

Section 1 Introduction

Wolcott Residential, LLC (the “Owner/Applicant”) hereby requests a Special Permit and Site Plan Approval for the development of the Wolcott Estate property located at 1672-1726 Canton Avenue (the “Property”) in accordance with the Great Estate Planned Unit Development (“Great Estate PUD”) zoning bylaw.¹ The Owner/Applicant also requests a permit under the Town’s Scenic Road Bylaw in order to relocate the main site drive on Canton Avenue (Section 3, below).

Wolcott Woods (this “Project”) is a proposed age-restricted residential development to be located on a new roadway (tentatively “Wolcott Woods Lane”). The Project will include the restoration and conversion of three existing dwellings on the Property (the Manor House at 1672 Canton Avenue, the Wolcott House at 1726 Canton Avenue, and the Devens House at 1702 Canton Avenue) and the construction of 50 additional townhouse units in 31 free standing or duplex style structures clustered on 40% of the Property. The Project will contribute 6 units to the Town’s Subsidized Housing Inventory through the acquisition and refurbishment of existing underutilized appropriate structures located in other parts of Milton and the resale of such structures as affordable units.

The proposed development meets the purpose of the bylaw by:

- (1) adding to the diversity of housing types in the Residence AA district, which are consistent with housing in the AA district and that will be attractive to households desirous of downsizing from conventional single-family dwellings to townhouses with first-floor master bedrooms and related amenities;
- (2) conserving and protecting approximately 28.648 acres of Open Land from future development through the imposition of a Conservation Restriction to be held by the Milton Conservation Commission, with significant protective buffers between surrounding properties and between groupings of townhomes;
- (3) preservation of approximately 1,600 linear feet of Scenic Road frontage and associated scenic view corridors, topography, lawns, meadows, wooded areas and other natural features;
- (4) creation and provision of 6 non-age-restricted affordable units located proximate to public transportation, public schools, athletic and municipal facilities and shopping through the identification, acquisition and redevelopment of existing structures within the Town;
- (5) causing the preservation, restoration and re-use of the Manor House (c. 1875) and the Wolcott Mansion (c. 1890), and the preservation of the Devens House (c. 1940); and
- (6) is driven by quality land planning and architectural design, which will lead to the long term preservation and maintenance of physical and built conditions.

¹ Section III, Q of the Zoning Bylaw.

Section 2 Project Description

Section 2.1 Siting and Setbacks

The Owner/Applicant is the owner/purchaser of a combination of lots, which combined are numbered 1672, 1702 and 1726 Canton Avenue (the "Property"). The Property is located at the southwesterly end of Canton Avenue in a Residence AA district, and abuts the Carberry Lane subdivision, a single-family dwelling at 1776 Canton Avenue, and the Blue Hill Reservation. The Property contains 47 acres and has 1,600 feet of frontage on Canton Avenue. It also contains two pre-1900, mansion-style dwellings (the Manor House built in 1875 and the Wolcott Mansion built in 1890) as well as several similar former agricultural barns, sheds, outbuildings, buildings and cottages.

As required by the Bylaw, there will be significant property line setbacks, far in excess of those required in the underlying zoning, which will guide the siting of all proposed buildings and roadways. Specifically, new buildings shall be setback from the front lot line on Canton Avenue by 250 feet vs. 30', each side lot line by 175 feet vs. 15' feet and the rear lot line by 100 feet vs. 30'; provided that, 2 new units may be clustered with and behind the existing Devens House. All other new townhouse units shall be sited no less than 550 feet from Canton Avenue.

Presently, 3 driveways access the Property. The first provides driveway access to the Wolcott House and 1776 Canton Avenue, which enjoys driveway access by an easement over this driveway. This drive will be terminated above the spur accessing 1776 Canton Avenue. The second driveway accesses the Manor House and shall be retained, but its use shall be restricted for emergency vehicle access purposes only and will be gated below the Manor House. Finally, the main or center drive into the property will be abandoned and relocated approximately 248' to a new curb opening to the southwest. This new curb opening shall serve as the Project's main ingress/egress point and access a new roadway (Wolcott Woods Lane) that will loop around the upper portions of the property, as shown on the Site Plan. Importantly, this internal road network will be set back from the Carberry Lane boundary by 125', the DCR boundary at the rear/top of the property by 50' and from the southerly side of the property by more than 175'. The roadway is described in more particular detail in Section 2.10, below.

