



Town of Arlington, Massachusetts
Department of Planning & Community Development
730 Massachusetts Avenue, Arlington, Massachusetts 02476

Public Hearing Memorandum

The purpose of this memorandum is to provide the Arlington Redevelopment Board and public with technical information and a planning analysis to assist with the regulatory decision-making process.

To: Arlington Redevelopment Board

From: Jennifer Raitt, Secretary Ex Officio

Subject: Environmental Design Review, 34 Dudley Street, Arlington, MA, Docket #3690

Date: March 24, 2022

I. Docket Summary

This is an application by PSI Atlantic Holdings VII, LLC, 530 Oak Court Drive, Memphis, TN, 38177 for 34 Dudley Street, LLC, 34 Dudley Street, Arlington, MA to open Special Permit Docket #3690 for the construction of a self-service storage facility containing between 740 and 780 storage units at 34 Dudley Street, Arlington, MA in the I Industrial District. The opening of the hearing is to allow the Board to review and approve the development under Section 3.4, Environmental Design Review Special Permit of the Arlington Zoning Bylaw.

The proposed building is a five-story, 58-foot tall, 95,706 square foot self-service storage structure. The facility would be staffed from 8:30am to 6:00pm Monday through Friday, with customer access between 6:00am and 10:00pm seven days per week. The facility would have four loading spaces, and 11 parking spaces provided in a surface parking lot. The Applicant is requesting relief from the number of required vehicular and bicycle parking spaces.

Materials submitted for consideration of this application:

- Application for EDR Special Permit, including an Environmental Impact Statement;
- Site photograph documenting existing conditions;

- Renderings of the proposed project, prepared by Premier Storage Investors and michael parker studios, dated February 9, 2022;
- Site Plans, prepared by VHB, dated February 9, 2022;
- Architectural plans and elevations, prepared by illuminate, dated February 9, 2022;
- Sign package, prepared by elro signs, dated December 20, 2021;
- Stormwater Report, prepared by VHB, dated February 2022;
- Stormwater Management System Operations and Maintenance Manual, prepared by VHB, dated February 2022;
- Stormwater Erosion and Sediment Control Plan, prepared by VHB, dated February 2022;
- LEED Scorecard and considerations, prepared by michael parker studios, dated February 15, 2022; and
- Trip generation and parking study, prepared by VHB, dated February 10, 2022.

II. Application of Special Permit Criteria (Arlington Zoning Bylaw, Section 3.3)

1. Section 3.3.3.A.

The use requested is listed as a Special Permit in the use regulations for the applicable district or is so designated elsewhere in this Bylaw.

A self-service storage facility is allowed by Special Permit in the I Industrial District. The Zoning Bylaw, in Section 5.6.1.B, indicates that the district allows uses requiring the manufacture, assembly, processing, or handling of materials which because of their traffic, noise, appearance, odor, or hazards would be disruptive to residential and other business uses. Other uses are allowed if they support the continuation of industrial uses in Arlington.

The Dudley Street industrial area, between Grove and Brattle Streets, is one of the larger industrial areas in Arlington. The I District spans from Grove Street at the Department of Public Works site to just northwest of Brattle Street. Directly south of the site are the Mill Brook and Wellington Park; to the north are the other industrial parcels with two-story buildings along Dudley Street, beyond which is the Minuteman Bikeway. To the east is a three-story commercial/office/warehouse building in the I District, and two three-story apartment buildings in the R5 District. Beyond Wellington Park to the south are the R5, B4, and R6 zoning districts.

The Board can find that this condition is met.

2. Section 3.3.3.B.

The requested use is essential or desirable to the public convenience or welfare.

The requested use is essential and desirable. The second goal in the Master Plan section on economic development is to “*Maximize the buildout potential of commercial and industrial properties*” (p. 10, 95). This proposal will 740 to 780 units of self-service

storage to Arlington. The town has one other self-service storage facility, which is located on Brattle Court. The next nearest self-service storage facilities are in Medford on Route 16 and Cambridge on Concord Avenue. The use would replace an auto body and auto repair facility.

