



July 10, 2023

Mr. William Talcott, Chair- Planning Board  
c/o Ms. Jen Hager  
Planning and Economic Development Director  
Municipal Building  
4 Uxbridge Road  
Sutton, Massachusetts 01590

Re: Waiver Requests for a Definitive Plan-Open Space Residential Development  
"Compass Rock"  
57, 77, 77R & 81 Purgatory Road  
Sutton, MA, 01590

Dear Chairman Talcott and Members of the Board:

On Behalf of the Applicant, 81 Purgatory, LLC (81P), and in accordance with *Section 2.B.3. Waivers* of the *Town of Sutton Rules and Regulations Governing the Subdivision of Land*, we are submitting herein a List of Waivers associated with the Form C Application for a Definitive Plan associated with a 30-lot single-family Open Space Residential Development (OSRD) located at 57, 77, 77R & 81 Purgatory Road. The waivers being sought are from *the Town of Sutton Rules and Regulations Governing the Subdivision of Land*. Please find the following for your consideration:

Waiver Requests

***Town of Sutton Subdivision Rules & Regulations***

<b><i>Regulation Number</i></b>	<b><i>Regulation</i></b>	<b><i>Waiver Request and Justification for Granting Waiver</i></b>
<b><i><u>SECTION 4</u></i></b>		
<b><i><u>DESIGN STANDARDS</u></i></b>		
<b><i><u>A. STREETS</u></i></b>		
<b><i><u>2. Location and Alignment</u></i></b>		
<b><i>f.</i></b>	<b><i>Minimum Centerline Radii-</i></b> <b><i>The minimum centerline radii of curved streets shall be 270 feet. A minimum stopping sight distance of 200 feet, or other as required by the Board, shall be provided.</i></b>	As discussed with town staff, including public safety officials, the centerline pavement radii at three locations; Sta. 15+60± to Sta 16+50±, Sta. 23+19± to Sta 24+19±, and Sta. 24+78± to Sta 26+03±, are less than 270'. The reduced radii at these locations serves as a traffic calming measure, minimizes tree clearing, and wetland and buffer zone impacts, consistent with Low Impact Development (LID) Principles. Lines of Sight Easements are proposed to maintain lines of sight allowing for the minimum 200 foot stopping sight distance.  Granting a waiver would not be a detriment to the public interest.

<p>k.</p>	<p><i>Typical Roadway Section- Roadway Cross Section will be like that shown in Appendix. (Width, gravel sub-base, bituminous layers, sidewalks, and curbing)</i></p>	<p>The site is designed as an Open Space Residential Development, incorporating LID Principles such as reducing impervious areas by reducing pavement width and providing one rather than two sidewalks. Curbing isn't proposed throughout most of the development as to direct stormwater runoff to flow to roadside swales, promoting additional groundwater recharge and reducing the water temperature prior to flowing to downgradient wetland systems. The pavement section binder course is 1" greater in depth than required and the compacted gravel section is proposed at 12".</p> <p>Granting a waiver would not be a detriment to the public interest.</p>
<p><u>3. Width</u></p>	<p><i>Width (pavement)- The minimum width of street right-of-way shall be 50 feet. Greater width shall be required by the Board when deemed necessary for present and future vehicular travel, safety, and snow removal. The minimum roadway width for a 50-foot right-of-way shall be 26 feet. The minimum road width for a 60-foot right-of-way shall be 36 feet. This section may also be applied to access roads to the subdivision. Sidelines and centerline shall be parallel.</i></p>	<p>As discussed with town staff, including public safety officials, the pavement width for the road is proposed at 22' except for a portion from Sta. 17+0± to Sta 24+75± which is proposed at 20'. This road diet approach reduces the amount of impervious area, tree clearing, and wetland impacts at both crossings, consistent with LID Principles, calms traffic and is more in line with the area streets approaching the subdivision.</p> <p>Granting a waiver would not be a detriment to the public interest.</p>