Existing and proposed conditions are shown on the Site Plan in Tab 3. The Site Plan, titled "Wolcott Woods Great Estate Planned Unit Development, 1672-1726 Canton Avenue, Milton, Massachusetts", dated August 31, 2018, includes 43 sheets.

Section 2.2 Zoning Compliance Table

The following table identifies compliance with the dimensional and zoning requirements of the Bylaw:

Item	Required	Provided
Minimum lot area	46 acres	47.054 acres
Maximum wetland area	2 acres	0.28 acres
Minimum frontage	1500'	1632.57'
Front yard setback for new buildings in the Devens House cluster	250'	283.73'
Front yard setback for all other new townhouse units	550'	551.46'
Side yard setback for new buildings	175'	175.47'
Rear yard setback for new buildings	100'	102.05'
New roadway setbacks from side yard and existing driveway easement	125'	129.96'
New roadway setback from rear yard	50'	50.91'
Height (townhouse units)	2 stories	2 stories
Height (existing dwellings)	Existing	Existing
Max living area per unit	3,600 sf including basement areas	2,750 sf excluding basement areas
Onsite unit occupancy	Age 55+	Age 55+
Minimum Open Land	60% 28 acres	60.88% ~28.648 acres
Open Space Land Use Covenant		CR to be held by Milton ConCom
Density – maximum number of units on site	54	54 1.1 DU/Acre
Affordable units – to be provided off site	10% rounded to next highest whole number	6 units = 11%
Average number of bedrooms	2.6/unit	2.6/unit
Parking spaces	As determined to be necessary	216 + 8 on-street
Parking ratio per bedroom		1.60 space per bedroom
Parking ratio per unit		4.15 space per unit

Section 2.3 Open Land; Conservation Restriction

The Property sits at the base of the Great Blue Hill and rises from elevation 150' at its northerly corner (proximate to the Manor House driveway/Canton Ave intersection) to elevation 300' at its highest point abutting the Blue Hill Reservation in the southerly corner. This change in elevation occurs over a distance of approximately 2,100', as the site rises and plateaus from low to high. There are a number of significant features that are visible as one travels along Canton Avenue, which the Applicant, neighbors and the Town, in collaboration, have determined should be preserved. They include the Manor House Lawn, the Devens Meadow, a wooded glacial esker, a significant grove of beech trees, wooded successional pine groves, an intermittent stream, stone walls and other features.

The Bylaw provides that at least 60% of the site be dedicated as Open Land. The Owner/Applicant has carefully implemented a clustered development design concept to maximize this area and has dedicated approximately 60.88% of the site for Open Land purposes (~28.648 acres), as shown on the Open Space Area Plan (Tab 3, Sheets OS1.1 and OS1.2). The Open Space Area Plan establishes a hierarchy by which various areas of the Open Land will be preserved and what types of structures, activities and other items may be introduced, as follows:

(a) Within an area shown as the **Open Space No Disturbance Zone (75')**, land use activities shall be limited to the abandonment and the subsequent infill of the existing 1702 (middle) Driveway and construction of a new main roadway, associated support infrastructure, including but not limited to, the installation and maintenance of stormwater detention structures, installation and connection of utilities (water, sewer, electric, etc.) to municipal utilities for the new access roadway and project, construction and maintenance of a pervious walking path running parallel to Canton Avenue inside the stone wall entry landscaping, signage and lighting, and the removal of dead, dying or invasive vegetation.

