

December 2, 2022

**To:**  
Alaa M. Abusalah , Town Planner  
Leicester Development and Inspectional Services  
3 Washburn Square  
Leicester, Massachusetts 01524

**A&M Project #:** 2889-01  
**Re:** Site Plan / Special Permit  
651 Main Street  
Map 21/Parcel B5.1

**Copy:**

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Dear Ms. Abusalah

On behalf of our client, MKEP 770, LLC, the Applicant, Allen & Major Associates, Inc. is filing a Site Plan Application with the Planning Board to support the construction of a proposed subdivision/site plan off Main Street in Leicester, Massachusetts as portion of the project area lies within the Water Resources Protection Overlay District (Section 7.1.04.2.a). The project includes land depicted on the Assessor's Map #21 as Parcel B5.1 (651 Main Street), owned by 651 Main Street, LLC. The plans submitted intend to depict the land encompassing the subdivision & site plan based on the Existing Conditions Plan created by Allen & Major Associates, Inc. Dated: July 16, 2021.

It is the intent of the applicant is to subdivide the existing parcel into five separate lots, four (4) of which will be fee-simple lots having direct access to Main Street meeting the current zoning requirements (ANR plans to be prepared separately). The fifth and final lot will encompass the remaining land area and will be developed into a private residential development consisting of 2 family duplexes. The Project proposes to construct 34 duplex units consisting of two single-family residential dwellings, each consisting of approximately 2,188 square feet and have building coverage percentages ranging from 9.8% to 19.3% where 33% is allowed. (*SPR Section II, E-1b*). A minimum of 20 feet separation has been provided between each duplex unit. Access/egress to the 62 dwelling units is serviced by the Project's proposed site driveway which connects to the southerly side of Main Street. An additional 6-units, in the form of three (3) duplexes will directly access Main Street with standard residential driveways.

The project property is approximately 29.78 acres and is located along the southwestern side of Main Street; (*SPR Section II, E-1b*). The majority of the property consists of mainly woodland and brush, with a brook and small wetland pockets near the property's boundary. Electrical utility lines and a tower are located at the southwestern portion of the parcel. As stated above, the existing electrical utility lines will be separated from the development and protected by a 250 foot electric easement.

As part of the proposed development, three interconnected roadways will be constructed to provide access to the individual dwelling units. Although the project will remain private under a home owner association model, the roadways are proposed to be 28-foot wide with a sidewalk to be in harmony with the local subdivision requirements. The primary access will be situated along Main Street approximately 500 feet southeast of Waite Street intersection. Per discussions with the Board, Town Staff and input from abutters, the secondary access via an extension of Colonial Drive has been eliminated. Gated emergency access is proposed via an existing residential driveway to #747 Main Street on the westerly end of the property

Along with the construction of the proposed roadway, several other utility improvements will be provided as part of the overall development. The project stormwater management system will be addressed through the construction of a closed drainage system which includes catchbasins and drainage manholes to capture the surface runoff. Through the use of hydrodynamic separator treatment devices and internal detention system treatment devices, the collected stormwater will then be directed to one of several detention systems for peak rate mitigation and stormwater treatment. A comprehensive review of the drainage system and watersheds has been performed and

the Grading & Drainage Plan depicts the anticipated drainage system for the project. A full stormwater analysis has been provided as part of the Definitive Subdivision submittal.

**Environmental Analysis**

As this proposed site plan will be creating frontage potentially allowing ten (10) or more family units, an Environmental Analysis has been provided herein. Many of the items outlined within the Environmental Analysis have been detailed within other plans or within the stormwater report, below is a summary of the specific items of concern.

*a.) The same data as on the Site Plans*

Refer to plans prepared by A&M dated December 2, 2022 consisting of approximately 31 sheets.

*b.) Topography at two foot contour intervals, with graphic drainage analysis; indication of annual high water mark, location of existing structures, including fences and walls, and watershed boundaries.*

Topographic information is shown on Sheet V-101 including existing structures, fences, walls and delineated resource areas. The existing and proposed watershed plan were prepared and included within the submitted Stormwater Report, refer to Sheet WS-1 and WS-2.

