

Revisions submitted 12/03/2015

# RYAN DEVELOPMENT LLC

December 2, 2015

Acton Board of Selectmen  
Katie Green, Chair  
Acton Town Hall  
472 Main Street  
Acton, MA 01720

**RE: Special Permit and Site Plan Special Permit Applications  
252-256 Main Street, Acton, MA**

Dear Ms. Green and Members of the Board:

The Applicant is in receipt of the following supplemental department comment letters:

- 1) Memorandum to the Board of Selectmen from Kristen Guichard, AICP dated October 26, 2015, Revised through November 30, 2015 ("Planning Memorandum");
- 2) Letter from the Town of Acton Engineering Department dated October 23, 2015, Revised through 11/17/2015 ("Engineering Letter"); and
- 3) Letter from the Design Review Board dated 11/19/15 ("DRB Letter");

In light of the above, the Applicant submits the following supplemental responses to the Board of Selectmen along with the attached plans entitled "Site Plan for 110 Grill Restaurant, 256 Main Street (Route 27), Acton, MA" revised through 12/3/15 along with revised Architectural Renderings.

**Planning Memorandum:**

1. Original Comment:

*"There is an existing +/- 6 ft. sidewalk along the Site's frontage of Main Street. ZBL S. 5.6.3.1 requires a 10 ft. wide sidewalk with a 10ft. wide landscape buffer be provided. The Applicant should provide a 10 ft. wide sidewalk along the Main Street frontage for a distance equal to the length of frontage where modifications are being made on the Site."*

Revised Comment:

*"The applicant has addressed this requirement but should discuss plans with the Engineering Department as the entire proposed side is within the Town's right of way."*

**Response:** ZBL S. 5.6.3.4 states that “[s]idewalks may be located wholly or partially within the STREET layout.” (emphasis added). Accordingly, the sidewalk location is in full compliance with the Bylaw.

2.1(a) Revised Comment:

*“Although the applicant has added a 2,238 square foot hardscaped pedestrian plaza to occupy an additional 121 feet of the lot frontage, it does not comply with the standards set forth in subsection 5.6.3.2 of the ZBL and should be modified:*

**Response:** The proposed plan, as modified, shows a pedestrian plaza in full compliance with ZBL S. 5.6.3.2.

- a. *“Pedestrian plazas shall be located in front of the building or on the side of the building. The pedestrian plaza is currently located as an island; the pedestrian plaza is surrounded by two access drives and a parking lot. As stated at the public hearing, the pedestrian plaza should be relocated so that it is on the side of the building. Revised plans should also show changes to the parking calculations.”*

**Response:** The location of the pedestrian plaza is in full compliance with ZBL S. 5.6.3.2. The Bylaw requires that pedestrian plazas be located at “the STREET level”, which the plans indicate. Moreover, the pedestrian plaza is located to the side of the proposed building as required. Contrary to the suggestion of the Planning Staff, there is no prohibition to locating the pedestrian plaza between two grandfathered access drives.

The Applicant notes that Planning Staff’s insistence on this position is curious in light of their recently issued interpretation of ZBL S. 5.6.3.4 for a previous applicant on this very site. On May 15, 2013, the Planning Staff determined that only 60% of the “lease area” frontage need be occupied by a BUILDING or pedestrian plaza. Accordingly, Planning Staff advised this Board that the previous applicant was “compliant with this bylaw requirement” without the need to even include a pedestrian plaza because their Building occupied 64.8% of their “lease area frontage.” Similarly, under the 2013 interpretation, the Applicant would exceed the bylaw requirement by occupying 78% of their “lease area frontage” with a Building.<sup>1</sup>

Notably, the Applicant met with Planning Staff prior to submitting the current application to the Board of Selectmen. At that meeting, we were advised by staff to closely review the comments from Planning Staff in connection with the above

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<sup>1</sup> As it happens, an interpretation of ZBL S. 5.6.3.4 consistent with the previous application for this site would address the DRB’s concern in comment 10 of the DRB Letter. In comment 10, the DRB raises “concerns about the proposed hardscape plaza” noting their belief that it is “bound to fail” and stating that they do not “support this addition.” They suggest a waiver be requested, which this Board does not have the authority to grant. However, the Board does have the authority to interpret the Bylaw as it was previously interpreted by Planning Staff in 2013.

mentioned 2013 application for redevelopment of this lease area. The 2013 interpretation that we were directed to by Planning Staff at that meeting was one of the primary reasons the initial plans did not include a pedestrian plaza. Although the Applicant has, in the spirit of cooperation, agreed to provide a pedestrian plaza that was not required for the very same site just two years prior, we do not agree that the proposed location need be redesigned as suggested in Planning Staff's most recent memorandum where such redesign is not supported by the plain language of the Bylaw.

