



TOWN of WILMINGTON

DEPARTMENT OF PLANNING & CONSERVATION

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

Planning Board Minutes June 4, 2019

The Planning Board met on Tuesday, June 4, 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; and Sean Hennigan. Valerie Gingrich, Director of Planning & Conservation, and Sierra Pelletier, Assistant Planner were also present

Minutes

The Planning Board reviewed the April 2, 2019 and May 7, 2019 minutes.

Upon motion duly made and seconded, it was unanimously

VOTED: To approve the April 2, 2019 and May 7, 2019 minutes as drafted.

Form A

There were no ANR plans to review

Matters of Appointment

**Public Hearing – Preliminary Subdivision #19-01 for 635 Main Street – Map 40 Parcel 1
Richard L. Williams, Williams & Sparages for Art Hayden, Applicant**

PRESENT IN INTEREST: Jon Tilton, Williams & Sparages
Jaqueline Welch, Massachusetts Equity Investors, LLC

MATERIALS CONSIDERED:

PLANS "Preliminary Plan, Jackie Drive, Wilmington, MA" dated May 1, 2019

ENGINEERING MEMO dated June 3, 2019

LETTER from Jon S. Tilton dated May 1, 2019

REVIEW LETTER dated May 31, 2019

J. Tilton showed the Board a plan and said the property in on Main Street and goes up to Butters Row. He said they are proposing a two-lot subdivision with 150' roadway with cul-de-sac in the middle. There is frontage on both Main Street and along the proposed roadway and cul-de-sac. There are utilities, sewer, water and drainage. Two catch basins are being proposed at the low point and will discharge to a small wetland area. He said they have an approved ORAD from the Conservation Commission. M. Sorrentino asked if this is related to the other development at the same address before the Board and said that the Board is supposed to discuss traffic at this meeting. J. Welch said this is a zoning freeze. M. Sorrentino asked if the Board is looking at two things for the same parcel and J. Welch said yes. V. Gingrich explained that the applicant can get a plan approved for a subdivision but they do not actually have to subdivide the parcel. She said they must submit a definitive

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subdivision application within 7 months of their preliminary to freeze zoning. M. Sorrentino said each application will be looked at on its own merit. J. Welch said they know what they will build and M. Sorrentino said the Board does not know and each one will be treated as an individual file. V. Gingrich said the comments are based on the application before us. M. Sorrentino asked if this property was rezoned at a Town Meeting. V. Gingrich said the rezoning was a couple years back and it was made Mixed-Use by petition so it will have to meet the lot requirements for that district. M. Sorrentino said even though they are showing a residential use, they have to meet the zoning requirements of the zone. V. Gingrich said a question for the applicant is what type of use they are proposing, whether it is a commercial subdivision or residential. M. Sorrentino said he thought it was residential. J. Tilton said most likely it will be commercial based on Mixed-Use. V. Gingrich said they could do office, retail and/or Multi-Family. She said lot 2 does not have a lot of usable area and is pretty wet. As proposed, it has some wetland impacts.

M. Sorrentino read the Town Engineer's memo and the Planning Department review letter into the record.

M. Sorrentino asked if the applicant needed to file with the Conservation Commission and V. Gingrich said not unless they are actually going to build the roadway. J. Tilton said the preliminary subdivision requirements are minimal so the plans were kept simple. V. Gingrich said there are certain things that should be shown on the plan so they will need to be revised.

Upon motion duly made and seconded, it was unanimously

VOTED: To extend the action deadline for Preliminary Subdivision #19-01 for 635 Main Street to July 31, 2019.

Upon motion duly made and seconded, it was unanimously

VOTED: To continue the public hearing for Preliminary Subdivision #19-01 for 635 Main Street to July 9, 2019 at 7:45 p.m. in Room 9 of the Town Hall.

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: Jon Tilton, Williams & Sparages
Jaqueline Welch, Massachusetts Equity Investors, LLC
Wing Wong, Green International

MATERIALS CONSIDERED:

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, April 2, 2019, and May 7, 2019

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REVIEW LETTERS dated November 1, 2018 and May 1, 2019

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

J. Tilton said at the last public hearing, the Board wanted to strictly discuss traffic. J. Welch told the Board their traffic engineer could not make the meeting but she submitted his comments in response to the Green International analysis. V. Gingrich said that W. Wong from Green International will present the peer review results.