*c.) Vegetation cover analysis, including identification of general cover type (wooded, cropland, brush, wetland, etc.); location of all major tree groupings, plus other outstanding trees or other botanical features; important wildlife habitats; and identification of areas not to be disturbed by construction.*

The vast majority of the site consists of wooded cover with some areas of grass and brush. There are also several areas of delineated resource areas adjacent to Colonial Drive and Henshaw Street. Additionally, the southwest section of the property is bisected by an existing electrical transmission line easement. The areas can be seen on Sheet V-101. As part of the stormwater analysis for the project both the existing and proposed surface covers were calculated. A summary of these areas are listed below and additional information can be found in the stormwater report in Section 4 and Section 5.

**Existing**

Area (acres)	Description (subcatchment-numbers)
1.734	>75% Grass cover, Good
2.164	Brush, Good
0.071	Paved parking
25.418	Woods, Good

**Proposed (SPR Section II, E-1a)**

Area (acres)	Description (subcatchment-numbers)
11.816	>75% Grass cover, Good
2.057	Brush, Good
6.799	Paved parking
4.622	Roofs
3.724	Woods, Good

The proposed 68 dwelling units are encompassed within the proposed subcatchments area including driveways and roadways. Based upon the HydroCAD analysis included in the Drainage Report, the total project site will be approximately 23.99% impervious cover. Refer to Drainage Report for additional information. A separate calculation specific to the area directly within the Watershed Overlay District has been provided herein.

*d.) Soil types, based on United State Department of Agriculture (USDA) soils study; approximate ground water level, location and results of soil percolation or other sub surface tests.*

As the project is proposed to be on municipal sewer, soil percolation tests were not performed on the site. Published soil information from USDA and NRSC were utilized to approximate a design infiltration rate for the proposed roof drainage infiltration system.

*e.) Visual analysis, including analysis of scenic vistas, and locations of visual prominence.*

Although the project is situated on an elevated portion of the site, there are no significant scenic vistas that will be created nor impacted as part of the project.

*f.) Location of surface water bodies, wetlands, aquifer or recharge areas for existing or potential drinking water supplies.*

The vast majority of the site consists of wooded cover with some areas of grass and brush. There are also several areas of delineated resource areas adjacent to Colonial Drive and Henshaw Street. Additionally, the southwest section of the property is bisected by an existing electrical transmission line easement. The areas can be seen on Sheet V-101.

The following narrative will set to document the following, with reference to the above maps as germane.

*a) Impact upon surface water quality and level.*

As part of the proposed project, impacts to surface water quality will be enhanced through the implementation of a new stormwater collection system. The stormwater collection system is a series of inlets located at low points within the limits of the paved area. All of the proposed on-site catch basins incorporate a deep sump and hooded outlet. The catch basins are connected by a closed gravity pipe network that pass through proprietary separators prior to entering the pipe detention systems or gabion walls.

The proposed stormwater management system has been designed to remove 80% of the average annual post-construction load for each treatment train. The TSS removal calculations can be seen within the appendix of the stormwater report. Structural Pretreatment BMPs consisting of Deep sump catch basins, also known as oil and grease or hooded catch basins, are underground retention systems designed to remove trash, debris, and coarse sediment from stormwater runoff, and serve as temporary spill containment devices for floatables such as oils and greases. Further treatment is provided via a proprietary separator this is a flow-through structure with a settling or separation unit to remove sediments and other pollutants. They typically use the power of swirling or flowing water to separate floatables and coarser sediments, are typically designed and manufactured by private businesses, and come in different sizes to accommodate different design storms and flow conditions.

As a further management system, a Long-Term Operation & Maintenance (O&M) Plan has been developed for the proposed stormwater management system and is included within the stormwater report. The purpose of the O&M is to identify potential sources of pollution that may affect the quality of stormwater discharges, and to describe the implementation of practices to reduce the pollutants in stormwater discharges.

*b.) Impact upon ground water quality and level.*

As indicated above, the proposed project, impacts to surface water quality will be enhanced through the implementation of a new stormwater collection system which will provide for pretreatment. The existing annual recharge for the site has been approximated in the proposed condition. Groundwater recharge will be provided through the use of proposed dry wells that are designed to meet this requirement. The proposed Recharge Volume is based on the Static Method per the MA DEP Stormwater Management Standards, Volume 3, Chapter 1. See the appendix located at section 6 of this report for stormwater recharge calculations.

*c.) Effects on important wildlife habitats, outstanding botanical features, scenic or historic sites or buildings.*

The property contains several areas subject to the Wetland Protection Act, all of which being outside direct impacts associated with the proposed roadway construction. These areas have been delineated by Gove Environmental Services, Inc. and are depicted on the Proposed Subdivision Plan. Some of the proposed drainage detention/infiltration basins are proposed to be located within the buffer zone and a filing with the Conservation Commission will be required. This will be made concurrent with the Definitive Subdivision review process.

