

**MINUTES OF THE PROCEEDINGS OF THE
PLANNING BOARD OF THE CITY OF WORCESTER**

May 2, 2007

WORCESTER PUBLIC LIBRARY, 2 SALEM SQUARE, SAXE ROOM

Planning Board Members Present: John Shea, Chair
Scott Cashman, Vice-Chair
Anne O'Connor, Clerk
Nicole Xifaras Parella

Staff Present: Robin Bartness, Division of Planning & Regulatory Services
Lara Bold, Division of Planning & Regulatory Services
Michael Traynor, Law Department
K. Russell Adams, Department of Public Works

REGULAR MEETING (5:30 PM)

CALL TO ORDER

Chair Shea called the meeting to order at 5:50PM.

APPROVAL OF THE MINUTES

Upon a motion by Scott Cashman and seconded by Nicole Xifaras Parella, the Board voted 4-0 to approve the April 18, 2007 minutes.

UNFINISHED BUSINESS

PUBLIC MEETINGS

1. **1 Carver Street (PB-07-35) – Parking Plan:** Anthony Ma, representative for the applicant, presented the plan. Mr. Ma stated that the applicant seeks to construct a parking lot with 16 spaces in association with a proposed 1,800-square foot Starbucks. He informed the Board that only 14 parking spaces are required for the site but the applicant will be providing 16 spaces. Alexander Alera inquired about a street tree that was removed during site preparation. Chair Shea stated that the applicant is proposing to plant three maple trees in the landscaped buffer area along Carver Street. Mr. Alera also inquired if the ingress and egress onto Carver Street was necessary. Chair Shea informed Mr. Alera that the Department of Public Works and Parks Traffic Engineering Division reviewed the plan and did not have any comments regarding the proposed ingress and egress. Mr. Alera also inquired if a sign could be placed at the exit prohibiting right turns onto Carver Street since it is a dead-end street. Mr. Traynor stated that if the Board chose to condition approval upon placement of such a sign, suggested language for the sign would be: "Exiting traffic should turn left – No outlet onto Carver Street." Chair Shea inquired if the proposed outdoor seating was calculated into the parking requirements.

Ms. Bartness informed the Board that outdoor seating was counted when determining the required number of parking spaces and indicated that the applicant will also have to seek License Commission approval for proposed outdoor seating. John Ashad and Joseph Iaccarino expressed concerns with traffic and possible employee parking on Carver Street and inquired about “residential parking only” signs. Chair Shea informed the abutters that they can apply for a “residential parking only” zone through a petition to City Council. Mr. Cashman stated that he believes an added egress/ingress on Carver Street for the proposed site will help prevent traffic from backing up on Belmont Street. Upon a motion by Scott Cashman and seconded by Nicole Xifaras Parella, the Board voted 4-0 to approve the Parking Plan for 1 Carver Street with the following conditions:

- **Provide a sign at the site’s egress onto Carver Street, on the southerly side of the lot, which indicates that exiting traffic should turn left and that there is no outlet on Carver Street.**
 - **All work must conform to the standards contained in the City of Worcester, Department of Public Works & Parks, Engineering Division, Construction Management Section, STANDARD SPECIFICATIONS & DETAILS, most recent edition.**
 - **Subject to the Zoning Enforcement Officer’s determination that the parcel complies with all the relevant provisions of the Zoning Ordinance.**
 - **The appropriate soil erosion and sediment control measures, including hay bales and silt fences, shall be installed and maintained throughout construction by the applicant to the satisfaction of the Director of Code Enforcement.**
 - **Six copies of the revised plan must be submitted to the Planning and Regulatory Services Division prior to release of the decision.**
2. **44 West Boylston Street (PB-07-37) - Definitive Site Plan:** Todd Brodeur, representative for the applicant, presented the plan. Mr. Brodeur stated that the applicant proposes to construct a CVS pharmacy with two drive-through lanes. He also stated that the applicant has decided not to pursue development of an additional pedestrian access for the site. Mr. Adams stated that Department of Public Works and Parks comments from an April 11, 2007 letter still need to be addressed. Upon a motion by Anne O’Connor and seconded by Nicole Xifaras Parella, the Board voted 4-0 to approve the Definitive Site Plan for 44 West Boylston Street with the following conditions:

