



**GRAFTON**  
Massachusetts

Ann Morgan <morgana@grafton-ma.gov>

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## Special Permit (SP 2016-14)

1 message

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Normand Crepeau Jr. <chief@graftonpolice.com>  
To: PlanningDept@grafton-ma.gov

Fri, Sep 16, 2016 at 5:00 PM

Re: Special Permit (SP 2016-14) & Site Plan Approval - Accessory Apartment - 23  
Eseks Circle

The police department has no comments or objections to the application as submitted.

Normand A. Crepeau, Jr.  
Chief of Police  
Grafton Police Department  
28 Providence Road  
Grafton, MA 01519  
P: 508-839-8517  
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Ann Morgan &lt;morgana@grafton-ma.gov&gt;

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**Special Permit (SP 2016-13)**

1 message

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**Normand Crepeau Jr.** <chief@graftonpolice.com>  
To: PlanningDept@grafton-ma.gov

Fri, Sep 16, 2016 at 5:22 PM

Re: Special Permit (SP 2016-13) &amp; SPA - Request to Construct a Two Family Dwelling - 13 Snow Road.

The police department has no comments or objections to the application as proposed.

Normand A. Crepeau, Jr.  
Chief of Police  
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**GRAFTON**  
Massachusetts

Ann Morgan <morgana@grafton-ma.gov>

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## Modification of a Special Permit (SP 1996-6.3) & Site Plan Approval

1 message

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Normand Crepeau Jr. <chief@graftonpolice.com>  
To: PlanningDept@grafton-ma.gov

Fri, Sep 16, 2016 at 5:18 PM

Re: Modification of a Special Permit (SP 1996-6.3) & Site Plan Approval - Extend Period to Construct a Recycling Transfer Station - 109 Creeper Hill Road.

The police department has no comment or objections to the application as proposed.

Normand A. Crepeau, Jr.  
Chief of Police  
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Ann Morgan <morgana@grafton-ma.gov>

**Fwd: RE: Request for Department Comments - Mod. of a Special Permit (SP 1996-6.3) & SPA - Extend Period to Construct a Recycling Transfer Station - 109 Creeper Hill Road - Troiano Realty, LLC**

Nancy Connors <connorsn@grafton-ma.gov>  
To: PlanningDept@grafton-ma.gov

Mon, Sep 19, 2016 at 6:47 PM

----- Forwarded message -----

From: "Leger, Philip" <LegerP@worcesterma.gov>  
Date: Sep 19, 2016 12:03 PM  
Subject: RE: Request for Department Comments - Mod. of a Special Permit (SP 1996-6.3) & SPA - Extend Period to Construct a Recycling Transfer Station - 109 Creeper Hill Road - Troiano Realty, LLC  
To: "Nancy Connors" <connorsn@grafton-ma.gov>

MADEP has approved the facility. As long as Troiano is going to follow the permit conditions, I have no comments to add for the hearing.

Philip Leger R.S.

Chief of Environmental Health/Response

Office of Environmental Health

Worcester Division of Public Health/Central MA Regional Public Health Alliance

Email: legerp@worcesterma.gov

Cell: 774-314-5806



**From:** Nancy Connors [mailto:connorsn@grafton-ma.gov]

**Sent:** Friday, September 16, 2016 9:42 AM

**To:** Leger, Philip

**Subject:** Re: Request for Department Comments - Mod. of a Special Permit (SP 1996-6.3) & SPA - Extend Period to Construct a Recycling Transfer Station - 109 Creeper Hill Road - Troiano Realty, LLC

It's Thursday the 22nd!!



100 GROVE ST | WORCESTER, MA 01605

508-856-0321  
508-856-0357  
gravesengineering.com

GRAFTON, MA  
PLANNING BOARD

SEP 22 2016

RECEIVED

September 21, 2016

Joseph Laydon  
Town Planner  
Grafton Municipal Center  
30 Providence Road  
Grafton, MA 01519

**Subject: The Ridings, 88 Adams Road  
Preliminary Plan and MRDSP Review**

Dear Joe:

We received the following documents in our office on August 22, 2016:

- Correspondence from Thompson-Liston Associates, Inc. to Grafton Planning Board dated August 22, 2016, re: Preliminary Subdivision filing.
- Plans entitled "The Ridings", Conventional Plan Preliminary Subdivision in Grafton, Massachusetts dated January 13, 2016 and last revised August 15, 2016, prepared by Thompson-Liston Associates, Inc. for Casa Builders & Developers Corp. (25 sheets)

We also received the following documents in our office on September 12, 2016:

- Plans entitled "The Ridings", Conventional Plan Preliminary Subdivision in Grafton, Massachusetts dated January 13, 2016 and last revised September 2, 2016, prepared by Thompson-Liston Associates, Inc. for Casa Builders & Developers Corp. (25 sheets)

Graves Engineering, Inc. (GEI) has been requested to review and comment on the plans' conformance with applicable "Rules and Regulations Governing the Subdivision of Land; Grafton, Massachusetts" revised through April 27, 2009; "Grafton Zoning By-Law" amended through October 19, 2015 and standard engineering practices. As part of our initial review, GEI visited the site on March 4, 2016.

This letter is a follow-up to our previous review letters dated March 18, 2016, June 24, 2016, and July 25, 2016. For clarity, comments from our previous letters are *italicized* and our latest comments to the design engineer's responses are depicted in **bold**. For brevity, comments previously addressed by the design engineer and acknowledged by GEI have been omitted. Previous comment numbering has been maintained.

