

SCITUATE PLANNING BOARD MINUTES September 24, 2015

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

Members Absent: Richard Taylor, Clerk.

Others Present: Ms. Laura Harbottle, Town Planner.

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

Location of meeting: Selectmen's Hearing Room, Town Hall, 600 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

- 9/24/15 Planning Board Agenda

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

Continued Public Hearing – Major Site Plan Review – 406 First Parish Road/606 Chief Justice Cushing Highway – Scituate Middle School
Assessor's Map/Block/Lot 32-9-A
Applicant/Owner: Town of Scituate

Documents

- Email from Laura Harbottle to the Board dated 9/16/15 with response to comments dated 9/15/15 from Nitsch Engineering

Jon Richardson and Don Walter of Dore and Whittier and Jennifer Johnson of Nitsch Engineering were present along with the applicant, Patricia A. Vinchesi, Town Administrator, Superintendent John McCarthy and his project manager Shane Nolan of Daedalus projects. Ms. Johnson identified several plan changes that had been made since the last hearing session including: a third lane 400' in length to supplement was added the proposed two exit lanes and one entrance lane to Route 3A.

The width of the curb cut on Route 3A will not change, but the island will be reconfigured. Ms. Burbine asked if the entrance at First Parish Road was further addressed. Ms. Johnson said it already is designed for dedicated left and right turn lanes out and will be striped with arrows and include signage. Ms. Burbine asked if the access around town hall had been discussed. Mr. Richardson said it is outside the scope of work, but they did prepare a scenario for the driveway behind Town Hall to be one-way from the High School to the Middle School with signage as discussed with the Traffic Rules Committee.

Ms. Burbine asked if they had reconfigured the confusing traffic island behind the High School. Ms. Johnson said the island will be realigned with the remainder of the road, the five parking spaces by the side of the High School will be kept and additional signage will be installed. Ms. Burbine expressed concern about emergency vehicles having to back up from the reinforced turf fire lane at the front of the Middle School. Mr. Richardson indicated that the canopy, earth mounding and the vernal pool provide site constraints so there cannot be a through path to the drop off. He said the

path is not designed for regular use. Mr. Walter said the canopy defines the front entry as the entry is recessed and it helps with protection and pedestrian flow. He said they have worked with the Conservation Commission to create a moat to enhance the vernal pool and emergency vehicles will know where the edge of the path is. He also said that the bollards at the front entry are removable. Mr. Vogel said that the use of the path will be infrequent and backing out will be supervised by emergency personnel so the condition is awkward, but not unsafe. Mr. Richardson said it will only be used for a catastrophe as the building is fully sprinklered and there is also access through the courtyard.

Ms. Harbottle indicated that the Traffic Rules Committee met and discussed emergency access to Cedarwood Road. She said there would be bollards at the top of Cedarwood Road and access for emergency vehicles in addition to the pedestrian access. She said the Fire Chief wants yellow striping on fire lanes. Mr. Richardson added that cape cod berm will be used in lieu of vertical granite curb at the access drive from First Parish Road so emergency vehicles will be able to drive over the curb. Ms. Harbottle indicated that at some point the driveway behind Town Hall needs to be evaluated despite not being part of the project. She said signage and adequacy of the pavement needs to be addressed. Mr. Richardson said that school signage shouldn't be dictated on Town Hall property. Mr. Limbacher said this issue was brought up at the Traffic Rules meeting. He said the question remains what is the long term traffic management and what is managed at each step.

Mr. Vogel indicated the public safety concerns may be overridden when the school opens. Mr. Limbacher suggested some initial signage and review the situation later. Officer Mark Thompson indicated that he hadn't seen the plan changes, but what Ms. Harbottle reported was correct. Mr. Limbacher said that would appear to solve the issue. Mr. Richardson indicated that they will give the Traffic Rules Committee a final set of plans. Ms. Harbottle also reported that the Conservation Commission had closed their hearing and were satisfied that their vernal pool and stormwater concerns have been met.

Chairman Pritchard asked if there was any public comment. Greg Morse of 167 Tack Factory Pond Drive asked how far the emergency vehicles would need to back up. Mr. Richardson said it would be about 250' maximum. He said they are not required to provide 360 degree access around the building. He said the emergency path is an added project benefit.

Ms. Burbine moved to close the public hearing. Mr. Vogel seconded the motion. Motion was unanimously approved. Ms. Burbine moved to make the following the Findings of Fact:

1. The applicant submitted a site plan entitled Scituate Middle School Scituate, MA, Permitting Documents dated July 1, 2015 by Jennifer Johnson, P.E. of Nitsch Engineering for Dore and Whittier, Architects, Inc.
2. The new Middle School was supported by a broad spectrum of Town officials, a vote of a Special Town Meeting, and a special election. A vote of December 3, 2014 Special Town Meeting authorized the Town to borrow up to \$75,000,000 for designing, construction and equipping a Middle School and High School auditorium, and renovating High School space, the school to have an anticipated life of fifty years. This became effective after a vote of 2,933 in favor, 2,616 opposed, for a Proposition 2 ½ override at a special election on January 10, 2015. According to Superintendent John McCarthy, the net cost to the Town not accounting for state funding would be approximately \$54,000,000, while the cost to renovate the existing Gates School would have been \$45,000,000.

