

# Planning for Linked & Livable Neighborhoods

## In the Littleton Road Area

Public Workshop: January 24, 2026



**WESTFORD**  
MASSACHUSETTS

**DODSON & FLINKER**  
Landscape Architecture and Planning



# Workshop Agenda

Time	Topic
Morning Session, 10AM – 12PM	Existing Conditions, Prioritization of Needed Public Improvements
12:00PM – 12:30PM	Lunch Break
Afternoon Session, 12:30—3PM	Stations: Design Principles for Pedestrian and Bicycle Circulation and Open Spaces in Private Development

# Overview of Project – Purpose

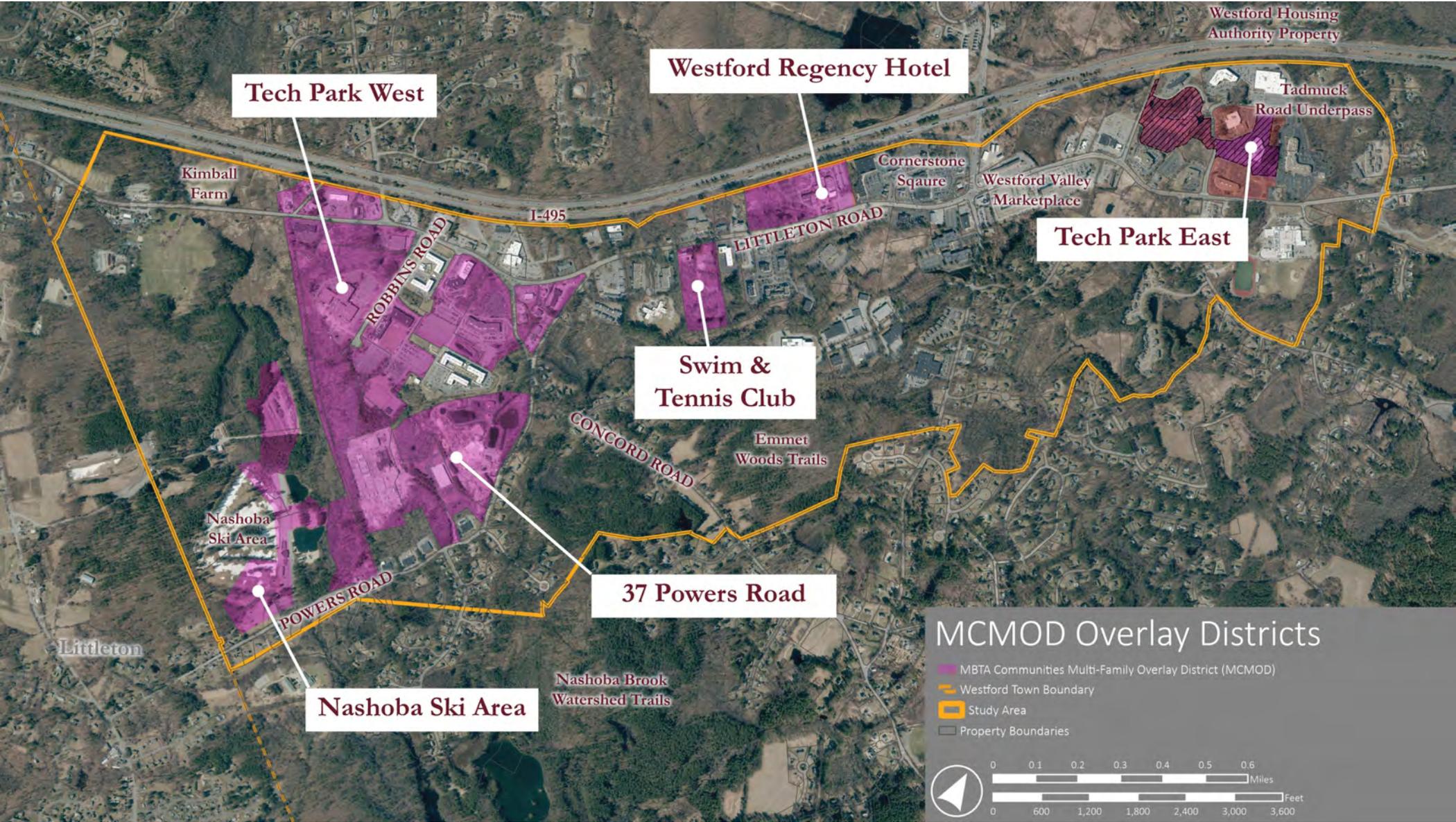
Establish a plan for pedestrian and bicycle connections in the areas re-zoned for multi-family housing

Coordinate public investments and new development projects to:

- Create continuous bicycle & pedestrian networks
- Provide community spaces & amenities
- Advance Westford's economic development, housing, sustainability and complete streets goals

Funding: MBTA Catalyst Program





**Tech Park West**

**Westford Regency Hotel**

**Tech Park East**

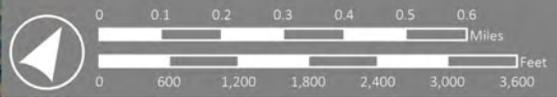
**Swim & Tennis Club**

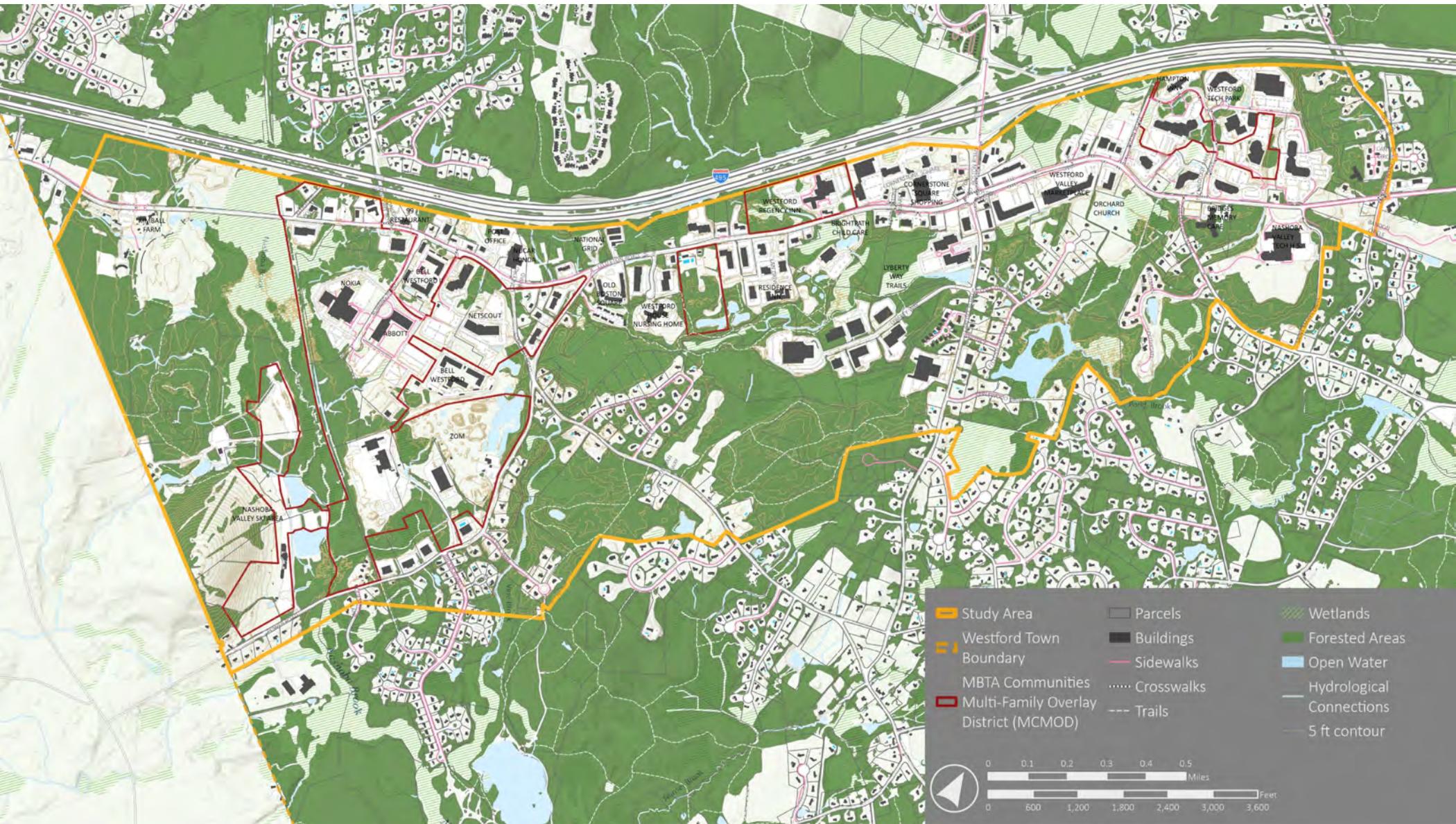
**37 Powers Road**

**Nashoba Ski Area**

### MCMOD Overlay Districts

- MBTA Communities Multi-Family Overlay District (MCMOD)
- Westford Town Boundary
- Study Area
- Property Boundaries





**How did we get here?**

**MBTA Communities  
Multi-Family Zoning  
Compliance –**

**Westford's  
2023-2024 MCMOD Project**

# 2023-24 MCMOD Planning and Zoning Changes

The MCMOD Project did preliminary planning on how to:

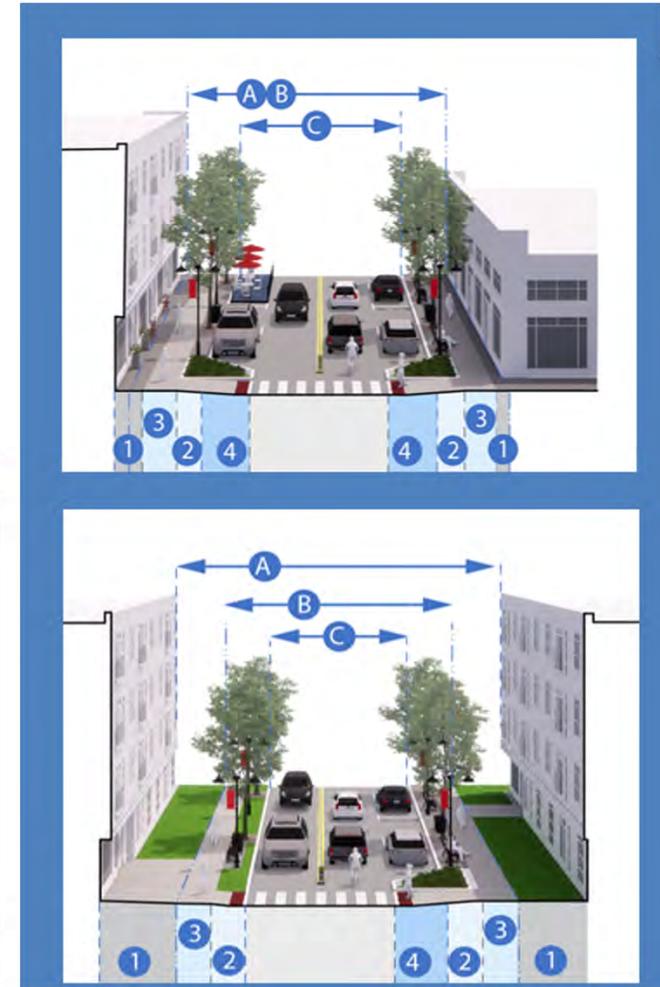
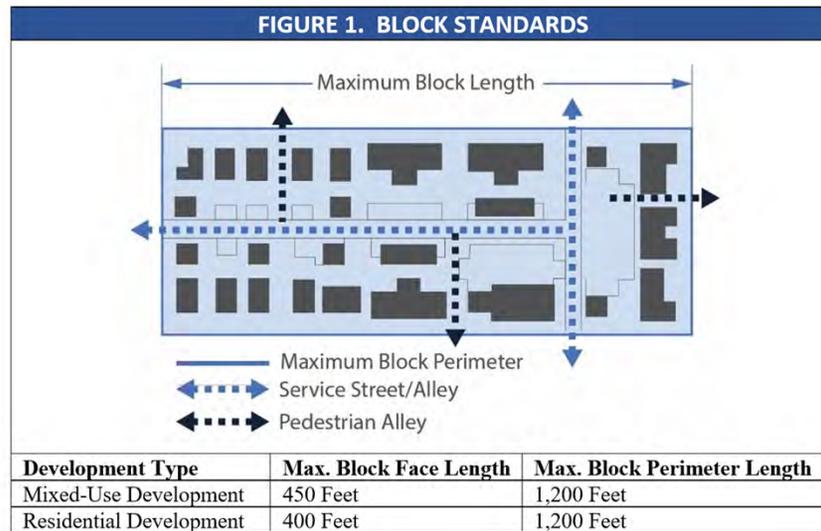
- guide future infrastructure investments
- maintain community character through streetscape design
- promote multi-modal mobility



# MCMOD Project

Adopted Zoning has Design Standards for

- Blocks
- Streets
- Outdoor Amenity Spaces





# Overview of This Project's - Deliverables

## **Primary Deliverables:**

- Prioritized plan for bike & pedestrian connections
- Conceptual plans for MCMOD development sites, highlighting high-priority design & site components
- Illustrative master plan that pulls together the bike/pedestrian connections & conceptual site plans
- Renderings of key improvement areas
- Concept-level cross sections for bike & pedestrian infrastructure, with associated construction details
- 25% plan for a key pilot site (Robbins Rd @ Littleton Road), that includes site and wetland surveys

