

TOWN OF WELLESLEY



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ZBA 2017-80
Petition of Wellesley Sports Center, LLC/
Town of Wellesley
900 Worcester Street

Pursuant to due notice, the Special Permit Granting Authority held a Public Hearing on Thursday, September 12, 2017, at 7:30 p.m. in the Great Hall, 525 Washington Street, Wellesley, on the petition of Wellesley Sports Center, LLC/Town of Wellesley requesting Site Plan Approval and associated Special Permits pursuant to the provisions of Section II, Section XIVB, Section XIVE, Section XVI, Section XVIA and Section XXV of the Zoning Bylaw for a Major Construction Project that consists of complete site demolition and construction of a 101,346 square foot sports complex with off-street parking and infrastructure to support the development on a site of approximately 7.8± acres in size, at 900 Worcester Street, in a 10,000 square foot Single Residence District, in a Flood Plain District, in a Water Supply Protection District, and a Commercial Recreation Overlay District.

On August 1, 2017, the Petitioner filed a request for a hearing before this Authority, and thereafter, due notice of the hearing was given by mailing and publication.

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 said that the PSI process with the Planning Board was completed on July 10, 2017. He said that they are anticipating a final recommendation from the Design Review Board (DRB) tomorrow night and a final Order of Conditions from the Wetlands Protection Committee (WPC) in the very near future. 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 they separated the 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. Shind said that this has been a multi-year, if not multi-decade effort on the part of townspeople, constituency groups and town officials. He said that it culminated this past spring with the signing of a lease in March, 2017 with the Board of Selectmen (BOS) on behalf of the Town, who is the landowner. He said that Wellesley Sports Center will be the long term tenant. He said that Town Meeting approved zoning changes to allow the contemplated use the following month.

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TOWN OF WELLESLEY

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 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 7.9 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. He said that stormwater is contained in the wetland and floods into the parking lot. The Board 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 as the existing curb cuts. He said that they will be slightly modified to accommodate the development. He said that there will be 355 parking spaces located throughout the site. He said that parking will be in compliance with the Recreational Overlay District standards that require 350 parking spaces for the 1,050 spectator seats in the facility. He said that there will be a mix of 64 compact and 291 standard parking spaces. He said that all of the compact spaces will be located along Worcester Street. He said that access will be off of Worcester Street to a main central access. He said that there will be 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 there will be a fire access road around the building.

Mr. Matos 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 into the underground infiltration chambers. He said that the most westerly portion of the parking lot will be porous asphalt where 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. The Board confirmed that no drainage or sewerage will be pumped.

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

Mr. Matos said that there will be site lighting located on several islands. 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 a MEPA Certificate when they filed an environmental notification.

Mr. Michaud said that MDM prepared a comprehensive traffic and access study for this property that evaluated the combined impacts of the uses that are likely to occur here. He said that the report is 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 and the local street systems. He said that the project affects vehicular and pedestrian traffic. He said that an objective was to create an ADA accessible pedestrian connection with the neighborhood to the north of Route 9 through the use of a push button control. 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 will be a central circulating aisle that connects to Route 9. He said that the study envisions extension of at least 250 feet at the existing median island on Route 9 for added storage capacity of four car lengths for a left turn into the site. He said that it will be signalized and will be specifically designed so that it will not allow for turn movements from Route 9 or movement from the property onto Lexington Road. He said that vehicles can only proceed west or east on Route 9. He said that this has been vetted and supported by the Board of Selectmen (BOS) and the Planning Board and will undergo MassDOT permitting.

A Board member 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. Michaud discussed trip increases due to the project. He said that worst case, combined use for am peak hours would be 100 to 150 trips, for an increase of approximately one trip per minute. 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 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 trip 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 proposed uses, but on experience at the Applicant's other facilities that involve ice sheets and sports programming. He said that the peak parking demands will be accommodated on 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 the 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 will look 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 and have parking demands that fall 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 involves substantial parking. He 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 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 a hockey tournament should not preclude a member from using the facility.

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 parking will primarily be on the westerly and northern side of the property. He said that the 45 spaces on the easterly side will be used when there is a need for overflow parking. Mr. Devellis said that there will be a designated area for employee parking.

Mr. Devellis said that there will be parallel parking at the front near the drop off area for 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 when an away team comes on one bus.

Mr. Matos said that they used an Auto Turn program to test turning radii 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. A Board member 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 is shown on Plan C1. The Board member said that there is no pedestrian crossing at the center of the parking area. Mr. Devellis said that people will be dropping athletes off and will not walk between the cars with equipment. He said that they will walk down the drive aisle to the sidewalk and walk across rather go than around cars.

Mr. Matos said that the drop off area will be 42 feet long and can accommodate four vehicles. He said that all parking aisles will be 24 feet wide, two way and compliant with zoning.

Mr. Provencher 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 with accessible parking spaces to the right and the left of the drop off area. He said that the paving that extends beyond the curb line to signify where the drop off area is. He said that there is a row of bollards parallel with the curb line to 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 bicycle racks will be located to the right of the seat wall. He said that there will be a sidewalk and plantings along the eastern edge of the site. He said that the bus drop off and a secondary entrance will be located along the north side.

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 in 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 in a vertical orientation. He said that 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 are some special concerns about glare and controlling the amount of light that penetrates the pool and the field house. He said that the vast majority of the glazing on the building that faces north will receive the minimum amount of direct light. He said that the central panel on the north side of the building projects seven feet from the façade. He said that area was developed further after the plans were submitted. He said that it represents areas that will be leased to future tenants who have not been identified yet.

Mr. Provencher said that there will be a total of eight banners on the north façade. He said that each banner will have a 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 for messages related to the facility. He said that all of the signage will be permitted under a separate permit and will go through DRB review.

Mr. Provencher said that the Fire Department has reviewed general site plan arrangements for vehicle access. He said that they are not at the point of the process to review specifics.