- **Use 8” DR18 PVC pipe for all catchbasin connections.**
- **Connect the proposed roof drain to a catchbasin structure.**
- **Replace the manholes in the sanitary connection with cleanouts at a maximum spacing of 100’.**
- **Use 2’ curb returns for the driveway openings.**
- **All work must conform to the standards contained in the City of Worcester, Department of Public Works & Parks, Engineering Division, Construction Management Section, STANDARD SPECIFICATIONS & DETAILS, most recent edition.**
- **Subject to the Zoning Enforcement Officer’s determination that the parcel complies with all the relevant provisions of the Zoning Ordinance.**

- **The appropriate soil erosion and sediment control measures, including hay bales and silt fences, shall be installed and maintained throughout construction by the applicant to the satisfaction of the Director of Code Enforcement.**
- **Six copies of the revised plan must be submitted to the Planning and Regulatory Services Division prior to release of the decision.**

NEW BUSINESS

PUBLIC HEARINGS

3. **1112 West Boylston Street (PB-07-44) More than One (1) Building on a Lot:** The Definitive Site Plan for 1112 West Boylston Street (item #6) was taken up contemporaneously. Joseph Allen and Ben Clark, representatives for the applicant, and Abbas Rad, applicant, presented the plan. Mr. Allen informed the Board that the applicant seeks to amend a previously approved Definitive Site Plan and also seeks a Definitive Plan - More than One Building on a Lot approval for two multi-family, low-rise dwellings with a total of 11 dwelling units and associated parking areas that were not built in accordance with the previously approved site plan. The applicant proposed the following changes: 1.) The foundation of the 6-unit building (rear) is now shown as 12.9 feet from the side lot line. 2.) The foundation of the 5-unit (front) is now shown at 17 feet from the side lot line. 3.) The parking lot has been reconfigured. 4.) The interior landscaping island for the parking lot has been reconfigured. 5.) They have added a dumpster pad along the southerly side lot line. 6.) The footprints for both structures have increased from 2,400 SF to 2,730 SF for the front building (5-unit) and to 2,988 SF for the rear building (6-unit). 7.) The GFA for each building has increased from 7,200 SF to 8,190 SF (5-unit) and to 8,964 SF (6-unit).

Mr. Allen also informed the Board that the previous owner filed the original Definitive Site Plan and Special Permit application and that the current owner was not aware, until recently, that the work was not done in accordance with the originally approved site plan. He stated that the side yard setbacks for the two structures have changed from the originally approved site plan but still meet the 10-foot side yard setback requirement. In addition, he stated that the footprint of one of the multi-family, low-rise dwellings is larger than what was previously approved and that several existing mature trees would be retained as part of the proposed amendment. Mr. Traynor stated that, if the Amendment to Definitive Site Plan and More than One (1) Building on a Lot are approved by the Planning Board, the applicant must still seek an amendment from the Zoning Board of Appeals for the previously approved Special Permit which could further modify the plan. Steve Flaherty stated that the plans should have been built as originally approved and requested that a third-party engineering group verify the as-built plans. Mr. Cashman asked for clarification on the purpose of More than One Building on a Lot approval. Mr. Traynor stated that it is a similar but more in-depth review than site plan review that specifically considers drainage, utilities, and traffic circulation with two or more buildings on one lot. Upon a motion by Anne O'Connor and seconded by Nicole Xifaras Parella, the Board voted 4-0 to continue the More than One Building on a Lot to the May 16, 2007 meeting to allow the applicant sufficient time to address staff comments.

4. **411 Mill Street (PB-07-46) – Courtland Heights -Preliminary Subdivision Plan:**