3. The property is approximately 70 acres and includes the Scituate High School, parking areas, tennis and basketball courts, running track, skate park, playing fields, the Cushing School and some wooded land. It is located in the Residence R-1 zoning district, the Water Resource Protection District, its Zone II subdistrict and the Wireless Communication Overlay District.
4. According to the elevations and site plan, the average height of the Scituate Middle School will be no greater than 35', and the maximum height no greater than 40' to the ridge. It meets the height requirements for a residential building, and also meets the required front, side and rear setbacks for the Residence district.
5. The Middle School was reviewed by the Design Review Committee on July 14 and August 11. Their recommendations were addressed and/or incorporated in the design.
6. Property abutting 606 Chief Justice Cushing Highway includes land under the care and custody of the Conservation Commission, the Town Hall, current Fire and Police Stations, and several neighborhoods of single family homes. No traffic will be routed to the Cedarwood Rd. neighborhood. The adjoining premises will be protected against any detrimental or offensive uses of the site. The site plan meets the standard of review of Scituate Zoning Bylaw Section 770.6 Paragraph A.
7. The Scituate Zoning Bylaw Section 760.6, Table of Minimum Parking Requirements, requires one parking space for every 200 sq. ft. of gross floor area for an exempt educational use. The requirement for the auditorium, based on 850 seats, would be 283. Based on 130,000 sq. ft. of building area, this would result in a parking requirement of 1,133 spaces for the new Middle School and auditorium.

With the addition of the Middle School, there will be an additional 80 staff at the site. Based on a standard 1.5x factor, this would result in the need for an additional 120 parking spaces. After construction there will be a net increase of 162 parking spaces which exceeds the estimated need. While it only serves Grades 7 and 8, there are currently 86 spaces at the Gates Intermediate School. Parking appears to be sufficient for the proposed use.

Bus and car traffic from the Middle and High Schools will be separated. The public driveway for the Middle School will enter from First Parish Rd. and the driveway for the High School, from Chief Justice Cushing Highway. All bus traffic for both schools will use the Chief Justice Cushing Highway entrance. There will be room for 16 buses to queue at the High School at the start and end of the school day. Entrances at Chief Justice Cushing Highway and First Parish Rd. will be redesigned to clearly channel left- and right-hand turning vehicles into appropriate lanes. There will be a new stacking lane for vehicles exiting the High School.

Chief Justice Cushing Highway and First Parish Rd. is a major, signalized intersection on a state highway. Residents have expressed concern about children crossing in this location. The Town has met with State representative Jim Cantwell and transportation officials to determine what improvements should be pursued.

The site plan meets the standard of review of Scituate Zoning Bylaw Section 770.6 B. and C. for traffic safety, ease of access, pedestrian safety, minimizing glare and access for service and emergency vehicles.

8. The property is on Town Sewer. The plans have been reviewed by the Fire Department and DPW Water Division. The site plan meets the standard of review of Scituate Zoning Bylaw Section 770.6 D. for adequacy of methods of waste disposal, adequacy of water supply and

fire- fighting facilities on the site.

9. The drainage design by Nitsch Engineering was based on seven stormwater watershed areas discharging to four design points. Post-development peak discharge volume and rates will not exceed pre-development volume and rates. The site plan and stormwater report were reviewed by the Planning Board's consulting engineer, Josh Bows, P.E. of Merrill Associates. The plans were modified in response to his comments.

The area where construction will occur is in the Water Resource Protection District and Zone II subdistrict, and within the buffer to a Vernal Pool. Because of the proximity to these critical areas, the stormwater system was designed to protect water quality by reducing total suspended solids by at least 90%, as required by the Zoning Bylaw. It will infiltrate water through a low impact development approach including six bioretention basins including a 24" media filter, deep sump and hooded catchbasins, catch basin inserts and three underground infiltration chambers which will treat runoff and maximize infiltration to groundwater. Stone cobble will be used to surface seating areas near the front of the building and reinforced concrete turf will be used for the emergency vehicle access.

Within the Water Resource Protection District, slopes greater than 4:1 cannot be created except if associated with new road construction. There is a slope of approximately 3:1 northeast of the walkway from the High School to Cedarwood Rd. This is necessary to meet accessibility requirements because of the approximate 650' length of the walkway.

The applicant is willing to accept conditions on the storage of salt, chemical de-icing compounds, and petroleum products, and a prohibition on vehicle washing on the site. The site plan meets the standard of Scituate Zoning Bylaw Section 770.6 E. and F. for adequacy of stormwater management and control of toxic and hazardous materials in the Zone II subdistrict and Water Resource Protection District.