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 will serve 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 additional equipment on the exterior, a cooling tower and dehumidifiers. He said that there will be a room that 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 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. He 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 said that there will be 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. 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. 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 people 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. Provencher said that there will be snow guards along the east and west eaves on the roof.

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. He said that excess snow will be hauled off site. The Chairman said that the Board will need to see a snow storage plan and how it affects circulation on the site.

The Board asked if there will be any noise issues for the closest residences. 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 the building. Mr. Matos said that the photometric plan shows site lighting in the islands and along the sides of the building, with a couple of wall packs along the back to light up the access drive. He said that the plan shows 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.

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 lot. He said that staff will probably wrap things up by 12:30 am. He said that weekend activities typically wrap up around 8 or 9 pm. He said that the later nights are adult hockey nights, which are typically scheduled during the week.

A Board member 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. He said that the equipment 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.

A Board member 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 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 behind it that it is heavily wooded. He said that the façade is not visible to the residences, so it would not provide any value to break up the façade on that side. Mr. Devellis said that the neighbors wanted the façade to fade away, not stand out.

Mr. Provencher said that they do not have a Construction Management Plan (CMP) at this point. Mr. Devellis said that Paul Griffin will serve as project manager and he will oversee the contractor who will put the CMP together.

Suzanne Palacino, 21 Beechwood Road, 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 include Russell Road, Beechwood Road, Lexington Road, and Overbrook Drive, as 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 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 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. The Chairman said that families in these neighborhoods have been affected by the CVS that was recently built on Route 9. Mr. Michaud said that they have done a Monitoring Report for CVS and it 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 the access design was carefully vetted. He said that there was 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 make a left turn 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. The Chairman 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.

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. He said that CVS was obligated to do the same thing and nothing 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. 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 took baseline readings on the site. 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 only elevate the noise level beyond the existing level by a maximum of 10 decibels.

The Chairman said that before the Board approves the project, the Applicant will have to furnish the Board with a precise list of the pieces of equipment that will go on the roof with all of the specifications. He said that is a standard requirement for Site Plan Approval. He said that Mr. Cheung will have an opportunity to see that list. He said that some of the equipment may have to be dealt with by closing hours. Mr. Provencher 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. The Chairman 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 access, 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.

October 17, 2017

Presenting the case at the hearing were Laurence Shind, Esq., Phil Cordeiro, PE, Allen & Major Associates, Brian Devellis, and Kevin Provencher.

Mr. Shind said that the WPC voted approval of an Order of Conditions at their meeting tonight. The Chairman said that the Applicant should provide plans that show everything that has been required by WPC.

The Chairman said that the Board received over 100 letters of support for the project.

The Chairman said that the Board received a letter today from George Saraceno, Senior Engineer at DPW. He said that the Applicant will need to address those comments on a plan.

Mr. Shind said that the Applicant has incorporated various engineering and design changes based on some of the comments and letters. He said that the Board requested an acoustic study on the noise generated by the mechanical equipment. He said that study was submitted.

Mr. Cordeiro summarized what has changed since the September 12, 2017 hearing and outlined the next steps to advance the project. He said that one of the biggest challenges was to negotiate work with the WPC in conjunction with DPW. He said that the WPC hired a third party peer review consultant from Metrowest Engineering to iron out stormwater systems and on-site flood mitigation. He said that after a lengthy review by the Applicant, WPC, DPW and the peer review consultant, the WPC issued an Order of Conditions that requires some clarifications on the site plan, which the Applicant is fully prepared to do. He said that making those changes will predominantly address Mr. Saraceno's and the peer review consultant's comments.

Mr. Cordeiro said that there is a flood plain on the site that enters at the corner of Dale and Worcester Streets that floods out the rear of the property. He said that because the project falls within that zone, they had to provide storage within the zone to mitigate the loss of surface volume. He said that they also had to provide appropriate stormwater management for the building and the parking facility. He said that on a landlocked, low lying parcel with no outlet to the north, south, east or west, that became a complicated challenge with high groundwater situations occurring on approximately half of the site on the westerly side. He said that resolution was multi-faceted. He said that the building system will be comprised of clean roof runoff that will go to sub surface recharge chambers along the south, east and north side of the building. He said that due to high groundwater on the westerly side of the site, they cannot go with sub surface recharge chambers. He said that they elected to go with a porous asphalt to eliminate puddling and ponding in the parking lot and provide storage under the asphalt in a stone media. He said that in between will be rain gardens in the islands that are low impact development techniques. He said that green, landscaped islands will treat stormwater before it goes into the collection system. He said that because of the inlet from the flood plain, they needed to include a way to divert water coming in from Dale and Worcester Streets in flood conditions on Route 9 into a sub surface chamber system that retains flood waters. He said that the systems allows stormwater to come onto the site, be stored temporarily and leave through the inlet that was created for it. He said that is a mandate under the Wetlands Protection Act that they have make sure that flood waters are contained and subsequently returned back from whence they came so that they are not changing the water courses in this area.

Mr. Cordeiro said that the project requires a special permit for a use within a Flood Plain District. He said that through the processes with the WPC, as enforcer of bordering lands subject to flooding, which is effectively the flood plain, DPW and the peer review consultant, the approach to the flood plain has been thoroughly vetted. He said that everyone would prefer to see an open air basin hold the water but it is not feasible on the site, given the development conditions. He said that stormwater mitigation had to take a back seat to site development but they were able to come up with strategies to fully address the regulations.

Mr. Cordeiro said that they created a wetland replication area and flood storage zone. He said that the new isolated wetland pocket will be separated from the existing isolated wetland by the new fire access roadway. He said that the wetland area will be constructed so that critters can use it. He said that it will be inundated with water during normal rainfalls and will recede just like the existing isolated wetland pocket. He said that the new wetland area will replicate the general nature of habitat and environmentally friendly design in the area that is available.

