

15 Great Road Project Narrative

Project Overview

Locus:

The site consists of a portion of an existing parcel, Assessor's Map/Parcel U01-2-0. The site is located in the R-Residential zoning district. It consists of approximately 21.70 acres located off of Great Road (Route 2A/119) and is depicted on the enclosed Preliminary Subdivision of Land plans as Lots 3, 4 & 5 and Parcel A. All the lots gain frontage from the proposed subdivision road. The subdivision road also provides access to the adjacent streets, Great Road and Grist Mill Road. See the "Context Plan", which is included as part of this document. That plan depicts the existing and proposed conditions of the site and its environs.

The site is currently undeveloped and supports forested uplands, meadows and vegetated wetlands. The site could be characterized as having rolling terrain with the upland woods having slopes of approximately 10-15% and the meadow and wetland areas having slopes approximately 1-3%.

Existing Site Conditions:

Site Location and Environs: The site is bounded by the Grist Mill Road single-family house residential development to the west, Great Road to the South, Nagog Park Drive and the Acton town line to the east and adjacent undeveloped land along the proposed road to the north. See Attachment - Adjacent Uses.

To the east of the site is the Nagog Park shopping center, office park and Acton Avalon apartments. This center includes retail stores and four restaurants, office buildings for a variety of companies and an existing apartment complex of 380 apartments. The proximity of this center provides an amenity which will be within an easy walking distance of the proposed development.

Immediately to the south of the proposed Lot 4 of the project is a child care center that is located in Littleton, but is served off of Nagog Park Drive. Immediately to the south of that facility located in Acton on the Littleton/Acton town line is the Tire Barn, Inc. an automotive tire service company.

The southern property line is a state Highway also known as Great Road, Rt. 2A..

To the west of the site is the Grist Mill single family home, residential subdivision. Grist Mill Road is a 24' wide publicly accepted town way. The common property line of that subdivision to this project has 16 lots of which 11 have houses on them. The remaining lots are undeveloped. The houses are situated on lots of ~ 40,000 sf. that are supported by on-site sewage disposal systems and connections to the municipal water supply system.

To the north of the site is additional land owned by the applicant as shown on the Preliminary Subdivision Plan as lots 1 & 2. The larger of the two lots, Lot 1, contains a continuation of the wetlands that are located on the locus, lot 4 and drain to the north. To the north of this additional land is the Town of Westford/Littleton Town line.

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Wetlands: These areas act to collect the runoff from the existing site areas and ultimately discharge to the periphery of the site.

The wetlands boundaries are as field delineated by Oxbow Associates, Inc. of Acton, MA. They are the result of a field delineation conducted in March and April of this year, 2011 and were survey established in April. An Abbreviated Notification of Resource Area Delineation (ANORAD) was submitted to the Littleton Conservation Commission. The site has been reviewed by the Commission and its peer-review consultant and the public hearing on the matter was closed.

Habitat: A portion of the site is mapped by the Natural Heritage and Endangered Species Program as being Priority Habitat for Rare and Endangered Species. In 2008, Oxbow Associates, Inc. performed an assessment of the site and conducted a habitat study. A detailed assessment was performed to identify potential impacts to the Blue-spotted Salamander (*Ambystoma laterale*). The Blue-spotted Salamander is protected pursuant to the Massachusetts Endangered Species Act (MESA) (M.G.L. c. 131A) and it's implementing regulations (321 CMR 10.00). A pre-filing consultation was made with the Program pursuant to 321 CMR 10.02. As a result of that process, the Program issued an opinion that the project would qualify for a Conservation and Management Permit and has reaffirmed this opinion in March of 2011 for the currently proposed project.

Vegetation: The site has a variety of vegetative communities as is typical of former farm fields and open spaces adjacent to residential and commercial developments. The western side of the site is a mature (40' to 60+'), second growth forest of mixed hard and softwoods (Maples, Oaks and White Pine), which grow along the property line adjacent to Grist Mill Road. The Central areas (as oriented north to south) support old-field habitat with meadow areas featuring low, pioneering shrub species, grasses and forbs typical of an abandoned farm field in Southern New England. .