(b) Within the area shown as the **Open Space No Building Zone (250')**, activities shall be limited to the construction of the new main roadway and associated utility infrastructure, the removal and infill of the existing middle driveway, the installation of stormwater detention structures, the installation and coursing of other Project required utilities, periodic mowing/maintenance of the Manor House Lawn and the Devens Meadow, and maintenance and infill of the Pine Grove located to the southwest of the new main driveway.

(c) Within the area shown on the southwesterly side as the **Neighborhood Perimeter Buffer (125')**, activities shall be limited to removal of that portion of the existing 1726 driveway to the Wolcott House that is located above the driveway spur to 1776 Canton Avenue. The **Beech Grove** and the **Pine Woods Area** that are shown within the Buffer shall be retained in their existing condition.

(d) Within the area shown on the northeasterly side as the **Neighborhood Perimeter Buffer (125')**, activities shall be limited to removal of an old non-functional tennis court, a dwelling and free standing garage structure, the planting of new vegetative buffer screening, the maintenance of the intermittent stream (as such may be approved by the Conservation Commission), and preservation of the Esker and Esker Woods. The **Upper Woods Area** and the **Upland Woods Path** areas shall be retained in their existing condition.

(e) Within the **Rear Setback Area (50')**, activities shall be limited to the installation and maintenance of a trail head accessing the Blue Hill Reservation, including a small parking area of pervious materials, to the Carberry Trail in accordance with DCR specifications. The **Upland Woods** areas shall be preserved in their existing condition. The Intermittent Stream shall also be maintained (as may be approved by the Conservation Commission).

(f) Within the remainder of the Open Land, all reasonable steps shall be taken to minimize the impacts to the Open Land. Significant trees and groves of trees, including the **Center Woods** and **Pine Grove**, shall be retained and preserved unless deemed a public threat or nuisance. Underground utilities, including sewer and stormwater detention structures, shall be sited to avoid impacts to such trees and groves, to the extent practicable. The Manor House Lawn and KC Farm Meadow will undergo periodic mowing and maintenance.

The above-described Open Land Area will be protected by a conservation restriction ("CR"), which shall be granted to the Town's Conservation Commission, subject to the review and approval of the Executive Office of Environmental and Energy Affairs ("EOEEA"), the Board of Selectmen and Town Counsel. The Applicant has met with the Conservation Commission, which has expressed its desire to hold the CR, and is preparing to submit a draft of the CR to Town Counsel and EOEEA for their review. (A copy of the proposed CR is attached in Tab 10).

Finally, there will be a public connection to the Blue Hills Reservation trail network at the upper side of the site, as shown on the DCR Trail Head Plan at Tab 14.

Section 2.4 Wetlands

In 2016, the Applicant filed an Abbreviated Notice of Resource Area Delineation (ANRAD) with the Conservation Commission to determine the location and extent of wetlands on the site. The Commission confirmed that there is a channelized intermittent stream that runs into the property from the Blue Hill Reservation at the top of the property and down through the northeasterly quadrant into the Carberry Lane subdivision. There are also two small wetland areas containing a total of 0.28 acres. On December 20, 2016, the Milton Conservation Commission issued an Order of Resource Area Delineation, confirming the location of jurisdictional wetland resources.

Contemporaneously with the filing of this Application, the Owner/Applicant has filed a Notice of Intent (NOI) with the Conservation Commission seeking an Order of Conditions regarding work that could affect these wetland resources. The Commission will commence a hearing in accordance with its Public Notice requirements. (A draft copy of the NOI is attached at Tab 13.)

Section 2.5 Housing Types; Number of Units

The Bylaw authorizes a maximum number of 54 units to be developed on-site. It authorizes an additional 6 affordable units if the affordable units are produced off-site as an incentive to re-use existing housing stock or related appropriate structures in locations proximate to area schools, public transportation, municipal recreation facilities and shopping; such units are to be included within the 54 unit maximum if produced on-site. The occupancy of all on-site units shall be limited to persons aged 55 and over; the occupancy of off-site units is not so restricted.

