

SCITUATE PLANNING BOARD MINUTES August 27, 2015

Members Present: Stephen Pritchard, Chairman; William Limbacher, Vice Chairman; Richard Taylor, Clerk; Robert Vogel and Ann Burbine, Alternate member.

Members Absent: Robert Greene.

Others Present: Ms. Laura Harbottle, Town Planner.

See Sign-in List for names of others present at this meeting.

Location of meeting: Scituate High School Library, 606 C J Cushing Highway.

Chairman Pritchard called the meeting to order at 7:30 P.M. The meeting was being recorded for airing on local cable television.

Documents

- 8/27/15 Planning Board Agenda

ACCEPTANCE OF AGENDA: Mr. Limbacher moved to accept the agenda. Ms. Burbine seconded the motion and the vote was unanimous in favor.

Public Hearing – Major Site Plan Review – 800 Chief Justice Cushing Highway – Scituate Public Safety Complex

Assessor's Map/Block/Lot 12-3-1-0 and 25-2-7-A

Applicant/Owner: Town of Scituate

Documents

- Transmittal to departments dated 7/29/15
- Application for Site Plan Administrative Review and Stormwater Permit dated 7/29/15 by Nitsch Engineering
- Stormwater Report for Scituate Public Safety Building dated 7/29/15 by Nitsch Engineering
- Scituate Public Safety Permitting Documents dated July 29, 2015 consisting of 28 sheets by Nitsch Engineering, Dore & Whittier and Radner Design Associates
- Renderings of Scituate Public Safety Building
- Traffic Assessment by Greenman-Pedersen, Inc. dated August 2015, traffic letter from Nitsch Engineering dated 8/17/15, Figure 1 Site Visibility Sketch and Traffic Plans Sheets 1 – 4 by Greenman-Pedersen, Inc.
- Email to the Board dated 8/20/15 forwarding Water Resource Committee comments of 8/12/15, Merrill Engineering's Peer Review of the Stormwater and the draft Design Review Committee meeting minutes of 8/11/15
- Email dated 8/27/15 from Laura Harbottle to the Board with Nitsch response to comments dated 8/25 and 8/26/15
- Email to Board from Laura Harbottle dated 8/25/15 with Boards of August 2015 presentation- 2 bays, level 1 and level 2 floor plans

Chairman Pritchard opened the public hearing for the Planning Board. A joint public hearing with the Conservation Commission was taking place with Lisa Caisse, Paul Parys, Frank Snow, Richard Harding, Bill Schmid and Penny Scott-Pipes in attendance for the Conservation Commission. Conservation and Natural Resource Officer, Patrick Gallivan was also present. Chairman Pritchard

read the public notice for the Planning Board. Mr. Harding opened the continued public hearing for the Conservation Commission and indicated that they would like to discuss stormwater first.

Don Walter and Alan Brown were present from Dore & Whittier Architects along with Sandy Brock from Nitsch Engineering. Mr. Walter said the six acre site at the corner of Mann Lot Road and C J Cushing Highway (Route 3A) was part of the larger Ellis property. He said it will be developed for police headquarters and fire station three. He indicated there would be a secured parking lot in the back for police and fire parking along with a sally port for booking prisoners. Mr. Walter said there is a public ingress on Route 3A with an exit on to Mann Lot Road. He said there would be access for emergency vehicles only from Route 3A. He indicated there is a sidewalk from the parking to the public entry and a secondary entry for the community room and emergency operations center.

Mr. Walter said with high groundwater and inappropriate soils on the main site, the septic system for the site is on a lot across Mann Lot Road. The site sewage will flow via a force main to the septic field which will have a gravel access from Mann Lot for maintenance vehicles only. He said there will be room for a medical flight helicopter to land in the northwest corner of the site.

