



TOWN of WILMINGTON

DEPARTMENT OF PLANNING & CONSERVATION

121 GLEN ROAD, WILMINGTON, MA 01887 www.wilmingtonma.gov (978) 658-8238

Planning Board Minutes April 2, 2019

The Planning Board met on Tuesday, April 2, 2019 at 7:30 p.m. in Room 9 of the Town Hall. The following members were present: Michael Sorrentino, Chair; Randi Holland; Terence Boland; Sean Hennigan; and David Shedd. Valerie Gingrich, Director of Planning was also present.

Minutes

There were no minutes to review.

Form A

There were no ANR plans to review

Matters of Appointment

Continued Public Hearing - Site Plan Review #18-15, Stormwater Management Permit #18-13 and Multi-Family Special Permit #18-01 for 635 Main Street – Map 40 Parcel 1 Massachusetts Equity Investors, LLC, Applicant

PRESENT IN INTEREST: Jeffrey Dirk, Vanasse & Associates
Luke Fabbri, Geological Field Services
Jaqueline Welch

PLANS "635 Main Street, Wilmington, MA" dated October 18, 2018 and last revised December 21, 2019

ELEVATIONS "Wilmington Town Houses, 635 Main Street, Wilmington, MA" dated September 17, 2018

GEOLOGICAL FIELD SERVICES INC. Letters dated January 21, 2016 and July 18, 2018

TRANSPORTATION IMPACT ASSESSMENT dated February 2019

PHASE I INITIAL SITE INVESTIGATION dated January 21, 2016

STORMWATER REPORT dated October 23, 2018 and last revised December 17, 2018

COMPARATIVE DRAINAGE ANALYSIS dated October 16, 2018

ENGINEERING MEMOS dated November 13, 2018 and April 2, 2019

REVIEW LETTERS dated November 1, 2018

LETTERS from Jon Tilton dated November 27, 2018, January 2, 2019, January 25, 2019, and February 25, 2019

J. Welch told the Board they have a redesign of the drainage. She said they submitted the Traffic Study and 21E Report. She introduced J. Dirk from Vanasse & Associates and L. Fabbri from Geological Field Services to answer any questions.

L. Fabbri told the Board he did the Phase I and two rounds of Phase 2 investigation for environmental site assessment. He said he received the Engineering memo today and said they conducted a Phase 2 assessment of the property. L. Fabbri said they did two rounds of assessment based on three recognized environmental conditions identified in the Phase I. The three conditions were some underground storage tanks removed from the property, the use of petroleum hydrocarbons, and back a number of years ago, DEP did an area-wide soil gas survey trying to identify the source of TCE in Wilmington's drinking water wells. This is one of the properties they took a soil gas sample on. At that time the concentration levels were below any action levels but there was an incident report in the file so he said they followed up on it. L. Fabbri said he took four ground water samples. M. Sorrentino asked if he submitted the Phase I and then followed up and did the Phase 2 and L. Fabbri said the Phase I was provided to the client and is not a DEP Phase I. L. Fabbri said he found the information on record and it identified three conditions that should be evaluated. M. Sorrentino clarified that L. Fabbri did the assessment by information found in records and what was on file and L. Fabbri said that was correct. He said the Phase I is the historic review of the property. DEP did a wider spread evaluation to identify sources of chlorinated solvents. He said this property is in a Zone II. He said it was not pursued by DEP but he recommended it be further evaluated. He collected three soil gas samples across the property, two upgrade of the building and one downgrade of the slab. L. Fabbri said soil gas is free to move around. He said he found concentrations under the slab of petroleum hydrocarbons and a couple of chlorinated solvents, not particularly high. He said they are below commercial standards. A couple were above residential standards. He said they were also found coming onto the property. He said there are minor releases. During the assessment he found two chlorinates in the ground water and both were below the drinking water standards. He found soil gas under the building that had chlorinated solvents and petroleum hydrocarbons. L. Fabbri said he identified what is a mica based deposit in some wetlands next to the building. He was concerned that might be a source of contamination but it came back clean. He said mica is a mineral so the people must have been cutting mica board. He said it looked like toothpaste with glitter. He could not get a water sample from the sludge. He recommended when the building is torn down and before soil is dug there should be screening done across the sub-slab. He said there are no floor drains in the building and no evidence of entry points.

M. Sorrentino read Board of Health memo.

J. Welch said all the reports have been submitted. L. Fabbri said there are three rounds of assessments that have been done. V. Gingrich said the documents are not titled and do not refer to what it is. There seems to be some unanswered questions. L. Fabbri read his recommendations. He said when the building is knocked down an assessment of the soils should be conducted because there appears to be a minor release under the building. If that is 120 day reported condition, they have 120 days to remove the release. R. Holland said that is not correct. She said the applicant has to follow procedure and has 120 days to notify DEP of what they will be doing. L. Fabbri argued you can conduct a limited removal up to 100 cubic yards of soil or contaminated oil and 20 yards of contaminated hazardous materials without notification provided you reduce the concentrations to below reportable levels. He said once you trigger the 120 day period, it is called the Limited Removal Act and if you go past that you have a notification. R. Holland said or if you have solid concentrations that exceed what you are planning to do, you need to do an IRA. M. Sorrentino told L. Fabbri he will need to speak with the Board of Health Director. L. Fabbri disagrees with the Board of Health Director that he did not take adequate water samples. He said they took one every 50 feet. D. Shedd asked for an LSP to be on site and L. Fabbri said that would be him and he will be on site. V. Gingrich said there are a couple of mounds as you go into the wetlands near the side of the

building and asked what's in them. L. Fabbri said it is soil and construction debris. He said it looks like there might have been a structure, before this building was even there. He said all he found was waste and mica layer. V. Gingrich said since you cannot get water from the mica, could you get it from material around it? L. Fabbri said he was concerned that it would be a source of other contaminants. He said he took solid samples and analyzed them but didn't find anything. He said since he couldn't get water, there is not much flowing through it. V. Gingrich asked if borings are ever done through a slab and L. Fabbri said yes but there is not much vapor in the air. He said they frequently find acetone and chloroform. L. Fabbri said he will contact the Board of Health Director.

