



February 17, 2025

Concord Zoning Board of Appeals  
c/o Theo Kindermans, Chair  
141 Keyes Road  
Concord, MA 01742

**A&M Project #:** 1670-24  
**Re:** Comprehensive Permit  
Application  
Residences at Thoreau  
Concord, MA

---

Chair Kindermans and members of the Zoning Board of Appeals.

As requested, Allen & Major Associates, Inc. (A&M) has developed this letter to aid the Zoning Board of Appeals with this executive summary on the project and a list of changes made to the site plans for The Residences at Thoreau for drawings issued to the Concord Zoning Board of Appeals on February 13, 2025, noted as Revision 3, reflecting changes made to the site plans as a result of continued Board feedback, consultation with Town Departments, and in consideration of the Town's peer review consultant, Davis Square Architects. The information below is presented as coordinated with the applicant, Thoreau Residences LLC, A\*M, The Architectural Team, Inc. (TAT), and MDM Transportation.

## **EXECUTIVE SITE PLAN NARRATIVE**

The applicant, Thoreau Residences, LLC, is submitting a comprehensive permit application in accordance with Massachusetts General Laws chapter 40B, Sections 20-23 for construction of a multi-family residential development located off Forest Ridge Road in the Town of Concord, Massachusetts consisting of a total of 237 residential units on approximately 13.09 acres as shown on the Site Development Drawings. The proposed project includes site clearing and necessary earthwork for the construction of two (2) multi-story structures (five story buildings), four (4) detached parking garages, exterior surface parking areas, amenities and all supporting site features and infrastructure required of the development. The two five-story residential buildings will include 97 - studio or 1 -bedroom units, 116 - 2-bed, and 24 - 3-bed units. Each building will be serviced by elevators. Also included is a shared leasing office in one of the buildings, an outdoor pool, dog park, fire pit, BBQ grills, and playground area. The project will be serviced by municipal water, a private on-site sewage disposal system, underground utilities consisting of electrical service and tele-communication/cable services.

Building A provides for 120 units with a footprint area of 29,716 square feet with a common area amenity space and leasing office. Building B is proposed to include 117 units with a footprint area of 28,306 s.f. The site layout has been designed to allow for full vehicular and pedestrian circulation around the entire project. This allows for shared use of all parking facilities for residents of the project as well as full circulation for emergency apparatus vehicles. The outer perimeter of the project is the surface and detached garages designed to transition into the multi-family project. 340 standard exterior parking spaces dimensioned at 9 feet by 18 feet are provided, 12 of which will be compliant with the Americans with Disabilities Act (ADA) and the Massachusetts Architectural Access Board (MAAB) and distributed

across the site including at amenity areas. 40 detached garage spaces are provided within the four (4) perimeter garages around the site. 29 spaces have been designated as "reserve" and are intended to be constructed based on confirmed need. The total parking count, including reserve, for the site is 409 spaces for a parking ratio of 1.73 spaces per unit. The project will provide designated spaces for Electric Car Charging. As Concord has adopted the specialized energy code, EV spaces shall be provided at initial occupancy with accommodations for scalability.

The clubhouse/amenity area will be located within Building A opposite the main entrance into the site. The exterior amenity area/pool is proposed and situated on the northerly side of Building A. A central courtyard will be provided on the westerly side of Building B. Sidewalks are provided throughout allowing for connectivity to the main activity center of the project. Numerous seating areas and gathering spaces shall be provided. The Site Development Drawings provide a general schematic of anticipated amenity areas but are subject to final design. Amenities that are equally beneficial to the residents but those that are louder by function are located outside the courtyard. These include a dog park area, playground, general sports court surface, and general open lawn recreational areas demarcated by split rail fencing from the parking areas. Trash and recycling will be handled internally to each building and a private hauling company shall be responsible for disposing of trash in accordance with local, state and federal regulations. Connectivity to parking fields and across roadways are marked with pedestrian crosswalks in conformance with the Manual on Uniform Traffic Control Devices (MUTCD). Directional signage will be included for internal navigation of the site.