The Project will comprise 2 distinct housing types. As indicated, there are 3 significant dwellings on the Property and a number of other smaller dwellings and garage/barn structures. In accordance with the By-Law, the Applicant proposes to preserve the 3 major dwellings (Manor House, Wolcott House and Devens House) and convert them to condominium units. The Applicant has consulted with the Milton Historical Commission concerning its plans for such preservation and conversion.

The second and most substantial housing type comprises new townhouse condominium units. The Project proposes 50 townhouse units in 31 new buildings. There will be 38 units in 19 duplexes and 12 single unit dwellings. Each townhouse unit will be located in two-story buildings, with first floor master bedrooms and 1 or 2 bedrooms on the second floor (provided that there shall be a maximum of 140 bedrooms at a ratio of 2.6 bedrooms per unit). The units shall range in size from 1950 sf to 2500 sf, exclusive of finished basement area. Each unit shall also contain a two-car garage.

Section 2.6 Unit Design

(a) Existing Dwellings

As indicated, the Devens House, Wolcott Mansion and Manor House shall be preserved and maintained with minor modifications to each, as shown in Tab 5 on the Architectural Sheets H1-H7. The Devens House will undergo exterior improvements with new roofing, clapboard siding, corner boards, windows and doors, and a new patio door on the rear of the dwelling, as shown on Sheet H2. The Devens House will contain a single condominium unit.

Similarly, the Wolcott Mansion will undergo exterior renovation with the repair or replacement of roofing slates, stucco finishes, new windows and doors. The

Wolcott Mansion will also receive a new 2-car garage with connecting mudroom, as shown on Sheet H4. The Wolcott Mansion will also contain a single condominium unit.

The Manor House, which is the largest of the 3 dwellings to be preserved, shall be converted to 2 units. It will receive two new 2-car garages (one for each unit) with mudroom connections, as depicted on Sheets H6 and H7. It will also undergo exterior renovation with a new roof, new shingles, new windows and doors, as described on Sheets H6 and H7.

(b) New Townhouse Units

There are 4 basic unit types (A, B, C and D), with variations to each, and with differing exterior material treatments. The basic layouts for each are described on Sheet A6. Unit Type A is a stand-alone single unit, with a first-floor master bedroom and 1 bedroom and loft on the second floor. Some Type A units will have front-facing garages and some will have side-facing garages. Unit Types B, C and D are unit types that will be paired in duplexes, where type B is a constant and will be paired with either a C or a D unit. Type B is a 2-bedroom unit, with a first floor master bedroom and 1 bedroom and loft on the second floor. Type C and D units contain 3 bedrooms, with a first floor master and 2 second floor bedrooms. Basic floor plans for each are shown on Sheets A6 and A7. In addition, each will have a variety of roof styles (some with hip-style, some with gable-style) and exterior finishes, which will be varied based on their settings through-out the development.

New townhouse units have also been designed to create a sense of their place on the site, particularly with respect to exterior finishes. Sheet A1 graphically describes the layout and design of the new units in a Devens House cluster. There are 2 new, single unit (Type A) townhouses located to the rear of the Devens House. Exterior building materials for these units will match the exterior building materials of the Devens House (cement clapboards). One of the units (Building #2) will be partially visible from Wolcott Woods Lane and will have a side facing garage. The garage will have carriage-house style doors with a faux loft above, as depicted on Sheet A1. The second unit (Building #1) will sit behind Building #2 and will not be visible.

Sheets A2, A3 and A4 depict the clustering of units at locations proximate to the Manor House and the Wolcott Mansion. There will be one Type A unit (Building #4) located to the rear of Manor House and one duplex containing Type B and C units. The Type A unit has been designed to mirror the appearance of the carriage house currently located on the site, but which will be demolished. Its materials will be consistent with materials of the Manor House and will have a roof-top cupola that is similar to the cupola on the carriage house.