Mr. Cordeiro said that the project will provide adequate parking that is in compliance with the regulations. He said that circulation is dictated by the signalized intersection and improvements along Route 9 at Lexington Street. He said that they worked with WPC to minimize the amount of parking. He said that, because of the nature of sporting events and how they are phased, they provided a layout that they feel is appropriate for the use of the facility. He said that they based the maximum parking on the traffic consultant's review at 320 to 325 parking spaces during peak sporting events. He said that they will provide a slight surplus of parking to accommodate overlap of events. He said that the facility will have an operational staff to schedule events to make it work with the site. He said that they will continually review and monitor how the site is used for parking and will work with the Town.

Mr. Cordeiro said that they made some modifications to the site layout plan since the September 12, 2017 public hearing, based on DRB and WPC comments. He discussed the front plaza entry. He said that it is a brick paver entry that is welcoming to the visitors and will serve as the drop off zone for parents. He said that the Applicant has elected to install a series of large diameter bollards that will fall in line with the sidewalk to prevent vehicles from accessing the building, which was a point of contention with DRB because they recommended that the bollards be placed right at the point of entry at the end of the plaza. He said that the Applicant has made a design stand to have them internal to the plaza because they want to make sure that it is generally accessible to all, given how much activity will take place at the front door. He said that they do not want to restrict movement of pedestrians and athletes with the bollards. He said that they set them back one parking space distance to allow for interactivity. He said that it is a difference of design opinion.

Mr. Cordeiro said that the Applicant agreed to reconstruct the sidewalk along Route 9. He said that it was previously shown on the private side of the right of way. He said that they have moved it back into the State's layout to be more in tradition with the Route 9 corridor. He said that they will keep as many existing trees as possible. He said that the trees would be entirely removed in the previous configuration. He said that DRB did not agree with the Applicant's selection of replanted materials in the previous configuration. He said that by keeping most of the existing trees, they can satisfy the DRB comments. He asked that DRB and ZBA understand that MassDOT is involved and as they solicit permits for reconstruction of the corridor for signal improvements on Route 9, MassDOT will also want to weigh in on the street trees. The Chairman urged the Applicant to speak with the Park and Tree Division at DPW. He said that they work well with MassDOT and know which species will do well there. Mr. Cordeiro said that the Applicant worked with Cricket Vlass and revised the planting plan several times with her input. He said that the Applicant is committed to working with the Town.

Mr. Cordeiro said that the Planning Department asked that the Applicant provide an outline of compliance with the parking bylaw with respect to screening and number of spaces. He said that he summarized those items in a memo dated October 10, 2017. He said that the parking area is in compliance with the design review guidelines and dimensional requirements. He said that they are required to provide 10 percent of the internal parking area as open and landscaped space, which is approximately 10,900 square feet for this project. He said that the plan provides 11,300 square feet of open landscaped space consisting of landscaped end caps and rain gardens. He said that the building and the replication area are not counted in that calculation. He said that the landscaped area adjacent to the building is extensive as it can be.

Mr. Cordeiro said that Planning asked for a detail of the number of trees that are required to conform. He said that one tree for every 10 parking spaces is required, for a total of 36 trees. He said that the planting plan shows 173 trees, which is well above the requirement. He said that the project has to meet the Tree Preservation Bylaw because they will be cutting down some trees along Dale and Worcester Streets. He said that they will have to replace those trees in kind. He said that the Applicant wants to work with Dale Street residents to provide a dense vegetated buffer, which is the one thing that they asked the Applicant to provide. He said that the Applicant negotiated with the residents about fencing opportunities but their preference is vegetation.

Mr. Cordeiro said that plant species that are specific to wetland areas were selected for the wetland replication area. He said that the plantings will work well with the existing wetland area. He said that they will improve the existing isolated wetland area even though they will remove some existing tree buffer along the back of the property.

Mr. Cordeiro discussed DRB and Planning Board comments regarding Bayview Road. He said that Bayview Road is located approximately 40 feet above this site. He said that there is not too much that they can do for screening. He said that the best approach is to ensure that all of the trees on the back slope remain in place.

Mr. Cordeiro said that the Planning Board had comments regarding lighting. He said that a photometric lighting plan was provided. He said that they will have appropriate LED fixtures on the site with standard levels of illumination to ensure that they are not over lighting the facility but are providing safe lighting.

Mr. Cordeiro said that the Planning Board requested that the sidewalk on the southerly side of the parking field be supplemented with an additional sidewalk in a more central location for greater pedestrian circulation through the site. He said that the Applicant's response is that they have provided appropriate circulation for pedestrians to come from the parking facility to the front door. He said that most of the athletes will be dropped off at the front door and most of the pedestrian traffic from the parking lot will be parents coming to sit in at the events. He said that the Applicant does not want to add sidewalks to the site because the project is right at the point of compliance with zoning. He said that they could lose parking spaces and compliance and they do not want to request waivers from an overlay district that was specifically created for the site. He said that it is the Applicant's opinion that they have reached the balance between buildability of the site, accessibility and compliance with the regulations.

The Chairman asked if there was any way to mark up the surface of the parking lot to make a place for pedestrians coming from their cars to the building more visible. He said it could be reflective paint that they could walk between. He said that he did not see any lighting down the middle of the lot. He said that he was concerned about pedestrian safety. Mr. Cordeiro said that providing paint elements could be discussed. He said that a challenge is that the rain garden islands are part of the stormwater system. He said that they are depressed areas with specific mulch and vegetation. He said that they are trying to not encourage people to trample through them. He said that the Applicant would rather give pedestrians a dedicated path on the southerly side to get them to the building. He said that there will be painted crosswalks to get people across. He said that additional ones can be accommodated but it will not necessarily give pedestrians a clean path to the door without keeping them in the aisle. He said that

people usually walk the shortest distance to where they want to go. He said that the Applicant wants to make sure that there is a protected path of travel and encourage its use.