J. Dirk, the traffic engineer, told the Board he understands this will be sent out for peer review so he will just give an overview. He worked closely with the Planning Director and Town Engineer and prepared the study with MassDOT standards and will be able to obtain a state access permit. He said there are driveways into the property but this is a change in use so they will be making changes. He looked at Main Street at Rte. 62, Church Street intersection, the Lowell Street intersection with Main Street and the intersection at Butters Row which is a concern to the town. He collected this year's traffic volume data. J. Dirk said they measured the volume of traffic in a couple of different ways. He said at the intersections he had people standing outside. He said the way it is actually done today, a video camera is strapped to a utility pole and there is somebody that counts vehicles. That was done at all three intersections during commuters' hours, 7 to 9 am and 4 to 6 pm. He said they also do an automatic traffic report which is rubber road tubes on the ground that collect traffic volume and speed data. He said they are left a minimum of 24 hours. He said he actually left them up 72 hours, Thursday through Saturday. J. Dirk said he wanted to see if Saturday conditions are higher representing the worst case analysis. He said on this section of Main Street, the volumes are 30% higher on a weekday than on Saturday. He said where the site is located, Main Street accommodates just under 12,000 vehicles per day with two-way traffic over 24 hours. The morning peak hour is 7:00 am and 8:00 am and afternoon it is roughly between 4:45 pm and 5:45 pm. He said they also measure the speed of traffic as they drive by the site. It's important because you need to see a vehicle traveling at you at the speed it's driving and not at the posted speed. J. Dirk said this site's location is the transition area where the speed limit drops from 40 MPH to 35 MPH heading into Wilmington but if you are heading toward Woburn the speed limit goes from 35 MPH to 40 MPH. He said the majority of vehicles passing the site are traveling 40 MPH or below. That majority is 85% of the vehicles measured over that three day period travel 40 MPH or below. J. Dirk said they look at motor vehicle crash history at each of the intersections, comparing the number of motor vehicle crashes at each location, compared to a crash rate. The crash rate is motor vehicle crashes per million vehicles going through the intersection. He said there was only one area that had a higher than average crash rate and that was at the Butters Row/Cross Street intersection. J. Dirk said at the Lowell Street and Church Street intersection the crash rate is about 2 to 3% higher than at the other intersections, yet the volumes are much lower. He said they look at where there are sidewalks or public transportation services are. He said if there is the ability, when the project is built they connect to all that. There is no public transportation or sidewalk to connect to with this project. He said with the betterments, there will be bike lanes and sidewalks. He said with all projects they look at a future planning horizon established by the state and it is seven years in the future. He said the seven year planning allows for two year permitting, and then five year beyond that making recommendations. He said whatever is recommended, doesn't just work the day it's built but hoping it has some life to it as well. He said in working with the Planning Department, he looks at traffic growth in the area. If no other development happens in the area, traffic volume is going to increase just because if there is a child at home that is twelve now, in five years that child will be driving so that's an extra car on

the road. He explained that is just general growth that happens. He talked about looking at specific projects approved by Planning and other departments that haven't yet been constructed and they account for that traffic. J. Dirk said they looked at the design that was done for the Main Street improvement project. He said that design is based on a 1% growth rate. He said there were four developments they were asked to look at and they were the expansion of Analog Devices, 203 Lowell Street, the concrete plant off Eames Street, and this project. The Institute of Transportation Engineers is where he gets the trip generation. The latest version is 2017. He said this report is based on 49 units which will add 266 vehicle trips to 12,000 vehicle trips to the roadway. He explained his report and gave an example that if he lived on a street with single family homes, and heads out at 5:00 a.m. to go to the gym before work, most of his neighbors are still home and he's not driving during that peak hour so not everyone leaves at the same time. J. Dirk said he looks at US Census data. One of the things on the census is where you live, where you work and mode of transportation you use. He said using this information, most of the traffic is heading towards the north or 60% and 40% is heading to the south. He said if you are heading to Rte. 129 that's 35% of traffic traveling north, 10% heading north east of the site, a small amount heading toward Tewksbury and 10% at Butters Row. He said they looked at the impact of the project. He said when they look at traffic operations at intersections, they look at motorist delays and queueing. He said it is graded like a report card from A to F. D is the limit of traffic operations so you want a D or better. If you are at E you are at full capacity and cannot add any more cars. An F is fail. He said by 2026 there will be Main Street street improvements. He said the concentration at any of the intersections is no more than 10 vehicles. He said there will be some timing signal changes at Lowell Street and that is a high crash area. At the Church Street intersection there will be a replacement of the traffic signal. He said the most significant changes are at the Cross Street/ Butters Row intersection. He said they look at residual queueing and there is none at this site.

M. Sorrentino read Town Engineer's memo into the document.

D. Shedd said the sidewalks should be extended up to the site. M. Sorrentino told the audience there will be a separate peer review. J. Welch asked how long for the peer review. V. Gingrich said they will reach out and get it started. M. Sorrentino asked when the applicant will have the whole package ready for the Board to review and J. Welch said in May. M. Sorrentino said the Board wants a very comprehensive package.

Upon motion duly made and seconded, with four in favor and one abstention (D. Shedd) it was

VOTED: To extend the action deadline for Site Plan Review #18-15, Stormwater Management Permit #18-13, and Multi-Family Special Permit #18-01 for 635 Main Street to May 31, 2019.

Upon motion duly made and seconded, with four in favor and one abstention (D. Shedd) it was

VOTED: To continue the public hearing for Site Plan Review #18-15, Stormwater Management Permit #18-13, and Multi-Family Special Permit #18-01 for 635 Main Street to April 2, 2019 at 7:45 p.m. in the Town Hall Auditorium if the applicant submits revised plans and is ready to present at May 7, 2019 meeting, otherwise the applicant is requested to withdraw.

