



35 Israel Lopez, Managing Director of Development for the Gutierrez Company, was present for the  
36 meeting, as well as members from their design team. Mr. Lopez shared a slide presentation which  
37 overviewed the background and history of the Gutierrez Company; they are based in Burlington,  
38 Massachusetts, and have developed similar projects in Stoneham, Marlborough, Westford and  
39 Milford.

40

41 Mr. Lopez explained that the Gutierrez Company stepped in after the previous company backed  
42 out; they have reviewed the Town's comments that were submitted to MassHousing and have  
43 incorporated a number of those comments into their design. The site consists of 13 acres; the unit  
44 count has not changed. The previous design had five buildings; their design shrinks the footprint  
45 and makes it a more compact design, with a greater buffer between the building and the adjacent  
46 streets.

47

48 Mr. Lopez stated that they aim to honor the Town's bylaws as much as possible, and reduce the  
49 amount of waiver requests, other than waivers regarding building height and parking.

50

51 Mr. Trefethen inquired, and Mr. Lopez responded, that of the eight 40B projects they have done,  
52 all of them were rentals; they retained management of some of them, other times the project is sold  
53 after it has been stabilized.

54

55 Will Park, Civil Engineer at SMMA, shared a slide presentation and project overview. Mr. Park  
56 stated that the wetlands were delineated by Goddard Consulting in the fall of last year. The retaining  
57 walls would be eliminated. The proposed plan includes 391 parking spaces of which 340 are  
58 standard surface spaces, 10 are handicap, and 41 garage spaces. Mr. Park discussed the outdoor  
59 amenities including a pool, grills and fire pits, as well as a dog park and a playground. Mr. Park  
60 shared the Architectural Overview plan; a geotechnical investigation was completed in the fall to  
61 support the stormwater design; they did not encounter groundwater. Mr. Park noted they are  
62 proposing an 8-inch water main that will loop around the entire building; hydrants are located in  
63 each quadrant.

64

65 Steve Prestejohn, Design Manager for Cube 3, shared a slide presentation. Cube 3 is based in North  
66 Andover. Mr. Prestejohn discussed his experience with 40B projects and workforce housing. Mr.  
67 Prestejohn shared the proposed building design plan; the first-floor plan showed the amenities and  
68 leasing area, lounge and fitness areas, and a mix of 1, 2 and 3-bedroom units. The project proposes  
69 three stair elevator cores; Mr. Prestejohn shared plan renderings showing the exterior design  
70 elements including white lap siding on the uppermost floor, and wood tones on the lower level.

71

72 Dan Cleary, Senior Traffic Engineer for Langan New England, discussed their recently conducted  
73 traffic study (mid/late January 2025); he noted the proposed project will generate 88 vehicle trips  
74 during both AM and PM peak hours. The only issue they found was during the period when people  
75 are coming into the High School in the morning for 20-30 minutes, that it will be difficult to turn

76 left onto Union Street. They will look at ways to improve the operations there; they are proposing  
77 a pedestrian crosswalk from the site location to the High School.

78

79 Mr. Trefethen explained that being entered in the record today is the application that was filed with  
80 the Zoning Board of Appeals together with all the documents, they will be posted on the Town  
81 website under the Zoning Board of Appeals, current cases.

82

### 83 Public Comment

84 Mark Dassoni, resident, stated he would like to see the Zoning bylaws stronger than they are now.

85 Mr. Trefethen explained the 40B process.

86

87 Joan Gonfrade, Historic Commission Member speaking as a resident, expressed concern regarding  
88 the cost to the Town for the two 40B projects, for water, sewer, public safety and schools, she asked  
89 what the developer will do to mitigate the issues and cost to the Town. Ms. Gonfrade expressed  
90 concern with the height of the building and traffic; she feels this will change the Town and asked  
91 that they consider reducing the size of the project.

92

93 Paul Flaherty, resident and abutter to the project, discussed the stormwater issues in the area, which  
94 he stated are constant. Mr. Flaherty stated there has to be a plan to deal with the water. Mr. Flaherty  
95 inquired as to how they will manage the additional traffic.

