



ZONING BOARD OF APPEALS
TOWN HALL WELLESLEY, MA 02181

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ZBA 88-87

Petition of Wellesley Square Galleria Partnership Limited
75 Central Street

Pursuant to due notice, the Special Permit Granting Authority held a Public Hearing on Thursday, September 22, 1988 at 8 p.m. in the Selectmen's Meeting Room (Conference Room B) of the Town Hall, 525 Washington Street, Wellesley, on the petition of WELLESLEY SQUARE GALLERIA PARTNERSHIP LIMITED requesting a Special Permit for Site Plan Approval pursuant to Section XVII, Section XI and Section XXV of the Zoning Bylaw to allow the construction of a two-story building approximately 13,704 square feet with associated parking and landscaping, to be located at 75 CENTRAL STREET, in a Business District, to be used for retail stores.

On September 1, 1988, the petitioner requested a hearing before this Board and thereafter due notice of the hearing was given by mailing and publication.

Presenting the case at the hearing were Don Tellalian, project architect; Neil Tagerman, attorney from Peabody Brown; Douglas Prentiss, Traffic Consultant from Vanasse Hangen and Peter Zeytoonjian, developer of the project.

Discussion centered on the anticipated traffic problems and pedestrian safety issues resulting from the proposed construction. The Board was particularly concerned with the following: 1. Increase of vehicular left turns from Central Street into the driveway abutting Ara's; 2). pedestrian safety crossing said driveway due to increased traffic; 3). pedestrian safety at the corner of Cross and Central Streets, particularly during peak hours on Saturdays; 4). traffic exiting from the western end of the parking lot onto Central Street, particularly vehicles making left turns; 5). pedestrian safety crossing said driveway; 6). pedestrian safety of those crossing Central Street from 75 Central Street or the pedestrian walkway at the left of the building as no crosswalk currently exists across that portion of Central Street.

The Board was of the opinion that these problems had not been addressed in sufficient depth and requested the petitioner to furnish further information with recommendations for possible solutions to ameliorate these problems. These recommendations should be reviewed by the Wellesley Police Department and the Board of Selectmen as to viability and responsibility of implementation.

Benjamin Field, trustee of the Wellesley Realty Trust, owner of the property across Central Street from the proposed construction, said that although he would prefer retail stores to a vacant lot in the proposed location, the traffic problem was massive in the area.

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A Business Meeting was held on October 20, 1988, at 8 p.m. in Conference Room A of the Town Hall to discuss the recommendations of the Wellesley Police Department and the Board of Selectmen regarding the Pedestrian and Traffic Circulation Study, dated October 5, 1988, prepared by Vanasse Hangen. Peter Zeytoonjian and Andrew Glincher of Peabody Brown attended the meeting.

Discussion revolved around the need for a police officer at the intersection of Cross and Central Streets during peak hours on Saturdays throughout the year. The Police Department stated in its letter of October 18, 1988 that due to budget and personnel constraints, it could not fill this assignment and suggested that the petitioner fund the traffic post privately. The Board of Selectmen concurred in their letter of October 17, 1988.

Mr. Zeytoonjian agreed to assume the responsibility for funding a police officer at the above-mentioned intersection as specified in Addendum A of this decision.

Statement of Facts

The property in question is located at 75 Central Street, in a Business District, on a 27,408 square foot lot. The rear lot line abuts MBTA property.

The petitioner is requesting a Special Permit for Site Plan Approval to allow the construction of a two-story 13,704 square foot building with a footprint of 6,455 square feet, to be used for retail stores, with associated parking and landscaping. Forty-six parking spaces would be provided at the rear of the site. The parking lot will be accessed through an 18.5 foot shared right-of-way at the eastern side of the lot. The exit from the parking lot will be through a 15 foot right-of-way at the western side of the lot.

The following plans were submitted: Site Development/Landscape Plan, dated 8/31/88, revised 9/20/88, drawn by BB/AJM of Tellalian Associates; Detail Sheet, dated 8/31/88, revised 9/20/88, drawn by Angelo B. Veneziano, Registered Land Surveyor; Grading, Sewer, Water & Drainage Plan, dated 8/31/88, revised 9/20/88, drawn by Angelo B. Veneziano, Registered Professional Engineer; First & Second Floor Plans, dated 8/31/88, drawn by Donald Tellalian, Registered Architect; Elevations & Section, dated 8/31/88, drawn by Donald J. Tellalian, Registered Architect; Site plan of land, dated 1/22/88, drawn by Angelo B. Veneziano, Registered Land Surveyor.

Other documents were submitted as follows: Official Development Prospectus, dated 8/31/88; Deed of Easement and Right of Way; Deeds of Sale from Berson-Wolfe Realty Trust and Cumberland Farms to Wellesley Square Galleria Partnership Limited; Perimeter Plot Plan #1003-88 B372, recorded at the Norfolk Registry of Deeds on 9/9/88 (#78978); Traffic Impact & Access Study Memorandum, prepared by Vanasse Hangen Brustlin, Inc., dated 9/8/88; Pedestrian and Traffic Circulation Study, prepared by Vanasse Hangen Brustlin, Inc., dated 10/3/88; Memorandum from Bruce Campbell & Associates dated 10/5/88 regarding the above-referenced report; letter from Lt. Chaisson, Wellesley Police Department, dated 10/18/88, regarding the above-referenced report.

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In a letter dated 10/17/88 from the Board of Selectmen regarding the recommendations outlined in the above-referenced memorandum from Bruce Campbell & Associates, the Board of Selectmen agreed that the following recommendations will be implemented prior to the date of occupancy of the proposed building:

1. Installation of a new crosswalk at the stop light used to halt westbound traffic when fire vehicles exit the fire station.
2. Striping of Central Street eastbound approach to Cross Street to provide a through lane and right turn lane including arrow pavement markings.
3. Striping of Cross Street northbound approach to Central Street to provide a left turn and a right turn lane including arrow pavement markings.

The Design Review Board held two preliminary site plan reviews on January 14, 1988 and February 11, 1988, and a final review on September 8, 1988 at which time the Board voted to approve the plan as presented, but requested the petitioner to return with a colored rendering of the facade and a revised north elevation. The petitioner agreed to the request.