10. The site will be screened by existing trees on the north, east and west sides. Three bike racks will be provided for twenty-one bicycles in total. There will be numerous pedestrian crossings across the driveways amendment through parking areas. An erosion and sedimentation control plan will be used, and topsoil will be re-used on the site. The site plan meets the standards of Scituate Zoning Bylaw Section 770.6 G., H. and I.
11. The proposed public parking areas are adequately buffered and shaded. There is a minimum of one shade tree per ten spaces of a caliper of at least 2 ½ inches dbh as required by the Zoning Bylaw. Outdoor lighting is no higher than 20 feet tall and is specified to contain cut off fixtures to minimize glare and light spillover. The site plan meets the standards of Scituate Zoning Bylaw Section 770.6 I and J.
12. The site plan entitled Scituate Middle School Scituate, MA, Permitting Set dated July 29, 2015 with revisions through August 21, 2015 by Jennifer Johnson, P.E. of Nitsch Engineering for Dore and Whittier Architects, Inc. meets the requirements of the Town of Scituate Zoning Bylaw Section 770.6, Site Plan Review Standards of Review to a degree consistent with reasonable use of the site for the purpose permitted by the regulations of the district in which the land is located.

Discussion on Findings of Fact: Finding 4. Change ridge to roof edge. Finding 7. Auditorium is 750 seats and net increase in parking is 153 spaces. Finding 10. Wording on the bike racks to be changed to say "Bike racks will be provided for 5% of the proposed Middle School population. There will be numerous pedestrian crossings across the driveways and..." Finding 12. Change revision date to 9/24/15. Finding 9. Discussion if this project is being held to the same standards as

other projects. The Board indicated the existing slope is already steeper than 4:1 and the slope of the walk is being change for accessibility reasons causing steeper than 4:1 slopes to be necessary. Mr. Limbacher seconded the motion. Motion was unanimously approved.

Ms. Burbine moved to approve the site plan for the Scituate Middle School consisting of Permitting Documents entitled Scituate Public Safety, including all sheets listed on the attachment, stamped and signed by Jennifer L. Johnson, P.E. of Nitsch Engineering for Dore & Whittier Architects, Inc. subject to the following conditions:

1. The project will conform to the approved plans listed above for the Scituate Middle School, the stormwater report and responses to the comments from the Town's peer review engineer. If the building footprint is modified, the applicant's engineer shall certify the adequacy of the stormwater management system for the additional impervious surface area. Any further changes from these plans other than to incorporate the conditions below will require approval of the Planning Board.
2. Six reduced sets of 11 x 17 prints and pdf's shall be provided to the Planning Board prior to the pre-construction conference for distribution to Town departments and for the files.
3. The building shall meet all requirements of the Massachusetts state building code.
4. Materials and details of construction shall meet all requirements of the DPW, Board of Health, Fire Department, Conservation Commission, Building Department and Commission on Disabilities. Where this Site Plan Administrative Review requires approval, permitting or licensing from any local, state or federal agency, such required approval, permitting or licensing is deemed a condition of the Town of Scituate Planning Board's approval of this site plan. All necessary permits and approvals must be received prior to construction.
5. Based on the recommendations of the Traffic Impact and Access Study, the applicant should continue to explore improvements to the driveway behind the Town Hall to determine if improvements are warranted in the interest of traffic safety.
6. Prior to scheduling the pre-construction conference the following changes shall be made to the plan:
 - a. Locations for snow storage shall be approved by the Conservation Commission and DPW and shown on the plan.
 - b. Trees shall be located a minimum of 10' from utility lines to avoid problems with roots.
 - c. Topsoil will be re-used on the site to the greatest extent possible. Additional topsoil shall be used as required to loam and seed disturbed areas.
 - d. Improvements to the pedestrian access to Cedarwood Rd. such as appropriate hardening or similar materials at the width necessary to support a fire truck shall be added. Breakaway or removable bollard(s) shall be installed at the Cedarwood Rd. entrance to prevent access by other vehicles shall be shown.
7. Prior to scheduling the pre-construction conference the following notes shall be added to the plan:
 - a. Gasoline, chemical abrasives used for removal of snow and ice on roads, commercial fertilizers, fuel oil and other hazardous materials shall be stored in the smallest quantities possible and in above-ground tanks or containment designed and operated as required by Scituate Zoning Bylaw Section 520.6. The use of sodium chloride is not permitted by the

Long Term Pollution Prevention Plan.