The Board can find that this condition is met.

3. Section 3.3.3.C.

The requested use will not create undue traffic congestion or unduly impair pedestrian safety.

As discussed in more detail under the EDR Circulation Criteria, the Traffic Impact Analysis shows a net reduction in trips to the site. The site presently has two curb cuts. The Applicant is proposing to close one and replace it with a sidewalk as part of the redevelopment of the site and to meet site standards requirements in Section 5.2.6(D). The Applicant proposes replacing the sidewalk along the frontage of the parcel, and installing a stop sign and “STOP” lettering at the parking lot exit. Ingress and particularly egress to the site from Massachusetts Avenue via Grove Street may be challenging for larger vehicles, such as moving trucks, as that intersection lacks a traffic light. This is a current condition for the existing self-service storage facility on Brattle Court as well.

It is not expected that the proposed project will unduly impair pedestrian safety.

4. Section 3.3.3.D.

The requested use will not overload any public water, drainage or sewer system or any other municipal system to such an extent that the requested use or any developed use in the immediate area or in any other area of the Town will be unduly subjected to hazards affecting health, safety, or the general welfare.

The site is developed and currently predominantly impervious. The Applicant proposes to reduce the impervious area on the site from 31,460 square feet to 26,291 square feet (-5,169 square feet). The Stormwater Report by VHB indicates that standards have been met with the proposed stormwater design, which includes a bioretention basin and deep sump hooded catch basin to collect stormwater prior to discharging it into a subsurface infiltration basin with an isolator row to treat stormwater before it is released. In addition, a modest number of landscaped areas will be added to the site resulting in a reduction of impervious area and quantity of stormwater flowing from the site, and an erosion control seed mix and erosion control mat will be installed on sloped areas leading down to Mill Brook.

On March 3, 2022, the Applicant presented a Notice of Intent for the project to the Arlington Conservation Commission. The Commission noted the impacts within the Riverfront Area to Mill Brook, 100-foot Adjacent Upland Resource Area, and buffer zone to the bank of the brook. The Applicant agreed to comply with any operation and

maintenance conditions imposed by the Commission, add retainment trenches or berm at the limit of work to add to erosion controls during construction, and calculate the stormwater impacts using the NOAA+ standard. The Commission noted that the project would improve existing conditions on the site. The proposed project will improve, not overload, public utilities. The Board can find that this condition is met.

5. Section 3.3.3.E.

Any special regulations for the use as may be provided in the Bylaw are fulfilled.

As a condition of any decision for the requested size of the proposed development and the request to exceed the maximum height regulations, the Applicant will need to fulfill the requirements Section 5.6.2.D, which outlines development standards for new development or additions over 50% of the existing footprint. The Applicant proposes to address the standards as described below:

- Renewable Energy Installations: As shown on Sheet A-106, the roof structure will be solar ready, and will be coated with a white roofing membrane to reduce energy and reduce heat buildup.
- Yards: The principal façade is set back 10 feet from the front lot line. As described above, a stormwater management system will be introduced to the site.
- Transparency and Access: At least 50% of the Dudley Street façade is transparent at the ground floor, however the Applicant should consider improvements to the design treatment of the storefront to clearly define it as a principal entrance. Façades along the sides of the building have been articulated through variation in color and material. A connection to the sidewalk along Dudley Street from the primary entrance has been provided.
- Lighting: Site and building lighting is downcast and provides minimal light overspill onto the adjacent site. The Applicant has provided only one light along the front façade but should consider an additional light to illuminate the entire sidewalk for safety purposes.
- Pedestrian Amenities: Three shade trees (Pyramidal European Hornbeam) are proposed to line the front façade of the building, along with three 4-foot square planters and two benches. The second curb cut will be closed, and the sidewalk along Dudley Street will be reconstructed.
- Erosion and Sedimentation Control: An erosion control plan for all construction activity has been provided on sheets C1.01 and C2.01. Erosion control measures will be inspected weekly throughout construction activity and will remain in place until disturbed earth has been stabilized.
- Exceptions to Maximum Height Regulations: As the proposed building exceeds 39 feet or three stories, the Applicant must meet additional development standards. The residential buffer requirement does not apply to the Industrial District. Regarding sustainable roof infrastructure, the entire roof membrane is white and highly reflective. The Applicant has adequately described their plan to retain and treat 100% of stormwater on site.