W. Wong said they reviewed the traffic study as well as the site plan for the residential development. There are two proposed driveways connecting to Rte. 38. He said MassDOT has a proposed project along the Rte. 38 corridor and there are proposed sidewalks for both sides of the road. It includes bike lanes, new traffic signals and other improvements. He prepared a memorandum and the applicant's traffic engineer responded. W. Wong said he prepared the traffic analysis consistent with industry standards and was reasonable and as a result, the peer review comments are minor in nature. He talked about the FDR (Functional Design Report) and the RSA (Road Safety Audit). They both review crash history over the 2013-2015 time range and comparing them to the applicant's study, they found there are some discrepancies between the number of crashes so they recommend the applicant take a second review of the crash history. The applicant responded and Green International found their response to be accurate. W. Wong said he had a problem with trip assignments. He said the applicant assumed that 35% of the traffic will be using Rte. 129 and Main Street to and from to access the site. Cross Street is expected to see only 3% of the traffic. He said given their knowledge, Green International believes the percentages should be reversed because more people will use Cross Street to access Lowell Street. He said the applicant revised the 3% to 25% and the 35% is now 12%. W. Wong said the numbers are now more reasonable and the applicant has updated the traffic analysis. W. Wong said the timing of the MassDOT project is still uncertain. It's slated for state funding for the year 2023. He said they looked at outside mitigation measures proposed by the applicant. The applicant has agreed to mitigation at the Cross Street, Lowell Street intersection. He said Green International asked the applicant to define what that mitigation is. He said there is a passing zone on Rte. 38 between Cross Street and Lowell Street. The MassDOT project will remove the passing zone. Green International recommends that as part of this project the passing zone be removed as it is not safe. They suggest restriping the centerline with double lines and the applicant responded that they will do that. W. Wong said the Cross Street intersection sees high volume and high crash history and crash rates, and the applicant proposes to install warning signs but Green International believes more can be done. Some of those things include removing vegetation and decorative rocks improving sight distance so that you can see the cars on Main Street. He said the applicant has committed to making those improvements. W. Wong said all comments have been adequately responded to and there is nothing more on the traffic study. W. Wong said they reviewed the site plan as well. He showed the plan he reviewed. He said the southern driveway has a two-way entrance and the northern driveway is right turn only. He said because the MassDOT project status is unknown, the applicant should consider that its project will happen before the MassDOT project. There is a guardrail where the proposed driveway is expected and the proposed sidewalk is supposed to tie into the MassDOT sidewalk so Green International recommends the applicant consider what will happen to the guardrail and the sidewalk when the project happens. He talked about the proposed sidewalk only on the side of the south driveway for access to Main Street that could lead to pedestrian inconvenience if they want to head north on Main Street. He suggested the applicant add an additional sidewalk along the north side of the development. W. Wong said if the new sidewalk is added, he recommends the sidewalk be finished within the development as well as along

Main Street in front of the property. He said the ramps should comply with ADA regulations. W. Wong said there are two snow storage areas proposed, one on the north side of the garage and the other behind the garage but there is a potential to block both of these areas if there are cars parked in front of them. He said in the garage there are three spaces proposed that are in front of the snow storage area. He strongly recommends relocating the three parking spots. W. Wong said it's the same on the other side of the garage. There are three parking spots that need to be relocated because they could block the flow of the garage. He said at the end of the garage, the last two spaces are very tight for vehicles to maneuver so he recommends that some buffer space be provided for the end spaces. W. Wong said there is proposed bicycle parking outside the garage. The traffic study said there would be bike parking in the garage as well so he said there should be consistency and they should add some bike parking in the garage. He said the natural flow of traffic heading south is basically to use the southern driveway. He said the driveways should be switched so that the south driveway is right exit only and the northern driveway would have the two-way access. Green International has not received comments back on the site plan so he will coordinate with the Town once he receives them.

M. Sorrentino expressed his dissatisfaction with the applicant and explained that they were told at last month's meeting to have their traffic engineer present because this meeting was intended specifically to discuss traffic. M. Sorrentino told the applicant that one of the traffic engineer's colleagues should have been present if he was unable to attend. He said traffic is one of the major points of this development and there should have been a discussion about it. He said the plan has not been updated and told the applicant that most likely the Planning Board will ask that some units be removed from the site decreasing building size. M. Sorrentino asked if there was anyone in the audience present for this project and nobody spoke up.

J. Welch said the traffic engineer will come to the next meeting with an update.

Upon motion duly made and seconded, it was unanimously

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 June 31, 2019.

Upon motion duly made and seconded, it was unanimously

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 July 9, 2019 at 8:00 p.m. in Room 9 of the Town Hall.

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

A request to continue the public hearing was received.

PRESENT IN INTEREST: Doug Lees, Land Engineering
Jaqueline Welch

MATERIALS CONSIDERED:

PLANS "Site Development Plan, 203 Lowell Street, Wilmington, Massachusetts" dated October 18, 2018 and last revised April 23, 2019 and Site Plan Application Narrative STORMWATER MANAGEMENT & EROSION CONTROL PLAN dated October 18, 2018 and last revised April 23, 2019

REVIEW LETTERS dated November 7, 2018 and May 1, 2019

ENGINEERING MEMOS dated November 13, 2018, April 2, 2019 and May 7, 2019

E-MAIL from Jamie Magaldi dated March 22, 2019

LETTER from Doug Lees dated January 3, 2018

LETTERS from Jacqueline Welch dated November 28, 2018, January 28, 2019, February 26, 2019, March 18, 2019, May 30, 2019

Upon motion duly made and seconded, it was unanimously

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 July 31, 2019.

