



GREEN INTERNATIONAL AFFILIATES, INC.

100 AMES POND DRIVE, SUITE 200 TEWKSBURY, MA 01876

T: (978) 923-0400 | WWW.GREENINTL.COM

Comments added
NAT Toolkit 1-25-23

Northern Bank Response	
Open Comments	
Defer to the Board	
Condition of Approval	

PROJECT NAME Northern Bank Town Common Peer Review

DATE 1/25/2023

UPDATED:

PROJECT NO. 22015.0806

Peer Review Comment Form

NO.	SHEET NO.	SECTION	GREEN'S COMMENT	Applicant's RESPONSE	CONFIRMED BY	DATE
Lot Standards (\$173-220)						
1	C-200 ("N Bank Civil and LA Updated 11-14- 2022.PDF")	Lot Standards §173-220.A.b.	<p>The FBC states: "Building façade(s) must be built parallel to any primary front lot line at or between the minimum and maximum front setbacks."</p> <p>While Buildings B, C, D, and E are all compliant, Building A is rotated such that its façade is not built parallel to the front lot line (along Great Rd). This rotation also complicates setback measurements, where portions of the facade is compliant while other portions are not.</p> <p>Utile recommends rotating / redesigning Building A such that it is built parallel to the primary front lot line at or between the minimum and maximum front setbacks. One of the primary intents of the FBC is to promote a Village Common district with a consistent street wall along primary streets for all private development; the rotation of Building A breaks this continuity.</p>	<p>The Applicant believes that the orientation of Building A responds to the unique geometry of its angular site, engages a corner gathering place, and allows for a dynamic building design. The angular intersection of Robinson Road and Great Road create greenspace islands and a pocket park at the tip of the angular intersection. Keeping Building A at an angle complements this unique geometry and allows for enhancement of public space. Pedestrian connections are further emphasized with the design, and the view of the building from the intersection creates a focal point and slows traffic, adding safety and interest to this site.</p>		
1A			We defer to the Board for determination on this item.	PB discussed 1-5-23 See Determination 1a.	NAT	1-25-23
2	C-200 ("N Bank Civil and LA Updated 11-14- 2022.PDF")	Lot Standards §173-220.A.c.	<p>The FBC states: "Building façade(s) must be built-out to a percentage of the lots width as specified in §173-220 B. Standards for all Lots."</p> <p>Related to comment 1 above, Building A's rotation complicates the facade build-out percent calculations. Discounting this building's contribution to the facade build-out percent means that the remaining 4 buildings do not collectively meet the minimum facade build-out percent (~46% out of the minimum 60%).</p> <p>See recommendation for comment 1 above.</p>	<p>Given the site's unique geometry and that Building A has an immediate relationship to Great Road, the Applicant requests that the entirety of Building A's long dimension be included in the build-out calculation, yielding a total buildout of ~60%</p>		
2A			We defer to the Board for determination on this item.	PB discussed 1-5-23 See Determination 1a	NAT	1-25-23
Building Standards (\$173-221): BUILDING A						
3	Building A - Floor Plan (Page 3 of "N Bank Architectural Updated 11- 14-2022.PDF")	Building Standards §173-221.C.a.	<p>The FBC states: "The primary massing(s) of a building must be of rectangular form with a single type of pitched roof and may be oriented either with the narrow end or long side toward the front lot line."</p> <p>Building A is rotated such that neither the Primary Massing's narrow end nor its long side are oriented toward the front lot line (along Great Rd).</p> <p>See recommendation for comment 1 above.</p>	<p>Please refer to the Applicant's response to Note 1</p>		
3A			We defer to the Board for determination on this item.	PB discussed 1-5-23 See Determination 1a	NAT	1-25-23
4	Building A - Floor Plan (Page 3 of "N Bank Architectural Updated 11- 14-2022.PDF")	Building Standards §173-221.C.b and c.	<p>The FBC states: "Width of the primary massing is measured parallel to the facade, from the exterior plane of each side wall. Depth of the primary massing is measured perpendicularly from the facade as the maximum length the longest exterior side wall of a building."</p> <p>Related to comments 1, 2, and 3 above, the rotation of Building A also complicates the measurement of the Primary Massing's dimensions (i.e., width vs depth) since it is unclear which building side is considered front vs the side. If the long side is considered oriented front, then the primary massing exceeds the maximum width (currently 69'-5" out of the maximum 65').</p> <p>See recommendation for comment 1 above.</p>	<p>The Applicant considers the building (albeit angled) to have its primary massing oriented with its long side facing Great Road. The 69'-5" dimension includes a rear building portion (9'-10" wide) that we do not consider part of the primary building mass, but rather a rear addition. The setback of this rear addition is currently 2'-9" (not 4') due to operational requirements within the bank.</p>		
4A			We defer to the Board for determination on this item.	PB discussed 1-5-23 See Determination 1a	NAT	1-25-23
Building Standards (\$173-221): BUILDING B						
6	Building B - Elevations (Page 4 of "N Bank Architectural Updated 11- 14-2022.PDF")	Building Standards §173-221.G.b.	<p>The FBC states: "For buildings with ground story commercial spaces, ground story fenestration is measured between two (2) feet and twelve (12) feet above the finished floor of the ground story."</p> <p>The façade of Building B does not meet the minimum fenestration percent (~33% out of the minimum 60%). The proponent suggests including the full height of the entrance storefront into the calculation of the fenestration percent, which would more or less meet the minimum percent.</p> <p>Utile deems this an acceptable deviation and defers to the Town's discretion.</p>	<p>The Applicant requests that the Town exercise its discretion to include the full height of the entrance storefront when calculating the building's fenestration, as noted in Utile's comments.</p>		
6A			We defer to the Board for determination on this item.	PB DL with this as discussed.	NAT	1-25-23
Building Standards (\$173-221): BUILDING C & D						