Upon review of the Commonwealth's published data, there were no Areas of Critical Environmental Concern (ACEC); Outstanding Resource Waters (ORWs) nor areas of Priority and Protected Habitat for rare and endangered species located within the project limits. See Exhibit 3.4 within the submitted stormwater report.

*d.) Capability of soils and vegetative cover to support proposed development without erosion, silting or other instability.*

Existing Soil Conditions: The on-site soils were identified using the USDA Natural Resources Conservation Services (NRCS) Soil Survey for Worcester County. The site contains a range of soil types including: Ridgebury, Whitman, Paxton, Woodbridge, Charlton, Canton, and Udorthents. The majority of the site is made up of Paxton fine sandy loam. A copy of the NRCS Custom Soil Resource Report is included in the appendix of the stormwater report.

A plan to control construction-related impacts, including erosion, sedimentation and other pollutant sources during construction has been developed. A detailed Erosion and Sedimentation Control Plan is included in the Permit Drawings. Refer to Sheet C-100 for location of proposed erosion control measure and Section 2 of the Stormwater Report for additional information. The proponent will prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) prior to commencement of construction activities that will result in the disturbance of one acre of land or more.

The proposed stormwater management system for the site will control the Peak Rate of Runoff through the use of deep sump catch basins, pipe detention systems, a detention basin, outlet control structures, and gabion walls (level spreaders). These systems have been designed in accordance with the MA DEP Stormwater Management Policy to recharge groundwater and reduce rate of runoff from the parcel.

*e.) Relationship to Massachusetts General Laws, Chapter 131, Sections 40, (Wetlands Protection Act) and Town Wetland Bylaw.*

The property contains several areas subject to the Wetland Protection Act, all of which being outside direct impacts associated with the proposed roadway construction. These areas have been delineated by Gove Environmental Services, Inc. and are depicted on the Proposed Subdivision Plan. Some of the proposed drainage detention/infiltration basins are proposed to be located within the buffer zone and a filing with the Conservation Commission will be required. This will be made concurrent with the Definitive Subdivision review process.

*f.) The report shall estimate the proposed traffic flow in relation to the roadways giving access to the subdivision.*

**Traffic**

TEC, Inc. (TEC) has been retained by MKEP 770, LLC (the "Applicant") to prepare a Traffic Impact Assessment (TIA) associated with the proposed Skyview Estates (the "Project"). Traffic generated by the proposed residential development was determined based on the "Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition". The trip generation rates were based on Land Use Code 270, defined as a Residential Planned Unit Development. The estimated vehicle trips generated are shown in the following table:

The estimated vehicle trips are shown in the following tables:

Weekday	Total	Incoming	Outgoing
Daily	742	273	273
AM Peak	49	15	34
PM Peak	59	34	25

TEC has evaluated the traffic operations for the study area under existing and future conditions consistent with the Transportation Impact Assessment (TIA) Guidelines issued by the Massachusetts Department of Transportation (MassDOT) and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports. The future year examines traffic operations under a 7-year planning horizon (2028) for traffic-volume projections, which includes an evaluation of the build conditions (with site traffic added). A copy of the report has been included in this submission. Additionally, as part of the permitting process, a driveway access permit has been initiated through the Massachusetts Department of Transportation as Main Street, aka Route 9 as is currently under review.

*g.) The report shall estimate the effect of the project on public services, such as water, sewer, schools, police, fire and highway department.*

### **Water & Sewer**

Both water and sewer will be provided through municipal services. In a letter obtained from Cherry Valley Sewer District, the project is available for hook-up to the public sewer system. The project proposes sewer manholes to be placed within the newly aligned roadways at various locations to collect sewage and direct it to the existing municipal sewer system along Main Street. In a letter obtained from Leicester Water Supply District, there is adequate water supply for the proposed development. Domestic water for the property is intended to be sourced from the existing municipal water main within Main Street.

### **Police, Fire & Highway Department**

Based on email correspondence received from Fire Chief Dupuis and Police Chief Antanavica, they have both met on site to review the proposed project and do not have any concerns at this time. Street lighting is being proposed which will help deter suspicious activities from taking place within the development. The project proposes a new municipal water service, including strategic placement of fire hydrants throughout the development to lessen the burden on any potential firefighting activities that may occur.