Site plans and other submission materials were also sent to the Planning Board, Wetlands Protection Committee, Town Engineer, Board of Health, and Fire Chief as required by Section XVIA of the Zoning Bylaw. Written responses from each of the above were received and are on file at the ZBA office. The Planning Board, on September 13, 1988, voted to offer no objection to approval of the site plan.

Decision

This Authority has made a careful study of the evidence presented. The petitioner's proposed 13,704 square foot building at 75 Central Street constitutes a major construction project under Section XVIA of the Zoning Bylaw because it includes the construction of more than 2,500 square feet of gross floor area, and to Section XI because it is located in a Business District.

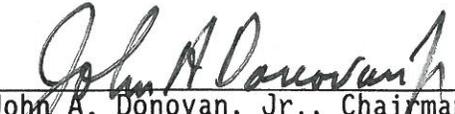
It is the opinion of this Authority that the proposed plans detailed in the foregoing Statement of Facts comply with the Zoning Bylaws of the Town, protect the safety, convenience and welfare of the public, minimize additional congestion in public and private ways, insure adequate protection for water sewerage and drainage. Furthermore, they insure compliance with Section XVI, Section XXI and Section XXII of the Zoning Bylaw.

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Petition of Wellesley Square Galleria Partnership Limited
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A Special Permit is hereby granted and Site Plan Approval is given by this Authority pursuant to Section XVIA, Section XI and Section XXV of the Zoning Bylaw, subject to the conditions attached hereto as Addendum A.

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.

cc: Planning Board
Inspector of Buildings
Board of Selectmen
edg


John A. Donovan, Jr., Chairman


Robert R. Cunningham


Kendall P. Bates

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Petition of Wellesley Square Galleria Partnership Limited
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Addendum A

1. That all work shall be performed in accordance with plans submitted and on file with this Authority.
2. That all design and construction must comply with all applicable state and local codes.
3. That all requirements of the Town of Wellesley Fire Department shall be complied with.
4. That all requirements of the Department of Public Works shall be met, including but not limited to the requirement that water, sewer, and electric connections together with drainage connections be made in accordance with DPW standards and installed and maintained at no cost to the Town of Wellesley.
5. That, upon completion of the project, a complete set of "As Built" plans, including a complete set of mechanical plans, shall be submitted to the Inspector of Buildings. Site utility plans shall be submitted to the Department of Public Works.
6. That a copy of the Occupancy Permit issued by the Inspector of Buildings shall be submitted to this Authority at the time of issuance.
7. That a "Do Not Block" intersection sign shall be placed on Central Street east of the west retail drive for west bound vehicles on Central Street, the cost of which will be assumed by the petitioner.
8. That the responsibility of police officer control at the Central Street/Cross Street intersection on Saturdays from 10:30 a.m. to 1:30 p.m., January 1 through June 30 and September 1 through November 30, be assumed by the petitioner according to the following schedule:
 - a. For a period of two years from the opening date of occupancy, the cost of said police officer control will be assumed totally by the petitioner.
 - b. For the third year, one-half the cost of said police officer control will be assumed by the petitioner with the remaining one-half of the cost assumed by the Town of Wellesley. The Town of Wellesley shall notify the petitioner prior to commencement of the third year of occupancy of its intention to fund or not to fund its share. If the Town of Wellesley does not fund its share, the petitioner is absolved of his responsibility for the third year only.
 - c. For the fourth year, 25% of the cost of said police officer control will be assumed by the petitioner with the remaining 75% of the cost assumed by the Town of Wellesley. The Town of Wellesley shall notify the petitioner prior to commencement of the fourth year of occupancy of its intention to fund or not to fund its share. If the Town of Wellesley does not fund its share, the obligation of the petitioner to fund a police officer control at said location is discontinued forever.



ZONING BOARD OF APPEALS

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

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ZBA 88-87 - Amended
 Petition of Century Bank
 75 Central Street

Pursuant to due notice, the Special Permit Granting authority held a Public Hearing on Thursday, November 1, 2012 at 7:30 p.m. at the Town Hall, 525 Washington Street, Wellesley, on the petition of CENTURY BANK requesting amendment of Site Plan Approval pursuant to Section XVIA, Section XXI and XXII of the Zoning Bylaw for the properties at 73-77 CENTRAL STREET and 79-93 CENTRAL STREET. The Petitioner is requesting a Special Permit pursuant to the provisions of Section IXC, Section XVIA, Section XXI, Section XXII and Section XXV of the Zoning Bylaw for installation of a Bank Drive-up Facility at 75 CENTRAL STREET, in the Wellesley Square Commercial District.

Property Owner: Central Galleria Management, Inc., Trustee of Galleria Realty Trust, STMC, LLC

On October 15, 2012, 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 was Stanley Brooks, Esq. Also present were James Flynn, Senior Vice President, Century Bank and Peter Darlow, Architect.

The Board said that the parking that is currently behind the building does not comply with the approved Site Plan, ZBA 88-87. The Board said that before it would consider approval of the Amended Site Plan, the property owner will have to bring the property into complete compliance with the approved Site Plan.

The Board voted unanimously to continue the petition to February 7, 2013.

February 7, 2013

The Board said that the petition would be heard de novo.

Presenting the case at the hearing was Stanley Brooks, Esq. Also present were James Flynn, Senior Vice President and Paul Evangelista, Executive Vice President, Century Bank, Peter Darlow, Architect, Steven King, new owner of the Odd Fellows property, and Dennis Dischino, Property Manager.

Mr. Brooks said that the request is for amended Site Plan and for a Special Permit for a drive-up Bank teller facility.

Mr. Brooks said that in 1988 the Zoning Board approved a Site Plan to allow the construction of the Galleria Building at 75-77 Central Street. He displayed the Site Development Plan (retained by

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proponent). He said that when the building was constructed, to the best of his knowledge, the parking was laid out in accordance with the plan. He said that a Certificate of Occupancy (CO) issued and the building has been occupied since its construction.

