

**ZONING BOARD OF APPEALS**

TOWN HALL • 525 WASHINGTON STREET • WELLESLEY, MA 02482-5992

RICHARD L. SEEGEL, CHAIRMAN
J. RANDOLPH BECKER, VICE CHAIRMAN
DAVID G. SHEFFIELD

LENORE R. MAHONEY
EXECUTIVE SECRETARY
TELEPHONE
(781) 431-1019 EXT. 2208
Web: www.wellesleyma.gov

ROBERT W. LEVY
WALTER B. ADAMS
DEREK B. REDGATE

Thursday, September 12, 2017, 7:30 pm

Juliani Meeting Room
Town Hall

Zoning Board of Appeals Members Present: Richard L. Seegel, Chairman
David G. Sheffield
Derek B. Redgate

ZBA 2017-80 WELLESLEY SPORTS CENTER, LLC/TOWN OF WELLESLEY, 900 WORCESTER STREET

Presenting the case at the hearing were Laurence Shind, Esq., Brian Devellis, Principal, Wellesley Sports Center, Paul Matos, Allen & Major Associates, Bob Michaud, MDM Transportation Consultants, and Kevin Provencher, Architect.

Mr. Shind said that they completed the PSI process with the Planning Board recently and received a favorable decision from them on July 10, 2017. He said that they are anticipating a final recommendation from the Design Review Board (DRB) tomorrow night. He said that they are anticipating a final Order of Conditions from the Wetlands Protection Committee (WPC) in the very near future.

Mr. Seegel asked if there will be a more updated set of plans coming out for the site. Mr. Shind said that there are no new plans. Mr. Matos said that they have been working with the WPC to work out some kinks in the project that relate to drainage and flood storage. He said that there will be some revised plans that show different drainage systems for the site. He said that they separated underground detention systems to one for the roof runoff and a set of chambers for compensatory storage. He said that they will have some rain gardens and porous asphalt. He said that some of those components have changed from what was submitted to ZBA. Mr. Seegel said that the Board would not spend much time on items that will be re-engineered.

Mr. Shind said that this has been a multi-year, if not multi-decade effort on the part of the people in town, particularly the athletic constituency groups who are looking forward to having space for their indoor programs, and to serve the hockey, swimming and soccer communities. He said that long and hard work went into the project by the 900 Worcester Street Committee that was comprised of townspeople, constituency groups and town officials. He said that it culminated this past spring with the signing of a lease with the Board of Selectmen (BOS) on behalf of the Town, the landowner. He said that Wellesley Sports Center will be the long term tenant. He said that the lease was signed in March and the following month was Town Meeting which then approved the zoning changes to allow the contemplated use.

Mr. Shind said that a large part of the impetus for starting the Site Plan Review process before having the DRB recommendation and the Order of Conditions, was the timeline and the commitments made to those groups to begin their programs in the fall of next year. He said that requires construction to start this fall.

Mr. Matos said that the site is the location of the former St. James facility. He said that the property is approximately 7. acres with 290 parking spaces. He said that the striping has faded. He said that there are three existing curb cuts. He said that there is a wetland pocket located on the southerly side of the site. He said that the site is flat and there is no drainage on the site. He said that all stormwater currently drains on the parking lot in a westerly direction to a low point and eventually to the wetlands. Mr. Sheffield asked where the water goes from the wetland to off of the property. Mr. Matos said that stormwater is contained in the wetland and floods into the parking lot. Mr. Sheffield confirmed that stormwater currently stays on the property.

Mr. Matos said that the proposed sports complex will be 102,000 square feet. He said that there will be multiple athletic facilities within the building. He said that they are proposing two curb cuts along Worcester Street, one main and one secondary entrance located in approximately the same location. He said that they will be slightly modified to accommodate the development. He said that there are 355 parking spaces proposed and will be located throughout the site. He said that the parking will be compliance with the Recreational Overlay District standards. He said that there will be 1,050 seats spectator seats in the facility and that requires 350 parking spaces. He said that there will be a mix of compact and standard parking spaces. He said that all of the compact spaces will be located along Worcester Street. He said that there will be 64 compact spaces and 291 standard spaces. He said that access will be off of Worcester Street to a main central access. He said that there are various places to access the building. He said that there will be a bus drop off area and a parent drop off area. He said that they have also provided a fire access road will full access around the building. Mr. Sheffield asked if the curb cut at the far upper right is for egress only. Mr. Matos said that it is.