Nicole Xifaras Parella issued a statement of disclosure pursuant to M.G.L. c. 268A, §23(b)(3) to dispel any appearance of a conflict of interest based on the fact that Juliana Danquah, a co-applicant, is a co-worker at Ms. Parella's place of employment. Jeff Howland, representative for the applicant, presented the plan. Mr. Howland stated that the applicant seeks preliminary approval for the creation of 25 lots with frontage on Esper Avenue and on a proposed road that will connect with Mill Street. He also stated that Esper Avenue and Midgely Avenue are private streets and that the applicant proposes to extend city sewer lines to Esper Avenue. Mr. Adams stated that the requested waivers to allow a 26-foot width for the existing private streets of Esper Avenue and Midgely Avenue and to allow for construction of a 10% grade at a horizontal curve are acceptable to the Department of Public Works and Parks. In addition, Mr. Adams stated that the applicant will need to request additional waivers for the proposed subdivision, including the following waivers from Subdivision Regulations: a.) Section IX.C.5.d: Alignment: No street shall intersect with any other street at less than 60 degrees, b.) Section IX.C.8.a: Cul-De-Sac: The grade of the cul-de-sac shall not exceed 3% slope, c.) Section IX.E.4: Intersections: a maximum of 3% grade shall be maintained for a minimum of 100' from the nearest exterior line of each intersecting street, d.) Stopping sight distances must meet Mass Highway minimum standards, and e.) Delineate the existing Right-of-Way layout of Esper Avenue in relation to the proposed road. He also stated that the Department of Public Works and Parks has some concerns regarding the proximity of the intersection of the proposed road with June Street and directed the applicant to discuss the matter with the Traffic Engineering Department.

Mr. Howland stated that an alternative to the current proposal for the new roadway would be to acquire additional land from an abutting property which would enable the proposed street to line up directly with the intersection of Mill and June Streets. Harlan Chaput expressed concern with the proposed detention pond and questioned why all the proposed drainage could not go directly to Mill Street. Mr. Adams informed the Board that the applicant cannot locate the detention pond on Mr. Chaput's property nor re-grade his property. He also stated that in order to mitigate stormwater runoff velocity, applicants are required under Subdivision Regulations to manage stormwater so that post-construction runoff is as close as possible to pre-construction runoff. In addition, he stated that the detention pond must be designed for a 100-year storm event and will be designed so that 24 hours after a storm event the pond will empty. Mr. Chaput inquired how the proposed development will affect the nearby stream. Mr. Adams informed the Board that the applicant will be required to seek Conservation Commission approval which will address such issues. Mr. Howland stated that the applicant will likely propose a box culvert to facilitate movement of wildlife in and along the stream.

Claudia Garafolia expressed concern with blasting in conjunction with the proposed development. Chair Shea stated that blasting permits will be required from the Fire Department and that a pre-blasting survey and post-blasting survey will be required. Shawn Hanratty expressed concern with the proposed intersection with June Street as well as the request for waiver of sidewalks. In addition, he expressed concern that the proposed development would further landlock his property. Chair Shea indicated that Mr. Hanratty's concern regarding the accessibility of his property for further development is a private matter. He also stated that he would prefer the development

have sidewalks. Mr. Hanratty also inquired whether Midgley Avenue would be a public road after the proposed development. Mr. Adams stated that interested abutters could petition the City Council to make Midgley Avenue public. Kenneth Andrews expressed concern with the proximity of the outlet of the proposed street with the existing intersection of Mill Street and June Street. Mr. Andrews also expressed concern for the impact of the proposed development on neighborhood wildlife. In addition, he asked the Board if the existing emergency access through his property to the Heritage Nursing Home would become a public street if he sold a portion of his land to the applicant to facilitate alignment of the proposed street with June Street. Chair Shea stated that the existing access easement to the nursing home would not become a public street. Ms. Bartness stated that the proposed detention pond should meet the required 25-foot setback from abutting properties and also stated that it should be appropriately landscaped.

Mr. Cashman stated that he would like the development to include sidewalks. Mr. Howland stated that the proposed street will have sidewalks on either side and Esper Avenue will have sidewalks on one side. Anne O'Connor asked if sidewalks could be placed on Midgely Avenue. Mr. Howland stated that there may be possible grading issues with abutters' lots if sidewalks are installed on Midgely Avenue. Mr. Cashman stated that he would vote to deny the Preliminary Subdivision plan due to the number of revisions that he feels are necessary in order to approve it at the Definitive Subdivision phase. Upon a motion by Anne O'Connor and seconded by, Nicole Xifaras Parella the Board voted 3-1 (Scott Cashman opposed) to approve the Preliminary Subdivision for 411 Mill Street with the following conditions for the Definitive Subdivision Plan:

- **Detention pond must be set back 25 feet from abutting properties and must be appropriately landscaped.**
- **Correct spelling of "Preliminary".**
- **Provide a north point.**
- **Provide a legend.**
- **According to the Assessor, the total square footage of the two parcels totals 797,576 square feet.**
- **Scale provided (1"=60") exceeds scale requirements.**
- **Clarify location of proposed sidewalks.**
- **Lot 5 has a regularity factor less than 0.4. Provide a note stating that Lot 5 is to be considered "unbuildable".**
- **Submit 5 copies of drainage calculations for the site.**
- **Provide a separate grading plan showing existing and proposed contours.**
- **Provide all locations of existing and proposed monuments.**
- **Provide a symbol for trees if they are larger than 12".**
- **Label location of streams/brooks.**
- **Change zoning classification to RS-7 and also label AE (Airport Environs Overlay District) on the plan.**
- **The Airport Environs Overlay District (AEOD) requires all new residential buildings be constructed in a manner consistent with respect to normal operations of the airport now and in the future.**
- **Where applicable, in the opinion of the Planning Board, the deed to such parcels shall include the following:**

- 1.) A statement indicating that any proposed structure on the lot shall comply with F.A.A height restrictions.
 - 2.) Notification that the lot is located within an Airport Environs Overlay District and is subject to the aircraft overflights.
- Water pressure should be maintained at 40 psi.
 - The connection into Mill Street shall be an 8” x 6” tapping sleeve and valve with a 8” x 6” reducer. Full size taps are not allowed.
 - The intersection of street “A” and Esper Avenue shall be an 8” x 8” tee, 2-way gated.
 - A new valve shall be installed at the tie-in point (new pipe to existing pipe) on Esper Avenue.
 - Revise requested waiver number three to state Section IX, not Section X.
 - Stopping sight distances must meet Mass Highway minimum standards.
 - Delineate the existing Right-of-Way layout of Esper Avenue in relation to the proposed road.
 - Include the following additional waivers:
 1. Section IX.C.5.d: Alignment: No street shall intersect with any other street at less than 60 degrees.
 2. Section IX.C.8.a: Cul-De-Sac: The grade of the cul-de-sac shall not exceed 3% slope.
 3. Section IX.E.4: Intersections: a maximum of 3% grade shall be maintained for a minimum of 100’ from the nearest exterior line of each intersecting street.
 - All work must conform to the standards contained in the City of Worcester, Department of Public Works & Parks, Engineering Division, Construction Management Section, STANDARD SPECIFICATIONS & DETAILS, most recent edition.
 - Subject to the Zoning Enforcement Officer’s determination that the parcel complies with all the relevant provisions of the Zoning Ordinance.
 - The appropriate soil erosion and sediment control measures, including hay bales and silt fences, shall be installed and maintained throughout construction by the applicant to the satisfaction of the Director of Code Enforcement.

PUBLIC MEETINGS

5. **529 Southwest Cutoff (PB-07-41) – Parking Plan:** Patricia Gates and John Cusak, representatives for the applicant, presented the plan. Ms. Gates stated that the applicant seeks approval for the reconfiguration of the existing parking lot. She also stated that the applicant received approval from the Zoning Board of Appeals for a Special Permit for expansion or change of a pre-existing, nonconforming use/structure, which was necessary because of several nonconforming aspects including the site’s location in an RS-7 zoning district. In addition, she informed the Board that the site is currently accessed from Southwest Cutoff only but that the proposed project will also have access from Rose Lane. Ms. Gates informed the Board that the applicant and representatives met with several neighbors at two neighborhood meetings to discuss potential concerns. She also stated that as a condition of approval for the Special Permit, the applicant will pave Rose

Lane to the extent of parcel lot number 29-029-0003 with quality equal to parking lot standard.