Overall, the relationship between the primary entrance and the street insofar as design and lighting treatments could be improved. The Board can find that all other conditions are met.

6. Section 3.3.3.F.

The requested use will not impair the integrity or character of the district or adjoining districts, nor be detrimental to the health or welfare.

Although most of Dudley Street is in the Industrial District, many properties along the street present as single- or two-family buildings, with the exception of the three, three-story buildings to the east of 34 Dudley St. The proposed building departs from the typical residential-style architecture, presenting as a large warehouse with windows only on the front façade. Residential buildings in this district are preexisting nonconforming uses, as no residential uses are allowed by right or by Special Permit except for artist live/workspace, which requires a Special Permit. Compared to the four-story bank of windows, the front entry recedes into the surrounding white E.I.F.S. Attention should be given to drawing more attention to the principal entry through potentially an awning or other projection to protect the entry from inclement weather.

The building features wide, tall panels of pre-finished metal pencil rib panels along the front, side, and rear façades. The Applicant could consider additional architectural detailing along the left front façade and upper stories on the east and rear façades to break up the overall mass of the structure. Additionally, the rear façade will be visible from the adjacent Mill Book and Wellington Park. The Applicant could consider introducing windows or other architectural detailing along the rear façade to minimize the massing of the building. The Applicant could also consider moving from pre-finished metal to prefabricated masonry.

The Applicant is proposing a floor area ratio (FAR) of 2.81 and a height of five stories. The existing building's FAR is 0.32 and is one story in height. The Zoning Bylaw allows a maximum FAR of 3.0 and a height of five stories in this zoning district if the proposal meets the additional requirements outlined in Section 5.6.2.D(7). A highly reflective sustainable roof infrastructure element is proposed, and the Stormwater Report demonstrates the Applicant's plans to retain and treat 100% of stormwater on site.

While the proposed building is larger than most of the other buildings in the Industrial District along Dudley Street, it is also the first proposal received since 2021 Town Meeting voted to amend zoning in the Industrial District to allow increased heights, uses, and FAR, subject to development standards. The proposed building use is in keeping with other uses in the Industrial District and will not impair the integrity or character of the district or the adjoining districts and it will not be detrimental to health or welfare.

7. Section 3.3.3.G.

The requested use will not, by its addition to a neighborhood, cause an excess of the use that could be detrimental to the character of said neighborhood.

As described above, there is only one other self-service storage facility in Arlington, and very few located in adjacent communities. The use will not be in excess or detrimental to the character of the neighborhood. The Board can find this condition is met.

III. Environmental Design Review Standards (Arlington Zoning Bylaw, Section 3.4)

1. EDR-1 Preservation of Landscape

The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soil removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.

The existing property is entirely impervious and there is no natural landscape to preserve with the building and impervious paving fully saturating the building lot. The Applicant proposes to replace approximately 5,169 square feet of impervious material with landscaped areas along the property lines. Along the street, three new shade trees will be planted, and three planter boxes will be introduced along the building perimeter. The Board can find that this condition is met.

2. EDR-2 Relation of the Building to the Environment

Proposed development shall be related harmoniously to the terrain and to the use, scale, and architecture of the existing buildings in the vicinity that have functional or visible relationship to the proposed buildings. The Arlington Redevelopment Board may require a modification in massing so as to reduce the effect of shadows on the abutting property in an R0, R1 or R2 district or on public open space.

