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MAR 01 2018

March 1, 2018

PLANNING BOARD
TOWN OF BOXBOROUGH

John Markiewicz, Chairman
Boxborough Planning Board
Boxborough Town Hall
29 Middle Road
Boxford, MA 01719

RE: Objection to Design Review Board Report

Dear Chairman Markiewicz,

Please accept this correspondence as a formal objection to the report of the Boxborough Design Review Board dated February 2, 2018. This Report recommends significant changes to the design of the proposed development, including recommending a significant reduction in the density of the development. It is the Applicant's position that the Report is improper, and that the Planning Board should be limited to reviewing the suggested modifications noted in the minutes of the January 18, 2017 meeting of the Design Review Board.

The Applicant filed its request for Site Plan Approval on December 23, 2016. The Design Review Board held a timely meeting on January 18, 2017. A copy of the minutes of the January 18, 2017 meeting is attached hereto as Exhibit 1. According to the minutes of the January 18, 2017 meeting, the Design Review Board made the following recommendations:

1. Rename the proposed housing development to avoid confusion with the Boxborough Regency Hotel.
2. More variation in the proposed primary color schemes between each of the buildings, beyond the currently proposed various shades of beige.

3. Each building be staggered slightly, front to back, in terms of their setback from the roadway.
4. Additional visual breaks in the facades of the garage doors through the use of additional detailing to create the appearance of two doors.

According to available meeting agendas and minutes, the Design Review Board then went almost a full year before holding another hearing, this time on January 11, 2018. At the January 11, 2018 hearing, the Design Review Board brought in two new members, Robert Childs of 847 Burroughs Road in Boxborough, and Tim Rudolph. The Design Review Board then set three additional meetings dates, on January 26, 2018, January 29, 2018 and February 2, 2018 (all after going fifty-one weeks without meeting). The Design Review Board subsequently submitted its Report dated February 2, 2018, containing a conclusion that "the project significantly violates and is inconsistent with the attributes of the Design Guidelines." A copy of the Design Review Board Report is attached hereto as Exhibit 2. This conclusion is a marked departure from the relatively minor recommendations contained in the January 18, 2017 minutes.

The significant change in tone of the Design Review Board is unsurprising, given the fact that the two new members added at the January 11, 2018 meeting were vocal opponents of the proposed development. Mr. Rudolph allowed his name to be included in a petition to the Boxborough Board of Selectmen encouraging them to buy the subject property. This document includes a quote from Mr. Rudolph which states "What happened to the Design Review Board. It should have formally given a negative response to the plans as it is within the district?" A copy of the petition to the Board of Selectmen is attached hereto as Exhibit 3. Mr. Childs' opposition to the development prior to obtaining a seat on the Design Review Board is even more extensive and more troubling. Mr. Childs has spoken against the proposed development at several sessions of the public hearing before the Planning Board. He has also submitted extensive

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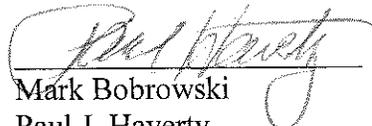
correspondence to the Planning Board opposing the proposed development, including a November 30, 2017 letting in which he stated: "I strongly and adamantly believe this project should be denied on so many different levels which have been discussed over the past year." A copy of the November 30, 2017 letter is attached hereto as Exhibit 4.

The obvious bias and conflict of interest of Mr. Rudolph and Mr. Childs in sitting on the reconstituted Design Review Board invalidates the Report dated February 2, 2018, as the objections to the development stated therein are clearly motivated by their well-established opposition to the development. Reliance by the Planning Board on this clearly improper document, rather than the objective suggestions contained in the January 18, 2017 minutes of the Design Review Board would be arbitrary and capricious, and would constitute a clear violation of the Applicant's rights.

Please feel free to contact us if you have any questions regarding this matter.

If you have any questions regarding this matter, please feel free to contact us.

Very Truly Yours,


Mark Bobrowski
Paul J. Haverty

Cc. Jim Fenton (via email)
Shawn Nuckolls (via email)
Adam Duchensneau (via email)

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Exhibit "1"

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BOXBOROUGH DESIGN REVIEW BOARD
29 Middle Road, Boxborough, Massachusetts 01719
Phone: (978) 264-1723 · Fax: (978) 264-3127
www.boxborough-ma.gov

Kevin Mahoney

Robert Stemple

Hongbing Tang

Meeting Minutes
January 18, 2017
7:30 PM
Morse-Hilberg Room, Town Hall, 29 Middle Road

Members Present: Kevin Mahoney, Chair, Robert Stemple, and Hongbing Tang

Also Present: Adam Duchesneau, Town Planner

The Chair called the meeting to order at 7:30 PM.

Meeting Minutes of June 16, 2016

Mr. Stemple MADE a MOTION to approve the meeting minutes of June 16, 2016. Mr. Mahoney SECONDED the MOTION. All members voted in favor.

