

**STOW COMMUNITY HOUSING CORPORATION
PILOT GROVE LTD. PARTNERSHIP
APPLICATION FOR CHAPTER 40B COMPREHENSIVE PERMIT
AND
FOR MODIFICATION OF CHAPTER 40B COMPREHENSIVE PERMIT
SEPTEMBER 16, 2010 (Continued Hearing)**

The joint public hearings continued from August 16, 2010 were reopened in Stow Town Building at 7:30 p.m. on the application filed by **Stow Community Housing Corporation, 22 Johnston Way, Stow** for (1) Comprehensive Permit under Mass. General Laws Chapter 40B for a 30-unit apartment project in five buildings at **Warren Road** on 7.35 acres, shown on Stow Property Map R-17 as Parcel 3; and (2) the application filed by **Pilot Grove Ltd. Partnership and Stow Community Housing Corp.** for approval of amendment to the Chapter 40B Comprehensive Permit dated October 28, 1988 for a 60-unit mixed-income rental development primarily to benefit persons of low and moderate incomes, for the purpose of accommodating the proposed Pilot Grove II development,. shown on Stow Property Map R-17 as Parcels 3-1, 3-2 and 3-3.

Board members present: Edmund Tarnuzzer, Michele Shoemaker, Charles Barney (associate); William Byron (Associate); Andrew DeMore (associate).

Ms. Shoemaker chaired and read the notices of hearing as they had appeared in the *Beacon Villager* on July 29 and August 5, 2010. The hearing notices had been forwarded to all abutters by certified mail, return receipt. There were no abutters present. Representing Stow Community Housing Corp.were Ellen Cataldo, Bruce Fletcher, Jeffrey Smith and Deborah Woods. They were accompanied by Peter Munkenbeck, Consultant; Rita Schwantes of Klein Hornig LLP; Andrew Stebbins of The Architectural Team; and Greg Roy of Ducharme & Dillis.

Ms. Cataldo began the presentation by saying that Stow Community Housing was established about thirty years ago for the sole purpose of developing affordable housing. Pilot Grove I was developed for mixed income residents including special needs, market rate, low and moderate incomes. It serves a variety of needs and is very successful. Some residents have lived there from the beginning and others have later transferred to Plantation. It is planned to continue addressing the housing needs of the town. Pilot Grove II will consist of thirty units of all affordable housing and will be managed from the existing Pilot Grove I office and administrative staff.

Andrew Stebbins of The Architectural Team displayed several plans of the proposed site and building design. The site is adjacent to the existing Pilot Grove Apartments I. The land is sloped and wooded with a wetland in the center. There will be thirty units of family-style affordable housing with two and three bedroom units ranging from 923 to 1018 square feet. The desire is to minimize site disturbance. There will be five buildings with six units each on three levels. Building Type A (2) on the upper slope will contain two 2-bedroom flats on the first floor and four 2-bedroom town houses on the second and third floors. Building Type B (3) on the lower slope will contain two 2-bedroom and two 3-bedroom town houses on the first and

second floors and two 2-bedroom walk-up flats on the third floor. Each building will be entered from the lower level with stairways to each upper level. Two of the flats will be handicapped accessible. The height of the buildings will be thirty feet from average grade to mean roof height. There will be a culvert to manage drainage from the existing swale.

Greg Roy of Duchame & Dillis, civil designer of record, described the site as wooded and sloped. There was considerable effort in the design to reduce site disturbance. The roadway into the site is designed to take advantage of the slope and will have a 10% grade. Mr. Roy estimated that this project will have about half the impact as that of Pilot Grove I as regards the road cut. There will be a large septic area due to the existing soils of the drumlin. He noted there is a relatively high water table. It is proposed to preserve as much vegetation as possible along the roadway and with maximum screening along Boxboro Road. The 650-foot long roadway off Warren Road will end in a cul-de-sac. There will be 48 parking spaces and two handicapped accessible spaces. Sidewalks will be provided along both sides of the parking area for access to the units and the parking area and will join that on Warren Road. The applicant is prepared to grant to the Town an easement along West Acton Road and Boxboro Road for future sidewalk development. Erosion control measures will be taken, and a Notice of Intent filed with the Conservation Commission.

Mr. DeMore asked how much higher the septic system will be than the existing Pilot Grove I. The response was that it will be about 20 feet higher. It is planned to employ the latest Title V technology with regard to development of the system that can reduce the overall area of the system.

As regards earth removal from the site, the intent is to balance cuts and fills. It is uncertain at this time what the final cuts will be. The waiver is requested in the event earth removal becomes necessary.

Runoff from the hill will be tied into the system of Pilot Grove I. Compliance with Mass. Stormwater Management will be required with runoff no greater than that of pre-development levels. Utility access, as shown on the plan, will be underground to the northerly corner of the site from Boxboro Road for power and gas service. The 2% slope between the buildings will aid drainage and be barely noticeable. Catchbasins to the rear of the buildings will be tied into a filtration system. Waivers are requested from Board of Health regulations but not from DEP or Title V regulations that are less stringent than those of the town..

Attorney Rita Schwantes highlighted some of the requested waivers from the Zoning Bylaw. Multi-family dwellings are not contemplated in the zoning bylaw, therefore, this proposal does not fit into the zoning scheme. There will be five buildings on a single lot requiring a waiver as to one building for the main use. The cluster design requires dimensional requirements. It is requested the proposal be treated as a project to be measured from the property lines rather than as five separate buildings. There are waiver requests to this board rather than the Planning Board. As regards earth removal, Ms. Schwantes requested grant with

the condition the applicant return to the Board with details. There will be a shared common drive with Pilot Grove I.

The Board noted that comments and recommendations had been received from the Planning Board. A copy was provided the applicant, and Mr. Tarnuzzer was to also e-mail the document.

Ms. Shoemaker inquired into the 48 parking spaces. Mr. Munkenbeck responded that experience at Pilot Grove I was considered. 1.5 parking spaces per unit is proposed and appears to be adequate as there is a balance between those with one, two or no cars. To add more parking will require more site disturbance. More information in this regard will be provided the Board.

The roadway will have a turn-around cul-de-sac and will be fully accessible for fire apparatus. The buildings will be sprinklered.

As to water source, Mr. Munkenbeck said that several viable alternatives are being explored. The applicant understands it must resolve that issue before a building permit can be sought. With the comprehensive permit in hand, it will be possible to seek funding sources. It might be possible to secure an on-site water source or to utilize Pilot Grove I wells that were said to have more than adequate capacity. Pilot Grove II will be developed separately with a different investment pool and with a different ownership.

The Board noted there has been no comment from the Board of Health, Conservation Commission, Building Inspector or Fire Department. It was suggested the hearing be continued to allow time for those memos.

At 8:50 p.m. the hearing was adjourned to be continued on Thursday, October 14, 2010 at 7:30 p.m.

Respectfully submitted,
Catherine A. Desmond
Secretary to the Board