



February 14, 2024

Sutton Planning Board
Attn: Jen Hager, Town Planner
4 Uxbridge Road
Sutton, MA 01590

**Re: *Waiver Requests
Northeast Great Dane
100 Worcester-Providence Turnpike, Sutton, Ma
TPE Project No.: 1126***

Dear Members of the Board:

On behalf of Eastland Partners, Inc., please accept this letter as a formal request for waivers from the following regulations set forth in the Town of Sutton Zoning Bylaw.

IV.B – Off-Street Parking, Loading and Landscaping Regulations

4.e The width of a driveway for one-way traffic shall be not less than fifteen (15) feet as measured at its narrowest point. The width of a driveway for two-way use shall be a minimum of eighteen (18) feet as measured at its narrowest point and a maximum of thirty (30) feet.

The applicant requests a waiver to allow a driveway width greater than thirty (30) to accommodate the access and maneuverability of trucks and trailers entering and exiting the site driveway. A truck turning plan has been provided in order to demonstrate the necessary width for the site driveway.

V.D. – Route 146 Overlay District Bylaw

4.a.3. Slope Protection: No structure, roadway, or earth disturbing activity shall be located or occur on slopes of fifteen percent (15%) or greater.

The applicant requests a waiver from this requirement and is proposing earth disturbing activities on slopes greater than fifteen percent (15%). The existing slopes greater than 15% on the fill slope are associated with the existing drive-in. The areas of fifteen percent (15%) slopes have been identified on sheet C-2.1 of the revised site plan.

- 4.c.2.d. *Each development shall contain facilities that will enhance transit services as a means of reducing automobile travel. Shelters shall be installed at central locations in the development to provide convenient access for buses. Secure bicycle racks shall be installed to promote bicycle commuting.*

The applicant requests a waiver from this requirement as the location and nature of the proposed facility is not conducive for transit facilities or bicycle commuting.

- 4.c.3.d. *Parking lots shall generally be sited to the side or rear of buildings in order to minimize the obtrusiveness of large parking areas on the visual quality of the Corridor. Up to twenty-five percent (25%) of the total parking spaces may be sited in the front of the building to accommodate short-term parking needs of the proposed uses.*

The applicant requests a waiver from this requirement. Due to the location and aesthetics of the office portion of the building it is logical to have the parking at the front of the building near the office entry point. There are 15 spaces proposed at the front of the building with a landscaped island between Route 146 and the parking spaces.

- 4.c.3.f. *Sidewalks and pedestrian paths shall connect the lots to the principal uses they will serve. Such walkways shall be constructed with brick, decorative pavers, or other materials, and may be bordered with fencing or shrubbery to clearly separate pedestrians from automobile traffic. Facilities and access routes for deliveries, service and maintenance shall be separated, where practical, from public access routes and parking areas. Car stops shall be provided to prevent parked cars from damaging trees and shrubs or disrupting pedestrian walkways.*

The applicant requests a waiver from the requirement to provide brick or decorative pavers at the walkway and gathering area locations. The applicant is proposing vertical granite curbing and concrete sidewalks with a broom finish.

- 4.c.3.g. *For non-retail uses, to facilitate alternatives to single occupancy automobiles, parking lots shall have designated areas for car and van pool vehicles at a more convenient location near building entrances than other parking areas. Such areas shall be shown on the site plan and when built shall be clearly signed for identification purposes.*

The applicant requests a waiver from this requirement. Due to the location and nature of the proposed facility, the use of carpool spaces is unlikely. In addition, most of the provided parking spaces are located in close proximity to the building entrance.



We hope this serves your needs at this time. Should you have any questions or require additional information, please contact us.

Sincerely,

TURNING POINT ENGINEERING



Travis R. Brown
Project Manager

C: Chad Boardman – Eastland Partners, Inc.

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