Project Review - 700, 750, & 800 Massachusetts Avenue – Applicant Boxborough Town Center, LLC seeks Site Plan Approval, Stone Wall Alteration, and a Special Permit to construct approximately 50 two-family dwellings (100 units of housing) reserved exclusively for elderly occupancy with an associated clubhouse with amenities, signage, private driveways, public water supply, wastewater treatment, drainage, and site grading
Mr. Stemple immediately noted the proposed project name of “Regency at Boxborough” would cause massive confusion with the recently renamed Boxborough Regency Hotel, formerly the Holiday Inn. Mr. Stemple requested the project team figure out another name for the proposed housing development.

Shawn Nuckolls of Toll Brothers and James Fenton of Boxborough Town Center, LLC, the property owner, were present to discuss the proposed project. Mr. Nuckolls indicated Toll Brothers is currently in an agreement with the property owners to purchase and develop the subject property. Mr. Nuckolls stated the space between the two-family buildings had been increased by five feet since the last time the Design Review Board had reviewed the proposal. Mr. Nuckolls then displayed a 3D video walk-through of the proposed development. Mr. Stemple asked if this video attempted to show the actual proposed grading at the property. Mr. Nuckolls indicated the video did attempt to display the final grading for the project site.

The Design Review Board then discussed the proposed color schemes for the two-family dwellings. Mr. Mahoney asked if metal roofs were being proposed for the buildings. Mr. Nuckolls stated metal roofing would only be used in small places as an accent detail. The Design Review Board discussed the proposed field stone color and height of the stone work on the facades of the buildings. The Applicant plans to construct the model home and clubhouse as soon as possible in order to provide a sample dwelling unit for prospective customers.

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COMMUNITY DEVELOPMENT

Mr. Stemple asked if the development's roadway would be public or private. Mr. Nuckolls indicated the roadway would be private, and entirely managed and maintained by the condominium association.

Ms. Tang asked if there was a way the units in each building could be staggered slightly, front to back, in terms of their setback from the roadway. She also expressed concerns about the massing of the development and the spacing between the buildings.

Robert Wilson of 125 Stow Road expressed concern about the design for the rear of each building and the proposed lighting, if any, at the rear of each unit.

Mr. Nuckolls noted some of the units in the development would have walkout basements.

Mr. Wilson inquired if the dwelling units would have air conditioning and, if so, where the condensing units for each building would be located. Mr. Nuckolls indicated the condenser units would be located in the rear center of each building, or on the side of each unit.

The Design Review Board then discussed the occupancy age requirements for the proposed project and the potential ability for individuals under the age of 18 to live in the development.

Mr. Nuckolls stated the deck for each dwelling unit would be 10 feet by 12 feet in size.

The Design Review Board discussed the clubhouse and the postal service kiosk. The Board had no issues with the proposed freestanding sign as it is half the size of what is permitted in the Town Center Zoning District (20 square feet is the maximum allowed). The Design Review Board noted the freestanding sign would also require a Special Permit from the Zoning Board of Appeals.

Mr. Wilson inquired about the proposed construction schedule and timeline.

The Design Review Board requested the following changes to the proposed project:

- Rename the proposed housing development to avoid confusion with the Boxborough Regency Hotel.
- More variation in the proposed primary color schemes between each of the buildings, beyond the currently proposed various shades of beige.
- Each building be staggered slightly, front to back, in terms of their setback from the roadway.
- Additional visual breaks in the facades of the garage doors through the use of additional detailing to create the appearance of two doors.

With no further business, the meeting was adjourned at 8:35 PM on a MOTION by Mr. Stemple, SECONDED by Mr. Mahoney, with all members voting in favor.

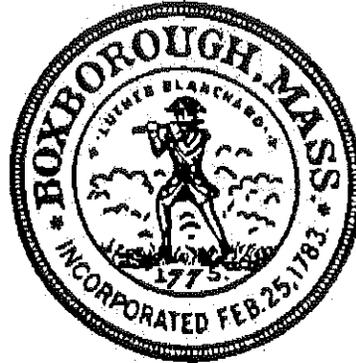
Exhibit "2"

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DESIGN REVIEW BOARD



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Design Review Report
Enclave at Boxborough
700, 750, & 800 Massachusetts Avenue
Application: December 23, 2016

Approved by the Boxborough Design Review Board
February 2, 2018

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Design Review Report
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February 2, 2018

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Design Attributes and Guidelines

The Design Review Board derives its authority and responsibilities from Boxborough Zoning Bylaw Section 8100. The Planning Board, which is the Site Plan Approval authority, transmits application plans received to the Design Review Board for review and comment. The Design Review Board reviews the plans taking into account the design attributes listed in Section 8105 of the Zoning Bylaw and further defined within the Design Guidelines, and then makes its advisory recommendations to the Planning Board or other Special Permit Granting Authority as defined in the Zoning Bylaw.