- b. As recommended by the Traffic Impact and Access Study, vegetation to the northeast corner of First Parish Rd. along the existing High School driveway shall be kept trimmed to maximize the sight distance available.
- c. Any required approval of changes to curb cuts on Chief Justice Cushing Highway or First Parish Rd. must be obtained from Mass. DOT and the Scituate DPW, respectively, prior to the start of construction.
- d. The DPW shall be notified prior to the start of work within the ROW of First Parish Road. Any work within this ROW shall be coordinated with the DPW. Other than as required by this work, there shall be no parking or idling of vehicles on First Parish Road during construction.
- e. Per the request of the Fire Chief, yellow pavement markings shall be used to designate all fire lanes.
- f. All light fixtures shall be shielded to prevent light trespass onto adjacent properties. The lighting in the parking lots shall be programmable as to on-off and intensity.

Construction

- 8. A pre-construction conference will be required prior to the start of construction including the Town's consulting engineer, a representative of the DPW, the Conservation and Natural Resource Officer, the site contractor and the Town Planner.
- 9. Prior to scheduling the pre-construction conference, the applicant shall meet with the Fire Chief to determine final locations for fire safety signage and a check to cover inspections by the consulting engineer, a schedule of construction activities and the final SWPPP shall be given to the Town Planner.
- 10. The existing entrance off First Parish Rd. shall be used as the construction entrance.
- 11. Stormwater control during construction shall be maintained according to the Long Term Pollution Prevention Plan and Stormwater Operation and Maintenance Plan dated July 1, 2015 and the Storm Water Pollution Prevention Plan (SWPPP). All clearing and earth moving operations shall only occur while erosion and sedimentation control measures are in place. Water and sediment cannot be discharged into the subsurface infiltration areas and bioretention areas until the site is fully stabilized.
- 12. The Town Planner is to be notified when erosion control measures are in place, when construction begins and when construction is completed. If deemed necessary by the Town Planner in consultation with the DPW Engineering staff and the Conservation and Natural Resource Officer, temporary sedimentation basins, check dams, silt socks and or noise and dust control may be required in addition to the erosion control measures shown on the plan. All erosion control measures shall remain until the Town Planner and Conservation and Natural Resource Officer determine that the danger of erosion or sedimentation no longer exists.
- 13. Construction shall proceed according to the applicant's construction phasing plans.
- 14. Construction work shall not begin prior to 7 AM weekdays and 8 AM on Saturday and shall cease no later than 7 PM or sunset whichever is earlier. No construction shall take place on Sunday or legal/federal holidays.

15. The Long Term Pollution Prevention Plan and Stormwater Operation and Maintenance Plan dated July 1, 2015 are attached to and a part of this approval. Prior to application for a Certificate of Occupancy, a copy of a contract for annual required inspection and maintenance of stormwater structures shall be provided to the Planning Department. It is recommended that this maintenance be included in the School Departments' annual budget.

An As-Built Plan stamped by a registered surveyor and registered professional engineer who designed the system shall be submitted to the Planning Board within ten days of completion of the work. This plan shall include the construction conditions of the stormwater management system, grading, house and driveway. The As-Built Plan must be submitted prior to obtaining a Certificate of Completion for the Stormwater Permit and it must be found in compliance with the approved permit. All grading and landscaping must be complete prior to the as-built submittal.

Discussion on the motion concluded as follows: Change Public Safety to Middle School in motion. Condition 5. Change to say "alternatives for improvements". Condition 6d. Add only after pedestrian. Change fire truck to emergency vehicles and delete "shall be shown". Condition 9. Clarify each requirement separately. Condition 11. Change cannot to shall not. Condition 14. Change to reads as "Exterior construction work or excessively noisy interior work shall not begin prior to 7 AM weekdays and 8 AM on Saturday and shall cease no later than 10 PM or sunset whichever is earlier. Interior construction work can continue until 10 PM." Condition 15. Remove the last sentence. Condition 16. Change wording to read "An as-built plan stamped by a registered surveyor and reviewed by the registered professional engineer who designed the system..." Contractor will be doing the as-built and Ms. Johnson will stamp an affidavit that it complies with the as-built that she has reviewed. Also change house to building. Mr. Limbacher moved to approve the conditions as further discussed. Mr. Greene seconded the motion. Motion was unanimously approved.

Ms. Burbine moved for a five minute recess. Mr. Greene seconded the motion. Motion was unanimously approved.

Continued 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

- Email from Laura Harbottle to Board dated 9/18/15 with letter from Fire Chief dated 9/15/15, police chief letter dated 9/16/15, revised C2.01 and C2.00 dated 9/8/15 showing new driveway, C4.0 revised 9/8/15 and draft findings of fact and motion.

Don Walter, Jennifer Johnson and John Diaz of GPI were present for the applicant. Ms. Johnson said the issues that remained from the last meeting included changing the driveway to be out of the 50 foot buffer, the berm, traffic and conservation issues. She indicated the Conservation Commission closed its hearing and the Board of Health would be meeting on the septic system on 9/28/15. Mr. Walter said they have brought an enlarged version of the topography to show the drainage patterns. Ms. Johnson indicated the site is isolated from the larger parcel via a watershed divide and high points which was the watershed they took into account for the design of the stormwater system. She said the water on-site will be managed by a stormwater system and a swale

outside the berm will direct water to the stormwater management system where it will then exit the site through the culvert under Route 3A to match existing conditions. She said there would be no more ponding on the outside of the berm than exists today. Mr. Limbacher asked about the area on the other side of the road for the septic system. Ms. Johnson said there is a high point at the property edge that directs water to a swale along the gravel drive and then to an area drain so the watershed is all accounted for in the stormwater management system.

