

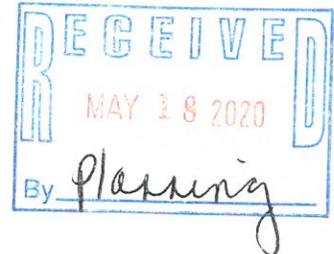


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May 8, 2020

Kevin Donovan
Planning Board Chairman
Woburn City Hall
10 Common Street
Woburn, MA 01801



RE: A&M Project #1623-10
0 New Boston Street Rear
Definitive Subdivision Plan
Waiver Request Memo

Dear Mr. Donovan,

On behalf of our Client, Cabot, Cabot & Forbes, Allen & Major Associates, Inc. respectfully requests the following relief from the 2002 Woburn Planning Board land Subdivision Rules & Regulations for the plans entitled, "Definitive Subdivision Plans for Tax Map: 04-07-11, 05-01-01, 5-01-03, 05-01-10, 09-02-02, 10-01-09, 10-01-11 & 10-01-12, Woburn MA" dated May 8, 2020, prepared by our office. The majority of the relief requested is to address contradictions with in the Subdivision Rules and Regulations and to allow for a modified Type III Subdivision Road cross section.

1. From Chapter I: Section B: COLLECTOR STREET: A street intersecting one or more minor streets, which, in the opinion of the board, is used or will be used to carry a substantial volume of traffic from such minor street(s) to a major street or community or facility and normally including the principal entrance street of a subdivision and any principal circulation streets within such a subdivision.

It is requested a modified Type III street be utilized for this subdivision roadway. The proposed subdivision road does not anticipate to carry a substantial volume of traffic thus does not meet the definition of a Collector Street.

2. From Chapter II: Section E .1 (f.): A sketch plan showing a possible or prospective street layout for any adjacent un-subdivided land owned or controlled by the owner or applicant of the subdivision unless such a plan has already been submitted to the board.

Relief from this regulation is requested as there is no intent to incorporate any future street layout into land owned by the applicant within the Industri-Plex Superfund site.

3. From Chapter II: Section E .3 (p.): The applicant must submit data, prepared by his engineer, indicating that an adequate supply of water exists to service the proposed development for residential use and fire protection.

Based on discussions with the Woburn DPW there is both adequate pressure and volume for the proposed subdivision road. A&M will perform a hydrant flow test in the vicinity of the project once the DPW is allowing this work to proceed.

4. From Chapter II: Section E .3 (q.): Looping of proposed water mains with existing mains shall be required of all subdivisions.

Relief from this regulation is requested as there is no option to loop the watermain as there are no adjacent public streets within the vicinity of the proposed subdivision. The project would need to secure rights to loop the watermain through Massport who control the Anderson RTC.

5. From Chapter III: Section B.1.b: The proposed streets shall conform to the Master Plan, adopted in whole or in part by the board.

Relief from this regulation is requested as the Woburn Vision 2020 Community Development Plan does not reference the creation of a subdivision road off of the New Boston Street within the Industri-Plex Superfund site.

6. From Chapter III: Section E .1: Public water mains shall not be less than 8 inches in Types I and II Subdivisions and not less than 12 inches in Type III Subdivisions.

Relief is requested to allow for an 8-inch watermain in this Type III subdivision.

7. From Chapter III: Section E .4: Water Line looping of all subdivision water systems shall be required.

Relief from this regulation is requested as there is no option to loop the watermain as there are no adjacent public streets within the vicinity of the proposed subdivision. The project would need to secure rights to loop the watermain through Massport who control the Anderson RTC.

8. From Chapter IV: Section G.1: All roads shall be constructed with a 7/8-in. slope, per linear foot, measured from the centerline to each gutter line.

Relief from this regulation is requested as this section of the subdivision regulations conflicts with the Type III Roadway Cross Section which shows 3/8" per foot (aka 3.1%). The proposed subdivision road is proposed to have a cross slope of 2% per MassDOT standards.

9. From Chapter IV: Section G.6. (a): Planting strips, of a width required by Table I, shall be provided between the curb and sidewalk.

Relief from this regulation is requested as Table 1 in the Subdivision Rules and Regulations does not show characteristics for a Type III subdivision road. The typical Type III cross section in the regulations indicates a 2-foot planting strip. The proposed cross section indicates a 3 foot planting strip between the face of curb and roadway sidewalk.

10. From Chapter IV: Section G.8: Where, in the opinion of the board, existing trees are inadequate, shade trees, having a caliper of at least 2-in. and of a variety suitable, in the opinion of the board, shall be planted. Such planted trees shall be spaced not more than 40-ft. apart in Yi cubic yard of topsoil and placed 10-ft. outside the right-of-way.

Relief from this regulation is requested as street trees are omitted from the plans where the subdivision road crosses the Boston Edison transmission line easement.

11. From Chapter IV: Section G.9: A fire alarm system shall be installed at the expense of the subdivider, as requested by the Chief of the Fire Department and approved by the Planning Board.

Relief from this regulation is requested as it is our understanding hard wired fire alarm systems are no longer being installed in subdivision roads.

12. From Table 1: Street Cross-Sections Standards:

Relief from this regulation is requested as a Type III subdivision road is not listed Table in the Subdivision Rules & Regulations.

13. From Table 2: Street Design Standards: Turnaround, Pavement Width and Turnaround Grade

Relief from this regulation is requested as the proposed subdivision road cul-de-sac is currently designed to have an 84-foot pavement width as opposed to the 86-feet required. As well the cul-de-sac grade is proposed to be 1.5% versus the required 2% minimum. This relief is required due to the desire to limit disturbance within the underlying soils and need to limit additional impervious surface.

14. From Chapter VIII, Section C: Type III Streets: Cross Section

Relief from this regulation is requested to modify the required Type III cross section. As proposed the roadway cross section indicates two 12-foot wide travel lanes, two 5-foot shoulders, and a 3 foot planting strip from face of curb to a 6-foot sidewalk with a 4-foot landscape strip from the sidewalk to the edge of the right-of-way. This cross section is designed to accommodate the anticipated traffic volume.

We look forward to presenting in front of the Planning Board at the next available hearing. If you have any questions or comments please do not hesitate to contact our office.

Very truly yours,

ALLEN & MAJOR ASSOCIATES, INC.



Timothy J. Williams P.E.
Principal

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Murtha Cullina LLP