Continued Public Hearing - Site Plan Review #18-16, Stormwater Management Permit #18-14 and Multi-Family Special Permit #18-02 for 203 Lowell Street – Map 48 Parcel 73 Massachusetts Equity Investors, LLC, Applicant

PRESENT IN INTEREST: Matthew Dusenberry, Land Engineering & Environmental Services
Jaqueline Welch
Michael Welch

MATERIALS CONSIDERED:

PLANS "Site Development Plan, 203 Lowell Street, Wilmington, Massachusetts" dated October 18, 2018 and Site Plan Application Narrative
STORMWATER MANAGEMENT & EROSION CONTROL PLAN dated October 18, 2018
REVIEW LETTER dated November 7, 2018
ENGINEERING MEMO dated November 13, 2018 & April 2, 2019
E-MAIL from Jamie Magaldi dated March 22, 2019
LETTER from Doug Lees dated January 3, 2018 & April 23, 2019
LETTERS from Jacqueline Welch dated November 28, 2018, January 28, 2019, and February 26, 2019

M. Dusenberry recapped the project. He said it's a mixed use project with a three story multi-use building with retail on the first floor and office use on the upper two floors. In the rear there will be a residential building. Originally there were 57 units and it has been reduced to 50 units. M. Dusenberry said they shortened the building which allowed for more landscaping. He removed some parking spaces and increased open space so now they meet the requirement. They added a walkway across the speed hump and added a sidewalk to the retail building. They added entrance access points to each unit of the building. They realigned the curb. The drainage was revised to infiltrate all the stormwater runoff so they no longer need to tie into the Textron drainage system.

M. Sorrentino read Town Engineer's memo into the record.

M. Dusenberry said he will meet with the Town Engineer to go over the stormwater. M. Sorrentino asked J. Welch if the layout they see is what they will get and J. Welch said yes. M. Sorrentino read an e-mail from J. Magaldi. M. Dusenberry said vertical granite curbing is at both entrances. D. Shedd said the letter submitted said the previous proponent agreed to a 15' wide easement along Lowell Street and that would be incorporated but the plan shows a 10' wide easement. M. Dusenberry said they reviewed the past approval and it was written in that as a 10' wide easement so they maintained the 10' wide easement along Lowell Street. D. Shedd said they graded to the existing layout instead of grading to the easement line so a small wall will be required behind the proposed sidewalk and it would be good if it could be built to not preclude the construction of that sidewalk during the widening of the intersection. M. Dusenberry said there are no current plans for sidewalk. The slope could be graded as 2 to 1. D. Shedd asked that V. Gingrich give the applicant a plan of the sidewalk so they could grade to that. V. Gingrich said once she gets a traffic study, she would like TEC to look at it to make comments on those types of things. She said they will look at the traffic report and site layout. D. Shedd said there are a lot of utility poles that will have to be moved and require

space for that. R. Holland said the rendering shows three stories but the plans show two stories. J. Welch said it is on the plan and R. Holland was missing that sheet. R. Holland said this is New England and she asked what type of access there will be and said there should be awnings or covered walkways. J. Welch said their vision is entrances on both sides. R. Holland said the Board can't see the other side of the building so they do not know if there are canopies or covered walkways. T. Boland said it will be helpful to see what is going to be there rather for transportation improvements rather than what's there now. V. Gingrich said if nothing changes with the State's Transportation Improvement Plan (TIP), the Town is looking for construction in 2024. She said we have design money from traffic mitigation and would like to get design done this year. T. Boland said the entrances are narrow so it is tough because Lowell Street is tough and asked if there is something that could be done temporarily. D. Shedd said maybe a side-pocket, or look at temporary striping. T. Boland asked about the grade change at the end of the building? He would like to see a landscaping plan. R. Holland said with the parking to the left of residential building in the back, the Board can't see any connection to the sidewalk to the building. M. Dusenberry showed the Board the walkway and entrance to the building.

J. Welch asked if she can e-mail the traffic study once she receives it and M. Sorrentino asked if they have someone to do a traffic study. J. Welch said the same person as 635 Main Street will do it.

Upon motion duly made and seconded, with four in favor and one abstention (D. Shedd) it was

VOTED: To extend the action deadline for Site Plan Review #18-16, Stormwater Management Permit #18-14, and Multi-Family Special Permit #18-02 for 203 Lowell Street to May 7, 2019.

Upon motion duly made and seconded, with four in favor and one abstention (D. Shedd) it was

VOTED: To continue the public hearing for Site Plan Review #18-16, Stormwater Management Permit #18-14, and Multi-Family Special Permit #18-02 for 203 Lowell Street to May April 2, 2019 at 7:45 p.m. in the Town Hall Auditorium if the applicant submits revised plans and is ready to present at April 2, 2019 meeting, otherwise the applicant is requested to withdraw.

**Continued Public Hearing - Site Plan Review #19-01 for 773 Salem Street,
Map R1 Parcel 23 - Kristen LeDuc, SmartLink LLC for AT&T, Applicant**

A request to extend the action deadline to May 31, 2019 and continue the public hearing to May 7, 2019 was received.

MATERIALS CONSIDERED:

PLANS "AT&T, LTE 3C/4C/5C, Wilmington, MA Salem Street", dated August 30, 2018 and last revised November 18, 2018

ENGINEERING MEMO dated March 4, 2019

LETTERS from Planning Department dated January 18, 2019

LETTER from Ryan Burgdorfer dated March 25, 2019

Upon motion duly made and seconded, it was unanimously

VOTED: To extend the action deadline to May 31, 2019.

Upon motion duly made and seconded, it was unanimously

VOTED: To continue the public hearing for Site Plan Review #19-01 for 773 Salem Street to May 7, 2019 at 7:30 pm.