Mr. Vogel asked for clarification where the pull off was for people driving to the complex with a medical emergency. Mr. Walter said it was on the apparatus bay not on the public entrance drive. Chairman Pritchard asked for a traffic analysis update. John Diaz of GPI summarized the existing traffic counts on Route 3A and Mann Lot Road along with turning movements which were all consistent with commuter traffic. He indicated that the intersection crash rate at the unsignalized intersection was low compare to the volume based on the crash history from 2010 to 2014. He said that they looked at the speeds to determine if they were in accordance with what is posted and for sight distance to and from the driveways. He said the speed limit for Route 3A is 50 mph with the 85% speed being 47 and the 85% speed for Mann Lot is 34 mph. He said both roads are pretty consistent with posted speeds.

Mr. Diaz indicated that delays on Mann Lot Road will be marginally increased by one to two minutes during peak commuting times for both roads. He said the stopping sight distance and intersection sight distance both exceed the minimum required. He said additional background traffic was accounted for in the study including the new Middle School and the future Bartlett Fields along with a large subdivision. He said the site is not a huge generator of traffic and parking and traffic counts were based on numbers of staff at shift changes. He indicated that the number of emergency calls is unpredictable.

Mr. Diaz indicated that the project calls for a signal on Route 3A with an emergency vehicle hybrid beacon. He said the signal is meant to target a driver's attention and be activated when an emergency vehicle needs to exit the station. He said the signal will be one station with facings for both sides and stop lines on both sides of the drive. He said that there were initial discussions to signalizing Mann Lot Road; but because the access drive was moved further north to be about 600 feet from Mann Lot there will be adequate room on Route 3A for cars when the emergency signal is activated. Mr. Limbacher said he likes the location of the signal and thinks it is good that Mann Lot won't be signalized as that would encourage more cut through traffic and change the existing level of service.

Ms. Harbottle indicated that the Board of Health will be addressing the septic system, that the public entrance driveway has been moved out of the 50 foot wetlands buffer, the Conservation Commission closed their public hearing, the peer review engineer has indicated that stormwater concerns have been addressed and traffic issues have been addressed.

Maureen Dowd of Puritan Drive asked where the stop line for the signal would be. Mr. Diaz said it will be on Route 3A so any traffic on Mann Lot Road will be able to go south or straight. He said if the light is on, the main police access will be from Route 3A. Officer Thompson indicated that police will have access on Mann Lot Road, but will respond to emergencies via Route 3A. Ms. Dowd asked what if Mann Lot is blocked due to emergency vehicles exiting. Mr. Diaz indicated the signal is just activated for the emergency vehicles exiting and there is room for vehicles on Route 3A between the stop line and Mann Lot Road. Officer Thompson said there will be signage to not block the intersection. Mr. Limbacher asked how often police vehicles will exit on an emergency basis.

Mr. Walter indicated that generally police will be on patrol and respond accordingly. Chairman Pritchard indicated that letters were received from the Police and Fire Chiefs that they will have policies not use Mann Lot road except for emergencies in those area.

Ms. Burbine said that the drainage has been adequately addressed; however, she is still concerned about the existing width of Mann Lot Road. She said she understands the road is not part of the project; but the Town needs to look at the road for the safety of all regardless of the Public Safety Complex. Andrea Hunt of 66 Mann Lot Road said she has lived there her entire life and the road was restricted for weight years ago due to the width and utility poles at the edges. She said there is no place to pull over for a fire engine to pass due to ditches, stonewalls and telephone poles sticking out. She expressed concern that the middle section of Town such as Hatherly Road, Hollett Street and Captain Peirce Road will be hard to get to as it was stated that emergency vehicle access on Mann Lot Road was not studied and Booth Hill Road is not much better. She said a bad accident is just waiting to happen. She said she is worried about response time on narrow roads when the goal is to decrease response times.

Ms. Burbine also expressed concern about people getting out of Mann Lot Road when a fire engine is coming out of the station and how this will interact with traffic coming in and out of the gas station. She said now is the time to request a study for a light as it can take a minimum of two years to obtain a light. Selectman Maura Curran said that the Town has started the process by meeting with Representative Cantwell, MA DOT and District 5 Highway officials on the First Parish, Mann Lot and Henry Turner Bailey Road corridor and alerted them that a signal warrant is met. Mr. Diaz said he agreed with Mrs. Hunt, but the emergency signal is 500 feet from Mann Lot providing room for 25 to 30 cars with the signal only stopping traffic for 10 seconds to let the emergency vehicles exit. He said the Mann Lot intersection meets a signal warrant and a signal would likely increase traffic in the future. He said other alternatives besides a signal may be possible. He said if Mann Lot is widened then there will be more traffic with higher speeds on the road. Mrs. Hunt indicated the road needs to be studied. Chairman Pritchard asked to move on as some action was underway on the traffic issue.