Mr. Matos discussed the drainage system. He said that there will be underground infiltration chambers. He said that concrete retention structures were designed to capture roof runoff and parts of the parking lots. He said that the easterly portion of the parking lot is designed to go into those chambers where they also have water quality structures to provide over 80 percent of TSS removal. He said that they designed rain gardens in the islands in front of the building. He said that stormwater will sheet flow across the parking lot into allocated curb cuts into the rain gardens where the water will infiltrate and gradually get back in to the underground infiltration chambers. He said that the most westerly portion of the parking lot will be porous asphalt, which is part of low impact development. He said that the water will hit the pavement and infiltrate into the ground.

Mr. Matos said that there is an existing sewer manhole on Route 9 that they will tie into. He said that they will use the existing connection via a 6 inch pipe. He said there will also be two water service connections to Route 9 on the existing 12 inch main. He said that they will put in an 8 inch pipe for Fire Protection and a 4 inch pipe for domestic.

Mr. Matos said that gas service will provided by National Grid and electrical is being coordinated with Wellesley Municipal Light Plant (MLP).

Mr. Seegel confirmed that no drainage or sewerage will be pumped.

Mr. Matos said that there will be site lighting located on several islands. He said that the poles will vary from 16 to 20 feet high, depending on location. He said that the poles in the west parking lot will be 20 feet high and the poles on the easterly side will be 16 feet high. He said that they will provide a minimum 0.5 foot candles throughout the parking lot and walking areas. He said that along the outside perimeter of the property line, they will provide the minimum 0.01 to zero foot candles.

Mr. Matos said that the project received PSI approval and a MEPA Certificate when they filed an environmental notification. He said that they triggered a traffic component due to trips generated and parking on the site.

Mr. Michaud said that MDM prepared a comprehensive traffic and access study for this property that evaluates the combined impacts of the uses that are likely to occur here. He said that they are subject to peer review through the PSI process. He said that the objectives of evaluating this project had to do with access and trying to minimize the amount of impact on the regional highway system and, more importantly, the local street system. He said that it affects not only traffic, but pedestrian accommodation as well. He said that an objective was to connect in a pedestrian way with the neighborhood to the north of Route 9 through the use of a push button control. He said that it would be an ADA accessible crossing of Route 9. He said that they also looked at the future possibility of connection to the Town's cross town trail system. He said that they looked at alleviating the impacts to the Weston Road interchange, which today serves as a location for vehicles to change direction. He said that the combination of objectives is achieved by the proposed design. He said that there was a lot of neighborhood input. He said that there will be a central circulating aisle that connects to Route 9. He said that it envisions the extension of the existing median island on Route 9 for added storage capacity for a left turn. He said that will be at least 250 feet long and will extend approximately four car lengths from its current length. He said that it will be signalized and will be specifically designed so that it will not allow for left turn movements from Route 9 onto Lexington Road. He said that it will also not allow for movement from the property to Lexington Road. He said that a vehicle can only proceed west or east on Route 9. He said that the idea is to eliminate any cross traffic that would impact the neighborhood. He said that this has been vetted and supported by the Board of Selectmen (BOS) and the Planning Board. He said that this will undergo MassDOT permitting for access.

Mr. Sheffield said that at the upper right of the property at Route 9, there is a road that is adjacent to the property that does not show on the plans. Mr. Michaud said that the objective of the project was to provide a right turn only egress to accommodate bus movement. He said that there were initial discussions with the adjoining landowner at 888 Worcester Street to potentially cross-connect the property. He said that this plan will not preclude that from happening. Mr. Seegel asked about the use at 888 Worcester Street. Mr. Michaud said that it is office use.

Mr. Michaud discussed trip increases due to the project. He said that on an hourly basis. He said that worst case, combined use for am peak hours would be 100 to 150 trips, with 60 percent of the traffic from the east. He said that is an increase of approximately one trip per minute on the west and west and smaller numbers on Weston Road. He said that the trip increases can be supported and accommodated with the current infrastructure and signalized locations along Route 9 without any material degradation in operations. He said that there will not be a noticeable delay or queue as a result of those trip increases. He said that the implementation of the signal will reduce pressure on the Weston Road interchange, as you will be able to reverse direction from the site. He said that there will be similar increases in the evening.