Mr. Brooks said that the original approved plan provided for 45 parking spaces in the lot behind 75-77 Central Street and the Odd Fellows Building on the abutting property. He said that there were three parallel spaces along the southerly line behind the Odd Fellows Building.

Mr. Brooks said that, at some point, the parking area was restriped for parallel parking for spaces #37, #38, and #39. He said that those parallel spaces were replaced with angled spaces, which, as they moved westerly crossed the property line and butted up against the building. He said that it has been used in that manner continuously until the Applicant came before the Board in November, at which time the Board said that the property must be returned to its originally approved condition.

Mr. Brooks said that, subsequent to the November 1, 2012 hearing, the property owner had the property restriped. He said that the striping on the ground now appears as shown on the original approved plan, with a minor exception. He said that on the upper right hand corner of the plan there is a box that is supposed to be a concrete and brick enclosure for the dumpster, which appears to have never been constructed.

Mr. Brooks said that other inconsistencies with the original plan were rectified. He said that there were additional parking spaces identified on the rear of the building in the area of spaces #1 and #2. He said that there were five to six spaces where there were supposed to be two. He said that signage was removed by the Bank. He said that the Bank installed "Compact Only" signs in spaces #8 to #16, which are in the middle section.

Mr. Brooks said that the ingress is a two way driveway that provides access to the rear of this property and the property at 65 Central Street. He said that once in the lot behind 75 Central Street there is a single travel lane to the west end. He said that previously there was a small one way sign that people would ignore. He said that people would park along the building at 95 to 101 Central Street. He said that the Bank has now put "Do Not Enter" signage on the ground with one way arrows in. He said that the Bank added a larger "Do Not Enter" and a "One Way arrow sign that is visible from the street.

Mr. Brooks said that the Fire Department had requested in their recommendation that there be a fire lane and have it enforced. He said that they placed fire lane markings on the ground and "No Parking – Fire Lane" signs on the side of the building. He said that all of those steps appear to have had a significant impact in that cars do not seem to park there anymore. He said that if the Board approves the plan, the Police will have the authority to ticket violators there.

Mr. Brooks displayed the current Existing Conditions Plan. He said that there has been an agreement between property owners to relocate the dumpsters into what was parking space #1.

Mr. Brooks said that, at the egress, a couple of parking spaces are shown at the end of the Odd Fellows Building. He said that there should be one other space in there which is a parallel North and South space. He said that when the lot was restriped, the plan was given to the contractor and the space was covered up.

Mr. Brooks discussed the Proposed Amended Plan. He said that there is no parking space #1 on the new plan, to be consistent with the original approved plan. He said that the Proposed Amended Plan does show the new signage on the ground and the fire lane. He said that they replaced the three parallel spaces behind the building at 79 to 93 Central Street with eight angled parking spaces. He said that those spaces are set back three feet, rather than the required five feet, from the building wall. He said that the area is not conducive to being used for a sidewalk because it is somewhat sloped. He said that if the Board was inclined to do approve, it would be better for the travel lane to pull those spaces in even closer to the building. He said that the tire stops are included in the plan.

Mr. Brooks said that the dumpster spaces have been consolidated into one. He said that there are no restaurants on the properties.

Mr. Brooks said that they are proposing to re-designate space #17 as a compact space. He said that by doing so, it cuts downs on a potential conflict with the proposed queuing lane for the drive up unit. He said that the drive up unit has pulled back 10 feet easterly, closer to the ingress right of way, as a means to reduce conflict with space #17 and handicapped space #50. He said that they are proposing that spaces #14 to #17 be designated for long term employee parking. He said that there are numerous tenants in the building that come in the morning and leave in the evening. He said that if those cars become stationary, it will eliminate any potential conflicts with vehicles backing out and vehicles in the queuing lane.

Mr. Brooks said that the queuing lane is proposed to be 9 feet, the width that is required by the bylaw. He said that it will create a pinch point between the edge of the island and the edge of the queuing lane at 10 feet 4 inches.

Mr. Brooks said that it is estimated that there will be approximately one car per hour during the business day at the drive up unit. He said that the Bank is open Monday through Wednesday from 8:30 am to 4 pm, Thursday and Friday from 8:30 am to 5 pm, and on Saturdays from 9 am to 1 pm. He said that during business hours, the time that there is going to be a car sitting at the unit and also a car backing out is diminimis. He said that even though there is a potential three-car queuing lane, the number of times that there may be two cars there is even more remote.

Mr. Brooks said that they are proposing to change compact parking spaces #40, #41, and #42 to regular spaces where there is an 18 foot travel lane. He said that the proposal is to make spaces #45, #46 and #47 compact spaces. He said that after meeting with the Town Engineer and the Police, the suggestion was made that some of the spaces be designated for long term parking. He said that is not shown on the plan or in the submitted materials. He said that the owners would be willing to designate spaces #37 to #44 and spaces #28 to #33 as long-term employee parking spaces.

Mr. Brooks said that the corner to the edge of the right of way has been striped for no parking. He said that people had been parking all the way up to the edge of the right of way. He said that it was believed that that should be kept open to provide a wider travel lane and also enhance the ability of cars to round onto the right of way.

Mr. Brooks said that it is believed that all of these improvements, including the designation of on the ground one-way directional signage will significantly enhance the flow of traffic through the area.

Mr. Brooks said that there will be a total of 52 spaces that will include 3 spaces to the left of the Odd Fellows Building, 3 handicapped spaces and a total of 15 compact spaces.

Mr. Brooks said that he spoke with representatives of the owners of the Galleria Building regarding snow removal. He said that the contractor is instructed to use the landscape islands to the extent possible and other landscape areas. He said that, if that is not sufficient, the snow will be removed from the site.

Mr. Brooks said that the Engineers at R.E. Cameron & Associates prepared Car Radius Plan 13, which was entered into the record. He said that they are prepared for spaced #13, #14, #15, #16, #17, and #50, which are the spaces that could potentially have a conflict with the queuing lane. He said that there is plenty of room for cars to back out of each of those spaces without coming into conflict with the queuing lane or any cars that exist in the queuing lane.

