

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

November 30, 2022

RE: ZP Battery Devco, LLC  
Definitive Subdivision Plan  
#1355 Main Street, Leicester, MA  
Map 26/Parcel A1

Dear Ms. Abusalah,

On behalf of our client, ZP Battery DevCo, LLC, the Applicant, Hannigan Engineering, Inc. is filing a Definitive Subdivision Plan for the construction of a proposed subdivision off Main Street in Leicester, Massachusetts. The Project includes a portion of land depicted on the Assessor's Map #26 as Parcels A1 (1355 Main Street), owned by WR Enterprises, LLC. The remaining portion of this parcel has been conveyed and annexed to the property at 1323 Main Street. It is the intent of the applicant to create a subdivision with a single roadway to provide access to two new building lots. Enclosed, as part of this submittal, is the Application Form, the filing fee of \$1,160.00, the review fee of \$6,300.00 and copies of the Definitive Subdivision Plans including the Drainage Analysis & Report for the project.

The Project is situated along the southerly side of Main Street (Route 9) in Leicester and consists of approximately 5.44 acres land. The property was previously developed but has long been abandoned of use and is severely overgrown. Presently, the property is comprised mostly of woodland and brush areas. Areas subject to protection under the Wetlands Protection Act and the Leicester Wetland Bylaws were reviewed and delineated by Caron Environmental. These areas are limited to a Bordering Vegetated Wetland (BVW) along the southerly property line as well as a secondary area along the far westerly property line.

As part of the proposed development, a single roadway will be constructed to provide access to the individual lots. Although this would be considered a non-residential subdivision, the roadway is proposed to be 20-foot wide due to its limited length and access requirements. The length of the road is approximately 149 feet and will be constructed with a 100-foot T-Turnaround at the end of the road. The T-Turnaround will allow vehicles to effectively turnaround and return to the entrance of the development. During the Preliminary Subdivision process, the truck turning patterns were reviewed to document accessibility to the site with an apparatus specific to the Leicester Fire Department. This documentation is included within this filing.

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 by a system catchbasins and drainage manholes directing the surface runoff to through a water quality device and ultimately to an underground storage system for peak rate mitigation and Stormwater treatment. A full stormwater analysis is also provided as part of this Definitive Subdivision submittal. Domestic water service connections will be provided directly from the main within Main Street. The final configuration and locations will be determined by the future owners of the lots based on the final site designs. Domestic sewage will be accommodated with a new sewer main constructed within the new roadway with a connection to the existing manhole in Main Street.

As part of this submittal, a comprehensive review of the regulations and requirements of the Leicester Subdivision Regulations was performed. 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.4.b – Design Standards****– Dead end Streets:**

A Waiver is requested for the requirement to provide a cul-de-sac with a radius of 100-feet at the end of the proposed roadway. It is proposed that a T-turnaround be constructed to provide vehicles the ability to turn around at the end of the roadway.

**Section VI.B.1 – Required Improvements for an Approved Subdivision****– Storm Drainage System:**

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

**Section VI.G – Required Improvements for an Approved Subdivision****– Sidewalks:**

A waiver is requested for the requirements of sidewalks on this project. The development is non-residential in nature and would not typically lend itself to the need of sidewalks. Additionally, there are no sidewalks on Main Street to which sidewalks from the development would connect.

**Section VI.J – Required Improvements for an Approved Subdivision****– Curbing:**

A waiver is requested for the requirement of granite curb inlets at the catchbasins within the subdivision roadway.

**Section VI.K – Required Improvements for an Approved Subdivision****– Grading of Slopes:**

A waiver is requested for the requirement of the slope grading being no more than 1 foot vertical to 3 feet horizontal in fill. Due to the sharp topography change from Main Street to the rear portion of the property a slope of 1 foot vertical to 1.5-feet horizontal is proposed to minimize disturbance and to maintain an appropriate setback from the nearby wetland areas. It is proposed that this surface be treated with placed stone riprap stabilization. Unlike other riprap applications where stone is “dumped” along the slope, this method of stabilization requires the contractor to carefully place the larger stones along the slope to ensure stability. In addition, this slope will be located within an easement in perpetuity should maintenance and/or repair of this slope be required.

**Section VI.R.3 – Required Improvements for an Approved Subdivision****– Pavement Width (Industrial Subdivision):**

A waiver is requested for the requirement of 36 feet of pavement for the roadway. The roadway is proposed to be 20-feet wide due to its limited length and access requirements.

Section VI.R.4 – Required Improvements for an Approved Subdivision

– Berm Radii:

A waiver is requested for the requirement of a 50-foot curb radius at the entrance to the subdivision. A curb radius of 20 feet is proposed at Main Street due to the size and nature of the development. This will also require additional reviews by MassDOT prior to construction. The proposed 20-foot radius would be the minimum constructed.

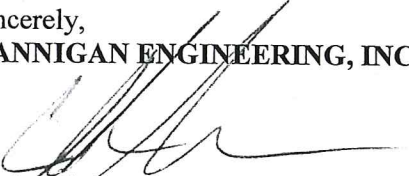
Section VI.R.7 – Required Improvements for an Approved Subdivision

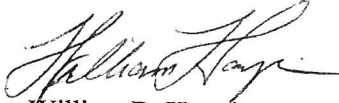
– Pavement Markings:

A waiver is requested for the requirement of pavement markings for the roadway.

At this time, Hannigan Engineering, Inc. is requesting to be placed on the agenda for the next available meeting of the Planning Board to review this Definitive Subdivision Plan. Representatives of this office and the 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.

Sincerely,  
**HANNIGAN ENGINEERING, INC.**

  
Christopher M. Anderson, PE  
Project Engineer

  
William D. Hannigan, PE  
President

Pc: Pete Forte, ZP Battery Devco, LLC  
Tom Corbett, ZP Batter Devco, LLC  
Brendon Gove, ZP Batter Devco, LLC

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