

TOWN OF WELLESLEY



MASSACHUSETTS

## ZONING BOARD OF APPEALS

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### Record, Decision and Site Plan Approval

ZBA 2006-69

Petition of Town of Wellesley/Permanent Building Committee  
455 Worcester Street

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Name of Record Owner of Title to Subject Property: Town of Wellesley/Permanent Building Committee

On August 10, 2006, the TOWN OF WELLESLEY/PERMANENT BUILDING COMMITTEE (the Petitioner) filed a petition for Site Plan Approval pursuant to the provisions of Section XVIA of the Zoning Bylaw for a Major Construction Project that consists of demolition of the existing garage and warehouse which houses equipment for the Municipal Light Plant (MLP) and Department of Public Works (DPW) Water and Sewer Divisions, construction of a new garage and warehouse for the MLP on the existing site, and construction of a new garage and warehouse for the Water and Sewer Divisions and new administrative offices for the DPW, Water and Sewer Divisions and other Town Departments including the Building Department, Zoning Board of Appeals and the Planning Department, adjacent to the existing Park/Highway Building. The site located at 455 WORCESTER STREET consists of 810,842 square feet. The existing building footprint is 41,075 square feet. The proposed construction footprint is 51,740 square feet. The total structure footprint will be 92,815 square feet.

The Petitioner is requesting a Special Permit pursuant to Section II A 8 (i) and Section XXV of the Zoning Bylaw for a municipally owned or operated public parking lot or other public use, in a Single Residence District.

On June 13, 2006, the Wellesley Planning Board granted a Special Permit for a Project of Significant Impact, (PSI), PSI-06-02, for the Municipal Facilities Project.

On October 3, 2006, the Design Review Board (DRB) completed its Final Review of the Municipal Facilities Project.

### Public Hearings

The Board conducted public hearings on the Site Plan Approval and Special Permit on September 21, 2006 and October 19, 2006. The Board voted to grant Site Plan Approval and a Special Permit on October 19, 2006.

### **Public Comment**

During the course of the hearings on the Application, the Board took testimony and received correspondence from various individuals, including the representatives of the Permanent Building Committee (PBC), the Board of Public Works, the Planning Board, the Design Review Board, the Engineering Division, EarthTech Architects, and Vanasse & Associates, Inc. The Applicant responded orally and in writing to the issues raised by the Board and other interested parties.

### **Project**

Presenting the case at the hearing was Mike Eby, Chairman of the Permanent Building Committee. Mr. Eby introduced Steve Fader, Town Engineer, Ray Porfilio, Architect, EarthTech, and Roger Gurney, Project Manager.

Mr. Eby said that the petition involves two issues, Site Plan Approval and a Special Permit. He said that the Special Permit is required for a municipal use in a residential zone because nine to ten percent of the proposed Administration Building will be located in a residential zone.

Mr. Eby said that the proposed MLP Garage is approximately 24,650 square feet. The proposed Highway Garage is approximately 34,900 square feet. The Administration Building will house the Engineering Department, Management staff of the DPW, the Building Department, the Planning Board, the Zoning Board of Appeals (ZBA), and the DRB staff offices. It will not house the Natural Resources Commission (NRC) or the Wetlands Protection Committee (WPC). The old garages will be demolished. The existing MLP Office Building will remain.

Steve Fader displayed an aerial photograph of the site and a plan of the proposed facilities, Overall Site Plan, Sheet 6/21. He described the existing and proposed buildings on the site. He said that there is an intermittent brook at the back of the site, a drainage swale that runs along the property line, and drainage swales at both sides of the railroad tracks.

Mr. Fader said that some of the improvements will address issues of drainage, parking, outdoor storage, traffic flow, and signage.

Mr. Fader said that concentrations of Pcb's were found in borings taken at the proposed DPW Building site. He said that the DPW worked with CleanHarbors to develop a RAM plan, which has been submitted to the EPA.

Mr. Fader said that school buses have parked on the site for many years. The parking area for the buses will be moved to an area that is currently being used by Roads Corporation, the contractor for the Route 16/Route 9 Project.

The Board asked about the Old Substation Building. Mr. Fader said that it is his understanding that the MLP is going to use that building for storage. He said that the DRB considered the Substation Building to be an historic structure.