# Public Engagement Components

## **Technical Advisory Committee**

### **Focus Groups:**

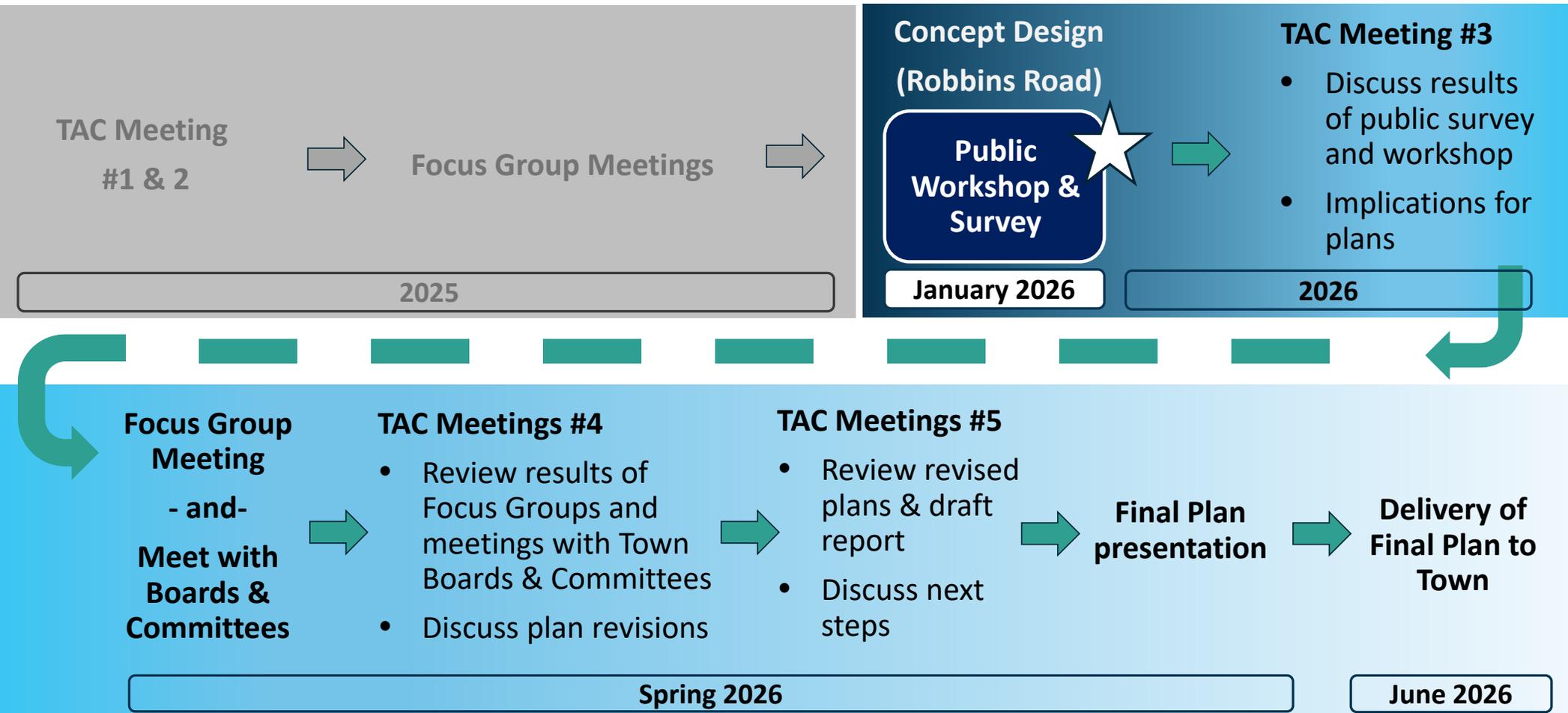
- MCMOD business owners, employees and area residents
- Community members with interest/expertise in pedestrian/bicycle infrastructure, trails, open spaces, housing
- Area property owners

## **Public Survey (still open!)**

## **Public Workshop & Public Listening Session**

## **Town Boards & Committees**

# Project Timeline



# Focus Groups

## **Focus Groups include:**

- Nashoba Valley Technical High School staff & alums
- Local biking, hiking, and walking advocates
- Employees of businesses in the study area
- Local housing & affordable living advocates
- Residents of multi-family developments in other parts of Westford

# Focus Groups

## Questions Discussed

- What is it like to live, work, go to school, or visit the Littleton Road area now?
- Where do you go in the Littleton Road area? Do you walk, bike, roll, or drive there? What is the experience of getting there?
- Do you use any of the open spaces or trails around the Littleton Road area? Which ones? What do you think is working well, or should be improved?
- What do you think would make residents of future multi-family developments in the Littleton Road area feel like part of the community? What kinds of walking, biking, or outdoor spaces are most important?

# Focus Groups – Key Takeaways

## **Walking & Biking**

- Route 110/Littleton Road is unsafe for walking & biking.
- More people would bike/walk/take transit in the Littleton Road area was safer, more convenient, and connected to where people want to go.
- Sidewalks & safe crossings needed—key locations: Nashoba Tech and the Boston/Carlisle/Littleton Road intersection
- Bike lanes need to be continuous & connected

# Focus Groups – Key Takeaways

## Trails & Open Space

### **Bruce Freeman Rail Trail is widely used, but:**

- Need more access points from Westford
- Need to connect developments and neighborhoods to the BFRT with trails, sidewalks, bike lanes.

### **Trails are widely valued, but:**

- Signage directing people to trails are needed
- Signage for wayfinding on the trails is needed
- Trail maps should be readily available
- Interconnection is needed – trail-to-trail, BFRT-to-trails, community centers-to-trails

# Focus Groups – Key Takeaways

## **Community Spaces & Place-Making**

### **Additional community spaces & amenities in Littleton Road Area:**

- Open to all
- Playgrounds
- Dog Park (off leash area)
- Picnic tables, benches, shelters
- Green spaces & trees along roads

# Focus Groups – Key Takeaways

## Maintenance & Funding

### **Questions & Concerns about adding new infrastructure**

- The sidewalks that already exist in the area are not maintained adequately: pavement conditions & plowing
- How will ongoing maintenance of new infrastructure (sidewalks, bike paths, amenities) be paid for?

# Site Analysis & Research

- Mapping
- Site Analysis, Conversations with landowners in the MCMOD
- Review of Previous Reports, plans including:
  - Westford MVP Plan, 2020
  - Westford Tree & Invasive Species Inventory and Management Plan, 2023
  - Open Space & Recreation Plan
  - TEC Littleton Road Concept Plan
- Review of bylaws & regulations
- Buildout Analysis
- Traffic Vehicle Reduction
- Climate Resilience Strategies
- Topographic Survey & Wetlands Identification, Robbins Road
- Drone Photography

# Previous/On-going Related Projects

## Westford's 2020 MVP Priorities

### Relevant MVP Findings:

- Identifies Invasive Species, Extreme Temps, Ice and Hurricanes as top natural hazards
- Prioritizes keeping Westford populated with trees and the need for a Tree and Invasive Species Inventory and Management Plan (done in 2023)
- Identifies stormwater management as highest priority to protect water resources
- Prioritizes trees and stormwater improvements for higher density areas (e.g., villages)
- Identifies a "Ranger" position to support management and maintenance of conservation lands, trails, and open space as a lower priority

### Key Opportunities to advance MVP priorities and goals of the Tree Plan

- The new project area will be a densely developed district that presently lacks canopy cover along streetscapes and most landscapes and is therefore extremely vulnerability to climate-driven extreme temperatures – one of Westford's top natural hazards
- Tree planting is a valuable stormwater management BMP and one that can be applied in abundance in the new project area
- Increasing the urban canopy mitigates stormwater runoff as well as extreme temperatures

### TOP NATURAL HAZARDS – FUTURE



Invasive Species



Extreme Temperature/Drought



Ice storm



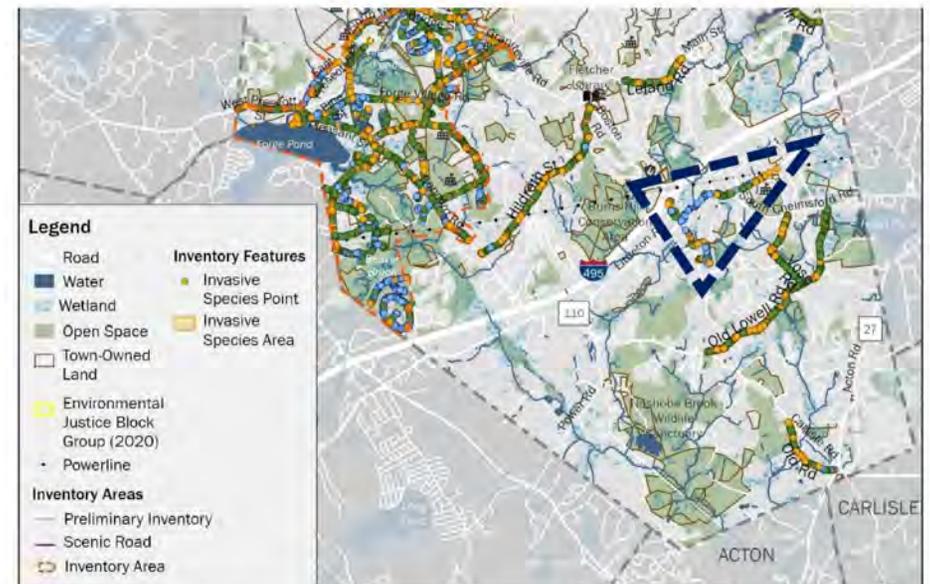
Hurricane/Tropical Storm

Westford's MVP Top Hazards

## Public Tree Planting Years 5-10 and Ongoing

From the Tree and Invasive Species Inventory and Management Plan

- Many vacant sites on non-scenic roads indicating a need for an average of 30 additional trees per mile of road.
- Over half of public trees are located under overhead utilities that may inhibit tree health and present maintenance challenges.
- High-priority planting locations include vacant planting sites inventoried in the tree plan
- Increased canopy cover in barren landscapes and streetscapes in the pedestrian plan project area that have greater vulnerability to climate change
- Tree planting guidelines that
  - reduce conflicts with utilities and infrastructure
  - compensate for tree decline due to climate change
  - Select the "Right Tree for the Right Place" for tree planting
- Updates to public tree inventory
- Public outreach and involvement in tree planting and invasive species management



### Inventory Features

Tree & Invasive Species Inventory and Management Plan  
Westford, MA  
Draft: May 1, 2023

Prepared by:

**DODSON & FLINKER**  
Landscape Architecture and Planning

Data Sources: MassGIS

0 0.5 1 Miles

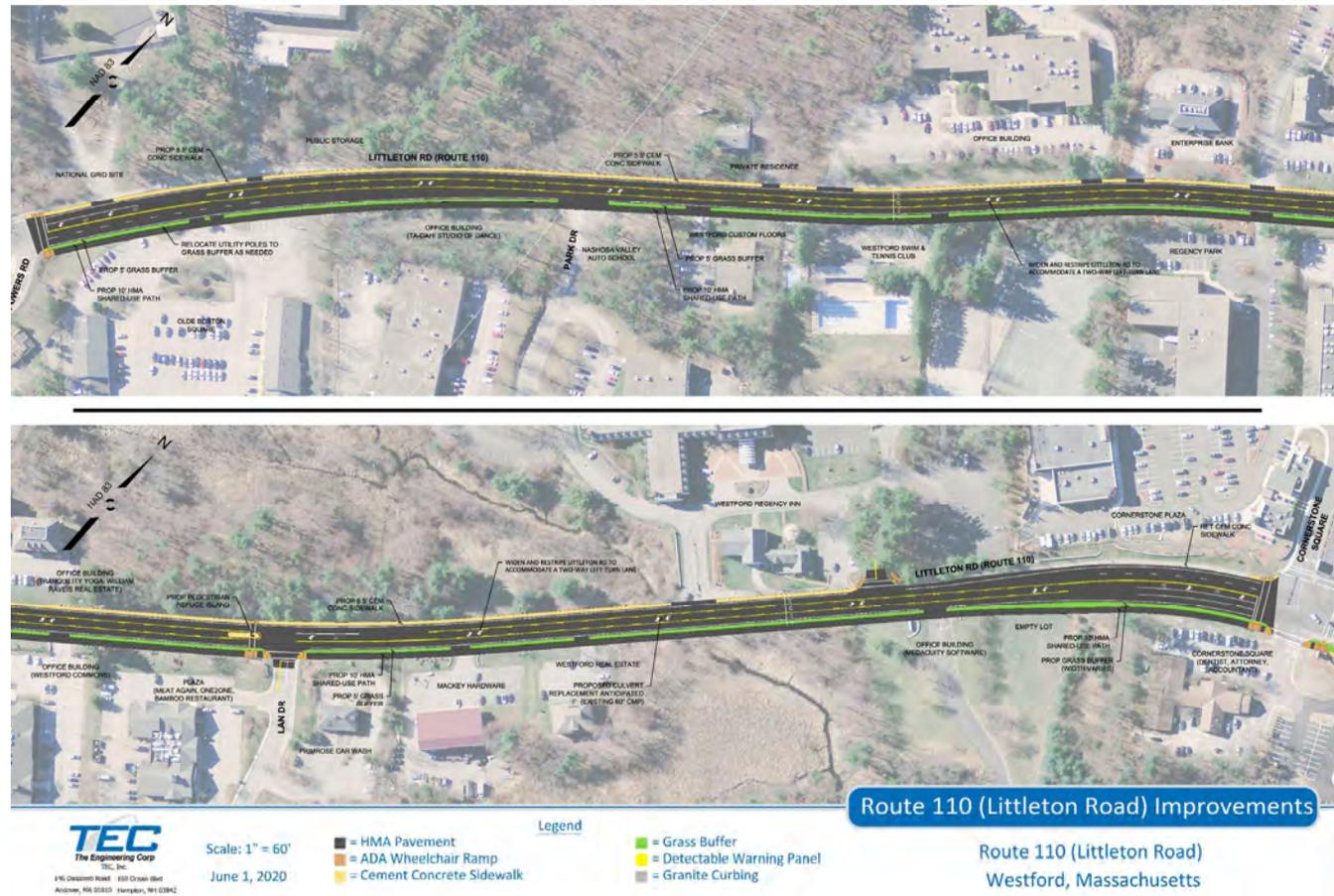


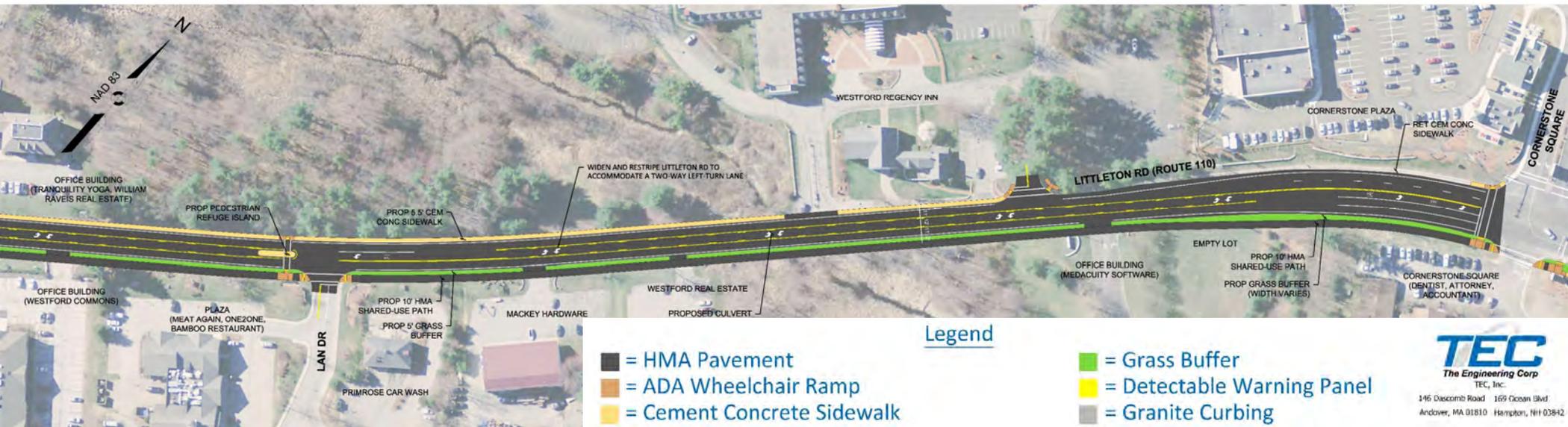
Inventoried Area from Tree Plan within the current project area identifies vacant sites and invasive species points