- b. *"Shade trees and ornamental trees and other landscaping shall be provided to create a separation between the pedestrian plaza and vehicular traffic, to highlight buildings and pedestrian spaces, and to provide shelter from the sun, to minimize glare for drivers, to reduce noise, and to mitigate fumes. There is no landscaping shown in the pedestrian plaza. Landscaping should be added in compliance with this section and subsection 'e'."*

**Response:** The plans have been revised to include landscaping in compliance with the Bylaw.

- 2.2 *"The pedestrian plaza is proposed in the same location as a newly permitted and erected Kmart sign. ZBL S. 7.8.3 requires the freestanding sign to include a 195 square foot landscaped area around the base. The pedestrian plaza should be modified so that it is separate from and does not interfere with the freestanding sign and its required landscape."*

**Response:** The plans have been revised to show a 196 s.f. landscaped area around the base of the sign. Landscaping is also a component of the pedestrian plaza. Moreover, ZBL S. 7.8.3 expressly states that "[t]he landscaped area required under this section may be provided as part of a landscaped area required under any other section of this Bylaw." Accordingly, the plan as revised is in full compliance with the Bylaw.

- 2.3 *"The proposed building is not entirely located within 40ft. of the front property line. This has not been addressed. The northeasterly side of the building is approximately 44' from the property line. This portion of the building should be moved forward to comply."*

**Response:** The plans have been modified to comply by extending the canopy projection and its colonnade structure the entire length of the Main Street façade.

- (l) Comment acknowledged as satisfied.
- (m) Comment acknowledged as satisfied.
- (n) *"Roofs shall be gabled with a minimum pitch of 9/12 (9" vertical for every 12" horizontal) and have overhanging eaves of at least one foot. Two or three story*

*BUILDINGS, or two or three story portions of a BUILDING, may have a flat roof provided that the tops of the BUILDING front facades are treated with an articulated cornice, dormers, or other architectural treatment that appears an integral part of the BUILDING from all visible sides of the BUILDING”*

Original Comment:

*The proposed building design does not comply with this requirement. The entire building must comply with the 9/12 pitch requirement or the building should be designed with two stories.*

Revised Comment:

*“The plans have been modified to comply by changing the flat 1 story roof to a 9/12 pitch. The architect has indicated in their letter dated 11/23/15 that the tower has a “two story nature” – The Applicant should confirm if this portion of the building is two stories or just designed to look like two stories.”*

**Response:** The building design as revised complies with ZBL s. 5.6.3.4(n).

(o) Comment acknowledged as satisfied.

3. *“The minimum front yard setback in the Kelley's Corner Zoning District is 30 feet. A fire pit is shown as a permanent structure within the 30 foot setback and should be modified to comply”*

**Response:** The ZBL defines Structure as “[a] combination of materials assembled to give support or shelter...” A fire pit does not qualify as a Structure as that term is defined in the Bylaw. Accordingly, it need not comply with the front yard setback.

#### Parking Lot Modifications (ZBL S. 6.3.7)

4. Original Comment:

*“Bicycle parking is not shown on the plan and is required under ZBL S. 6.3.7.”*

Revised Comment:

*“Bicycle racks must be located as close as possible to the main building. They shall be principally part of and accessible from the vehicle parking lot or facility rather than part of the sidewalk and walkway system. The revised plans show bicycle parking located within the pedestrian plaza. Pedestrian Plazas are to be used exclusively by pedestrians. The bicycle parking should be relocated so that it complies with the ZBL; as close as*

*possible to the building and a location that is accessible from the vehicular parking and not part of the walkway system."*

**Reponse:** The plan has been revised to provide bicycle parking accessible from the vehicle parking lot and outside of the pedestrian plaza. It is also located near the main entrance of the building. The plan as revised complies with ZBL S. 6.3.7.

5. *"The modified parking lot along the south side of the proposed building is located +/-20ft from the property line where a 30ft setback is required under ZBL S. 6.7.2. The parking space closest to the street should be removed."*

**Response:** The plan has been modified to remove the parking space closest to the street. Accordingly, the plan as revised complies with ZBL S. 6.7.2.

6. Original Comment:

*"The Site has two access drives on Main Street, which are pre-existing non-conforming. There is an additional access drive located off Mass. Ave. The Applicant proposes to modify the northerly access drive on Main Street. The Site as modified is not automatically entitled to the two access drives under ZBL S. 6.7.3."*

Revised Comment:

*"This has not been addressed. As noted above, ZBL S. 10.4.6 charges the Board of Selectmen as Site Plan Special Permit granting authority to require any reconstruction as well as improvements to the site to comply with the currently applicable standards of the Bylaw to the extent practicable. Under ZBL, s. 6.7.3, the standards with respect to the number and separation of access driveways are (1) not more than one driveway per lot; (2) under site plan special permit the Board of Selectmen may grant additional access driveways for each 200 feet of frontage but each driveway must be 200 feet apart from the others. The existing driveways are +/-150 feet apart, less than the minimum required 200 feet. And in any case, the 340 ft. of Main Street frontage entitle the lot to only one driveway. As in par. 4 above, ZBL Section 8.4 does not apply where the applicant is proposing to make major site modifications as shown on the plan. The Planning Department maintains its recommendation that the Board of Selectmen require pursuant to ZBL s. 10.4.6 that the site be brought into compliance by removing the north access drive off Main Street."*