<u><b>B. STORMWATER MANAGEMENT</b></u>		
<u><b>2. Storm Drains</b></u>		
	<p><i>Closed Drainage System-</i>  <i>A complete storm drain system shall be designed for each street of the subdivision and to the satisfaction of the Board and shall be so laid out and of sufficient size to permit unimpeded flow of all natural waterways, to provide adequate drainage of all portions of the street system so that water does not accumulate thereon, to intercept storm water runoff from the adjacent lots of the subdivision, and to eliminate undesirable or unnatural accumulation of water on any portion of the subdivision or surrounding property. The storm drain system shall include gutters, catch basins, manholes, culverts, drain lines, concrete headwalls and such other items as may be required to complete the system to the satisfaction of the Board. Manhole and storm drains pipe will be off -center and be located between the centerline and the gutter on the side opposite the water line. The Board encourages storm drain systems that reflect state-of -the-art drainage management.</i></p>	<p>The majority of the stormwater management system is an open drainage system designed to direct stormwater runoff to flow to roadside swales, promoting additional groundwater recharge and reducing the water temperature prior to flowing to downgradient wetland systems.</p> <p>Granting a waiver would not be a detriment to the public interest.</p>
c.	<p><i>Catch Basins with Curb Inlets in Pairs-</i>  <i>Catch basins with curb inlets shall be located in pairs, one on each side of the roadway, at all low points or sag curves in the roadway, at intervals of not more than three hundred (300) feet on continuous grades of the roadway, and at or near the corners of the roadway at intersecting streets. Invert and grate elevations shall be shown. Catch basins shall connect only to manholes.</i></p>	<p>Much of the stormwater management system is an open drainage system designed to direct stormwater runoff to flow to roadside swales, promoting additional groundwater recharge and reducing the water temperature prior to flowing to downgradient wetland systems.</p> <p>Granting a waiver would not be a detriment to the public interest.</p>

<i>f.</i>	<i>Headwalls and Wingwalls- A headwall shall be provided at the outfall end of all drains. Headwall and wing walls are required on all exposed drainage inflows</i>	<p>The system is designed with flared end sections at all outfalls except for the stream crossing locations where the inlet and outlet of the culverts will be flush with the retaining wall.</p> <p>Granting a waiver would not be a detriment to the public interest.</p>
<b><u>D. FIRE PROTECTION</u></b>		
<b><u>1. Subsurface Water Tanks</u></b>		
	<i>Subsurface water storage tanks for fire protection shall be installed within all subdivisions, or common driveways, which serve (3) three or more residential homes, or for all commercial developments, or when in the opinion of the Sutton Planning Board and the concurrence with the Chief of the Sutton Fire Department when such tanks are necessary to protect the public by providing adequate water availability for fire protection. No tank installation(s) shall be started until the developer or contractor has obtained a permit from the Sutton Fire Department. Said tank shall be filled and maintained at the expense of the developer.</i>	<p>As discussed with the Fire Chief, the use of portable fire suppression water tanks is common practice in Sutton, and he supports the use of these portable tanks for the project.</p> <p>Granting a waiver would not be a detriment to the public interest.</p>
<b><u>F. EASEMENTS</u></b>		
<b><u>1.</u></b>	<i>Utility Easement Widths- Easements for utilities across lots or centered on rear or side lot lines shall be provided where necessary and shall be at least 30 feet wide.</i>	<p>Drainage easements with less than the required width are located along the frontages of the inside lots and portions of Lot C-1, Open Space and Lot 1 are proposed for the grading associated with the roadside swales.</p> <p>Granting a waiver would not be a detriment to the public interest.</p>
<b><u>2.</u></b>	<i>Temporary Construction Easements- Temporary construction easements shall be shown on all lots adjacent to the proposed roadways to allow for construction of back slopes from the road onto the lots. The easements shall extend a minimum of 10 feet into each lot, or a greater distance if required by the proposed construction. The easements shall terminate upon acceptance of the street by the Town.</i>	<p>The project is intended to be sold to a developer who will construct the roadway, associated improvements and lots not requiring temporary construction easements.</p> <p>Granting a waiver would not be a detriment to the public interest.</p>