Mr. Fader said that one of the main concerns with the project is to be able to maintain operations of the DPW and the MLP during demolition and construction of the facilities. He said that there has been some discussion about providing some temporary storage for vehicles.

The Board asked if MLP vehicles could be stored in the Highway garage. Mr. Fader said that most of the space there is occupied by Park and Tree and Highway vehicles. Water and Sewer vehicles would get first priority. The Board said that trucks for Highway uses do not necessarily have to be stored inside. MLP vehicles carry a lot of equipment that should be protected from the weather.

### **Stormwater Management**

Mr. Fader said that there are four infiltration basins proposed. He said that the system was designed to reduce the peak runoff and improve water quality. The existing flow at the site will be maintained.

Mr. Fader said that there are no new discharge points. There is one discharge point to the Cochituate Aqueduct. The other points discharge to the drainage swales along the railroad tracks.

Mr. Fader said that two of the infiltration basins will be preceded by water quality devices, Stormceptors. He said that they hope to remove a minimum of 80 percent of suspended solids. The basins will handle flow primarily from the parking lots and from the roadway.

Mr. Fader said that the other two basins will not have water quality devices because they will only be handling roof runoff. Roof runoff for all of the buildings will be recharged.

Mr. Fader said that the stormwater management has been designed to either reduce or match the peak runoff for 10, 25 and 100 year storms. He said that they are using pre-cast leaching chambers, which are detailed in the plans. Stormwater will be collected on the site using deep-sump catch basins. An Operation and Maintenance Plan was developed. Haybales and sedimentation fences will be installed prior to construction as a means of temporary control.

### **Traffic**

Mr. Eby said that traffic mitigation issues had been discussed with the Board of Selectmen and with the Planning Board at the Public Hearings for the PSI.

Mr. Fader said that DPW worked with traffic consultants, Vanasse & Associates, and with the Town's traffic consultant, BETA on the traffic analysis for the project.

The Board said that vehicles traveling east on Route 9 have a very small queuing lane to make a left turn onto the site and the traffic light for the left turn is extremely short. Vehicles coming up Washington Street will have to either make a left turn to cross Route 9 by the Getty Station or make a left turn onto the ramp, which is currently not allowed.

Mr. Fader said that a crew from MassHighway recently repaired the traffic loops on the Service Road and on Route 9. The pedestrian signal near the gas station was also repaired. He said that DPW will have to work with MassHighway to ensure that all of the loops are functioning properly.

Mr. Fader said that following completion of the new bridge, left hand turns will be permitted to the westbound ramp. DPW was asked to coordinate with MassHighway for repair of the sidewalk that runs along the ramp from Washington Street to Route 9. The sidewalk is currently in bad shape with trees and branches hanging over. The sidewalk is not being resurfaced as part of MassHighway's Bridge Project.

Mr. Fader said that currently the entrance from the westbound onramp to Route 9 has a curb cut that is approximately 55 feet wide. The curb cut will be reduced to 35 feet, pavement markings and a new stop sign will be installed. Trailer trucks will access the site from the westbound ramp.

Mr. Fader said that there is another driveway off of Route 9 between the Old Substation and the Fire Station. That is a one-way entrance. The exit is to the west of the Fire Station where the two-lane turning exit will be located.

Mr. Fader said that the Traffic Consultants recommended that pavement markings delineate the driveway of the Fire Station to provide safe access to the DPW/MLP facilities.

The Traffic Consultants recommended pavement markings for the exit drive at the west side of the Fire Station. There will be one set of loops for a right turn onto Route 9 West and another set of loops for going straight across Route 9 to the Worcester Street Service Road and for making a left turn onto Route 9 eastbound. Traffic flow in the two-lane driveway will be in one direction to the west of the Fire Station.

Mr. Fader said that the Traffic Consultants recommended that vegetation be cut back at the Woodlawn Avenue access to improve the sight line. The gate at the driveway does not open until 8:30 am and is usually closed by 5:00 pm. The hours may fluctuate during the winter to accommodate snowplows.

Mr. Fader said that there have been some issues over the years with the neighbors on Woodlawn Avenue. He said that a berm was installed along Woodlawn Avenue to serve as a buffer. The DPW is aware that the neighbors do not want a volume of vehicles traveling along Woodlawn Avenue. Construction vehicles will not use that access road.