Mr. Michaud said that there will be 355 marked spaces within the property. He said that peak parking is likely to occur in the mid to later morning periods on weekdays, subside mid-day, and come back up to a lower peak in the early evening hours. He said that there will be a similar trend on Saturdays with a slightly higher parking demand. He said that they based their information, not only on industry standards and the land proposed land uses, but on the experience at the Applicant's other facilities that involve ice sheets and sports programming. He said that they have an empirical database to base their information on. He said that the peak parking demands will be accommodated within the site on the property.

Mr. Michaud said that the conclusion of their evaluations is that there will be no degradation in operating levels and may improve the Weston Road interchange, and the pedestrian/bicycle connections will allow for connection to the existing sidewalks and cross town trail system, for multi-modal use of the property.

Mr. Michaud said that the PSI has two remaining components. He said a post occupancy monitoring program is required because of the potential for projects along Route 9 that could affect local neighborhood streets. He said that it was incumbent upon this Applicant to commit to a post occupancy monitoring program that

measures the before and after of how the site works. He said that the protocols for the program will be established by the town and BETA, its consultant and implemented by the Applicant. He said that a Special Event Traffic Management Plan was required to look at events that would require space beyond the property. He said that they are in the initial stage of evaluating what the special events programming looks like. He said that a special event is not something that will rely on off-site parking. He said that hockey tournaments are programmed at two to three per season during the winter months. He said that they would run from Friday through Sunday have a parking demand that falls below the 355 spaces that are located on the property. He said that there are 10 regional swim meets per season, Friday through Sunday, using 300 parking spaces. He said that the Wellesley/Newton hockey game occurs once a year and will involve substantial parking.

Mr. Seegel asked what will happen if several events are going on at one time. Mr. Michaud said that they will use the synthetic field as a lay down and stretching area for hockey tournaments. He said that they would not schedule a swim meet at the same time as a hockey tournament. He said that programming will be outlined as part of a protocol that defines a special event. He said that they estimated a demand of 275-355 spaces for a special event. He said that they understand that they need to rely on this as a self-sufficient site. He said that if a single event required off-site parking, the intention would be to identify satellite parking with bus shuttle service to the facility. He said that there will be provision for that.

Mr. Sheffield asked if recreational swimming will occur when there is a hockey tournament. Mr. Michaud said that a hockey tournament should not preclude a member from using the facility. He said that a team event would not happen at the same time. Mr. Sheffield confirmed that is a managerial issue.

Mr. Matos discussed general circulation throughout the site. He said that traffic will come off of Worcester Street to the main entrance. He said that vehicles can make a right turn into the westerly parking field if they are not dropping children off. He said that buses will come in the main entrance and make a left turn to access the drop off area. He said that there are multiple doors throughout the facility. He said that parents who drop children off will use the drop off area along the main entrance drive. He said that there is access all the way around the building but that is primarily for fire truck access. He said that the roadway behind that building is designated as one way but can be two way. He said that people using the two-way traffic will be the employees who work at the facility. He said that the majority of people will not go to the easterly side. He said that they will primarily be parking on the westerly and northern side of the property. He said that the easterly side will be used when there is a need for overflow parking. He said that there are 45 parking spaces on the easterly side. Mr. Devellis said that there will be a designated area for employee parking. He said that they will not encourage traffic to use the roadway at the back. He said that it is primarily for the Fire Department.

Mr. Matos said that a vehicle movement plan was submitted.

Mr. Seegel asked where buses will park on the site. Mr. Devellis said that there will be parallel parking at the front near the drop off area. He said that they can accommodate three buses. He said that most of the tournaments will be local tournaments. He said that on-site storage of buses will predominantly be for high school games where an away team will come on one bus. He said that accommodation for three buses is more than enough space.

