



O'Leary-Burke Civil Associates, PLC

CIVIL ENGINEERING | REGULATORY AND PERMIT PREPARATION | LAND SURVEYING | CONSTRUCTION SERVICES | LAND USE PLANNING

August 6, 2026

Keith Osborne
Director of Planning & Zoning
Town of Richmond
203 Bridge Street, Richmond, VT

RE: 385 Mary Drive – Lot 12 of Sadlar Meadows development
Final Subdivision Amendment Application

Dear Keith:

We are writing on behalf of Daniel Peet to apply for a Final Subdivision Amendment for Lot #12 of the Sadlar Meadow development. The Sadlar Meadow development was approved on October 22, 2012 with twelve (12) residential lots (Lots #1 - #12) and one (1) open space lot (Lot #13) to be used for agricultural purposes. Per Findings of Fact item #4, Lot #12 was approved as a “deferred lot” with the understanding that all zoning standards are to be reviewed before the lot can be developed.

The current proposal is for the construction of one (1) 4-bedroom single-family home on Lot #12. The proposed home will be served by on-site water and wastewater systems for which a State permit (WW-4-3934-4) was obtained in November, 2023. Lot #12 will be accessed via an existing shared driveway off Mary Drive, and the parcel has already been assigned an address of 385 Mary Drive.

Because the proposed home on Lot #12 will be the fourth (4th) home served by the existing shared driveway off Mary Drive, the driveway will be upgraded to Rural Road standards (24' width) up to the first home's driveway which is 255 Mary Drive (the driveway for 252 Mary Drive meets the shared driveway almost directly opposite to 255 Mary Drive) or STA 12+42. After STA 12+42 the existing 12' wide driveway will remain and continue to serve 385 Mary Drive, and 450 Mary Drive. To remedy an existing stormwater drainage issue, the 12' wide driveway shall be resurfaced between STA 12+42 and STA 15+50 to ensure that stormwater runoff will sheet off to the northeast rather than running down the driveway toward 252 and 255 Mary Drive. Where the driveways serving 255, and 385/450 Mary Drive converge, a 1'-2' deep roadside swale will be provided and the existing culvert under the 255 Mary Drive driveway will be rehabilitated or replaced if necessary.

Rural Road Standards typically require a hammerhead-style turnaround at a dead end, but because the proposed Rural Road section ends at STA 12+42 within a 60' right-of-way there is not sufficient space available to construct one. For this reason, the applicant would like to formally request a waiver per RRS Section 200.01 to instead provide an “L-Type” turn-around on the east side of the existing 12' wide driveway at STA 19+00.

Rural Road Standards also state that A76 State of Vermont Transportation Standards shall be utilized where deemed necessary by the Development Review Board. As the proposed Rural Road profile will be a "cut section" the A76 Standards require a 5" depression 12 feet from the existing shoulder of the road before sloping upward to prevent runoff from flowing into Mary Drive. The submitted Rural Road profile does not include a 5" depression and instead shows the Rural Road sloping up at 10% starting at the existing Mary Drive edge of pavement which follows the existing driveway grade and results in very little cut (approximately 1 foot). The Rural Road will be superelevated to direct all runoff into a roadside swale and not onto Mary Drive. Should the Development Review Board decide a 5" depression is necessary before sloping upward, this will result in a larger cut (approximately 3 feet) where the Rural Road meets Mary Drive and the rural road will need to be steeper than 10% to avoid impacting the driveways of 252 and 255 Mary Drive. For these reasons, we would like to formally request a waiver from the VTRANS A76 Standards, or a determination from the DRB that the 5" depression specifically is not necessary where the Rural Road will meet Mary Drive.

Terry Purcell with the State Stormwater program recently confirmed that: A) the additional impervious area resulting from the Rural Road upgrades does not require an amendment of the Mary Drive stormwater permit, and B) Lot 12 can be covered under its own separate Stormwater Discharge permit, provided runoff from the new impervious areas proposed on Lot 12 is treated by a separate, independent stormwater treatment practice, which is the current proposal.

As the subject property is Lot 12 of the Sadlar Meadow development, the Sadlar Meadow Act 250 permit will be amended following local approval.

Please find the following information attached

- 1) Signed Final Subdivision Application
- 2) \$200 Final Subdivision Amendment Fee
- 3) Abutters List
- 4) Stamped and addressed envelopes for all abutters
- 5) 4 sets of the preliminary subdivision plan set
 - a. One (1) full size copy
 - b. Three (3) 11x17 copies
 - c. PDF versions of the plan

Sincerely,



Graham Tidman, PE