Units located proximate to the Wolcott Mansion will have exterior stucco finishes. There will be 3 Type A units proximate to the Wolcott Mansion. Two of the units

(Buildings #14 and #15) are set across Wolcott Woods Lane from the Mansion and will have front-facing garages. The third (Building #10) is set to the rear of the Mansion and will have a side-facing garage. There will also be a number of Type B and C unit duplexes within the Wolcott cluster (Buildings #8, #9, #13, #16, #20).

Finally, the balance of units will be a combination of Type A single units and Type B and D unit duplexes. They will be spread throughout the remainder of the site, with natural finishes designed to fit within the wooded context of their surroundings. Type A units will exist in Buildings #7, #18, #19, and #25. Type B and D duplexes are designed for Buildings #5, #6, #17, #21, #23, #24, and #26-#31.

Section 2.7 Condominium Association

The Project, Property and units will be governed by a Condominium Association. The Owner/Applicant has included a draft set of condominium documents (Master Deed and Declaration of Trust) with this application. The condominium and condominium association will be established upon the sale and conveyance of the first unit. In addition, the documents provide for limitations on how and when units may be rented, a provision that will be enforceable by the condominium association. (A copy of the draft Condominium Documents are included as Tab 12.)

Section 2.8 Affordable Housing

As indicated, the Owner/Applicant must produce 6 affordable units. The Owner/Applicant is in the process of acquiring one and two-family dwelling units that are located in other parts of Town and which will be restored and dedicated permanently as affordable units, available for purchase by young families who qualify as purchasers under the rules of the Department of Housing and Community Development. This Application also includes a draft Local Initiative Program Application to address the issue of qualifying the affordable units for inclusion on the Subsidized Housing Inventory. (A copy of the draft LIP application is included in Tab 15.)

Section 2.9 Parking

Each unit will have an attached two-car garage in addition to driveway surfaces that lead to the garages and which can provide parking for two additional cars per unit. There will also be 8 pull-in spaces for visitors; 4 proximate to the DCR trail head, and 4 at the mail station. This total of 216 garage/driveway spaces plus 8 pull-in spaces (224 total) provides for a ratio of 4.15 spaces per dwelling or 1.60 spaces per bedroom. In addition, the Owner/Applicant suggests that there is additional room for temporary, short term visitor parking on the roadways themselves. This combination of spaces will be more than adequate to accommodate the on-site demands for parking.

Section 2.10 Streets

In the course of the preparation of the site design, the Owner/Applicant and its design team conducted several meetings with the Town’s Engineering and Planning staff, including one meeting that involved the Fire Chief. The Site Plan, including the street layout and design plans, were prepared in response to comments received during such meetings.

There will be a single main entrance to a new main road (Wolcott Woods Lane) that will service the development from Canton Avenue. The roadway is proposed at a location that is approximately 248 feet south of the existing middle driveway. The roadway will climb into the site and lead to a lariat-shaped roadway that will circle the upper portion of the Property. The roadway entrance shall be 24’ wide in order to accommodate fire apparatus and other large vehicles (delivery and other trucks) that will need to access the site from time to time. The roadway will taper from 24’ at the Canton Avenue intersection to 22’ within the upper “lariat”. Construction of the new road will require a new opening to the stone wall that parallels Canton Avenue, with a closure of the stone wall at the existing middle driveway opening, in accordance with the application for permit under the Scenic Road Bylaw, which is included herewith as Section 3, below.

The Owner/Applicant proposes that Wolcott Woods Lane be constructed with the following waivers from the requirements of the Rules and Regulations of the Planning Board Governing the Subdivision of Land and Laying Out of Ways:

Waiver Request List:

<u>Section</u>	<u>Requirement</u>	<u>Proposed Waiver Request</u>
Section 6.0 Design Standards:		
6.1.1. Design Speeds:	Design speed for streets shall be 30 mph	Minimum design speed = 15 mph Min. Stopping Sight Distance = 80’
6.1.14. Longitudinal Grades:	6% on Curves	8% on Curves
6.1.16 Intersection	Level area at intersection	3.23% and 6.63% at internal intersection
Section 7.0 Required Improvements		
7.4.1.	Roadway Cross Section Appendix A	Proposed Cross Section
7.4.3.4.	5” crown (3.78% slope)	4” crown (3.0% slope)
7.4.3.7.	6” asphalt pavement	4” asphalt pavement