**Our comments follow:**

**As also with our June 24, 2016 and July 25, 2016 follow-up review letters, we did not receive a revised copy of the Open Space development plan as we understand that no changes were made to it. Our follow-up comments below refer to the Conventional Development Plan last revised September 2, 2016.**

x:\shared\projects\graffonpb\theridings\docs\reviews\preliminaryplan\j1092116prelim.doc

10. *The project is to be served by public water located in Adams Road. As such, the plans need to include a general description of the connection to be made to the existing water system. (§3.2.4.1.f)*

**We understand that the developer desires to proceed with development following the Flexible Development plans. As such, any revisions to the Flexible Development plans need to also address this comment.**

11. *The plans do not reference the zoning district. (§3.2.4.1.p)*

**A “Notes” section has been added to Sheets L1-L7 which includes the zoning district. However, it is indicated that the site is in an R4 zoning District, which should actually read “R40”. This typographic error could be addressed during definitive plan review.**

12. *The plans do not reference that Adams Road is a Scenic Road. (§3.2.4.1.q)*

**Acknowledged. An additional label has been added to Sheet L3 to identify Adams Road as a Scenic Road.**

13. *The plans do not reference the deed book and page nor the Assessor’s Map and lot number. (§3.2.4.1.r)*

**Acknowledged. A “Notes” section has been added to Sheets L1-L7 which includes the deed book and page as well as the Assessor’s Map and lot number.**

14. *We defer to the Planning Board whether a projection of streets (layout on plans, not road construction) needs to be made to abutting property to the north owned by n/f LaFlamme. This area of the project and the abutting land is located within Estimated Habitat of Rare Wildlife and Priority Habitat of Rare Species as mapped by the Massachusetts Division of Fisheries & Wildlife’s Natural Heritage & Endangered Species Program. This street projection could potentially connect the project’s road system to the abutting parcel and also would roughly align with a street projection located on Robin Drive (in an area of a deep earth cut). The project’s street projection and the Robin Drive street projection would be separated by two parcels of land with a total distance of approximately 1,200 feet. The projection of project streets would consist of: extending Road D on the Conventional Development Plans approximately 80 feet or extending Road C on the Flexible Development Plans approximately 750 feet. (§4.1.4.1.d & GZBL §5.3.8)*

**No further comment necessary.**

15. *The plans propose roadway pavement widths of 24 feet throughout the project. A waiver request was submitted to allow this pavement width in lieu of a 30-foot wide pavement width on Road A. We don’t have an issue with the proposal to reduce the pavement width to less than 30 feet in an effort to promote traffic calming. At this time we don’t have a concern with the proposed width of 24 feet. If additional information comes to light that suggests a wider pavement width may be in order, then an alternative to the 24-foot width could perhaps be a pavement width of 26 feet. (§4.1.4.2)*

**No further comment necessary.**

16. *A vertical curve is required at Road A station 11+00 due to the proposed 1% change in grade. (§4.1.5.3)*

The road layout was revised, and there are now several areas where proposed slopes adjacent to rights-of-way are greater than 2H:1V. These areas consist of:

- Road C station 2+50+/- to 5+25+/-
- Road C cul-de-sac
- Road D station 2+00+/-

If the project is to be developed as a conventional development, then these slopes will have to be re-evaluated during definitive plan design.

### **Flexible Development Plans**

22. *There are several areas within the rights-of-way where the proposed cut or fill is greater than six feet (as measured from the existing centerline elevation to the proposed centerline elevation). These areas consist of:*
- Road A station 2+70± to 5+70± and station 9+15+/- to 13+50+/- (fill),
  - Road A station 16+15+/- to 18+20+/- and station 20+00+/- to 22+05+/- [town line] (cut). (§4.1.2.1.b)
23. *The applicant has requested a waiver to allow a dead end street (Road C) in excess of 500 feet in length. A narrative was provided along with this waiver request. We don't take exception to the points made in the narrative. Nevertheless we understand that the Planning Board will address waiver requests and may vote to deny or approve said waiver request. (§4.1.6.3)*
24. *If a MRDSP is issued for the Flexible Development, then during the preparation of definitive plans the 1H:1V slope proposed at the right side of Road A at station 5+50+/- must be revised to a slope no steeper than 2H:1V slope. (§5.1.1 & Minor Street Standard Cross Sections)*

### **General Engineering Comments**

#### **Both Conventional and Flexible Development Plans**

25. *The intersection curb radii within the project should be no greater than 30 feet. Curb radii of approximately 45 feet were proposed.*  
**The intersection radii were not revised. This level of detail could be addressed during definitive plan review.**
26. *We reviewed the Traffic Impact Study (The Study) in a general manner (not as a detailed peer review). The methodology appeared to be in order. The Study concluded that the level of service at the intersection of Adams Road and the project street will operate at level of service (LOS) A. Based upon the information presented in The Study, we have no reason to dispute this conclusion.*  
**No further comment necessary.**
27. *The Study discusses improvements (i.e. vegetation clearing) to improve sight distance along Adams Road and/or the use of advance warning signs. These measures should be implemented as appropriate.*  
**This level of detail should be addressed during definitive plan review.**
28. *We noted that in the "Existing Roadway Geometry" section of The Study (on Page 2), reference was made that Adams Road is posted at 25 miles per hour (mph). This*

We trust this letter addresses your review requirements. Feel free to contact this office if you have any questions or comments.

Very truly yours,  
**GRAVES ENGINEERING, INC.**



Jeffrey M. Walsh, P.E.  
Vice President

cc: James Tetreault, P.E., Thompson-Liston Associates, Inc.