The Design Review Board reviewed the proposed project plans for the properties at 700, 750, & 800 Massachusetts Avenue based on the attributes identified in Section 8105 of the of the Boxborough Zoning Bylaw as follows:

1. Rhythm of Solids and Voids

The architectural quality of building elevations is determined, in large part, by the “rhythm” or “patterns” of the architectural elements on the elevation. The architecture for this proposed development is not consistent with the “forms” from the Colonial period. The design is too busy and should be more balanced. There is a false set of building protrusions/extrusions used to hide or vary massing. A family would not add an L-shaped or parallel building extension/addition unless it was at least the size of a room. A projection of less than 8 feet is not a room. Multiple truncated roof lines of less than room depth allow trim and ornamentation, but are false and ONLY decorative in nature. There is no attractive symmetry and the intentional non-symmetrical primary elevations are false.

Only the wastewater treatment building comes close. The Design Review Board has little concept of how the clubhouse/pool building/area, which is partially facing the public roadway, will appear based upon the elevations not being provided. The only analysis which was able to be conducted for the clubhouse/pool building/area was based upon the 3D simulation which was submitted as part of the application materials.

2. Façade and Openings

The facades are cluttered elements with variations inconsistent with the Design Guidelines target architectural period. The mini mac-mansion style of each proposed building is inconsistent with historic Boxborough. The flow/theme of the design of the windows is awkward. If the windows were all the same size they would look more appealing and be more period consistent. For example, exposed foundation walls are not minimized on the Bucknell Wellesley front and side elevations. They are used for false decoration as they are not load bearing foundation elements and rather inappropriate façade variations.

The majority of the window proportions do not meet the maximum and minimum height/width ratios from the Design Guidelines (height 1.5 to 1.9 times the width) individually and are exacerbated by windows placed immediately next to other windows. They are cluttered and inconsistent in size and symmetry. Where larger glass surfaces may potentially be used as

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unifying elements, they simply stick out as another false extrusion. Door placements do not follow a consistent symmetrical axis and are sometimes embedded into other design elements being a part of the architectural statement, the exception being possibly the Bryn Athyn Wellesley side elevation door.¹ The doors with lights on one side are half good, i.e. would be better without a non-symmetrical side light when not on both sides of door. The interesting Doric portico Bristol Manor side elevation entry is diminished by the single row of sidelights removing a potentially effective symmetry.

Based on the lack of definition of placement of building elevations, the dense spacing may create an inappropriate repetition of facades. There may be a densely packed part of the proposed project's internal roadway with all cookie cutter buildings assembled in a manner that is unpleasing. However, as there were no elevations submitted for any significant stretch of the proposed streetscape for the internal roadway (only stand-alone elevations of each building were submitted), it is difficult to determine how the facades of each building or each style relate to one another in a real world context.

The rear elevations for each of the building styles have also not been provided which makes it difficult to determine what view the abutters in the surrounding area would have of these dwellings. This rear view elevation should also be presented as a grouping of buildings to allow for an understanding of how these elevations for the entire proposed project will relate to the abutting properties. The grade changes from the front of the buildings to the rear are significant (up to 8 or 9 feet in some places) and often times create a transition from a two-story building in the front to a three-story building in the rear, which includes a walkout basement. A three-story building including a walkout basement will create a much different visual experience than a two-story building.

3. Massing and Spacing of Buildings

Since the proposed plan intentionally does not have the elements intended for a Town Center complex, e.g., a village core, business district, and combinations of sizes of buildings, it can only be recognized that this attribute is missed by not including multiple mixed uses. The overall massing objective to stimulate a concentrated use of space in the commercial center of town is obviously missed with only densely packed residential buildings.

The clubhouse is a large building which may incorporate some variation, but the Design Review Board has little concept other than how the massing remains a large building with decorative elements since no elevations were submitted. The mix is muddled, being neither public nor domestic in character. An opportunity to link the building floorplan is missed.

Per Section 8007 of the Zoning Bylaw which outlines the determinations the Planning Board must make in order to issue a decision on a Site Plan Approval application, the architectural style, scale, and massing of the buildings are not in harmony with the prevailing character and scale of the buildings in the surrounding area. In particular, this is true when the proposed project is compared to the adjacent senior housing developments at Sheriff's Meadow and Tisbury

¹ However, second story windows above are inappropriately doubled and too wide for the area.

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Meadow which contain single-story buildings. These two developments amount to approximately one half of the housing stock in the Town Center Zoning District. Without any elevations which display a significant stretch of the proposed streetscape for the project, it is difficult to understand the spacing between each of the buildings and the feeling this will provide as one travels down the project's internal roadway.

Only on the small spur towards Priest Lane is there a close approximation of the purely "residential" area of the Town Center concept, but even here the cookie cutter fashion is not consistent with intended variation in massing and spacing of buildings. Buildings are nearly touching with only just over 20 feet of separation, which is potentially exacerbated by grade changes and stairs.

Additionally, since no elevations were submitted for any significant stretch of the proposed streetscape of the project (only stand-alone elevations of each building were submitted), it is difficult to determine how the facades of each building or each style relate to one another in a real world context. The Design Review Board has concerns that the size of these proposed buildings and their proposed spacing could create a view which is more consistent with that of a densely packed downtown of shops and storefronts or a solid wall of building massing.