Ms. Brock said the site is predominantly wooded with the front wetland in the southeast corner receiving water from the site and from Route 3A. She indicated the soils are "C" soils with high seasonal groundwater which was determined through test pits. She said the site is also in the Zone II to a public well and in the Water Resource Protection District. She indicated that water quality and quantity were addressed to mitigate for the increase in impervious surface.

Ms. Brock said that in the existing conditions water flows south from the site to a culvert under Route 3A or to a wetland at the southeast corner of the site. She said they will be sending the same amount of water to the culvert under Route 3A as rate and peak elevation of the water to the culvert is controlled. She said the proposed design does not alter the existing wetland as they are matching the water that goes there now. She indicated that the raingarden collects the sidewalk runoff from the front of the building with a forebay for sediment removal. Ms. Brock said the gravel wetland to the southwest acts as a horizontal filter. She said that the underground infiltrators to the north of the gravel wetland are for roof runoff only and credit for infiltration can be taken as this area is high enough above groundwater. She said the roof water goes to the infiltrators, then to the gravel wetland and then to the culvert which crosses Route 3A. She indicated the parking lot on the east goes to a gravel wetland on the east side. She said they have responded to the engineering peer review from Merrill Associates and are working on a few items.

Ms. Brock explained that the gravel wetland is not commonly used in Massachusetts, but is a good solution for this site. She said it is a large horizontal filter for water quality and effectively removes TSS and nutrients. She said the water goes from a forebay to the first cell and vertical pipes bring the water down where the water then flows horizontally by head pressure. She said the water continues through a second cell and flushing pipes before it is discharged. She indicated wetland plants will grow on the surface of the filter, but it is not designed for habitat. She said the surface is non porous with hydric soils and topsoil/compost for the growing media. Ms. Brock explained that the gravel filter wants to be saturated and works well with high groundwater and anaerobic conditions. She indicated that the detention area is above the water quality filter. She said that the amount of ponding on top of the filter will be based on the size of the rainfall and it will travel through the filter. She said that every few years the herbaceous vegetation should be cut and then it will grow again.

A berm at the back of the site will separate the site from the open space according to Ms. Brock. She said the existing trail will be relocated to the berm back separating it from the Public Safety Complex. The berm is designed to keep unsuitable soil on site to avoid the expense of exporting it offsite according to Ms. Brock. She said the public access drive and six parking spaces are in the 50 foot buffer to the wetlands at the southeast corner. She indicated the six spaces are important for the community room and will be relocated on the north side of the road near the trail where the police enter and exit to Mann Lot Road to remove them from the 50 foot wetland buffer. She said the Conservation Commission asked that the public road also be moved out of the 50 foot buffer, but indicated programmatically that is more difficult as it impacts the stormwater design and ease of access for the public. She indicated the stormwater on the east side of the building goes to a gravel wetland and the remainder of the site flows into a standard piped system.

Mr. Schmid asked if the existing culvert under Route 3A would handle the new flow. Ms. Brock said the site is designed with the culvert as the control and they have added a depression uphill of the culvert to handle any pipe surcharge so no water will go onto Route 3A. Ms. Pipes asked where it goes on the other side of Route 3A. Ms. Brock said it travels through a development and makes its way downstream and the rate and volume is controlled before the culvert. Mr. Snow said it goes to Bound Brook. Ms. Brock reiterated that the rate of runoff is not changing and the detention on top of the gravel filter helps control the volume. Ms. Pipes asked about the rain garden. Ms. Brock said there is a forebay for pretreatment before the rain garden. Ms. Pipes asked if the rain garden could move if the driveway moves. Ms. Brock said that the forebay works by having a break in the curb and it may not be easy to relocate due to high groundwater. She said it is desirable to separate public versus private parking and relocating six parking spaces off the police drive is not the best situation. Mr. Harding said he would like to see the six parking spaces moved out of the 50 foot buffer and would like to see if the driveway can be moved as well. Mr. Parys agreed. Mr. Walter said the wetland in the south corner is not a high value wetland. He said they can strive to meet the request and will move the six spaces out of the 50 foot buffer. He said the driveway is more problematic as cars will need to decelerate and turn into the parking and the drainage calculations would need to be reviewed. He said the utility poles at the front of the site also limit where the driveway can be located.