**Response:** The Applicant has revised the plan to remove any modifications to the access drives located on the Property. ZBL S. 6.7.3 is a subset of Section 6 entitled "Parking Standards." Accordingly, the single curb cut requirement cited in Section 6.7.3 is a parking requirement. Section 8.4 of the Zoning Bylaws states as follows:

**"Nonconforming Parking- This Bylaw shall not be deemed to prohibit the continued USE of any land or STRUCTURE that is nonconforming with respect to parking requirements."**

In this case, the land located at 252-256 Main Street has a pre-existing parking requirement nonconformity in that it has two existing access driveways for a total of approximately 340' of frontage. As noted in footnote 3 of the Planning Memorandum, Section 8.4 "allows pre-existing non-conforming parking that is not being modified" to remain. The removal of any modifications to the access drives, as the Applicant has done with its most recent revisions, eliminates any ambiguity remaining in this regard. The plan with the preexisting curb cuts fully complies with the Bylaw<sup>2</sup>.

7. Original Comment:

*"ZBL S. 6.7.6 requires a minimum 10-foot wide perimeter landscape buffer for parking lots. The perimeter landscape between the modified parking lot and the proposed restaurant only shows a 9ft wide landscape area. The landscaped area should be widened to comply."*

Revised Comment:

*"Although the location above has been modified to comply, the 10-foot wide perimeter landscape buffer has been removed and a pedestrian plaza has been placed next to the parking lot cells. The Applicant should amend the plans by adding a 10-foot wide perimeter landscape buffer to boarder the parking lot cells. A pedestrian plaza cannot count towards the required 10-foot wide perimeter landscape buffer. Parking calculations should be revised to show changes."*

**Response:** The Plan has been modified to add a 10 foot wide perimeter landscape buffer to boarder the parking lot cells referenced in the comment above. As revised, the plan fully complies with this requirement. The parking calculations on the Site Plan have been updated to reflect the corrected number of parking spaces located on the Property.

**Engineering Letter:**

- 1. The applicant is proposing 189 interior and 51 seasonal use seats for the proposed restaurant. A privilege fee is assessed on properties which intensify the use beyond what was assessed as a betterment. The former McDonald's restaurant was assessed a betterment of 10.98 sewer betterment units (SBUs) which equates to 94.11 seats. Based on these numbers and a privilege fee of \$12,311.52 per SBU, the increase from 94.11 seats to 189 interior seats would equate to a privilege fee of \$136,294.68. For the 51 seasonal seats, the applicant may request a reduction in the privilege fee relative to the seasonal use of those seats. Assuming the seasonal use is 4 months of the year, the privilege fee for the 51 seasonal seats can be reduced to \$24,417.85 if approved*

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<sup>2</sup> Again, it is worth noting that the 2013 application made by Panera Bread did not propose to close either of the curb cuts. The Planning Staff at that time did not raise this as in issue in their comments to this Board.

*by the Board. Assuming a reduced fee for the seasonal seats, the total privilege fee is \$160,712.53. A more detailed breakdown of the privilege fee calculation has been provided with this memo.*

**Previous Response:** The Applicant agrees with the assessment as it pertains to the 189 seats. However, the Applicant suggests that no privilege fee be assessed for the outdoor patio area. In the Applicant's extensive experience in operating restaurants with outdoor seating, the outdoor seating does not generate higher water usage. Instead, it merely provides an option for a customer to exercise a preference to either sit indoors or outdoors. Accordingly, the Applicant respectfully requests that the privilege fee be capped at \$136,294.68.

**Revised Response:** The Applicant agrees to a total privilege fee of \$160,712.53 as suggested by the Engineering Department.

2. *"A sewer connection permit will be required from our office. The sewer connection will require a right-of-way access permit for work within Main St which will be available between March 15th and November 15th."*

**Response:** The Applicant will obtain a sewer connection permit.

3. *"The grease trap must conform to Title 5 standards which we will defer to the Board of Health as to whether the proposed grease trap complies."*

**Response:** The grease trap will comply to Title 5 standards.

4. *"The grease trap is located beneath the drainage swale which is sized to infiltrate the 100-year storm. The grease trap may be located below the seasonal high groundwater level. If so, the applicant should check the buoyancy of the grease trap. A copy of the buoyancy calculations should be made available to our department and Health."*