Mr. Cusak stated that the current drive-through lane doesn't comply with Zoning Ordinance requirements and that the proposed drive-through lane will be more conforming. He also stated that because the left turn onto Southwest Cutoff is difficult, the plan proposes to restrict left turns onto Southwest Cutoff and direct traffic to exit onto Rose Lane which has a traffic light at its intersection with Greenwood Street. In addition, he stated that the building will be reduced in square footage and parking will be reduced from 85 parking spaces to 57 parking spaces. He also stated that the overall impervious surface of the site will be reduced, shade trees and arbor vitae will be retained, and a vinyl fence added along Rose Lane. Chair Shea asked if a traffic island could be placed at the curb cut on Southwest Cutoff. Mr. Adams stated that the Department of Public Works and Parks would approve of a traffic island and stated that the maximum driveway curb cut is 30 feet and the site already has an existing 39.5-foot curb cut. Ms. Gates stated that she believes there has been no documented history of accidents from vehicles exiting the site onto Southwest Cutoff but that the proposed plan will make entering and exiting easier. In addition, she stated she believes a traffic island may deter large vehicles, traveling on Route 20 (Southwest Cutoff), from entering the site. Mr. Cashman stated that he wouldn't want to have a traffic island cause any hesitation entering the site. Mr. Adams asked how much pavement would be added to Rose Lane. Ms. Gates stated that the proposed pavement will be four inches thick. Fran Shehee stated that she would like to see the paved portion extend further down Rose Lane. Ms. Gates stated that the decision to pave was done partly as a result of conversations with the neighbors and also as a business decision understanding that vehicles will be exiting the site onto Rose Lane. She also stated that the applicant does not agree to continue to pave and maintain the street in perpetuity. Jill Balterlli expressed concerns with traffic. Ms. Gates stated that the catch basin in Rose Lane will be installed and maintained by the applicant. Upon a motion by Scott Cashman and seconded by Nicole Xifaras Parella, the Board voted 4-0 to approve the Parking Plan with the following conditions:

- **Label plan, "Parking Plan" instead of Site Plan.**
- **Make the following corrections to the zoning analysis table:**
 - **Under the BG-2.0 column, the minimum lot area should read "N/A".**
 - **Label the existing rear yard setback instead of N/A.**
 - **Label the proposed rear yard setback instead of N/A**
 - **Correct the frontage provided as 318.24 feet (49.60+113.64+155.00=318.24 LF) instead of 317 feet.**
- **The proposed light near the new entrance from Rose Lane should be adjusted to provide no more than one foot-candle of light spillage onto the neighboring residential street and properties.**
- **The proposed "enter" sign at the corner of Greenwood Street and Rose Lane is proposed to be located in the clear view triangle. Structures and plantings in this area can be no higher than 2.5 feet. The sign is indicated as a height of 10 feet max.**
- **Signage stating "no left turn" be placed at the exit on Southwest Cutoff.**
- **Proposed trees must have a minimum caliper of 3 inches (2.5 to 3 inch proposed).**

- **Additional landscaping including a combination of trees, shrubs and other plantings are required along Greenwood Street and Southwest Cutoff. Additional shrubs in the green area along these streets should suffice.**
- **Provide cross-section of road along with standard details.**
- **Add the following language to the plan:**
 - **Signage stating “no left turn” be placed at the exit on Southwest Cutoff.**
 - **Catch basins are to be installed and maintained by the McDonald’s Corporation at the end of Rose Lane.**
 - **Paving on Rose Lane is to equal the quality of the parking lot paving and is to extend to the extent of parcel 29-029-0003.**
 - **Subject to Parking Plan approval by the Planning Board.**
- **All work must conform to the standards contained in the City of Worcester, Department of Public Works & Parks, Engineering Division, Construction Management Section, STANDARD SPECIFICATIONS & DETAILS, most recent edition.**
- **Subject to the Zoning Enforcement Officer’s determination that the parcel complies with all the relevant provisions of the Zoning Ordinance.**
- **The appropriate soil erosion and sediment control measures, including hay bales and silt fences, shall be installed and maintained throughout construction by the applicant to the satisfaction of the Director of Code Enforcement.**
- **Six copies of the revised plan must be submitted to the Planning and Regulatory Services Division prior to release of the decision.**

6. **1112 West Boylston Street (PB-07-43) – Amendment to Definitive Site Plan:** The application for Definitive Site Plan was taken up contemporaneously with item # 3-Definitive Plan -More than One (1) Building on a Lot Plan. Upon a motion by Anne O’Connor and seconded by Nicole Xifaras Parella, the Board voted 4-0 to continue the Definitive Site Plan to the May 16, 2007 meeting to allow the applicant sufficient time to address staff comments.

