

**ZONING BOARD OF APPEALS**

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ZBA 2010-89
Petition of Toyota of Wellesley
234 Worcester Street

Pursuant to due notice, the Special Permit Granting authority held a Public Hearing on Thursday, January 13, 2011 at 7:30 p.m. at the Town Hall, 525 Washington Street, Wellesley, on the petition of TOYOTA OF WELLESLEY requesting Site Plan Approval, and Special Permits pursuant to the provisions of Section XVIA, Section XIVE, Section XXIID and Section XXV of the Zoning Bylaw for construction of a 9,529 square foot one-story addition, at 234 WORCESTER STREET, in a Business A District and a Water Supply Protection District.

On November 15, 2010, the petitioner filed a request for a hearing before this Authority, and thereafter, due notice of the hearing was given by mailing and publication.

Property Owner: Ko Realty Corp.

Presenting the case at the hearing was Leslie Shea, Esq., who said that he was representing KO Realty Corp., owner of Toyota of Wellesley (the "Petitioner"). Mr. Shea said that the Petitioner is requesting Site Plan Approval for an approximately 9,500 square foot addition. Mr. Shea said that the plan is to add eight bays to the existing 16 service bays.

Mr. Shea said that also present at the hearing were Timothy Power, Principal Engineer, Nai Nan Ko, General Manager, and Bruce Jaffin, Project Manager.

Mr. Shea said that this project requires Special Permits for nonconforming setbacks, Water Supply Protection District, and for a 6.5 foot retaining wall that will be within the setback area.

Mr. Power said that the owner has made a commitment to construct a LEED certified environmentally friendly building. He said that it will be the first certified car dealership in Massachusetts.

Mr. Power said that the plan is to add 9,600 square feet to the outer surface. He said that currently car dealerships have drive-in facilities where cars are dropped off and the customers register at the service desk.

Mr. Power said that the existing circulation pattern on the site is not good. He said that the majority of the site is for inventory parking. He said that it is unclear where customers should go when they enter the site.

Mr. Power said that they have made changes to the site to improve circulation and separate customers from the inventory parking. He said that they created a landscape island in the middle of the parking area and created a corridor coming off of Route 9 to direct traffic into the service bay or to the customer parking area.

Mr. Shea said that, after consultation with the Planning Department staff, they arrived at the calculation for "Zoning Required Parking" versus "Inventory Parking." Mr. Power said that inventory parking is not the same use as customers driving in and out. He said that the inventory parking spaces are not subject to the typical Zoning requirements. He said that the project will meet the landscaping requirements within the Zoning Required Parking areas.

Mr. Power said that a good number of the new customers drive to the front of the building and park. He said that they have presented signage to direct customers to the parking area on the side of the building. He said that there is a sidewalk and crosswalk there. He said that the hope is that service customers will pull into the queuing lane and into the building.

Mr. Power said that there will be signage to improve circulation on the site. He said that there is a conflict with the Cedar Street off-ramp for vehicles exiting the site. He said that people try to cut across the ramp to access Route 9. He said that they have tried to deter that as much as they can. He said that the plan is to direct the traffic around the back of the building to exit onto Hastings Street. He said that traffic will be forced to take a right turn and go up to the light at Cedar Street. He said that they have to maintain two-way traffic for the parking area but signage will direct traffic to the exit. He said that there will be a "Do Not Enter" sign at the northeast corner of the building. He said that vehicles will have to turn around and exit from the back of the building.

Mr. Power said that there are 212 existing spaces for inventory, customer and employee parking. He said that 124 parking spaces are required and include customer and employee parking. He said that combined with the inventory parking there will be a total of 278 proposed parking spaces. He said that they gained spaces because they created an area where the owner can stack inventory cars and not be restricted to striped parking spaces. He said that area will be hatched out on the pavement. He said that the cars will be parked three in a row.

Mr. Power said that when the cars are finished with service they will be parked by an employee in what is considered to be inventory space. He said that the car will be moved to a customer space when it is to be picked up.

Mr. Power said that the property is located in a Water Supply Protection District. He said that the project is being considered to be a redevelopment. He said that the site is almost entirely impervious surface. He said that they will improve the site by increasing landscaping, thereby reducing impervious area. He said that they have provided a recharge system that essentially collects runoff from the new building footprint and recharges its' entire square footage for the 100-year storm event. He said that the project will meet the standards for Stormwater Management.

Mr. Power said that it is not feasible to collect all of the water on the site. He said that the shape of the site is almost an upside down bowl that sheds water in all directions. He said that the majority of the site

will sheet flow to the west. He said that the area east and north on the site flows to a drainage system in Route 9. He said that currently there are no underground structures on the site.

Mr. Power said that to recharge the entire site would require substantial earthwork to install structures that would capture stormwater and put it underground. He said that is well beyond the scope and costs anticipated for this project.

Mr. Shea said that, under Section XIVE of the Zoning Bylaw, Water Supply Protection District, Design and Operation Standards, #6, there is a clarifying statement that says that there can be an exemption if it is determined that recharge is not feasible because of site conditions. He said that because of the bowl shape it would be difficult to collect all of the runoff in one place.

The Board said that there will be a lot of work done to the parking area. The Board asked if there will be any runoff controls. Mr. Power said that they will be re-paving the deteriorated areas.

Mr. Shea said that the area to the west of the property is wooded. He said that the Town owns that land. Mr. Jaffin said that when they went before the Wetlands Protection Committee (WPC), the WPC was concerned that there be no disturbance in that area.