**Response:** The Applicant will comply during the building permit process.

5. *"A traffic study is required for any use that generates 30 additional trips per peak hour or an average of 400 additional trips per weekday. The applicant provided a traffic memo which states that the change in use from a 94 seat McDonald's to the proposed 110 Grill will result in 6 fewer vehicle trips in the morning peak hour, 9 additional trips in the evening peak hour and 676 fewer trips during the average weekday. Whether a traffic study would be required depends on what the Board considers "existing traffic conditions". Existing conditions today reflect no vehicle trips since the McDonald's is abandoned. The proposed 110 Grill will increase vehicle trips by 113 vehicles in the morning peak hour, 98 in the evening peak hour and 1160 during the average weekday if compared to no vehicle trips that exist today."*

**Response:** As stated at the hearing, the data submitted by the Applicant from a professional traffic engineer suggests that the proposed restaurant will be a lower traffic

generator than the previous 94 seat McDonalds. Though not currently in operation, the Town and area is not so far removed from the McDonald's operation to justify a full traffic study given the scope of the proposal and the nature of the use. The site and surrounding area operated for years with a more intensive traffic generator than the proposal calls for. This is substantiated by the previously mentioned memorandum from our professional traffic engineer, Vanasse and Associates.

6. *The applicant is not proposing any changes to the curb cut on Main St, which works for an SU-30 vehicle, however we will defer comment on fire accessibility to the Fire Department.*

**No Response Required.**

7. *The property has an existing sidewalk along its frontage however, being in the Kelly's Corner District, the Board of Selectmen can require on and off-site sidewalks, walkways, bikeways and crosswalks consistent with the planning objectives set forth in the Kelly's Corner Plan. The Town, through the Planning Department, has recently completed a conceptual infrastructure improvement plan for Kelly's Corner. We'll defer any recommendations to the Planning Department.*

**No Response Required.**

#### **Drainage**

8. *The applicant is proposing to add an additional 1,516 square feet of impervious area due to the proposed patio. They have designed a swale large enough to accommodate this area for the 100-year storm by completely infiltrating it. Though not required, the applicant should consider improving the stormwater quality elsewhere within the new pavement area. Such improvements can include providing gas trap hoods within the existing catch basins and directing roof runoff to underground detention to increase groundwater recharge. Such improvements would comply with the spirit of section 10.4.6 of the zoning bylaw.*

**Response:** The proposed project, with revisions, intends to increase impervious areas by 1,760 square feet over the existing conditions. To mitigate the impact we have proposed a drainage swale capable of handling the runoff from the proposed patio area including the 100 year storm event with no infiltration modeled.

The proposed infiltration swale is capable of holding 851 cubic feet of water. This increases the onsite infiltration significantly and offsets any increase runoff due to the minor increase in impervious areas.

Also, if we were to calculate the recharge required for the entire building and patio under Massachusetts Stormwater Guidelines, Standard 3, assuming an A Hydrologic Soil Group, the requirement would be as follows:

Recharge Volume = Impervious Area \* target depth factor based on soil type

The largest amount of recharge required is for A (allows the most infiltration) type of soil at a target depth of 0.6 inches per square foot of impervious areas.

Recharge Volume = 7,690 square feet \* 0.6 in/12=384.5 cubic feet.

The static volume of the basin of 851 cf is greater than 384 cf. The amount of recharge provided would mitigate 17,020 sf of impervious area, creating for a significant increase in infiltration over the existing condition.

With this, we believe the bylaw has been met.

9. The horizontal datum should be NGVD 1929. The site plans should state which datum the elevations are at and if it's not NGVD 1929, provide a conversion factor for the datum shown to correct the datum.

**Response:** The difference is negative 0.702', which should be subtracted from any record NGVD 29 elevations before comparing with our NAVD 88 survey.

#### **DRB Letter:**

##### Site Comments:

1. *The proponent has not sited the building parallel to Main Street as recommend by the DRB. If this is not possible due to lease lines, the DRB suggests it is possible to stay within the lease lines and have the front of the building parallel to Main Street. This would improve its relationship to the street and surrounding buildings.*

**Response:** The building as situated and proposed meets the requirements of the Bylaw.

2. *The outdoor eating area as revised is parallel to the street but is does not seem enlarged as recommended by the DRB recommendation.*

**Response:** The Applicant is not proposing to increase the size of the outdoor eating area.

3. *The building entrance and pedestrian space outside of the door are appropriate.*

**Response:** No response necessary.

4. The sidewalk along the south side has been narrowed to 5 feet from 6 feet contrary to the DRB's recommendation to widen the walk. The DRB recommends widening this walk.

**Response:** Per the revised plan, the sidewalk is six (6) feet in width.

5. The sidewalk entrance from Main Street has been widened and aligned with the walk along the building as the DRB suggested.

**Response:** No response necessary.

6. *Bike racks have been provided in the plaza. The DRB supports the bike racks but has concerns about the location across the entry drive from the restaurant.*

**Response:** The plan has been revised to provide bicycle parking accessible from the vehicle parking lot and outside of the pedestrian plaza. It is also located in near the main entrance of the building. The plan as revised complies with ZBL S. 6.3.7

DRB Review Memo – 110 Grill Restaurant 11.19.15

7. No change has been made regarding vehicular entrances. The DRB recommends combining the two entrances into the lot into one drive in a central location.

