

# STAMSKI AND MCNARY, INC.

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## PRINCIPALS

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December 5, 2023

Town of Littleton  
Planning Board  
37 Shattuck Street  
Littleton, MA 01460

Re: 95 Taylor Street

Members of the Board,

On behalf of our client, Seal Harbor, LLC, we have prepared the attached conceptual conventional subdivision plan for the referenced property. The edge of the onsite Bordering Vegetated Wetland and Beaver Brook were recently confirmed by the Conservation Commission via an Order of Resource Delineation. The area of the parcel extends to the centerline of Beaver Brook and is approximately 9 acres.

The Conventional Subdivision Plan shows a 190 foot +/- long subdivision road laid out in accordance with the Board's subdivision regulations. There are 3 individual lots, each of which contain a single-family dwelling. Each lot would have its own septic system and would be served by Town water.

The applicant would like to minimize the impacts on the area by minimizing infrastructure to be built. A presentation plan is also provided showing the conceptual subdivision, including a conceptual layout of the road. The following waivers are being suggested to achieve this reduced impact:

249 Attachment 1:1, Figure 1      Typical Section – Lane Roads  
5'-wide sidewalk, 3'-wide grass strip, Two 11'-wide travel lanes, granite curbs, 1'-shoulder required.  
**16'-wide cross-sloped pavement provided with cape cod berm on one side.  
No sidewalk is proposed.**

249-43(A)(3)      "Dead-end streets shall be provided at the closed end with a turnaround having dimensions conforming to AASHTO Exhibit 5-8D. Only circular offset type is allowed. A "T" style hammerhead designed in accordance with the AASHTO Green Book may be permitted by the Board in unusual circumstances, including topography, resources areas, existing or proposed buildings, etc. Either configuration shall be designed to accommodate the turning movements of the fire truck wheelbase dimensions specified by the Littleton Fire Department. Additional consideration shall be given for driveways and snow storage, both of which shall be included on the plans."  
**A T-turnaround is proposed.**

Each of these waivers is requested in an effort to reduce the amount of impervious surface and the total land disturbance required to construct the proposed project. The waiver of these requirements would minimize the impacts of the proposed subdivision road on nearby resource areas. Our office notes that the conceptual subdivision road is located entirely outside of areas under the jurisdiction of the Conservation Commission, and therefore waiver of these requirements is not required to meet the standards of the Massachusetts Wetlands

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Protection Act Regulations or the regulations of the Conservation Commission; the waivers are requested only in a good-faith effort to reduce the impacts of the proposed development. The actual waiver list may be altered prior to submission of a Definitive Subdivision Plan, however the applicant has elected to provide this list at this time to facilitate a conversation.

The land was extensively altered by gravel hauling activities and the development of the property would occur within the altered areas. Our client would like to have an informal discussion with the board to review these plans. The granting of the waivers noted would allow for preservation of open space in the Town's Aquifer Zone, less infrastructure, and would have a private road that would not burden the town with maintenance. Seal Harbor, LLC, feels that it would be the best alternative to develop the land and is seeking input from the Board.

We thank you for your attention to this matter. If you have any questions regarding this matter, please feel free to contact our office.

Respectfully,  
Stamski and McNary, Inc.



Paul Kirchner, E.I.T.



George Dimakarakos, P.E.