<p><b><u>SECTION 5</u></b>  <b><u>REQUIRED IMPROVEMENTS FOR A</u></b>  <b><u>NEW SUBDIVISION</u></b></p>		
<p><b><u>F. ROADWAYS</u></b></p>		
<p><u>2.</u></p>	<p><i>Gravel Base-</i>  <i>Roadways shall be provided with a gravel base course consisting of at least 18 inches compacted thickness of binding gravel satisfactory to the designated construction inspector. The gravel shall be clean, free of organic matter, and containing no stones over three (3) inches in diameter. The gravel shall be spread in two equivalent layers, each thoroughly Sutton Subdivision Rules &amp; Regulations 2006 30 watered and rolled true to line and graded to conform with the typical street cross-section and the street profiles. Rolling shall be with an approved three wheel roller or equal, weighing not less than ten (10) tons. The complete gravel base shall be inspected as hereinafter provided, prior to any further construction.</i></p>	<p>Because the pavement section binder course is proposed 1" greater in depth than required and the compacted gravel section is proposed at 12".</p> <p>Granting a waiver would not be a detriment to the public interest.</p>
<p><u>3.</u></p>	<p><i>Bituminous Concrete Pavement-</i>  <i>The wearing surface of roadways and driveways within the right-of-way shall be a two course type I Bituminous Concrete Pavement, applied with a 1 1/2 inch base course, after compaction, with a 1 1/2 inch finish course, after compaction, in accordance with the MHD <u>Standard Specifications for Highways and Bridges</u> or a Cement/ Concrete Pavement constructed in accordance with the MHD <u>Standard Specifications for Highways and Bridges</u>. A tack coat will be required between the two courses if they are not completed within the same construction season.</i></p>	<p>The wearing surface of roadways and driveways within the right-of-way shall be a two-course Type I Bituminous Concrete Pavement, applied with a 2-1/2-inch base course, after compaction, with a 1-1/2-inch finish course, after compaction, in accordance with the MHD <u>Standard Specifications for Highways and Bridges</u>.</p> <p>Granting a waiver would not be a detriment to the public interest.</p>

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<u><b>G. CURBING</b></u>		
<u>1.</u>	<p><i>Curbing-</i>  <i>Curbing shall be provided along each side of all roadways and shall be granite.</i></p>	<p>Due to the subdivision having been designed to incorporate LID principles to the greatest extent practicable, we are proposing Cape Cod Berm at isolated locations where the road grades exceed 4 percent. Elsewhere and throughout much of the development, no curbing is proposed as to allow the super-elevated road to pitch to the inside of the looped road allowing stormwater runoff to flow unimpeded to the roadside swales.</p> <p>Granting a waiver would not be a detriment to the public interest.</p>
<u><b>K. SIDE SLOPES</b></u>		
	<p><i>Side Slope Grading-</i>  <i>The area in back of the sidewalk, or where no sidewalk is constructed, in back of the required planting strip, shall be graded to a point where it coincides with the finished grade of abutting lots in such a manner that no portion thereof within the exterior lines of the street will project above a plane sloped three horizontal to one vertical from the edge of the sidewalk or grass lot, or be below a plane sloped three horizontal to one vertical downward.</i></p>	<p>To minimize tree clearing, and wetland and buffer zone impacts, cut slopes are proposed at a slope of 2 feet horizontal and 1 foot vertical where slope stabilization will be utilized. Retaining walls are employed in lieu of off grading to avoid/ minimize wetland impacts.</p> <p>Granting a waiver would not be a detriment to the public interest.</p>

In closing, we trust that you that the project has been designed to comply with the requirements of the Subdivision Rules and Regulations apart from the waivers requested herein.

We thank you in advance for your attention to the information provided and look forward to meeting with the Board tonight to discuss the project.

Sincerely,

LAND DESIGN COLLABORATIVE

Wayne M. Belec, Project Manager  
 Principal

cc: Mr. David Lavallee, Manager, 81 Purgatory, LLC  
 Mr. Chad Lavallee, Manager, 81 Purgatory, LLC

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