# Route 110 Littleton Road Improvements, TIP project

**WESTFORD- INTERSECTION IMPROVEMENTS AT ROUTE 110 (LITTLETON ROAD) AND POWERS ROAD**

*“The proposed project entails the reconstruction of four intersections in the Town of Westford: Littleton Road (Route 110) and Concord Road (Route 225) west (Location 1); Littleton Road (Route 110) and Concord Road (Route 225) east (Location 2); Littleton Road (Route 110) and Power Road (Location 3); and Concord Road (Route 225) and Power Road, (Location 4). Locations 1, 3 & 4 will be signalized. Components of this project may now be constructed as mitigation by a private developer for Westford Technology Park. Therefore the project will be modified based on the extent of Westford Technology Park's required mitigation.”*



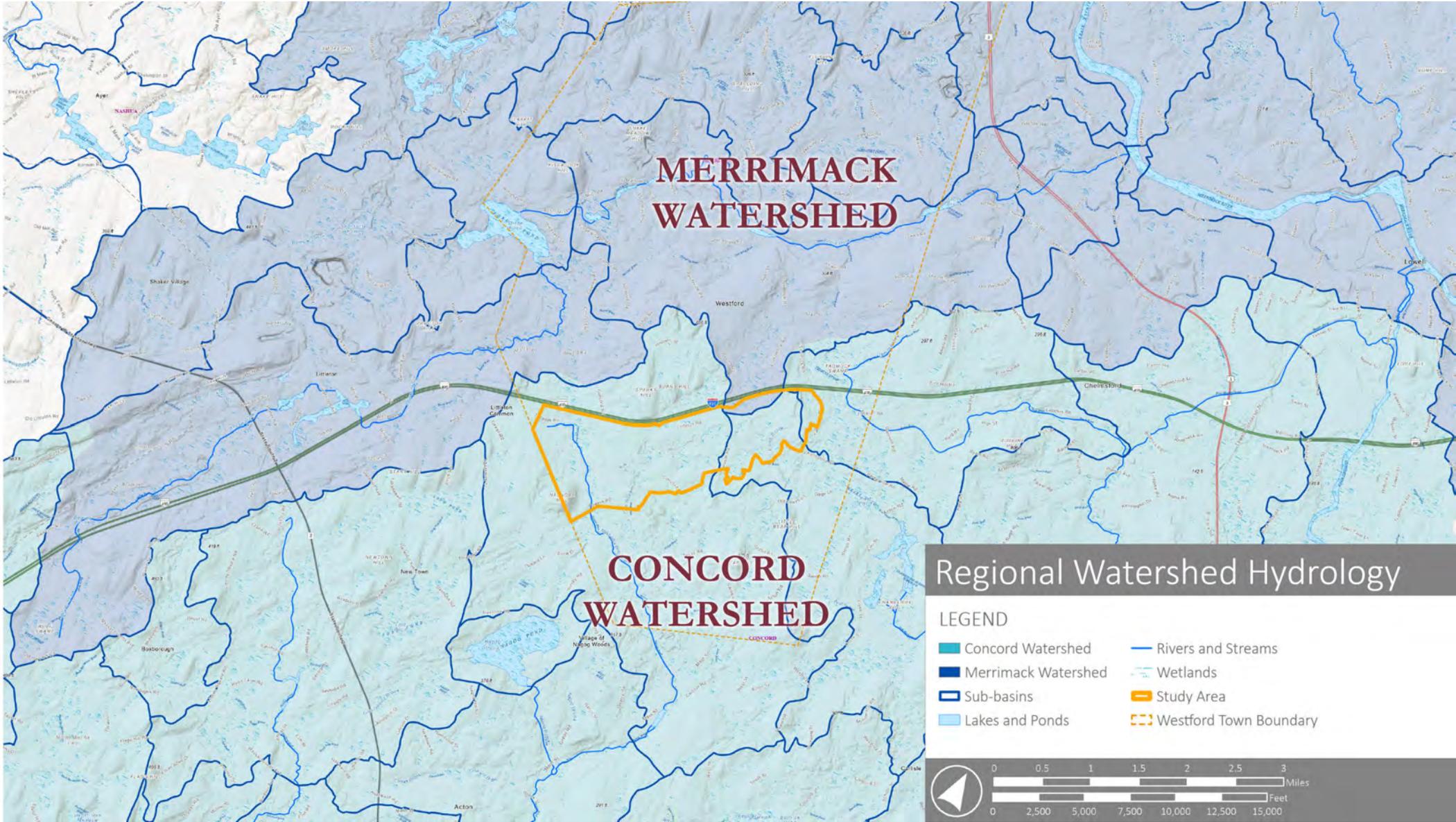


- = HMA Pavement
- = ADA Wheelchair Ramp
- = Cement Concrete Sidewalk

Legend

- = Grass Buffer
- = Detectable Warning Panel
- = Granite Curbing

# **Introduction to the Study Area**



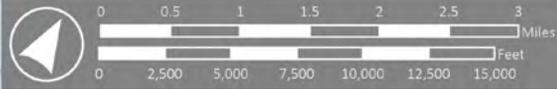
# MERRIMACK WATERSHED

# CONCORD WATERSHED

## Regional Watershed Hydrology

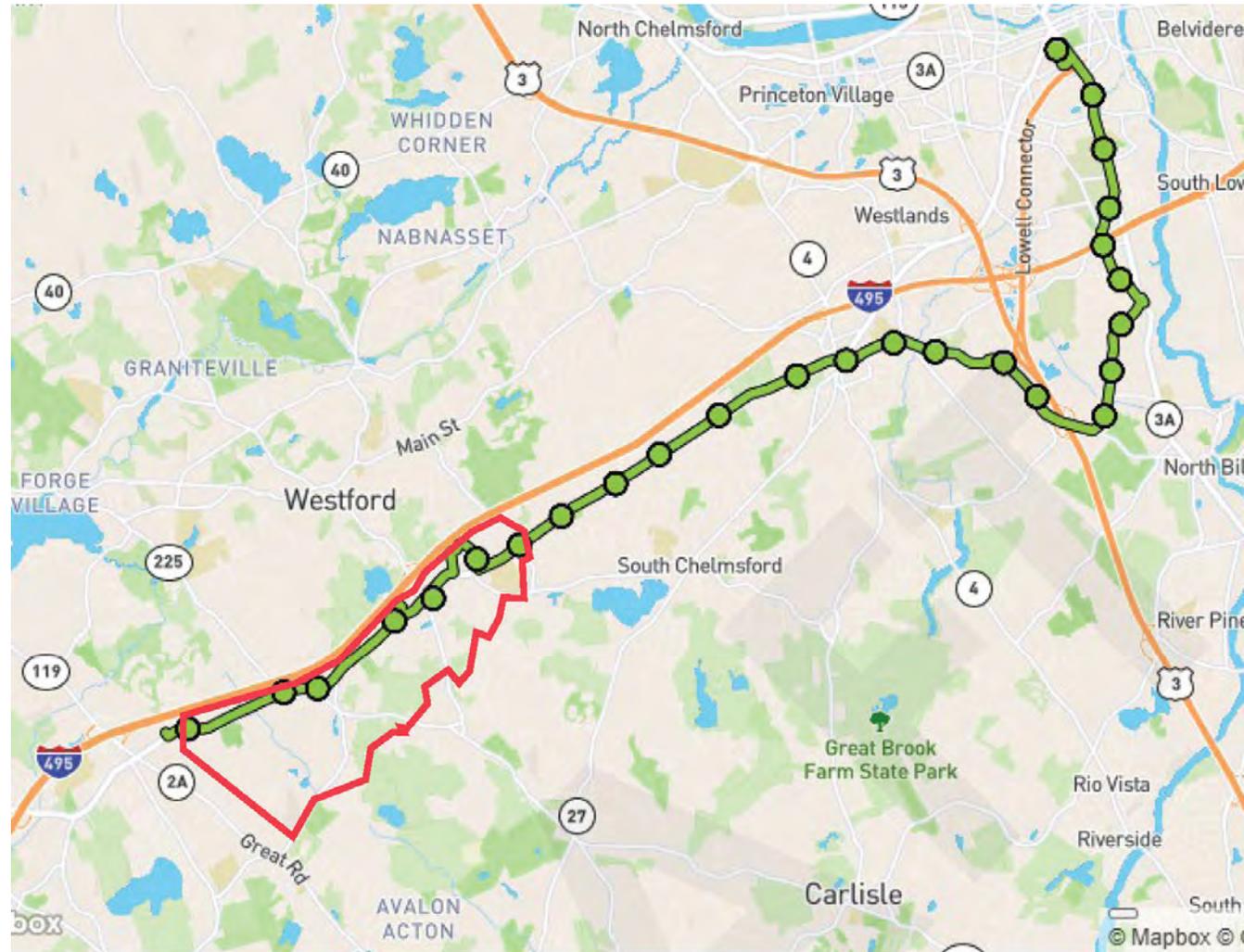
### LEGEND

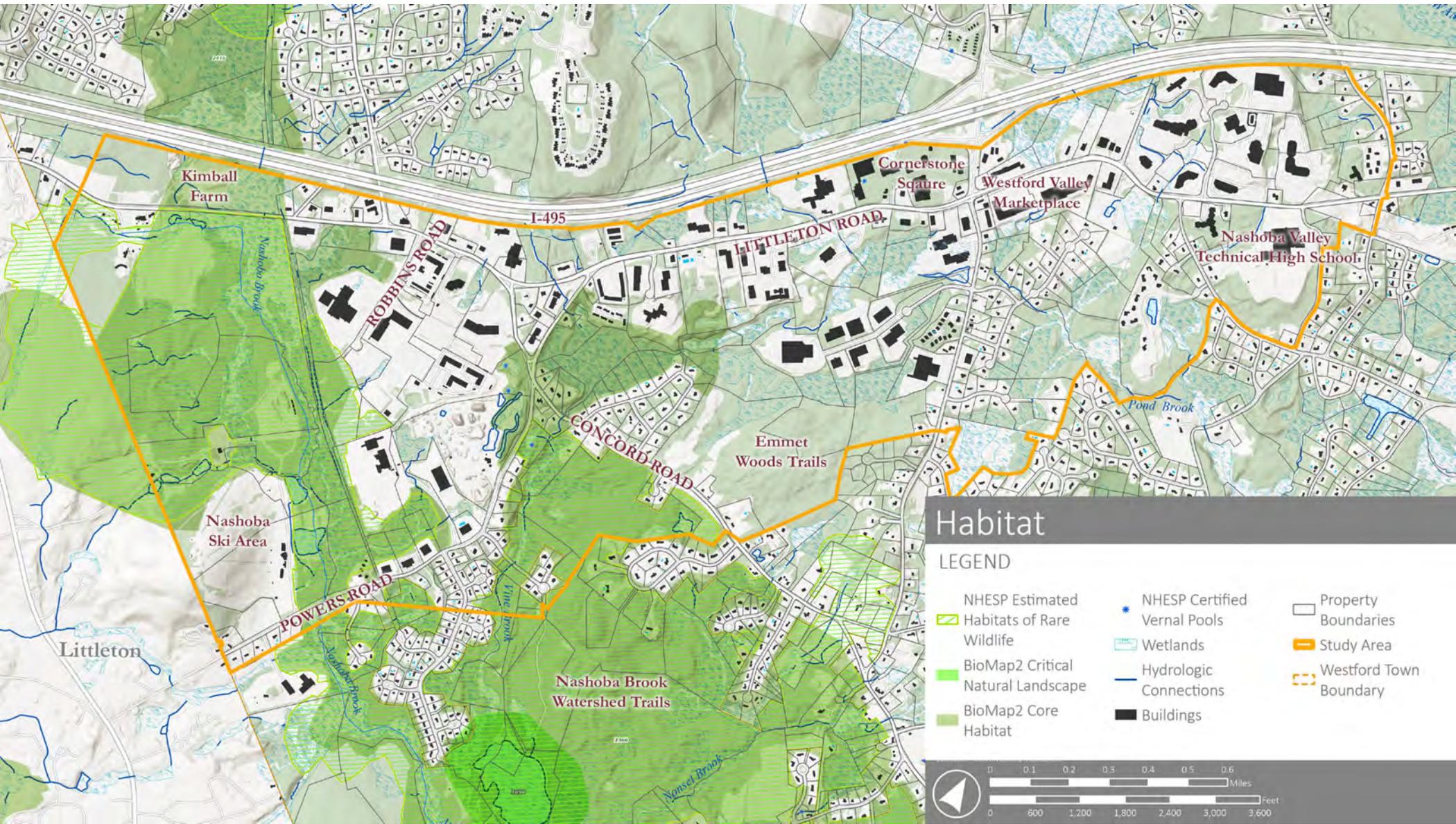
- Concord Watershed
- Merrimack Watershed
- Sub-basins
- Lakes and Ponds
- Rivers and Streams
- Wetlands
- Study Area
- Westford Town Boundary



## Lowell Regional Transit Authority: Chelmsford/Lowell 15 Bus Line has **6 stops** in **Westford**:

- Nashoba Technical Valley High School
- Hampton Inn Technology Drive
- Westford valley Market Place
- Westford Regency Hotel
- Residence Inn
- IBM

