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December 12, 2012

Littleton Zoning Board of Appeals
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**Subject: 15 Great Road Apartments 40B Project
Updated Final Peer Review Report**

Dear Zoning Board of Appeals Members:

We received the following documents on December 7, 2012 via e-mail:

- Sheets CP-1, CP-4, CP-5, CP-10, CP-11, L-1, L-2, ANR-1 and ZEP of plans entitled "Village Green Apartments" 40B Comprehensive Permit Application at 15 Great Road, Littleton, Massachusetts dated July 9, 2012 and last revised December 4, 2012, prepared by Places Associates, Inc. for Fifteen Great Road LLC. (9 sheets)

Graves Engineering, Inc. (GEI) has been requested to review and comment on the plans' conformance with applicable "Littleton Board of Appeals Model Rules for the Issuance of a Comprehensive Permit", "Code of the Town of Littleton, Massachusetts, v41, Chapter 173, Zoning", "Code of the Town of Littleton, Massachusetts Chapter 249, Subdivision of Land Regulations", "Code of the Town of Littleton, Massachusetts, Chapter 171, Wetlands Protection", Massachusetts Department of Environmental Protection (MADEP) Stormwater Management Policy and standard engineering practice. As part of this review GEI visited the site with the applicant and their consulting engineer on August 2, 2012.

This letter is a follow-up to our previous reviews letters dated August 9, 2012, September 13, 2012 and November 14, 2012. For clarity, comments from our previous letters are *italicized*, and our latest comments to the Applicant's responses are depicted in **bold**. Our latest comments beginning with "**Acknowledged...**" indicate a comment was addressed to our satisfaction and further review by our office is not necessary. Other comments require further consideration by the Board. For brevity, comments previously addressed by the design engineer and acknowledged by GEI have been omitted. Previous comment numbering has been maintained.

The plans submitted are preliminary plans and as such do not contain sufficient detailed information to consider these construction-ready plans. The preliminary plans were reviewed in the context of whether or not the preliminary design and information are consistent with applicable regulations and good engineering practices, and whether or not the preliminary design could be advanced to detailed design and construction-ready documentation.

Our comments follow:

Model Rules for the Issuance of a Comprehensive Permit

1. An earlier version of the application package included a list of waivers dated February 16, 2012 that applied to a previous layout of the project. The waiver list must be updated as necessary to apply to the current project layout and must be submitted for review. (§4(a))

The waiver request list was updated. We offer the following comments:

- a. Zoning Bylaws §173-16 to §173-19 – In the narrative, the word “units” should be changed to “parking spaces”.
- b. Zoning Bylaws §173-32.B(1) – 403 parking spaces are proposed instead of 407 as listed in the waiver request.
- c. Zoning Bylaws §173-32.C. – *The Board may wish to require a minimum sidewalk width of six (6) feet wherever perpendicular parking is proposed adjacent to a sidewalk. The wider sidewalk would serve the same purpose as a wheel bumper or wheel guard, namely to maintain the usable width of the sidewalk. As an alternative to a wider sidewalk, a grass strip between the parking spaces and sidewalk could also serve the same purpose.*

Acknowledged. This issue was discussed during the public hearings. We understand the Zoning Board of Appeals is satisfied with the proposed configuration of a five-foot wide sidewalk adjacent to a ½-foot wide curb.

Chapter 173, Zoning

The Chapter 173, Zoning comment was previously addressed.

Chapter 249, Subdivision of Land Regulations

The Chapter 249, Subdivision of Land Regulations comment was discussed at the public hearings. We understand that no plan revision was requested by the Zoning Board of Appeals.

Chapter 171, Wetlands Protection

5. GEI has no issues.
No further comment.

Stormwater Management & Hydrology Review

9. In the post-development conditions, runoff from the area east of Building 32 will discharge via a swale to the project perimeter instead of to Basin C. As such, this area can't be included in Subcatchment 301 because Subcatchment 301 discharges to Basin C. The area is not significantly large; this can be addressed in the hydrology calculations to be prepared during detailed design.

The post-development plan was revised to include a note showing where a proposed swale will discharge runoff. The concept is not unreasonable and is now consistent with the modeling in the post-development hydrology calculations. Detailed design of the swale must be included in the construction drawings. The detailed design may simply consist of grading for a swale or may

include another method(s) such as a drainage pipe under the south end of the parking area between Buildings 32 and 33.