The Board asked if the Woodlawn Avenue access could be open for evening meetings. Mr. Pakstis said that the preference is to not use that access after the end of the workday.

Mr. Fader said that proposed signage will identify the DPW/MLP facilities from Route 9.

The Board asked if traffic issues could be improved by removing the Old Substation. Mr. Fader said that it is his understanding that the MLP has no intention of taking the Old Substation down.

### **Traffic Flow**

The Board said that traffic flow on the site is an important consideration. The proposal is to increase public access to an industrial area.

Mr. Fader said that Traffic Consultants from Vanasse & Associates, Inc. met with the Town's Traffic Consultant, BETA early in the process. BETA submitted a report to Vanasse & Associates. BETA's comments were addressed and presented to the Board of Selectmen and the Planning Board.

The Board said that the Traffic Summary that was submitted with the application discusses 202 vehicle trips. The report seems to indicate that the trips are generated by the 15 Town Hall employees who are relocating to the site. Mr. Fader said that 65 additional visitor trips were discussed in the Traffic Study done for the PSI. The Board said that Traffic Study should be submitted.

Mr. Fader said that there will be more parking at the new facility and it will be better delineated. He said that the proposal is to increase the amount of greenspace on the property. Landscaped islands and lighting will be added to direct the traffic flow. The heliport that is used for med-flights will be eliminated and replaced with landscaped areas. There will be landscaped areas at the DPW building and around the parking areas.

The Board said that it should be advised of the relocation site for the heliport.

The Board said that signs should be installed at the entrances and exits. The Board said that site signage plans should be submitted.

### **Administration Building and MLP Garage**

Mr. Eby said that the DRB reviewed the plans and recommended changes to the façade of the building, primarily concerning the entrance way, landscaping and sidewalk issues.

Mr. Porfilio said that, in response to DRB recommendations, the Administration Building entrance doorway was recessed slightly. The sidewalk area was expanded. The handicapped access ramp was adjusted so that it is still part of the sidewalk but clear of the door. The roadway will be adjusted.

Mr. Porfilio said that there is a fabric to the buildings of brick, stone trim, and metal panel. The buildings and materials are of various ages and vintages. Earthtech tried to pick up on that with the Architectural Plans. The garage buildings are designed to be pre-engineered structures that can handle the truck base. They are metal-clad for the most part with masonry bases. The Administration Building will be a masonry building, brick with calcium silicate, and masonry trim.

Mr. Porfilio said that the MLP Garage is a single story that has the scale of a two-story building. The height of the Water and Sewer Garage is similar.

Mr. Porfilio said that the proposal for the MLP Garage is for a drive-through condition with large doors at each end for vehicles to come and go and to park. He said that the workers go out as crews. The doors open in the morning for the fleets that are going out. A single garage door remains for storage use. This is an efficient means of operation and control.

Mr. Porfilio said that individual doors were the solution for the DPW Garage. The trucks come and go at various times during the day.

Mr. Porfilio said that the location of the Land Use Offices is on the ground floor of the Administration Building so that they will be readily accessible. The Engineering Department and DPW will be on the second floor of the Administration Building.

Mr. Porfilio said that there is additional parking being proposed at the front of the Administration Building. There is parking across from the building with a pedestrian walkway to the entrance.

The Board said that there is a discrepancy in the plans for the locations of the windows on the East Elevation of the Administration Building.

The Board said that fueling activity and office uses are incompatible. The dimension between the fuel pumps and the Administration Building looks to be very tight. Trucks will be coming very close to the building.

Mr. Fader said that the location of the proposed Administration Building was deemed to be the best with respect to cost and construction issues. There will be a steel covering over the corner of the building to address safety issues.

Mr. Stewart said that all types of vehicles that will use the pumps have been accounted for in the calculations. The turning radii have been determined to be sufficient.

Mr. Stewart said that the fuel tanks were replaced about seven years ago. He said that they are all double walled and are up to code.

Mr. Porfilio said that the buildings will meet the significant energy requirements of the State Building Codes. He said that the proposal is for occupancy-sensitive lights, energy efficient ballasts and water saving fixtures. They will be using off-peak electric resistance storage units that warm ceramic bricks that emanate heat into the garage. A green roof was under consideration for the DPW facility but it was determined that the payback did not warrant the extra effort that would go into it. The payback of photovoltaic panels also did not warrant their installation.