Mr. Cordeiro said that all vehicles are expected to come onto the site through the main access. He said that they expect parents to drop the athletes off at the front entry and then go into the parking field. He said that in the event that they are parked in the upper northwest corner, they may choose to use the marked sidewalk on Route 9 instead of crossing the parking lot. The Board asked if the landscaped area prohibits crossing over to the sidewalk along Route 9. Mr. Cordeiro said that there will be groupings of trees but it will not be densely prohibitive. He said that there will be gaps. He said that there will be no directional signage to use the sidewalk but sidewalks have been provided to get from all parts of the site to the front door of the building.

A Board member said that the Board discussed using the handicapped spaces adjacent to the entry plaza at the southernmost part of the parking lot for pedestrian circulation. He said that the same thing could be done for the northern part of the parking lot by shifting a handicapped space to the other side. He said that point was made by the Planning Board.

A Board member said that he did not think that the parking lot works. He said that the retaining wall on the southernmost part of the site has seven spaces for parallel parking. Mr. Cordeiro said that the roadway is the minimum width to support emergency apparatus. He said that the area sandwiched between the access and the face of the retaining wall is part of the stormwater collection system. He said that there is a conveyance swale there that prohibits parking.

A Board member said that the bollards will be aligned with the sidewalk. He asked if cars will drive on the paved surface. Mr. Cordeiro said that the paver area is aligned to the end of the existing spaces and is not part of the drive aisle. He said that they anticipate that the plaza will be flanked by cars that are parked closest to the building. He said that the southerly side will be accessible spaces and the northerly side will be regular spaces. He said that there will be transitional curbing at the sidewalk that will flush out as you approach the drive aisle. He said that the curbing will taper up as you go toward the building. He said that curbing will prevent vehicles from going up onto the paved area. Mr. Devellis said that having the bollards at the edge of the paved area would cause vehicles to pull further into the drive aisle. He said that the proposed design pulls the bollards back so that the area is free of vehicles and allows room for kids and equipment.

Mr. Cordeiro said that an outside consultant from MDM Transportation is coordinating the Route 9 signalization and corridor improvements. He said that they have had continuous discussions with the district and everyone is on board with the preliminary design. He said that they have completed the required Route 9 detailed survey and are in the hard design phase now. He said that as soon as that is complete, they will apply for the highway access permit. He said that it will include the striping along Route 9, median reconfiguration, crosswalk reconfiguration, the signal and signalization timing. He said that it is a lengthy process but it has been well received. He said that they provided initial correspondence through MDM but there will not be any documentation from MassDOT until the permit is before them. He said that MDM has coordinated with Dave Hickey, Town Engineer. He said that there are improvements currently taking place on Route 9. He said that these improvements have to be plugged in to the other improvements so that they happen in an efficient manner. The Chairman said that the State

Representative and Senator may be able to assist. Mr. Cordeiro said that they have not had to draw them in yet. He said that they went into the process with the support of the Town, which opens the doors wider when you get to MassDOT. He said that they anticipate receiving the permit in early 2018.

Mr. Cordeiro said that the project will proceed without the MassDOT permit in place. He said that the hope is to have the facility open in the fall of 2018 to capture the sports seasons. He said that time is waning. He said that they have to fill slots and make the facility available.

The Board discussed the DRB recommendations. Mr. Cordeiro said that there is a difference of design opinion. He said that the Architect selected the design of the plaza. A Board member said that it is a large building and there is not a lot of opportunity to break up the scale except with colors and textures. Mr. Provencher said that the design team felt strongly that the bollards should be aligned with the edge of the curb. He said that the horizontal banding is a design element that carries the line of the clerestory windows at the north end of the building, turns the corner and leads to the main entrance of the facility. He said that it will terminate at the entrance. He said that there is no intent on the Applicant's part to extend the banding to the right. He said that DRB commented that the element should be symmetrical. He said that this is a contemporary building where you do not need to balance the left with the right. He said that it also profiles the swimming pool location. He said that there was also a request to extend the banding on the east side. He said that heading west on Route 9, the building at 888 Worcester Street largely obscures the façade of the facility. He said that what is visible from Route 9 is roughly the area where they added the detail where it can be appreciated.

Mr. Provencher said that the north side of the building is the public face of the building. He said that clerestory windows are continuous across. He said that a projecting element will separate the field house from the swimming pool. He said that at the mezzanine level it will be full height glass from the floor to ceiling of curtain wall with some cornice elements at the top and at the bottom. He said that element signifies the bus drop off area. He said that the spaces directly adjacent to the glass are the spaces for lease and the likely tenants will be strength training, fitness center, physical therapists.

Mr. Provencher said that they were not able to exactly match the color of the mechanical equipment on the roof to the building panel colors. He said that the mechanical equipment will likely be a painted steel enclosure, typically a neutral gray.

Mr. Provencher said that DRB requested that mechanical equipment on the roof be consolidated to a central location with a screen around it. He said that is not possible. He said that a central system does not work in this type of facility. He said that there are several extreme environments. He said that the swimming pool has a high level of humidity and the ice rinks need to be cool and dry. He said that the field house will be heated and ventilated and offices and conference rooms will require air conditioning. He said that there may be an opportunity to make it more visually appealing but this is a special type of facility with special needs. He said that they plan to leave the equipment where it is.

Mr. Provencher said that DRB commented on control of solar glare coming from the clerestory windows and reflecting off of the water into the eyes of a lifeguard. He said that the primary concern is safety. He said that a secondary concern is glare in a competition environment with swimmers lining up on blocks having the sun in their eyes. He said that they performed a solar analysis to describe the path of the sun as

it projects sunlight into the building and the point where it penetrates furthest into the building. He said that most of the glass is on north side, which gets very little direct sunlight. He said that the sun is in the southern sky traveling from the east in the morning to the west in the afternoon. He said that the analysis revealed that between the first week of March and the first week of October, approaching sunset, there is very little amount of light that will find its way to the pool deck. He said that it is impossible to eliminate all of the light without taking the windows away. He said that there is a very limited time of the year when this could potentially be an issue. He said that they provided an example of a facility that uses a glazing product that they will use in this project. He said that it is a coating that is applied to glass in a series of parallel lines, each separated by clear glass. He said that it cuts down the available light by 50 percent but still provides a clear view to the outside. He said that the overall effect is a milky white appearance. He said that there still is a visual connection to the sky and outdoors, which is very appealing when you are spending a lot of time in an indoor environment but also addresses the glare issue and the safety issue.