The Board said that its concern was oil and grease leaking off of the cars and going into the wetlands with the first flush of rain. Mr. Power said that this will be a new car facility so there will be less potential for leaks. The Board said that there will be 60 more cars on the site. The Board said that because of the location of the new addition, more cars will be located near the western edge of the property. The Board said that it is important that the site be well managed during construction, that no environmental impacts be created and that potential ways to control runoff with pervious pavement should be further explored. Mr. Jaffin said that they will look into the possibility of using pervious pavement for the inventory area near the western edge of the property.

Mr. Power said that most of the sewer connections will remain the same. He said that there will be new floor drains in the service area that will go through oil/grit separators that connect to Hastings Street. He said that the plans were reviewed by the Department of Public Works (DPW).

Mr. Power said that three electrical meters were added over time. He said that they will be streamlined into one master meter for the site. He said that site lighting will be updated and there will be no transformers.

Mr. Shea submitted a letter to Nai Nan Ko Jr., regarding Subsurface Investigations, from Goldman Environmental Consultants, Inc., dated January 10, 2011. He said that the wells that are there are the result of a new buyer having preliminary testing done.

Mr. Shea said that there is a fairly good chance that the Applicant will lease or buy the land at the front of the property from the State of Massachusetts. He said that if that transaction goes through, they will have a chance to do some landscaping and other improvements. He said that currently there are some cars parked there. He said that the Applicant is willing to remove the cars until an agreement has been worked out.

Mr. Shea said that the proposal is to close three existing curb cuts. Mr. Ko said that the proposal is to make a curb cut that directs traffic onto the site.

The Board said that its jurisdiction is over the property owned by the Applicant, not the State. The Board confirmed that all of the calculations for parking and inventory take into consideration only the property owned by the Applicant.

Mr. Shea said that the Planning Board had concerns about the walkway on Hastings Street. He said that there is a raised sidewalk on the opposite side of Hastings Street that almost all pedestrians use.

Mr. Power said that the retaining wall will be located in the southeast corner of the property. Mr. Jaffin said that it will tie into an existing wall. Mr. Shea said that it was reviewed by the Design Review Board (DRB) and appears to meet all of the criteria.

Mr. Shea said that he submitted materials that addressed the Special Use Permit Standards.

Mr. Jaffin said that the intent is that the site remain operational during construction. The Board asked how vehicles will get in and out of the site once the construction fence is in place. Mr. Jaffin said that the construction fence will be placed close to where the addition will be. He said that vehicles will be directed around the fencing to the back and out onto Hastings Street.

Mr. Jaffin said that construction of the addition will begin once the construction fence is in place. He said that they then will work on the infiltration systems. He said that once the grading is complete they will work on parking. He said that they will then be working along the front and side of the building. He said that the last phase will involve interior work. He said that they may have to use space at the Applicant's other property at 216 Worcester Street to keep this site operational during construction.

Mr. Jaffin said that the materials deliveries route will be from Route 9 to the site. He said that the construction vehicles will exit onto Hastings Street.

The Board said that the intersection of Hastings and Cedar Streets is very busy in the morning. The Board asked if the contracts contain any limitations on timing of deliveries. Mr. Jaffin said that the proposed delivery hours are 7 a.m. to 3:30 p.m. He said that it will not be a large project. He said that they will arrange for large deliveries to not occur during peak times.

Mr. Jaffin said that there will be a short period of time when there will be a crane on site.

The Board asked if construction of the retaining wall was necessary to allow for the proposed site circulation. Mr. Jaffin said that it was a combination of allowing for site circulation as well as creating inventory space and space for a dumpster. He said that construction will be a function of the weather. The Board said that sequencing should be discussed in the Construction Management Plan (CMP).

Mr. Jaffin said that they would like to have the project underway during the spring and summer and completed by the fall. The Board said that adhering to that schedule would ease traffic problems on Cedar Street because school would not be in session for a good portion of that time.

The Board said that the CMP should include a description of the construction phases so that it can understand that things that will happen during the construction periods will be contained on the site or if they are not, they will be going up to the site at 216 Worcester Street. The Board said that the limit of the construction fence, storage of materials, on-site construction vehicle parking and mats to prevent debris from going onto the public way should be shown on the plans. The Board said that security is a concern given the project's proximity to the schools.

The Board asked if the line of haybales at the western edge of the property during construction will be sufficient. Mr. Power said that the sheet flow will be dispersed. He said that it will not go to a defined point.

The Board said that the original application had more detailed signage concepts. Mr. Jaffin said that the intent is to apply for signage permits later. He said that information on the construction phases with site circulation signage included will be submitted for this application.

Mr. Power said that Plan C-1, Layout Sheet, shows proposed signage. The Board asked about the exit sign with directional arrow that is shown on the MA DOT land on plan C-1. Mr. Power said that he would add a detail that the arrow will direct traffic onto the site to the south. He said that if they do acquire the MA DOT land they will be putting in curbing to prevent a right hand turn onto Route 9 from that access.

Mr. Jaffin said that the existing east side of the building is 26 feet from the street. He said that the new structure will be totally conforming.

Mr. Jaffin said that the DRB reviewed the Photometric Plan. He said that there will be no light spillage on any of the property lines.

Mr. Power said that drainage calculations were submitted to the Department of Public Works (DPW).

The Board said that the Hastings Street side of the property is flat and there is not much delineation as to what is an entrance or an exit. Mr. Power said that there will not be much there in terms of curbs and curb cuts. He said that there will be storage at the back end of the property that will prevent traffic from traveling diagonally across to Hastings Street. He said that they could add a stop sign and pavement markings.