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10	Building C & D - Floor Plan (Page 11 of "N Bank Architectural Updated 11-14-2022.PDF")	Building Standards §173-221.L.b.	<p>The FBC states: "Building components that are not identified below are prohibited."</p> <p>A bridge connecting 2 buildings is not a permitted building component. Proponent has suggested that this bridge connecting buildings C and D reduces the number of elevators and stairs that would otherwise need to be duplicated.</p> <p>Utile deems this an acceptable deviation and defers to the Town's discretion.</p>	The Applicant requests that the Town exercise its discretion to accept the bridge as a useful building feature, as noted in Utile's comments.		
10A			We defer to the Board for determination on this item.	PB discussed. See Determination 1b.	MAT	1-25-23
APPLICATION						
11	5	Special Permit Application	The VC district + AWRD lot coverage is checked in the document signed on 9/13/2022 but not checked in the document signed on 10/6/2022. Please confirm.	The application form has been updated and submitted to the Planning Department per discussions with the Planning Director.		
11a			We didn't receive the updated application so we can't verify. We defer to the board if this has been accepted.		MAT	1-25-23
12	7	Special Permit Application	The required information and materials are not checked (e.g. the forms and checklists, summary table, existing conditions plan etc.). Please check as complete if provided.	The application form has been updated and submitted to the Planning Department per discussions with the Planning Director.		
12a			We didn't receive the updated application so we can't verify. We defer to the board if this has been completed.		MAT	1-25-23
SITE PLANS						
45	C-200	§173-33	Load zones and facilities should be added to the plans. Per Littleton Zoning Bylaw, § 173-33. Loading requirements, Adequate off-street loading facilities and space must be provided to service all needs created by new construction, whether through new structures or additions to old ones, and by change of use of existing structures. Facilities shall be so sized and arranged that no trucks need back onto or off of a public way or be parked on a public way while loading, unloading or waiting to do so.	A loading area is provided for Building B. The other uses will use the site drives during non-peak times. No loading in the public way or backing into the public way will be required.		
45A			We defer to the Littleton Planning Board for determination on this item.		MAT	1-25-23
47	C-200		The Littleton ladder truck used for the turning movements has a steering angle of 45.6 feet. We have concerns of the turning movements within the proposed parking lot area. The applicant shall provide a turning movement check as such to ensure the driveways within parking lot could accommodate emergency vehicles and could accommodate regular parking maneuvers.	The fire department turning movement diagrams submitted used a minimum 41-foot centerline turning radius which would accommodate a steering angle of 45.6 degrees. This will be reviewed with the Fire Department.	See condition #14 MAT	1-25-23
65	C-200		Where are deliveries anticipated to occur for the retail tenants? The parking lot design is very tight and there are no designated loading zones shown on the plans.	Please see the response to comment 45 above.	MAT	1-25-23
65A			We defer to the Littleton Planning Board for determination on this item.			
80	C-300,C-501	ADA/MAAB REGULATIONS	There is not enough detailed grading to verify that the accessible parking spaces and sidewalks meets ADA/MAAB requirements, but the handicap ramp detail and parking stall striping detail notes ADA requirements would be met in construction. We defer to the Board if this is acceptable.	Some additional spot grades have been added. Due to the flat nature of the site The parking lots are generally graded from 1%-2% and ADA requirements will be met in full.		
80a			Based on the response we agree this will meet ADA requirement if detailed grading is provided for final design to show 1%-2% slopes. We recommend using a max of 1.5% slope to allow for construction tolerance. We defer to the board that detailed grading meeting ADA requirements will be provided for final design as a condition of approval.	See condition #12	MAT	1-25-23
91	C-400		For proposed water all bends, fittings(reducers, tees, etc), and tapping sleeve and valves should be called out on the plans.	Additional callouts have been added to the plan		
91a			Some have been added but not all have been added. We recommend the water connections to be coordinated with the Water Department and be made a condition of approval.	See condition #13	MAT	1-25-23
ZONING BYLAWS						
101		§173-18.D.	Adequate access to each structure for fire and service equipment shall be provided. Confirm this has been reviewed and coordinated with the Littleton Fire Department.	The applicant will review with FD	See condition #14 MAT	1-25-23
101a			We defer to the board if this should be condition of approval.			
104		§173-222.j.	Where vegetative solutions are not feasible, porous concrete or porous asphalt should be used for sidewalks, parking lots, entry plazas, and dining patios to infiltrate stormwater. Pervious pavement was not proposed for this project. Pervious pavers were used in some locations which are similar to porous pavement. We defer to the board if this is acceptable.	We will review with the Planning Board	Complete	MAT
105		§38-17.C.5	Estimated seasonal high groundwater elevation should be done between November and April per the Stormwater bylaw. The test pits were performed in May. Season high groundwater appears to be measured based on redoximorphic features instead of actual groundwater elevation. We feel since this method was used and was less than a month later, the seasonal high groundwater should be acceptable. We defer to the board if this is acceptable.	We will review with the Planning Board	Complete	MAT
O&M PLAN						
121	O&M Plan	§38-18.B.3	The O&M Plan shall be signed by the responsible parties. We defer to the board whether this be made a condition of approval.	The applicant feels this would be an acceptable condition of approval	See Condition #15 MAT	1-25-23