7. **435 Shrewsbury Street (PB-07-45) – Definitive Site Plan:** Ken Strom and Steve Cocker, representatives for the applicant, and Harry Avery, applicant, presented the petition. Mr. Strom stated that the applicant seeks to construct a 13,020 square foot office building with 38 parking spaces. He stated that the site will have one entrance via the existing driveway to the McDonald’s and the proposed bank and that the plan also proposes an additional ingress and egress on Shrewsbury Street. Ms. Bold stated that the applicant must submit an ANR to split the lots and must show the approved landscaping from the previous plan for the proposed bank and how that will fit in with the proposed landscaping for the new lot. In addition, she stated that from an urban design and planning perspective, it is preferable to locate the building closer to the front yard setback. She also noted that the majority of structures on Shrewsbury Street are located on or within a few feet of the front property line.

Brian Beaton, representative for General Wire, stated that the abutter is opposed to an additional curb cut on Shrewsbury Street because it will be located in close proximity to General Wire’s existing driveway and garage. Mr. Beaton inquired whether or not the existing driveway could be the sole entrance and exit for the site. Mr. Adams stated that exiting the site via the driveway could potentially block bank customers from entering the

bank drive-through lane. He also stated that the proposed curb cut will provide an exit that is a right-turn only. Mr. Strom stated that the applicant would be willing to place a sign on the existing traffic island stating “right hand turn only”. Mr. Adams stated that the Department of Public Works and Parks would not recommend placement of such a sign in the median.

Frank Fechner stated that he likes the atmosphere of Shrewsbury Street and as an abutter would prefer to see the building closer to the street rather than a parking lot which he stated he believes is a more suburban-style commercial development. Mr. Traynor stated that it was within the Planning Board’s purview to develop a dialogue with applicants regarding the siting of buildings on a lot. Mr. Cashman stated that he wouldn’t want to set a precedent for large front yard setbacks and parking areas in the front for future development and re-development on Shrewsbury Street. Mr. Strom stated that the applicant had met with the Interdepartmental Review Team meeting and had presented plans showing a proposed office building closer to the front lot line. He informed the Board that the applicant now seeks to construct a larger building, which increases the parking requirements and that, additionally, the site is constrained by an access easement agreement with McDonalds that requires a clear line of site to the McDonalds. In addition, he stated that diagonal parking would not allow for enough parking spaces for the building. Ms. Bartness stated that from an urban design perspective, placing parking in the rear of the lot is preferable and helps promote a pedestrian-friendly atmosphere. Mr. Avery stated that he had hoped to construct the building closer to the street but that the deed restriction had limited the ability to develop the site. Chair Shea stated that he felt that the pedestrian friendly feel to Shrewsbury Street was characteristic of the street running southwest towards downtown rather than the proposed site which is near the McDonald’s and Piccadilly Square. Ms. Parella stated that she felt site should be developed with sensitivity to the neighborhood and the street. Ms. Bartness stated that the applicant does not need to provide two interior trees as was noted in the memo from staff. Upon a motion by Anne O’Connor and seconded by Nicole Xifaras Parella, the Board voted 4-0 to continue the Definitive Site Plan to the May 16, 2007 meeting to allow the applicant time to address staff comments.

8. **45 Arctic Street / 14 Hygeia Street (PB-07-47) – Definitive Site Plan:** Jeff Howland, Steve Parker and Larry Escobar, representatives for the applicant, presented the plan. Mr. Howland stated that the applicant seeks to convert an existing abandoned building at 45 Arctic Street into 36-unit residential units and to convert an additional abandoned building at 14 Hygeia Street into a 45-space parking garage and 21,300 square feet of commercial space. He also stated that the applicants had petitioned for and been granted a zone change in 2006 from an MG-2.0 to a BG-3.0 zoning district. He stated that the project will now be constructed in four phases instead of three. In addition, he stated that the project had been granted 50 parking spaces from the Off-Street Parking Board and that the project will use 30 parking spaces now and 20 parking spaces in the future. In addition, he stated that the alley in between the buildings cannot be used for green space because although the applicants have rail rights to the alley for previously used rail lines, they do not own the alley. He also stated that Hygeia and Plastic Streets will be rebuilt with a reverse crown for better drainage and because of the existing loading docks on Arctic & Hygeia Streets. In addition, he stated that dumpsters will be located inside the building and a fitness room will be provided indoors as well. Mr. Adams asked if it

would be possible to move the drain on Hygeia Street to the middle of the road. Mr. Howland stated that the applicants must still explore where some sewers and drain lines are located because they are so old and it has been difficult to find records detailing their location. Upon a motion by Scott Cashman and seconded by Anne O'Connor, the Board voted 4-0 to approve the Definitive Site Plan with the following conditions:

- **Show revised phasing on plan .**
- **Use legal address for all labels and notes on all sheets (45 Arctic Street/14 Hygeia Street (fka 10 Plastics Street).**
- **Correct front yard setback for BG-3.0 from 25 feet to N/A.**
- **Update zoning source for zoning information. Instead of City of Worcester Omnibus Zoning Ordinance, it should read City of Worcester Zoning Ordinance ordained April 2, 1991 as amended through February 6, 2007.**
- **Label height in stories.**
- **Label number of bedrooms.**
- **Label date ZBA Special Permit approved (April 9, 2007).**
- **Provide drainage (catchbasins) for the improved streets.**
- **Department of Public Works & Parks would like sewer and drain moved to the center of Plastics Street, if possible, while maintaining 10' separation.**
- **All work must conform to the standards contained in the City of Worcester, Department of Public Works & Parks, Engineering Division, Construction Management Section, STANDARD SPECIFICATIONS & DETAILS, most recent edition.**
- **Subject to the Zoning Enforcement Officer's determination that the parcel complies with all the relevant provisions of the Zoning Ordinance.**
- **The appropriate soil erosion and sediment control measures, including hay bales and silt fences, shall be installed and maintained throughout construction by the applicant to the satisfaction of the Director of Code Enforcement.**
- **Six copies of the revised plan must be submitted to the Planning and Regulatory Services Division prior to release of the decision.**

APPROVAL NOT REQUIRED (ANR) PLANS:

1. **ANR 6510:** Upon a motion by Anne O'Connor and seconded by Nicole Xifaras Parella, the Board voted 4-0 to endorse ANR # 6510 May Street.
2. **ANR 6511:** Upon a motion by Nicole Xifaras Parella and seconded by Anne O'Connor, the Board voted 4-0 to endorse ANR # 6511 Ockway/Rural Streets.
3. **ANR 6512:-**Upon a motion by Anne O'Connor and seconded by Nicole Xifaras Parella, the Board voted 4-0 to endorse ANR # 6512 Cohasset/Dana Streets.
4. **ANR 6513:** Upon a motion by Scott Cashman and seconded by Nicole Xifaras Parella, the Board voted 4-0 to deny ANR # 6513 Kenberma Street because the plan did not show adequate frontage for the proposed dwelling units.

OTHER BUSINESS

Wigwam Hill – To Make Public: Upon a motion by Anne O'Connor and seconded by Nicole Xifaras Parella, the Board voted 4-0 to make the following recommendation to the City Council:

The Planning Board, to whom was referred the petition of Kenneth P. Genatossio, requesting the City of Worcester to acquire, improve, layout and decree a public way along and within the bounds of the existing 30-foot wide common driveway that serves certain residential properties along Plantation Street and Wigwam Hill Drive, respectfully reports as follows.

Pursuant to section 81G of M.G.L. c. 41, no public way may be laid out if such way is not already included on the Official Map unless the proposed laying out is referred to the Planning Board and the Board has reported on the proposed alteration of the Official Map.

At its meeting on May 2, 2007, the Planning Board reviewed the proposed layout and determined that the Official Map would not be adversely affected by such alteration. The Board noted, however, that the proposed layout does not meet the minimum standards for the creation of a new street that are contained in the Board's Subdivision Rules and Regulations. It appears that there are significant engineering issues that need to be addressed such as width, grading, surfacing and drainage, none of which are acceptable for street purposes as currently exists.

Meeting Schedule (June 2007-January 2008): Upon a motion by Scott Cashman and seconded by Anne O'Connor, the Board voted 4-0 to adopt the amended meeting schedule.

ADJOURNMENT

Chair Shea adjourned the meeting at 8:50 PM.