The Board asked how vehicles will be prevented from using the inventory spaces at the front of the building if the spaces are not full. Mr. Power said that they can add a sign to direct vehicles to customer parking. Mr. Shea said that if the MA DOT land is acquired, the spaces at the front will become customer parking.

Mr. Ko said that the majority of the customers access the site from Route 9 eastbound. He said that vehicles traveling westbound usually go past the site and turn around. He said that their customers have been with them for a long time and know about the access. The Board said that the directional signs may not be visible for vehicles approaching the building from the Hastings Street side.

The Board asked if there is a permit for storage of hazardous materials. Mr. Ko said that they have a contract with Groundsafe, who is responsible for all materials. He said that the fluids that they use are primarily washer fluid, oil and antifreeze. The Board said those are all hydrocarbon based. Mr. Power said that the majority of hazardous materials permits are for underground tanks. He said that all of the tanks here are inside and above ground. He said that a spill on a concrete floor can be more easily collected than one that is underground.

The Board said that it would need to see more detail of the things that relate to the Water Supply Protection District, how water will be treated and handled, the construction impacts and the CMP. The Board said that it would like to see data that convinces it that there will not be any undue impacts to the surrounding areas. The Board said that there should be no construction worker parking on the town streets or marshaling of concrete trucks on the town streets.

The Board said that the Stormwater Drainage Calculations and the DRB recommendation should be submitted.

The Board voted unanimously to continue the hearing to February 3, 2011.

February 3, 2011

Presenting the case at the hearing was Leslie Shea, Esq. Also present at the hearing were Nai Nan Ko, General Manager, Timothy Power, Principal Engineer, and Bruce Jaffin, Project Manager.

Mr. Power said that they added a sign for "Auto Service" at the northeast corner of the site to direct vehicles across the front of the building. He said that there will be a sign at the front center of the site for "Exit" with a directional arrow and "Auto Service" with a directional arrow. He said that he could move the sign so that it will be on the property.

The Board questioned if there will be enough room for a car to pass between the end of the marked parking spaces at the front of the building and the property line. Mr. Power said that there is just enough room for a car to pass through within the property line.

Mr. Power said that a Stop Sign was added on the southeast side of the site at Hastings Street. He said that they added a stop bar and a lane separator there as well.

Mr. Power said that most of the customer parking will be on the west side of the property. He said that there will be a sign for vehicles entering the site from Route 9 that will direct them to parking on the right. He said that they also added Exit signs to direct traffic around the site.

The Board asked if the directional arrows on the signs will be reproduced on the ground. Mr. Power said that they prefer to have the arrows where traffic is one-way. He said that he did not think that it was necessary where traffic is two-way.

The Board said that the C-1 Plan that was submitted to the Board looks different from the C-1 Plan that Mr. Power was displaying at the hearing. Mr. Power said that the only difference in the plans is the porous asphalt. He said that, at the request of the Board and to help address recharge on the site, the

Applicant opted to add porous asphalt. He said that the area that was shown on the plan that was submitted was too large to be cost effective. He said that the original area was 23,000 square feet. He said that the porous asphalt area was reduced to 10,000 square feet. The Board confirmed that the new plans on display do not include 2300 cubic feet of recharge capacity but something roughly half that amount.

Mr. Jaffin discussed the CMP. He said that they submitted a written narrative for the Traffic Management Plan. He said that there will be a security fence around all affected areas during the five phases of construction.

Mr. Jaffin said that during Phase I all traffic will access the site from Route 9 eastbound. He said that there will be two gates that will assist in the safety aspect for customers and personnel. He said that there will be a self-contained area for construction while still allowing for flow around the building. He said that traffic will exit the site onto Hastings Street and proceed up the ramp to Cedar Street. He said that Phase I will last approximately three to four months. He said that is when the heavy construction will occur.

Mr. Jaffin said that they have tried to time the construction schedule so that it minimizes the time when school is in session.

Mr. Jaffin said that during Phase II work will be concentrated on the front and the side of the building. He said that the fence will be relocated. He said that Phase II will involve approximately two months of construction.

Mr. Jaffin said that Phase III will involve siding and paving aspects. He said that Phase IV and Phase V will focus on the islands and porous asphalt. He said that the porous asphalt will require sub-base preparation.

The Board said that construction vehicle parking, vehicle wheel wash, and materials storage should be shown on the plans. The Board said that marked up drawings should be submitted.

Mr. Jaffin said that there will be tracking mats at the entrance and exit to minimize dust. He said that the mats usually consist of crushed stone.

The Board said that the corner at Gate 2 looks tight. Mr. Jaffin said that one of the first things that they will be working on is the retaining wall to allow them to get more area. He said that dimensionally it will be somewhere between 15 and 18 feet. He said that they have measured the geometry and the trucks will be able to maneuver around Gate 2.

Mr. Jaffin said that materials storage will be within the construction fence approximately 90 percent of the time. He said that steel, concrete and rebar will all be within the construction fence. He said that there may be an isolated place when they are having materials delivered.

The Board said that it needs to see what the number of construction vehicles will be during each construction phase. The Board said that, according to the plan, there are two other locations for parking available.

Mr. Jaffin said that during the hours of operation Gate 1 will be open but there will be signage to say that it is a construction site. The Board asked if traffic will be able to exit from Gate 1. Mr. Jaffin said that the preference is that traffic flow in one direction.