Mr. Brooks said that, at other end where it is narrower at spaces #31, #33, #37 and #39, there is adequate room to back out of those spaces without creating a conflict with cars parked opposite.

Mr. Brooks said that, at the last hearing, he submitted information regarding accident data from the Wellesley Police. He said that has been updated to 2011-December 2012. He said that the only reported accident was on November 12, 2012.

Mr. Brooks submitted an informal survey in which he looked at other parking lots that have a similar configuration and/or double angles, one way lots, or otherwise narrow lots.

Mr. Brooks said that in Lower Falls at 1 Washington Street, the 17 foot entrance drive is a two way in and out. He said that there are 90 degree parking spaces on one side. He said that Mica Lane varies in width between 14 and 16 feet. He said that it has both parallel parking on one side and angled parking on the other side. He said that, under the bylaw, that should have a minimum of an 18 foot travel lane. He said that it handles traffic coming through very well with cars parked on both sides. He said that at 10 Washington Street there is a one way travel lane in with parallel parking on one side. He said that it is 11 feet 4 inches wide. He said that it can handle a significantly sized vehicle. He said that at 16 Washington Street, Papa Razzi, angles in from the street. He said that it gets to its narrowest pinch point at 16 feet. He said that, under normal circumstances, would require an 18 foot driveway.

Mr. Brooks discussed 35 Washington Street, the Bank Of America. He said that the Bank has a drive up window that was approved by this Board. He said that there are two travel lanes on either side of the pillars. He said that there is parallel parking along Columbia Street. He said that it is an 11 foot 4 inch travel lane. He said that there has been no trouble with cars passing through.

Mr. Brooks discussed 272-280 Washington Street, the old Whole Foods, which has angled parking spaces in the front. He said that everybody always parks along the sidewalk on a parallel basis, perhaps illegally. He said that the travel lane between the edge of the parking spaces and the edge of the sidewalk is 17 feet. He said that when a car parks there, it narrows to 10 feet. He said that people do not seem to have any difficulty getting in or out of there. He said that a year or so ago a car hopped the curb at Quebrada. He said that, as a result, they put in 2 by 4 concrete flower boxes in front of every parking space. He said that

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pushed the cars back further into the travel lane. He said that at the east end of the building is angled parking on both sides, which narrows down to 14 feet.

Mr. Brooks discussed 339 Washington Street at the train station next to the Post Office in Wellesley Hills. He said that there is a narrow one way in front of the Cleaners which is 13 feet wide from the edge of the parking space to the curbing. He said that there is no difficulty with anybody moving through there. He said that at the public parking lot at the end, it narrows to 14 feet in width.

Mr. Brooks discussed the lot behind Blue Ginger and Church Square. He said that there is a narrow 10 foot 6 inch entrance lane that directs traffic around in a circle one-way in the area immediately behind Blue Ginger. He said that it has a 14 foot travel lane. He said that the parking spaces are short at 17 feet. He said that would exceed the 30 percent allowed for compact parking spaces. He said that on the opposite side behind the stores at Church Square, the travel lane is 16 feet wide. He said that is somewhat misleading because the parking spaces are 16 feet deep, which is undersized and thus, artificially enlarging the travel lane there. He said that at the head of those spaces immediately behind Church Square they have driven the cars farther back and the spaces are shorter with the planters. He said that they are not 5 feet from the edge of the wall there, as is otherwise required. He said that it narrows down to a 13 foot travel lane along the angled spaces. He said that all of these spaces are supposed to have a minimum 18 foot travel lane.

Mr. Brooks said that the public lot at Waban Street has travel lanes that narrow down to 16 feet.

Mr. Brooks said that the parking lot at Town Hall has 90 degree parking spaces on the far side with the angled spaces in the front. He said that traffic goes one way with cars naturally pulling out into the 17 foot wide one way travel lane. He said that leads to a 16 feet 11 inch travel lane at the bottom of the stairs.

Mr. Brooks said that he spent a good amount of time on the Police website. He said that, except for an accident in October, 2012 on Mica Lane and one accident at the exit onto Washington Street at the old Whole Foods, there did not appear to be any accidents reported in any of these lots, all of which have rather significantly undersized travel lanes.

Mr. Brooks said that the travel lane at 13 feet 4 inches and 13 feet 8 inches, between legal compact parking spaces and turning radii that work, is actually a safe and vehicular friendly parking area. He said that even though there is a 10 foot 4 inch pinch point, there will be long term employee parking there. He said that, overall, the proposed plan offers a very good opportunity to gain much needed parking in the downtown area but also to maintain good circulation and good vehicular and pedestrian safety.

Mr. Brooks said that the Planning Board was concerned about pedestrians having to walk through the parking lot. He said that pedestrians walking through parking lots is common in town. He said that the proposed Parking Management Plan will further ensure that this lot will generally be used by patrons of the 75 to 77 and 79 to 93 Central Street buildings.

Mr. Brooks said that there is some precedent for granting relief in narrow situations. He said that when Board approved the plans for 978 Worcester Street, originally for Starbucks but eventually for Dunkin Donuts, the drive up lane that is shown on the plan going behind the building and coming up to the take

out lane on the easterly side of the building, is actually part of the parking lot travel lane. He said that it takes up half of the width of the travel lane and crosses immediately behind parking spaces. He said that there is recognition from the Board in that decision that, "the queue line will block parking at the rear of the commercial building but queue lanes tend to move quickly." He said that at 75 Central Street they will not experience nearly the amount of traffic as at the Dunkin Donuts drive up. He said that the Board had requested that the drive be increased to 15 feet for two lane traffic.

Mr. Brooks said that in ZBA 2010-73, CVS Pharmacy, 984, 990 & 990R Worcester Street, Mr. Ho, in advising the Board as the Town's Traffic Engineer, indicated that the travel lane leaving the drive through is 22 feet wide, which is sufficient for 2 travel lanes. Mr. Brooks said that the inference is that an 11 foot travel lane would be sufficient for single lane traffic, which is what the travel lane will be for Century Bank.