Upon motion duly made and seconded, it was unanimously

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 July 9, 2019 at 8:15 p.m. in Room 9 of the Town Hall.

Public Hearing – Preliminary Subdivision #19-02 for 203 Lowell Street – Map 48 Parcel 73 – Doug Lees for Michael Howland, Howland Development, Applicant

PRESENT IN INTEREST: Doug Lees, Land Engineering
Jaqueline Welch

MATERIALS CONSIDERED:

PLANS "Preliminary Plan in Wilmington, Massachusetts" dated April 23, 2019

ENGINEERING MEMO dated June 3, 2019

LETTER from Doug Lees dated April 30, 2019

REVIEW LETTER dated May 31, 2019

D. Lees told the Board the applicant is proposing to subdivide the existing 4.6 acres parcel into three parcels. The property is zoned Neighborhood Mixed-Use with a minimum lot size of 20,000 sf. The lots shown on the plan are 31,700 sf., 52,461 sf., 96,780 sf. with a proposed 344 ft. long roadway. He said he received a review letter from the Planning Department and comments from DPW. He said there was a question about a waiver and they will be requesting to waive the location of the trees 6" or greater, and the treeline is shown on the existing conditions plan and he was unsure if the Board would like him to locate each tree, 6" or larger, but they will all be coming down for the project so it seemed like extra work. M. Sorrentino said the Board will hold off on a decision for that request for now.

M. Sorrentino did not read comments into the record.

V. Gingrich said this is Neighborhood Mixed-Use and she questioned if it would be residential or business. M. Sorrentino said that's a good question. He assumed it would be residential.

J. Welch said it would be commercial with multi-family. M. Sorrentino told the applicant to

explain why she filed for a preliminary subdivision. J. Welch said she is not the owner of the property. She said the owner is the applicant. She said if for some reason she doesn't buy the site, the owner would not have to provide affordable housing and could get market rate. D. Lees said the State Zoning Act has a clause that if a preliminary subdivision is filed prior to a Town Meeting and the definitive subdivision is filed within seven months, of the preliminary subdivision approval it locks in the zoning on the parcel as to what it was prior to Town Meeting. M. Sorrentino said there are some inconsistencies. He said the applicant initially said they were going to build affordable houses so people could afford to stay in Town and now that the Town passed the Inclusionary Zoning, the applicant seems to be going around it. M. Sorrentino said the applicant told Town residents at Town Meeting a couple of years back when they were rezoning Main Street that it was to help young people afford to stay in Town. M. Sorrentino asked if there were any comments and there were none.

Upon motion duly made and seconded, it was

VOTED: To extend the action deadline for Preliminary Subdivision #19-02 for 203 Lowell Street to July 31, 2019.

Upon motion duly made and seconded, it was

VOTED: To continue the public hearing for Preliminary Subdivision #19-02 for 203 Lowell Street to July 31, 2019 at 8:20 p.m. in Room 9 of the Town Hall.

Continued 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

A request to continue the public hearing was received.

MATERIALS CONSIDERED:

PLANS "Conservation Subdivision Design, Nichols Street Condominium, Wilmington, Massachusetts" dated December 24, 2018 & Yield Plan dated November 9, 2018
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

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 July 9, 2019 at 8:30 pm.

Continued Public Hearing – Site Plan Review #19-04 & Stormwater Management Permit #19-03 for 36 & 38 Upton Drive – Map R1 Parcels 18 & 18L – PGA Realty Co., Applicant

PRESENT IN INTEREST: Todd P. Morey, Beals Associates, Inc.
Matthew E. Costa, Beals Associates, Inc.
Peter Crock, PGA Realty

MATERIALS CONSIDERED:

PLANS "Upton Park, 36-38 Upton Drive, Wilmington, Massachusetts", dated April 1, 2019
OPERATION & MAINTENANCE CONTROL PLAN dated April 1, 2019
OPERATION & MAINTENANCE CONTROL PLAN dated May 31, 2019
TRAFFIC IMPACT AND ACCESS STUDY dated September 14, 2018
FLOOR PLANS and ELEVATIONS dated March 27, 2019
TURNING ANALYSIS EMERGENCY ACCESS dated April 1, 2019
EMERGENCY ACCESS – MAIN, LOOP ROAD NORTH – ENTER dated April 9, 2019
FIRE TRUCK COMPARISSON
REVIEW LETTER dated May 1, 2019
ENGINEERING MEMO dated May 1, 2019
LETTERS from Matthew Costa dated April 4, 2019 and April 18, 2019

T. Morey told the Board that at the last public hearing they received quite a few comments and have worked through many of the issues. The biggest change is building A was moved 20' forward. He said they made sure trucks could easily access it and they prepared a turning analysis. He said this is a 20' paved driveway located 10' off the backside of that building. In the original design, there was a 1:1 slope to the property line with a 25' drop. There is a guardrail along the edge and some screening trees. T. Morey said the comment was that it was extremely tight back there so the building was moved, the radius increased and the slope was made much gentler with a bigger shoulder that guarantees the trees will survive. To make sure that everyone understood it was an emergency access only, he included some gates. He said they added signage so trucks won't end up down there. He said they need to work with the Fire Department and they will try to set up a meeting with them to make sure they approve of the design. T. Morey said they will get rid of the pavement in the cul-de-sac at Building D to make it look more like a traditional street. He said he believes the large truck will be able to maneuver into the loading docks without using the street but still needs to draw up the analysis.

