



80 Beharrell Street – Suite E

Concord, MA 01742

Tel: 781-229-4700

Fax: 781-229-7676

WWW.NORTHLANDRESIDENTIAL.COM

September 6, 2018

Mr. Robert Levy
Chairman
Zoning Board of Appeals
Town of Wellesley
525 Washington Street
Wellesley, MA 02482

RE: Fieldstone Way – 135 Great Plain Ave

Dear Mr. Levy,

On behalf of Northland Residential LLC, an affiliate of Northland Residential Corporation, we're pleased to provide the ZBA this submittal package in advance of our meeting on September 13, 2018. The attached plans reflect the result of further analysis by our design team of the "alternative" conceptual plan for Fieldstone Way that was presented to the Board at our last meeting in July. At the conclusion of our presentation and discussion, the Board encouraged us to proceed with "tightening up" the engineering and architectural aspects of it and the attached submittal is the result of that work.

In your review of the attached plans, there are a number of items that I'd like to bring to your attention.

- The current plan has eliminated all the triplexes and now consists of 20 duplexes and 4 carriage houses with the total units remaining consistent at 44 homes.
- The current plan has shifted all of the buildings located along the side of the development further away from the property line. All of the buildings are now at least 20 feet from side property line and in most instances the setback is 25 feet, or more.
- The buildings that flank the main entry drive now have their front doors facing the entry road. This allows the front elevation of these duplexes to only have one front door exposed giving the impression the building is a single-family structure.
- We have introduced a second sidewalk along the main entry road to accommodate easy and direct access to the buildings mentioned in the previous bullet point.
- We have reduced the footprint and living area of some of the duplex units which creates more open space within the project.

- All of the units now have at least one garage space.
- The current plan has added 4 visitor parking spaces in Tier #1 including one ADA compliant space in proximity to the "recreation area".
- The revised Site Plan now includes a "recreational area" in Tier #1 that will have elements in it designed for children to play with/on.
- In Tier #3, the front façade of some of the buildings now have windows instead of garage doors (this was achieved by shifting some of the garage doors to the side of the building).
- Several of the duplexes in Tier #3 have been shifted slightly towards the rear of the property. This allows more space for the Woonerf element introduced at our last meeting. The new location of the buildings is a subtle shift; but the modest change has a noticeable impact.
- The architectural package now includes drawings of the Carriage House. As described at our last meeting, these homes will be a 1-bedroom consisting of 966 sq. ft. of living area with an exterior deck.
- Both of the alleys in Tier #1 now specify porous asphalt be used within the travel lane. This will allow storm water to percolate through the asphalt to the ground below.
- The engineers at VHB have studied the wastewater options and the current plans reflect a gravity sewer system similar to what was suggested by the David Hickey and the DPW. We're proposing this system with the condition that the extension of the project's sewer line to the appropriate existing manhole structure in Great Plain Avenue follow the path depicted on the current civil plans (i.e., the new sewer line will be installed alongside the existing sidewalk within the grass area of the ROW and specifically will not run down within the paved road surface of Great Plain Avenue.

I would also like to bring another matter to your attention that I believe should be examined during our discussions next Thursday evening regarding off-site mitigation and pedestrian safety concerns. During one of my meetings with an abutter (Mr. Hwang), I was asked if I could help change the location of the existing cross-walk on Great Plain Avenue near Brook Street. The current location is near a bend in the road and visibility of pedestrians from cars heading eastbound on Great Plain Avenue is very limited due to the curvature of the road. If the crosswalk were relocated to the east about 225 feet, the visibility would be greatly improved. I have examined the situation in the field and agree with Mr. Hwang that it's a topic that should be discussed.

We look forward to our meeting next Thursday.

Best Regards,

Northland Residential Corporation

Peter D. Crabtree
SVP, Acquisitions & Development