Mr. Brooks said that the Bank has indicated on the Proposed Amended Plan, the if the Board grants a Special Permit for the drive up, that permit would be exclusive to Century Bank, not to the building or the space that they lease.

Peter Darlow said that it will be a pneumatic tube unit that will only be open when the Bank is open. He said that it requires a live teller. He said that there is an exterior component that is 14 inches by 16 inches by 4 feet tall that has video and audio connectivity to the teller, who would operate some other piece of equipment on the interior of the Bank. He said that they will be connected by a pneumatic tube, so that the transactions take place with the patron in the car accessing the teller via the tube system.

Mr. Darlow said that the position of the teller unit was slid back 10 feet. He said that it is 16.5 feet from the corner of the building. He said that they will place the unit onto the sidewalk, 6 inches back from the curb. He said that the unit is 16 inches, leaving 3 feet 1.5 inches to the wall of the building.

Mr. Darlow said that they have placed an awning over the top of unit to protect the system. He said that the awning also serves as an opportunity for signage for the drive up queuing lane. He said that there will be lettering on two sides. He said that the third side will remain blank. He said that awning will be the same depth as the sidewalk. He said that it will have a slight pitch to two sides so that any water will drop onto the sidewalk. He said that the awning will be red with white lettering.

Mr. Brooks said that the materials that were submitted on January 16, 2013 did not contain all of the specs and plans of the unit or other photographs which were in the original submittal. He said that his letter to the Board of January 16, 2013 did incorporate those materials that were in the original submittal.

Mr. Brooks said that there will be infrequent visits to the drive up unit. He said that he submitted a confidential package from the Bank that supports that.

Mr. Brooks said that the Planning Board focused on pedestrian travel in the parking lot at the rear of the building. He said that the Planning Department Staff indicated that they did not believe that a drive up unit is appropriate in the downtown area, as it does not comport to making the downtown area pedestrian friendly. He said that the Wellesley Square Commercial District was created by the Planning Board and, at the time that it was approved by Town Meeting, included a provision for a drive up unit authorized by a Special Permit. He said that it was a contemplated use.

Mr. Brooks said that this has always been looked at as a one-way driveway running through the property. He said that it provides ingress from Central Street, moves through the parking lot and provides egress back to Central Street, which is the definition in the bylaw. He said that he addressed the 10 foot 4 inch pinch point. He asked that the Board consider the fact that for all but one hour of each business day, there will not be a vehicle at the drive up unit. He said that for almost 86 percent of the time the travel lane will be in excess of 19 feet in width. He said that they would like to pull those spaces at the westerly end closer to building to open up the travel lane. He said that the turning radii were addressed in the Engineer's plans. He said that it is clear that they comply with Section XXI of the bylaw that no cars need to move in order for somebody to back out. He said that there will be three or four parking spaces that are potentially in conflict with the queuing lane that have been designated for long term employee parking. He said that this fits in with the pedestrian friendly nature of the square. He said that this is compatible and is contemplated as a use that may be considered in the square. He said that, from the Bank's perspective, it provides a valuable benefit to customers who may be elderly, handicapped or with small children. He said that it does not preclude those people from getting out and parking and walking. He said that the Assistant Planning Director visited the parking lot after it was restriped and improvements were made at the west end of the lot. He said that he observed a condition that appeared to be much safer and efficient than before.

Mr. Brooks read a letter from Mr. Robert Schlager, Treasurer, Central Galleria Management, Inc., as Trustee of Central Galleria Trust, dated February 7, 2013, into the record.

The Board asked how the change in the parking spaces at the rear to be designated for employees will be enforced. The Board asked about the impact of designated employee parking and the availability of customer parking in Wellesley Square.

Mr. King said that he recently purchased the building at 79 to 93 Central Street. He said that he has had contact with all of the tenants in his and the Brueggers building next door. He said that their comments and his observations were that the parking lot had been a free for all. He said that he made it clear to the tenants at Brueggers that they cannot park in the fire lane anymore. He said that he went back after seeing a car parked there and spoke with them again. He said that was the last time that happened. He said that signs were put up.

Mr. King said that the parking lot has been successful for the past 18 years. He said that they can improve the parking lot. He said that he spoke with Robert Schlager about how to do that. He said that they came up with a plan to issue parking stickers to the tenants and will be posting signs on particular parking spaces for tenants that will be assigned based on the size of their car. He said that the lot will be monitored by Dennis Dischino, the Building Manager. He said that one of the tenants will receive a rent reduction to oversee the area. He said that they will put notices on any cars that are not parked correctly.

Mr. King said that the lot was restriped to the original approval. He said that the striping had been ignored. He said that adding compact spaces will widen the pinch point. He said that there is no longer a problem at the egress area. He said that he spoke with the tenants, who are all in support of the drive up. He said that the tenants are in support of organizing and enforcing the parking.

Mr. Brooks said that with regard to the number of spaces and their allocation, it is proposed to make spaces #28 to #33 and #37 to #40 long term employee parking, for a total of 10 spaces at the westerly end. He said that behind the Galleria Building, the Bank has five reserved spaces. He said that the tenant on the second floor also has five reserved spaces. He said that another tenant has three reserved spaces. He said that is a total of 23 reserved parking spaces out of 52 parking spaces. He said that leaves 29 spaces open to the general public. He said that the 5 reserved spaces for Century Bank are for customers of the Bank. He said that the Bank employees park in the municipal lots.

The Board discussed the striped dimensions from the curb to the existing spaces #8 through #16 and the island at 10 feet 4 inches. The Board said that line that is formed by connecting all of the tails of the parking spaces and converging with the line that is the 9 foot curb line. The Board said that the 17.5 feet and the 10.4 feet dimensions depend on where the line is. The Board said that there is no dimension shown. Mr. Brooks said that he can provide information about where the 45 foot dimension starts and stops in an east/west direction. The Board asked if the 45 foot painted line is required. Mr. Brooks said that it is not. He said that the bylaw does not designate queue length. He said that the bylaw designates queue width.