4. Placement and Orientation of Buildings within a Lot

The buildings are entirely too close together for a rural residential setting, being all residential and no mixed use. Any harmonization with the environmental surroundings is ignored in the barrage of close housing. The lack of variation in setbacks creates a more mechanical cookie cutter placement with large structures crammed into a small area, similar to overwrought row houses without the charm.

Given the segregation of the single public building space, the idea of fences for highlighting mixed use is lost.

The lack of any rear elevations prevents the understanding of visual impacts to the surrounding area and abutters. The displayed elevations only benefit the inhabitants of the buildings and not the community.

The lack of elevation, including a walkout basement, lacking topographical detail, may create three stories of façade and a high roofline facing existing residents with no detail provided. The grade of the buildings in addition to relative spacing will have significant visual impacts further exacerbated by lift above grade. Based on the available elevations it can be assumed that it will not be Colonial period in definition, nor necessarily in harmony with the surrounding environment. Per Section 8007 of the Zoning Bylaw, the development shall be integrated into the existing terrain and shall be designed to protect abutting properties and community amenities. In contrast, the lack of detail regarding large front to back grade changes result in unknown and potentially intimidating and overpowering visual elements, i.e., are there barricades of retaining walls and how will they look.

5. Architectural Details, Materials, and Color

Molding and trim is used to decorate or finish building surfaces and doors. The elements in isolation are of quality, despite building material being principally non-wood. Corner elements at gable ends appear to project effectively, the problem lies in the contrived corners and associated roof protrusions.

Window mullions while included in the specifications, do not appear as true divided lights or not applied on both interior and the exterior of windows. The keystone top trim on the Bryn Athyn Wellesley is interesting, however placed on windows of incorrect ratios. The Bethel Wellesley garage windows are interesting if not for the faux fieldstone height and the fact that the garage is not a link building, rather part of the main mass.

Shutters provide a good decorative element but are only appropriate on a window which would have the shutters closed, e.g., if a hurricane was coming, so sizing should be height consistent and half the width of the vertical window frame, sufficient to cover the width of an opening when closed. The Bryn Athyn Wellesley shows shutters incorrect size, except potentially the highest gable end on the side elevations.

The height of the clapboard should be the 3", 4", and at most 4.5" of the material specifications with series according to the Design Guidelines. Where indicated it appears to be appropriate, but greater than 4.5" slat size should not be used. The shakes are interesting but not placed per period approach, i.e., clapboards front and shakes on full side and rear. The faux-Victorian dormer placement of shakes as decorative elements is inappropriate, e.g., the Bethel Wellesley front dormer. It may be interesting if applied like the Boxborough Town Hall, despite being later than the target time period, but this would require proper roof slopes and window symmetry.

Roof trim should have depth and consistency of lines. Where it is appropriate, e.g., on the main house lines, it is a good detail and has depth. Unfortunately, where it is pasted on in false elevation protrusions, it appears false and pasted on. The roofing material and siding color appears to be an excellent match for the Design Guidelines, but how the color schemes for the materials appear is unknown, i.e., it may be an endless repetition.

While color schemes appear complimentary, the colors are not related to the time period represented by a particular style, as the style is a modern combination of elements. Whatever variation is considered should be historically accurate to the Colonial period. The wide range of historically appropriate colors are not used to express the individuality of each structure since they are a cookie cutter style of building. The Design Review Board recommends there should be more variation in the primary colors proposed for the buildings in the project.

Just as there should not be artificial stone-like façade elements, there should not be significant exposed concrete, particularly given the grade changes proposed at the property. There should not be any more than 4 feet of exposure between the ground level and the siding on any building.

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6. Roof Slopes and Shapes

Roof pitch is generally at least 8 over 12 (rise over run) on buildings, except in the case of a hip roof where a greater pitch reverses the traditional lower rise and are actually higher/jutting. The Bethel Wellesley roof on the side elevation is wholly inconsistent with roofing pitch guidelines. Roof pitch of gables, mostly false, are equal or less than the roof pitches of the buildings. There is no attempt to introduce link buildings so there is no linking, just variations on rectangular mass roofing with gables and dormers.

Roof shapes are not simple, they are intentionally complex. Simple gable, gambrel, saltbox, and hip roofs are not part of the proposed project.²

Dormers appear only mostly consistent on the wastewater treatment building. It is unknown if the clubhouse dormers appear consistent. Elsewhere they appear to be variation driven, e.g., above garage entrances as in Bucknell Wellesley, versus traditionally placed functional/symmetrical dormers. Bethel Wellesley appears close to traditional above the garage. The Bryn Athyn Wellesley and Bristol Manor pseudo-dormer appears the worst combination of the jutting elevations, dormer only by virtue of the extraneous garage overhang.

The tower-ish profile jut out on the Bristol Manor side elevation is poorly proportioned window wall combination of disproportioned windows inconsistent with the Design Guidelines. While it breaks up the mass in a disproportioned manner, it is again not a real addition size.