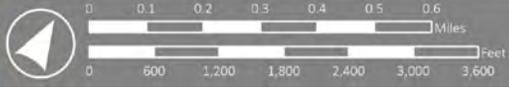


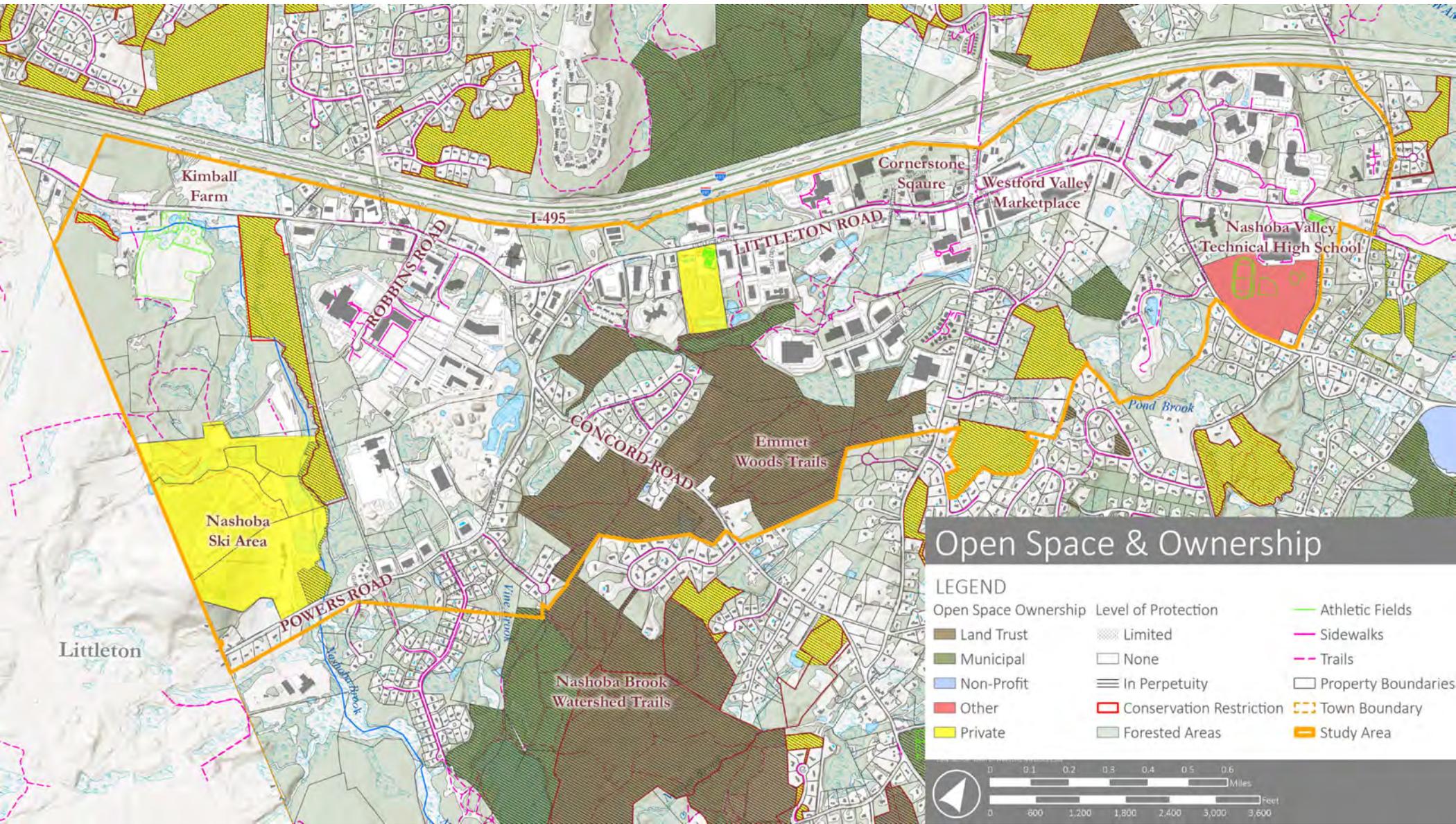


# Habitat

## LEGEND

- NHESP Estimated Habitats of Rare Wildlife
- BioMap2 Critical Natural Landscape
- BioMap2 Core Habitat
- NHESP Certified Vernal Pools
- Wetlands
- Hydrologic Connections
- Buildings
- Property Boundaries
- Study Area
- Westford Town Boundary

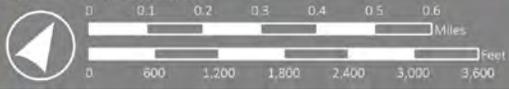


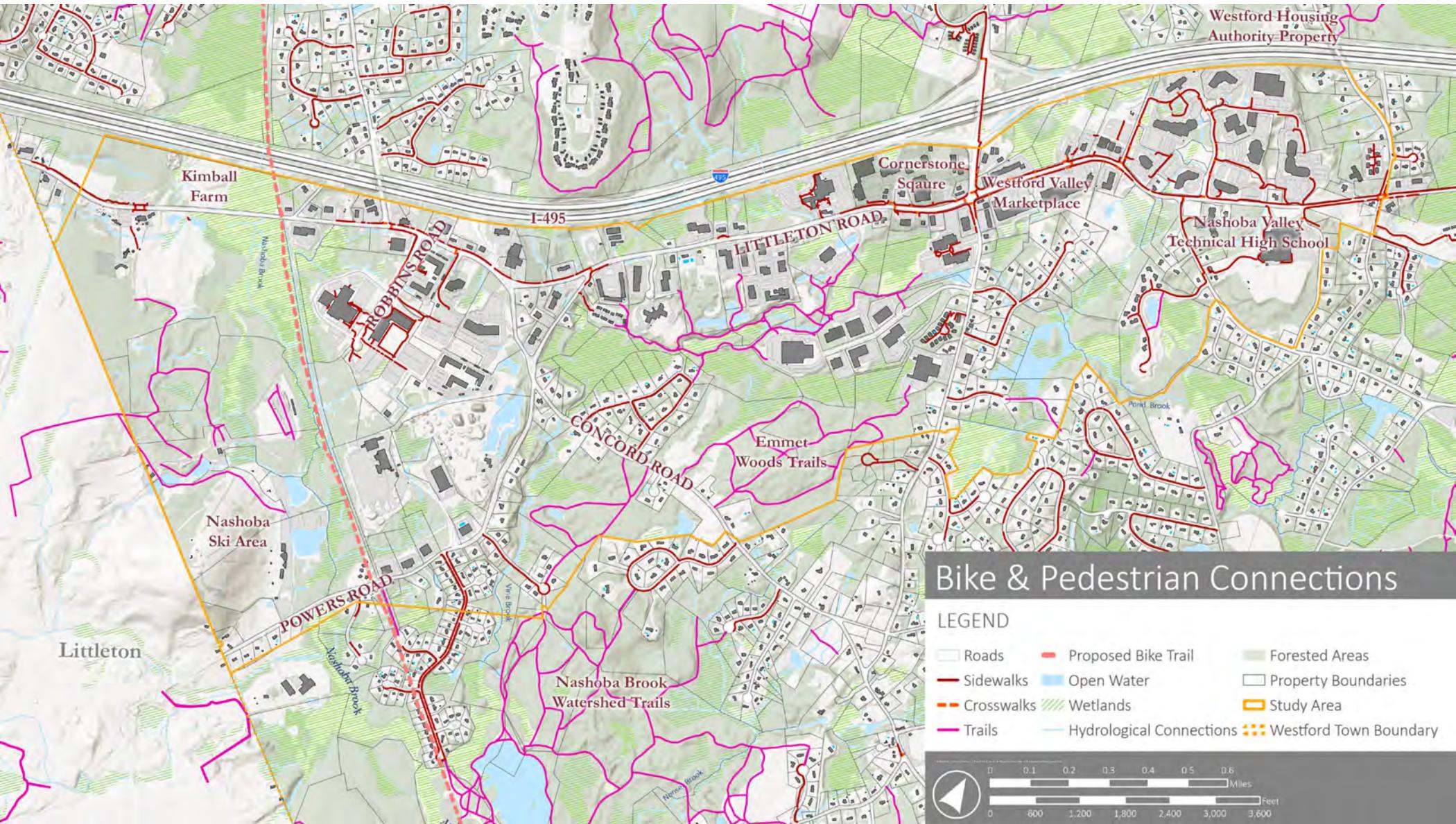


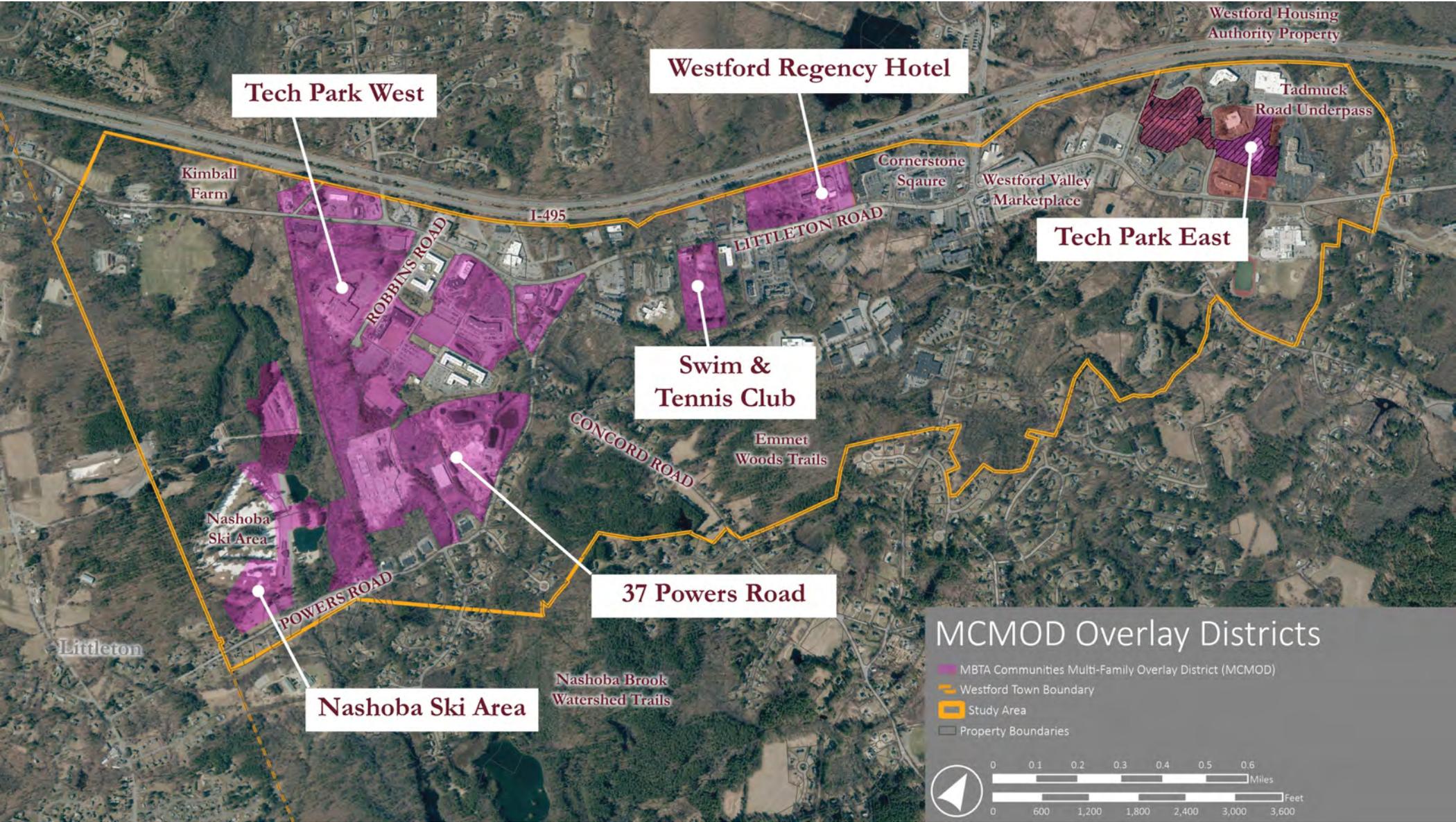
## Open Space & Ownership

### LEGEND

<b>Open Space Ownership</b>	<b>Level of Protection</b>	<b>Other Features</b>
Land Trust	Limited	Athletic Fields
Municipal	None	Sidewalks
Non-Profit	In Perpetuity	Trails
Other	Conservation Restriction	Property Boundaries
Private	Forested Areas	Town Boundary
		Study Area







**Tech Park West**

**Westford Regency Hotel**

**Tech Park East**

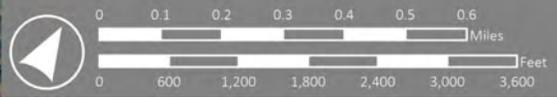
**Swim & Tennis Club**

**37 Powers Road**

**Nashoba Ski Area**

**MCMOD Overlay Districts**

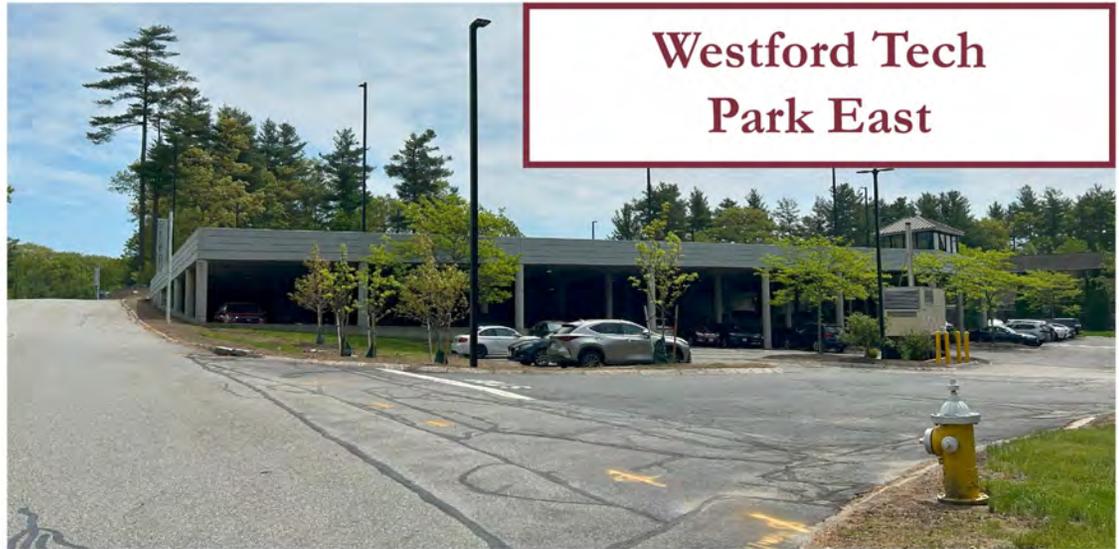
- MBTA Communities Multi-Family Overlay District (MCMOD)
- Westford Town Boundary
- ▭ Study Area
- ▭ Property Boundaries



**Westford Tech  
Park East**









# Westford Regency Hotel

Overflow Parking Lot

Wetlands

Existing four story building

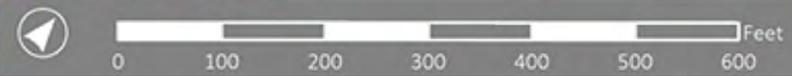
Wastewater Facility

LITTLETON ROAD

No sidewalk

Winding brick path on private property

Sidewalk runs along Littleton Road from east property boundary to main driveway, then connects to front door.