Mr. Jaffin said that most of the construction workers will arrive at 7 a.m. for a 7:30 a.m. start. Mr. Ko said that the sales department opens at 9 a.m. He said that the heaviest service traffic is in the morning. He said that they have the ability to shift customer traffic to their other facility. The Board confirmed that service can be performed at both of the facilities.

Mr. Jaffin said that Gate 1 could be moved to a smaller area to create access to the new service area once it becomes operational. He said that they are anticipating that construction of the rear of the building and the service area will take approximately five months.

Mr. Jaffin said that there will be some work at the front of the property for approximately two weeks that will prevent the use of Gate 2. The Board said that during those times that access to the second gate is not possible, construction vehicles should take great care when exiting the site. The Board said that should be discussed at daily briefing. The Board said that people should be aware of the potential conflict and the potential for an accident should be reduced.

Mr. Jaffin said that if he moved the fence over five feet onto the MA DOT land, it would be possible to keep Gate 2 open all of the time. The Board said that agreement would have to be worked out with MA DOT.

Mr. Jaffin said that a slight grading change will take place during Phase II. He said that after the entry element is complete, there will be some minor grading along the front of the building and sidewalks.

Mr. Jaffin said that Phase III will involve interior work within the existing building.

Mr. Jaffin said that the tracking mat will be at Gate 1 during the entire construction phase.

Mr. Jaffin said that the pervious and impervious asphalt will be put down in Phase IV.

The Board asked if there is a difference in the appearance of the impervious and the pervious asphalt. Mr. Jaffin said that the lot will be striped. He said that most people will not notice a difference.

Mr. Jaffin said that Phase V will tie into the MA DOT work. He said that is why it exceeds the boundary line. He said that they are under the impression that a lease agreement will be worked out with MA DOT. He said that otherwise they will just be doing the paving in the front. He said that there will be a short period of time for a week or less when the main entrance will be closed off of Route 9. He said that traffic will be directed around to Hastings Street to access the site. The Board said that it could approve Phase V of the construction plan only to the extent that the Applicant has legal rights.

Mr. Jaffin said that Saturday construction time is predicated on the weather. He said that they will use Saturdays to make up time. He said that they may work inside the building on Saturdays as well.

The Board asked about the impact of truck deliveries and construction traffic on Town streets and neighbors. Mr. Jaffin said that as the events unfold, they will make adjustments. He said that they do not want to have a stacking of trucks along Route 9 or Hastings Street. He said that they will schedule the trucks so that they do not create a queue.

Mr. Power said that he had done some investigation into the need for Hazardous Materials Permits. He said that the Applicant does not have any nor does he need any. He said that the Applicant works with Groundsafe for spill control. He said that they are assuming that Groundsafe would know which permits are required. He said that if anything did come to light, they would seek the permits that are needed.

Mr. Power said that the Drainage Report was submitted.

The Board asked who will be responsible during construction for implementation of the O & M Plan. Mr. Power said that will be the contractor. He said that the owner of the site will be responsible post-development.

The Board asked who will keep the maintenance records and where they will be kept. Mr. Power said that the records will be kept in the office.

Mr. Power said that the DRB decision was submitted.

The Board said that a revised C-1 Plan should be submitted. The Board said that it should show the area of the porous pavement and the dimension at the north corner of the site showing the distance between the parking stalls and the property line. The Board said that it is important to see that circulation is possible there.

The Board said that the Planning Board recommended that there be additional landscape beyond what is required. Mr. Power said that if they were to add landscaping on the Hastings Street side they would lose functionality of the site. He said that landscaping would make the passage ways too narrow. He said that landscaping is proposed at the northeast corner of the site.

Mr. Power said that they added some additional landscaping on the western side and at the northwestern corner of the property. He said that there will be a five foot landscape buffer along the western edge of the property. He said that beyond that border is Town property and wetlands. He said that no one could ever build there.

Mr. Shea said that the Applicant did not think that providing a striped pedestrian path along the western side of Hastings Street would serve much of a useful purpose. He said that it would look poor and would not be functional. He said that there is a paved, raised sidewalk on the eastern side of the street.

Mr. Shea asked that the Board make a finding that all storm water runoff from impervious surfaces cannot be recharged on-site because of site conditions. He said that there will be recharge of roof runoff from the 9,500 square foot addition. He said that the situation will be improved from what is existing. He said that it would be economically unfeasible to recharge all of the runoff on the site.

The Board voted unanimously to close the Public Hearing.

The Board voted unanimously to hold a Public Meeting on February 14, 2011 to vote on the project approval and the associated Special Permits.

February 14, 2011

Present at the meeting was Tim Power, Principal Engineer.

The Board said that a list of conditions had been prepared for consideration. The Board said that some of the conditions are general and apply to all Site Plan Approvals while other conditions are specific to this particular petition.

The meeting was recessed for seven minutes so that Mr. Power could review the proposed conditions.

The Board discussed the proposed conditions.

The Board voted unanimously to grant Site Plan Approval with conditions. The Board voted unanimously to grant a Special Permit for construction of a retaining wall. The Board voted unanimously to grant a Special Permit for construction of the project within a Water Supply Protection District.

The Board voted unanimously to adjourn the Public Meeting.