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121a			We defer to the board if this should be condition of approval.	(See above)		
122	O&M Plan		Snow storage locations have not been identified on the site plans. We recommend these locations be shown on the plans. Snow storage should not be allowed in the new ILSF or upgradient to it.	Snow storage locations have been added to Sheet C-200. Snow will be stored on paved areas which drain to the site stormwater treatment systems.		
122a			The snow storage will result in loss of 14 parking spaces. We defer to the board if this is acceptable.	TOWN PLANNER: No concerns		1-25-23
MassDEP COMMENTS						
125			Are you providing charging stations for electric cars?	Not at this time		
126			What about timing with the Sewer, what does the build time look like?	We understand from Corey Godfrey that the sewer construction will begin in the spring/summer of 2023. This is the same time the project construction is expected to begin.		
127			Did you show us the lighting on the plans or did I miss that?	A lighting plan will be submitted.		
128			Cross cut plans are supposed to be submitted as well for site review?	A potential cross-connection is shown on the plan. This would have to be coordinated with the abutting property owner and any redevelopment of that site.		
129			What are you planning for signage?	The signage program for the site and buildings will be finalized as building construction details and tenants are confirmed.		
130	P.249		Stormwater plan isn't checked for tree box filters. I'd like to see those used along great road trees to protect them from the gas fumes and dirt	There are no proposed trees along Great Road.		
RESIDENTS' COMMENTS						
131			Where will it be documented regarding the "not able to develop zone" on the green space frontage on Robinson Road?	There is no development proposed along Robinson Road. Any modifications to the layout or the introduction of new buildings would require a new site plan submission, a new public hearing process and Planning Board approval. Realistically, given the parking requirements associated with the proposed plan and the significant investment for berm, landscaping and stormwater design, a building could not be located in that area.		
132			Continuation of the bank's sidewalk from the corner of Robinson Road to the end of their property line at 25 Robinson Road (this is for safety reasons).	No new sidewalk proposed along Robinson Road as this would impact proposed buffer and berthing elements and sidewalk presently exists on other side of Robinson Road.		
133			Documentation that there will not be parking on Robinson Road during construction. All vehicles need to park on job site.	Construction management plan will address		
133a			Green Response: We defer to the board if this be made a condition of approval.	See condition #10	MAT	1-25-23
CONSERVATION COMMISSION'S COMMENTS						
134			How long/often there might be standing water in the "new" ILSF area – I'm concerned that long time flooding will kill the trees and I'm not sure if the storage being assumed in this sort of area needs to show drawdown after (72?) hours.	The highwater elevation in the ILSF will decrease in the Post Development conditions. The infiltration in this area not change from the existing condition. Based on our calculations and assumed infiltration rate, this area should drain within 52 hours		
134a			Green Response: It is hard to determine an accurate drawdown time because the recharge drawdown formula assumes at least 2' separation to groundwater. The groundwater varies on site. The closest test pits to the ILSF show groundwater is at 0.9'-2' separation. The 52 hours would be if the ILSF had consistent 2' or more separation to groundwater. Since it has less it could take longer to infiltrate. Most likely it would need to infiltrate through the side slopes and the bottom would stay wet for a longer period of time.			
DISABILITY COMMISSION'S COMMENT						
135			Is the project ADA and MAAB compliant? We want to be sure the best things are being done for the Town with projects regarding Disability accessibility.	Yes, will meet all ADA and MAAB requirements		
135A			Green response: There is not enough detailed grading to verify that the accessible parking spaces and sidewalks meets ADA/MAAB requirements, but the handicap ramp detail and parking stall striping detail notes ADA requirements would be met in construction. The applicant has also responded that they will meet ADA and MAAB requirements. We defer to the Board if this is acceptable.	See condition #12	MAT	1-25-23
SUSTAINABILITY COMMITTEE'S COMMENTS						
136	EV Chargers for visitors/customers		EV chargers, principally Level 3 fast charging stations (e.g. EVGo or Electrify America) and Level 2 charging stations, should be provided for visitors. To ease future growth, the electrical infrastructure should be in place for installation of chargers at locations throughout the parking facilities.	See response to Comment 130 See condition #8	MAT	1-25-23
137	Native plantings		Only native plants should be used, with attention to water use and tree species longevity in changing climate. Landscape design should be environmentally friendly, and drought resistant, with limited lawn and possibly incorporating areas such as a pollinator garden.	Native plantings have been used. Species have been selected for longevity and species diversity. The native plants are drought resistant. Many of the plants and tree species are pollinator host plants or nectar plants that support a variety of pollinators.	MAT	1-25-23
138	Pedestrian connection		Traffic solutions should prioritize pedestrian and bicycle connections to the Common and surrounding area.	This design includes pedestrian and bicycle connections as well as bicycle storage and bike racks.	MAT	1-25-23