Mr. Sheffield asked if vehicle circulation templates were used to make sure the turning radii all work. Mr. Matos said that they used an Auto Turn program to test for a Wellesley Fire Department truck and a school bus. He said that for pedestrian circulation, they will relocate the sidewalk on Worcester Street onto the property and will have a small walkway on the southerly side that leads to the main door. He said that there is a handicapped ramp to provide access to the building. Mr. Sheffield said that on the lower pedestrian route, the crosswalks do not directly lead to the entrance. Mr. Matos said that they connect to the handicapped access area. He said that it is shown on Plan C1. Mr. Sheffield said that there is no pedestrian crossing at the center of the parking area. Mr. Devellis said that people will be dropping people off and will not walk between the cars with equipment.

He said that they will walk down the drive aisle. He said that they will filter down to the sidewalk and walk across rather go than around cars.

Mr. Redgate asked for a description of the drop off area. He asked if it can accommodate two or three cars at a time. Mr. Matos said that it will be 42 feet long and can accommodate four vehicles. Mr. Seegel asked if the aisle will be two way traffic. Mr. Matos said that all parking aisles will be two way. He said that the aisle at the drop off will be 24 feet wide, which is compliant with zoning.

Kevin Provencher, Dacon Corporation, said that his company is the architectural firm that designed the facility and they hope to be the construction manager for the project. He said that landscaping along the northern edge will primarily be deciduous trees on a strip that is adjacent to the sidewalk. He said that the entry drive will be lined with maples and an assortment of smaller shrubs and plantings mixed in with the trees.

Mr. Provencher said that the main entry vestibule will be on the west side of the building. He said that the accessible parking spaces are to the right and the left of the drop off area. He said that the paving that extends from the main entrance extends beyond the curb line and out into where the parking area would be. He said that it is an extension that signifies where the drop off area is. He said that there is a row of bollards parallel with the curb line that would prevent a vehicle from driving into the entry plaza area. He said that there will be a seat wall on right side where people can gather in between events or wait to be picked up. He said that there will be a large youth population using the facility, many of whom will be picked up and dropped off by parents. He said that to the right of the seating wall are the bicycle racks. Mr. Seegel asked if all of the people who park will walk across this area as well. He asked about traffic control there. Mr. Provencher said that vehicles that pull up to the area for drop off are transient vehicles. He said that vehicles that are there for an extended period of time are not supposed to be there. He said that it becomes an operations and management issue for the building manager to control that area.

Mr. Provencher said that along the eastern edge there will be a sidewalk and plantings. He said that the bus drop off will be along the north side. He said that there is a secondary entrance at the bus drop off.

Mr. Provencher said that the primary materials on the exterior will be insulated metal wall panels in a combination of three colors. He said that on the north side and portions of the east and west corners, the metal panels are oriented a horizontal direction, arranged in a random pattern to provide texture and interest. He said that the remainder of the facility including the south side and the gable end are the same product and colors but oriented in a vertical orientation. He said that the roof is pitched 1.5 inches in 12. He said that the clerestory windows are located at a height of 18 feet above the ground floor level. He said that behind the façade that faces Route 9 will be the swimming pool and the synthetic field. He said that there will be a limited amount of daylight. He said that there are some special concerns about controlling the amount of light that penetrates the pool and the field for the purposes of controlling glare. He said that they want to maintain a level of competition and safety. He said that the vast majority of the glazing on the building that faces north will receive the minimum amount of direct light. Mr. Sheffield asked if the central panel on that side of the building will be flush with the façade. Mr. Provencher said that it will project seven feet from the façade and has overhang. He said that it represents the mezzanine level. Mr. Sheffield said that extension does not show on the plan. Mr. Provencher said that it was developed further after the plans were submitted. He said that it represents areas that will be leased to future tenants that have not been identified yet. He said that suggested tenants could be a strength training, physical therapy or sports related tenant.

Mr. Provencher said that there will be a total of eight banners on the north façade. He said that each has graphic that represents a local sports team that would have use of the facility. He said that on the northwest corner, there will be a digital display panel, 8 feet wide by 13 feet wide, with LED display of messages related to the facility. He said that it will not be advertising. He said that the display is intended for passing traffic as well. He said that it will be located so that entering vehicles from the eastbound side would see the panel on their left side and know that they are in the right place for their event. Mr. Seegel asked about the proposed size of the

letters. Mr. Provencher said that they could be any size. Mr. Seegel said that the Board would limit the size – Mr. Provencher said that all of the signage will be permitted under a separate permit and will go through DRB review. Mr. Seegel said that the Applicant needs to carefully read the sign bylaw before going to DRB.