The Board asked about moving the teller location further to the east. Mr. Darlow said that the pathway for the pneumatic tube is run fairly tight to the egress stairway from the second floor. He said that they would need to relocate one car length back for approximately 20 feet, which will put the third car partially in front of the 10 foot portion of the walkway. The Board said that even half a car length would dramatically increase the 10 foot 4 inch dimension.

Mr. Brooks said that the data regarding the anticipated usage will be fairly consistent because it was based on a system wide analysis of the Bank's branches. He said that it takes into account inclement weather and seasonal changes. He asked if the Board would be willing to consider a two-car queuing lane. He said that would relieve the pinch point significantly.

The Board said that, for a teller machine that will only be serving one person per hour, it seems unlikely that they will run into a situation very often where there will be two or three people queued up at a time. The Board said that having two cars are lined up in the queue would be a better solution. The Board said that a third car would be in front of the Bank door. The Board said that is a preferred situation. The Board said that most of the time no one will be in the queuing lane and traffic will flow through there.

Mr. Darlow said that with a two car queue, the width of the travel from the parking spaces to the 9 foot queuing lane would be at least 15 feet.

Mr. Flynn said that he spoke with the tenants of 75-77 Central Street and they were supportive of the drive up. He said that it does not affect their parking. He said that the drive up unit is not seen as a hindrance.

Mr. Brooks confirmed that the drive up unit back unit will be pulled further to the east.

There was no one present at the Public Hearing who wished to speak to the petition.

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Submittals from the Petitioner

- Letter, dated 10/10/12, re: Petition of Century Bank for Amended Special Permit for Site Plan Approval regarding ZBA 88-87 and for a Special Permit for Installation of a Bank Drive-up Facility at 75 Central Street, Wellesley, from Stanley A. Brook, Esq.
- Application for Special Permit for installation of a single pneumatic tube free standing drive-up teller unit at the rear of 75 Central Street and associated queuing lanes and elimination of one (1) parking space, dated 10/9/12.
- Application for Amended Site Plan Approval for the construction of a single pneumatic tube free-standing drive up teller unit including the elimination of one (1) parking space, dated 10/9/12.
- Exhibit 1 – Portion of Wellesley Assessor's Map 137
- Exhibit 2 – Brochure and Plan of Remote Drive Up Pneumatic Tube Unit 5000-RT
- Exhibit 3 – Decision of the Zoning Board of Appeals in ZBA 88-87
- Exhibit 4 – ZBA 88-87 – Site Development/Landscape Plan, Drawing No. A-1 dated August 31, 1988, revised September 20, 1988 and Site Plan Showing Grading, Sewer, Water & Drainage, Drawing No. C1, dated August 31, 1988, revised September 20, 1988, both prepared by Tellalian Associates Architects & Planners (jointly, the "Approved Plan")
- Exhibit 5 – Plan of Land in Wellesley, MA prepared for: Central Galleria Trust, dated December 20, 1995 (the "1995 Plan")
- Exhibit 6 – Site Plan prepared by R.E. Cameron & Associates, Inc. Entitled Plan of land in Wellesley, MA prepared for: Central Galleria Trust, dated November 14, 1997, (the "1997 Plan")
- Photographs
- Exhibit 7 – Existing Conditions Plans Entitled, A-0 Century Bank, 75 Central Street, Wellesley Existing Conditions, prepared by Darlow Christ Architects, dated October 9, 2012, (the "Existing Conditions Plan")
- Exhibit 8 – Proposed Conditions Plan Entitled, A-1 Century Bank, 75 Central Street, Wellesley Remote Drive Up Teller, prepared by Darlow Christ Architects, dated October 9, 2012, (the "Proposed Conditions Plan")
- Wellesley Police Department Traffic Crash Location Data from Wellesley Police Department Website for Downtown/Central Street Area from Railroad Avenue to Weston Road
- Letter, dated 1/16/13, re: Petition of Central Galleria Management, Inc., Trustee of Galleria Realty Trust, STMC, LLC and Century Bank for *Amended Special Permit for Site Plan Approval* Regarding ZBA 88-87 and Petition of Century Bank for a *Special Permit* for Installation of a Bank Drive-up Facility at 75 Central Street, Wellesley, ZBA 2012-80, from Stanley A. Brooks, Esq.
- Application for Site Plan Approval, dated 1/16/13
- Exhibit A - Existing Conditions, 75 Central Street, dated 1/15/13, prepared by R.E. Cameron & Associates, Inc.
- Exhibit B - Amended Site Plan, 75 Central Street, dated 1/15/13, prepared by R.E. Cameron & Associates, Inc.
- Exhibit C - A-1, Remote Drive Up Teller Proposal, dated 10/9/12, revised 1/16/13
- Photographs
- Letter, dated 1/31/13, re: Petition of Central Galleria Management, Inc., Trustee of Central Galleria Trust, STMC, LLC and Century Bank for *Amended Special Permit for Site Plan Approval*

Regarding ZBA 88-87 and Petition of Century for a *Special Permit* for installation of a Bank Drive-up Facility at 75 Central Street, Wellesley, ZBA 2012-80, from Robert A Schlager, Treasurer, Central Galleria Management, Inc., as Trustee of Central Galleria Trust.

- Car Radius Plan 13, dated 1/29/13, prepared by R.E. Cameron & Associates, Inc.
- Car Radius Plan C, dated 1/24/13, prepared by R. E. Cameron & Associates, Inc.
- Wellesley Police Department Traffic Crash Location Data from Wellesley Police Department Website
- Proposed Parking Management/Enforcement Plan
- Applicant Response to Planning Board Recommendation
- Letter, dated 2/7/13, re: Petition of Central Galleria Management, Inc., Trustee of Central Galleria Trust, STMC, LLC and Century Bank for *Amended Special Permit for Site Plan Approval* Regarding ZBA 88-87 and Petition of Century for a *Special Permit* for installation of a Bank Drive-up Facility at 75 Central Street, Wellesley, ZBA 2012-80, from Robert A Schlager, Treasurer, Central Galleria Management, Inc., as Trustee of Central Galleria Trust.
- Parking Lot Surveys, Washington Street, Mica Lane, Church Street Parking Lot, Waban Street Parking Lot, Town Hall
- Remote Drive Up Teller Proposal, dated 10/9/12, revised 1/16/13 & 2/12/13
- Amended Site Plan, dated 2/12/13

On October 24, 2012, Francisco A. Frias, WMLP Supervisory Electrical Engineer, stated that electrical infrastructure around the project's location appears not to be affected by any of the tasks needed to complete the project.