T. Morey said the Traffic Peer Review has not been received yet but they are hoping to have it back in a couple of weeks and when they receive it they will have GPI respond. M. Sorrentino asked if they were waiting for architectural drawings and T. Morey said he submitted a rendering. The rendering shows Buildings A, B & C. They will be tilt up concrete panel construction. R. Holland said it looks more like a prison. She said Buildings A & B are very square and very big. Building C has plenty of space around it. R. Holland suggested cutting 10' off Buildings A & B and centering them on the parcel more like Building C. T. Morey said they tried a lot of different layouts for the site.

Upon motion duly made and seconded, it was

VOTED: To extend the action deadline for Site Plan Review #19-04, Stormwater Management Permit #19-03 for 36 & 38 Upton Drive to July 31, 2019.

Upon motion duly made and seconded, it was

VOTED: To continue the public hearing for Site Plan Review #19-04, Stormwater Management Permit #19-03 for 36 & 38 Upton Drive to July 9, 2019 at 8:45 p.m. in Room 9 of the Town Hall.

**Public Hearing – 81 G Application #19-01 for 16 Longview Road – Greg Saab, ESS
for Gregg Roberts, Applicant**

PRESENT IN INTEREST: Greg Saab, ESS
Michael Newhouse, Esq.
Gregg Roberts
Brian Stickney

MATERIALS CONSIDERED:

PLANS "Site Plan for Gregg Roberts at 16 Longview Road, Map 88 Lot 73, Wilmington, Mass."
dated May 5, 2019
ENGINEERING MEMO dated June 3, 2019

G. Saab said there is an existing house with a four-bedroom septic that was built in 1950. He showed the Board the section of road that was not accepted. He said the applicant bought the house with plans on rehabbing it but he found the basement floods and it was in too poor condition. The applicant is proposing to build a new four-bedroom home with an upgraded septic system, drainage system, driveway, and add a turnaround in the road in front of the property. G. Saab said because it is not on the official map, they need to improve the road.

V. Gingrich said the applicant coordinated with the Town in the beginning of the process so the Town Engineer has no comments. She said as it is designed, you can drive down Longview Road and make a turn in a SUV without stopping. She said it will be helpful for trash pickup and the Fire Department is happy with it.

T. Boland asked if everyone can make the turn. V. Gingrich said if you go down Longview to the end and you hug that side, you can swing around. G. Saab said they plan to keep the mature tree. M. Sorrentino asked if there were any questions from the audience and there were none. He said the Board was satisfied. R. Holland asked if the basement grade is being raised and G. Saab said yes, 2' above the water table so a sump pump will not be dumping water into the street.

V. Gingrich said that a draft decision has been prepared if the Board would like to approve the application. She said that she asked for one change to the plan and G. Saab has already made the change. She asked that he define the limit of work to show the disturbance is under 20,000 sf. for stormwater purposes. M. Sorrentino asked that the iron pins be installed on corners of the lot prior to occupancy.

Upon motion duly made and seconded, it was

VOTED: To close the public hearing and approve with conditions an 81G application and plan entitled, "Site Plan, 16 Longview Road, Wilmington, Mass" dated May 5, 2019, scale 1"=20', prepared by Clayton A. Morin, PE, ESS, 70 Bailey Court, Haverhill, MA 01832, concerning the property located at 16 Longview Road, and shown on Assessor's Map 88, Lot 73 subject to the Findings and Conditions below.

FINDINGS:

1. The Project includes the addition of 230 square feet of pavement to create a turnaround area in front of the property located at 16 Longview Road.

2. The Roadway Improvement 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 Chapter 41 Section 81G of the MA General Laws.
3. 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.

CONDITIONS:

1. Roadway improvements shall be constructed in accordance with any other applicable regulations of the Town of Wilmington.
2. Roadway improvements shall be constructed within one (1) year from the date of this approval, unless an extension is granted by the Planning Board.
3. Any modification to the approved plans must receive the prior approval of the Planning Board.
4. Final release of surety (contingency) may occur after twelve (12) months following the completion of the roadway work.

PRIOR TO ENDORSEMENT:

5. The plans shall be revised to show the limit of work to confirm that the amount of disturbance is less than 20,000 square feet.