11. *In post-development conditions Pond 250 (a recharge system) will surcharge during storms more intense than a two-year storm. The recharge system must be revised during detailed design so it doesn't surcharge.*

The top of the recharge system was raised approximately one foot and the hydrology computations were revised to include the hydraulic connection between Pond 250 and Pond 200 (Basin A). The hydrology modeling concept is reasonable. During detailed design the top-of-system elevations will have to be evaluated in detail to confirm there will be adequate earth cover over the system and there will not be issues with stormwater breakout from the recharge system to the adjacent slope.

13. *The hydrology calculations indicate the open basins will function, but design revisions for some of the basins will be necessary during detailed design. The open basins must be designed so that the emergency spillways and the peak water surfaces during a 100-year storm event are each at least one-foot below the top of the basin's berm so that adequate freeboard is provided.*

The hydrology computations show that Basins D and F will have one-foot of freeboard. The hydrology computations show that Basins A, B and C can function, but revisions to the basin design will need to be made during detailed design to provide at least one-foot of freeboard.

14. *The hydrology computations and stormwater management documents are preliminary and will be revised as the project moves forward to detailed design. The preliminary information submitted indicates that the stormwater management scenario being developed for the project can reasonably be expected to support the proposed project once final design revisions are made.*

The revised hydrology computations are also preliminary and we consider them subject to further revision as the project goes to detailed design and the preparation of construction drawings. The modeling is satisfactory for the purpose of preliminary design and site development evaluation. One hydrology revision the design engineer will find he has to make is to change the pond routing method from the Storage-Indication Method to the Dynamic Storage-Indication Method to account for tailwater effects caused by downstream infrastructure such as diversion manholes such as Pond 53 (the diversion manhole between Building 8 and Building 9). The Storage-Indication assumes free outflow whereas the Dynamic-Storage Indication Method does not assume free outflow but calculates the outflow based upon tailwater effects, if any are present. The design engineer will also have to revise the outlet of rain garden RG-D (between Buildings 28 and 19) to avoid overland flow of runoff from the rain garden to Basin D across the walkway; the flow varies between about 2 cubic feet per second (cfs) and 4.6 cfs depending upon the storm event. Again, this is a level of detail typically addressed at detailed design.

Finally, narrative entitled "Compliance with Stormwater Quality Requirements" presented in the Stormwater Analysis discusses with MADEP stormwater management standards. The narrative indicates that compliance with the standards can be achieved; we concur that based upon the preliminary information submitted it appears likely that compliance with the standards can be

achieved. Our analysis was based upon the information submitted and reasonable engineering assumptions where detailed design information has not been generated yet. For example, the subsurface recharge system sizes and locations have been shown on the plans, but elevation information has not been generated yet. As the design process moves forward, detailed information such as recharge system elevations, pipe invert elevations and pipe sizes will be generated that would allow for review of the specific systems being proposed for the project. With the applicant's submittal of detailed information and detailed supporting information, issues such as the following can be reviewed to evaluate compliance with the MADEP stormwater management standards: Standard 3 – Recharge: recharge system offset to groundwater, groundwater mounding at each specific recharge location based upon actual discharge to each system; Standard 4 – Water Quality: sizing of best management practices (BMP's) such as forebays, rain gardens and proprietary treatment units; Standards 8 and 9 – construction-phase and long-term operation and maintenance plans; and Standard 10 – a completed Illicit Discharge Statement. Based upon the information submitted to date, the applicant has reasonably demonstrated that compliance with Standard 1 – no new untreated discharge and Standard 2 – Peak Rate Attenuation can be achieved and has demonstrated that Standard 5 – Land Use with Higher potential Pollutant Load, Standard 6 – Critical areas and Standard 7 – Redevelopment does not apply.

General Engineering Comments

15. *Vertical profiles of the interior ways were not included in the plan set. Based upon our review of the proposed topographic contours, vertical alignment of the interior ways does not seem to be unreasonable. However, vertical profiles must be included in the construction plan set to allow for detailed review of pertinent features such as vertical curves and leveling areas at intersections.*

September 13, 2012:

A set of revised plans was not submitted. The design engineer indicated their intention to provide vertical curbing and to include this revision on the final set of plans.

Profile sheets should be included in the construction plan set.

19. *Cape Cod berm is proposed along the road. For better protection of pedestrians, a vertical curb must be used instead of Cape Cod berm in areas where a sidewalk is adjacent to an interior way.*

September 13, 2012:

A set of revised plans was not submitted. The design engineer indicated their intention is to provide vertical curbing and to include this revision on the final set of plans.