There are a range of architectural styles in the vicinity. The proposed development is in the I Industrial District which is the dominant zoning district on Dudley Street. Building heights in the vicinity range from single-story to three-story. As the Town's Design Standards indicate, greater height in certain locations can be beneficial, however monolithic façade treatments and flat, blank façades are not permitted. While the "face" of the building visible from Wellington Park is actually the back of the building, additional treatments to diminish the impact of overall building height and appearance should be considered. Further, while the ground floor storefront and front façade meets transparency requirements, its relationship to Dudley Street could be improved. An overall improved building façade treatment addresses and minimizes the building massing would improve the relationship of the building to the environment.

3. EDR-3 Open Space

All open space (landscaped and usable) shall be so designed as to add to the visual amenities of the vicinity by maximizing its visibility for persons passing by the site or

overlooking it from nearby properties. The location and configuration of usable open space shall be so designed as to encourage social interaction, maximize its utility and facilitate maintenance.

As noted above, while there is no landscaped or usable open space requirement in the Industrial District, because this Applicant is requesting to exceed the maximum height regulations, they are subject to Section 5.2.6(D). The proposal includes approximately 5,169 square feet of landscaped open space along property lines, which also provides a buffer between the site and the adjacent Mill Brook. Buffers are not required for Industrial District parcels that do not abut a residential district; however, they are included in this proposal to meet the site development standards. The Board can find that this condition is met.

4. EDR-4 Circulation

With respect to vehicular and pedestrian and bicycle circulation, including entrances, ramps, walkways, drives, and parking, special attention shall be given to location and number of access points to the public streets (especially in relation to existing traffic controls and mass transit facilities), width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, access to community facilities, and arrangement of vehicle parking and bicycle parking areas, including bicycle parking spaces required by Section 6.1.12 that are safe and convenient and, insofar as practicable, do not detract from the use and enjoyment of proposed buildings and structures and the neighboring properties.

The proposed project includes 11 spaces for vehicles located in a surface parking lot, including one HP van space. An additional four loading bays are provided, bringing the vehicular parking total to 15. Three loading bays are required under Section 6.1.6. Short-term and long-term bicycle parking is provided. Improved sidewalks, curb cuts, and curb treatments are also proposed. Any such proposed improvements in the public right-of-way will require additional review and approval by the Engineering Division.

The parking requirement is for light manufacturing, which requires one space per 1,000 square feet of floor area. The parking required for this use totals 96 vehicular parking spaces. The business will employ two workers, with no more than two being on site at a given time; customers visit the site throughout the day and weekend but generate fewer trips overall than they do for other uses. As such, the Applicant is requesting a reduction in the number of parking spaces provided to 15 spaces per Section 6.1.5 of the Zoning Bylaw and proposes to implement the following three Transportation Demand Management (TDM) strategies to reduce demand for parking: pay a stipend to workers without cars; provide preferential parking for carpooling vehicles; and provide covered bicycle parking and storage. The Applicant should clarify how preferential parking for carpooling vehicles would be identified in the parking lot, and how they envision this being used at a self-service storage facility. The parking reduction, if granted, would require 24 parking spaces total rather than the 24 proposed by the Applicant.

Regarding meeting the long-term bicycle parking requirements, one interior employee bicycle parking space is provided, along with covered bicycle racks for six bikes inside the loading bay area. Four covered short-term bicycle parking spaces are provided at the rear of the parking lot. In comparison, the use requires 96 long term and 77 short-term bicycle parking spaces, therefore the Applicant has requested a reduction in the number of parking spaces provided as the characteristics of the use make the need for additional bicycle parking unlikely. The Board may wish to modify this requirement per Section 6.1.12(A).

Vehicle Parking Requirements		
<u>Light Manufacturing</u>	<u>Square footage</u>	<u>Total Parking Required</u>
1 space per 1,000 sq. ft.	95,706	96
Loading spaces	95,706	3
	<u>Vehicle Parking</u>	<u>Loading Spaces</u>
Total Required Parking	96	3
Total Required Parking after Section 6.1.5 Reduction	24	3
Total Proposed Parking	11	4
Bicycle Parking Requirements		
<u>Use</u>	<u>Short-Term Parking</u>	<u>Long-Term Parking</u>
Light Manufacturing	77	96
Total Required Bicycle Parking	77	96
Total Proposed Bicycle Parking	4	7

The proposed project has few employees and a low frequency of visitors; therefore, it is likely that the aggregate number of trips to this location will be reduced compared to the property's current use as the Traffic Impact Analysis claims. The Applicant's analysis of trip generation rates for similar sized self-service storage facilities in the region verifies that the average trips generated is fewer than the number of parking spaces provided on-site.

