4 also requires that suitable source control measures are identified in the Long Term Pollution Prevention Plan.

The water quality volume for the site development is captured and treated using a combination of the Proprietary Separators and infiltration BMPs. Consequently, there is a conversion of water quality volume (WQV) to a peak water quality flow (WQF) rate. The MA DEP has adopted a computational method for this conversion. The proprietary separators have been sized to meet the water quality flow rate for the 1" storm event. Supporting calculations are provided in the Appendix of this report.

Standard #5: For Land Uses with Higher Potential Pollutant Loads (LUHPPL), source control and pollution prevention shall be implemented in accordance with the Massachusetts Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable. If through source control and/or pollution prevention all land uses with higher potential pollutant loads cannot be completely protected from exposure to rain, snow, snow melt, and

stormwater runoff, the Proponent shall use the specific structural stormwater BMPs determined by the Department to be suitable for such uses as provided in the Massachusetts Stormwater Handbook. Stormwater discharges from land uses with higher potential pollutant loads shall also comply with the requirements of the Massachusetts Clean Waters Act, M.G.L. c.21 §§ 26-53 and the regulations promulgated thereunder at 314 CMR 3.00, 314 CMR 4.00 and 314 CMR 5.00.

Compliance: The proposed design will comply with this standard. The Project The site is not considered a land use with higher potential pollutant loads.

Standard #6: Stormwater discharges within Zone II or Interim Wellhead Protection Area of a public water supply, and stormwater discharges near or to any other critical area, require the use of the specific source control and pollution prevention measures and the specific structural stormwater best management practices determined by the Department to be suitable for managing discharges to such areas, as provided in the Massachusetts Stormwater Handbook. A discharge is near a critical area if there is a strong likelihood of significant impact occurring to said area, taking into account site-specific factors. Stormwater discharges to Outstanding Resource Waters shall be removed and set back from the receiving water or wetland and receive the highest and best practical method of treatment. A "storm water discharge" as defined in 314 CMR 3.04(2)(a) or (b) to an Outstanding Resource Water or Special Resource Water shall comply with 314 CMR 3.00 and 314 CMR 4.00. Stormwater discharges to a Zone I or Zone A are prohibited unless essential to the operation of a public water supply.

Compliance: The proposed design will comply with this Standard to the maximum extent practicable. The Project will not discharge untreated stormwater to a sensitive area.

Standard #7: A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: Standard 2, Standard 3, and the pretreatment and structural best management practice requirements of Standards 4, 5, and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent possible. A redevelopment project shall also comply with all other requirements of the Stormwater Management Standards and improve existing conditions.

Compliance: The Project will comply with this standard. The proposed project is not considered a re-development project under the Stormwater Management Handbook guidelines as there is an increase in the amount of total impervious area.

Standard #8: Erosion and sediment controls must be implemented to prevent impacts during construction or land disturbance activities.

Compliance: A plan to control construction-related impacts, including erosion, sedimentation and other pollutant sources during construction and land disturbance activities has been developed. A detailed Site Preparation and Erosion Control Plan is included in the Civil Drawings. A Pollution Prevention Plan is included within this document. The proponent will prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) prior to commencement of construction activities which will result in the disturbance of one acre of land or more.

Standard #9: A Long-Term Operation and Maintenance (O&M) Plan shall be developed and implemented to ensure that stormwater management systems function as designed.

Compliance: The Project will comply with this standard. An O&M Plan including long-term BMP operation requirements will be prepared for the Project and will assure proper maintenance and functioning of the stormwater management system.

Standard #10: All illicit discharges to the stormwater management system are prohibited.

Compliance: The Project will comply with this standard. There are no expected illicit discharges to the stormwater management system. The applicant will submit the Illicit Discharge Compliance Statement prior to the discharge of stormwater runoff to the post-construction stormwater best management practices and prior to the issuance of a Certificate of Compliance.

Previous Development Efforts

The owner and its consultants have met numerous times with various town offices, staff and interested citizens from September 2016 through April 2019 to discuss development various development scenarios of the Development Site. Much of these meetings focused on the Applicant building a wastewater treatment facility and water tower to serve the infrastructure needs of an on-site mixed-use development and offsite municipal infrastructure needs. See list of meetings in the PEL Application.

Traffic

Vanasse & Associates, Inc. (VAI) has prepared this section to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a multi-family residential community at the property. This study was prepared accordance with MassDOT's Transportation Impact Assessment (TIA) Guidelines, and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics; pedestrian and bicycle facilities; on-street parking; public transportation services; observations of traffic flow; and collection of pedestrian, bicycle and vehicle counts.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future traffic demands due to expected traffic growth independent of the Project. A seven-year time horizon from the current year was selected for analyses consistent with MassDOT's Transportation Impact Assessment (TIA) Guidelines. The analysis conducted in stage two identifies existing or projected future capacity, safety, and access issues, as these areas relate to the transportation infrastructure.

The third stage of the study presents and evaluates measures to address deficiencies in the transportation infrastructure, if any, identified in stage two of the study.

A copy of the full analysis has been included in the submission package.

Changes to Hunting Lane proposal since PEL submission

- * There were two duplexes on the Hunting Lane side of the cul-de-sac near abutters homes. One duplex was moved to the other side of the existing home driveway. The remaining duplex was moved from 26.9 feet from the abutters to 64 feet from the abutters
- * The other duplex on the Hunting Lane side closer to the entrance was moved from 40 feet from the lot line to 64 feet from the lot line.