

GRAZ Engineering, L.L.C.



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February 22, 2018

Leicester Planning Board
3 Washburn Square
Leicester, MA 01524

**Subject: Waiver Requests
Oak Bluff Lane Preliminary Subdivision**

Dear Board Members:

On behalf of Central Land Development Corp. (Owner & Applicant), GRAZ Engineering, L.L.C. (GRAZ) requests the following waivers from the Leicester Subdivision Regulations adopted on September 19, 1995 as amended through September 20, 2006. Please note that the Applicant shall request that the proposed subdivision road be accepted as a public way upon completion.

Section V, A.Streets, 1.Location & Alignment, (f):

Minimum centerline radii of curved streets shall be 200 feet.

To allow a minimum centerline radius of less than 200-feet at two locations along the proposed alignment.

The Applicant requests a waiver to the 200-foot minimum centerline radius for two (2) locations along the proposed roadway alignment to allow the proposed alignment to substantially follow the existing graveled way and to minimize the wetland and site grading impacts.

The first location is for the intersection of the proposed roadway with Baldwin Street. By allowing a centerline radius of 100-feet at this location, the Applicant can provide for an intersection angle that is in compliance with the Regulations as well as minimize the alignment and grading impacts to the wetland buffer located to the northerly side of the proposed roadway.

The second location is approximately midway along the alignment. By allowing a centerline radius of 170-feet at this location, the proposed alignment will substantially follow the existing graveled way thereby minimizing site grading disturbance and impacts.

Section V, A.Streets, 2.Width, (a):

Minimum width of travelled way shall be 28-feet.

To allow a travelled way width of 22-feet.

The Applicant requests a waiver to the 28-foot minimum travelled way width to minimize site disturbance and the amount of impervious pavement.

By allowing a travelled way width of 22-feet the amount of impervious pavement can be reduced, thereby minimizing the amount site disturbance required for the proposed roadway and drainage infrastructure without compromising safe vehicular movements.

Section V, A.Streets, 4.Dead End Streets, (a):

Maximum length of dead end streets shall not exceed 500-feet.

To allow a dead end cul-de-sac length of ±950-feet.

The Applicant requests that a dead end cul-de-sac length of ±950-feet be allowed due to the local conditions for this site. In particular, although the proposed roadway and dead end cul-de-sac shall be completely located within the Town of Leicester, an existing private way located in Spencer shall continue as an extension of this proposed roadway which connects to other private ways that provide another means of ingress and egress from the public way of Clark Road, Spencer (Baldwin Street, Leicester).

As background, we offer the following: the issue of limiting dead end cul-de-sac length is associated with the number of dwelling units served by the roadway and general public safety (i.e. ingress/egress with emergency apparatus). The Institute of Transportation Engineers (ITE) suggests in general a maximum limit of 25 dwelling units and 750-1000 feet for cul-de-sac in low-density developments. ITE more specifically suggests that the average daily trips/day (ADT) for dead end cul-de-sacs be limited to a maximum of 200. Studies indicate that the average dwelling produces 10 trips/day. Thus, the proposed four (4) dwellings accessing from the proposed section of the roadway along with the estimated ten (10) dwellings accessing from Lake Avenue, Windbrook Drive, & Sycamore Avenue in Spencer generate approximately 140 trips/day. Therefore, both the number of dwelling units (14) and the anticipated average daily trips/day (140) are less than the recommended ITE maximums of 25 and 200 ADT respectively.

In addition, since there is a second means for ingress and egress to the terminus of the proposed cul-de-sac from the private ways located in Spencer the proposed roadway system provides sufficient means for access throughout the developed area for emergency vehicles.

Granting this waiver would not be inconsistent with the regulations as the proposed dead end street length is acceptable under standard engineering practice for the predicted traffic volume to be generated by the new and existing dwellings anticipated to use this proposed roadway.

Section V, A.Streets, 4.Cross-Section, (a):

Typical cross-section requires sidewalks on both sides of the roadway.

To allow for the deletion of the sidewalks.

The Applicant requests that sidewalks not be required for the proposed roadway to be consistent with the local private way conditions and to minimize the amount of impervious and thereby reduce the size of the drainage infrastructure.

Section VI, C.Water Systems & Fire Protection.Streets:

Subdivisions of 5 or more homes, not having connections to a public water supply shall provide a system of fire protection in the form of holding ponds, etc. as per the requirements of the Leicester Fire Department.

To not require an additional system of fire protection.

Given the proximity of an existing fire protection water supply, namely Stiles Reservoir, the Applicant requests that an additional system of fire protection not be required for this project.

Section VI, E. Underground Wiring and Lighting, (1):

All wiring, cables and other appurtenances of electric power, and telephone shall be placed underground within the limits of the street right-of-way.

To not require the installation of the electrical, telephone, cable, & other communication cables underground.

The Applicant requests that above noted utilities allowed to be installed as overhead so as to be consistent with existing utilities currently in place on the existing adjacent private ways.

Section VI, G. Sidwalks, 4. Cross-Section, (1-3):

Sidewalks shall be installed on both sides of the roadways.

To allow for the deletion of the sidewalks.

The Applicant requests that sidewalks not be required for the proposed roadway to be consistent with the local private way conditions and to minimize the amount of impervious and thereby reduce the size of the drainage infrastructure.

I trust that this information will assist the Planning Board in their review and approval of the Applicant's Preliminary Plan submission. Should you require further information, please contact us as soon as possible.

Respectfully yours,
GRAZ Engineering, L.L.C.


Brian MacEwen, P.L.S., E.I.T.
Project Manager


Paul Grasewicz, P.E., P.L.S.

BCM/PFG/bcm

cc: Matt Schold, Central Land Development Corp.
Paul Grasewicz, GRAZ Engineering, LLC