A Board member said that this is a high water table area and swimming pools tend to float. He asked about accommodations for the weight of the pool. Mr. Provencher said that the proposed pool type deals with that issue particularly well. He said that the pool is stainless steel panels that are pre-manufactured and assembled on site. He said that the panels on the perimeter of the pool are bolted together and then bolted down to a concrete slab. He said that the foundation will be independent of the building foundation. He said that the pool will also have a PVC liner. He said that when the system is fully assembled it will be watertight from both sides. He said that it is the type of pool that is often used in high water table environments for that very reason. He said that this pool is being re-purposed from another site.

Mr. Provencher said that an acoustic study was prepared by Cavanaugh Tocci, which is an acoustic consulting firm that the Applicant uses when there are noise issues, particularly with mechanical equipment. He said that the Applicant wanted to verify that the outdoor noise making equipment did not exceed the allowable increase in noise that is permitted by MA DEP. He said that they located three sound monitors on the east, west and south property lines on May 31, 2017. He said that they collected data for 24 hours a day for seven days to get a baseline profile of noise as it exists today. He said that the noise sources are largely traffic. He said that they took into account acoustic data from the manufacturers on the noise level and the octave band frequency for every piece of mechanical equipment on the roof and on the ground.

Mr. Provencher said that there is a change in elevation of 40 feet on the south side, which is closest to the residences. He said that there is a very large piece of refrigeration equipment associated with the ice rinks called an evaporative condenser. He said that it is large and noisy. He said that after they modeled the acoustic results, they slightly oversized the condenser and will equip it with a special fan that reduces the noise level. He said that oversizing it allows the fan to run at a lower speed, which reduces the noise level. He said that there will be a sound barrier wall on the west, east and south sides of the condenser that will extend five feet above the top of the equipment. He said that with the adjustments and controls, they have been able to keep the noise within the allowable range. He said that all of the equipment on roof is included in the study and is modeled to be running simultaneously, which is a circumstance that is highly unlikely to occur. He said that the existing noise level on the site is between 31-33 decibels and the results of the modeling predict between 41 and 43 decibels.

Mr. Cordeiro discussed the CMP. He said that the intention is for the project to have the least amount of impact to the town and the neighbors. He said that they will build the site from the ground up and construct a shell building that is very complicated inside. He said that they took a simplistic approach to construction. He said that the entrance will be off of Route 9, opposite of Lexington Street. He said that the single entrance will meet all of the conditions for standard entry with stone tire scrubbers and wash down areas to make sure that materials on vehicles coming into and leaving the site stay entirely on the site. He said that those elements will be incorporated in the CMP and the Stormwater Pollution Prevention Plan, which will be filed on the site once the contractors are identified. He said that there will be two distinct areas dedicated for the building and the parking area. He said that the intention is to start with the foundations of the building and then work the site around it. He said that the building will block off half of the site. He said that the remainder will become lay down area for building materials and site construction. He said that once it is available, they will start excavation for subsurface utilities and all of the drainage infrastructure. He said that once they strip the existing asphalt, it will be recycled off site. He said that they will infill the base layers with sub strata for the porous asphalt or the sub surface infiltration recharge systems for the stormwater and flood control systems. He said that once that is completely done, the asphalt materials will be put down and they will pave over the top of it. He said that everything coming to and from the site will be from Route 9 and primarily, Route 95. He said that all of the vehicles will travel on the main roads. He said that they will have appropriate check ins and managers at the entrance to maintain the process. He said that the site will be protected with restrictive fencing along three sides of the site. He said that they anticipate using a standard chain link construction fence but they can add a scrim if the Board asks for it. The Board said that screening the site will be less distracting for traffic on Route 9 and will also help with dust control. Mr. Cordeiro said that they can work that into the program. Mr. Griffin said that they would only want screening in the areas where it would be a problem. He said that they would not necessarily put the fabric on all sides.

Mr. Cordeiro said that there is no particular agreement with MassDOT regarding the length of the turning lane for trucks coming to the site simultaneously. He said that there is space for up to two trucks in the existing queue lane. He said that the project would not warrant repetitive stacking. He said that Mr. Griffin will be responsible for scheduling deliveries. The Chairman said that the CMP should discuss how many trucks a day there will be during phases of construction, what direction the construction vehicles are anticipated to be coming from, the hours expected, where materials will be laid out on the site, and where construction employees will park their vehicles. Mr. Cordeiro said that employee parking will be on site. He said that there will be a trailer on site for Management during construction. He said that they expect to have multiple trailers on site because of the scale of the project. He said that stockpiling materials is likely to occur on the westerly portion of the site while the building is going up. He said that hours of operation will be Monday to Friday, from 7 am to 5 pm, with noisy equipment starting slightly later. He said that there will be someone on site early to keep the heavy noise down. He said that there is a request to occasionally work on Saturdays from 8 am to 3 pm, as needs of the project arise. He said that Mr. Griffin will be in charge of scheduling deliveries and staging of materials. He said that the site is located in a groundwater protection overlay district, so they have to make sure that everything is contained on the site and they do not introduce the possibility of contaminants entering or leaving the site. He said that a Long Term Pollution Prevention Plan was a requirement for the Notice of Intent for the WPC. He said that it addresses handling chemicals, oils, paints, gases, etc. He said that they recognize the limitations of doing anything in close proximity to the isolated wetland pocket and that there is a prohibitive 100 foot buffer

that they have to stay out of. He said that they will file a Stormwater Pollution Prevention plan with the EPA that includes stabilization of stockpiles, protection of stockpiles from erosion and wind, and routine watering of the site.