7.4.4.2.	Vertical granite curb on and both sides of roadway	12" wide Cape Cod berm on road and sloped granite curb at entrance
7.4.5.1.	Sidewalks on both sides of the roadway	One sidewalk from entrance to DCR trail entrance
7.4.5.2.	Sidewalk cross slope = 3/8" per foot	Sidewalk cross slope = 3.0%
7.4.6.1.	4'-6" grass strip between curb and sidewalk	4'-0" grass strip between curb and sidewalk
7.4.6.2.	8" loam and seed	6" loam and seed
7.4.6.3.	Street tree min. 12' height and 50' spacing	Street trees vary in spacing and size (8-12' height & 3-3.5" caliper)
7.5.2.	Water mains to be 14' off street line on opposite side of street from drainage	Varies as shown on plans
7.5.3.	Hydrant location interval not greater than 500'	Hydrant locations per Fire Department
7.5.4.	Gate valve location interval not greater than 500'	Gate valves provided at intersections and tie ins only

Section 8.0 Storm Drainage

8.2.	Pipe material - vitrified clay, concrete, corrugated metal	Pipe material - high density polyethylene (HPDE)
	Min. pipe cover = 3'.	Min. pipe cover = 1.5'

Section 10.0 Utilities

10.4.	Street lighting shall have a height of 15' or more as approved by the Board	Street lighting shall have a height of 10'
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Section 2.11 Utilities

Water will be supplied by a new line that will loop through the site, as shown. The water line may connect to the Town's water through a town-owned easement to Carberry Lane, loop through the site and reconnect to town water in Canton Avenue. (Note that the Applicant is working with the Town to confirm the existence of this easement. If there is no easement, then the water will loop through the site from connections within Canton Avenue.) There will also be 4 fire hydrants; one located at the road intersection (approx. road station 8+70), one located opposite

Buildings #13 and #14, one located between Buildings #21 and #22 and one between Buildings #28 and #29. Sewer service will also be provided by connection to the Town's sewer in Blue Hill Avenue. (The Applicant paid for a hydraulic capacity analysis of the Town's sewer to establish that the sewer can manage the additional flow from the development. A copy of the Sewer Hydraulic Capacity Analysis is contained in Tab 6.)

Section 2.12 Stormwater Management

As shown on the Grading and Drainage Plan (Sheets C4.1-C4.4), the Owner/Applicant proposes to install a combination of natural basin areas, an open infiltration basin, a bio-retention basin and subsurface infiltration chamber systems at locations shown. In particular, there will be two large subsurface infiltration chambers installed within the Devens Meadow on the northerly side of the new main roadway. The upper chamber, with a capacity of 57,675 cubic feet, will receive runoff directly from the roadway drains uphill of this chamber. Overflow from this chamber will be piped to a second lower chamber, with a capacity of 50,702 cubic feet. Stormwater from the lower portion of the roadway will flow into an infiltration basin on the southerly side of the roadway. There will also be a smaller chamber system on the northerly side of the roadway proximate to the entry from Canton Avenue to handle flows directly at the intersection. Stormwater management and the Project's compliance with stormwater standards is described in greater detail in the Engineering Report (Tab 6). The system has been designed to withstand impacts of a 100-year storm.

Section 2.13 Traffic Analysis and Recommendations

A Traffic Impact Assessment (TIA) has been prepared for the Applicant by VAI Transportation Engineers & Planners. A copy of the TIA is attached as Tab 7 and was shared with the Town's Traffic Advisory Commission.

There are two main roadways that will be affected by the development. The first is State Highway Route 138/Blue Hill Avenue, which is proximate to the site. The Applicant understands that the Massachusetts Department of Transportation (MassDOT) has undertaken a significant corridor study and is planning to initiate a major construction program (~\$25 million) for Route 138 in or about 2022. It is not clear that the Applicant can contribute directly to that process.