On October 25, 2012, the DRB reviewed the plans and recommended approval of the minor construction project and the amended site plan subject to the recommendation of adding the words "Century Bank" to the awning.

On October 26, 2012, George J. Saraceno, Senior Civil Engineer, DPW, submitted comments to the Board.

On October 26, 2012, the Planning Board Staff reviewed the petition and recommended that the request to modify Site Plan Approval 88-87 be denied and the Special Permit for a Drive Through Pneumatic Tube be denied.

On October 30, 2012, Captain Kevin Donahue, Fire Department, reviewed the project and did not have any issues.

On January 30, 2013, the DRB reviewed the plans and recommended approval, as presented, for Amended Site Plan Approval and for the Drive-up Bank Facility

On February 4, 2013, Deputy Fitzpatrick, Fire Department reviewed and approved the revised application for the proposed project. As part of the approval, the Fire Department would require the NO PARKING – FIRE LANE signage. The Fire Department reserves the right for final approval at time of issuing permits with a complete set of building documents.

DECISION

Based on the application and other information described in this Decision, the Board found that the proposed Amended Site Plan Approval that consists of construction of a pneumatic drive-up teller unit, elimination of parking space #2, 50 parking spaces including 3 Handicap spaces and 15 compact spaces, angled parking spaces, designated long term employee parking, and a One Way Driveway 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, ZBA 88-87, and voted unanimously to grant Amended Site Plan Approval.

The Board found that the proposed Amended Site Plan Approval 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 2012-80 for construction of a pneumatic drive-up teller unit, pursuant to the provisions of Sections IXC, XVIA, XXI and XXV of the Zoning Bylaw.

The Board voted unanimously to amend Site Plan Approval ZBA 88-87 and to grant a Special Permit under ZBA 2012-80 for construction of a pneumatic drive-up teller unit, elimination of parking space #2, 50 parking spaces including 3 handicapped spaces and 15 compact spaces, angled parking spaces, designated long term employee parking, and a One Way Driveway 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 conditions (the "Conditions") of ZBA 88-87. 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.

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ZBA 88-87 - Amended
Petition of Century Bank
75 Central Street

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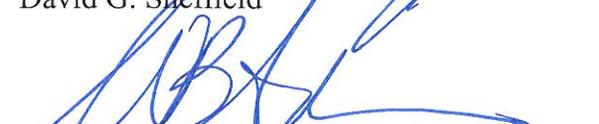
APPEALS FROM THIS DECISION,
IF ANY, SHALL BE MADE PURSUANT
TO GENERAL LAWS, CHAPTER 40A,
SECTION 17, AND SHALL BE FILED
WITHIN 20 DAYS AFTER THE DATE
OF FILING OF THIS DECISION IN THE
OFFICE OF THE TOWN CLERK.



J. Randolph Becker, Acting Chairman



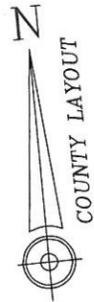
David G. Sheffield



Walter B. Adams

cc: Planning Board
Inspector of Buildings
lrm

FOR REGISTRY USE ONLY



PLAN REFERENCES:

PLAN OF LAND IN WELLESLEY, MA.
prepared for: Anne Audrey Berson & Phillis A. Wolfe
dated: February 29, 1988
by Schofield Brother, Inc.
Plan Book 372 Page 1003

PLAN OF LAND IN WELLESLEY, MASS.
dated: January 10, 1946
by William S. Crocker, Civil Engineer
Book 2582 Page 295

PLAN OF LAND IN WELLESLEY, MASS.
Owned by SAMUEL W. POORVU
dated: November 5, 1945
by Gleason Engineering Company
Book 2571 Page 125

PLAN OF LAND IN WELLESLEY, MASS.
dated: December 6, 1944
by Gleason Engineering Company
Book 2525 Page 493

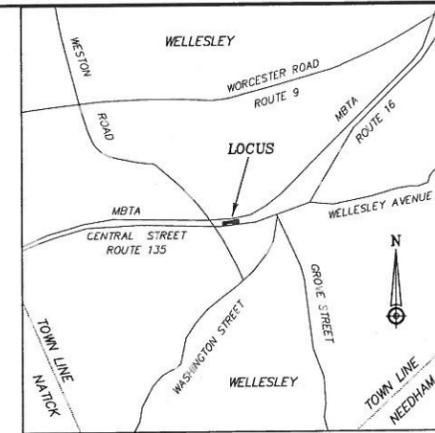
PLAN OF LAND OF 75 CENTRAL ST. IN WELLESLEY, MASS.
dated: AUGUST 23, 1988
by Medford Engineering and Survey; Angelo B. Veneziano
Plan Book 372 Page 1004

ZONE CLASSIFICATION ~ WELLESLEY SQUARE COMMERCIAL DISTRICT

AREA DISTRICT 20,000 S.F.
REQUIRED
-MAXIMUM FLOOR AREA RATIO = 0.30
-MINIMUM FRONTAGE = 60'
-MINIMUM FRONT YARD WIDTH = 60'
-MAXIMUM HEIGHT = 45' OR 3 STORIES
-MINIMUM FRONT YARD DEPTH = 30'
-MINIMUM SIDE YARD SETBACK = 20'
-MINIMUM REAR YARD SETBACK = 20'
-MINIMUM PARKING = ONE SPACE FOR EACH 150 S.F. OF GROUND COVERAGE OF BUILDINGS (6,604 S.F.) (44 SPACES) BUT NOT LESS THAN 3.2 SPACES PER 1,000 S.F. OF FLOOR AREA OF BUILDINGS (13,200 S.F.) (42 SPACES)
-10% OF PARKING AREA SHALL BE LANDSCAPED WITH ONE HALF BEING INTERIOR LANDSCAPING.