PRIOR TO THE ISSUANCE OF A BUILDING PERMIT/CONSTRUCTION:

6. At least one (1) week prior to the commencement of earth moving activities, the applicant or designated authority shall schedule a pre-construction meeting with the Department of Planning & Conservation and the Engineering Division.
7. A Simple Stormwater Management Permit shall be obtained.
8. Prior to the commencement of construction, erosion controls shall be installed and shall be inspected by the Department of Planning & Conservation at least two (2) business days prior to the start of construction.
9. Prior to the issuance of a Building Permit for the dwelling, an acceptable form of surety shall be provided for the completion of the roadway improvement project.

PRIOR TO THE ISSUANCE OF CERTIFICATE OF OCCUPANCY:

10. The Applicant or designated authority shall give reasonable notice (at least 24 hours) to the Engineering Division for inspection prior to installation of the proposed roadway section (i.e., sub-grade, grave base, binder, and wearing surface) and prior to backfilling any proposed stormwater management system.
11. Iron pins shall be installed at all lot corners.

12. Roadway improvements shall be completed and a final As-Built Plan for the roadway improvement project, in form(s) and format(s) acceptable to the Town Engineer, shall be submitted to the Engineer and Director of Planning & Conservation.
13. Final As-Built Plans for the new dwelling, in form(s) and format(s) acceptable to the Town Engineer, shall be submitted to the Engineer and Director of Planning & Conservation.

Upon motion duly made and seconded, it was

VOTED: To endorse the plan entitled, "Site Plan, 16 Longview Road, Wilmington, Mass" dated May 5, 2019, and last revised May 28, 2019.

Public Hearing - Site Plan Review #19-05 & Stormwater Management Permit #19-04 for 100 Research Drive - Map R3 Parcel 401 – Michael J. Juliano, Eaglebrook Engineering & Surveying, LLC, for Joseph Martignetti, Applicant

PRESENT IN INTEREST: Michael Juliano, Eaglebrook Engineering & Surveying, LLC
John Paul Martignetti, Martignetti Real Estate

MATERIALS CONSIDERED:

PLANS "100 Research Drive, Located in Wilmington, Massachusetts" dated April 26, 2019

NOTICE OF INTENT AND STORMWATER ANALYSIS & CALCULATIONS

dated March 20, 2019

PROJECT NARRATIVE

PARKING ANALYSIS FOR EXISTING COMMERCIAL BUILDING

TRAFFIC SUMMARY

REVIEW LETTER dated May 31, 2019

ENGINEERING MEMO dated June 3, 2019

M. Juliano showed the existing condition plan. He said the existing parking lot has various islands. He told the Board there is a catch basin on each side so the water flows off to the catch basins and outlets that go to the resource areas. He said the wetlands were delineated by P. Seekamp last August. M. Juliano said he did numerous soil tests throughout the property for Stormwater Management. He said they are proposing a 19,900 sf. commercial building with loading docks on the west end. The parking will go in the same location as the existing parking lot but they will be reducing pavement in some areas and increasing in others. There will be an increase of about 900 or 1,000 sf. They will be providing two infiltration systems. They will be using the existing outlets. He showed the building elevation and said the proposed use is for specialty plumbers, electricians, and HVAC. There is a lighting plan, landscaping plan and truck turning radius for the site. M. Sorrentino said there are a lot of comments from the Town Engineer and M. Juliano said he is meeting with the Town Engineer to go over them. M. Juliano told the Board he does not believe the comments are bad.

M. Sorrentino read the Engineering memo and Planning review letter into the record.

M. Juliano said he did see the request for a traffic analysis and they know they are looking at 30 trips for the morning peak and 30 trips for the afternoon peak. He said they will not be adding signalization so he doesn't see the purpose of a traffic analysis. M. Sorrentino advised him to discuss it with the Town Engineer.

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M. Juliano said he wasn't sure if parking was calculated for the other building on the lot and the owner said he was not sure why there is excess parking. J. Martignetti said the entire building is occupied but three quarters of the parking lot is empty. He told the Board he wasn't sure if it was designed as overflow. T. Boland asked if that is what they were referring to with the parking table and J. Martignetti said yes. V. Gingrich said since there is a large existing building with parking, we would ask that they just show compliance for the commercial use. M. Juliano said the parking table is in the plan set but he will supply a chart. V. Gingrich asked him to include the tenant breakdown and he agreed.

Upon motion duly made and seconded, it was

VOTED: To continue the public hearing for Site Plan Review #19-05, Stormwater Management Permit #19-04 for 100 Research Drive to July 9, 2019 at 9:00 p.m. in Room 9 of the Town Hall.