7. Signage and Lighting

The center island in the entrance/exit off of Route 111/Massachusetts Avenue supports a freestanding sign for the proposed project. It is not indicated what may be mandatory according to the Design Guidelines for sizing in the zoning district, but the overall surrounding supporting structure and bracing for the sign go well beyond any signage concept. The Police Station and Library properly indicate the scope of signage intended. It is unclear what the monument is, however, the flanking light piers seem to be completely out of character of the town. The precast material seems out of character and a shortcut even if the form and function were consistent with the Design Guidelines. The Design Review Board recommends granite is used and a more simple design be implemented.

The flagpole placement is not indicated at the more public clubhouse building or dwellings.

The lighting plan seems comprehensive. It is unclear how the street lighting fixtures are downward facing per the requirements of the Zoning Bylaw, however, the house fixtures appear aesthetically more compatible albeit on the decorative side.

² With the minor exception of the simple wastewater treatment building roof.

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8. Landscaping

The species of new landscaping appear to be consistent with the Design Guidelines including the recommended dogwood, red maple, red oak, and white pine. It is unclear for all roads and walkways if the vegetation meets the 14-16 foot height. However, removal of all the trees in the work area prohibits compatibility with existing features from being preserved. Sheet 27, General Note 11 states "The entire work area shall be cleared ... trees and stumps..." Sheet 27, General Note 12 states "all topsoil and subsoil within the work area shall be removed." Major ledge removal and blasting will create an environmental exposure. This is inconsistent with the Town Center vision as expressed in the Design Guidelines. Existing old growth trees should be preserved to the maximum extent possible.

There is a significant retaining wall behind proposed Building 39 which seems to be over 100 feet long. It appears this is actually a structure, as opposed to a landscape feature due to its proposed height and does not meet the required setback for the zoning district.

No information has been provided on how the grade changes from the front of each building to the rear will be handled. It is unclear if a slope, walls, steps, rip rap, etc. will be used to make this transition and if any type of plantings will be used to soften the appearance of this grade change.

It is also unclear if the landscaping strengthens or buffers the visual area. It is unclear if there is compatibility "... with the existing wildlife habitat and its regional context." It should be noted here that the development will require significant site disturbance and topographic changes to implement the proposed project.

Conclusion

In looking at the development as a whole and the wide variation from the Town Center vision inspired Design Guidelines, the Design Review Board has significant fear there is the potential result for the creation of densely packed identical buildings within a private compound. The density should be decreased and the spacing of the buildings increased significantly.

The Design Review Board recommends the Planning Board implement a condition which requires the Applicant to submit some type of plan or development schedule which clearly identifies where each style of building will be located, the specific primary color for each building, and the total number of each building style and primary color which will be created in the proposed development and further the Design Review Board should review the detail and provide feedback prior to the issuance of a Building Permit. The Design Review Board also recommends there should be a reasonable amount of variation in terms of the number of each individual style of building and the primary color for each building which is proposed for construction in order to avoid a monotone, repetitious-looking development.

Boxborough's general character is summed up in the phrase "scenic, historic, and rural character." The grade changes, setbacks, rear elevations, and structures are overpowering and clearly not in harmony with the site and are intimidating to the abutters. Allowances were made in the Zoning Bylaw specifically to support a mixed-use Town Center at the location of the

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application. The current proposal eliminates any potential for a mixed-use project at this site. Further, the subject properties add no access and create a private compound separate from the town with no mixed-use development. While it is subjective as to whether there are design elements that are aesthetically pleasing, or good in the context of other sections of the town or region, the review criteria here is documented by the Design Guidelines. It appears that not only is the proposed project very inconsistent with those changes, more importantly the project significantly violates and is inconsistent with the attributes of the Design Guidelines.

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Exhibit "3"

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Petition to request the Board of Selectmen explore purchasing the Town Center-zoned land for municipal purposes

In the course of learning about the proposed large housing development under consideration, many residents have expressed a preference for the town to purchase the land for municipal purposes.

In order to encourage the Board of Selectmen to consider and explore the potential for such a purpose, we are seeking names (with local addresses) of at least 100 residents who support this concept.

Please enter your full name and street address if you'd like the BoS to explore the possibility of purchasing the land zoned as Town Center (land bordered by Stow, Burroughs, Hughes Lane & Mass Ave), for future municipal use.

This petition is not binding, but will be presented to the Board of Selectmen to express the wishes of local constituents.

Full name	Street address in Boxborough
1. Andrew Chen	10 Coolidge Farm Rd, 01719
2. Talia Bigelow	1018 Liberty Square Rd, 01719
3. Chris Nites	1024 Liberty Sq Rd, 01719
4. Shenghua Yuan	103 Guggins Ln, 01719
5. Shanglin Yuan	103 Guggins Ln, 01719
6. Paul Konmelu	106 Emanuel Dr, 01719
7. Brian Madge	1065 Burroughs Rd, 01719
8. Baktha Muralidharan	107 Houghton Ln, 01719
9. Paul Brookes	107 Picnic St, 01719
10. Peishan Bartley	1075 Burroughs Road, 01719
11. Sunitha Paravasthu	109 Mayfair Dr, 01719
12. Mike Willis	1091 Hill Rd, 01719
13. Suresh Jasrasaria	115 Blanchard Rd, 01719
14. Sally Taylor	1166 Hill Rd, 01719
15. Channing Migner	118 Cobleigh Rd, 01719
16. Michael Smith	120 Barteau Lane, 01719
17. Eileen Smith	120 Barteau Lane, 01719
18. Audrey Burris	1214 Hill Road, 01719
19. Mark Gromala	1228 Hill Rd., 01719