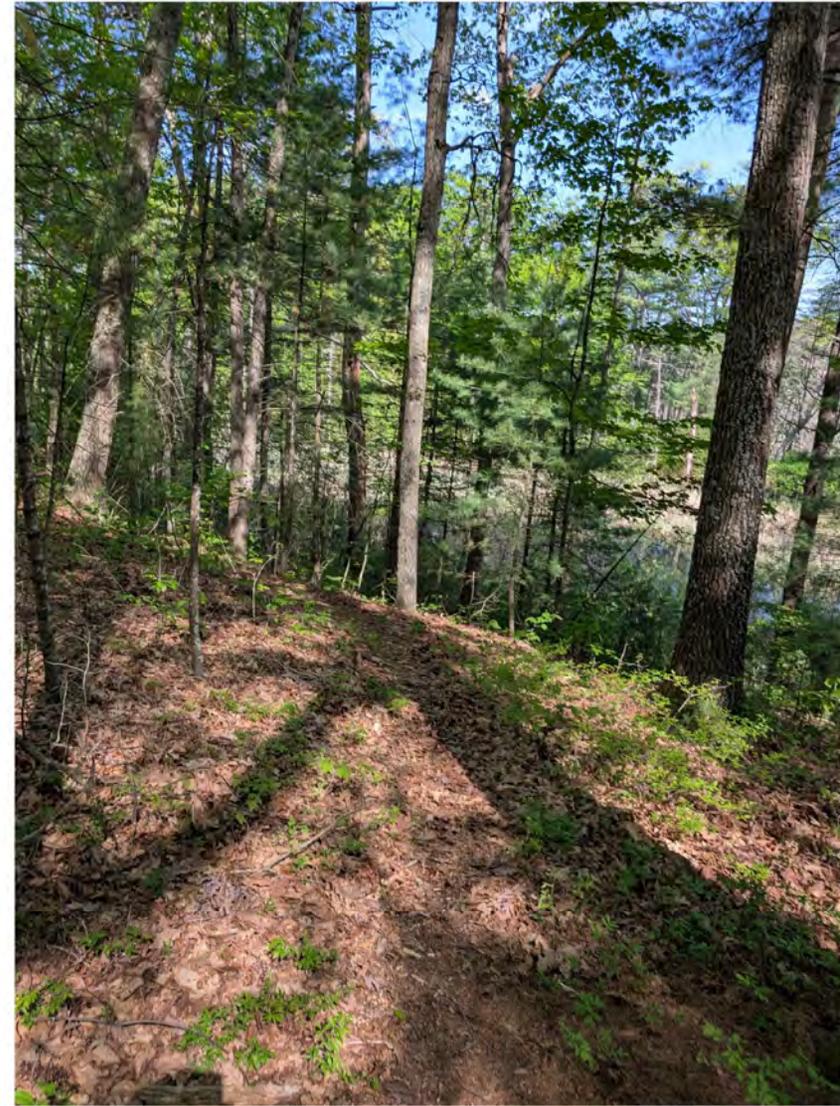
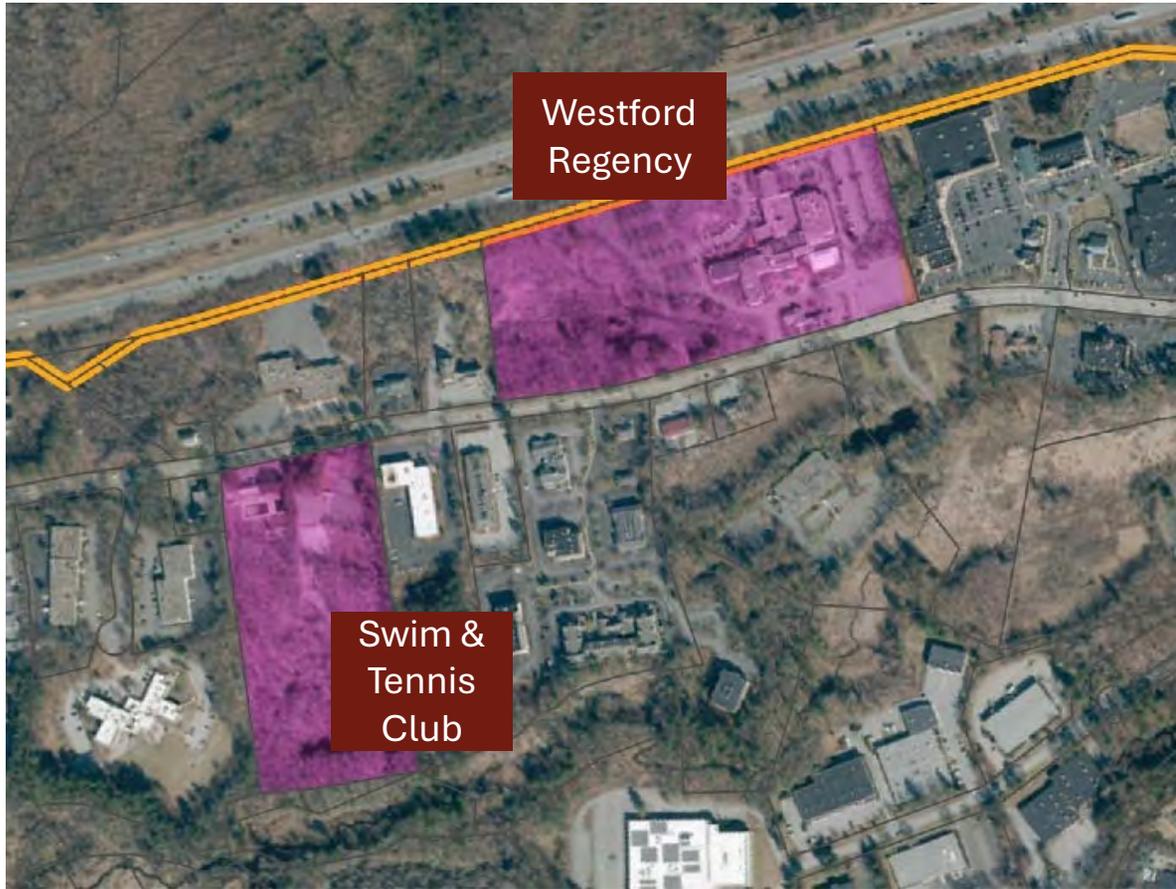




## Westford Regency Hotel



# Swim & Tennis Club





Swim & Tennis Club

Swim & Tennis Club

Smaller lots with significant grade change between properties

Powers Road narrows to ~24' in some places and is tightly constricted by telephone poles, wetlands and sloping edge conditions.

Trailside Way is established single-family cul-de-sac neighborhood with public access and a dirt parking lot at the Nashoba Brook Watershed Trailhead; accessible via 5' wide sidewalk that connects to Powers Road

## Trailside Way, Banbury Drive & Powers Road

Intersection of Concord  
& Powers Roads

No sidewalks along  
Powers or Concord Roads

Banbury Drive is an established single-family home neighborhood. Trail access featured on some maps not present. Potential trail connection location on northwest corner of loop was thickly vegetated and impenetrable with a steep slope down toward the brook.

Bell Westford  
Apartments

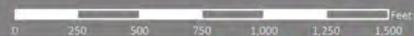
37 Powers Road

Nashoba  
Ski Area

POWERS ROAD

TRAILSIDE WAY

Vine Brook



**Trailside Way,  
Banbury Drive  
& Powers Road**



**Significant grade change between lots north of the intersection of Concord & Powers Roads**



**Powers Road near entrance to Nashoba Ski Area narrows to ~24' wide (view facing east)**

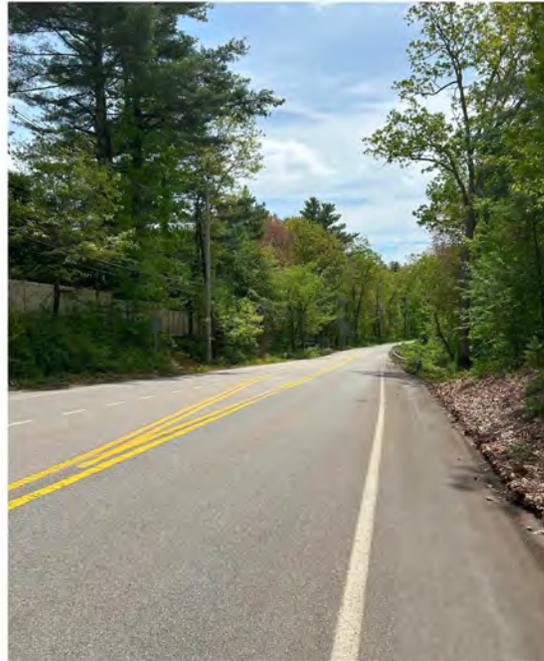


**Entrance to parking and trails at end of Trailside Way**

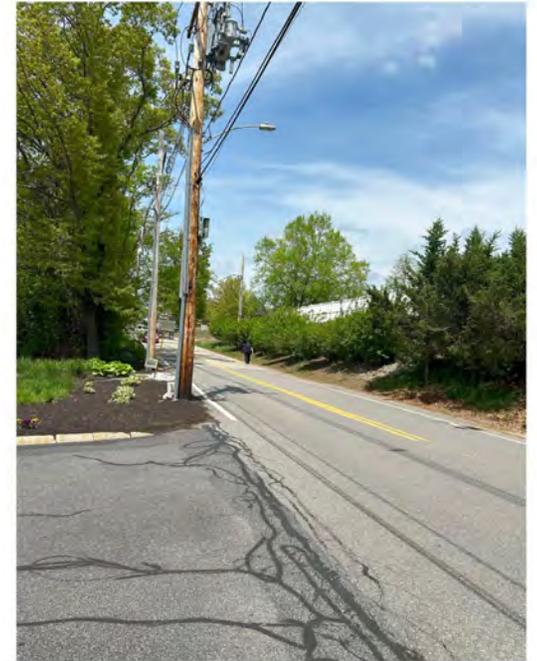
## Concord & Powers Roads Intersection



Intersection of Concord and Powers Roads



No sidewalks along Powers Road



No sidewalks along Concord Road

**37 Powers Road**





# L1 - Outdoor Amenity Space Calculations





# Bell Westford, Netscout & Nokia

Robbins Road: ~30' wide tree-lined road with deep planting strips, setbacks and sidewalks.

~28.5' wide street with ~5' wide sidewalks connects Littleton Rd to the Bell Westford

Paved 7.5' wide path

Significant grade change between lots makes accessible connections unlikely

Underutilized parking lot without trees

Community garden and dog park (Bell westford)

Wastewater plant and field

Possible connection via ~23' wide private road



## Netscout



~23' wide private road  
on north side of Netscout (facing west)



Private road through parking lot on north side  
of Netscout (facing east)



**North End of Robbins Rd (facing north towards Littleton Road)**

**Robbins Road  
(Bell Westford II)**



**~5' wide connection to Bell Westford II**



**Significant grade change and retaining wall between Bell Westford Apartments and Abbott Medical parking lot.**

**Robbins Road  
(Abbott Medical)**



**Parking lot at the end of Robbins Road (facing north towards Abbott Medical)**

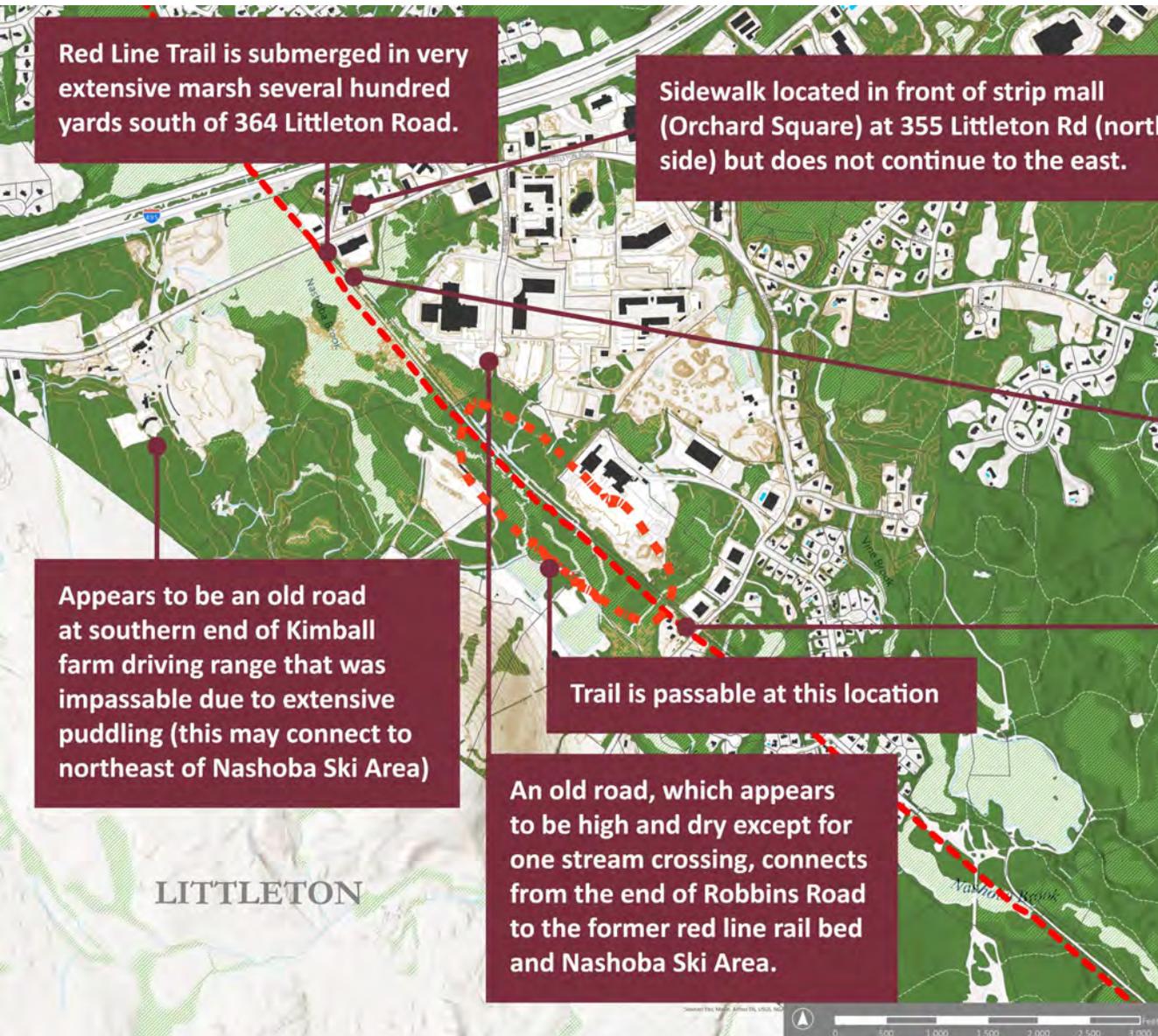
**Robbins Road  
(Nokia & Abbott Medical)**



**South end of Robbins Road (facing west towards Nokia)**



**South end of Robbins Road (facing east towards Abbott Medical)**



Red Line Trail is submerged in very extensive marsh several hundred yards south of 364 Littleton Road.