96

97 Michael Herbert, Town Manager, asked the developers what other Ashland project they keyed the  
98 design off of to ensure consistency and symmetry within the architecture in Town; Mr. Herbert  
99 agreed with Mr. Flaherty's concerns, that they are denuding a significant amount of wooded  
100 acreage, the amount of stormwater from the site will be significant; there needs to be a seriousness  
101 in the stormwater plan that will take all of this into account.

102

103 Shawn McCarthy, resident, stated that it is a river every time a heavy storm comes down near the  
104 wetlands, it has been getting worse; anyone who lives in the neighborhood understands that this  
105 will have a significant impact on the traffic, which is already very bad. The entire expansion is to  
106 increase access to the commuter rail; but you cannot get there from this area.

107

108 Amanda Walsh, resident, doesn't feel that the modern exterior design fits the more  
109 historical/traditional architecture of the rest of the Town; and stated the height is much taller than  
110 other buildings in Town. Ms. Walsh inquired if they would consider reducing the height to reflect  
111 the similar architecture in Town.

112

113 Claudia Bennett, Select Board Member, speaking as a resident, agreed with other comments  
114 regarding the design not reflecting other buildings in Town; the Mindess School was recently built  
115 and designed to reflect the community, she would like to see to see that for this project as well. Ms.  
116 Bennett expressed concern regarding the way the application has been processed through  
117 MassHousing without notifying the Town as to the change of developer; many comments had been

118 submitted and were based on a different project. Ms. Bennett inquired to Town Counsel if they can  
119 go back to MassHousing with comments based on this new project.

120

121 Ashwin Ratanchandani, resident and Chair of Sustainability Committee, spoke on behalf of the  
122 Committee as well as his own comments; he noted that comments were sent to the ZBA from  
123 Sustainability in regards to the project. Mr. Ratanchandani noted that sustainability was not  
124 addressed in the presentation tonight, including the adopted Stretch Code or the fact that Ashland  
125 is a Green Community; Mr. Ratanchandani expressed concern with the loss of forested land and  
126 there are significant concerns regarding stormwater, he hopes permeable pavements will be  
127 considered.

128

129 Derek Giuliana, resident and abutter to the proposed project, discussed the 40B process; he stated  
130 that towns have a say when it comes to 40B construction; that a ZBA can deny or restrict the  
131 proposed 40B development if it is too large for the community in which it is proposed. Mr. Giuliana  
132 expressed concern with the traffic issues, and the strain on the schools; he believes that the ZBA  
133 should not allow the waivers.

134

135 Arthur Johnson, resident, inquired, and Mr. Matchak responded, that most of the Town is zoned for  
136 three-story height. Mr. Johnson believes this project is much too big. The traffic at that area is  
137 already very bad.

138

139 Cara Rossi, Ashland Police Chief, stated that the traffic impact has been minimized, that it will be  
140 worse than anticipated, that the infrastructure is not able to handle the amount of traffic that this is  
141 going to create.

142

143 **Vote to approve peer review consultant as follows for 61 Waverly Street:**

- 144 • Civil/Environmental: Hancock Associates, represented by Joe Peznola
- 145 • Traffic: MDM Transportation Consultants, represented by Bob Michaud
- 146 • Water/Sewer: Haley Ward, represented by Greg Eldridge

147

148 **Motion:** Mr. Sullivan motioned and Mr. May seconded, to approve as the Civil/Environmental  
149 peer review consultant, Hancock Associates, represented by Joe Peznola, which passed with the  
150 following vote: 4-0-0.

151 Mr. Trefethen: Aye

152 Mr. May: Aye

153 Mr. Sullivan: Aye

154 Mr. Siegel: Aye

155

156 **Motion:** Mr. Sullivan motioned and Mr. May seconded, to approve as the Traffic peer review  
157 consultant, MDM Transportation Consultants, represented by Bob Michaud, which passed with  
158 the following vote: 4-0-0.

159 Mr. Trefethen: Aye

160 Mr. May: Aye

161 Mr. Sullivan: Aye

162 Mr. Siegel: Aye

163

164 **Motion:** Mr. Sullivan motioned and Mr. May seconded, to approve as the water/sewer peer review  
165 consultant, Haley Ward, represented by Greg Eldridge, which passed with the following vote: 4-  
166 0-0.