Public Hearing - Site Plan Review #19-06 & Stormwater Management Permit #19-05 for 613 Main Street & Parking Special Permit #19-01 - Map 29 Parcel 11A – Brian McCarthy, RJ O'Connell & Associates for Bryan Blake, The Seyon Group, Applicant

PRESENT IN INTEREST: Brian McCarthy, RJ O'Connell & Associates
Mark LaVoiee, Madison Marquette, for The Seyon Group
Jim Winn, Ron Muller & Associates

MATERIALS CONSIDERED:

PLANS "Site Plan for Redevelopment of 613 Main Street, Wilmington, MA"
dated April 15, 2019

STORMWATER REPORT dated April 15, 2019

TRAFFIC IMPACT AND ACCESS STUDY dated March 29, 2018

REVIEW LETTER dated May 1, 2019

ENGINEERING MEMO dated May 1, 2019

TRANSMITTAL SHEET from Brian McCarthy dated May 9, 2019

B. McCarthy said the property is owned by the Seyon Group of Boston and the site is on the south side of Main Street. The site does not have frontage on Main Street and it's located in the Light Industrial Zone. The site is 39 1/2 acres and half is upland area, 19 1/2 acres of wetlands and 20 acres of uplands. He said to the north and east there are commercial businesses. He said to the south there is a residential road and to the west is undeveloped land. The development consists of a large warehouse has 23 loading docks on the south-end and 25 trailer parking spaces. There are 100 parking spaces facing the railroad and 180 in the southern lot for a total of 280 spaces. Access to the site is on Main Street. There will be an access easement and an easement across the railroad tracks. There are 13.7 acres of impervious area. There is some upland and wooded area to the north. The site is relatively flat. The original development was constructed in the 1980's. He showed the location of the stormwater detention basin and the runoff from the large roof area is captured through an internal pipe system and discharges in the detention basin that is now a wetland. Stormwater from loading docks is captured by catch basins in the parking lot and discharged into the wetland basin. He said in the 90s they did a parking lot expansion and stormwater design. In the front parking lot there are catch basin sumps. B. McCarthy said the existing building has two sewer connections, one in the southern end and one in the northern end and connect to the Town's 30" sewer. He said the water and gas come in through an existing access easement across the properties from Main Street. There is a 10" water line and several

hydrants around the building. There are no tenants committed to the building currently. He said they anticipate three tenants in the building. He said they will be demolishing the front portion of the building, approximately 50,000 sf. for construction of 41 loading docks. He said they also included construction for additional parking on the north-end area front and expansion of the southern parking lot. There will be approximately 74 additional spaces and 212 in the southern parking lot. Total parking provided is 498 spaces and the required parking is 559 spaces. He said they are providing 61 fewer spaces than required and therefore they are requesting relief from the parking requirements. M. Sorrentino asked if the parking calculations are based on the future use of the building and B. McCarthy said it's calculated using Industrial Use calculations, 1 per 800 sf. M. Sorrentino asked if the existing building is currently empty and B. McCarthy said it's vacant. M. Sorrentino asked if the idea is to keep some office space and have trucking distribution and B. McCarthy said yes.

M. LaVoie said they have been marketing for over a year and would prefer to have a single user but it's not looking possible because the building is too large. M. Sorrentino asked how many bays are there and B. McCarthy said 23. M. Sorrentino asked if they are keeping 23 or adding 41. B. McCarthy said they will keep the 23 and add 41.

B. McCarthy said there will be landscaping provided throughout the parking lot. He said he submitted an application to the Conservation Commission. The roof runoff would remain as is. For the area where the loading docks are, they need to improve the water quality treatment of the stormwater because there are no stormwater improvements. He talked about the stormwater treatment system in the parking lots. There will be an increase in impervious area. The utility service will remain the same. The power comes from Butters Row through an overhead line and that will be put underground to the building. They will put in site lighting over the parking lot. M. Sorrentino said there are a lot of comments from the Town Engineer. He did not read the comments but asked if the applicant plans to go over comments with the Town Engineer and B. McCarthy said he intends to schedule a meeting with the Town Engineer to address each item.

J. Winn told the Board the building size will be reduced. They did traffic counts in January during the weekday morning and evening peak periods. He said they looked at the intersection of Rte. 38 and Lowell Street as well as the property driveway. He said they looked at seasonal adjustments. He said he looked at the most recent 3-year analysis for accidents. J. Winn said Lowell Street has 2 accidents a year which is calculated to be less than any state average for signalized intersections. He said there were no accidents in that 3 year period at the site driveway. He said on Rte. 38 the posted speed limit is 40 miles an hour and vehicles traveling north bound go slightly below and southbound traffic measured slightly above at 43 miles per hour. He said they looked at sight distances and sight lines coming out of the driveway. The minimum requirements are 340 feet to the north and 305 feet to the south. He said they exceed the desirable distance. J. Winn said they looked at future conditions, projected out seven years. He looked at background growth and traffic counts in the area. To be conservative they used 1.5%. He said he included four different projects including Analog on Woburn Street, Tresca on Eames Street, the mixed-use development at 203 Lowell Street, as well as the residential development at 635 Main Street. He said they included the proposed roadway improvements to Rte. 38 as well. He said that will extend from Rte. 62 to the Woburn Town line. For trip generation he said he used 150 warehouse-use. He found a slight increase in traffic. There is an increase of 35 more vehicles entering and 10 additional vehicles exiting. During the p.m. peak hours there were 13 vehicles entering and 36 exiting. You can estimate 20% of that would be truck traffic. He said they looked at the US Census Bureau of the people working in Wilmington and distributed traffic accordingly, with 40% of the