**Response:** See response to Comment #6 of Planning Memorandum.

8. The landscape plan has not been revised, and no plantings have been added to screen the north wall as suggested. The neighboring lot has trees along this border which will partially screen; the addition of shrubs on the 110 Grill lot in this location is recommended. The remainder of the plans seems appropriate for the space and use.

**Response:** The landscape plan has been revised to add plantings per this comment.

9. The outdoor eating edge has been revised to align with Main Street, the DRB supports this change.

**Response:** No response necessary.

10. The DRB has concerns about the proposed hardscape plaza; we believe this is a plaza bound to fail and is a place that would not be an attractive feature along Main Street, and would not be an attractive place for people to sit. The plaza design does not work for the following reasons: the shape is too narrow and long, (was a planting island previously), it has no protection from the surrounding busy street, driveways and parking spaces, it has no plantings to define or shade the space, and it does not connect with any other building or use, it essentially is still a "parking lot island." The DRB does not support this addition to the plan and recommends the Proponent request a waiver on the by-law.

**Response:** According to the current interpretation of ZBL S. 5.6.3.4 made by the Planning Staff in the Planning Memorandum, this space is a requirement of the Bylaw. Though the Board of Selectmen cannot waive this provision as it has been interpreted, an interpretation consistent with the Planning Staff's 2013 interpretation referenced above would allow the Applicant to eliminate the pedestrian plaza from the plans.

Building Comments:

1. *The DRB appreciates the changes in the roof line from the vertical parapet to a sloping roofline.*

**Response:** No response necessary.

2. *In reviewing the revised drawings showing the 110 Grill signage pulled out to be parallel to Main Street as suggested by the DRB to make the building seem aligned with Main Street, we do not think that this solution fulfills the goal of making the building seem parallel to Main Street, and recommend returning to the original proposal (if the proponent prefers this). The DRB suggests the architect align the front face of the building with Main Street as mentioned in a previous comment.*

**Response:** To further define a plane of the building façade as parallel with Main Street, the canopy projection, and its colonnade structure, has been extended the entire length of the Main Street façade with the canopy returning back at the Northeast corner.

3. The DRB supports the revisions to exterior façade materials.

**Response:** No response necessary.

4. The DRB continues to recommend providing a canopy of some sort at the outdoor patio to provide semi-protected outdoor dining.

**Response:** The canopy projection as designed will provide some partially protected outdoor dining area at the patio.

New Comments:

1. The DRB is supportive of the additional two windows, one at the rear of the building (west elevation), one on the corner of the building at Main Street (north elevation).

**Response:** No response necessary.

2. The west façade (facing the K-mart parking lot) has a long expanse of board and batten siding. This could be improved with some detailing or with another panel of Ipe wood to make the back wall more interesting. Many people walk to the restaurants in the area through the k-mart parking lot and this façade is visually important.

**Response:** The Ipe panel has been extended to reduce the overall length of board & batten siding along the west façade.

3. It is difficult to tell if there is a change in plane where the two siding types meet. The DRB recommends where the materials change, there should also be a change in plane to make shadow lines which will give the building more interest.

**Response:** At each material transition there is 3" projection of the Ipe wood siding beyond the face of the board & batten face.

We believe that these plan revisions address all open comments. Accordingly, we look forward to finalizing the permit application at the hearing scheduled for December 7, 2015. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Eriksen', written over a horizontal line.