Submittals from the Petitioner

- Application for Site Plan Approval, revised 12/20/10
- Development Prospectus, revised December, 2010
- Site Plan Approval Plan Checklist, revised 12/15/10
- Letter to Douglas Stewart, PE, Town of Wellesley, dated 11/2/10, re: A&M Project #1745-01, from Timothy J. Power, P.E., Project Manager.
- Stormwater Report, dated 10/4/10, stamped by Timothy J. Power
- WPA Form 1 – Request for Determination of Applicability
- Request for Determination of Applicability Project Narrative, dated 10/14/10, from Allen & Major Associates, Inc.
- Traffic Management Plan, prepared by Caisson Construction Corp.
- Letter to Thomas Gray, Director, Right of Way Bureau, Mass DOT, dated 10/5/10, re: Intent to lease or Purchase Adjoining Property, from Nai Nan Ko, Jr.
- Hydraulic Calculations, stamped by Nathaniel R. Phillips Fire Protection, P.E.
- Structural Information, dated 10/14/10, stamped by Thomas G. Heger, S.E.
- Letter to Bruce Jaffin, Caisson Construction, dated 11/2/10, from Elizabeth Spellman, Project Manager, Fire Inspectional Services Inc.
- Wellesley Toyota: Construction Traffic Management Plan – Exhibit C
- Letter to Douglas Stewart, PE, Town of Wellesley, dated 12/17/10, re: A&M Project #1745-01, from Timothy J. Power, P.E., Project Manager.
- Supplemental Information re: information required by the Site Plan Approval Checklist and the DPW Review Letter dated October 15, 2010.
- Fig-1 Existing Sidewalk Areas, dated 12/15/10

- Actual Water Consumption, 234 Worcester Road Wellesley, MA, dated 12/17/10, prepared by Allen & Major Associates Inc.
- Supplemental Information re: Special Permits in connection with the Site Plan Approval
- Letter to Nai Nan Ko Jr., dated 1/10/11, re: Subsurface Investigations, Former Silver Lake Dodge Dealership, from Lauren M. Maigret, Project Geologist & Samuel W. Butcher, LSP, Vice President, Operations, Goldman Environmental Consultants, Inc.

Plan Number	Drawing Title	Date of Issue	Prepared By	Date of Revision
	Plot Plan	10/8/10	Field Resources, Inc.	10/29/10
	Zoning Board of Appeals Plot Plan of Land	10/8/10	Bradley Simonelli, PLS	12/15/10 & 12/22/10
	Existing Conditions	10/18/10	Field Resources, Inc.	
WS-1	Existing Watershed Plan	9/17/10	Allen & Major Associates, Inc.	
WS-2	Proposed Watershed Plan	9/17/10	Allen & Major Associates, Inc.	
C-1	Parking and Layout Plan	10/1/10	Timothy J. Power, P.E.	12/3/10, 12/13/10, 12/21/10, 1/26/11 & 2/9/11
C-2	Grading and Utility Plan	10/1/10	Timothy J. Power, P.E.	12/3/10 & 12/13/10
C-3	Site Preparation Plan	10/1/10	Timothy J. Power, P.E.	12/3/10, 12/13/10, 12/21/10 & 1/26/11
C-4	Landscape Plan	10/1/10	Robert P. Clarke, L.A.	12/3/10 & 12/13/10
C-5	Landscape Plan	10/1/10	Robert P. Clarke, L.A.	12/3/10 & 12/13/10
C-6	Details	10/1/10	Timothy J. Power, P.E.	12/3/10, 12/13/10, 12/21/10 & 1/26/11
C-7	Drainage Profile Plan Details	10/1/10	Timothy J. Power, P.E.	12/3/10, 12/13/10 & 12/21/10
C-8	Drainage Profile Plan	10/1/10	Timothy J. Power, P.E.	12/3/10 & 12/13/10
T1.0	Title Sheet	9/9/10	Barry Koretz, R.A.	
A1.1	1 st Floor Plan	9/9/10	Barry Koretz, R.A.	10/16/10 & 12/14/10
A4.1	Exterior Elevations	9/9/10	Barry Koretz, R.A.	10/16/10 & 12/14/10

A6.1	Wall Sections	9/9/10	Barry Koretz, R.Z.	10/16/10
N1	Structural Notes	8/30/10	Kevin P. Burlingame, S.E.	10/5/10
F1	Foundation Plan	8/30/10	Kevin P. Burlingame, S.E.	10/5/10
F2	Foundation Plan	8/30/10	Kevin P. Burlingame, S.E.	10/5/10
F3	Foundation Plan	8/30/10	Kevin P. Burlingame, S.E.	10/5/10
F4	Foundation Plan	8/30/10	Kevin P. Burlingame, S.E.	10/5/10
S1	Structural Plan	8/30/10	Kevin P. Burlingame, S.E.	10/5/10
S2	Structural Plan	8/30/10	Kevin P. Burlingame, S.E.	10/5/10
S3	Structural Plan	8/30/10	Kevin P. Burlingame, S.E.	10/5/10
S4	Structural Plan	8/30/10	Kevin P. Burlingame, S.E.	10/5/10
S5	Structural Plan	8/30/10	Kevin P. Burlingame, S.E.	10/5/10
M-1	Mechanical Floor Plan	10/1/10	Mark Vincello, P.E.	
M-2	Mechanical Schedules and Details	10/1/10	Mark Vincello, P. E.	
P0.1	Plumbing Plan	10/12/10	Stanley Chamrin, M.E.	
P1.1	Plumbing Plan	10/12/10	Stanley Chamrin, M.E.	
	Sprinkler Plan – First Floor	10/4/10	Nathaniel R. Phillips, P.E.	
E0.01	Electrical General Notes & Legend	10/12/10	Vincent A. Diorio P.E.	
E1.01	First Floor & Mezzanine Lighting Plans	10/12/10	Vincent A. Diorio, P.E.	
E2.01	Electrical First Floor & Mezzanine Power Plans	10/12/10	Vincent A. Diorio, P.E.	
E3.01	Electrical Power One-Line Diagram	10/12/10	Vincent A. Diorio, P.E.	
E4.01	Electrical Panelboard Schedules	10/12/10	Vincent A. Diorio, P.E.	
ES1.01	Large Site Plan Lighting Plan	10/12/10	Vincent A. Diorio, P.E.	
FA0.01	Fire Alarm General Notes & Legend	10/12/10	Vincent A. Diorio, P.E.	
FA1.01	Fire Alarm First Floor &	10/12/10	Vincent A. Diorio,	