Mr. Provencher discussed the entry plaza and drop off area. He said that the pavement extends out in a flush condition. He said that there will be accessible parking to the right and to the left. He said that there will be sidewalk access at the hearing of the parking spaces. He said that there will be a 30 foot seat wall and bicycle racks on the right side.

Mr. Provencher said that the entry vestibule will be fairly substantial to accommodate the total number of occupants that the facility will serve. He said that it is based on the building code requirements for egress. He said that there will be sliding horizontal panels, similar to what you would see at an arena and three sets of double doors, with two sets facing west.

Mr. Seegel asked if the Wellesley Fire Department approved the plans. Mr. Provencher said that the Fire Department has reviewed general site plan arrangements for vehicle access. He said that they are not in the point of the process to review specifics. He said that they will be reviewing the location of the Fire Department connection, the fire alarm control panel, the beacon, lock box, etc.

Mr. Provencher said that there will be three major components to the program. He said that there will be two ice rinks with team rooms in between. He said that each row of team rooms serves the adjacent rink. He said that the refrigeration equipment will be located at the south end between the rinks. He said that there will be some addition equipment on the exterior, a cooling tower and dehumidifiers. He said that they are working with an acoustic consultant.

Mr. Sheffield asked about the Zamboni location. He asked if there will be ice melt there. Mr. Provencher said that there will be a snow melting pit there. Mr. Seegel confirmed that there will be no ice melt outside. Mr. Provencher said that the room can accommodate two Zambonis, one for each rink and an ice pit in between that both Zambonis can dump into.

Mr. Provencher said that the main entrance lobby will be approximately 32 feet wide with a direct view of a monumental staircase to the mezzanine level. He said that beyond staircase will be a reception station with an elevator located directly behind. He said that there will be a single elevator provided to the mezzanine level. He said that an area for a concession stand has been located to the right of the reception area. He said that it will be operated by a vendor that has not been selected yet.

Mr. Provencher said that the synthetic turf fieldhouse will be located in the upper corner with a walking track located above. He said that the swimming pool will be located in the other corner with a deck around the perimeter. He displayed the location of locker facilities, showers and toilets associated with the pool area, as well as office spaces for staff, pool operator and lifeguard. He said that there will be a smaller second pool called a warm pool with a higher temperature than the competition pool. He said that the pool will be used for youth swimming lessons and recreational uses.

Mr. Provencher said that the overall footprint of the building will be 102,000 square feet. He said that there will be an additional 20,000 square feet located on the mezzanine. He said that the spaces associated with the west rink, the east rink, the field house and the pool will be double height spaces. He said that the spaces in between will be infilled with the mezzanine, which is 15 feet above the floor. He said that spectator seating is provided for the west rink and some limited seating for the east rink. He said that there will be additional mezzanine seating for the pool and a balcony type track with a guardrail that overlooks the synthetic turf field below. He said that the seven foot projection will be for future tenants. He said that view windows will look down to the ice rinks and pool below.

Mr. Seegel asked if there are provisions for keeping the windows clean on both sides. Mr. Provencher said that will be handled by operations and maintenance. He said that the windows on the interior are easily accessed from the mezzanine level. He said that the other side of the windows in the ice rinks and swimming pool may be more challenging to access.

Mr. Sheffield said that the plans indicate future tenants with glass looking into the pool. He said that it will still allow for people other than the future tenants to look into the spaces. Mr. Devellis said that the spaces between the pool deck and the lower rink will be offices for management staff. He said that there will be 12 to 15 management employees there throughout the day. He said that the space to the north will be a conference room with viewing to the field house and the north rink. He said that the space between the two rinks will be rink storage with the possibility of adding a second level concession area. He said that the conference room may be available to rent for meetings. He said that the general seating for parents and spectators will be at rink or pool level or mezzanine. He said that seating for the west rink will be for 750 with space for another 100 around the rink surface. He said that the east rink will have bench seating and standing room only. He said that he opened two similar facilities in the past year and they have not had any problems with exceeding the 750 seat capacity.

Mr. Sheffield asked about ice guards on the metal roof. Mr. Provencher said that there will be snow guards along the east and west eaves.