Soils: The site is comprised of two principal soil types: Glacial-Fluvial (outwash) and Till. The areas occupied by the proposed club house and portions of lot 4 are made up of Charlton-Hollis rock outcrop which is a dense, well-drained soil perched above bedrock and is suitable for general construction. The majority of the proposed lot 4 is made up of Hinkley Loamy Sands which are deep permeable sands and gravel with trace to moderate silt content. They are also suitable for general construction and development of leach fields. Along the front portion of the site the soils have been altered by previous construction

Historic: The site is not located in a Historic District and does not contain any structures listed on the State Register of Historic Structures. The site has been used in the past as pasture, and is characterized as previously disturbed meadow areas and other uses common to New England second growth forests adjacent to commercial and residential development.

Existing Utilities: There are public water supply, telephone, cable, gas and electric services located within Great Road and Grist Mill Road.

Access: The site has frontage along Great Road and Grist Mill Road. The portion of the frontage along Great Road is controlled by the Massachusetts Department of Transportation, the permit

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granting authority for gaining access and making curb cuts into the state roadway system. Grist Mill Road 24' wide, is a town way in Littleton.

Proposed Conditions

Village Green Apartments are a proposed 200-unit rental apartment complex with 20% of its units restricted to occupants earning no more than 50% of the area median household income or 25% of the units restricted to occupants earning no more than 80% of the median income. The project will consist of one 4 story 64 unit building over structured parking, three 3 story 28 unit buildings, and two 3 story 24 unit buildings, plus a club house/management office that will not house any residential units.

a.) Total Number of Units: 200

b.) Number of Handicapped Accessible Units: 10

All the units on the first floor of walk-up buildings and all the units in the platform building will be adaptable.

c.) Number of Buildings: 7 including the clubhouse

d.) Number of Stories: One single story clubhouse, one 4-four story building over structured parking and five 3-story buildings.

The unit mix is proposed as follows:

Building No.	# Units	1 BR	2BR	3BR
1	64	32	32	
2	24	6	6	12
3	28	6	8	14
4	28	6	8	14
5	28	6	8	14
6	28	6	16	6
Totals	200	62	78	60

Total Gross Square Footage of Building Space: 302,200±

Subdivision Roadway: Separate from the development of the Comprehensive Permit is the development of a subdivision roadway of approximately 3,063-foot roadway (as measured from the sidelines of the intersecting streets), from Great Road to Grist Mill Road. This roadway creates the frontage for the proposed five lots, of which three (3, 4 & 5, along with Parcel A) comprise the Comprehensive Permit Lots. The roadway is proposed to be 24-feet wide, made of bituminous concrete with bituminous curbing and centered on a 42-foot wide right-of-way. A 4-foot bituminous sidewalk is proposed on the eastern side of the roadway. The project proposes looping water, telephone, cable, gas and electric services from Great Road to Grist Mill Road. A drainage system for the roadway will be provided meeting the Town's Low Impact Development (L.I.D) criteria. As noted below, a sewage collection system will be provided in the roadway layout to collect those flows and direct them to a wastewater treatment plant. A wetland crossing is required to bring the roadway from

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Great Road to Grist Mill Road. This crossing will be made using a bridge to avoid directly impacting wetland areas or water flowage.

Site Utilities: In general, the existing utilities will be extended into the site to support the proposed development. As noted above, these include, gas, water, electric, CATV/internet, telephone and other standard utilizes. Fire protection will be provided by sprinkler services interior to each building as is required by Code. Hydrants will be installed along the roadway and interior to the site, as required by public safety regulations and in coordination with the Littleton Fire Department.

Sewage Disposal: The lots are proposed to be serviced by an on-site wastewater treatment plant (WWTP) which is proposed to be located on Lot 4. See the Site Plans for location information. Soil testing and preliminary sizing of that system is on-going. The implementation of a WWTP will result in a lower pollutant load than similar residential or commercial developments in use in the surrounding area without such treatment. The proposed WWTP will be designed in accordance with the DEP standards for a Groundwater Discharge Permit and Sewer Collection System criteria.