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traffic to the north on Rte. 38, 40% on the east, and 20% from the south. That results in peak hours with 18 to 20 vehicles to the north, 16 to 17 additional vehicles to the east and 9 to 13 additional vehicles to the south on Rte. 38. J. Winn said they used the latest highway capacity manual, looking at the existing build and no build conditions at those intersections and found the Rte. 38 and Lowell Street intersection during the a.m. peak hour worked at a level B and the p.m. peak hour was level C. At the site driveway it was service level C during both peak time periods. The volume capacity for the driveway is .29 and it's ample capacity.

M. Sorrentino said there are comments from the Town Engineer. He said the Town Engineer recommends a Traffic Peer Review. M. LaVoie said they will provide a check to the Town for that. V. Gingrich said that can start once funds are received. M. Sorrentino specifically read item 2B of the Engineering memo. J. Winn said they will take a look at that.

T. Boland asked what the numbers were with regard to the parking relief and B. McCarthy said the plan provides 498 spaces where 559 are required so it's 61 fewer spaces. T. Boland said 559 is because of 40,000 sf. of office and the rest was industrial, so why those numbers? M. LaVoie said the building is in good shape so they do not want to demo it. M. Sorrentino asked how many square feet the building is and B. McCarthy said the existing is 412,000 foot print, with the 2nd story office it is 435,000 sf, and the proposed is 50,000 sf. less. T. Boland asked if the Board feels the Bylaw numbers are correct or are people complaining there is not enough parking. V. Gingrich said they have seen this request for parking relief when an applicant has a specific tenant. V. Gingrich said in the past it's been tenant-specific. M. Sorrentino said in the past, there has been more parking than needed. V. Gingrich asked if they are asking for parking relief because they can't fit more parking or because they don't need more parking. M. LaVoie said both. V. Gingrich asked for a floor plan to show the office and warehouse space. T. Boland asked about the trail that leads to Butters Row. B. McCarthy said there is a sewer easement that the Town has so it's access. M. Sorrentino asked if they will go from 21 loading docks plus 41 and asked if there will be big trucks. M. LaVoie said there will be large trucks and maybe some box trucks. S. Hennigan asked if there is enough room for trucks to maneuvering around the island and get out and B. McCarthy said yes, it's deceiving. R. Holland asked that they make a pathway across the grass from the parking lot to get to the building and B. McCarthy said they will add a walkway. M. Sorrentino asked if there are sprinklers in the building and the applicant said yes. M. Sorrentino specifically read item 1 of the Engineering memo. He asked if they had all easement documents. B. McCarthy and M. LaVoie said yes.

M. Sorrentino asked if there were questions or concerns from the audience. There were none.

Upon motion duly made and seconded, it was

VOTED: To continue the public hearing for Site Plan Review #19-04, Stormwater Management Permit #19-03 for 36 & 38 Upton Drive to July 9, 2019 at 9:15 p.m. in Room 9 of the Town Hall.

Board of Appeals

At its meeting on Tuesday, June 4, 2019 the Planning Board voted to recommend as follows:

Case 11-19: 16 Longview Road, Map 88 Parcel 73

Upon motion duly made and seconded, it was unanimously

VOTED: A roadway improvement plan showing turnaround improvements at the end of Longview Road has been approved by the Planning Board. Relief from the Official Map is recommended.

Case 12-19: 623 Woburn Street, Map 58 Parcel 6

Upon motion duly made and seconded, it was unanimously

VOTED: To recommend approval. The proposed addition will be slightly closer to Elm Street than the existing sunroom, but the overall structure will not be closer to the street. The proposed addition does not appear to be substantially more detrimental to the neighborhood.

Case 13-19: 5 Ring Avenue, Map 82 Parcel 36-136

Upon motion duly made and seconded, it was unanimously

VOTED: To recommend approval. The proposed addition is in character with the surrounding neighborhood and does not appear to be substantially more detrimental to the neighborhood.

Old Business

Discussion – Subdivision Regulations

V. Gingrich handed the Board revised Subdivision Regulations showing the track changes from Town Counsel. She said a few things she heard from the development community is they asked for 5" vertical curb for residential subdivisions and the Board said no. The Board was adamant about avoiding waivers and requiring 6" rather than 5" inch granite curbs and sidewalks on both sides of the road. V. Gingrich said we typically accept subdivision roads and explained that DPW was fine requiring 5" vertical granite curb in residential single-family subdivisions. Right now bituminous berm is allowed. Any other subdivision would have to use 6" vertical. She said there will be no more bituminous berm. The Board agreed to further discuss 5" curb. There is no fire alarm conduit anymore because it's all wireless. The developers have a hard time extending gas mains. V. Gingrich said the Town holds 10% of surety for 18 months following completion so we will want to write that into the new regulations and the Board agreed.