### **Schools**

All of the 68 dwelling units, will have a layout which places the living quarters all on the first floor including 2 bedrooms and 1 office area (that could be a bedroom). Based on the new alignment of the project, the spacing of the proposed homes and interior configuration of the homes, this is more conducive to young professionals or older couples without children, so it is presumed that these units would not have an impact on the school system.

It is anticipated that approximately 15% of the units will be marketed or sold with an option to expand the unit layout to include a total of 4 bedrooms which is more desirable for potential families with children. Based upon this presumption and the local average of 2.0 children per dwelling unit, it is anticipated that the project could produce 22 school age children. Based on discussion with school superintendents office about the impact on the schools for 68 homes. Here is what she said and the reports from the state.

1. K-4 would put a strain on the system, the school is at capacity.
2. Middle School - They can handle the new homes.
3. High School - They can handle the new homes.

### **Special Permit Criteria Evaluation**

1. *Such use will not nullify or substantially derogate from the intent and purpose of this Bylaw;*  
The proposed use (duplex) will not alter the general character of the surrounding area nor impair the intent or purpose of said bylaw because the proposed use conforms to the existing residential dwellings in the area. Although there are proposed to be 68 dwelling units of slightly varying size and configuration, the same general characteristics will be consistent, including separated building entrances and buffered driveways to aid in the appearance of each being a separate unit.
2. *Such use will not constitute a nuisance; and*  
As the proposed project is for a residential development in accordance with Town standards, it will not constitute a nuisance to the surrounding area. Through the development of comprehensive stormwater management system, the site will control post development stormwater flows to below predevelopment conditions. Additionally, an extensive erosion control plan has been prepared, included a construction phase protections to prevent erosion concerns to abutting properties.
3. *Such use will not adversely affect the neighborhood in which the lot is situated.*  
The proposed residential development which includes thirty four (34) duplexes will not adversely affect the surrounding neighborhoods as the layout has been designed to provide a consolidated entrance to the project along Main Street (Route 9). The proposed duplex home, although connected, are designed to provide a sense of separation through the placement of interior spaces as well as landscape buffers.
4. *Such use complies with the Standards for Site Plan Approval in the Leicester Zoning Bylaw.*  
The proposed use (duplex) will not alter the general character of the surrounding area nor impair the intent or purpose of said bylaw because the proposed use conforms to the existing residential dwellings in the area.
5. *Provision shall be made for convenient and safe vehicular and pedestrian circulation within the site and in relation to adjacent streets and property. The service level of adjacent streets shall not be significantly reduced due to added traffic volume or type of traffic in accordance with the most recent edition of the Massachusetts Highway Department Highway Capacity Manual;*  
The proposed residential development will be interconnected with paved roadways meeting the width of required by the subdivision regulations, including the installation of paved sidewalks. The added traffic volume is not anticipated to negatively impact the existing network. Please refer to Traffic Impact Analysis prepared by TEC, Inc.
6. *The proposed use shall not overload the capacity of water and sewer systems, storm water drainage, solid waste disposal facilities, and other public facilities;*  
Both water and sewer will be provided through municipal services. In a letter obtained from Cherry Valley Sewer District, the project is available for hook-up to the public sewer system. The project proposes sewer manholes to be placed within the newly aligned roadways at various locations to collect sewage and direct it to the existing municipal sewer system along Main Street. In a letter obtained from Leicester Water Supply District, there is adequate water supply for the proposed development. Domestic water for the property is intended to be sourced from the existing municipal water main within Main Street.

7. *The design of the project shall provide for adequate methods of disposal of sewage, refuse, or other wastes generated by the proposed use;*  
The subject is serviced by municipal sewer and a new collection system has been designed to service the individual building units. As the project will remain private under a home owner association model, trash collection will be handled by a private trash hauler. The project proposes the installation of several dumpster enclosures throughout the project and which will be screened from view.
8. *The project shall comply with all applicable environmental laws and regulations;*  
The project will comply with applicable environmental laws and regulations through the implementation of comprehensive stormwater management system and permitting through the local conservation commission.
9. *The proposed project shall be consistent with Leicester's Master Plan; and,*  
As the proposed project is for a residential development in accordance with Town standards and is consistent with Leicester's Master Plan..