Stormwater: A stormwater management system has been shown schematically on the Plans to illustrate there is sufficient area and elevations to mitigate stormwater impacts. The stormwater management system will be developed in accordance with Best Management Practices and in accordance with the Town of Littleton requirements. These standards require that stormwater be treated for water quality and controlled in terms of peak rate of runoff which may affect downstream abutters. These practices include Low Impact Development standards. Groundwater recharge will be provided within the detention basins as the soil conditions allow.

Waste Disposal: The Village Green Apartments will have an on-site recycling and trash center where residents will be encourage and able to recycle waste. This will be a partly enclosed and lit facility in a location convenient to residents. It will include segregated recycling dumpsters, a general trash dumpster and information board relative to recycling and trash disposal.

Transportation & Traffic:

The roadway serving as the entrance to the Project was located and designed in consultation with a traffic engineer, Ken Cram of Land Strategies so as to conform to generally accepted design safety standards.

At the location of the site, peak-period traffic counts indicated that the weekday morning commuter peak hour occurs between 8:00 AM and 9:00 AM and the weekday evening commuter peak hour occurs between 5:00 PM and 6:00 PM. During the morning peak hour, approximately 1,387 vehicles per hour (vph) were observed and during the evening peak hour, approximately 1,560 vph were observed in front of the site. Daily traffic volumes on Great Road are approximately 16,850 vehicles per day in the site vicinity.

The proposed apartments are projected to generate approximately 668 vehicles in and out over an average day. During the weekday morning peak hour, 20 vehicles are expected to enter the site and 82

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vehicles are expected to exit. During the weekday evening peak hour, 83 vehicles are expected to enter the site and 45 vehicles are expected to exit. Fifty-five percent of the site traffic is expected to be oriented to the west on Great Road and the remaining forty-five percent to the east.

Green Design & Implementation:

The development of a compact footprint, reduction of pavement, energy efficiently and preservation of resource use all contribute to a green, carbon reducing footprint. The development of a multi-story building reduces the building footprint, resulting in less building materials, construction waste, and upkeep. Compared to adjacent residential uses, the size of a residential unit is 1,150± versus an average single family house of 2,300±. All buildings will feature advanced insulation and building envelope techniques. Appliances will be Energy Star Program approved. Mechanical Systems will be high efficiency units applicable to each use.

Apartment residents use less carbon based fuels than do single family homes; resulting in less gas and electrical consumption per unit versus single family homes. Apartment users use less water per dwelling unit than do single family houses.

The WWTP will discharge ten (10x) times less nitrogen than a similar single family house and will contribute to localized groundwater recharge.

The site design will implement Low Impact Design techniques which are intended to increase water quality, increase localized recharge of rainfall/runoff and mitigate runoff to downstream areas.

No wetland areas are proposed to be filled or altered by the construction of this site, as proposed.

Open Space & Landscaping: The site design incorporates the Low Impact Development model, where formalized landscaping will be minimized to the areas around the proposed buildings. The periphery of the site will be maintained as wooded, forming a naturalize screen to adjacent uses on all sides. Landscape plants to be used will focus on a combination of native, drought and area tolerant species that still provide for seasonal color and character. Where required, screening will be a combination of dense evergreens and deciduous trees/shrubs to accommodate the area and needs.

Lawn areas will be minimized, with a naturalized mix to be used along roadsides and around non-formal or maintained areas. All lawn mixtures will be of a drought tolerant species mixture, to reduce watering and maintenance requirements. All surfaces that are disturbed by construction will be stabilized by hardscape, plantings or other landscaping.

Open spaces are proposed throughout the three lots and adjacent Parcel A. Where no construction activities are proposed, the landscape will be kept in a natural condition, as permitted by good landscape and arbor-cultural practices. Wetland area will not be disturbed for the construction of this site and project. Designated habitat areas will be maintained in their natural condition as required.

Club house: The proposed club house will serve multiple functions: It will have a general purpose room suitable for meetings, functions or other gatherings. It will house the administrative offices for

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Village Green Apartments
15 Great Road II, LLC
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the Village Green Apartments including rental office, maintenance management and general support facilities. The club house will also provide residents access to a controlled, private pool facility, adjacent grounds and patio space. Mail boxes will likely be provided in a mail kiosk in the club house area in consultation with the Littleton Post Master.

List of Attachments

Adjacent Buildings & Uses
Context Plan

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