167 Mr. Trefethen: Aye

168 Mr. May: Aye

169 Mr. Sullivan: Aye

170 Mr. Siegel: Aye

171

172 Mr. Trefethen stated that they will continue this hearing to April 22<sup>nd</sup>; Mr. Sullivan will not be  
173 available on that date.

174

175 **Motion:** Mr. Sullivan motioned and Mr. May seconded, to continue the hearing to April 22<sup>nd</sup>,  
176 which passed with the following vote: 4-0-0.

177 Mr. Trefethen: Aye

178 Mr. May: Aye

179 Mr. Sullivan: Aye

180 Mr. Siegel: Aye

181

182 The Board took a five-minute recess.

183

184 **Continuance of Public Hearing – 10-60 Main Street; 40 B Comprehensive Permit**

185 Mr. Trefethen opened the meeting back up and explained this is the continuance of a public hearing  
186 for 10-60 Main Street, 40B Comprehensive Permit Application; hearings have occurred on January  
187 7<sup>th</sup>, February 11<sup>th</sup> and March 11<sup>th</sup> when it was continued to tonight. Tonight's issue will be focused  
188 on Traffic; there have been further reports/studies/peer reviews to address.

189

190 Jeff Engler, Applicant, stated that they had received some instructions from MDM Transportation  
191 to which they have provided updates. Three quarters of the issues have been resolved; this is  
192 reflected in the Site Plan submitted to MDM. The second floodplain was added to the garage and  
193 they redesigned both entrances to the project to achieve the turning movements that were requested.

194

195 Robert Michaud, MDM Transportation Consultants, reviewed the remaining issues which the  
196 Applicant still needs to respond to. Updating the analysis of the Downtown signal systems has been  
197 completed appropriately, this analysis confirmed the original finding of the Traffic Report which is  
198 that the relative impact of the project from a capacity standpoint was manageable. What remains as  
199 principle issues has to do with access design and ensuring that the driveway functioning promoted  
200 safe entry and exit from the site, as well as parking needs refinement. What has not yet been  
201 submitted is an auto-turn analysis which would confirm that the layout of the driveway can  
202 accommodate various vehicle types, including fire apparatus. Relating to sight lines, the submitted

203 analysis is sufficient and indicated their compliance with the minimum amount of sight line  
204 required. Myrtle Street driveway meets the absolute minimum sight line criteria.

205

206 Mr. Michaud explained that the applicant has included an additional garage access point off the  
207 Main Street driveway. More work needs to be done on better locating or expanding the loading  
208 zone which is important in the case of an emergency response. The parking supply has not yet been  
209 determined; the applicant should submit a parking management plan.

210

211 Mr. May asked for further clarification specifically the right-in right-out u-shaped driveway, and  
212 whether relocating the u-shaped driveway would create better circulation and sight lines; Mr.  
213 Michaud responded that the u-shaped driveway is intended to support transportation network  
214 companies, including food deliveries and Uber or Lyft services. The driveway orientation is more  
215 central to the building itself, and that the sight lines where they are currently shown are appropriate  
216 and maximized. The retail component is designed to be a walkable, and has appropriate pedestrian  
217 connections.

218

219 Mr. Siegel inquired as to whether a simulation of traffic flow is available; he also expressed concern  
220 regarding the amount of traffic this will generate. Mr. Michaud discussed the studies that were  
221 conducted in the area but understands the concern regarding extensive vehicle cueing and the  
222 complications from train operations. Mr. Michaud stated that the relative change in traffic volume  
223 that this project will introduce is not expected to materially increase the amount of delay. Subject  
224 to a modification of the Myrtle Street driveway, they believe that the site has the ability to operate  
225 safely and meets applicable standards for visibility, as well as pending receipt of autoturn analysis  
226 which would provide sufficient accessibility for emergency service vehicles.