**Site Plan Review Criteria (Section 5.2.05 of the Zoning By-law)**

- A. *The use complies with all the provisions of the Leicester Zoning By-Law; (SPR Section II, E-1a)*  
The proposed use (duplex) will not alter the general character of the surrounding area nor impair the intent or purpose of said bylaw because the proposed use conforms to the existing residential dwellings in the area. As the proposed use is residential in nature, there will be no employees nor hours of operation.
- B. *General description of the size of proposed structures, lot size, and building coverage %. In the Watershed Overlay District, include total impervious area*
- C. *The use will not materially endanger or constitute a hazard to the public health;*  
As the proposed project is for a residential development in accordance with Town standards, it will not constitute a nuisance or hazard to the surrounding area or public health.
- D. *The use will not create undue traffic congestion or unduly impair pedestrian safety;*  
The project Traffic engineer, TEC has evaluated the traffic operations for the study area under existing and future conditions consistent with the Transportation Impact Assessment (TIA) Guidelines issued by the Massachusetts Department of Transportation (MassDOT) and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports. The future year examines traffic operations under a 7-year planning horizon (2028) for traffic-volume projections, which includes an evaluation of the build conditions (with site traffic added).
- E. *Sufficient off-street parking exists or will be provided to serve the use (SPR Section II, E-1d)*  
The proposed homes have been developed with a two stall garage and a driveway which could feasibly accommodate up to two additional vehicles for a total of four per units. There are no existing parking spaces within the parcel limits.
- F. *The use can be adequately served by water, sewer, and other necessary utilities, or if these are unavailable, that they will be brought to the site at the owner's expense; or, the Planning Board is satisfied that the proposed alternatives will comply with all applicable regulations; (SPR Section II, E-1e)*  
Both water and sewer will be provided through municipal services. In a letter obtained from Cherry Valley Sewer District, the project is available for hook-up to the public sewer system. The project proposes sewer manholes to be placed within the newly aligned roadways at various locations to collect sewage and direct it to the existing municipal sewer system along Main Street. In a letter obtained from Leicester Water Supply

District, there is adequate water supply for the proposed development. Domestic water for the property is intended to be sourced from the existing municipal water main within Main Street.

- G. *The use will not result in a substantial increase of volume or rate of surface water runoff to neighboring properties and streets, nor will result in pollution or degradation to surface water or ground water;*

A plan to control construction-related impacts, including erosion, sedimentation and other pollutant sources during construction has been developed. A detailed Erosion and Sedimentation Control Plan is included in the Permit Drawings. Refer to Sheet C-100 for location of proposed erosion control measure and Section 2 of the Stormwater Report for additional information. The proponent will prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) prior to commencement of construction activities that will result in the disturbance of one acre of land or more.

The proposed stormwater management system for the site will control the Peak Rate of Runoff through the use of deep sump catch basins, pipe detention systems, a detention basin, outlet control structures, and gabion walls (level spreaders). These systems have been designed in accordance with the MA DEP Stormwater Management Policy to recharge groundwater and reduce rate of runoff from the parcel.

- H. *The use will not result in any undue disturbance to adjoining property owners or the Town caused by excessive or unreasonable noise, smoke, vapors, fumes, dust, glare, etc.*

The proposed residential development which includes of mixed single-family residential housing will not cause excessive or unreasonable noise, smoke, vapors, fumes, dust, glare, etc.

**Site Plan Review Regulations**

- a. *§II.E.1.b. "size of proposed structures, lot size, and building coverage %. In the Watershed Overlay district, include total impervious area."*

The Project proposes to construct 34 duplex units consisting of two single-family residential dwellings, each consisting of approximately 2,188 square. Below is a summary table of the lot size & building coverage.

	ALLOWED/ REQUIRED	PROPOSED (LOT 1)	PROPOSED (LOT 2)	PROPOSED (LOT 3)	PROPOSED (LOT 4)	PROPOSED (LOT 5)
LOT AREA (SF)	22,500	34,848	22,651	32,670	44,431	1,160,003
FRONAGE (FT)	100	176.73	182.00	200.00	219.35	175.40
FRONT YARD (FT)	25	N/A	25	27.1	26.8	279.3
REAR YARD (FT)	25	N/A	> 25	> 25	> 25	> 25
SIDE YARD (FT)	15	N/A	> 15	> 15	> 15	> 15
BUILDING HEIGHT (FT)	35	N/A	< 35	< 35	< 35	< 35
NO. OF STORIES	2.5	N/A	2	2	2	2
MAX BUILDING COVERAGE (%)	33	N/A	19.3%	13.4%	9.8%	17.4%

As a portion of the site is within the Watershed Overlay District, a separate impervious cover calculation was preformed which concluded that this portion of the site will be approximately 14.69% impervious which will **not** require the issuance of a Special Permit from the Zoning Board of Appeals.