Public Hearing – Conservation Subdivision Design Special Permit #19-01 for 79 Nichols Street – Map 35 Parcel 29, Attorney Jill Elmstrom Mann for Golden Realty Trust, Applicant

PRESENT IN INTEREST: Jill Elmstrom Mann, Mann & Mann, P.C.
Erik Swanson, Design Consultants Inc.

MATERIALS CONSIDERED:

PLANS "Conservation Subdivision Design, Nichols Street Condominium, Wilmington, Massachusetts" dated December 24, 2018 & Yield Plan dated November 9, 2019
STORMWATER ANALYSIS dated January 17, 2019
REVIEW LETTER dated March 28, 2019
ENGINEERING MEMO dated April 2, 2019
LETTER from Jill Elmstrom Mann dated February 27, 2019
LETTER from Erik Swanson dated February 26, 2019

J. Mann told the Board they have met with Department Heads and received several comments from the Town Engineer and the Planning Department and she said they are working to address any issues. She said this is a 4.5 acre site for 5 condo units. J. Mann believes the property can handle 5 traditional homes. She explained the Wilmington Zoning Bylaws and said if you can make homes within your property, you set a yield plan or density for the number of homes you actually can construct. Once that is complete, you design a concept plan. She said they are proposing 5-single family, 3-bedroom homes, not on septic but on sewer from Jaques Lane. She said with a Conservation Subdivision Design they need to prove to the Town there is a benefit. J. Mann said with a traditional subdivision she would have to put in a long road which is three times longer than the proposed road and it would go over wetlands and create a cul-de-sac. By doing a Conservation Subdivision Design, they are able to reduce impervious surface by 16,000 s.f. She said the Middlesex Canal runs alongside this property and the developer proposes to put up a split rail fence to open a portion of the property to public access. She said one of the other benefits is the applicant does not have to do a crossing for the Middlesex Canal. They will keep a natural vegetative buffer. This will be protected with a conservation restriction. The Open Space will be owned and maintained by the condominium association but the land will be subject to a perpetual conservation restriction and cannot be changed unless you go through an act of congress. She said this is private and the condo association has the power of lien and penalties. She believes that the applicant complies with all the requirements relative to a Conservation Subdivision Design. She said she requested two technical waivers, one of which was for a buffer near the home. She said it meets zoning setbacks, but a CSD requires a 30' vegetative buffer including along the front of a property, so they are asking for a waiver for the front lot home. She said she meets the open space requirements but she is giving more open space and requesting a waiver to give more open space. She said there are many comments and asked if M. Sorrentino would like to waive reading them until they submit revised plans. M. Sorrentino said the applicant's engineer should meet with the Town Engineer. M. Sorrentino said there are a lot of comments and did not read them but said if anyone wanted a copy, one would be provided to them.

Resident, P. Godzyk, 16 Muse Avenue, asked if the blue line on the plan indicated the Middlesex Canal. J. Mann said no, it's just a wetland but showed where the Middlesex Canal was on the plan. P. Godzyk asked what the difference is between this and spot zoning. J. Mann said spot zoning is isolating a particular area and changes the zone. She said this isn't a change in zoning but an allowable use. She said this allows your Town to have flexible zoning. M. Sorrentino explained that spot zoning usually comes up at Town Meeting and won't pass. He said a yield plan shows they can build 5 houses. Resident, C. Dagli, 2 Jaques Lane, said they have had issues with trees falling from that property into the abutter's property. He said they reached out to the current owners but that didn't go too well. He asked if once this project goes in, can they get information of who to contact if there is a problem. V. Gingrich said the back spot will be open space and depending on how the restriction reads it will dictate what they can and can't do including with tree trimming but the condo association will be responsible following the conservation restriction. J. Mann said the condo association will be public record so you will know who to contact. J. Mann said the condo association is responsible but you would go through the town. C. Dagli asked if this gets sold to another developer, will the open space restriction change. J. Mann said it will be perpetual so the restriction will never change. Resident, JR Vandemark, 81 Nichols Street, said the project directly impacts his property and asked how Golden Realty acquired the property. J. Mann said by purchase. JR Vandemark said it went right from Osterberg to Golden Realty and J. Mann said yes. He said you are planning to construct house number one 21' from the street and you say given the majority of the homes on Nichols Street are 20' to 25' from the street but as of yesterday out of 48 houses on Nichols Street, only two houses are within 25'. J. Mann seemed surprised and said they looked so much closer. JR Vandemark said he measured. He said the petitioner suggests that the CSD has a less detrimental impact than a conventional subdivision on the surrounding area, and he said it does not look like it from where he is sitting. He is looking at the back of three condos and asked if there is any backyard. J. Mann said it is just a buffer because people typically don't use the back yard of condos. M. Sorrentino said for clarity, you are constructing 3-bedroom single-family homes so why are you calling these condos? J. Mann said they are single family 2,000 s.f. homes. JR Vandemark asked if this development is considered harmonious to the neighborhood and J. Mann said yes. JR Vandemark said it is not. M. Sorrentino said Jaques Lane is similar. JR Vandemark asked three colonials could be built in that neighborhood and J. Mann said she could put five. JR Vandemark asked if it is financially feasible. J. Mann said this is the best option to give open space. JR Vandemark asked what passive recreation is and J. Mann said it is recreation land that does not entail the use of motorized vehicles. She said there are no fields but you can do walking. M. Sorrentino said you can cross-country ski there. He said they are providing a path to the Canal. J. Mann said having a walking path in someone's backyard is an issue and it couldn't get developed. Resident, B. Bigwood, 300 Chestnut Street, Middlesex Canal Association, said they are looking for an interpretative sign. She said the Middlesex Canal is 27 miles long and goes from the banks of the Merrimack to Nichols Street. JR Vandemark asked how much the grade along the bank would be raised and E. Swanson said none. M. Sorrentino said the Board would like to have the engineer give some spot grades and asked if JR Vandemark would give permission for the engineer to take some spot grades on his property and JR Vandemark agreed. Resident, R. Smith, 12 Jaques Lane, asked if it will revert to a conventional subdivision. J. Mann said when you do a Conservation Subdivision, you have to by-right be able to develop the other plan. A Conservation Subdivision requires a special permit so it is the Board's purview to grant or not to grant. R. Smith asked if there is a timeline. M. Sorrentino said it is hard to say. Resident, N. DeFilippo, 83 Nichols Street, asked how clearing the land will affect the water. M. Sorrentino said it is their responsibility to keep the water on their own property. It will not have any adverse effect on other properties or the roadway. Resident, A. Sawyer, 4 Jaques Lane, asked if there will be a bridge for the walking