Ms. Burbine moved to close the public hearing. Mr. Limbacher seconded the motion. Motion was unanimously approved. Ms. Burbine moved to make the following Findings of Fact:

1. The applicant submitted a site plan entitled Scituate Public Safety Scituate, MA, Permitting Documents dated July 29, 2015 with revisions through 9/8/15 by Jennifer Johnson, P.E. of Nitsch Engineering for Dore and Whittier, Architects, Inc.
2. The new Public Safety Complex was supported by a broad spectrum of Town officials, a vote of a Special Town Meeting, and a special election. According to Fire Chief John Murphy, it provides better access to the West End, North Scituate and Minot, in particular, and through the improved access response times for fire engines and ambulances will be significantly reduced. Response times are currently eight minutes for fire engines and 11 minutes for an ambulance to the farthest locations in the West End. These will be reduced to six minutes for both types of vehicles. Other public safety benefits include improved response times for police vehicles, combined dispatch, an Emergency Operations Center and Training Room, and the potential to store both a second ambulance and forest truck for brush fires in a central location in Scituate.
3. A vote of December 3, 2014 Special Town Meeting transferred six acres at Chief Justice Cushing Highway and Mann Lot Road from the custody of the School Committee to the Board of Selectmen. This Special Town Meeting also allocated \$16,200,000 for the design,

construction and furnishing of a new Public Safety Complex, to house police, fire and emergency operations. This became effective after a vote of 3,043 in favor, 2,494 opposed, for a Proposition 2 ½ override at a special election on January 10, 2015.

4. The property is vacant land and is located in the Residence R-1 zoning district, the Water Resource Protection District, its Zone II subdistrict and the Wireless Communication Overlay District.
5. According to the elevations and site plan, the average height of the public safety building will be no greater than 35', and the maximum height no greater than 40' to the ridge. It meets the height requirements for a residential building, and also meets the required front, side and rear setbacks for the Residence district.
6. The property at 800 Chief Justice Cushing Highway is surrounded on two sides by vacant land owned by the School Committee which is currently open space. A vegetated berm will surround much of the property on these sides. On two other sides, it adjoins Chief Justice Cushing Highway and Mann Lot Rd. The adjoining premises will be protected against any detrimental or offensive uses of the site. The site plan meets the standard of review of Scituate Zoning Bylaw Section 770.6 Paragraph A.

The Scituate Zoning Bylaw Section 760.6, Table of Minimum Parking Requirements, requires one parking space for every three occupants as determined by the State Building Code for places of public assembly. The maximum occupancy for the building is 80, with 27 public parking spaces required. 48 are provided including two handicap spaces. 52 secure parking spaces are also provided for police and fire officers and staff with an additional two handicap spaces. Parking appears to be more than sufficient for the proposed use.

Residents have noted that Mann Lot Rd. is a narrow, winding road. According to Figure 4 of the Traffic Assessment by Greenman-Pedersen Inc. (GPI) only 5% of trips to or from the Public Safety Complex will use this road entering or exiting the site. With immediate fire and police access to Route 3A, there are many alternative routes to reach North Scituate. Both the Fire and Police Chiefs have committed to establishing standing policies requiring their respective personnel to avoid the use of Mann Lot Rd. for emergency response unless responding to an emergency on Mann Lot Rd. or the immediately adjacent neighborhoods.

The site plan meets the standard of review of Scituate Zoning Bylaw Section 770.6 B. and C. for traffic safety, ease of access, pedestrian safety, minimizing glare and access for service and emergency vehicles.

7. A septic system on a separate lot is being designed to service the facility. The plans are being reviewed by the Board of Health and will be modified to meet their requirements, inclusive of the requirements of the MA DEP. The plans have also been reviewed by the DPW Water Division. The site plan meets the standard of review of Scituate Zoning Bylaw Section 770.6 D. for adequacy of methods of waste disposal, adequacy of water supply and fire- fighting facilities on the site.
8. The site plan and stormwater report were reviewed by the Planning Board's consulting engineer, Josh Bows P.E. of Merrill Associates. The plans were modified in response to his comments. The site is in the Water Resource Protection District and Zone II to a public well. The stormwater system has been designed to improve water quality by reducing total suspended solids by at least 90%, as required by the Zoning Bylaw Stormwater will infiltrate water through two gravel wetlands, a rain garden, a proprietary treatment device and underground infiltration chambers. The applicant is willing to accept conditions to protect groundwater quality related to

the storage of salt, chemical de-icing compounds, and petroleum products, and a prohibition on vehicle washing on the site. The site plan meets the standard of Scituate Zoning Bylaw Section 770.6 E. and F. for adequacy of stormwater management and control of toxic and hazardous materials in the Zone II subdistrict and Water Resource Protection District.