- b. *§II.E.1.d. Number of existing and/or proposed parking spaces proposed, and description of conformance with the Planning Board's Parking Regulations.*

The proposed homes have been developed with a two stall garage and a driveway which could feasibly accommodate up to two additional vehicles for a total of four per units. There are no existing parking spaces within the parcel limits.

- c. *§II.E.2.: A description of how the project meets each of the Standards for Site Plan Approval (see §5.2.05 of the Zoning Bylaw, attached) – applicable to multi-family. Where applicable, a description of how the project meets the criteria for issuance of a Special Permit (see Special Permit Regulations).*

Refer to "Special Permit Criteria Evaluation" above for additional information.

- d. *§II.E.3.: Description of permits/approvals needed from other permitting authorities*

- Notice of Intent from Conservation Commission. An "Order of Conditions" has been issued for the project by the Leicester Conservation Commission. This Order will need to be amended to now include some minimal impacts associated with the emergency access along Colonial Drive.

- e. *§II.E.4.: Proposed development schedule*

The proposed project anticipates obtaining full permits by spring/summer of 2022 with an anticipated start of construction for the summer/fall of 2022 with roadway & infrastructure substantial complete in 4-6 months, in 10-13 months complete 60% of homes and 13-20 months complete the remaining 40% of the homes. Based on this anticipated schedule, the project would be fully completed by fall of 2024.

As part of this submittal, and in effort to provide comprehensive review for the Definitive Subdivision submittal, a preliminary list of waivers to the Leicester Subdivision Regulations is being submitted herewith. The applicant reserves the right to amend the list of waivers as needed during the Definitive Subdivision design and review process.

**Waivers:**

Section V.A.1.f - Minimum center line radii. 200' min. Required

To allow center line radius of 120' and 135'. This happens along centerline at the following locations:

Kettle Lane	Sta 2+69.81 to 3+54.73	Radius = 120'
Skyview Drive	Sta 11+29.41 to 14.50.18	Radius = 120'
Skyview Drive	Sta 18+44.86 to 20+16.05	Radius = 135'

A truck turning simulation has been prepared illustrating that fire apparatus can maneuver the roadway network without impacts to oncoming vehicles.

Section V.A.3.a - maximum street grade. 10%

To allow a roadway grade steeper than 10%. This happens along centerline at the following locations:

Skyview Drive	Sta 0+90.00 to 5+25.00	Slope = 11.65%
Emergency Access	Sta 1+20.00 to 3+75.66	Slope = 12.00%

Section VI.B.1a – reinforced concrete storm drainage piping required

A waiver is requested to utilize high density polypropylene (HDPE) drainage lines or approved equal within the drainage system of the subdivision.

Section VI.C.4 - velocities shall be between 2 and 10 feet per second

A waiver is requested allow water velocity within the closed stormwater system to exceed 10 feet per second for several of the proposed pipe runs due to the topography of the existing parcel. Actual velocities associated with the waiver request vary from 11.92 fps to 14.0 fps which is less than the manufactures recommendation for scour within the piping network.

Section VI.e.3 - street lighting required

To allow street lighting to be installed as private driveway light. Each lot shall be provided with a standard lamp post light on the lot near the intersection of the driveway with the street right-of-way line. Each lot light shall be placed on a dusk till dawn timer and shall be maintained by the individual property owner in perpetuity as stated in the proposed covenants.

Section VI.G.1 - Sidewalks shall be installed on both sides of all streets within a subdivision

A waiver is requested to install sidewalks on only 1 side of the roadway due to the steep terrain of the proposed subdivision and lack of connection to a municipal sidewalk along Main Street (aka Route 9)

At this time, Allen & Major Associates, Inc. is requesting to be placed on the agenda for the next available meeting of the Planning Board to discuss this Residential Site Plan. Representatives of this office and the owner/applicant will attend to present the plan and address any concerns raised by the Board at that time. We thank you in advance for your anticipated cooperation regarding this project and look forward to meeting to discuss the plans.

Very Truly Yours,  
**ALLEN & MAJOR ASSOCIATES, INC.**



Michael Malynowski, PE  
Senior Project Manager