	Mezzanine Fire Alarm Plans		P.E.	
PH1.01	Photometrics	10/12/10	Vincent A. Diorio, P.E.	11/15/10
P-1	Existing Parking Plan	10/1/10	Timothy J. Power, P.E.	12/3/10, 12/13/10 & 12/21/10
P-2	Proposed Parking Plan	10/1/10	Timothy J. Power, P.E.	12/3/10 & 12/13/10
P-3	Future Parking MA DOT Land Build-Out	10/1/10	Timothy J. Power, P.E.	12/3/10, 12/13/10 & 12/21/10

On November 2, 2010, Douglas R. Stewart, P.E., Assistant Town Engineer, sent comments to Timothy Power, Allen & Major Associates.

On October 15, 2010, Joe Duggan, Water & Sewer Division, sent comments to Doug Stewart.

On November 9, 2010, Adam Bossi, Conservation Administrator, reviewed the plans and submitted the Negative Determination of Applicability with conditions.

On January 3, 2011, Douglas R. Stewart, P.E., Assistant Town Engineer, sent comments to Lenore Mahoney, Executive Secretary, Zoning Board of Appeals.

On December 20, 2010, the DRB reviewed the plans and recommended that the Zoning Board of Appeals approve the project as presented.

On January 4, 2011, the Planning Board reviewed the plans and recommended that the Site Plan Review be approved with conditions. The Planning Board reviewed the plans and recommended that the Special Permits for the retaining wall and for a Major Construction Project in a Water Supply Protection District be granted.

On January 11, 2011, Francisco A. Frias, WMLP Supervisory Electrical Engineer, stated that they did not anticipate any problems with the new electrical load and demand of the proposed expansion of the Wellesley Toyota building. He further stated that discussion regarding the location of the electrical transformer and required transformer pad will be needed in the future.

DECISION

Based on the application and other information described in this Decision, the Board found that the proposed Major Construction Project that consists of construction of a 9,529 square foot one-story addition in a Water Supply Protection District is in harmony with the general purpose and intent of the Zoning Bylaw, subject to conditions listed below, in conjunction with the Special Permits and Site Plan Approval, and voted unanimously to grant Site Plan Approval.

The Board found that all storm water runoff from impervious surfaces cannot be recharged on-site because of site conditions.

The Board found that the proposed Major Construction Project is otherwise in compliance with the Special use Permit Standards, Section XXV D. of the Zoning Bylaw.

The Board voted unanimously to grant a Special Permit under ZBA 2010-89 for construction of a retaining wall, as it found that the retaining wall is otherwise in compliance with the provisions of Section XXIID E 2 of the Zoning Bylaw.

The Board voted unanimously to grant a Special Permit under ZBA 2010-89 for construction of a Major Construction Project within a Water Supply Protection District, having found that the Design and Operation Standards are adequately satisfied and not otherwise prohibited.

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

CONDITIONS

General 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 this Site Plan Approval, the Applicant shall comply with all provisions of the Zoning Bylaw, general bylaws, and all the rules and regulations of the Planning Board and the Board of Health generally applicable to a project approved on February 14, 2011. 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. The Project shall be designed and constructed substantially in compliance with the drawings and data submitted with the Application for Site Plan Approval. The Board specifically permits only the work associated with improvements to property held by the Applicant and not those portions held by other parties. If agreements are reached in the future which enable the Applicant to make site improvements outside the current property boundaries, a public hearing before the ZBA must occur prior to the issuance of any required permit.
4. Contract documents, including working drawings and specifications for the Project shall undergo the usual and customary review and approvals of the Building Inspector, the Board of Health, the Fire Chief, the Town Engineer, or any other applicable local inspector or board. Construction of the Project shall be subject to on-site compliance inspections by the Building Department in the customary manner.
5. The Applicant shall establish a telephone number for receiving and responding to questions or concerns expressed by residents of the Town concerning the project construction activities or compliance with the Conditions of the Site Plan Approval. The telephone number will be provided to Town officials, posted at the Site in a conspicuous location visible to the public from Worcester Street, and published once in the Townsman prior to or concurrent with the start of construction.
6. The Applicant shall provide timely prior notice to the Board of all meetings between the Applicant and the Massachusetts Department of Transportation related to the improvements to Worcester Street to facilitate traffic entrance to and exit from the site.
7. All construction and delivery vehicles entering the site shall stop at an established construction exit for a wheel wash to prevent the entrance of materials deleterious to the Water Supply Protection District.
8. Insofar as practicable, refueling of construction equipment on the site shall be prohibited. In the event that on-site refueling cannot be avoided, such refueling shall be performed with due consideration to spill prevention and control measures that should reasonably be applied in a Water Supply Protection District.

Design Conditions

9. 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.