November 14, 2012:

A note on the "Vertical Granite Curb" construction detail on Sheet 10 of the latest plan set and the previous plan set states "vertical granite curb to be used in locations as shown on the plan." The plan view sheets do not show proposed locations of vertical granite curb. Vertical granite curb is needed where the sidewalk is adjacent to the roadway or to perpendicular parking spaces (i.e. along Lilac Drive from Great Road to Boxwood Circle, and along Boxwood Circle from Azalea Drive to the east side of Building D).

Acknowledged. Sheets CP-4 and CP-5 were revised to address the proposed locations of the three curb/berm materials and the construction details on Sheet CP-10 were updated.

20. *The plans show the water main truncating at the access road to Grist Mill and in Great Road. The plans must note whether the water main will be connected to the existing water main in one or both locations. It would be prudent to create a looped water system.*

September 13, 2012:

A set of revised plans was not submitted. The design engineer indicated their intention is to make connections as agreed to with Littleton Water Department and to provide this information on a final set of plans.

No further comment – the plans do not indicate if a looped water system will be created.

21. *The plans only show three fire hydrants on Sheet 5 and none on Sheet 4. The proposed number of fire hydrants appears to be inadequate. The design engineer should solicit the Fire Department and Littleton Water Department relative to the number and locations of fire hydrants.*

September 13, 2012:

We understand the applicant has solicited comments from Littleton Water Department and from Fire Safety. A set of revised plans was not submitted. The design engineer indicated their intention is to submit this information on a final set of plans.

The plans were revised to include a total of five fire hydrants, one on Sheet 4 and four on Sheet 5. We are not aware of the Fire Department's or Water Department's requirements for fire hydrants.

General Comments

The general comment was previously addressed.

Additional Comments, September 13, 2012

25. *The wastewater collection system has been included on the plans but is yet to be designed in detail. The preliminary layout appears to be reasonable. In general, the layout consists of sewer mains along the interior driveways and a sewer service lateral to serve each building. Based upon our review of the proposed topography, it appears that most of the site could be served by a gravity collection system, but possibly with a lift station to convey wastewater collected at the southern portion of the site and a lift station to serve Buildings 30 and 31.*

The wastewater collection layout design was further advanced; it consists predominantly of gravity collection with low pressure force mains where topography prohibits gravity conveyance. We understand the sewer system will be reviewed by MA DEP as part of the overall on-site wastewater collection, treatment and disposal system. However, we did note that some of the sewer mains are now proposed within ten feet of a building; standard practice is to keep sewer pipes at least ten feet from buildings except where a service lateral connects to a building. For example, sewer mains or laterals from other buildings are proposed within ten feet of Buildings 21, 24, 25 and 29. Likewise, water and

sewer mains are typically separated by at least ten feet where possible. The sewer main in front of Building 1 and the sewer manhole between Building 6 and Building 8 are within ten feet of a water main. We understand final sewer design would occur during the preparation of construction plans.

Additional Comments, November 14, 2012

26. The water service and gas service laterals were reconfigured in places so that a single service will serve two buildings via a "T" connection between the buildings. The former configuration had service laterals that served each building separately, which is a more common configuration. Nevertheless, we understand the water and gas configurations will be reviewed by the respective utility department or company during the preparation of construction plans.
27. Please note, based upon the retaining wall configurations on Sheet 6 the wetland crossing concept was revised from a bridge deck to what appears to be a culvert-type of crossing. We have no issue with the concept change; permitting of the wetland crossing through the Conservation Commission and MA DEP will be required under the Massachusetts Wetlands Protection Act Regulations.
28. *Minor changes were made to the Landscape Plans (Sheets L-1 and L-2). We don't have an issue with the minor changes, except that on Sheet L-2 four trees were eliminated from the east side of the wastewater treatment building. The trees would provide a visual buffer between the treatment building and Nagog Park; in our opinion the four trees should be kept on the plan.*
Based upon discussions at the November 15, 2012 public hearing, we understand that landscaping is being addressed by the Zoning Board of Appeals.

Summary

Based upon the preliminary information submitted to date, our previous review comments have been addressed such that it appears the project could move forward to detailed design following the preliminary design basis presented already. The plans submitted are not at the level of detail where they could be issued for construction, nor would one expect the plans to contain detailed information at this point in the permitting process. Where detailed information was not yet generated, it appears that reasonable engineering assumptions were made by the design engineer.

The latest miscellaneous plan revisions addressed comments in our previous review letters to clarify/confirm the design intent of certain aspects of the project. The design engineer was requested to make the plan revisions prior to the Board taking action on the Comprehensive Permit application.

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.
Project Manager