Mr. Snow said they were willing to be more flexible on the 50 and 100 foot wetland buffers as they want to preserve more trees, but they would like as much out of the 50 foot buffer as possible. He said they are cutting a lot of trees for a berm and he would like to see plantings on the berm. Mr. Walter said the berm will be meadow grass as there are trees on the other side. He said the berm will act as a visual and sound barrier to the woods and will reduce costs by preventing the export of unsuitable soil. Mr. Snow asked if some other type of mitigation such as having a buffer at the back of the berm could be offered for having the building closer to the Conservation Commission's jurisdiction. He said it was probably an item to discuss with the Selectmen in the future. Ms. Brock said they don't want to see a perfect berm. She said the six to eight foot tall berm would have a variable width top and slopes and would be undulating with boulders and they have shown a berm that fits with the estimated volume of unsuitable soil. Mr. Schmid asked about a no cut line. Ms. Brock said it is the limit of work and the new trail is within the limit of work and they want the trail to fit naturally into the woods.

With the Conservation Commission concluding their questions, Mr. Pritchard asked if the berm blocks the flow of water from uphill. Ms. Brock said that a swale around the berm redirects water to the culvert on the west and on the east an area drain collects the water. She said the area drain would need to shift some with the six parking spots being relocated to the area. Mr. Taylor asked if there

was a plan to save trees in the south corner. Ms. Brock indicated that there would be some selective removal of trees in the wetland to provide for fire truck sight lines. She said most of the site will be clear cut as there is a lot of earthwork. Mr. Taylor said the Design Review Committee was concerned with the utility poles on Route 3A. He asked if some of those utilities could go underground. Ms. Brock said the pole location has determined where the drive will be located and it is a long process to move a pole on a state highway. Mr. Taylor asked if the pipe that crosses Route 3A goes to the Town Forest. Ms. Brock confirmed it did and down the street is a development. Mr. Limbacher was concerned with the size of the berm and asked why the material couldn't be trucked off-site. Mr. Walter said it would be too expensive. Mr. Limbacher asked if the berm would be constructed first. Ms. Brock said that clearing to the limit of work, grubbing, stockpiling topsoil, stockpiling subsoil and creating the berm would be the general sequence of construction. She said they would use as much soil on-site as was usable. Mr. Limbacher asked if there was a gradation of gravel in the gravel filter. Ms. Brock said the gravel would be per MA DOT specifications and would be different course sizes. She said the top would be a choker course to keep the fines from going down in to the gravel which is standard road gravel and should not need to be replaced. Mr. Limbacher inquired about the raingarden and where the water was going at the ends of the driveways. Ms. Brock said the rain garden does not meet the state standards for bioretention and will have only herbaceous plants for water quality so that there will always be visibility for the fire trucks. She said there is a stormceptor at the north driveway to handle the remaining stormwater. Mr. Limbacher asked if the six spaces were really necessary. Mr. Walter said that the size of the training room requires the spaces. Mr. Taylor asked about snow removal. Ms. Brock said snow can't be stored in the rain garden and said the gravel wetland and the helicopter landing zone would be acceptable spots. She said there is no plan to plow the helicopter area in the winter.