trail. J. Mann said they have talked about putting a small bridge so that it's easy to walk. She said they will do directional drilling underground for the sewer. A. Sawyer asked if the grade will need to be built up. He said his house is where the trail will come out. Resident, R. Antonangeli, 449 Shawsheen Avenue, asked where the railroad tracks are running through property. J. Mann said they do not run through it. He said you are constructing five 3-bedroom houses and there will be fifteen additional cars and will add a lot of traffic. He said 1/3 of the trees and brush will be taken away so what about the noise factor. He said because the trees are taken down and the buffer will be removed. P. Godzyk asked if it is a high pressure line and M. Sorrentino said he did not know as he had not seen it yet. E. Swanson said it will be a forced main. E. Swanson said there will be a pump station.

Upon motion duly made and seconded, it was unanimously

VOTED: To continue the public hearing for Conservation Subdivision Design #19-01 for 79 Nichols Street to May 7, 2019 at 8:15 pm.

**Public Hearing – Site Plan Review #19-03 & Stormwater Management Permit #19-02
804 Woburn Street and 1 Analog Way, Map 47 Parcel 2 & Map 46 Parcel 130 – Craig
Bergeron for Analog Devices, Applicant**

PRESENT IN INTEREST: Joseph Persechino, Tighe & Bond
John Richer, CSL
Stephen Baker, Baker Design Group

MATERIALS CONSIDERED:

PLANS "Analog Devices Campus Expansion, 804 Woburn Street, Wilmington, Massachusetts," dated February 7, 2018 and last revised March 7, 2019; Sheets C.301, C.302, C.505 and C.506 last revised March 27, 2019

SUPPLEMENTARY STORMWATER INFORMATION REPORT, dated March 7, 2019

HydroCAD Pre & Post Development Calculations, dated March 27, 2019.

ENGINEERING MEMO dated April 2, 2019

LETTERS from Joseph Persechino dated March 27, 2019 & March 28, 2019

J. Persechino said he was with J. Richer and S. Baker. He said they were before the Board a year ago for Site Plan approval for a new office building, hub and garage at Analog Devices property. J. Persechino said they are back because they shifted the location of the proposed garage 13' to the west and moved it further from the wetlands which increases the green space of the wetland buffer. The hub building located in the center of the campus has been altered to include a roof deck. The overall square footage of the buildings have not increased. The parking has not been changed and the usage has not changed. The size has not been increased. Utilities had to be modified for the new location of the garage and this has been reviewed by the Town Engineer who provided a memo that said his concerns were addressed. He said they were before the Conservation Commission in early March and they were satisfied.

M. Sorrentino read Engineering comments. He read L. Costa's, 22 Suncrest Avenue, e-mail. J. Persechino tried to explain and answer L. Costa's concerns. He showed the Board a plan and said the site, the way it now exists, has is a stormwater drainage system that flows underneath the building to a detention basin adjacent to Ox Bow Drive and to a wetland system over to the northeast. M. Sorrentino asked if the detention basin is on Analog's property and J. Persechino said yes. He said they are balancing flows to those wetlands but

they are not changing the discharge of wetlands to those systems. M. Sorrentino asked if the Board had any questions. R. Holland asked if the town will be responding to the resident at 22 Suncrest Avenue and M. Sorrentino said C. Licciardi can send him the minutes of the meeting. V. Gingrich indicated that town staff had already been in touch with the resident. M. Sorrentino asked if anyone in the audience had any questions. There were none.

V. Gingrich reviewed the approval decision.

Upon motion duly made and seconded, it was unanimously

VOTED: To close the public hearing for Site Plan Review #19-03 and Stormwater Management Review #19-02 for 804 Woburn Street and 1 Analog Way.

Upon motion duly made and seconded, it was unanimously

VOTED: To approve with conditions Site Plan Review Application #19-03 to amend the previous decision for Site Plan Review #18-01 for the construction of an office/R&D building, campus hub building, and 675 space parking garage shown on plans entitled: "Analog Devices Campus Expansion, 804 Woburn Street, Wilmington, Massachusetts," prepared by Joseph M. Persechino, PE, and Bradlee Mezquita, PE, Tighe & Bond, 177 Corporate Drive, Portsmouth, NH 03801; dated February 7, 2018 and last revised March 7, 2019; Sheets C.301, C.302, C.505 and C.506 last revised March 27, 2019; original material submitted on March 11, 2019. Said property is located at 804 Woburn Street and 1 Analog Way, Wilmington, MA 01887 and shown on Assessor's Map 47, Parcel 2 and Map 46 Parcel 130. Approval is as follows:

This is to certify, at a public hearing of the Wilmington Planning Board (Board) opening and closing on April 2, 2019, by a motion duly made and seconded, it was voted:

We, the Wilmington Planning Board, as requested by Analog Devices, under the provisions of Section 6.5 of the Zoning By-Laws of the Town of Wilmington and Board's Site Plan Review Rules and Regulations, to consider the site plan for the construction of a 174,610 square foot office/R&D building, 49,200 square foot campus hub building, and 675 space parking garage at 804 Woburn Street (Assessors Map 47, Parcel 2 and Map 46 Parcel 130), as shown on the twenty-six (26) sheet plan set entitled: "Analog Devices Campus Expansion, 804 Woburn Street, Wilmington, Massachusetts" prepared by Joseph M. Persechino, PE, and Bradlee Mezquita, PE, Tighe & Bond, 177 Corporate Drive, Portsmouth, NH 03801; dated February 7, 2018 and last revised March 7, 2019; Sheets C.301, C.302, C.505 and C.506 last revised March 27, 2019 (the "Site Plan") (the "Project"), do hereby vote to APPROVE the Site Plan and the Project, subject to the Findings and Conditions below.