The second is Canton Avenue, which runs the full length of the site's frontage. Canton Avenue is the longest roadway in the Town, and carries a high volume of traffic in both directions to and from points southwest of Milton via Route 138. In particular, a significant portion of Canton Avenue is a long (~2 mile) two-lane roadway that runs substantially downhill from its intersection with Route 138, past the site all the way to its intersection at Unquity Road/Blue Hills Parkway. In consultation with the Traffic Commission, the Applicant proposes to conduct a sign and signal study for Canton Avenue and to install a set of traffic calming measures

to reduce speed and improve safety. The measures are more particularly described in the TIA report at Tab 7, but include one or more radar speed signs, a warning sign at the approach to the sharp turn to Brush Hill Road at southerly end of Canton Avenue, bicycle lane “sharrows” and the like.

Section 2.14 Construction Phasing, Mitigation and Management

The Owner/Applicant has developed a construction phasing plan for the development. The plan is to construct in a sequence, substantially as follows, and in accordance with the sequence plan at **SheetsC.9.1-9.4 of Tab 9**. Sequencing will follow this general schedule:

Time Period	Activity
Complete	Drafting, Review and Finalization of Warrant Article
Complete	Town Meeting (hypothetical date)
Complete	Attorney General’s Statutory Review of Town adopted zoning
Sept ’18 – Dec ’18 (90 day period – approx.)	Site Plan Submission & Special Permit Review Period
Jan ’19	Project Capitalization and Closing
March ’19	Site Mobilization, Erosion Control, Tree Preservation
March ’19 – Jul ’19	Phase I Road Construction
July ’19 – Dec ’19	Phase I Unit Construction
Dec ’19 – Sept ’20	Phase II Road Construction
Sept ’20 – May ’21	Phase II Unit Construction
July ’21 – Nov ’21	Phase III Road Construction
Nov ’21 – June ’22	Phase III Unit Construction

In addition, Tab 9 includes a Construction Phase Mitigation and Management Plan. The Plan outlines the construction phase “Best Management Practices” to be implemented in accordance with DEP’s Stormwater Management Regulations, EPA’s Construction General Permit and the National Pollutant Discharge Elimination System (NPDES) stormwater management program. Tab 9 also includes a cut and fill table that identifies the volume of material to be removed from the site and the amount to be delivered to the site. Every effort will be made to reuse materials within the site and to minimize the net volume that may need to be delivered.

Construction activity will be limited to normal working hours and any impacts to the surrounding neighborhood due to noise, dust and emissions will be short term in nature. During earthwork operations, trenching and pipe installation and backfilling, localized increases of fugitive dust are expected. Fugitive dust can be generated by excavation, backfilling and exposed stock piles during periods of mechanical disturbance, transfer operations or high winds. Fugitive dust from construction varies with soil silt content, moisture content, volume of excavated material and wind. Measures to mitigate fugitive dust emissions will be utilized to reduce emissions and to minimize related impacts. These measures include: the use of wetting agents on areas of exposed soils on a scheduled basis, the use of tarpaulin covered trucks when transporting excavated material, locating storage piles away from areas of greatest pedestrian activity and seeding the stockpiles for any period greater than 1 week and street sweeping at the close of each working day, and trucks shall be washed prior to exiting the site. The Owner/Applicant proposes the following measures to mitigate these impacts:

- Sediment fence controls
- Silt sock barriers
- Stabilized construction entrance
- Temporary sediment basins
- Inlet protection
- Temporary and permanent seeding
- Geotextiles
- Mulching and netting
- Land grading
- Dust control
- Soil stockpiling

Section 2.15 Tree Preservation and Protection

The Owner/Applicant has paid significant attention to the preservation of important individual trees and groves of trees, as indicated in its plan to grant the CR to the Conservation Commission. In addition, the Owner/Applicant has developed a Tree Preservation and Protection Plan (Tab 8) and has met with the Town's Shade Tree Advisory Committee to solicit comments with respect thereto.