Mr. Vogel expressed concern that Mann Lot Road, where he lives, is a narrow, winding historic road and the days of the quiet road will be gone. He asked if traffic counts had been done and factored in with the circulation pattern of one way in on Route 3A. He also asked if the public driveway was needed on Route 3A since the traffic all exits onto Mann Lot Road and it could save impacts on wetlands, project costs and total number of curb cuts to Route 3A. Ms. Brock said that GPI is doing a Traffic Study now. She said a public entrance is necessary so the public doesn't use the apparatus bay. Mr. Walter indicated that they have created a turn off on the apparatus pad for someone having an emergency so fire trucks can still enter and exit the site. Ms. Burbine said she would like a turn in the public driveway as it would slow traffic down. She expressed concern about the catch basin that goes under Route 3A as the Town is in the process of exchanging land with a developer. Ms. Brock said there is no increase in volume or peak flow of runoff from the site. Ms. Burbine said she understands there are two bays now instead of three for the fire apparatus and asked if the gables are being removed too. Mr. Walter said the third apparatus bay and the second sally port are taken out of the base bid and being bid as alternatives. He said the stormwater design is not impacted as it is done for the full design. He said the brick anchors on the corner will now be clapboard.

Mr. Pritchard asked Ms. Brock to address comments on the Water Resource Protection District (WRPD) and if the bylaw is being met for impervious surface and recharge. Ms. Brock said that they are treating the first inch of runoff for the whole site as the higher quantity of runoff for water quality under the regulations. She said they are meeting the bylaw for water quality and recharge and will double check on the 15% impervious surface requirement. Ms. Brock said the intent is to not store hazardous materials on-site. She said there would be gas for lawn mowers and snow blowers. Mr. Pritchard asked about an emergency generator and if it would be oil fueled. Mr. Brown said it would be oil fired and double walled so it meets state standards. Mr. Pritchard asked

about the septic design. Ms. Brock said a force main takes the sewage from the site across the street to the gravity system and leaching field. She said it is sized for the full program and is just under 2,000 gpd.

Mr. Taylor asked if there will be widening of Mann Lot Road. Ms. Brock said GPI is looking at that, but Mann Lot does accommodate two travel lanes and GPI is not looking to expand the capacity of the road at the intersection. Mr. Limbacher asked if there would be lighting at the back of the building and for the helicopter area. Mr. Brown said the lights out back would be LED with cut off tops to meet dark sky standards. He said there is no lighting for the landing strip. Deputy Fire Chief Elliott said the High School was the med flight area, but with the new school it will be difficult.

Nancy Bourke of Pratt Road near Foxvine Road asked about septic design and runoff and visibility to the homes. She said she has replaced her septic system once and doesn't want to do it again. Ms. Brock said the soils on the Mann Lot site for the septic system have deep gravel soils with groundwater at about 11 to 13 feet according to test pits. She said the system is at grade and the design is in front of the Board of Health for less than 2,000 gpd and all of the requirements are being met. Jerry Wild of Creelman Drive asked where the septic system was in relationship to Creelman Drive. Ms. Brock identified it on the map and said the operation and maintenance plan calls for the system to be pumped yearly. Martha Cook of the Water Resources Committee said she was glad the six parking spaces would be removed from the 50 foot buffer zone and thinks the driveways should not be in the 50 or 100 foot buffer zones. She was concerned that impervious cover exceeds 15% as the site is in a Zone II to a public well and is concerned about the drinking water source. She was concerned about the snow storage, the excess blacktop and wants excess removed from the Zone II buffer. Gordon Price of 48 Mann Lot Road said that there are at least two curves on Mann Lot with poor sight lines and he thinks it is irresponsible of the Town to not fix the sight lines or widen the road as emergency vehicles will be going down the road to access Country Way. Ms. Brock said that the only area that they looked at for traffic was the intersections. Chris Tarantino of Mann Lot Road said it will be very scary on the road with rapid response vehicles and blind corners. He said he is also concerned about the sight distance exiting for the fire trucks. Kristen Leary of Pratt Road said the road needs widening. She said nobody exits from Pratt as a right turn is difficult. She said it was insane to think about police and fire vehicles using the road. Mr. Pritchard asked if there was a traffic plan. Ms. Brock said that they did not look at Mann Lot as it is an existing condition. Mr. Walter said that Route 3A will be the main source of travel for emergency vehicles as police will be responding to calls when they are out on patrol. The audience vocally questioned that. James Hunt of 66 Mann Lot said he was a direct abutter to the property and questioned the size of the proposed fire bays. Deputy Elliott said they were sufficient. He also said there is no shoulder on Mann Lot, which is barely 20 feet wide. He asked that police and fire use sirens and lights when exceeding the speed limit on Mann Lot Road except for when they need to be silent.