Mr. Devellis discussed snow removal. He said that they will pile snow on site. He said that if the snow storage areas are exceeded, the excess will be taken off site. Mr. Seegel said that the Board will need to see a snow storage plan and how it affects circulation on the site. Mr. Matos said that snow storage will be on the westerly side of the site on the landscape island and on the southerly side below the parking spaces. He said that there is limited area for snow storage on the east side where a landscape island is located. Mr. Seegel said that six to seven foot wide landscape islands will not hold a lot of snow. Mr. Matos said that excess snow will be hauled off site.

Mr. Redgate asked if there is an overall plan that shows the closest residences. Mr. Matos said that there are three adjacent houses on Dale Street but most of the residences are located on the street that runs along the back side of the site. Mr. Redgate asked if there will be any noise issues with any of the closest residences. Mr. Matos said that they will maintain the existing tree buffer at the back. He said that, because of the location of the wetland pocket, they will limit disturbance on that side. He said that there is a steep up slope at the back with the site at an elevation of 156 and the top of the slope at 170. Mr. Devellis said that they did an existing noise survey. He said that he met with almost all of the neighbors and their representative six to seven times. He said that he has committed to coming out after the project is complete to deal with openings in the tree line and infill.

Mr. Devellis said that the neighborhood representative also had concerns with lighting on building. Mr. Seegel asked if there is a lumen plan. Mr. Devellis said that there is a plan. He said that there will be cut off at the property lines. He said that the wall packs will be down lit. Mr. Matos said that the photometric plan shows site lighting in the islands, along sides of the building, with a couple of wall packs along the back to light up the access drive. He said that they show zero foot candles at the exterior of the property line on the southerly side due to the height differential. Mr. Devellis said that he has managed several facilities over the years and worked with the neighbors once the facility was operational to figure out how the facility is used. He said that if there is hockey late at night, they can direct parking into specific fields so that they can phase off the parking lot lights. He said that safety is a concern. He said that they have been working with the neighbors and will continue to do so to address their concerns.

Mr. Seegel asked about the hours of operation. Mr. Devellis said that the facility will open at 6 am. He said that the rinks will be shut down at 12 am. He said that they will have staff present at 5:30 am to open up and, if the last sheet shuts down at 11 pm, the staff will have time to go through the locker rooms to make sure everyone is out of the building and the parking. He said that staff will probably wrap things up by 12:30 am.

Mr. Seegel asked what would be the latest time that events will end. Mr. Devellis said that typically high school hockey events do not run past 9 pm. He said that the later nights are typically adult hockey nights. Mr. Redgate asked if the facility will be open until midnight seven days a week. Mr. Devellis said that the weekends typically wrap up around 8 or 9 pm. He said that adult hockey is not typically on the weekends.

Mr. Sheffield asked about mechanical equipment on the roof. He asked if there was space above the mezzanine to have it indoors. Mr. Provencher said that 20 pieces of equipment will be located on the roof and there will be four additional pieces of equipment on the ground behind the building on the south side. He said that early in the process they did consider an approach to locate mechanical equipment above the mezzanine but that would require them to go to central systems that are far less efficient and far more expensive. Mr. Sheffield asked about the size of the units on the roof. Mr. Provencher said that they will vary in size from a condenser that may be three feet wide by three feet high to a pair of dehumidifiers for the swimming pool that will be approximately 23 feet long by 7 feet high.

Mr. Sheffield said that the south elevation is a fairly sizeable blank wall. He asked if it would be cost prohibitive to mitigate the scale there. He said that from the upper elevation it is one large barn. He said that other parts of the building have the facades broken up with panel and color changes. Mr. Provencher said that side of the building faces away from the street and there is a significant change in grade of 35 feet behind it. He said that it is heavily wooded back there. He said that there is really not much of a site line on that side of the site and the façade is not visible to the residences. He said that the residences at the top of the slope look out over the roof. He said that they did not think that it would provide any value to break up the façade on that side. He said that they did choose to address the sides that face the street. Mr. Devellis said that as a concession to the neighbors, they wanted the façade to fade away, not stand out.

Mr. Sheffield asked about the base color of the building. Mr. Provencher said that the three proposed colors are white, tan and grey earth tones. He said that the south elevation will be grey.