Additional safety measures are provided where the parking lot meets the sidewalk along Dudley Street: "STOP" lettering will be painted on the drive and a stop sign will be installed.

The Traffic Impact Analysis does not address the various ways to access Dudley Street. Access to the site from Massachusetts Avenue and Summer Street is provided via Grove and Brattle Streets. Due to a lack of signaling at the Massachusetts Avenue and Grove Street intersection, egress via Grove Street may be challenging, especially for larger trucks and vans. It may be appropriate for the ARB to request a trip distribution analysis to assess how people will access this site.

Overall, the ARB may want more detailed information regarding circulation around the site to adequately assess the proposal.

5. EDR-5 Surface Water Drainage

Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Available Best Management Practices for the site should be employed, and include site planning to minimize impervious surface and reduce clearing and re-grading. Best Management Practices may include erosion control and stormwater treatment by means of swales, filters, plantings, roof gardens, native vegetation, and leaching catch basins. Stormwater should be treated at least minimally on the development site; that which cannot be handled on site shall be removed from all roofs, canopies, paved and pooling areas and carried away in an underground drainage system. Surface water in all paved areas shall be collected in intervals so that it will not obstruct the flow of vehicular or pedestrian traffic and will not create puddles in the paved areas. In accordance with Section 3.3.4., the Board may require from any Applicant, after consultation with the Director of Public Works, security satisfactory to the Board to ensure the maintenance of all stormwater facilities such as catch basins, leaching catch basins, detention basins, swales, etc. within the site. The Board may use funds provided by such security to conduct maintenance that the Applicant fails to do. The Board may adjust in its sole discretion the amount and type of financial security such that it is satisfied that the amount is sufficient to provide for any future maintenance needs.

The site development plan, Stormwater Report, Stormwater Management System Operations and Maintenance Manual, and Stormwater Erosion and Sediment Control Plan show a clear strategy to address, store, and treat stormwater from the site before releasing it Mill Brook and Dudley Street. This is an improvement over the existing conditions. The proposed design complies with the Town's current stormwater bylaw. Final design materials must be submitted for review and approval by the Town Engineer.

6. EDR-6 Utilities Service

Electric, telephone, cable TV, and other such lines of equipment shall be underground. The proposed method of sanitary sewage disposal and solid waste disposal from all buildings shall be indicated.

All new utility service will be underground. The Board can find that this condition is met.

7. EDR-7 Advertising Features

The size, location, design, color, texture, lighting and materials of all permanent signs and outdoor advertising structures or features shall not detract from the use and enjoyment of proposed buildings and structures and the surrounding properties.

The project site is in the Industrial Sign District. The proposal exceeds the total number of signs allowable by right. The Applicant submitted a sign package with a number of primary and incidental signs proposed:

- Sign 1: One wall sign with LED illuminated channel lettering located over the main entrance measuring 180 square feet;
- Sign 2: One wall sign with LED illuminated channel lettering located over the front side façade measuring 180 square feet;
- Sign 3: One non-illuminated wayfinding sign measuring 1.22 square feet pin-mounted over the primary entrance;
- Sign 4: One non-illuminated wayfinding sign measuring 3.97 square feet indicating the loading area;
- Sign 5: One illuminated freestanding monument sign measuring 23.8 square feet installed at the northeast corner of the site near the intersection of Dudley Street and the driveway. One ADA entrance plaque measuring 0.25 square feet; and
- Signs 6-8: Additional parking lot signage to indicate carpool and HP parking spots, and a stop sign at the egress to Dudley Street.