Patrick Gallivan, Conservation and Natural Resource Officer, said that the stormwater issues have been discussed and the peer review engineer, Merrill Engineering, submitted a list of concerns that will be addressed. He said the Conservation Commission would address the rest of the stormwater issues on September 2 or 16. Ms. Harbottle indicated the septic system review would be completed by the Board of Health in the next two weeks. She said the consulting engineer wanted Nitsch Engineering to look at more of the watershed for the septic system and area drain which they are doing. She said that DPW may be requesting RCP pipe. Ms. Brock said polyethylene pipe is proposed and they would need class V RCP based on cover. Ms. Harbottle said the Public Safety Complex is being held to the same standard as any other development which requires Low Impact

Development techniques be used and to have no drywells in the Water Resource Protection District. Ms. Brock said the drywells are outside of the Zone II.

Mr. Snow asked when the applicant would be ready for a continuance with the Conservation Commission. Ms. Brock said September 16. Ms. Pipes moved to continue the public hearing for the Conservation Commission for the Public Safety Complex until September 16 at 6:30 pm. Mr. Schmid seconded the motion. Motion was unanimously approved.

Mr. Pritchard indicated that the Planning Board would need to continue their public hearing as well. Ms. Burbine moved to accept the applicant's request to continue the Site Plan Administrative Review and Stormwater Permit public hearings for the proposed Public Safety Complex at 800 C J Cushing Hwy/Mann Lot Road until September 10, 2015 at 7:00 pm. Mr. Taylor seconded the motion. Motion was unanimously approved.

The Board took a five minute recess while the applicants changed gear to the Middle School and the public who did not want to remain left.

Continued Public Hearing – Major Site Plan Review – 406 First Parish Road/606 Chief Justice Cushing Highway – Scituate Middle School
Assessor's Map/Block/Lot
Applicant/Owner: Town of Scituate

Documents

- Email from Laura Harbottle to the Board dated 8/ 20/15 with email from Fire Chief Murphy dated 8/14/15, with Traffic Impact and Access Study and Appendix for the Scituate Middle School dated 8/12/15 and Traffic Engineering peer review of the Middle School dated 8/19/15 by Vanasse and Associates
- Email to Board dated 8/27/15 from Laura Harbottle with response to comments from Nitsch Engineering dated 8/26/15, revised peer review from Merrill Engineers dated 8/27/15, lighting specifications and parking information

Chairman Pritchard opened the continued public hearing for the Planning Board. Don Walter and Jon Richardson of Dore & Whittier Architects and Sandy Brock and Jeff Bandini of Nitsch Engineering were present. Mr. Walter said they were finishing up construction documents for a release date of October 16. He said construction would start in December or January for September 2017 occupancy. Ms. Brock said they were talking with the peer review engineer, Merrill Engineers, on the location of test pits, the proposed stormwater treatment systems, plantings for the bioretention basins and the Water Resource Protection District. She said with the high groundwater on site, they can put in infiltration basins to meet DEP standards and also meet Massachusetts bidding laws the proprietary structures. Ms. Harbottle said that the bioretention basins need a mix of plantings to meet DEP standards. Ms. Brock said that the rest of Merrill's comments can be incorporated in the conditions and final construction documents.