All points of the site are accessibly compliant with ramps and crosswalk designations throughout. This includes a sidewalk extension to Forest Ridge Road. A 5-foot-wide sidewalk is proposed along the northerly side of the main site driveway.

The central driveway is designed to be an attractive and welcoming experience for residents. The driveway provides for an 18 foot wide ingress travelled lane, 6 foot median, and a 14 foot egress lane. The median is intended to be landscaped. A speed table is provided along the main site driveway to control vehicle speeds along a linear driveway.

The proposed project is serviced by this single access point. Single entry points are subject to review by the Concord Fire Department to ensure access is maintained under emergency conditions. To accommodate this, the divided boulevard road is proposed that should an emergency situation occur, and a portion of the driveway is unavailable, the remaining lane would be accessible for responding vehicles or emergency egress from the site. Each lane is also of sufficient width that should a vehicle be stranded in either the ingress or egress lane, emergency response vehicle would have adequate clearances around the vehicle. Similarly, should vehicles need to evacuate the property, extra widths are provided. The applicant continues to work with the Concord Fire Department on the site planning details as permitting commences through the Zoning Board of Appeals and may change. A site walk with the Department is currently scheduled for February 19, 2025. The purpose of the site walk is to determine adequacy of the existing cart path on the southerly portion of the Thoreau Club that emanates at the cul-de-sac, travels easterly around the Thoreau Club and rejoins the residential property at the north easterly corner of the development. This access path is intended to allow for the Fire Department's forest management and rescue vehicles to enter the site in an alternate manner while also allowing an additional evacuation route for residents.

The site is designed to meet or exceed emergency response requirements in accordance with the National Fire Protection Association Fire Code ("NFPA 1") and 527 CMR 18 ("the Massachusetts Amendments"). All internal driveways meet the corner radii, width, and grade requirements as specified. Emergency apparatus access to the fronts of each building is provided to allow for access to emergency alarm panels and storz connections. Additional information on internal life safety measures shall be provided as part of building permit drawings. Where direct access to portions of the buildings is not provided, all points of each building are located within a distance of 250 feet to a potential staged emergency response vehicle in accordance with the codes for sprinklered buildings. All residential buildings shall be provided with a fire sprinkler system. Fire service hydrants are located around the site at intervals no greater than 500 feet.

The entirety of the project will be illuminated with a multi-tiered lighting program that provides minimum foot candles through the drive aisle and courtyard for vehicular and pedestrian movements. All fixtures shall be LED and dark sky compliant with necessary shielding for full light cut off where appropriate.

Snow management areas have been provided around the perimeter of the surface parking and designated within islands. In the event the site ever reaches snow storage capacity, snow shall only be removed from the site in accordance with the MassDEP snow removal policies and only be transported to designated locations. It is anticipated the applicant will be required to remove snow from the site during heavier events or back-to-back snow events.

Other site improvements include landscape areas, underground utilities, municipal water, private wastewater treatment facility and new stormwater management systems. The proposed stormwater management plan calls for the use of appropriate best management practices, including grass swales, deep sump hooded catch basins, several water quality structures, an infiltration basin and a subsurface infiltration system. The subsurface infiltration systems will consist of Stormtech SC-740 Chambers with an Isolator Row. The system has been designed with infiltration and an outlet control structure. The outlet control structures have been designed to match pre-development conditions for peak discharge rates and runoff volumes. The combination of these BMP's will remove greater than 80% of Total Suspended Solids from anticipated stormwater runoff.

## **SUMMARY OF CHANGES**

Below is an itemization of changes that are reflected on the drawings submitted to the Board of Appeals on February 13, 2025 to aid in the review and focused evaluation of each change. The changes are listed in geographical order beginning at the Forest Ridge Road and traveling easterly into the site. Some of the changes were conceptually discussed with the Board during prior workshops or hearings. Their inclusion on the list below represents formal incorporation into the design documents.