### **Lighting**

The Board said that a lighting plan should be submitted. The existing lighting on the site is not adequate for people coming to an evening meeting. Mr. Porfilio said that the Site Plan does show light pole locations. Mr. Stewart said that lighting is shown on Sheet 6 of the plans and is described on Sheet 11. He displayed on the plans where the lighting will be located.

The Board said additional lighting should be used only on the nights when there are meetings.

### **Parking**

Mr. Stewart said that parking spaces are discussed in the Traffic Summary, Tab 7, Table 3 that was submitted with the application. He said that the Building Inspector assisted in calculating the number of post-construction parking spaces required.

The Board asked if the overlap between the workday and evening meetings was taken into account. Mr. Porfilio said that the bulk of the employees are not on-site after 5:00 pm.

Mr. Fader said that Visitor Parking will be designated at the front of the building.

David Walsh, 9 Ordway Road, said that he is president of the Wellesley Community Center, which is located at 219 Washington Street. He said that there was a petition before the Board in 1975 at which time an agreement was reached for Community Center visitors to park in the DPW lot. Mr. Fader said that he is aware of the agreement and the intention is to continue to allow the parking on the site.

### **Noxious Uses**

The Board said that cut sheets should be submitted that show the number of decibels expected to be generated by the new mechanical systems on the roof.

The Board said that the emergency generator must comply with the DEP noise code.

Mr. Fader said that the hazardous waste issue was reported to DEP. He said that remediation began after Clean Harbors developed a RAM Plan. The Plan was submitted to the EPA for their review.

Mr. Fader said that there will be no painting operations or chipping or grinding compressors used.

Mr. Stewart said that there are six sanitary floor drains in the MLP facility and nine sanitary floor drains in the DPW facility.

The Board asked about Water Quality Devices. Mr. Fader said that the Aqueduct handles stormwater at various locations around town and transports it from Route 9 to below Croton Street where it discharges into Indian Springs Brook, the Waterway, and eventually out to the Charles River. He said that the Town bought the aqueduct in 1962 and it has not been used for water supply for 50 years.

The Board referred to the Chart of TSS Removal Rates for Proposed Wellesley Municipal Facilities Project. It was stated that one of the Stormceptors was to provide 76 percent removal and the other was to provide 85 percent removal but that was not reflected in the table. Mr. Stewart said that the table will be revised.

Mr. Stewart said that the overall site is 18.6 acres and drainage calculations were done for a 20 acre area.

Mr. Fader said the new sewer ejector station is required because the sewer flow all comes down in that direction. The land there is flat and Water and Sewer people are frequently called out to deal with issues there.

The Board said that there is a great deal of stockpile storage on the site. The Maintenance Plan for the Stormwater System lists intervals for cleaning. Mr. Stewart said that they followed the manufacturer's recommendations. Mr. Pakstis said that additional cleaning and inspections may be required. The Board said that should be reflected in the Plan.

The Board asked if the salt shed is enclosed, protected, and if water flows through there. Mr. Pakstis said that water does not flow through there but occasionally salt comes off of the trucks. He said that the area is swept at least once a week.

The Board asked if there will be any blasting or pile-driving. Mr. Fader said that they do not anticipate blasting at this time. They will be using rammed aggregate pier technology, which is less costly and does not go as deep.

The Board asked if there will be police details when the construction vehicles are going on and off site from Route 9. Mr. Pakstis said that they anticipate having police details present when the concrete trucks are scheduled. He said that details can be scheduled as needed.

The Board asked about appropriate steps to minimize dust at the site. Mr. Fader said that those operations would typically involve spreading calcium and watering, having construction fences with screening, and wash-off areas before exiting the site.

Mr. Porfilio said that the construction work area will be fenced but the rest of the site has to remain in operation.

### **October 19, 2006**

Presenting the case at the hearing was Mike Eby, Chairman of the Permanent Building Committee (PBC), Steve Fader, Town Engineer, Doug Stewart, Assistant Town Engineer, Ray Porfilio, Architect, Earthtech, Mike Pakstis, Director of the Department of Public Works (DPW), Michael Humphrys, Chairman of the Board of Public Works, David Donohue and William Charlton, Board of Public Works. and Ken Cram, Vanasse & Associates, Inc.