Chairman Pritchard asked if the Water Resource Protection District comments had been addressed. Ms. Brock said she is not sure they are resolved as the site already has steep slopes and disturbance already exceeds 4:1. She said the drop off and bioretention areas exceed the slope requirements, but they are trying to improve the site and its water quality from the existing conditions. She said they have responded in writing, but have not talked with the Water Resource Committee. Mr. Vogel

asked about Merrill's comments with respect to the Operations and Maintenance Plan and the proprietary structures. Ms. Brock indicated that the Operation and Maintenance of the site is done on a yearly basis. She said leaves and sediment and sand should be removed from the bioretention areas. She said a vacuum truck would be effective for cleaning the proprietary structures and this needs to be done based on sediment flow – usually spring and fall.

Mr. Gallivan, Conservation Agent, said the Conservation Commission is reviewing the same peer review comments and indicated the Commission would like more vegetation around the turnaround to protect the vernal pool. He asked about temporary basins for construction. Ms. Brock said the bioretention basins will be constructed at the very end so they are not silted up during construction. Mr. Richardson said that they met with the Fire Department and the handicap spaces at the entry will remain to meet ADA requirements as there will still be 24 to 36 feet for emergency vehicle turning. Frank Snow, a member of the Conservation Commission, said the Town's review engineer usually follows the construction and assumes the same would happen here. Ms. Brock said that Nitsch Engineering will be on site when the stormwater systems are installed. She said they need to inspect the bottom of the excavation to the top of the structures. Ms. Harbottle said that the Town's consulting engineer usually inspects erosion control as well as stormwater systems, but maybe the DPW can do it as it is a Town project. She said this has not been decided yet. Ms. Brock said they would provide copies of their reports to the Town.

Ms. Harbottle said the comments on the Water Resource Protection District (WRPD) originated with her. She indicated that DPW would like RCP pipe and questioned if the subsurface infiltration devices were drywells and the use of drywells in the WRPD. Ms. Brock said they are aiming to infiltrate as much water into the ground and not increase the rate and volume of runoff as well as meeting LEED requirements. She said it seems like there are conflicting requirements. She indicated drought tolerant plants are being specified and they are not impacting the fields so that there is no change to the irrigation systems. Mr. Richardson said the Conservation Commission would like public access to the vernal pool and the Planning Board questions it. Ms. Brock restated they are trying to make the site better than it is now.

Mr. Bandini reviewed traffic. He said traffic counts were done at the three main intersections and there are minimal pedestrian accommodations for crossing Route 3A. He indicated that the peak congestion occurs 15 minutes before and after school ends. He said there is a lot of traffic coming from First Parish Road now and vehicles use the drives in front and back of Town Hall. He said left turns contribute to the traffic congestion, so adding extra exit lanes onto First Parish Road and Route 3A should alleviate much of the congestion. He indicated that the signal at First Parish Road and Route 3A is not timed to coincide with peak afternoon school traffic. Under the proposed condition, High School and Middle School traffic is separated with the High School using the Route 3A drive and the Middle School using the First Parish Road drive, all bus traffic will come from Route 3A, the gates at the back of the High School will be open after school and there will be left turn lanes from the driveways to First Parish and Route 3A. He said the addition of a 400 foot stacking lane out of the High School will help alleviate congestion too in addition to enhanced signage and pavement markings. He said that under proposed conditions, they are waiting for input from the Town as to how the drives in front and behind Town Hall will be used and what type of delineation will be required.

Mr. Richardson indicated they are adding a reinforced turf drive to the entrance of the Middle School from the High School side so that the Fire Department can have full access to the Middle School. Ms. Brock said it will appear as grass on top with the structure below and is only meant to

be used in emergency situations as backing out will be required. Ms. Harbottle asked if it would be plowed in the winter. Ms. Brock said a maintenance discussion needs to occur with the Town. Mr. Vogel asked if the canopy of the school could be modified for better access. Mr. Richardson said the canopy identifies the front entry and the path is for catastrophic emergencies so it was decided to keep the canopy.