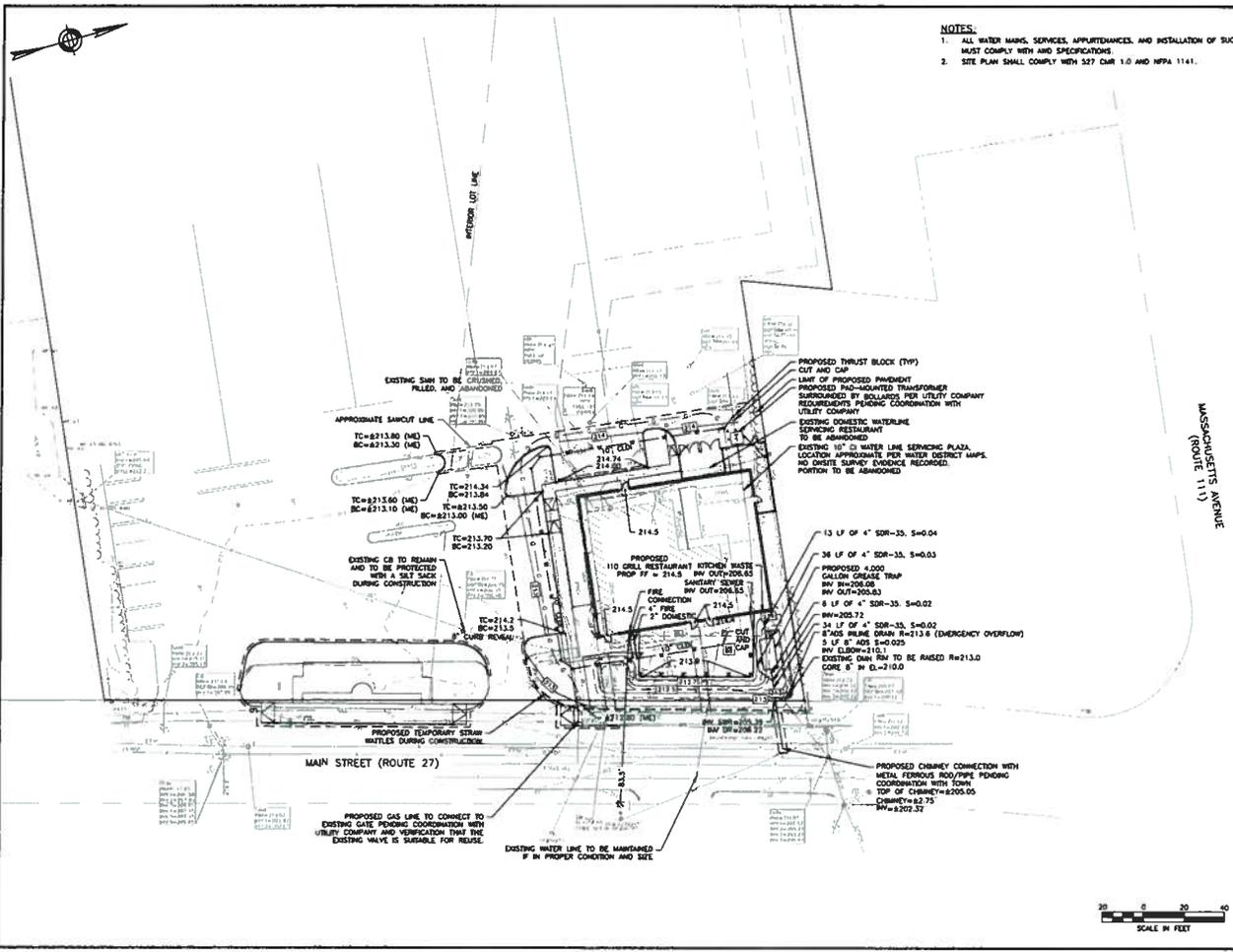
Kevin S. Eriksen











- NOTES:**
1. ALL WATER MAINS, SERVICES, APPURTENANCES, AND INSTALLATION OF SUCH MUST COMPLY WITH AND SPECIFICATIONS
  2. SEE PLAN SHALL COMPLY WITH 527 CMR 1.0 AND MPA 1141.

**HOWARD STEIN HUDSON**  
 14 Turnpike Road, Suite 2C  
 Chelmsford, MA 01824  
 www.hshudson.com

PREPARED FOR:  
 RYAN DEVELOPMENT LLC  
 4 LAN DRIVE  
 WESTFORD, MA

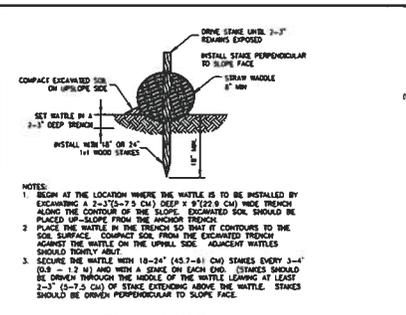
**110 GRILL**  
 256 MAIN STREET  
 (ROUTE 27)  
 TOWN OF ACTION  
 MIDDLESEX COUNTY  
 MASSACHUSETTS

REVISIONS:

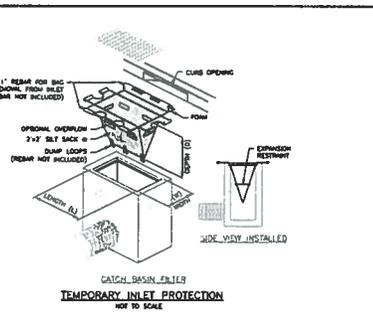
NO	BY	DATE	DESCRIPTION
1	HD	10-21-15	REV. BUILDING
2	HD	10-28-15	REV. SITE PLAN
3	HD	12-15	REV. SITE PLANNING/ENGINEERING

**SITE PLAN**  
**GRADING, DRAINAGE, AND UTILITY PLAN**

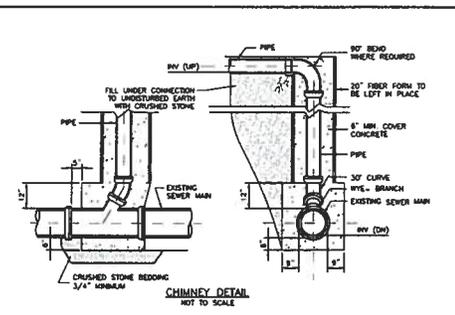
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 PROJECT NUMBER: 10395  
 DESIGNED BY: DML  
 DRAWN BY: HEGDALL  
 CHECKED BY: KLE