Per Section 6.2.1(E), non-illuminated signs providing incidental information regarding directions to services and facilities are allowed, provided they do not exceed an aggregate of six square feet in sign area, therefore signs three and four are allowed by right. Per the same section, signs intended to be readable from within a parking area but not readable beyond the boundaries of the lot or parcel upon which they are located are allowed, therefore signs six through eight are permitted. Per Section 6.2.2(C), the ARB may grant a Special Permit to allow more than the number of signs or signs exceeding the dimensional maximums allowed, “provided the architecture of the building, the location of the building relative to the street, or the nature of the use being made of the building is such that an additional sign or signs of a larger size should be allowed in the public interest.”

In terms of sign area, the two wall signs total 360 square feet, exceeding the maximum 40 square feet per business allowed in the Industrial Sign District. The height of both wall signs is higher than 25 feet above grade, exceeding the maximum wall sign height allowed in Section 6.2.5(D)(10). Sign 5, the freestanding monument sign, complies with the maximum dimensional sign area of 24 square feet and height, however monument signs must be non-illuminated or externally illuminated, therefore the proposed illumination is not permitted. Sign 5 is set back to the required setback of 5 feet from the property line.

Overall, the aggregate square footage of signage exceeds what is allowed per Section 6.2.5(D)(10) by 320 square feet. The Applicant has not proposed any window signage, however any intended signage including hours of operation and logos on entryways

needs to be included in the sign package. Any additional window signage or incidental signage would add to the excess of the six feet of allowed incidental signage.

8. EDR-8 Special Features

Exposed storage areas, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be subject to such setbacks, screen plantings or other screening methods as shall reasonably be required to prevent their being incongruous with the existing or contemplated environment and the surrounding properties.

The roofing plan provided indicates that roof structures are appropriately set back and that a parapet will provide screening of said structures. The site plan shows an enclosed dumpster area located in the surface parking. The location of recycling areas has not been provided. An excess of loading areas has been provided due to the nature of the use.

9. EDR-9 Safety

With respect to personal safety, all open and enclosed spaces shall be designed to facilitate building evacuation and maximize accessibility by fire, police and other emergency personnel and equipment. Insofar as practicable, all exterior spaces and interior public and semi-public spaces shall be so designed to minimize the fear and probability of personal harm or injury by increasing the potential surveillance by neighboring residents and passersby of any accident or attempted criminal act.

The proposed building has been designed to meet all relevant health and safety codes. A lighting plan was provided as part of the plan set; however, the Applicant should consider providing additional lighting along the sidewalk in front of the building. Additionally, as customer access hours extend beyond the hours during which the building will be staffed, the Applicant should provide additional details regarding site security measures to assess safety criteria.

10. EDR-10 Heritage

With respect to Arlington's heritage, removal or disruption of historic, traditional or significant uses, structures or architectural elements shall be minimized insofar as practical whether these exist on the site or on adjacent properties.

The existing structure is not listed on the *Inventory of Historically or Architecturally Significant Properties in the Town of Arlington* nor is it under the jurisdiction of the Arlington Historical Commission. As such, the site contains no historic, traditional, or significant uses, structures, or architectural elements. The Board can find that this condition is met.

11. EDR-11 Microclimate

With respect to the localized climatic characteristics of a given area, any development which proposes new structures, new hard surface, ground coverage or

the installation of machinery which emits heat, vapor or fumes shall endeavor to minimize insofar as practicable, any adverse impacts on light, air and water resources or on noise and temperature levels of the immediate environment.

Based upon materials provided in the application, there will be no adverse impacts on air and water resources or on temperature levels of the immediate environment. The Board can find that this condition is met.

12. EDR-12 Sustainable Building and Site Design

Projects are encouraged to incorporate best practices related to sustainable sites, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. Applicants must submit a current Green Building Council Leadership in Energy and Environmental Design (LEED) checklist, appropriate to the type of development, annotated with narrative description that indicates how the LEED performance objectives will be incorporated into the project.