The Board confirmed that the DRB had reviewed the Lighting Plan, screening of the mechanical units and landscaping. Mr. Eby said that they will go back to the DRB for review of the building signage.

Mr. Eby said that the Board received a packet from Doug Stewart, dated October 12, 2006. He said that packet contained various plans and correspondence that addressed the Board's concerns at the prior Public Hearing.

Mr. Fader discussed the Signage Plan. He said that the signs will be at a standard height, visible from a vehicle and located so that they will not be obstructed by foliage or other vehicles. He said that permission is required from MassHighway to put the signs on Route 9.

The Board said that if sign, S8, shown on the plan is the only one seen from vehicles traveling down Route 9 from the west, another sign may be needed.

The Board asked about signage on Woodlawn Avenue. Mr. Fader said that currently there is a boulder with a plate that designates the address of the highway facility. He said that it has been their policy to not advertise that the gate is there.

The Board said that there is concern for people who are unfamiliar with the site. There may be 30 to 40 vehicles trying to enter the site at one time, with no queuing. Mr. Fader said that the best solution is to put directional signs on Washington Street.

Mr. Eby said that evening meetings will take place during off-peak usage hours. He said that the Woodlawn Avenue access will be available if it is determined in the future that its use would be beneficial. Mr. Donohue said that there are security issues regarding expensive equipment on the site. He said that there is only one night watchman.

Mr. Pakstis said that they had experience with the evening visitors to the temporary Library. Temporary signs at the gate directed vehicles to the site in the evening.

Mr. Fader said that Vanasse & Associates, Inc. was asked to look at traffic impacts if the Old Substation was removed.

Ken Cram said that the current traffic flow is not ideal but is the best solution, given the geometry of the site and the intersection with Route 9. He said that there is a high volume of traffic on Route 9. The ideal situation would be to have a four-way intersection that lines up. He said that is not possible because of land ownership issues. He said that it would be difficult to get two offset signals to operate together since they would be so close to one another. Mr. Cram said that they have made recommendations for signage and striping to improve the current difficult situation.

Mr. Pakstis said that when the bridge is complete, there will be a sign installed on the bridge that will direct vehicles to the site.

The Board asked how many cars are accounted for in the queuing lane on Route 9. Mr. Cram said that queuing is allowed for five to six cars. Mr. Fader said that, although there is a short light cycle there, the whole lane can clear out in one cycle.

The Board asked if the time could be changed at the left hand turn signal to work in conjunction with the number of cars that are queuing. Mr. Pakstis said that video detection would probably not be compatible with the signals that are there, since they are older. He said that MassHighway's mission is to move traffic along Route 9.

Mr. Donohue said that 100 employees arrive and depart from the site during peak hours and there is no history of problems or accidents at that intersection.

The Board said that there is a conflict with sign, S6, and another directional sign. Mr. Fader said that S6, which is opposite the MLP Building, directs people to the Administration Building. He said that the "Authorized Vehicles Only" sign will be removed.

Mr. Porfilio said that they added six lighting fixtures since the last hearing to improve the general level of illumination. He said that the Lighting Plan meets the standards.

The Board confirmed that the lights at the entrance to the building are canopy lights. Mr. Porfilio said that bollards at the crosswalk will project at a low-light level. They are not shown on the plan. The bollards will be set at the corners of the islands to give pedestrians an idea where the crosswalk is. There are no bollards on the building side due to space constraints.

Mr. Porfilio said that there is no lighting proposed for the Woodlawn Avenue access road.

Mr. Porfilio said that there will be sufficient illumination for general vision. There will be no additional lighting to highlight the signs.

The Board asked about the landscaped area to the left of the DPW facility. Mr. Porfilio said that was placed there as a buffer area between the office use and the Water and Sewer storage activities. He said that there is an area behind the active Substation that is designated for employees' use.

The Board said that there are two alternatives shown for the meeting room on the second floor of the Administration Building. The plan that shows 49 moveable chairs and a table is satisfactory.

The Board asked about the door to the kitchenette. Mr. Porfilio said that if the Board Room were to be used for a function, there would be access to the kitchenette. He said that the door from the Director's Office was requested specifically.

The Board recommended that a light be installed in the wait area at the entrance of the Board Room for safety reasons.