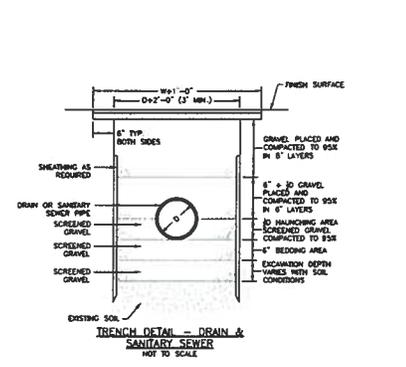
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 NOT TO SCALE



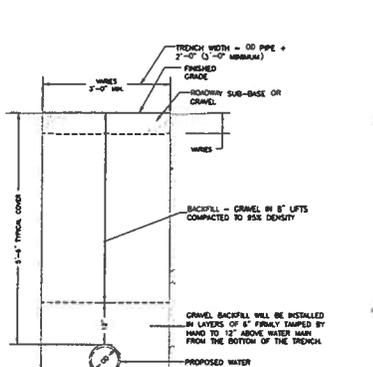
**TEMPORARY INLET PROTECTION**  
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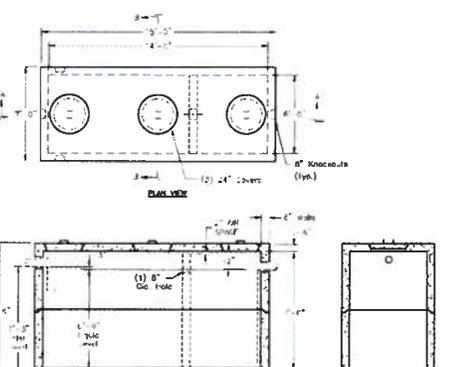
**CHIMNEY DETAIL**  
 NOT TO SCALE



**TRENCH DETAIL - DRAIN & SANITARY SEWER**  
 NOT TO SCALE



**TRENCH DETAIL - WATER MAIN**  
 NOT TO SCALE



**4,000 GALLON GREASE TRAP DETAIL**  
 NOT TO SCALE

**HOWARD STEIN HUDSON**  
 14 Turnpike Road, Suite 2C  
 Chelmsford, MA 01824  
 www.hshudson.com

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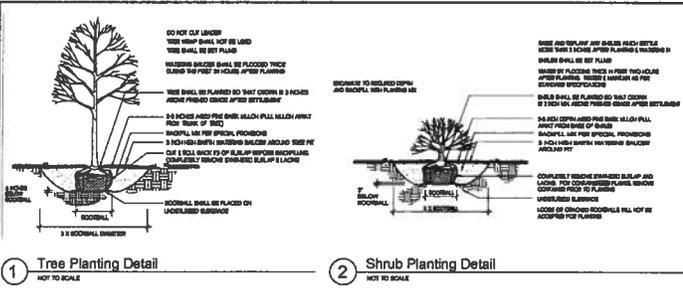
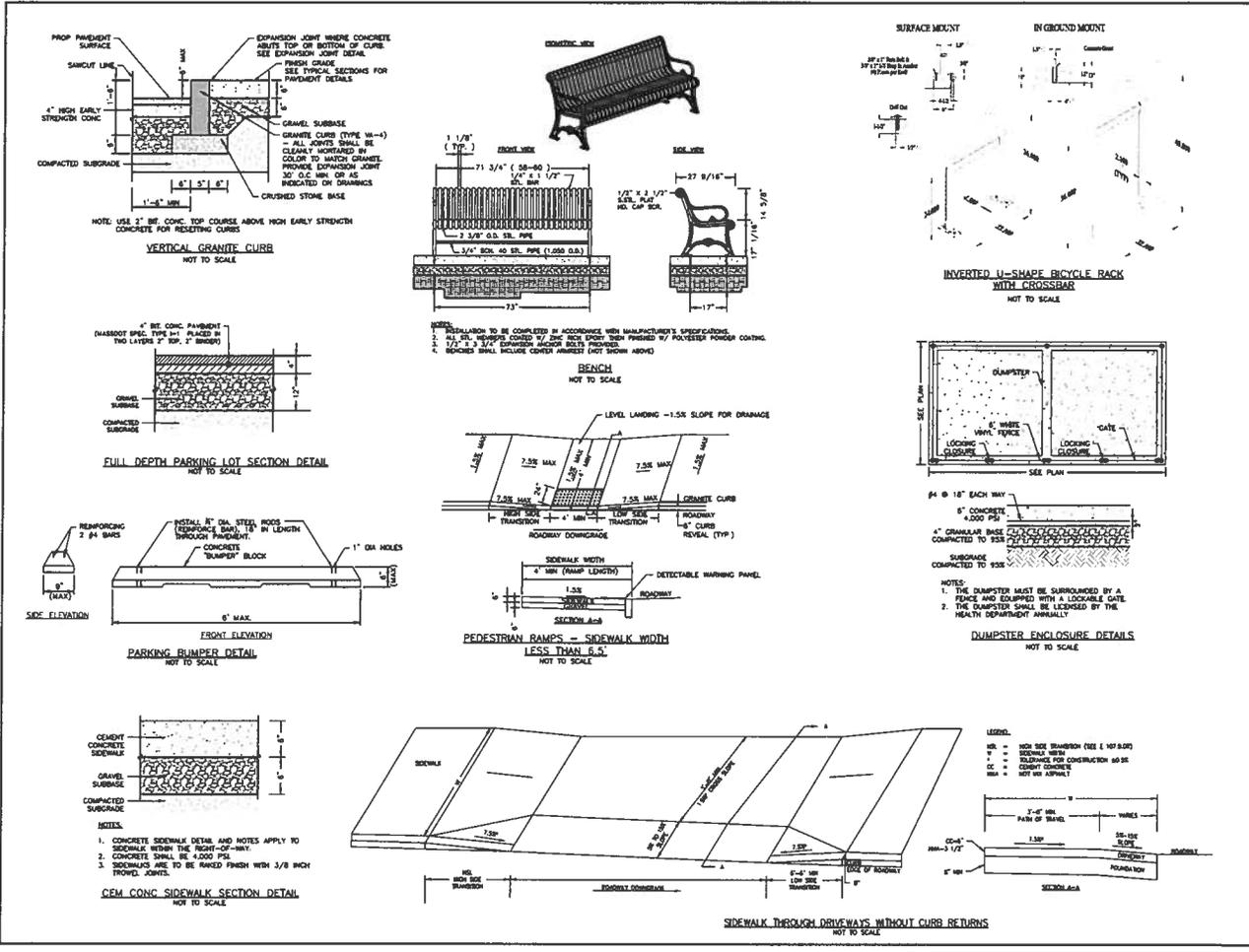
REVISIONS:

NO	BY	DATE	DESCRIPTION
1	HD	10-21-15	REV. BUILDING
2	HD	10-28-15	REV. SITE PLAN
3	HD	12-15	REV. SITE PLANNING/ENGINEERING

**SITE PLAN**

**DETAIL SHEET 1**

DATE: 08-05-2015  
 PROJECT NUMBER: 10395  
 DESIGNED BY: DML  
 DRAWN BY: HEGDALL  
 CHECKED BY: KLE



**PLANT LIST**

SHADE & ORNAMENTAL TREES (S&O unless otherwise specified)  
All trees to be tagged by the Landscape Architect

No.	Botanical Name	Common Name	Restoration Size	Noting Size
5	OT <i>Quercus ilicifolia</i> 'Notha'	None/None	2.5-3' cal	35 ft.
3	ST <i>Syringa reticulata</i>	Japanese Tree Lilac	6'-7' Ball plant	20 ft.
<b>SHRUBS</b>				
11	HY <i>Hydrangea paniculata</i> 'Limelight'	Hydrangea	2-3 ft. B&B	6 ft.
23	HY <i>Yew</i> 'crucata	Yew	3-4 ft.	3 ft.
16	HY <i>Thuja occidentalis</i> 'Wedgwick'	Thuja	2-3 ft. B&B	4 ft.
8	HY <i>Juniperus chinensis</i> 'Trobaris'	Juniper	2-3 ft.	15 ft.
13	HY <i>Juniperus horizontalis</i> 'Blue Chip'	Blue Chip Juniper	12-15"	6 ft.
2	HY <i>Pinus mugo</i> 'Mumby's'	Dwarf Mugo Pine	12"	4 ft.
4	HY <i>Physocarpus opulifolius</i> 'Center Gate'	Physocarpus	12"	3 ft.
10	RO <i>Rosa 'Knockout'</i>	Red Knock-Out Rose	12"	3 ft.
10	SP <i>Spiraea japonica</i> 'Shirabari'	Spiraea	12"	3 ft.
7	HY <i>Waldsteinia 'Flora Wines'</i>	Waldsteinia	12"	3 ft.
<b>PERENNIALS</b>				
123	HY <i>Hamamelis 'Happy Returns'</i>	Hamamelis	12"	18 in.
32	HY <i>Panicum virgatum</i> 'Shenandoah'	Switchgrass	12"	3 ft.

**Landscape Architect**  
Landscape Architect  
193301000  
P.O. Box 100, Concord, MA 01746  
www.landscape.com

**HOWARD STEIN HUDSON**  
14 TURNBULL ROAD, SUITE 202  
CHESHAM, MA 01929  
www.hshudson.com