A Board member asked about restrictions for refueling on site. Mr. Cordeiro said that said that once the large machines are on site, they prefer to keep them there. He asked about putting down pads or liners. The Chairman said that should be described in the CMP and the Board will look at it. A Board member said that refueling should be placed in areas other than the protected area. Mr. Cordeiro said that there is not much choice about where to do it because of the wetlands and flood plain. He said that the porous asphalt on the westerly side of the site will have to be protected so that it does not become overly compacted. He said that there is only a pie shaped sliver of land along Route 9 available.

The Board confirmed that there will be a sign with public information on the site that lists emergency phone numbers and the website.

A Board member asked if site lighting fixtures will be adjustable. Mr. Provencher said that outdoor site lighting will be LED fixtures. Mr. Cordeiro said that if they cannot reduce illumination on the fixtures, they can selectively shut down some of them to lower the levels. The Board said that it would be interested in seeing a program that describes that.

The Board discussed having attendants direct traffic in the parking lot during large events. Mr. Devellis said that they can use flagmen.

Mr. Cordeiro said that they made agreements with the WPC for snow and ice in the winter. He said that porous asphalt needs a lot of maintenance. He said that it cannot absorb a lot of salt and it cannot absorb sand. He said that the Applicant has agreed to a reduced salt program for the entire site so that there is no confusion for the vendors. He said that they will have to learn as they grow to see if the program is adequate. He said that during construction the goal is to get the building and foundations in first. He said that it is likely that they will not have pavement this season, so they will not run into the icing concerns now. He said that would be more of a finish condition at the end.

Catherine Johnson said that most of the trucks will be traveling westbound on Route 9 to make a left turn into the site. She said that the new queue lane will not be complete until a permit is issued for a traffic light. She asked that the CMP address how the trucks will queue to make the turn, if there will be flagmen, and how trucks will reverse direction. Mr. Cordeiro said that they will have operational control over the site to coordinate deliveries. He said that if conditions warrant it, they can coordinate with Wellesley or State Police to get trucks onto the site. He said that if that is the case they will coordinate a much larger delivery of materials to be more effective.

Mr. Cordeiro said that they will bring in approximately two feet of structural fill to raise the site.

A Board member said that revised plans that address the concerns of DPW and the WPC should be submitted and should include the location of the refueling area and the improvements for pedestrian circulation on the site that were discussed. He said that the CMP should be revised to include more information. He said that implementation of the Photometrics Plan will be a condition of approval. He

said that a copy of the MassDOT access permit and the NPDES permit should be submitted to the Board and the Town Engineer.

October 26, 2017

Present were Laurence Shind, Esq., Phil Cordeiro, Brian Devellis, Ken Provencher and Paul Griffin.

The Board asked about anticipated parking for non-event, daily routines for the facility. Mr. Devellis said that they anticipate that parking will be for less than 100.

A Board member said that the Planting Plan shows plants in the parking spaces.

A Board member asked about night setback for the mechanical equipment for the ice rinks and pools. Mr. Devellis said that noise from the equipment will be a dull hum. He said that the last ice sheet is at 11 pm and the ice temperature will be raised at 11:30 pm. Mr. Provencher said that the condenser on the ground is the biggest concern and it will have sound barriers. He said that the speed of the fan is configurable for low sound options. The Board discussed monitoring noise for six months after the facility becomes operational. Mr. Griffin said that the equipment is at the back where there is a 40 foot elevation change that is dense with trees and brush. He said that he would be surprised if noise from the mechanical equipment becomes an issue. Mr. Provencher said that other than the dehumidifiers for the pool, the equipment will be for control of the environment in the other spaces. He said that equipment will be programmed with night time setbacks.

A Board member asked that access to the landing pad be painted to make it symmetrical. He said that there is a detail on the southeast corner for access into the fire lane. He asked if it should be striped for no parking. Mr. Cordeiro said that they can put signage there for no parking.

The Chairman said that the Applicant may want to apply for a special permit for a larger sign on the fence. He said that it should be larger than 12 square feet to be effective.

Mr. Devellis said that enforcement of no parking on Lexington and Beechwood Roads was approved under PSI. He said that notices will go out with lease agreements. Mr. Shind said that PSI requires a follow up traffic study on parking and site circulation between October 31 and March 31 of the first year of operation, with a secondary study after two years.

A Board member said that there was some push back about the illuminated sign. Mr. Devellis said that the sign can be helpful. He said that they can work with the town about the messages. He said that other facilities have used them for amber alerts.

Mr. Devellis said that the goal is to have MassDOT approval during the first phase of occupancy. He said that because hockey is seasonal, the goal is to get occupancy for the rink a year from now. The Board confirmed that the plan is to open the two rinks first and the pool and other spaces afterwards. Mr. Devellis said that the turf in the field house will be done last. Mr. Shind said that the PSI required that signalization be installed prior to issuance of a Certificate of Occupancy.

The Chairman said that he still had concerns about pedestrians in the northern end of the parking lot. Mr. Cordeiro said that it is approximately 330 feet to the front door from the northwest corner. He said that they looked at running a sidewalk parallel to the main entrance from the Route 9 sidewalk. He said that grade changes prohibited that. He said that they would have to construct a retaining wall. He said that there will be a striped crosswalk for the sidewalk on Route 9. He said that the intent is for pedestrians to walk along the asphalt to the sidewalk and crosswalks. He said that they anticipate the athletes being dropped off and parents walking from their cars. He said that the intent is to keep people internal to the site.

Mr. Cordeiro said that there will be push buttons for directions at the traffic light. He said that MDM factored in island refuge spots for safe passage across Route 9.

There was no one present at the public hearing who wished to speak to the petition.