9. A vegetated berm has been proposed that will surround much of the property and will partially block the view of the complex and associated activity from the nearby open space. The Conservation Commission has reviewed a Notice of Intent for the project, closed their public hearing on September 16, 2015 and expects to issue Orders of Condition in the very near future. There will be a pedestrian crossing serving the public parking lot. An erosion and sedimentation control plan will be used; soil will be re-used on the site in the vegetated berm. The site plan meets the standards of Scituate Zoning Bylaw Section 770.6 G., H. and I.
10. The proposed public parking area is adequately buffered and shaded and there is a minimum of one shade tree per ten spaces of a caliper of at least 2 ½ inches dbh. The dumpster is not visible from public ways or from residential areas. Outdoor lighting is no higher than 20 feet tall and is specified to contain cut off fixtures to minimize glare and light spillover. The site plan meets the standards of Scituate Zoning Bylaw Section 770.6 I and J.
11. The site plan entitled Scituate Public Safety Scituate, MA, Permitting Set dated July 29, 2015 with revisions through September 8, 2015 by Jennifer Johnson, P.E. of Nitsch Engineering for Dore and Whittier Architects, Inc. meets the requirements of the Town of Scituate Zoning Bylaw Section 770.6, Site Plan Review Standards of Review to a degree consistent with reasonable use of the site for the purpose permitted by the regulations of the district in which the land is located.

Discussion on the motion was as follows: Ms. Burbine asked if an ambulance will be located in the station. Selectman Maura Curran answered affirmatively. Finding 5. Add and for the Route 3A setback at the end. Finding 8. Change wording from “Stormwater will infiltrate...” to “The Stormwater Management system will treat...” Finding 9. Add the word and in the last sentence between “used and soil”. Mr. Limbacher moved the findings as modified. Mr. Vogel seconded the motion. Motion was unanimously approved.

Ms. Burbine moved to approve the site plan for the Public Safety Building consisting of Permitting Documents entitled Scituate Public Safety, including all sheets listed on the attachment, stamped and signed by Jennifer L. Johnson, P.E. of Nitsch Engineering for Dore & Whittier Architects, Inc. subject to the following conditions:

1. The project will conform to the approved plans listed above for the Public Safety Building, the stormwater report and a Rendering provided by Stephen Haskell of Dore & Whittier Architects, Inc. to the Planning Board on August 24, 2015, except if bid alternates are approved, the architectural plans, building footprint and driveways may be adjusted for an additional sally port and/or fire truck bay as indicated by dashed lines on the plan. If the building footprint is modified, the applicant’s engineer shall certify the adequacy of the stormwater management system for the additional impervious surface area and shall submit updated analysis to the Planning Board demonstrating such adequacy. Materials used shall be of the type with the textures shown on the rendering. Any further changes from these plans other than to incorporate the conditions below will require approval of the Planning Board.
2. Materials and details of construction including connection to Town Water and Sewer systems, shall meet all requirements of the DPW, Board of Health, Fire Department, Conservation Commission, Building Department and Commission on Disabilities. Where this Site Plan

Administrative Review requires approval, permitting or licensing from any local, state or federal agency, such required approval, permitting or licensing is deemed a condition of the Town of Scituate Planning Board's approval of this site plan. All necessary permits and approvals must be received prior to construction.

3. The building shall meet all requirements of the Massachusetts state building code.
4. Approval of new curb cuts on Chief Justice Cushing Highway and Mann Lot Rd. must be obtained from the Mass. DOT and the Scituate DPW, respectively.
5. Gasoline, chemical abrasives used for removal of snow and ice on roads, commercial fertilizers, fuel oil and other hazardous materials shall be stored in the Utility Building or other location outside the Water Resource Protection District to the greatest extent possible; if these must be stored within the Water Resource Protection District they shall be kept in above-ground tanks or containment designed and operated as required by Scituate Zoning Bylaw Section 520.6. No road salt shall be stored on site as required by the Long Term Pollution Prevention Plan.
6. Six reduced sets of 11 x 17 prints and pdf's shall be provided to the Planning Board prior to the pre-construction conference for distribution to Town departments and for the files.

Prior to Scheduling the Pre-Construction Conference

7. The following items shall be added to the plans prior to scheduling the pre-construction conference:
 - Additional locations for snow storage to provide sufficient room for snow from major storms shall be shown on the plan and approved by the Conservation Commission and DPW.
 - Seed mixes shall be shown on the plans. Only herbaceous plants shall be grown in the raingarden. Prior to planting, 6" of loam shall be added to the berm.
 - Temporary sediment sumps shall be located on the Erosion and Sedimentation Control Plan.
 - Notes shall be added to the plan stating:
 - All construction traffic shall enter the site via Route 3A to the entrance on Mann Lot Road.
 - The lighting in the public parking lot shall be programmable as to on-off and intensity.
 - No vehicles shall be washed on the site.
 - All plantings, vegetation, landscaping and signage along the site frontage shall be kept low to the ground (no more than 3' above street level) or set back sufficiently from Route 3A and Mann Lot Rd. so as not to interfere with available sight lines.
8. The schedule and sequence of construction activities and final SWPPP Plan shall be provided to the Planning Board office.