10. Applicant shall provide an updated drawing C-1, Layout Plan, which shows the final extent of the proposed porous pavement area along the western edge of the property, as presented at the public hearing on February 3, 2011. In order to maintain the environmental benefit of controlling surface runoff near sensitive wetland areas, future resurfacing of the parking field shall not replace the porous pavement with impervious pavement without new measures equal to or greater than those which currently control sheet flow across the site. Such measures shall be reviewed and approved by the Zoning Board of Appeals.
11. Applicant shall include dimensions on drawing C-1 at the intersection of Hastings Street and the Route 9 exit ramp which proves that vehicular circulation can pass between the parking field on the north side of the existing building and the north property line. This distance must be a minimum of 10'.
12. The final Site lighting design shall not result in light levels outside of the Site boundary higher than those shown on Site Lighting Plan as submitted with the Site Plan Application. Lighting shall be limited to hours of operation except such lighting that is necessary for the safety and operation of the facility.
13. This Special Permit does not grant any approval for building signage. The Applicant shall submit a conceptual sign application for review and approval before installation.

Construction Conditions

14. The Applicant shall implement its Construction and Traffic Management Plan as specified in its submittal dated October 14, 2010, as modified by these Conditions.
15. During the period of construction, all construction equipment and material deliveries and personnel traffic shall utilize: (1) Route 9 to the site; or (2) any other such route as the Applicant shall agree with the Wellesley Police Department prior to its use. During the hours of 7:30-8:30 am and 2:30-3:30 pm on days in which school is in session, construction traffic and material deliveries shall not use Hastings Street via Cedar Street to attempt to access the site.

16. 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, Hastings Street or any other public way of the Town, or in any public parking lot within 600 feet of the Site. The Applicant may park vehicles of employees and construction vehicles on-site in the areas shown on its drawings incorporated into its Construction Management Plan until such time as the number of vehicles exceeds the capacity of the on-site area. At least thirty days prior to the time that such on-site parking capacity is exceeded, the Applicant shall submit to the Board its plan for off-street parking and transportation of workers from the off-street parking site to the Site, such submittal being for the purpose of demonstrating compliance with the requirements of this Condition (16). Trucks and construction vehicles on-site shall shut off engines when not in use, or when idling time exceeds five minutes.
17. During the period of construction, all deliveries of construction materials and equipment shall be made only on Monday through Friday no earlier than 7:00 a.m. and no later than 6:00 p.m. Construction work may be performed on the Site Monday through Friday commencing not earlier than 7:00 a.m. and completing not later than 6:00 p.m. In the event that the Applicant determines that construction work is required to be performed on Saturday, such work may be performed between the hours of 7:00 a.m. and 6:00p.m., provided that the Applicant notifies the Inspector of Buildings at least three days prior to such work, and the Inspector of Buildings, in conjunction with the Wellesley Police Department, consents to such work. If, after completion of the building envelope, the Applicant determines that interior construction work is required to be completed outside the above stated hours, such work may be performed after three day prior notice to the Inspector of Buildings and the Wellesley Police Department, provided that no such work will exceed the allowed noise levels. No work shall be permitted either on Sunday or on a legal holiday in the Town of Wellesley.
18. Applicant shall provide updated plans for all five (5) phases of construction as outlined in Exhibit C submitted on January 26, 2011 and reviewed at the Public Hearing on February 3, 2011. These plans should clearly indicate location of wheel-wash mats at construction gate locations, material stockpiling and storage, and construction parking as discussed at the hearing.
19. During Phase 2 of construction, a second gate along the westerly portion of the site shall be used at all times possible in order to prevent potential serious conflicts of construction traffic exiting into vehicular traffic entering the site a high speeds from Route 9. During such time that construction activity will prevent the west gate from being used, additional measures should be taken to ensure safety in this location.

Use Conditions

20. The stormwater run-off and drainage system shall be operated and maintained in accordance with the Operations and Maintenance Plan submitted by the Applicant. 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".
21. Landscaping shall be in conformance with the Planting Plan and Planting Details and shall be maintained, repaired, or replaced as needed by the Applicant. In the event that any new plantings die within two years of the completion of the construction, the Applicant will replace the failed plantings with like species and size as that shown in the Plant Schedule.

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.