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139			LEED certification of buildings	A decision has not yet been made as to whether the Applicant will pursue LEED Certification. <input checked="" type="checkbox"/>		
140	Lighting		Low energy and downward facing lighting should be used to minimize the effect of artificial lighting on local fauna, save energy, and preserve access to nighttime skies.	Comment noted, a lighting plan will be submitted.	MAT	1-25-23
141	Low impact development practices		e.g. permeable pavement and water management. In June of 2018, the town of Littleton received a Regulatory Analysis for Low Impact Development as a product of a Municipal Vulnerability Preparedness grant. This analysis, as well as the Summary of Findings from the Community Resilience Building Workshop, is available at https://www.littletonma.org/town-administrator/pages/municipal-vulnerability-preparedness . We urge the Planning Board, as well as the Select Board, to review the regulatory analysis for potential improvements in existing policies and requirements that would lead to better procedures and incentives promoting sustainable development.	This design includes Low Impact Development Practices such as Permeable Pavers, Native Plants and saving Existing Trees.	MAT	1-25-23
142	Accessible/universal design		The ADA sets minimum standards for buildings and facilities. Universal design incorporates inclusive elements and accessible features in the design, creating coherent, usable spaces that benefit all.	This design includes ADA standards	MAT	1-25-23
142a			Green Response: See response 135A	<input checked="" type="checkbox"/>		
143	Open space gathering areas		Public gathering areas are an important part of a resilient community. Open space and social gathering areas with sun shelters, benches, and picnic tables, and connectivity throughout the property via pedestrian paths will help to bring a human scale to the development.	This design includes a main public gathering plaza and smaller gathering patio spaces that are interconnected. These elements bring a human scale to the development and connect to the community.	MAT	1-25-23
New Resident Comments 1/18						
145			Here's a picture for the PB's reference of the drain that goes underneath Robinson Road to the developers property. My request that I gave at a previous meeting is that they maintain the drainage on their side. 			
145a				As was discussed with the board, this culvert had been previously investigated and found to discharge to the Robinson Road drainage system which outlets to a drainage easement east of the site. This piping is also reflected on the towns drainage infrastructure map.	MAT	1-25-23
146			During a previous PB meeting, the chairman asked the developer to provide a 3-D visual walk down Robinson Road to give the residence an understanding of what the buffer and screening will look like. Was this ever delivered as requested. If not, can you please ask the developer for timeline when this will be provided. Advised that this was delivered at a past meeting (Oct/Nov?). Rich to watch past two meetings to check for this demo and any follow on questions			
146a				This was provided to the board.	MAT	1-25-23
147			During the last PB meeting, we were told that the developer would coordinate a walk-through down Robinson Road with their landscaping engineer to discuss how the screening, tree selection, fencing, stone wall and set back would be delivered. To my knowledge this has not yet been scheduled can we please ask the developer for a contact to help coordinate that this occurs in the near term. Recommendations were also provided by Joe Cataldo in maximizing the setback, berm, fencing, and use of trees, such as white pine that will offer significant long-term screening to Robinson Road. Advised that this is to be coordinated between the Residents and the Developer. Can you please put me in contact with the developer and / or their landscape engineer to coordinate.			
147a				A special presentation on landscaping was made to the board and recommendations by local residents were incorporated into the plan.	MAT	1-25-23