Sidewalk located in front of strip mall (Orchard Square) at 355 Littleton Rd (north side) but does not continue to the east.

Appears to be an old road at southern end of Kimball farm driving range that was impassable due to extensive puddling (this may connect to northeast of Nashoba Ski Area)

Trail is passable at this location

An old road, which appears to be high and dry except for one stream crossing, connects from the end of Robbins Road to the former red line rail bed and Nashoba Ski Area.

## Potential Shared Use Path (Former Red Line)

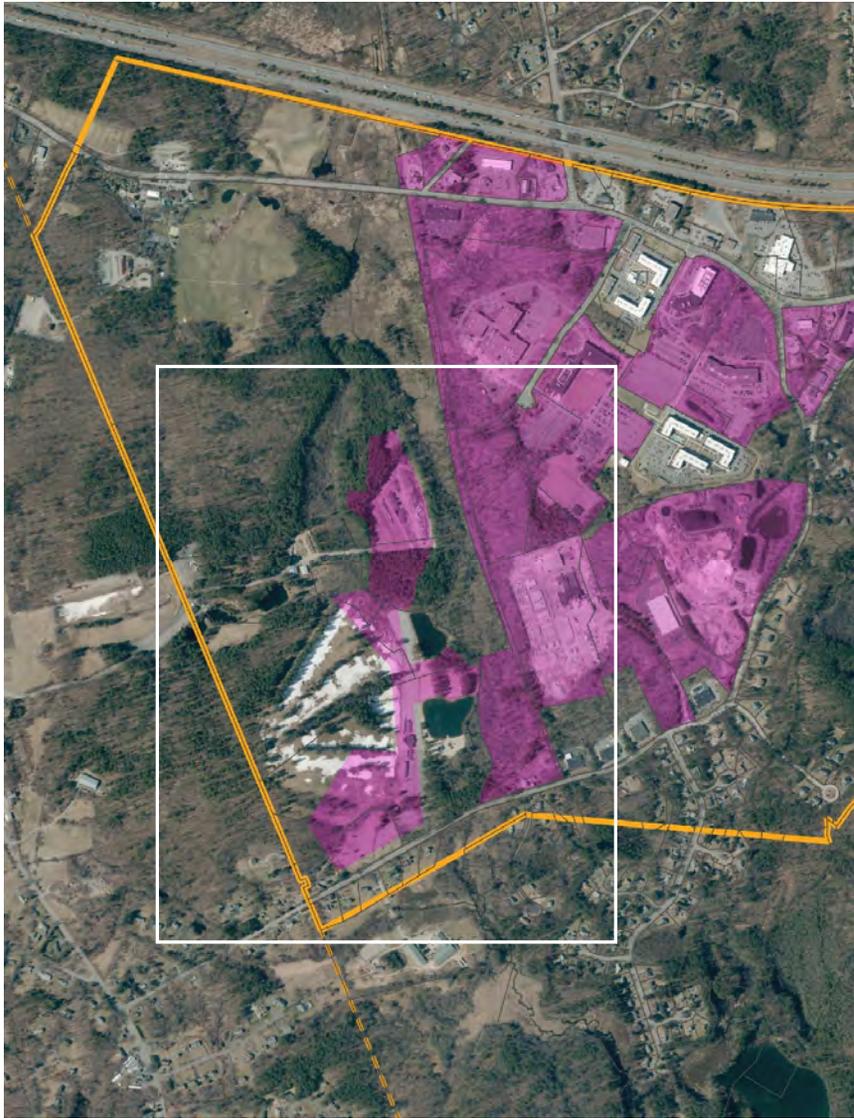
**364 Littleton Road:**

- Parking lot is several feet above grade of the red line and a stormwater facility is located between the two
- Extensive wetlands would require boardwalk

**71 Powers Road:**

- Construction of 5 single-family homes underway. Former rail bed is still evident and passes through a wet wooded environment.
- The trail crosses an old stone culvert shortly after it starts and adjacent ponds are evident
- After several hundred yards the trail becomes indistinct and impassable due to wetlands



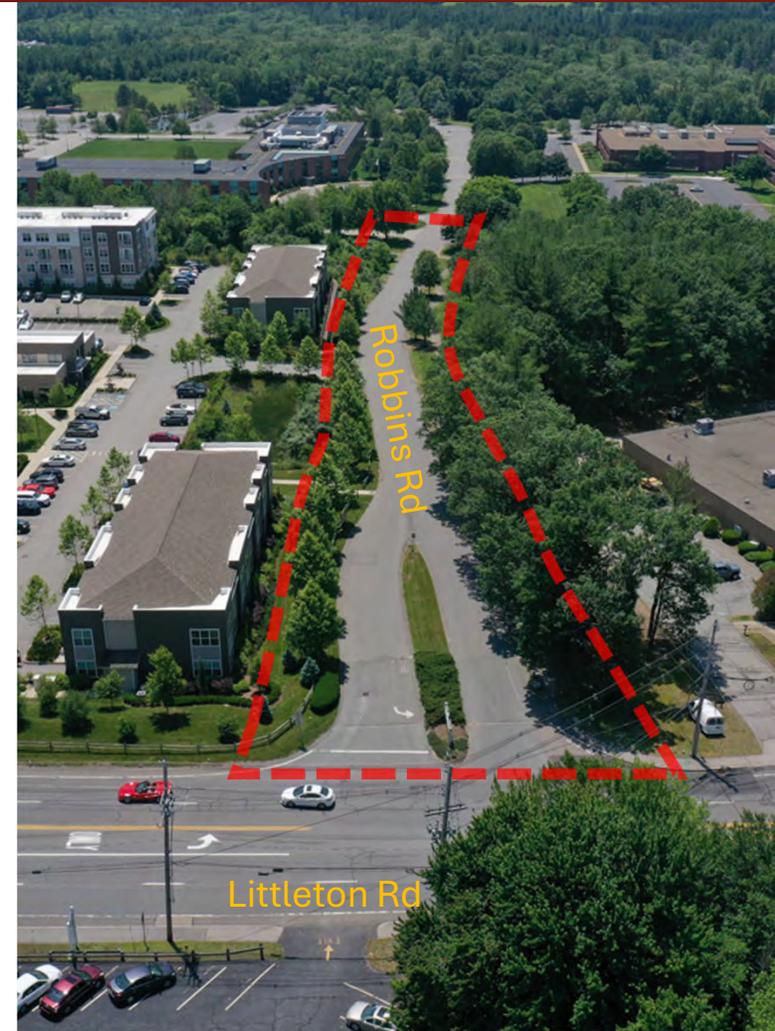
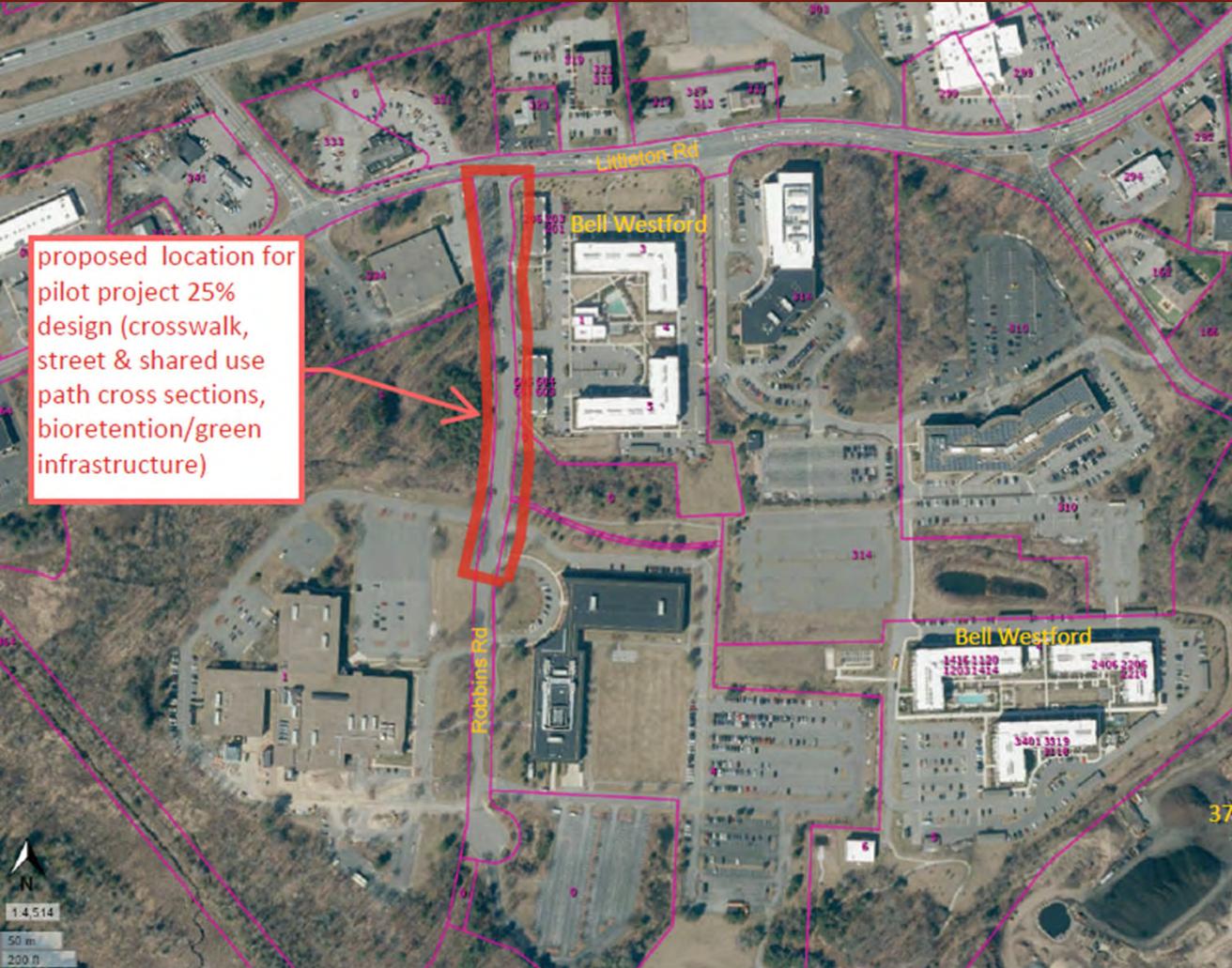