Submittals from the Applicant

- Project Summary, dated 8/2/17
- Application for Site Plan Approval, dated 8/1/17
- Site Plan Approval Review Plans and Submittal Checklist
- Development Prospectus, dated 8/2/17
- Appendix A – Hydro-CAD Worksheets, Pre-Development & Post-Development, Checklist for Stormwater Report, TSS Calculation Worksheet, Illicit Discharge Statement, Soil Information, Watershed Plans, WS-1 Pre-Development & WS-2 Post-Development
- Appendix B – Traffic Impact and Access Study, dated May 2017, prepared by MDM Transportation Consultants, Inc.
- Letter to Zoning Board of Appeals, dated 10/10/17, re: Site Plan Review/Special Permit Proposed Sports Complex 900 Worcester Street, from Philip Cordeiro, PE
- Copy of letter to Kevin Provencher, dated 10/10/17, re: Environmental Sound Study, from Cavanaugh Tocci
- Construction Management Plan, dated October 2017
- Drainage Calculations, dated 10/23/17, prepared by Allen & Major Associates, Inc.

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Plan Number	Drawing Title	Date of Issue	Prepared By	Date of Revision
	Cover Sheet	7/31/17	Philip Cordeiro, PE	
Sheet No. 1	Existing Conditions	7/31/17	Norman Lipsitz, PLS	
ABB-1	Notes and Abbreviations	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
ABB-2	Notes and Abbreviations	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17

ZBA 2017-80
 Petition of Wellesley Sports Center, LLC/
 Town of Wellesley
 900 Worcester Street

C-0	Erosion Control Plan	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
C-1	Layout & Materials Plan	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
C-2	Grading & Drainage Plan	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
C-3	Utility Plan	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
C-4	Landscape Plan	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
C-5	Landscape Plan	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
C-6	Landscape Plan	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
C-7	Photometric Plan	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
C-8	Vehicle Movement Plan	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
D-1	Details	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
D-2	Details	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
D-3	Details	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
D-4	Details	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
D-5	Details	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
SD-2	Ground Floor Plan	8/2/17	Dacon	
SD-3	Mezzanine Plan	8/2/17	Dacon	
SD-4	Building Elevations	8/2/17	Dacon	
Sheet No. 1	Plan	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
Sheet No. 2	Cross Section A & B	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
Sheet No. 3	Cross Section C & D	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
Sheet No. 4	Cross Section E & F	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
Sheet No. 5	Cross Section G & H	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
Sheet No. 6	Cross Section I & J	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17

ZBA 2017-80
 Petition of Wellesley Sports Center, LLC/
 Town of Wellesley
 900 Worcester Street

Sheet No. 7	Cross Section K & L	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
Sheet No. 8	Cross Section M & N	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
Sheet No. 9	Cross Section O & P	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
Sheet No. 10	Cross Section Q & R	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
Sheet No. 11	Cross Section S & T	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17
WS-1	Watershed Plan Pre-Development	4/12/17	Philip Cordeiro, PE	10/10/17, 10/23/17
WS-2	Watershed Plan Post-Development	4/12/17	Philip Cordeiro, PE	10/10/17, 10/23/17
D-1A	Details	7/31/17	Philip Cordeiro, PE	10/10/17, 10/23/17

On August 9, 2017, Deputy Chief Charles DiGiandomenico, Wellesley Fire Department, reviewed and approved the proposed project. The Fire Department reserves the right for final approval at time of issuing permits.

On August 25, 2017, David Allen, supervisory Electrical Engineer, Wellesley Municipal Light Plant, reviewed the project and stated that there is adequate system capacity to accommodate the electrical needs of the project.

On September 18, 2017, the Design Review Board reviewed the petition and voted to recommend ZBA approve the project, subject to conditions.

On October 17, 2017, the Planning Board reviewed the petition and recommended that the Site Plan Approval and Special Permit be continued.

On August 15, 2017, September 12, 2017, October 17, 2017 and October 25, 2017, George Saraceno, DPW Engineering Division submitted comments regarding the proposed project. On October 25, 2017, Mr. Saraceno stated that A & M had appropriately addressed DPW comments.

On August 1, 2017, October 5, 2017, October 10, 2017 and October 17, 2017, Julie Meyer, Wetlands Administrator, reviewed the project and submitted comments. On October 17, the Wetlands Protection Committee voted to approve an Order of Conditions, MA DEP #324-0845.

DECISION

The Board's approval of the Site Plan for the Project is premised on the Applicant's and Project's compliance with the following conditions (the "Conditions"). All requirements imposed by the Conditions or this Site Plan Approval shall be applicable to the entity responsible for the administration of the Project regardless of whether the condition specifically identifies the Applicant, the responsible entity, or no entity as having responsibility for a particular condition. By accepting this Site Plan Approval, the Applicant agrees to the terms, covenants, conditions, and agreements contained herein.

The Board said that the requirements for the Water Supply Protection District and the Flood Plain District have been satisfied.

The Board voted unanimously to grant a Special Permit pursuant to Section XIVB of the Zoning Bylaw for a major construction project in a Flood Plain District.

The Board voted unanimously to grant a Special Permit pursuant to Section XIVE of the Zoning Bylaw for a major construction project in a Water Supply Protection District.

CONDITIONS

1. By accepting this Site Plan Approval the Applicant agrees to the terms, covenants and conditions and agreements contained herein. This Site Plan Approval shall expire one year from the date hereof unless construction has begun by that date. The Applicant may apply to the Board for reasonable extensions to this Site Plan Approval for good and sufficient reason.
2. Except for the relief granted by the Board as listed in these Conditions, the Applicant shall comply with all provisions of the current Zoning Bylaw and general bylaws generally applicable to a project approved on October 20, 2017. No fees are waived in connection with the Project. Fees shall be those then in effect at the time of application for the permit or approval subject to the fee.
3. Contract documents, including working drawings and specifications for the Project shall undergo the customary review and approvals of the Building Inspector, the Town Engineer, and other applicable local inspectors and/or board. Construction of the Project shall be subject to on-site compliance inspections by the Building Department.
4. This Site Plan Approval is subject to the Applicant's compliance with (a) the Project of Significant Impact Special Permit ("PSI") Decision dated July 11, 2017 issued by the Wellesley Planning Board, and (b) the Order of Conditions dated October 17, 2017 issued by the Wellesley Wetlands Protection Committee, as may be amended or modified under applicable law, both of which are incorporated by reference.