1. Additional landscaping and screening is provided directly across from the site driveway for the benefit of the residents at Sweet Birch Lane. 4 spruce trees and a 6 foot tall solid vinyl fence are situated directly across the width of the travel lanes.
2. Widening of the site driveway to ensure fire access and emergency evacuation routes to the approval of the Concord Fire Department. The expanded width provides an 18' ingress lane and a 14' egress lane. A 6 foot median with sloped granite curbing is provided to the extent emergency

vehicles may need to "ride the curb" during movements. Interval breaks are provided to the median should vehicles need to cross into alternate lanes should a portion of the driveway becomes catastrophically impassable. The median shall be landscaped to reduce heat island effects of this paved way. Please note that the driveway is currently being reviewed by the Fire Department and is subject to change based on their review and feedback. These findings will be communicated to the Zoning Board of Appeals when received.

3. Sight distance measurements are graphically denoted to confirm adequate distances exist without alterations to Forest Ridge Road.
4. Landscaping has been provided for the site driveway including street trees on both sides to provide shade and visual interest to the elongated entry.
5. The pedestrian sidewalk is shown along the northerly side of the driveway as well as light standards for safety. Respite benches are provided in two locations along the entry driveway for pedestrian use as necessary.
6. The arrival experience at the clubhouse has been modified to improve traffic flow removing the former 'T' intersection. Vehicles will travel easterly and then move in a counterclockwise direction to access a one way circulation when visiting the clubhouse. This moves headlight glare away from the abutters. Additionally, headlight illumination is deflected from the natural elevation difference from the residents at Black Birch Lane (approximately 205) and the clubhouse entry (approximately 181). A multi-purpose loading and rapid turnover space is provided at the clubhouse. This allows for a dedicated location that can be utilized by delivery vehicles (Amazon, FedEx, UPS), postal vehicles, and ride sharing services at a safe location.
7. Approximately 23 spaces have been eliminated to the north of the clubhouse/Building A. This allows for the retention of wood land area and tightens the limit of work approximately 40 feet. A retaining wall will be utilized to absorb the topographic differences between the existing land and the proposed elevations.
8. The amenity center has been further refined and is centrally located between buildings A and B and accessible by a pedestrian sidewalk. The playground has been enlarged to approximately 32 feet by 57 feet commensurate with the size of the project. A general use sports court/half basketball court is offered for older children. The dog park has been shifted westerly accordingly. The surface area of the proposed leaching fields is anticipated to be open lawn space that can be used for any purpose. A split rail fence has been added to clearly demarcate the use from the adjacent parking surface.
9. Incorporation of traffic control (stop bars and signs) at crossing intersections throughout the parking area.
10. Elimination of several parking spaces between Buildings A and B along the central baseline of the site. The spaces have been replaced with a raised speed table for traffic control and will be decorative stamped concrete or similar. This location provides a visual cue for connectivity between the two buildings and their respective courtyards. The location also affords the opportunity for a central location for a bus shelter for school bus pick-ups and drop-offs. School buses are confirmed to enter the property and can move in an efficient manner around the site.
11. Designations have been added for the underground propane tanks in each courtyard that will fuel gas grills and fire pits.
12. Trash room access doors and their respective access zones in the parking areas have been designated to coincide with the trash management program as discussed with the Zoning Board.

13. The primary and septic reserve areas continue to be refined. The areas shown remain subject to final testing and certification by MassDEP but have been reduced in keeping with prior discussion with the Zoning Board to minimize the amount of tree clearing and earthwork associated with the future reserve areas at the northeasterly portion of the site.
14. The layout of the north easterly parking field has been modified as shown on the plans. The adjustment allows for the development of 28 parking spaces which shall be designated as reserve as a further commitment to reduction of initial woodland clearing and earthwork. The 28 spaces would be built if a confirmed need is identified.
15. Notations regarding the access points to the Powder Mill Pond trail system have been added to the plans with the intent to promote connection for these future residents of the Town. However, the applicant notes that general access to the residential private land is limited as noted on the Town's trails map.

If you require any additional information or detailing on the changes, please let me know.

Very Truly Yours,

**ALLEN & MAJOR ASSOCIATES, INC.**

Philip Cordeiro, P.E.  
Branch Manager

cc: File