Ms. Burbine asked for clarification on the busses. Mr. Richardson said both High School and Middle School busses will use the bus drop off with students entering each school at separate points. Ms. Burbine said she assumes no vehicular traffic is allowed in the bus lane and said a major concern is further down whether traffic should go right or left around the island and then it funnels to a narrow space. She asked if there were going to be any changes there and how the general public is going to know the circulation system and know about the gates in the back. Mr. Richardson said just resurfacing that area. Ms. Brock said that a comprehensive wayfinding sign system is needed to help the public for a clear observable path for traffic. She said traffic will be monitored closely the first year and they are trying to balance with what is there now. Superintendent McCarthy said that they don't want traffic to go around the school during the day as students go to the fields and there are not good sight lines. He indicated this situation can be monitored for future change. Ms. Burbine asked if the busses have enough swing room. Ms. Brock said they did check that the turning radii were suitable.

Ms. Harbottle said that she concurs with the comments the peer review engineer made and thinks a stop sign is necessary at the driveway and First Parish Road. She said there is no stop sign on the driveway behind Town Hall and cars need to slow down through there. She suggested a police detail may be necessary the first few weeks of school to help everyone learn the traffic pattern. She said that the traffic flow around Town Hall needs to be examined and it may be better for the loop to be one way. Ms. Brock reaffirmed that they are waiting for input from Town Hall as the stakeholders there and the flow will be different when police and fire move. Ms. Harbottle mentioned that the vegetation at the First Parish driveway needs to be kept trimmed for visibility and no signs can be placed which would interfere with sight distance.

Jim Hunt asked about pedestrian access. Mr. Richardson said there is pedestrian access to Cedarwood and there is a crosswalk at Route 3A. Ms. Harbottle indicated that there will be a review of Route 3A and First Parish Road intersection by the Town and State in the future. Superintendent McCarthy said the school department and Town are meeting with MA DOT on September 10 to discuss the Route 3A corridor from First Parish to Mann Lot Road. He said the two big concerns are signalization for a crosswalk at the intersection of Route 3A and First Parish and coordinating the signal there so that it corresponds to arrival and dismissal times. He said they have walkers and bikers using First Parish and the paths that go to Cushing School and Cudworth. Ms. Brock said the level of service (LOS) in the am is LOS C and it is LOS B in the afternoon at the High School drive and Route 3A. She said it is LOS C for both morning and afternoon in proposed conditions. She said the First Parish drive operates at LOS F under existing and proposed conditions. Mr. Pritchard asked if the intent is to stagger start times. Superintendent McCarthy said programmatically they want to start the schools together, but they want to see how it works the first year. He said they may need to go to staggered start times and tiered bussing. Mr. Pritchard said they may need a police detail to start. Superintendent McCarthy said the first week is always a problem until people learn the traffic pattern. Mr. Taylor suggested at Route 3A and First Parish Road lines need to be painted for left, right and straight.

Mr. Richardson reviewed the parking space count. He said the site now has 352 spaces which will be increased by 162 for a total of 514. He said this is more spaces than the Middle School currently has. Todd Broderick of 3 Cedarwood asked how far up the slope toward Cedarwood the new parking went. He was told that it went to the bend in the path. Mr. Richardson indicated that all lighting is kept on-site with 0 foot-candles at the property edge.

Ms. Burbine moved to accept the applicant's request to continue the Site Plan Administrative Review and Stormwater Permit public hearings for the proposed Middle School at 460 First Parish Rd/606 C J Cushing Hwy until September 24, 2015 at 7:30 p.m. Mr. Vogel seconded the motion. Motion was unanimously approved.