The proposed building generates a LEED score that demonstrates the building could be LEED platinum certified. The Board can find that this condition is met.

IV. Findings

The following findings are for the Board's consideration:

1. The ARB finds that the project is consistent with Environmental Design Review per Section 3.4 of the Zoning Bylaw.
2. The ARB finds that the project is consistent with the development standards for exceeding the maximum height regulations per Section 5.6.2.D(7).
3. The ARB finds that the parking reduction and TDM measures justify the parking reduction per Section 6.1.5.

V. Conditions

A. General

1. The final design, sign, exterior material, landscaping, and lighting plans shall be subject to the approval of the Arlington Redevelopment Board or administratively approved by the Department of Planning and Community Development. Any substantial or material deviation during construction from the approved plans and specifications is subject to the written approval of the Arlington Redevelopment Board.
2. Any substantial or material deviation during construction from the approved plans and specifications is subject to the written approval of the Arlington Redevelopment Board.

3. The Board maintains continuing jurisdiction over this permit and may, after a duly advertised public hearing, attach other conditions or modify these conditions as it deems appropriate in order to protect the public interest and welfare.
4. Snow removal from all parts of the site, as well as from any abutting public sidewalks, shall be the responsibility of the owner and shall be accomplished in accordance with Town Bylaws.
5. Trash shall be picked up only on Monday through Friday between the hours of 7:00 am and 6:00 pm. All exterior trash and storage areas on the property, if any, shall be properly screened and maintained in accordance with Article 30 of Town Bylaws.
6. The Applicant shall provide a statement from the Town Engineer that all proposed utility services have adequate capacity to serve the development. The Applicant shall provide evidence that a final plan for drainage and surface water removal has been reviewed and approved by the Town Engineer.
7. Upon installation of landscaping materials and other site improvements, the Applicant shall remain responsible for such materials and improvement and shall replace and repair as necessary to remain in compliance with the approved site plan.
8. All utilities serving or traversing the site (including electric, telephone, cable, and other such lines and equipment) shall be underground.
9. Upon the issuance of the building permit the Applicant shall file with the Building Inspector and the Department of Community Safety the names and telephone numbers of contact personnel who may be reached 24 hours each day during the construction period.
10. Building signage will be filed with and reviewed and approved by the Department of Planning and Community Development and Inspectional Services.

B. Special Conditions

Drainage off of the site – meeting criteria re: outfall to Mill Street.

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Rachel's List:

1. Continuing fencing along rear of site to eliminate light spill
2. Add more definition or articulation to the large white EFAS panel on the right side façade
3. Add plantings / shrubs along the side façade instead of grass
4. Add one additional indoor bike parking space

5. Eliminate monument sign
6. Look at bringing wall signs into compliance by reducing size (Kin suggested cutting size in half);
7. Consider relocating the Dudley Street façade from its current location to over the actual front entrance and/or provide an awning treatment or increasing glazing at the corner near the front entry to visually pull it from the façade.
8. Improve design and articulation of all all sides of the building – either through glazing, masonry, opening up rear diagonal wall of building, metal screening / industrial fabric / scrims. Consider capping the building or somehow breaking down the visual scale.
9. Provide a better rendering of the proposal from Wellington Park with more accurate vegetation / trees
10. Provide Board with a copy of the Phase 2 ground assessment for contamination
11. Moving outdoor short term bike parking toward front of parking area, closer to entrance
12. Moving HP accessible space closer to the entrance
13. Confirm whether limiting the size of trucks accessing the site to 24' is feasible or consistent with standard truck sizes
14. Reduce height of rear light pull from 14 feet to 12 feet (per Conservation Commission request)
15. Connect with Sustainability Manager re: solar panels on roof
16. Incorporate rain leaders or incorporate into design of the building
17. Demonstrate how you will meet the minimum parking requirement after the Board's allowable reduction (this would require 24 spaces)
18. Confirm that stormwater requirement (retain and treat 100% of stormwater on site) is being met or otherwise satisfied.

Response to comments by Friday, 4/22, Continued to 4/27