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148			As I mentioned in the September meeting, there is a drain pipe that goes from 28 Robinson Rd. underneath the roadway into the development area. I have requested that the developer make sure that this is maintained on their property so that water will not be blocked. I would like to show the location to the developer / landscape engineer during the walkthrough			
148a				See response to comment 145 above.	MAF	1-25-23
149			One of the residents requested that a very large tree on 25 Robinson Road that is very near to the curb be retained during the development. Can we please confirm that this has been accepted by the developer. Advised that during the last meeting the developer has acknowledge and will work to save this tree during land development and construction.			
149a				This tree is actually within the Right of Way and will remain.	MAF	1-25-23
150			A request was made that the developer maximize and over planned mitigation for light pollution, can we please understand how they were going to achieve this. Advised that the developer adhere to and is "dark-sky" compliant. Can you please point me to the correct site that outlines the compliance requirements. I found the following but am not sure if that is the correct site.		✓	
150a				Dark sky compliant fixtures have been proposed and a photometrics plan has been submitted.	MAF	1-25-23
New Disability Commission Comments 1/18						
151			The Commission would prefer (but do not require) that the 2 handicap spaces near Building D be moved from the parking lot/entrance drive to the rear of Building C/D – perhaps close to building D. The Commission feels this would move the handicap spaces out of the direct driveway entrance, allowing traffic to move more freely, and giving the handicap patrons a better experience accessing Buildings C and D.			
151a				The site plan was revised to accommodate this request.	MAF	1-25-23