ZONE CLASSIFICATION ~ WELLESLEY SQUARE COMMERCIAL DISTRICT

AREA DISTRICT 20,000 S.F.
PROVIDED
-FLOOR AREA RATIO = 0.30
-FRONTAGE = 160.69'
-FRONT YARD WIDTH = 100.69'
-HEIGHT = 2 STORIES
-FRONT YARD DEPTH = 9.4'
-SIDE YARD SETBACK = 11.5'
-REAR YARD SETBACK = 41.3'
-PARKING = 47 SPACES
GROUND COVERAGE OF BUILDINGS BUT NOT LESS THAN 3.2 SPACES PER 1,000 S.F. OF FLOOR AREA OF BUILDINGS
-17% OF PARKING AREA LANDSCAPED WITH 4% BEING INTERIOR LANDSCAPING.

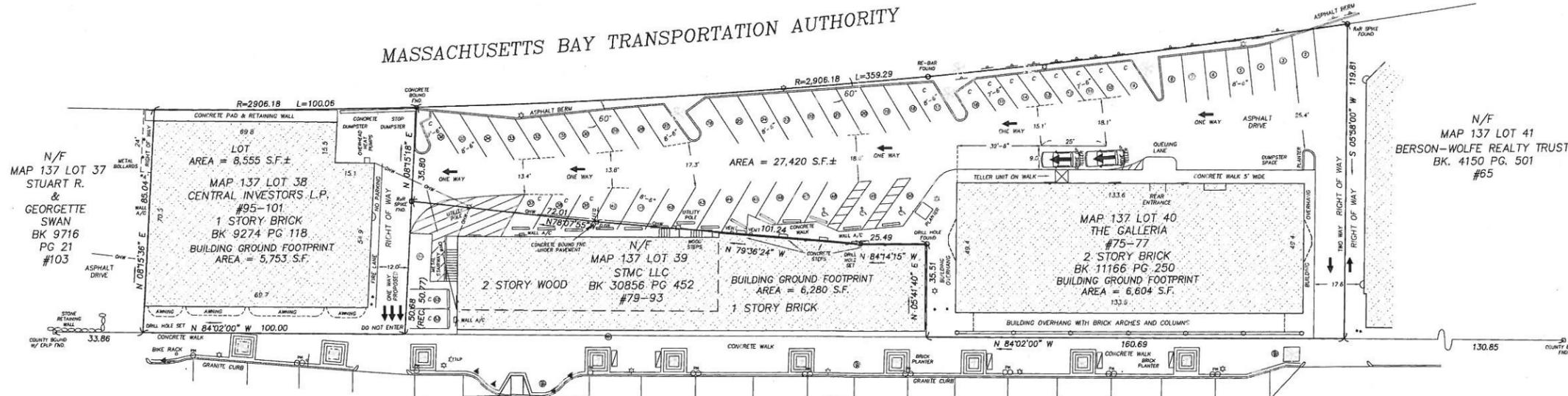


VICINITY MAP SCALE: 1"=2,000'

NOTE:
PARKING SPACES 14 THROUGH 17 ARE TO BE DESIGNATED LONG TERM PARKING FOR EMPLOYEES OF 75-77 CENTRAL STREET. (TO AVOID QUEUING LANE CONFLICT). ALSO PARKING SPACES 28 THROUGH 33 AND PARKING SPACES 37 THROUGH 40 TO BE DESIGNATED LONG TERM EMPLOYEE PARKING.

NOTE:
DRIVE UP UNIT EXCLUSIVE TO CENTURY BANK. USE BY ANY OTHER ENTITY WOULD REQUIRE A NEW PERMIT.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY



MINIMUM PARKING SPACE AND AISLE DIMENSIONS

PARKING ANGLE	SPACE WIDTH	SPACE DEPTH	AISLE WIDTH
61°-90°	8'6"	18'	24'
45°-60°	8'6"	18'	15'
PARALLEL	8'0"	22'	12'

MINIMUM PARKING SPACE AND AISLE DIMENSIONS (COMPACT)

PARKING ANGLE	SPACE WIDTH	SPACE DEPTH	AISLE WIDTH
60°-90°	7'6"	15'	24'
45°-60°	7'6"	15'	15'
PARALLEL	7'0"	19'	12'

-MINIMUM WIDTH OF DRIVEWAY FOR ONE-WAY TRAFFIC = 12'
-PARKING SPACES SHALL BE SET 5' BACK FROM ANY WALL

NOTE:
PARKING NUMBERING SYSTEM BASED ON TRYING TO MATCH 1988 SITE PLAN. IT SHOULD BE NOTED THERE IS NO No. 1 PARKING SPACE.

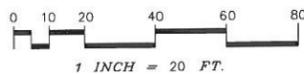
PARKING SUMMARY:
PARKING SPACE TOTAL = 52
15 BEING COMPACT
3 BEING HANDICAPPED

I certify that this plan has been prepared in conformity with the rules and regulations of the registers of deeds of the Commonwealth of Massachusetts.

Registered Professional Land Surveyor

I certify that the property lines shown are the lines dividing existing ownerships, and the lines of streets or ways shown are those of public or private streets or ways already established, and that no new lines for division of existing ownership or for new ways are shown.

Registered Professional Land Surveyor



ZBA 88-87 - Amendment of Site Plan Approval.

ZBA 2012-80 - Special Permit for the Bank Drive Up Facility.

DATE: _____
CITY OF WELLESLEY ZONING BOARD OF APPEALS

REVISION - DATE	2/12/13
JOB NO.	2420

AMENDED SITE PLAN
75 CENTRAL STREET
WELLESLEY, MASSACHUSETTS

Scale: 1"=20'
Date: 01/15/13
Drawn By: SLS
Checked By: Dwg: 2420SP4B

R.E. Cameron & Associates, Inc.
Civil Engineers
Land Surveyors
681 Washington Street, Norwood Massachusetts 02062
Tel: (781) 769-1777 Fax: (781) 769-8644