MATERIALS:

The following materials in addition to the Site Plan were submitted into the public record:

<u>Date submitted</u>	<u>Description</u>
1. March 11, 2019	Project Narrative, prepared by Baker Design Group, 23 Drydock Avenue, Suite 610W, Boston, MA 02210, dated March 7, 2019.

2. March 11, 2019 Site Plan Renderings, Elevations, and Floor Plans, prepared by Baker Design Group, 23 Drydock Avenue, Suite 610W, Boston, MA 02210, dated March 7, 2019.
3. March 11, 2019 "Supplementary Stormwater Information Report," prepared by Tighe & Bond, 177 Corporate Drive, Portsmouth, NH 03801, dated March 7, 2019.
4. March 29, 2019 "Response to Comments – Community Development Technical Review #1," prepared by Joseph M. Persechino, PE, Tighe & Bond, 177 Corporate Drive, Portsmouth, NH 03801, dated March 27, 2019.
5. March 29, 2019 "Response to Comments – Community Development Technical Review #1," prepared by Joseph M. Persechino, PE, Tighe & Bond, 177 Corporate Drive, Portsmouth, NH 03801, dated March 28, 2019.
6. March 29, 2019 "HydroCAD Pre & Post Development Calculations" prepared by Tighe & Bond, 177 Corporate Drive, Portsmouth, NH 03801, dated March 27, 2019.

FINDINGS:

1. The Project site is shown as Map 47 Parcel 2 and Map 46 Parcel 130.
2. The Site Plan contains a design that is sufficiently developed to provide the basis for the Board's determinations regarding the provisions, requirements, standards and guidelines of Section 6.5 of the Wilmington Zoning Bylaws and the Board's Site Plan Review Rules and Regulations.
3. The development of the site as set forth in the Site Plan and ancillary materials submitted by the Applicant complies with the provisions, requirements, standards and guidelines of Section 6.5 of the Wilmington Zoning Bylaws and the Board's Site Plan Review Rules and Regulations.
4. The Applicant satisfactorily addressed the comments made or submitted by the general public and various Town of Wilmington departments except as contained in specific conditions that follow.
5. A Special Permit for Parking Relief was granted May 4, 2018.
6. All conditions of Site Plan Review #18-01 decision remain in full effect.
7. Changes to the project from the previous Site Plan Review #18-01 approval include shifting the garage 13 feet away from the wetlands to allow better truck circulation and the addition of a roof deck on top of the hub building.

CONDITIONS:

The following Conditions shall be required at the Applicant's sole expense, unless otherwise noted:

GENERAL:

1. The Project shall be constructed and operated in accordance with the Site Plan.

2. The Project shall obtain approval pursuant to, and be constructed and operated in accordance with, all applicable local, state and federal bylaws, statutes, ordinances, rules and regulations.
3. If no substantial construction has commenced within two (2) years of a Site Plan approval, the approval shall lapse and a new application, fees and public hearing will be required, provided that if there is an appeal to the Board of Appeals and/or to the courts, the two-year period shall run from the date of the final decision on the appeal.
4. The provisions of this conditional approval shall apply to and be binding upon the applicant, its employees and all successors and assigns in interest or contract.

PRIOR TO ISSUANCE OF A BUILDING PERMIT/PRIOR TO CONSTRUCTION:

5. Plans shall be endorsed by the Planning Board.
6. Prior to commencement of construction, the Applicant shall file an NOI with EPA in accordance with the EPA NPDES Construction General Permit. A copy of the SWPPP must be submitted to the Department of Planning & Conservation and Engineering Division prior to the commencement of construction and inspection logs shall be submitted to the Engineering Division throughout the construction period.
7. The Wilmington Fire Department shall review and approve all building plans prior to construction.

PRIOR TO THE ISSUANCE OF CERTIFICATE(S) OF OCCUPANCY:

8. The Project will impact level of service at the Woburn Street intersections and impact the overall roadway network in the area. The Applicant has agreed to contribute \$100,000 toward traffic mitigation for the surrounding road network prior to the issuance of the first occupancy permit. Funds are to be used for the design and/or construction of improvements to the Lowell Street/Woburn Street intersection or other intersections in the surrounding roadway network.
9. The Operation and Maintenance Plan shall be recorded.
10. Final As-Built Plans in form(s) and format(s) acceptable to the Town Engineer shall be submitted to the Town Engineer and Director of Planning and Conservation.
11. All site work shall be substantially completed in accordance with the approved site plans prior to issuance of a Certificate of Occupancy. In the event that winter season conditions prohibit final landscaping and/or finish paving course from being installed prior to tenant occupancy, the Applicant may post a bond, in a form and amount acceptable to the Planning Board and Town Engineer, covering the cost of completion. This will be considered on a case by case basis. The Applicant must have received all other required Department sign off on Occupancy prior to eligibility.
12. The Applicant shall give reasonable notice to the Engineering Division for inspection prior to backfilling any proposed underground stormwater management system or installation of any other critical design components.

POST OCCUPANCY:

13. Applicant shall maintain or replace landscaping, fencing and lighting as indicated in the Site Plan for the duration of the use. The Applicant shall use best management practices to maintain the required landscaping in presentable and healthy condition.
14. The Applicant shall maintain the Project site in a clean and tidy condition clear of debris and trash. All dumpsters located on the Site shall be enclosed by a fence and be of a side entry design. Dumpsters shall remain closed and enclosures locked.