Nashoba Ski Area

Nashoba Ski Area

Pilot Site –  
Linked & Livable Neighborhoods  
25% Design Plan

# Pilot Site - 25% Design Plan





Robbins Road



connection to  
Nashoba Greenway

stormwater  
green infrastructure

connection to  
Nashoba Greenway

## Proposed Connections

Robbins Road, Westford, MA

DRAFT  
06/30/25

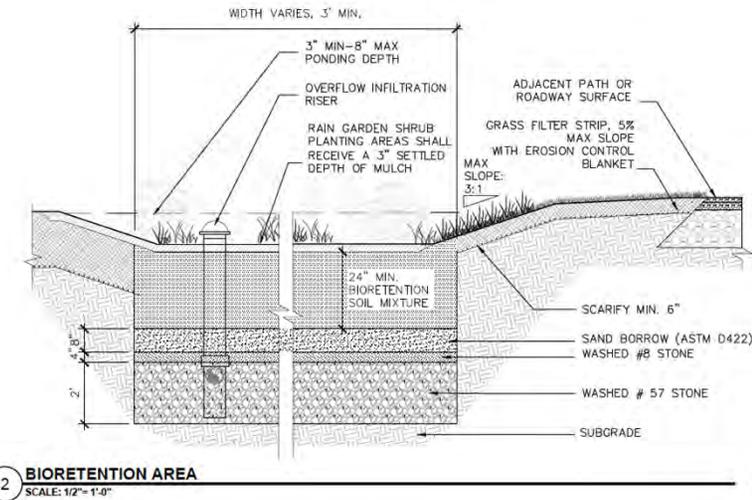


Robbins Road

# Robbins Road Concepts: Shared Use Path

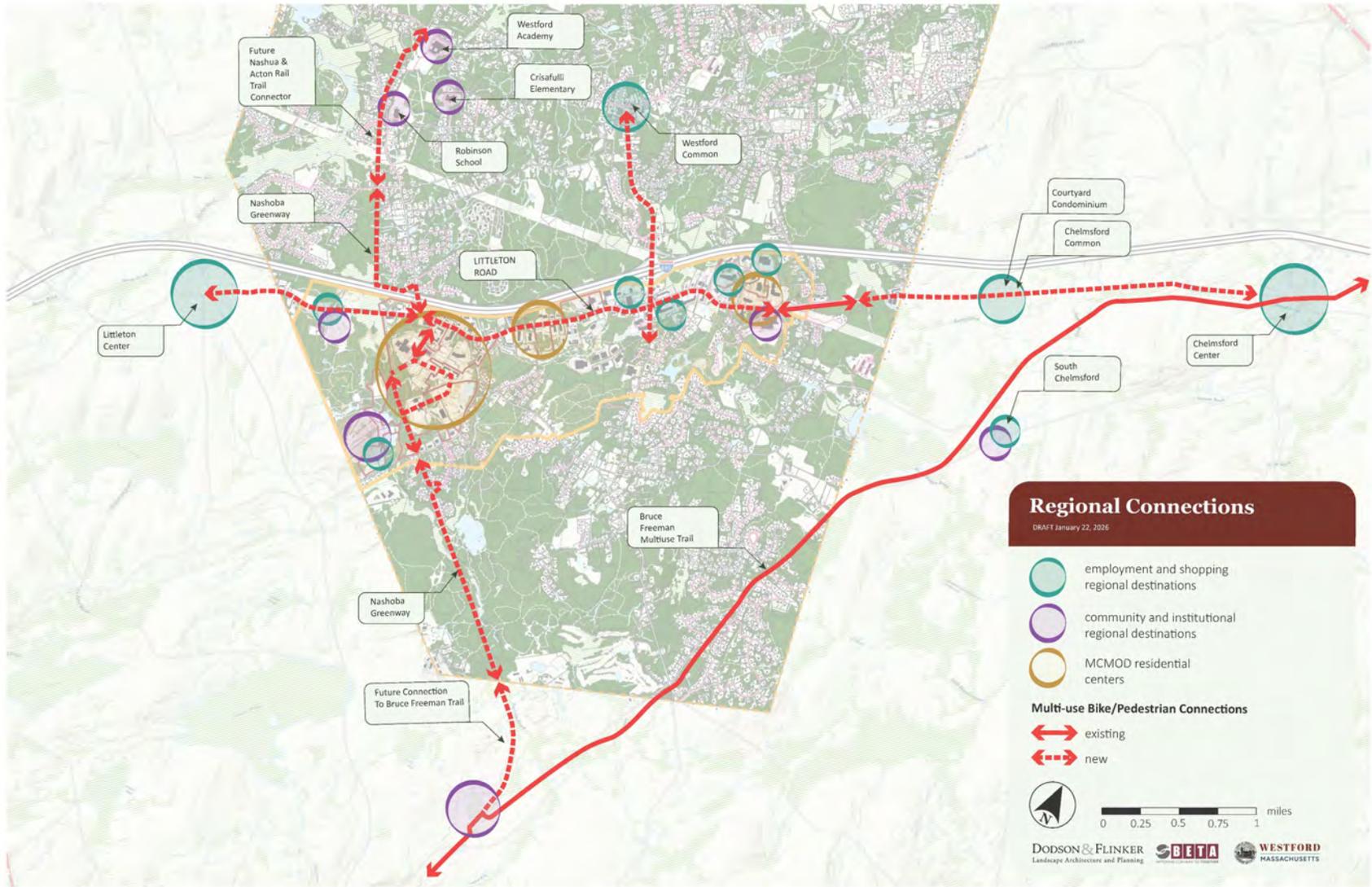


# Integrating Climate Resiliency



## Trees + green stormwater infrastructure:

- Cool walking routes
- reduce runoff
- Create pleasant, livable streetscapes



Future Nashua & Acton Rail Trail Connector

Nashoba Greenway

Westford Academy

Crisafulli Elementary

Robinson School

Westford Common

Littleton Center

LITTLETON ROAD

Courtyard Condominium

Chelmsford Common

Chelmsford Center

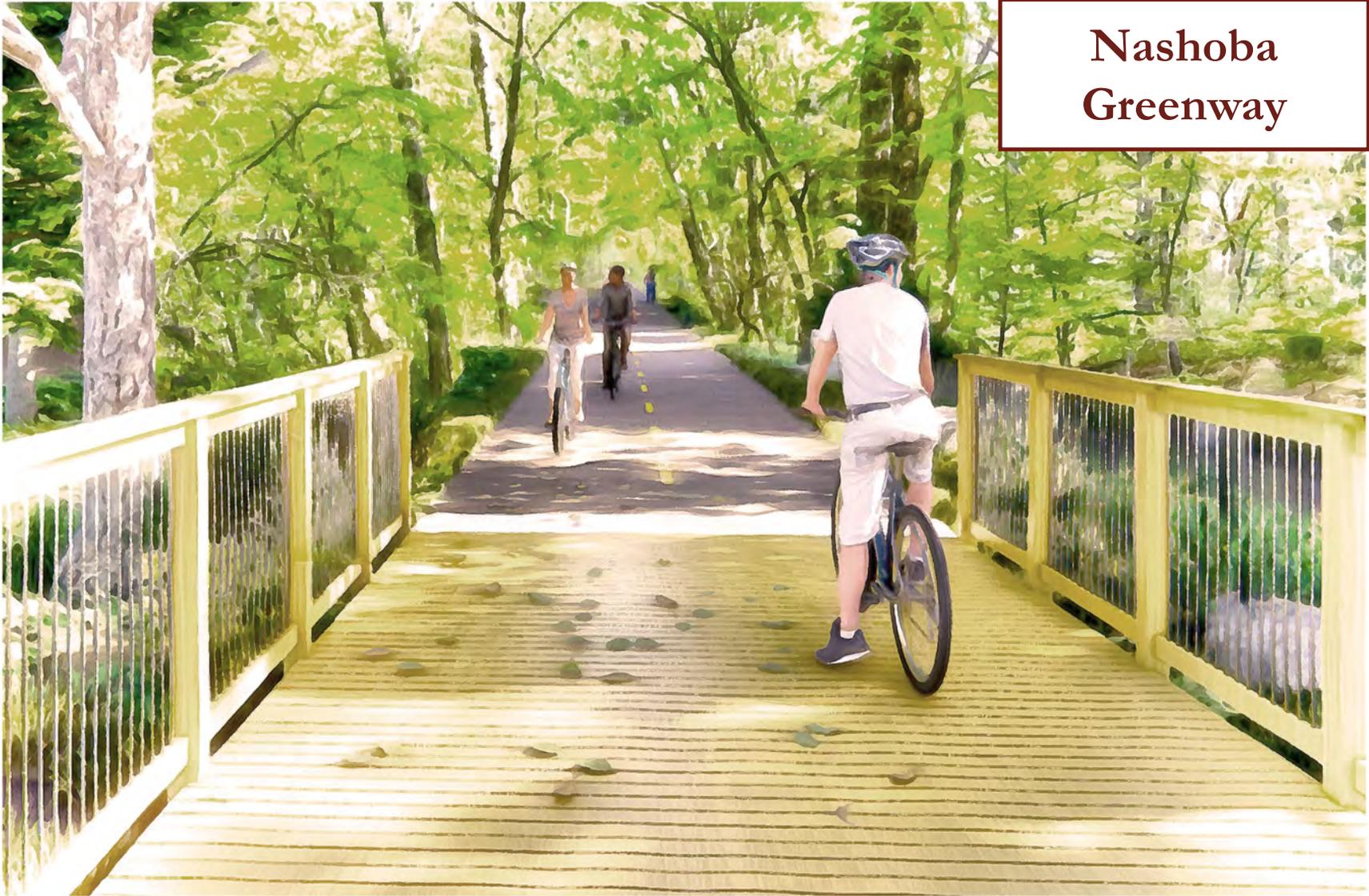
South Chelmsford

Bruce Freeman Multiuse Trail

Nashoba Greenway

Future Connection To Bruce Freeman Trail

# Nashoba Greenway



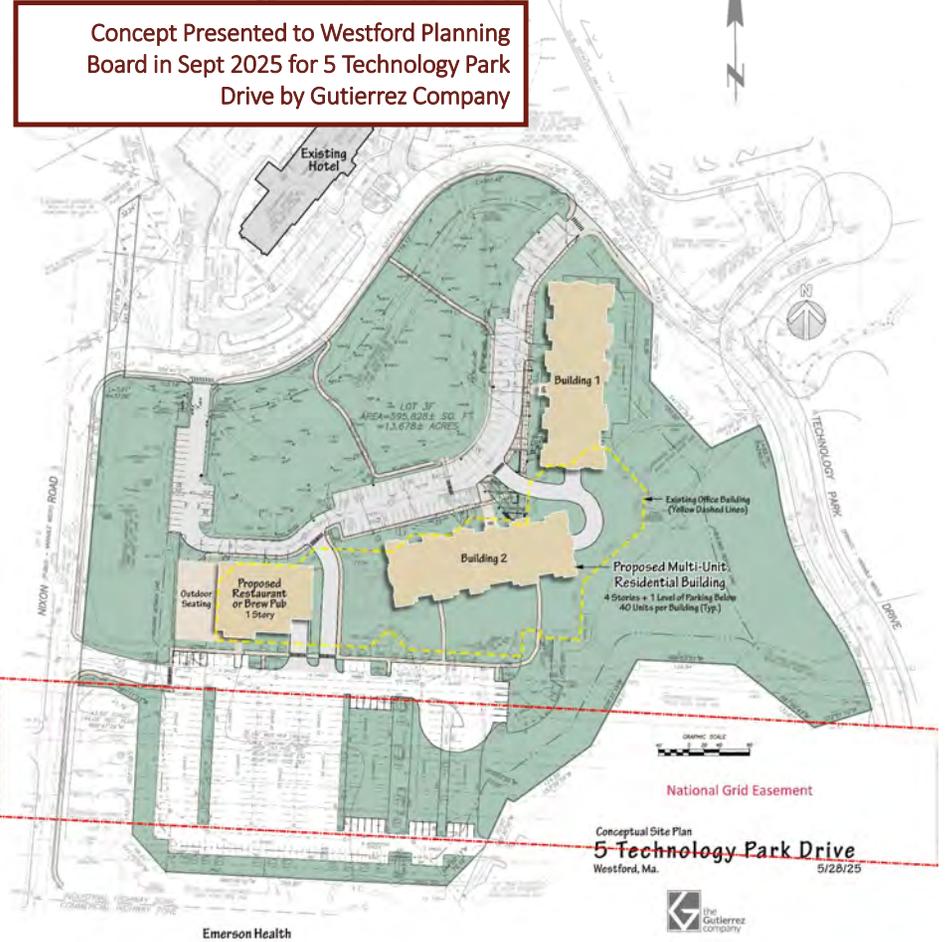




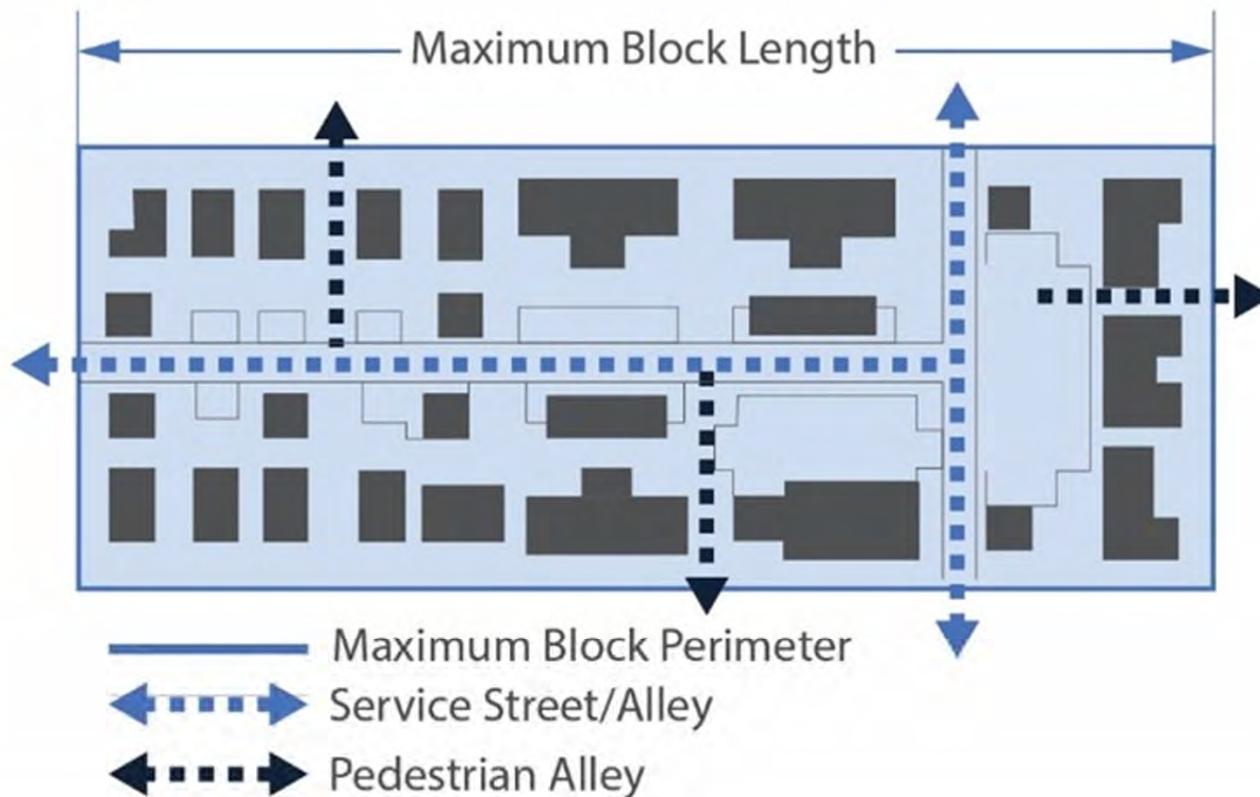
# Build Out: Zoning Requirements, Site Constraints

## MCMOD Dimensional Lot Standards

Front Yard Setback (min/max):	20 ft/50 ft
Side Yard Setback (min):	25 ft
Rear Yard Setback (min):	50 ft
Outdoor Amenity Space (min):	20%
Open Space (min):	30%
Density (max units/acre):	15



**FIGURE 1. BLOCK STANDARDS**



<b>Development Type</b>	<b>Max. Block Face Length</b>	<b>Max. Block Perimeter Length</b>
Mixed-Use Development	450 Feet	1,200 Feet
Residential Development	400 Feet	1,200 Feet

# Build Out: Blocks & Development Types

## Typical 4-story Apartment (65 ft wide)

Based on roughly 1,200 sqft units  
 1.5 parking spaces required per unit

300 ft length:	69 units
350 ft length:	80 units
400 ft length:	92 units
450 ft length:	103 units