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20. Murdo Dowds	124 Picnic Street
21. Jodi Bond	136 Coolidge Farm Rd Boxborough, 01719
22. Robert Bond	136 Coolidge Farm Rd Boxborough, 01719
23. Elizabeth Plummer	140 Patch Hill Rd, 01719
24. Heather Fleming	140 Stow Rd, 01719
25. Leigh Shaffer	141 Mayfair Dr, 01719
26. Anne Gardulski	148 Sargent Rd, 01719
27. Prakash Manden	15 Priest Lane, 01719
28. Vera Lef	15 Priest Ln, 01719
29. John Poulin	153 Middle Rd, 01719
30. Barbara McDonald	161 Picnic St, 01719
31. Margaret Clark	171 Pine Hill Rd, 01719
32. Cassandra Oxley	171 Pine Hill Rd, 01719
33. Bruce Osler	173 Tokatawan Spring Ln, 01719
34. Cayce Soule	180 Stow Rd, 01719
35. Nathan Soule	180 Stow Rd, 01719
36. Frank Towne	181 Stow Rd, 01719
37. Naveen Erramill	215 Burroughs Rd, 01719
38. Fred Dushin	239 Littlefield Rd, 01719
39. David Bull	240 Joseph Rd, 01719
40. Tom Hanlon	247 Davidson Rd, 01719
41. Cynthia	252 Littlefield Road , 01719
42. Susan Fegan	255 Old Harvard Rd , 01719
43. Scott Landry	270 Summer Rd, 01719
44. William Litant	276 Reed Farm Road, 01719
45. Mercedes Sisk	280 Joseph St, 01719
46. Christine Dyer	282 Hill Road, 01719
47. Rita Grossman	291 Depot Road, 01719
48. Sanjay Tikku	30 Mayfair Dr, 01719
49. Norm Rosen	300 Codman Hill Road, 01719
50. F. Sweet	300 Flagg Hill, 01719
51. Jeanne Hollett	303 Robinson Rd, 01719
52. John Greven	328 Hill Rd, 01719

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53. Jesse Hoyd	329 Mass Ave, 01719
54. Dwight Morm	33 Prescott Rd, 01719
55. Mary Pavlik	34 Middle Road, 01719
56. Carrie Weaver	34 Pine Pasture Run, 01719
57. Patrick Duggan	351 Burroughs Rd, 01719
58. Ursula Smith	36 Pine Pasture Run, 01719
59. Rebecca Harris	366 Liberty Square Rd, 01719
60. Fred Harris	366 Liberty Square Rd, 01719
61. Andy Metheny	367 Burroughs Rd, 01719
62. AJ Beaverson	37 Cobleigh Rd, 01719
63. Stacey O'Connell	38 Prescott Road, 01719
64. Diana Lipari	394 Littlefield Road, Boxborough MA 01719
65. Jerome Picca	398 Middle Rd, 01719
66. Julie Casanane	40 Richardson Rd , 01719
67. Michael Dempsey	40 Richardson Rd, 01719
68. Jeff Clarke	422 Mass Ave, 01719
69. George Elenbaas	435 Middle Rd, 01719
70. John Amard	441 Burroughs Rd, 01719
71. Vernon Nixon	444 Littlefield Rd, 01719
72. Ed Baro	45 Blanchard Rd, 01719
73. Hubert Fortmiller	459 Sargent Rd, 01719
74. Francie Nolde	459 Sargent Road, 01719
75. Gradford Gray	46 Eldridge Rd, 01719
76. Nagaraj Vutukuv	48 Meadow Lane, 01719
77. Lingesh Thaduru	49 Joyce Lane, 01719
78. Partha Pal	50 Sadler Farm Rd, 01719
79. Matthew Costrroma	52 Blanchard Rd, 01719
80. Nora Shine	52 Mayfair Dr, 01719
81. Reeves Briggs	535 Old Harvard Rd, 01719
82. Catherine T. Biron	539 Burroughs Road , 01719
83. Marcia Nelson	544 Burroughs Rd, 01719
84. Lauren Grady	55 Patch Hill Rd, 01719
85. Rchard Grady	55 Patch Hill Rd, 01719

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BLANDFORD TOWN OF BLOOMSBURY