15. The Applicant shall use good housekeeping practices as outlined in the Operation and Maintenance Plan to maintain the site and keep it in good working condition. All Stormwater best management practices must be inspected, operated, and maintained in accordance with the Operation and Maintenance Plan.
16. Snow in excess of the areas provided for snow storage on the Site Plan is to be removed from the site within five (5) days of a snow event. Snow shall not be pushed into stormwater management areas, and drainage structures shall remain clear of snow.
17. The operation, maintenance, repair, and replacement of all drainage structures constructed pursuant to the Project and located within the site shall be the Owner's responsibility.

**DECISION OF THE WILMINGTON PLANNING BOARD
AS PERMIT GRANTING AUTHORITY FOR STORMWATER MANAGEMENT PERMITS
UNDER SECTION 51 OF THE BYLAWS OF THE INHABITANTS OF THE TOWN OF
WILMINGTON**

April 5, 2019

ISSUED for Property located at 804 Woburn Street and 1 Analog Way, Wilmington, Massachusetts (Map 47 Parcel 2 and Map 46 Parcel 130)

Case No.: Stormwater Management Permit **#19-02**

Applicant: Craig Bergeron, Analog Devices, 804 Woburn Street, Wilmington MA 01887

The Wilmington Planning Board has reviewed and approved the Stormwater Management application and plan for a 174,610 square foot office/R&D building, 49,200 square foot campus hub building, and 675 space parking garage shown on plans entitled "Analog Devices Campus Expansion, 804 Woburn Street, Wilmington, Massachusetts," prepared by Joseph M. Persechino, PE, and Bradlee Mezquita, PE, Tighe & Bond, 177 Corporate Drive, Portsmouth, NH 03801, dated February 7, 2018 and last revised March 7, 2019; Sheets C.301, C.302, C.505 and C.506 last revised March 27, 2019, material submitted on March 11, 2019 subject to the conditions below.

MATERIALS:

The following materials in addition to the Site Plan were submitted into the public record:

<u>Date submitted</u>	<u>Description</u>
March 11, 2019	"Supplementary Stormwater Information Report", prepared by Tighe & Bond, 177 Corporate Drive, Portsmouth, NH 03801, dated March 7, 2019.
March 29, 2019	"HydroCAD Pre & Post Development Calculations" prepared by Tighe & Bond, 177 Corporate Drive, Portsmouth, NH 03801, dated March 27, 2019.

STANDARD CONDITIONS

1. Waivers granted: None

2. The development shall not alter the flow of stormwater runoff leaving the site, nor shall it alter the stormwater flow to any adjoining properties, public ways or wetland resource areas.
3. The development shall comply with the performance standards of the most recent version of the Massachusetts Department of Environmental Protection (DEP) Stormwater Management Handbook.
4. The applicant shall provide and maintain erosion and sedimentation controls until the site is permanently stabilized.
5. The applicant shall inspect and maintain the site and stormwater management systems. Maintenance requirements for the site shall remain in perpetuity with the parcel.
6. To the maximum extent practicable, the development shall provide on-site infiltration and meet the Recharge Additional Performance Standards as specified in Appendix E of the Town of Wilmington Comprehensive Stormwater Management Regulations adopted February 2, 2010 and last amended on October 2, 2018.

SPECIAL CONDITIONS

1. Erosion controls shall be inspected by the Department of Planning & Conservation two business days prior to the start of construction.
2. The Applicant shall give reasonable notice to the Engineering Division for inspection prior to installing any stormwater management system or any other critical design components.
3. Snow shall not be pushed into stormwater management areas and drainage structures shall remain clear of snow.
4. The Project shall be operated in accordance with the Operation and Maintenance Plan. The Operation and Maintenance Plan shall be recorded prior to issuance of a Certificate of Occupancy.
5. The Project construction area shall be operated in accordance with the Stormwater Pollution Prevention Plan.

ISSUED ON April 5, 2019

**Public Hearing for Site Plan Review #19-02 and Stormwater Management Permit #19-01
100 - 110 Fordham Road – Map 91 Parcel 121, Adam Binnie for Fordham Park, LLC,
Applicant**

PRESENT IN INTEREST: Adam Binnie, Carlisle Capitol
Paul D. Chisholm, Keach-Nordstrom Associates, Inc.
William Frisella, North Point Construction

MATERIALS CONSIDERED:
PLANS "Non-Residential Site Plan, 100-110 Fordham Road, Wilmington, Massachusetts,"
Sheets 1 through 13, dated February 15, 2019

STORMWATER MANAGEMENT REPORT dated February 15, 2019
ELEVATIONS dated March 5, 2019
ENGINEERING MEMO dated April 2, 2019
LETTER from Paul Chisholm dated April 1, 2019

A. Binnie told the Board his company owns approximately 800,000 sf. in the Town of Wilmington. He said they started this project about four months ago. It is a park of four buildings. A. Binnie said they are before the Board for building D which is about 100,000 s.f. He said it has been vacant on and off for 15-20 years. A. Binnie said it is obsolete because of the ceiling height. He said they are actually raising the roof. They will not increase the footprint. They will jack up the roof and use the same roof with new siding.

P. Chisholm said the property is 40 acres in total area. There are a number of buildings on site, A, B, C & D. All the buildings have mixed-use from office to industrial/warehouse. He said on the north side, 10 acres is wetland area. The portion to the north is also in the Groundwater Protection District. P. Chisholm said the building height will go up from 16' to 30'. He said they will be cutting in 10 new loading docks. They need to redevelop the parking lot to make it functional. They will regrade that area and reconstruct the parking lot. The impervious area will be reduced. He said there is no treatment or drainage on site today. Everything runs into catch basins with deep sumps or discharges directly into the wetland. He said there will be a new closed drainage system. P. Chisholm said there will be 2 deep sump catch basins with hoods for oil protection. He said the system was sized for the 1" water volume. He said there is an Erosion Control Plan and an Operations and Maintenance Plan that will be recorded at the Registry of Deeds. The site qualifies as a redevelopment site but was designed above and beyond that. He said he reviewed Engineering comments and takes exception to #2. He said the pipe was discovered right next to the test holes. W. Frisella said when they excavated, they found the top of the roof leader just off one of the test pits running through the parking lot. It drains into the wetland. P. Chisholm said if you construct a new pipe it would be extremely flat. He does not want to do that because he believes there will be a capacity issue with backwater. He said there are a number of test pits performed in the parking lot area that did not come back great. He believes there are valid reasons to not comply with the Town Engineer's concern. M. Sorrentino asked if there will be the same roof runoff as with the previous design and P. Chisholm said there will be no change. He said since this is a redevelopment project and there should be a little more leeway.