New Business

Request to waive Site Plan Review – 155 West Street - Map 56 Parcel 3B Jamie McManus, Howland Development, Applicant

PRESENT IN INTEREST: Jamie McManus, Howland Development
William R. Bergeron, Hayes Engineering Inc.

MATERIALS CONSIDERED:

PLANS "ALTA/ACSM Land Title Survey in Wilmington, Mass." dated February 1, 2007 and "Interstate Route 93, Sketch Plan, Showing Proposed Play Area" dated May 20, 2019
LETTER from William R. Bergeron dated May 20, 2019

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W. Bergeron said there is a new tenant in the building that treats autistic children. In order to facilitate their treatment they would like to install a 20' x 20' play area and to do that they will need to remove two parking spots. The play area is close to the building so the clients won't have to cross the parking lot. He said he developed a landscaping plan but the tenant will pick the plants because they are sensitive to what should be planted, based on the needs of their clients. He said inside the play area, it could be changing from time to time according to the client needs. W. Bergeron said the Planning Director asked that parking be verified so he talked about the ALTA survey from 2007. He said the rear parking spaces were never used so through the years they were never relined. There are 147 spaces after removing two and with the current use, 146 are required. There could be additional parking spaces but the spaces are not currently marked. M. Sorrentino asked if they will be losing any handicap spaces and W. Bergeron said no. M. Sorrentino asked if the playground will be fenced and W. Bergeron said there will be a 6' fence around it and showed where they will add a hard curb at the corner and landscaping. He said there is a landscape buffer between the fence and curb-line. M. Sorrentino asked what else is in the building. J. McManus said his office is on the second floor. He said there are 4 office tenants and the remainder are warehousing and manufacturing, about 4 to 5. The Board had no comments.

Upon motion duly made and seconded, it was unanimously

VOTED: To approve the request to waive Site Plan Review for 155 West Street to install a 20' x 20' enclosed play area at the northwestern corner of the building as shown on the plan entitled, "Sketch Plan, Showing Proposed Play Area" dated May 20, 2019 prepared by William R. Bergeron, P.E., Hayes Engineering, Inc., 603 Salem Street, Wakefield, MA 01880. Two parking spaces will be removed, but will not negatively impact the site parking requirements.

**Request to endorse plans for Site Plan Review #19-02 for 100-110 Fordham Road
Map 91 Parcel 121, Adam Binnie for Fordham Park, LLC, Applicant**

A request to endorse plans for 100-110 Fordham Road was received.

MATERIALS CONSIDERED:

PLANS "Non-Residential Site Plan, 100-110 Fordham Road, Wilmington, Massachusetts," Sheets 1 through 13, dated February 15, 2019 and last revised May 9, 2019

Upon motion duly made and seconded, it was unanimously

VOTED: To endorse the plan entitled "Non-Residential Site Plan, 100-110 Fordham Road, Wilmington, Massachusetts," dated February 15, 2019 and last revised May 9, 2019, prepared by Paul D. Chisholm, PE, and Michael R. Dahlberg, PLS, Keach-Nordstrom Associates, Inc., 10 Commerce Park North, Suite 3B, Bedford, NH 03110.

**Request to endorse plans for 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
Analog Devices, Applicant**

A request to endorse plans for 804 Woburn Street and 1 Analog Way was received.

MATERIALS CONSIDERED:

PLANS "Analog Devices Campus Expansion, 804 Woburn Street, Wilmington, Massachusetts," dated February 7, 2018 and last revised March 27, 2019

Upon motion duly made and seconded, it was unanimously

VOTED: To endorse the plan entitled "Analog Devices Campus Expansion, 804 Woburn Street, Wilmington, Massachusetts," dated February 7, 2018 and last revised March 27, 2019, prepared by Joseph M. Persechino, PE, and Bradlee Mezquita, PE, Tighe & Bond, 177 Corporate Drive, Portsmouth, NH 03801;

Request to establish and accept surety for 81G Application #18-01 - Sherwood Road Map 8 Parcel 18 - Jonathan Langone for 74 Alexander Road LLC, Applicant

A letter requesting to establish and accept surety for Sherwood Road was received.

MATERIALS CONSIDERED:

ENGINEERING MEMO dated May 22, 2019

LETTER from Jonathan Langone dated May 29, 2019

Upon motion duly made and seconded, it was unanimously

VOTED: To establish and accept surety in the form of an IOLTA check for the completion of improvements to Sherwood Road from STA 0+00 (at Edwards Road) to STA 2+65 (Sherwood Road) in the amount of forty-eight thousand, nine hundred fifty-six dollars and zero cents (48,956.00).

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

VOTED: To adjourn the meeting at 10:55 p.m.

NEXT PLANNING BOARD MEETING: July 9, 2019

Respectfully submitted,



Cheryl Licciardi
Recording Clerk