Concept Presented to Westford Planning Board in Sept 2025 for 5 Technology Park Drive by Gutierrez Company



**4 STORY APARTMENT (90 units)**  
 82,775 sf block  
 16,555 sf min. outdoor amenity space (20%)



**5 STORY APARTMENT (90 units)**  
82,775 sf block  
16,555 sf min. outdoor amenity space (20%)



**STACKED FLATS (55 units)**  
82,775 sf block  
16,555 sf min. outdoor amenity space (20%)





**TOWNHOUSES (35 units)**  
 82,775 sf block  
 8,775 sf min. outdoor amenity space (10%)



**DUPLEXES (35 units)**  
 82,775 sf block  
 8,275 sf min. outdoor amenity space (10%)



# LANDSCAPE FRAMEWORK PLAN

DRAFT January 22, 2026

## Bike/Pedestrian Connections

-  existing
-  proposed

## Pedestrian Connections

-  existing
-  proposed

 boardwalk

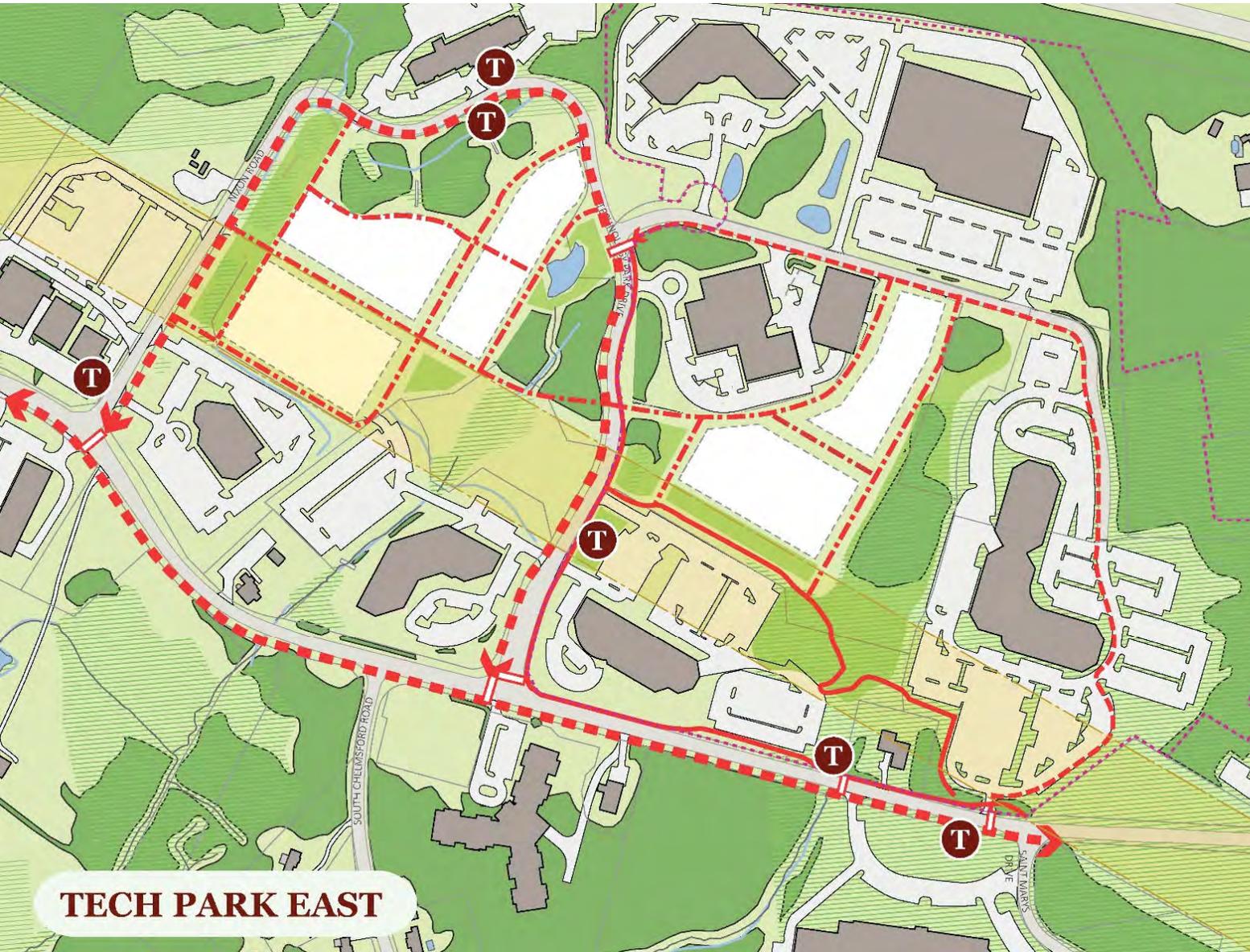
 bus stops

 development blocks

 adjacent parcels common ownership

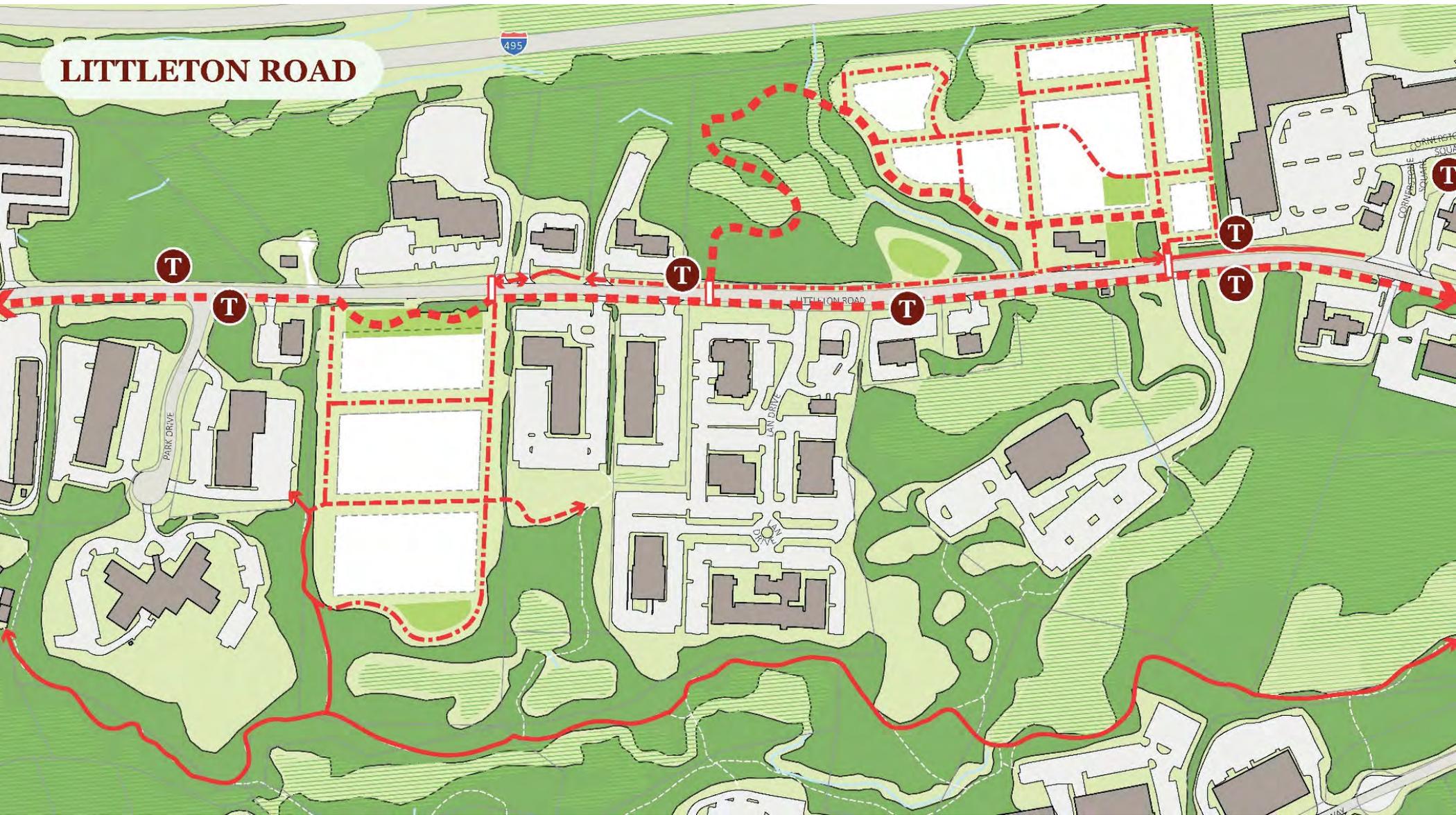
 outdoor amenity space

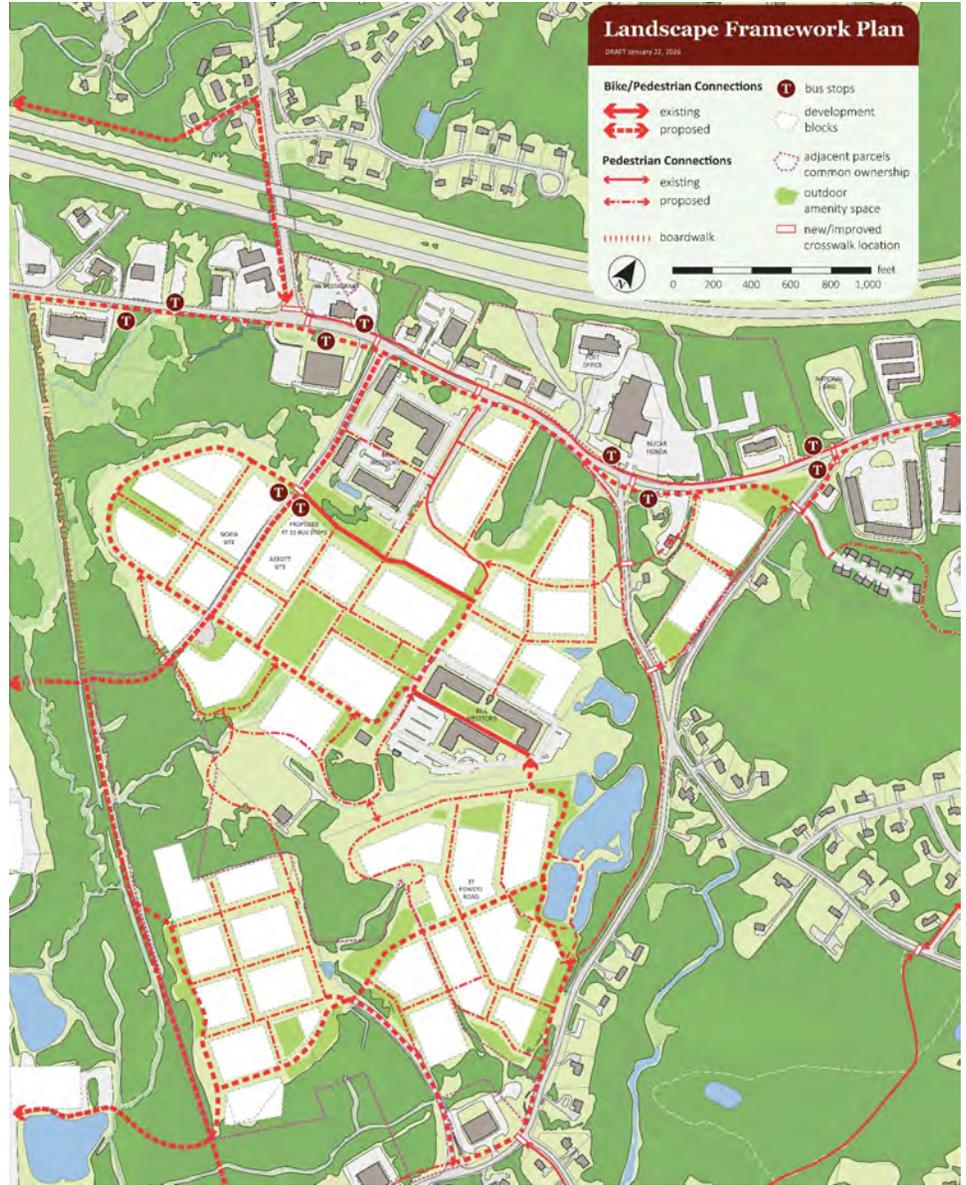
 new/improved crosswalk location



**TECH PARK EAST**

# LITTLETON ROAD





# Proposed Ground Rules for Workshop



- Ask questions instead of making assumptions
  - Share your views and explain why you hold them
- 



- Critique ideas, not people
  - Work toward shared understanding
- 



- Make sure everyone has a chance to speak
  - Listen closely to others
-

60  
minutes

Break Out Groups - Attendees split into discussion groups

- Introduction
- What's working well, and what's not working well in the Littleton Road area for pedestrian and bicycle circulation, and general livability.
- Existing Conditions & Needed Improvements:
  - Destinations/Centers of Activity
  - Open Space, Recreation, Trails, Placemaking
  - Streets, Sidewalks, Bicycle Facilities, and Paths
- Evaluation of Overall Plan
- Prioritization of potential improvements

15  
minutes

Report out by facilitators

## Key Questions

- Are you missing information that would help you better understand the preliminary Pedestrian & Bicycle Plans?
- What is working well in the Pedestrian & Bicycle Plans? What areas need improvement?
- Of all the potential improvements shown on the Pedestrian and Bicycle Connections Plan, which seem like the highest priority to you? Why?

90 minutes

Station Exercises – Community preferences for pedestrian and bicycle circulation and open spaces in private development

Participants split into groups and rotate between stations. Each station explores a key topic within the plan for the MCMOD area: site development contexts and considerations; balancing density, circulation, parking, and open space; and elements of design.

STATION 1: Landscape Framework Plans

STATION 2: Exploration of Typical Blocks

STATION 3: Elements of Design – Visual Preferences

10 minutes

Results of Exercises and Closing Comments

## Key Questions

- Are you missing information that would help you better understand the preliminary Landscape Framework Plans?
- What is working well in the Landscape Framework Plan? Does this plan represent a vision for an ideal Linked and Livable Neighborhood that you support? What areas need improvement?
- What are the most important design principles for future development related to connectivity, adjacencies, and placement of open space?
- What are your design preferences for design elements like bike facilities, furnishings, and open space amenities?

# Thank you!



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