86. Kathleen Vorce	555 Liberty Sq Rd, 01719
87. Theo Roe	56 Osceola Rd, 01719
88. Katie Weir	587 Flagg hill Rd , 01719
89. Ann Seymour	594 Burroughs Road, 01719
90. R. Avery	6 Fifers Lane, 01719
91. Jennifer Royce	60 Barteau Ln, 01719
92. Tim Rudolph	62 Patch Hill Rd, 01719
93. Bob Power	624 Old Harvard Rd, 01719
94. Charles Seward	63 Whitney Lane, 01719
95. John Kim	65 Joseph Rd, 01719
96. Sunah Jung	65 Joseph Rd, 01719
97. Pari Rajaram	66 Woodward lane, 01719
98. Josh Ding	67 Emanuel Dr, 01719
99. Tai-Ling	67 Whitney Lane, 01719
100. Mary Halvey	685 Depot Road , 01719
101. Ameya Deshpande	71 Saras Way, 01719
102. Michael Zhao	716 Liberty Sq Road, 01719
103. Jian Yang	726 Liberty Square Rd, 01719
104. Barbara Salzman	73 Cobleigh Road, 01719
105. Sathish Sampath	75 Joyce Lane, 01719
106. Scott LaForest	76 Coolidge Farm Rd, 01719
107. Allan K. Clapp	773 Mass Ave, 01719
108. Sumpy Sun	80 Joyce Lane, 01719
109. Bonnie Thompson	81 Chester Rd, 01719
110. Jeff Pozz	811 Liberty Sq Rd, 01719
111. John Skinner	827 Hill Rd, 01719
112. Brian Morrison	828 Hill Road, 01719
113. Rodrigo Gonzalez	83 Nashoba Road, 01719
114. Eric Wong	86 Stonehedge Pl, 01719
115. Venki Sivaswami	87 Liberty Sq Rd, 01719
116. Carol Smigo	88 Middle Rd, 01719
117. Fran Payne	90 Summer St, 01719
118. Ming-Chih Ho	907 Burroughs Rd, 01719

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119.	John Graeme Hodgson	961 Depot Rd, 01719
120.	Cordula Robinson	975 Liberty Square Road, Boxborough MA, 01719
121.	Shelley Lawson	99 Schoolhouse lane , 01719
122.	Uday Kumarassan	99 Stonehedge Pl, 01719

**** Address are sorted by number, with duplicates deleted, and checked for valid addresses in Boxborough.**

Summary of Online Letters included, addressed to the Board of Selectmen:

1. Dated: 9/22/2017

From: Cordula Robinson

Address: 975 Liberty Square Road

Message:

"I prefer to see limited development anyway. Any development should maintain the rural feel of the town and enhance community."

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TOWN OF BOXBOROUGH

2. Dated: 9/22/2017

From: Nora Shine

Address: 52 Mayfair Drive

Message:

"I would very much hope that the BoS will explore the possibility of purchasing the land described above. Perhaps this would be a shared purchase with the Boxborough Conservation Trust. Perhaps other conservation groups, such as the Nature Conservancy or Trustees would be interested? I moved to Boxborough just under a year ago with my family. We carefully researched many towns, and fell in love with Boxborough because of the unique way that this town has preserved a rural history. The commitment to preserving land as wild space is a main reason we fell in love with this town, our new home. As I ride my bike around this and nearby towns, it is devastating to see the amount of demolition and construction happening in this unique place. Bobcats and bears pushed out of their homes. This plot of land in question is a very important location, and a significant center to our town. I hope whatever eventually is built there will be in keeping with the rural, natural town atmosphere. Not a blasted and crowded smash of houses, as currently proposed. Saving this land, through purchase, will help to save our special town"

3. Dated: 9/23/2017

From: Catherine T. Biron

Address: 539 Burroughs Road

Message:

"Thank you for considering this proposal to keep our town rural and not turn us into a congested ugly town."

4. Dated: 9/23/2017

From: Stacey O'Connell

Address: 38 Prescott Road

Message:

"I'd also like for the town to consider a usable community recreation space similar to the online discussion of purchasing the Flagg Hill property with a pool and indoor gathering space."

5. Dated: 9/23/2017

From: Pari Rajaram

Address: 66 Woodward Lane

Message:

"I cast my vote for the town to purchase the Town centered zone."

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6. Dated: 9/25/2017

From: Rebecca Harris

Address: 366 Liberty Square Road

Message:

"The town absolutely should invest in this important parcel of land. This is crucial to all residents of Boxborough - it is at the heart of our town, the heart of our rural community. There are funds available through the state's Executive Office of Energy and the Environment to help support such purchases, and it's critical that such a parcel of land be considered for purchase for the public good. According to the town's 2030 Vision, maintaining Boxborough's rural character is the number one priority. That is just one of the many indications that the town and its people are behind maintaining this land as primarily, if not entirely rural, wild, and untouched. It should also be noted that this parcel has already been designated as one of the priority parcels for conservation in the town's Open Space and Recreation Plan."

7. Dated: 9/25/2017

From: Carol Smigo

Address: 88 Middle Road

Message:

"Perhaps this can be explored in conjunction with one of the regional conservation organizations for purposes of fund raising and management, such as SVT, since a large chunk of the land might be appropriate for that. And of course BCT, but that's probably obvious. Split it between (real) town/town center developed use, and conservation/trails."