The Board said that three Stormceptors were discussed but only two are shown in the calculations. Mr. Stewart said there are two types of Stormceptors. He said that on the chart for TSS Removal Rates, Subcatchment 1 is a Stormceptor 450, which has a rate of 76 percent. He said that Subcatchment 3 is a 2400 model, which has a rate of 85 percent removal.

The Board said that there are two sets of ventilation equipment, one on the roof of the DPW facility and the other on the roof of the MLP facility. Mr. Porfilio said that two calculations were given for the different configurations of the buildings. He said that they took the loudest unit at the closest distance for the ambient noise and compared it to standard noise levels. The nearest residences are several hundred feet away and they do not expect that the neighboring properties will be affected by noise.

The Board said that a Construction Management Plan had been submitted. The Board confirmed that there will be construction vehicle washing.

### **Submittals from the Applicant**

- Application for Special Permit and Project Description, dated 8-1-06, stamped by Stephen S. Fader, P.E.
- Application for Site Plan Approval, dated 8-06, submitted by Town of Wellesley/Permanent Building Committee, prepared by Town of Wellesley/Department of Public Works & Earth Tech, 38 Chauncy Street, Boston, MA 02111
- Site Plan Approval Review – Plans and Submittal Checklist
- Development Prospectus
- Abutters List
- Stormwater Management and Water Quality Design, dated 8-9-06, revised 10-06, prepared by Town of Wellesley Department of Public Works
- Traffic Summary, prepared by Vanasse & Associates, Inc.
- Subsurface Conditions – Soil Borings and Percolation Tests, Geotechnical Report, conducted by Weston & Sampson Engineers
- Fire Safety – Fire Flow Certification, stamped by Alan J. Green, Mechanical Engineer & Michael J. Cotter, Electrical Engineer – Fire Access, prepared by Earth Tech
- Construction Management Plan, prepared by Engineering Division, Department of Public Works
- Municipal Impact Analysis, prepared by Town of Wellesley Department of Public Works
- Project of Significant Impact Special Permit Decision – PSI-06-02
- Spaulding Lighting Fixture Catalog Cut
- Water Conservation I & I Measures, prepared by Town of Wellesley Department of Public Works
- Traffic Impact and Access Study, dated 2-06, prepared by Vanasse & Associates, Inc.
- Traffic Peer Review of Draft Traffic Impact and Access Study, dated 3-17-06, prepared by Vanasse & Associates, Inc.
- Responses to Questions and Additional Information Requested by the Zoning Board of Appeals, dated 10-12-06, prepared by Doug Stewart, Department of Public Works
- Municipal Facilities Building Project – Proposed Parking Areas – Landscaped Areas, dated 9-26-06

- Geotechnical Investigation and Foundation Recommendations, Proposed DPW Addition and MLP Building, dated 9-14-06, prepared by Haley & Aldrich, Inc.
- Cut-Sheets – Cooper Lighting
- Memo from Fire Chief, Kevin Rooney, dated 10-12-06, regarding location of heliport sites
- Memo with attached Calculation Sheets from Madeleine Le, Earth Tech, dated 10-12-06, regarding Wellesley HVAC Sound Calculations
- Cut-sheet - Rinker Stormceptor CD Sizing Program, Version 4.0
- Cut-sheet – Milton Caterpillar Standby Generator and C18 Sound Attenuated Enclosures
- Clarification and Addition Information in Response to Comments raised by the Zoning Board of Appeals, dated 10-5-06, prepared by Vanasse & Associates, Inc.
- Letter to Harriet Warshaw, Chair, Board of Selectmen, dated 3-29-02, from MassHighway, regarding Route 16 (Washington Street) Over Route 9, Bridge No. W-13-14, Project File No: 094762