J. Randolph Becker, Acting Chairman

Robert W. Levy

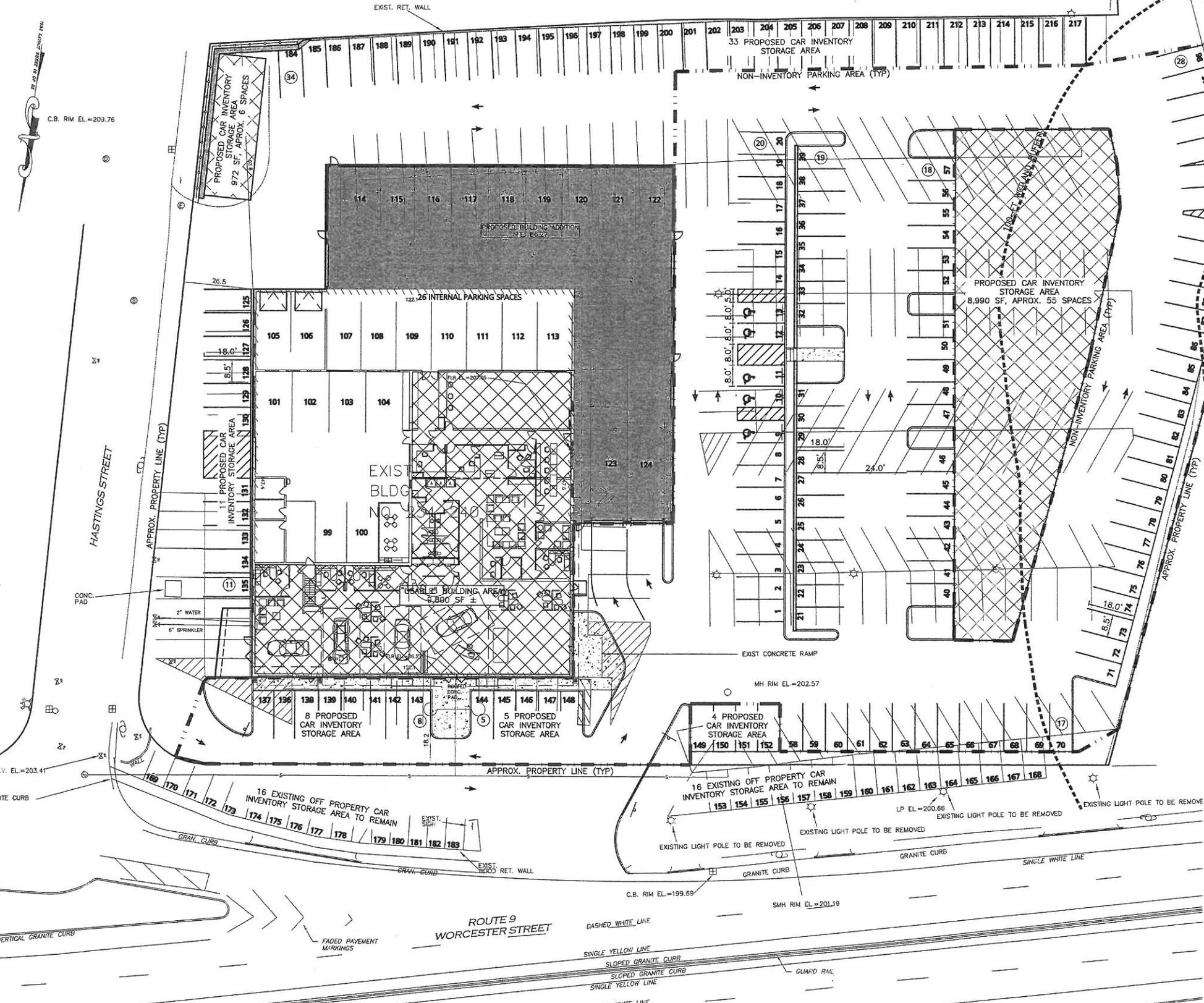
David L. Grissino

cc: Planning Board
Inspector of Buildings
lrm

NOTES:
 1. EXISTING CONDITIONS ARE BASED ON THE SURVEY PREPARED BY FIELD RESOURCES INC. OF NEEDHAM, MA DATED AUGUST 12, 2010, REVISED SEPTEMBER 14, 2010 AND SUPPLEMENTED WITH DIGITIZED AERIAL PHOTOGRAPH INFORMATION OBTAINED BY ALLEN & MAJOR ASSOCIATES.

LEGEND:

- PROPERTY LINE
- NON-INVENTORY PARKING
- USABLE BUILDING AREA
- SIGN
- RETAINING WALL
- PARKING STALL
- PARKING COUNT



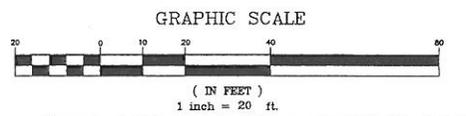
PARKING SUMMARY

PROPOSED PARKING REQUIRED BY ZONING:

BREAKDOWN:		
USABLE BUILDING AREA: 9,800 SF	=	98 SPACES
EMPLOYEES (20)	=	20 SPACES
OWNER OPERATED VEHICLES (6)	=	6 SPACES
TOTAL REQUIRED:		124 SPACES
PROPOSED:		
TOTAL PROVIDED:		124 SPACES*
HANDICAP:		5 (2 VAN)
INVENTORY SPACES:		
STRIPPED SPACES	=	93 SPACES
NON-STRIPPED (APPROX.)	=	61 SPACES
TOTAL INVENTORY	=	154 SPACES
TOTAL PARKING ON-SITE	=	278 SPACES

*THE PROPOSED PARKING AREA USED FOR THIS CALCULATIONS IS BASED ON THE "NON-INVENTORY PARKING AREA" AS DELINEATED ON THE PLAN. TOTAL DELINEATED AREA = 48,433 SF

SEE LANDSCAPE PLAN FOR OPEN SPACE REQUIREMENTS



ISSUED FOR ZONING BOARD OF
 12-13-2010

PROFESSIONAL ENGINEER
 FOR ALLEN & MAJOR ASSOCIATES

THOMAS J. POWER
 CIVIL
 No. 45980
 REGISTERED ENGINEER

REV	DATE	DESCRIPTION
2	12-13-10	PER TOWN CD
1	12-03-10	PER TOWN CD

APPLICANT:
TOYOTA OF WELLESLEY
 234 WORCESTER STREET
 WELLESLEY, MA

PROJECT:
WELLESLEY TO WELLESLEY, MA

PROJECT NO. 1745-01 DATE:
 SCALE: 1" = 20' DWG. #:
 DESIGNED BY: TIP CHECK:
 PREPARED BY:

ALLEN & MAJOR ASSOCIATES
 civil & structural engineering
 environmental consulting • lands

10 MAIN STREET
 LAKEVILLE, MA 02347
 TEL: (508) 928-1011
 FAX: (508) 928-6300

WOBURN, MA • LAKEVILLE, MA

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DRAWING TITLE:
PROPOSED PARKING PLAN

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