5. The Applicant shall establish or use an existing website during the duration of site construction activities, to provide Town officials and residents access to the current scheduled construction activities and for notification of upcoming Project events that may reasonably impact the surrounding neighborhood. Project related information/progress shall be updated on the website at least monthly.
6. The Applicant shall be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the EPA NPDES program. A copy of the report shall be made available to the Department of Public Works prior to the start of construction.

Design Conditions

7. Plan drawings C-1 Layout and Materials Plan, and C-4 Landscape Plan shall be coordinated to reflect the plantings intended in all six islands interior to the western parking area.
8. Design and construction of the Project shall fully comply with all applicable federal and state laws and regulations, including, but not limited to, the requirements of the Massachusetts State Building Code (780 CMR) and the Massachusetts Architectural Access Board (521 CMR). The Project shall be designed and constructed on the Site in accordance with the Plans, except as provided in this Site Plan Approval, including these Conditions. Any requirement of consistency with the Plans means as those Plans are modified by the Conditions.
9. The Applicant shall provide documentation from the Engineering Division, Wellesley – Department of Public Works indicating that all of the concerns expressed by the Engineering Division have been addressed to their satisfaction.

Construction Conditions

10. The Applicant shall implement its Construction Management Plan as specified in its submittal of October 26, 2017 as modified by these Conditions.
11. The Applicant shall provide construction signage at the entrance to the site which shall contain construction contact information for the public, including a website address. The construction sign shall not exceed 65 square feet in area.

12. During the period of construction, all construction equipment and material deliveries shall utilize the gated entry/exit at the existing curb cut opposite Lexington Street.
13. During the period of construction, on-site parking for construction workers and for construction equipment is specifically permitted, and no vehicles of construction workers and no construction equipment shall be parked on Worcester Street, Dale Street or any other public way of the Town. All vehicles on-site shall shut off engines when not in use. Idling time shall not exceed five minutes.
14. During the period of construction, all deliveries of construction materials and equipment shall be made only on Monday through Friday between 7:00 a.m. and 5:00 p.m. Exterior construction shall be limited to Monday through Friday between 7:00 a.m. and 5:00 p.m., and on Saturdays between 8:00 a.m. and 4:00 p.m.
15. All construction and delivery vehicles entering and exiting the site shall stop at the established construction pad for a wheel wash to prevent deleterious materials from contaminating the Water Supply Protection District.
16. Refueling of construction equipment on the site shall be avoided. In the event that on-site refueling cannot be avoided, such refueling shall be performed in accordance with the Construction Management Plan's designated refueling area, with careful consideration of spill prevention and all control measures that must be applied in a Water Supply Protection District.

Use Conditions

17. The stormwater runoff and drainage system shall be operated and maintained in accordance with the Order of Conditions and the Operations and Maintenance Plan submitted by the Applicant.
18. Operation and maintenance of the stormwater run-off and drainage system shall comply with the requirements of the Town's "Municipal Stormwater Drainage System Rules and Regulations" in effect at the time of this approval.
19. Landscaping shall be in conformance with the Landscaping Plan and shall be maintained, repaired, or replaced as needed by the Applicant.
20. There shall be no on-site storage of prohibited chemicals, in accordance with Section XIVE of the Zoning Bylaw.

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21. Facility operating hours shall be limited to 5:00 a.m. to 12:30 a.m. daily.
22. General site lighting shall be monitored for all-site spillage and glare and adjusted accordingly in deference to the nearby residential neighborhood and safety on Route 9. General site lighting shall be programmed to provide reduced light levels appropriate to events, occupancy and time of night.
23. The post-occupancy traffic report referenced in the PSI Decision shall include a study of the usage of compact parking spaces provided on the site.
24. A no parking fire lane sign shall be installed at the entrance to the Fire Lane at the southeast corner of the parking lot.
25. The Applicant shall conduct a follow up acoustical study after the first six months of occupancy to confirm that any increase in outside on-site decibel levels does not exceed Massachusetts DEP standards.
26. In the event the building is opened for event use prior to the installation of the traffic signal referenced in the PSI Decision, the Applicant shall provide a police detail to manage event traffic.
27. The Applicant shall vigorously pursue and receive a MassDOT Access Permit for the signalized intersection to and from the site on Route 9.

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WELLESLEY TOWN CLERK

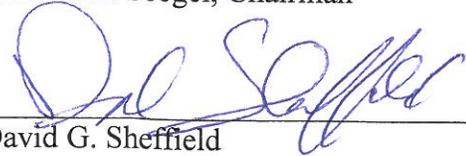
ZBA 2017-80
Petition of Wellesley Sports Center, LLC/Town of Wellesley
900 Worcester Street

1 0317 NOV - 3 P 12:56
WELLESLEY TOWN CLERK

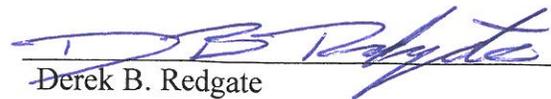
APPEALS FROM THIS DECISION,
IF ANY, SHALL BE MADE PURSUANT
TO GENERAL LAWS, CHAPTER 40A,
SECTION 17, AND SHALL BE FILED
WITHIN 20 DAYS AFTER THE DATE
OF FILING OF THIS DECISION IN THE
OFFICE OF THE TOWN CLERK.



Richard L. Seegel, Chairman



David G. Sheffield



Derek B. Redgate

cc: Planning Board
Inspector of Buildings
lrm