<b>Plan Number</b>	<b>Drawing Title</b>	<b>Date of Issue</b>	<b>Prepared By</b>	<b>Date of Revision</b>
Sheet 1	Title, Index & General Notes	8-1-06	Stephen S. Fader, P.E.	
Sheets 2-4	Existing Conditions	8-1-06	Stephen S. Fader, P.E.	
Sheet 5	Plot Plan	8-1-06	Stephen S. Fader, P.E.	
Sheet 6	Overall Site Plan	8-1-06	Stephen S. Fader, P.E.	10-12-06
Sheet 7	Parking, Layout & Materials Plan	8-1-06	Stephen S. Fader, P.E.	10-12-06
Sheet 8	Parking, Layout & Materials Plan	8-1-06	Stephen S. Fader, P.E.	10-12-06
Sheet 9	Parking, Layout & Materials Plan	8-1-06	Stephen S. Fader, P.E.	10-12-06
Sheets 10-12	Grading & Utilities Plan	8-1-06	Stephen S. Fader, P.E.	
Sheets 13-14	Drain Profiles	8-1-06	Stephen S. Fader, P.E.	
Sheet 15	Sewer Profile	8-1-06	Stephen S. Fader, P.E.	
Sheets 16-18	Construction Details	8-1-06	Stephen S. Fader, P.E.	
Sheets 19-20	Landscape Plan	8-1-06	Stephen S. Fader, P.E.	
Sheet 21	Landscape Details	8-1-06	Stephen S. Fader, P.E.	

ZBA 2006-69  
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 455 Worcester Street

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A02.01	DPW First floor Plan	8-9-06	Raymond Porfilio, Registered Architect	
A02.02	DPW Garage First Floor Plan	8-9-06	Raymond Porfilio, Registered Architect	
A02.03	DPW Second Floor Plan	8-9-06	Raymond Porfilio, Registered Architect	
A02.04	DPW Garage Second Floor Plan	8-9-06	Raymond Porfilio, Registered Architect	
A02.05	DPW Roof Plan	8-9-06	Raymond Porfilio, Registered Architect	
A02.11	MLP First Floor Plan	8-9-06	Raymond Porfilio, Registered Architect	
A02.12	MLP Mezzanine Floor Plan	8-9-06	Raymond Porfilio, Registered Architect	
A02.13	MLP Roof Plan	8-9-06	Raymond Porfilio, Registered Architect	
A04.01	DPW Elevations – East & West	8-9-06	Raymond Porfilio, Registered Architect	
A04.02	DPW Elevations – South	8-9-06	Raymond Porfilio, Registered Architect	
A04.03	DPW Elevations – North	8-9-06	Raymond Porfilio, Registered Architect	
A04.11	MLP Elevations – North & West	8-9-06	Raymond Porfilio, Registered Architect	
A04.12	MLP Elevations – South & East	8-9-06	Raymond Porfilio, Registered Architect	
A05.01	DPW Building Sections	8-9-06	Raymond Porfilio, Registered Architect	
A05.02	DPW Garage Building Sections	8-9-06	Raymond Porfilio, Registered Architect	
A05.11	MLP Building Sections	8-9-06	Raymond Porfilio, Registered Architect	
1 of 2	Site Lighting	10-12-06	Earth Tech	
2 of 2	Site Lighting	10-12-06	Earth Tech	
	DPW East Elevation	10-10-06	Earth Tech	
	DPW Second Floor	10-10-06	Earth Tech	
	DPW First Floor	10-10-06	Earth Tech	

E01.06	Lighting & Cable Schedules		Earth Tech	
E02.01	DPW Building Lighting & FA		Earth Tech	
E02.02	DPW Building Lighting & FA		Earth Tech	
E02.11	MLP Building Lighting & FA		Earth Tech	

The Board found that the proposed use as a municipally owned or operated public parking lot or other public use, in a Single Residence District, is in harmony with the general purpose and intent of the Zoning Bylaw, subject to conditions listed below, in conjunction with the Special Permit and Site Plan Approval.

The Board voted unanimously to approve the Special Permit subject to the conditions listed below.

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.

**CONDITIONS**

- The recommendations made in the Traffic Study shall be incorporated in the decision, including:
  - moving the stop sign on the westbound ramp to Route 9
  - narrowing the entrance driveway off of the westbound ramp to Route 9
  - cutting back vegetation to improve sight lines at the Woodlawn Avenue access road.
- The Stormwater Management Plan, as revised, shall be incorporated into this decision.
- The Construction Management Plan shall be incorporated into this decision.
- A "No Exit" sign shall be installed to prevent traffic on the Woodlawn Avenue access road after regular workday hours.
- A sign from Route 16 directing traffic down the westbound ramp to access the site shall be installed upon completion of the bridge on Route 16.

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.

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Cynthia S. Hibbard, Acting Chairman

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David G. Sheffield

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Robert W. Levy

cc: Planning Board  
Inspector of Buildings  
lrm