Mr. Seegel asked about a Construction Management Plan (CMP). Mr. Provencher said that they do not have one at this point. Mr. Seegel said that Babson and Wellesley Colleges and the Waterstone project in Lower Falls submitted good examples of CMP's. Mr. Redgate said that the CMP for the Webster Athletic Facility at Babson is recent and a good one to look at because it involves a project of similar size and use. Mr. Devellis said that his company won the RFP a year and a half ago. He said that in the last year they have gone through getting the ordinance, having the overlay approved, and going through the PSI process. He said that Mr. Provencher's company has been paid to get the project to the permitting stages. He said that they have it out to bid to four other contractors. He said that Paul Griffin will represent Mr. Devellis as project manager. He said that Mr. Griffin will oversee the contractor who will put the CMP together. Mr. Seegel said that the Board will vote when it gets a complete set of plans. He asked when Mr. Devellis expects to have an Order of Conditions and a DRB recommendation. Mr. Devellis said that they will be meeting tomorrow with DRB for the fourth hearing. He said that they have gone before the WPC for six hearings. Mr. Matos said that the next hearing with WPC will be on Thursday. He said that since WPC does not have the revised plans, it will probably be two weeks before they will get an Order of Conditions. Mr. Seegel discussed continuing the hearing for a month to allow time to get the Order of Conditions and a CMP.

Suzanne Palacino, 21 Beechwood Road, asked if copies of any presentations will be available. Mr. Seegel said that there is a set of plans in the ZBA office. Mr. Devellis said that the videos are regularly uploaded to the town's website.

Ms. Palacino said that she lives in the neighborhood that is north of the facility. She said that there was a lot of discussion about the Weston Road interchange. She said that a lot of children walk that area all of the time. She asked if other studies had been done for the impacts on Manor Avenue and Beechwood Road, both of which are major cut throughs to Route 9. Mr. Michaud said that the project is subject to a post occupancy monitoring study that will entail viewing traffic counts for the facility prior to opening to establish a baseline

and then measure again from the same location to see if there has been a change since the facility became operational. He said that they will look at six to eight neighborhood streets that would include Russell Road, Beechwood Road, Lexington Road, and Overbrook Drive. He said that was identified by the Town's review consultant. He said that it is the normal course for any project that is reviewed along the Route 9 corridor to do a before and an after study. He said that they will look at the impact studies to see if they have actually added traffic. Ms. Palacino said that she would like to see that the study is reviewed prior to validation of the project. She said that the neighborhoods are already used as cut throughs. She said that the amount of traffic from the Bates School area going across Route 9 for events at the facility will be dramatic. She requested that a specific assessment be done of the area north of Route 9 to Manor Avenue. Mr. Seegel said that families in these neighborhoods have been affected by the CVS that was recently built on Route 9. He said that the traffic engineers should look at all of the roads that come off of Weston Road from the Bates School area down to this project. Mr. Michaud said that they will conduct the before and after studies. He said that they have the CVS Monitoring Report. He said that they were obligated to do the same thing. He said that report is available online for public review. He said that the outcome of that study is that there has been no remarkable increase in traffic in the neighborhoods as a function of the CVS project. He said that they will be doing essentially the same thing for this project. He said that they carefully vetted the access design. He said that they had a lot of input from neighbors who live on Beechwood and Lexington Roads. He said that there is no direct cross connection from the neighborhoods to the facility. He said that the most direct route to the facility will be to take Route 9 and take a left at the signal.

Ms. Palacino said that signal work was done at the Oak Street exchange in Natick. She said that it has had no impact on backups at 2 pm on weekdays on Route 9 West. She said that post school traffic will only get worse. She said that GPS will take you through the neighborhoods if traffic is backed up on Route 9. Mr. Michaud said that they are already obligated to do a study as a condition of the PSI. Mr. Seegel said that if MDM has not already covered it in its Traffic Study, he suggested that careful attention be given to this issue. He said that a lot of neighborhoods have expressed concern. He asked if the Applicant would be willing to contribute to the cost of a peer review. Mr. Devellis said that he would not be willing to pay for it because the PSI has already encompassed everything that could be imagined. He said that the Traffic Study that was done for PSI looked at all of these neighborhoods. He said that PSI studies effects on a regional scale but Site Plan approval is site specific.