M. Sorrentino read Engineering comments into the record.

P. Chisholm addressed each comment. He said with respect to item #1, the system is actually oversized, #2 was discussed earlier, and with #3, the storm drains are not inaccessible because of sedimentation. It's just a narrow manhole because it's older. He said he showed a catch basin but did not remove it. He said he has no issue with the comments regarding the Operation & Maintenance Plan. P. Chisholm said the SWPPP has been updated and lastly, the O&M Plan will be recorded at the Registry of Deeds. With respect to traffic, he explained a trip is a trip and it doesn't matter if it's a big truck or box truck, a car or a motorcycle. When there is no actual change in use of the building, that square footage will show a net 0 impact. The Town Engineer asked that a more realistic look was taken and that is valid. With less parking, there will be fewer vehicles on the site. P. Chisholm told the Board he hoped they would approve the project and M. Sorrentino said he would need to respond to the Town Engineer. W. Frisella said they pulled a building permit for the interior.

D. Shedd asked how they will use an existing roof or raise it up. W. Frisella said the roof will be cut off at the columns and jacked up in two sections because of how the building was constructed. He said they raise the roof, hold it in place and rebuild the walls. The sprinkler systems are cut away and electrical and once the roof is on, everything gets reconnected. Each column is jacked up. M. Sorrentino asked how many feet it will be raised and W. Frisella said they are going up 16'. W. Frisella suggested the Board look up videos from a company called Roof Lifters if they want to see how it's done. They have hired the job out to Roof Lifters. They have multiple bracing. He said in this case they will be adding extra exterior columns along the perimeter. It takes 7 to 8 days to raise each section because they do it a little bit at a time. M. Sorrentino asked about earthquake code and W. Frisella said they just received the seismic plan and they are adding quite a bit of seismic bracing. W. Frisella said they are taking out the fire protection system as well because the system there now does not pass code. R. Holland asked if there will be skylights and W. Frisella said there are skylights now. He said as the rooftop units start to go, they will be replaced with the more efficient Cambridge unit. A. Binnie said the cost associated with doing what the Town Engineer potentially proposes for roof infiltration, they asked Northpoint if they can cut the sides of the building off. V. Gingrich asked him to explain. A. Binnie said the line is the 100' buffer. V. Gingrich said the wetland buffer doesn't trigger the Groundwater Protection District. That's its own piece of the Zoning Bylaw and this project needs to go before the Board of Appeals because it is over the 15% impervious coverage and to make up for that it is requested that you infiltrate. V. Gingrich asked if the 24.4% is proposed or existing and A. Binnie said it is existing. V. Gingrich asked what the proposed percentage is and P. Chisholm said actual impervious will be a reduction. V. Gingrich said the Board needs to know that number as well. P. Chisholm said it drops down 1 point making it 23.4%. P. Chisholm said test pits came back pretty bad and not a lot of good infiltration so it would not be a good design to have impervious pavement. M. Sorrentino suggested he meet with the Town Engineer prior to the next Planning Board meeting.

Upon motion duly made and seconded, it was unanimously

VOTED: To continue the public hearing for Site Plan Review #19-02 and Stormwater Management Permit #19-01 for 100-110 Fordham Road - Map 91 Parcel 121 to May 7, 2019 at 7:40 p.m. in Room 9 of the Town Hall.

Board of Appeals

At its meeting on Tuesday, April 2, 2019 the Planning Board voted to recommend as follows:

Case 6-19: 100-110 Fordham Road, Map 91 Parcel 121

Upon motion duly made and seconded, it was unanimously

VOTED: The Planning Board is currently reviewing this Project through Site Plan Review and will provide a recommendation after review is completed.

Case 7-19: 84 Grove Avenue, Map 34 Parcel 7

Upon motion duly made and seconded, it was unanimously

VOTED: To recommend that the existing nonconforming setbacks not be exceeded as to not be more detrimental to the neighborhood.

Old Business

There was no Old Business to discuss.

New Business

Request to endorse plans for Site Plan Review #18-17 & Stormwater Management Permit #18-16 for 196 Ballardvale Street - Map R2 Parcel 7E – MAPVALE LLC, Applicant

A request to endorse plans was received.

MATERIALS CONSIDERED:

PLANS "Site Plan, 196 Ballardvale Street, Wilmington, MA", Sheets 1 through 15, dated December 7, 2018 and last revised March 22, 2019

Upon motion duly made and seconded, it was unanimously

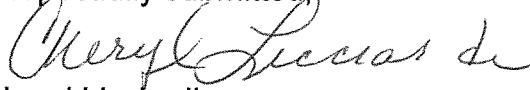
VOTED: To endorse plans for Site Plan Review #18-17 for 196 Ballardvale Street entitled "Site Plan, 196 Ballardvale Street, Wilmington, MA", Sheets 1 through 15, dated December 7, 2018 and last revised March 22, 2019, prepared by Benjamin C. Osgood, Jr., P.E., Ranger Engineering & Design, 13 Branch Street, Suite 101, Methuen, MA 01844. Said property is located at 196 Ballardvale Street, Wilmington, MA 01887 and shown on Assessor's Map R2 Parcel 7E.

There being no more business to come before the Board, it was unanimously

VOTED: To adjourn the meeting at 10:45 p.m.

NEXT PLANNING BOARD MEETING: March 19, 2019

Respectfully submitted,



Cheryl Licclardi
Recording Clerk