Section 2.16 Historical Documentation and Photographic Record

The bylaw requires photographic documentation of existing conditions, including photographs of all buildings and landscape features. Photographic documentation is included in Tab 11. In addition, the Applicant has commissioned a history of the Wolcott Family and its development of the property. A copy of such history is also included in Tab 11, along with copies of records regarding the Manor House and the Wolcott Mansion on the Commonwealth's MACRIS website.

Section 3 Scenic Road Permit Application

Canton Avenue at the location of the Property is a scenic road and protected under the provisions of the Scenic Road Bylaw. In particular, there is a stone wall that runs substantially along the entire frontage to the lot, with openings for three site driveways. The Project proposes that the existing central driveway opening will be relocated to the south with a new wall opening to accommodate a 24' wide roadway in order to accommodate turning requirements for the Town's fire apparatus, as well as other large vehicles, including moving and delivery trucks.

The Owner/Applicant proposes to remove a section of the stone wall to accommodate the new opening and use the stones to infill the wall at the location of the existing middle drive, as shown on the Relocated Entrance Driveway Plan (Sheet E in Tab 2). In addition, brush and other invasive plant material will be removed from the area inside of the wall and will be replaced with plantings as shown on the Landscape Plan. This area will be maintained so as not to obstruct sight distances for motorists entering and exiting the site.

Section 4 Project Impacts and Benefits

Section 4.1 Project Benefits

This Project is designed to have a positive impact on the Town. The most significant benefits include:

- (a) the dedication and preservation of 60% of the property (28.648 acres) as Open Land, with new townhouses clustered to maximize such preservation, and with protective buffers between the development and abutting properties and between units within the development;
- (b) the restoration and conversion of 2 historic structures (the Manor House and Wolcott House) and a third stately dwelling that is visible from Canton Avenue (the Devens House);
- (c) the provision of new housing stock designed for active adult empty-nesters looking to downsize, but either remain in the Town or move to the Town to be close to children/other relatives, and which will not compete or value with other single family dwellings nearby (Carberry Lane, etc.);
- (d) the provision of 6 affordable housing units for families in other parts of Town;
- (e) the preservation and restoration of a scenic stone wall along the frontage of the property and the creation of a publicly accessible walkway along Canton Avenue (inside the stone wall), and public access through the property to the Blue Hill Reservation;
- (f) traffic calming and other measures along Canton Avenue between Route 138 and Blue Hills Parkway/Unquity Road; and
- (g) net new tax revenues of approximately \$1,000,000 resulting from the creation of such new housing units.

Section 4.2 Impacts/Mitigation Measures

The Project may produce some minor impacts, which the Owner/Applicant suggests will be mitigated. They include the introduction of a denser housing development than allowed under general zoning to a neighborhood that contains large lots and single family dwellings, and the traffic associated with that new density. To mitigate those impacts, the Owner/Applicant conducted an extensive and inclusive process with the neighborhood, the Planning Board and others and focused the design of the site and the buildings in response to suggestions and concerns raised in such meetings.

With respect to traffic, the Owner/Applicant commissioned the TIA, which was prepared by VAI. The study concludes that the additional traffic to be generated by the Project “can be added to the roadway system with a minimal impact to existing traffic operations.” However, the Owner/Applicant has proposed a set of traffic calming and other safety improvement measures, described in Section 2.13.

In addition, there will be a number of temporary impacts that will occur during construction of the Project. These impacts may include construction noise, dust, stormwater discharges and odor resulting from the use of equipment, all of which shall be managed and mitigated in accordance with the Construction Phase Management and Mitigation Plan.

Section 5 Conclusion

Wolcott Residential, LLC is confident that the Wolcott Woods project will result in a high quality development that will provide the Town with a significant combination of benefits. It looks forward to the opportunity to discuss this Application with its project team and the Town of Milton Planning Board.