Form A – 35 Dreamwold Road

Assessor's Map/Block/Lot 33-06-31, 16 & 16A

Applicant/Owners: Susan A. Phippen Trust

Documents

- Application, deeds and Plan of Land in the Town of Scituate, MA showing a division of parcels 33-6-31, 16 & 16A 35 Dreamwold Road for the Susan A. Phippen Trust revised dated 8/14/15
- Transmittal to departments dated 8/18/15

Mr. Limbacher recused himself from the matter and left the table. Greg Morse was present for the applicant. He said the internal property line for Lots 2 and 3 was slightly changed to provide for better access and sighting for Lot 3. He said they will need to go back to the ZBA to have their 50 foot frontage special permit decision modified for this current plan. Ms. Harbottle concurred and indicated the plan can be endorsed.

Ms. Burbine moved to endorse as approval under the Subdivision Control Law Not Required a Plan of Land in Scituate, MA showing a division of parcels 33-6-31, 33-6-16 and 33-6-16A 35 Dreamwold Road prepared by Morse Engineering Co., Inc. for the Susan A. Phippen Trust revised dated August 14, 2015 as the division of the tract of land shown is not a subdivision because every lot shown on the plan has frontage of at least the distance presently required by the Scituate Zoning Bylaw on the public way of Dreamwold Road. The ZBA 50 foot frontage special permit, the Planning Board Common Driveway special permit and the ANR are to all be recorded together and recording information furnished to the Planning Board. Mr. Vogel seconded the motion which was unanimously approved.

35 Dreamwold Road – Common Driveway Special Permit – Vote to sign plans

Assessor's Map/Block/Lot 33-06-31, 16 & 16A

Applicant/Owners: Susan A. Phippen Trust

Documents

- Common Driveway Special Permit Plan in of Scituate, MA showing a division of parcels 33-6-31, 16 & 16A 35 Dreamwold Road for the Susan A. Phippen Trust revised dated 8/14/15 and 8/24/15 Sheets 1-4 by Morse Engineering Co., Inc.

Mr. Limbacher recused himself from the matter and left the table. Ms. Harbottle said the plan matches the Form A just voted and the applicant will need to go back to the ZBA for endorsement of the new plan.

Ms. Burbine moved that the Planning Board approve and sign the Common Driveway Agreement and that the Planning Board sign the Common Driveway Special Permit Plans Sheets 1-4 for 35 Dreamwold Road and hold the plans in escrow until proof of recording of the ZBA Special Permit is furnished to the Town Planner. The revised drawings dated August 24, 2015 for the Common Driveway Special Permit for 35 Dreamwold Road show an interior lot line change between lots 2 and 3 which is minor in nature and does not affect the frontage for the lots or proposed stormwater for the project. Other conditions required prior to signing of the plans have been met. Mr. Taylor seconded the motion which was unanimously approved.

Accounting

Documents

- PO # 1601206 (\$85.00)

Ms. Burbine moved to approve the requisition of \$ 85.00 to Massachusetts Association of Planning Directors for dues for 2015 – 2016. Mr. Taylor seconded the motion. Motion was unanimously approved.

Minutes

Ms. Burbine moved to approve the meeting minutes of 8/13/15. Mr. Taylor seconded the motion. Motion was unanimously approved.

Old Business and New Business

Documents

- Email to Board dated 8/18/15 with Stormwater Permits for 55 Gilson Road and 15 Lynda Lane
- Email to Board dated 8/21/15 with information on microbreweries
- Email from Laura Harbottle to the Board dated 8/21/15 on 35 Dreamwold and the Public Safety Complex
- DRC Final Meeting minutes from 8-11-15
- Email from Laura Harbottle to the Board dated 8/25/15 on 265 Beaver Dam Road Stormwater Permit
- Email to Board dated 8/27/15 on Benjamin Studley Farm Rear Basin Summary

These items were distributed to the Board electronically.

Ms. Burbine moved to adjourn the meeting at 10:47 p.m. Mr. Vogel seconded the motion. Motion was unanimously approved.

Respectfully submitted,

Karen Joseph
Planning Board Secretary

Richard Taylor, Clerk
9-10-15
Date Approved