8. Dated: 9/27/2017

From: Norm Rosen

Address: 300 Codman Hill Road

Message:

"This would be a much better way to use the town center land"

9. Dated: 9/27/2017

From: Tim Rudolph

Address: 62 Patch Hill Road

Message:

"What happened to the Design Review Board. It should have formally given a negative response to the plans as it is within the district?"

10. Dated: 10/2/2017

From: Betty A. Graham

Address: 475 Flagg Hill Road

Message:

"I cannot understand why Boxborough is even dealing with the two companies involved--Toll Brothers (a national company with a poor reputation both in building quality and ethics) and Fenton & Jeanson, a company the town had to sue to receive funds entitled to through 40B Housing contract."

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Exhibit "4"

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MAY 01 2016

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TOWN OF BUCKINGHAM

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Town of Boxboro Planning Board

Nov. 30. 2017

PLANNING BOARD
TOWN OF BOXBORO

Subject Proposed TC Development Blasting, Cuts & Fills

Although I appreciated being given the last minute opportunity to describe the ledge removal impact with associated cuts & fills required to construct this community I didn't feel I did an adequate job of explaining the magnitude and impact it will have on our Town.

First we need to understand what we are dealing with, this is a "High Density Cluster Development" comprised of 100 single family homes with full basements and attached 2 car garage. These homes are being placed on the lot as 50 duplex units (2 homes and there garages nested together) which extend in rows separated from one another 12 feet apart in distance.

To my knowledge, Boxboro nor for that matter any other surrounding town in our region has seen or experienced a project of this magnitude or the impact it will have. It appears there was very little care and attention given marrying the existing land with it's old growth trees and natural grade contours with the design building structures which were plopped down together on site.

That said is why I tried to explain the unprecedented condition created of fighting the natural land to fit the development design. The impact is further exasperated that this is designated as senior housing which requires the site not exceed 5% slope in grade.

When reviewing the drawings you can see there are existing grades that need to be cut-down and other areas raised (built-up). Depending where on the site these grade changes occur they can vary in depth both directions from 2 ft to 15 ft thru-out the entire buildable portion on the site. Based on visual observations, test holes and other development experiences on surrounding properties and the fact that the 50 duplex units have full basements and attached 2 car garages it is obvious by all involved there will need to be extensive blasting and ledge removal for both the structures and roadways to be built.

You need to understand when blasting and removing ledge and or boulders it is not a "cookie cutter" operation due to many unknown variables such as type of material encountered, density, size, limits of coverage, etc.

When laying out for ledge removal the foundation hole needs to be 2-3 ft around the entire perimeter larger in size to accommodate formwork placement, installation of damproofing and installation of perimeter foundation drains. The blasting seismic shock wave will further fracture the ledge beyond those required dimensions. I point this out as the finish structures are only 12 ft distance apart. Figuring the allowances mentioned above could result in the undisturbed material between Duplex's being only 6 ft or less. It seems logical the entire row of these homes would need to be blasted at the same time subject to the limits of ledge. Further if the 300 ft distance forms the safe zone beyond the blasted area conceivably the entire site would need to be blasted to avoid damage to any of the projects newly placed foundations.

This would lead me to the assumption that the developer will set up on site a "portable crusher plant" to process the blasted material as back fill for the roads, structures and achieve the 5% contours needed for senior housing. This is a very very big undertaking do to the size of the project, existing contours and volume of material to be handled. This will be tremendous impact on our Town effecting project sequence and time, noise, dust, contamination to wetlands and enormous amount of truck traffic

hauling materials in and out. As mentioned earlier Boxboro nor any surrounding town has experience a project of this magnitude and when you factor in it's location this is totally beyond belief.

Although there is a difference of opinion on the quantity and scope of blasting, cuts/fills you need to understand by nature developers are eternal optimist, and need to be in that profession. Myself having been in that profession close to 50 years. I also possessed this optimism that we could overcome any obstetrical we encountered. As a rebuttal to my presentation you may recall the developers lead engineer saying "all projects have cuts and fill operations" and he used the adjacent sub division of Priest Lane as his example. What he failed to mention was the original developer of that project filed bankruptcy due to the extensive cost he incurred of Ledge Removal and site preparation. As you know Priest Lane with it's 8 single family homes in compliance with our town by laws with appropriate setbacks shouldn't even be compared in the same breath with the proposed 100 home high density cluster development. That's unconscionable and irresponsibly misleading!

I strongly and adamantly believe this project should be denied on so many different levels which have been discussed over the past year. Should the board vote otherwise I would request as it applies to the site work that the town retain independent "Materials Testing Lab" on a full time basis (paid for by Developer) to monitor the excavation and fill placement. The town has had experiences and been financially exposed on other projects none of which come close in size, cost and complexity of this proposed project. This technician would monitor quality of fill used, depth of lifts placed, fill compaction, paving ,etc. It's very unusual to see these depths of fill placements even on State jobs.

In closing I would suggest the PB have Places Assoc review the forgoing as there remain some significant open ended issues that being the method of retention between different grades and any impact these grades might have on storm drainage runoff.

If I can answer any questions or be of any service please don't hesitate having Adam contact me.

VTY

Robert Childs
847 Burroughs Rd

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