Elyse Fishkin, 67 Beechwood Road, said that there is qualitative data and there is quantitative data. She asked if the study could include qualitative data that involved talking to the neighbors who are impacted by the traffic. She said the counters count one way but residents of the neighborhoods count cars differently. Mr. Michaud said that the traffic monitoring that they are bound to do is objective. He said that it involves placing video and radar equipment on neighborhood streets to objectively quantify how much traffic actually uses a roadway by hour over the course of an entire day. He said that they will employ that before the facility is open to understand how traffic is on Beechwood, Lexington, Russell and a series of other roads that have been specifically identified by the Town's review consultant, BETA. He said that when the facility opens, they will do the same counts to see if there has been a change and whether that change can be attributed to this facility. Ms. Fishkin asked if there are plans in place if the Traffic Study shows that there is impact to the neighborhood. Mr. Michaud said that there is a pool of money that has been identified for purposes of implementing things if they find that there is a direct influence from this project on a neighborhood street. He said that will be determined following monitoring and after consultation with the Town's traffic consultant, BETA. He said that CVS was obligated to do the same thing and there was nothing that came out of it because it did not show a big change. He said that they are hoping that will be the case with this facility. He said that they hope that the access design will keep people from the neighborhoods.

Kin Cheung, 15 Shadow Lane, said that he just moved there two months ago. He said that he was shocked to learn that a sports complex will be built behind his house. He said that the brokers never disclosed that when he bought the house. He said that his main concern is noise before, during and after construction. Mr. Seegel said

that the Board has not discussed the construction phase yet. He said that there will be requirements for noise and dirt. He said that the CMP has not been prepared yet.

Mr. Cheung asked about the structures on top of the roof. Mr. Devellis said that they are dehumidifiers for the pool. Mr. Provencher said that on the east side will be a packaged roof top unit to provide heat and ventilation to the field house. He said that all of the equipment will make noise. He said that they retained an acoustic engineer who has taken baseline readings on the site and they have that data. He said that when they finalize the engineering and all of the equipment specifications are available, the data will be given to the acoustic engineer to construct a model. He said that MA DEP has a noise regulation that states that a new construction project may elevate the noise level beyond the existing level by a maximum of 10 decibels.

Mr. Seegel said that before the project is approved by ZBA, the Applicant will have to furnish the Board with a precise list of the pieces of equipment that will go on the roof with the specifications. He said that is a standard requirement for Site Plan Approval. He said that Mr. Cheung will have an opportunity to see the precise piece of equipment and know what its noise level will be. He said that some of the equipment may have to be dealt with by closing hours.

Mr. Provencher said that they are obligated by the State Regulations to maintain a maximum increase of 10 decibels. He said that they may need to make modifications to the equipment to attenuate the sound or provide a noise barrier around the equipment, which would be more likely for the ground equipment on the south side that is associated with the ice rink.

Ms. Palacino read an excerpt from the traffic study regarding the design and connection with Lexington Road. She said that there was some information that was incorrect regarding Overbrook Drive. Mr. Seegel said that traffic coming out of the site can make a left turn onto Route 9 west to get to the Overbrook Drive intersection. He said that traffic exiting the site cannot go straight across Route 9 to get to Lexington Road. He said that it is possible that people may go through the neighborhoods via Overbrook Drive but it is not an easy way to access things, so it probably will not be heavily used. Ms. Palacino asked that mitigation include extra police officers to assess speed and issues with traffic on the streets.

Mr. Seegel discussed continuing the hearing to Tuesday, October 17, 2017. He said that a complete CMP, the Order of Conditions and all updated plans should be submitted to the Board by October 10th.

Mr. Redgate said that stormwater was purposely not discussed at this hearing because it is unsolved at this time. He said that, in addition to WPC approval, the Board would like to have a sign off from DPW by October 10th. He said that PSI is better suited to review the off site traffic impacts than what this Board should ask for any additional information for. He said that the Board could review what was done for PSI.

Mr. Sheffield moved and Mr. Redgate seconded the motion to continue the hearing to October 17, 2017. The Board voted unanimously to continue the hearing.

As there was no further business to come before the Board, the hearing was adjourned at 9:30 pm.

Respectfully submitted,

Lenore R. Mahoney
Executive Secretary