Construction

9. A pre-construction conference will be required prior to the start of construction, including a representative of the DPW, the Conservation and Natural Resource Officer, the OPM or his

representative, the site contractor and the Town Planner.

10. Any work within the ROW of Mann Lot Road shall be coordinated with the DPW. The DPW shall be notified prior to the start of work within the ROW of Mann Lot Road. Other than as required by this work, there shall be no parking or idling of vehicles on Mann Lot Road during construction.
11. Stormwater control measures shall be maintained according to Long Term Pollution Prevention Plan and Stormwater Operation and Maintenance Plan dated July 29, 2015 submitted for the project and the Storm Water Pollution Prevention Plan (SWPPP). All clearing and earth moving operations shall only occur while erosion and sedimentation control measures are in place.
12. A crushed stone construction entrance as detailed on the plans shall be required and installed prior to the start of work in any area. Water and sediment shall not be discharged into the subsurface infiltration areas, gravel wetlands and rain garden until the site is fully stabilized.
13. The Town Planner shall be notified when erosion control measures are in place, when construction begins and when construction is completed. If deemed necessary by the Town Planner in consultation with the DPW Engineering staff and the Conservation and Natural Resource Officer, temporary sedimentation basins, check dams, silt socks and or noise and dust control may be required in addition to the erosion control measures shown on the plan. All erosion control measures shall remain until the Town Planner determines that the danger of erosion or sedimentation no longer exists.
14. Construction shall proceed according to the construction phasing plans.
15. Construction work shall not begin prior to 7 AM weekdays and 8 AM on Saturday and shall cease no later than 7 PM or sunset whichever is earlier. No construction shall take place on Sunday or legal/federal holidays.

After Construction

16. A set of As-Built Plans stamped by a registered surveyor and registered professional engineer who designed the system shall be submitted to the Planning Board within ten days of completion of the work. This plan shall include the construction conditions of the stormwater management system, grading, building and driveways. The As-Built Plan must be submitted prior to obtaining a Certificate of Completion for the Stormwater Permit and such plans must be found in compliance with the approved permit. All grading and landscaping must be complete prior to the as-built submittal.
17. Prior to application for a Certificate of Occupancy, a copy of a contract for inspection and maintenance of stormwater structures per the Post Construction Operation and Maintenance Plan received September 2, 2015 shall be provided to the Planning Department. It is recommended that this maintenance be included in the Police and Fire Departments' annual budgets.
18. If signage identifying the building or providing public information other than for entrance/exit, directions, or safety purposes is incorporated at a later stage of the project's design, it shall be reviewed by the DRC and Planning Board prior to application for a sign permit.

The following points were agreed after discussion by the Board: Condition 1. Remove the sentence "If the building footprint...demonstrating such adequacy." as drainage design is for the full program.

Condition 2. Take out sewer systems as site will have a septic system. Condition 5. Change “the” Utility Building to “a” utility building. Take out “if...they” and replace with “all storage”. Condition 8. Make it the same as the Middle School with a check for construction inspections to be supplied by the applicant. Condition 16. Change to A set of As-Built Plans stamped by a registered surveyor and reviewed by the registered professional engineer” – also change ten days to 30 days. Condition 17. Delete last sentence. Change title of plan to be Long Term Pollution Prevention Plan and Stormwater Operation and Maintenance Plan. Mr. Limbacher moved the conditions as modified. Mr. Greene seconded the motion. Motion was unanimously approved.

Accounting

Documents

- PO # 1601964(\$85.23)

Ms. Burbine moved to approve the requisition of \$85.23 to WB Mason for office supplies. Mr. Limbacher seconded the motion. Motion was unanimously approved.

Liaison Reports

Ms. Burbine reported that the Economic Development Commission is going forward with New England Boat and the signage program. She said Scituate will be showcased on NECN on Monday October 5 at 6:30 PM.

Town Planner Report

Ms. Harbottle indicated that the Selectmen referred the Microbrewery Citizen Petition Article to the Planning Board.

Old Business and New Business

Documents

- Email to Board dated 9/16/15 from Laura Harbottle on potential zoning article on microbrewery petition article and Library Parking Plan dated 9/15/15.

These items were distributed to the Board electronically.

Mr. Vogel moved to adjourn the meeting at 10:05 p.m. Mr. Limbacher seconded the motion. Motion was unanimously approved.

Respectfully submitted,

Karen Joseph
Planning Board Secretary

Richard Taylor, Clerk
10-8-15
Date Approved