227

228 Mr. Michaud stated that they also recommend a post-occupancy monitoring program that would  
229 look at the actual operations of the driveways, actual volumes, and safety characteristics to ensure  
230 that if something is different, the applicant would be ready to address the safety-related issues.

231

232 Mr. Sullivan inquired how to assess the parking needs for the proposed commercial/restaurant  
233 space. Mr. Michaud stated that they have asked the applicant to do a shared parking analysis that  
234 would indicate the flow and efficiency of the parking, which they have provided. The parking  
235 supply is adequate with roughly 60 parking spaces proximate to where the commercial components  
236 are; tenants should be encouraged to use the designated parking. A parking management plan should  
237 be provided.

238

239 Mr. Trefethen inquired as to the revised Site Plan, whether it adequately allows for a fire truck  
240 entrance/exit; Mr. Michaud believes it may but it needs to be validated with an auto turn analysis  
241 that indicates the swept path both coming into and leaving the site, which has not yet been furnished.

242

243 Mr. Engler stated that what Mr. Michaud has asked is reasonable and will be addressed. They expect  
244 post-occupancy monitoring to be included as a condition to the permit. Relative to parking

245 management, they do not assign parking; garage spaces will include a sticker. They will be writing  
246 up a parking narrative, and will include a color-coded parking analysis.

247

248 Mr. Engler stated that he will direct his team to provide an additional loading zone that can  
249 accommodate a 28-foot box truck with ramp, this will be provided on the next plan. Mr. Engler  
250 stated he will provide a signage package at some point to confirm the signage is consistent with  
251 what the Town is looking for.

252

253 Mr. Engler stated that the swept path analysis has been done and will be submitted with the new  
254 plan. Mr. Engler will have Civil look at the Myrtle Street sight distance to see what they can do.

255

256 Mr. May inquired as to the 15,000 square-feet of retail space, and whether there will be sufficient  
257 parking to accommodate the commercial space. Mr. Engler responded that he expects a restaurant  
258 or brew pub to be located on the ground level, the zoning relative to that use requires 45-50 spaces;  
259 they will identify this on the color-coded parking plan.

260

#### 261 Public Comment

262 Claudia Bennett, resident, stated there is not enough parking in the Downtown area; Ms. Bennett  
263 expressed concern with the line-of-sight issue on Myrtle Street. Ms. Bennett asked why we are only  
264 looking to meet minimum standards; we have to think about what this will look like.

265

266 Joan Gonfrade, resident, expressed concern with a 2.5-ton box truck's ability to turn right onto  
267 Myrtle Street. Ms. Gonfrade expressed her opposition to the project due to infrastructure concerns.

268

269 Mr. Dassoni expressed concern regarding traffic, and sidewalks.

270

271 Bill Novakowski, resident, discussed being on the Design Review Committee, and noted that the  
272 renderings he has seen can be misleading in regards to size and scope; Mr. Trefethen stated that  
273 tonight's discussion is focused on traffic; his concerns may be better addressed when they discuss  
274 the civil engineering aspect of the development and architectural review.

275

276 Alex Keefe, resident, discussed being a former police officer in Town and the number of traffic  
277 accidents he had responded to on Myrtle Street. Mr. Keefe noted that the Town has a Mutual Aid  
278 Agreement with Framingham and Sherborn, which both have larger fire apparatus. Mr. Keefe  
279 believes a straight entrance from Pleasant Street would be more appropriate.

280

281 Ashwin Ratanchandani, resident, discussed the proximity to the Commuter Rail, and whether there  
282 are bike safety issues.

283

284 Keith Robie, Fire Chief, expressed concern regarding the inability to take a left, he cannot direct  
285 fire trucks to not take a left, and go around in the opposite direction. Chief Robie discussed lining  
286 up the entrance to the intersection and putting it on the traffic lights.

287  
288 April 8<sup>th</sup> will be the next meeting date; they will start this hearing at 7:30 PM. They will wrap up  
289 the Traffic discussion and start on Civil Engineering.

290  
291 **Motion:** Mr. Sullivan motioned and Mr. May seconded, to continue the hearing to April 8, 2025  
292 at 7:30 PM, which passed with the following vote: 4-0-0.

293 Mr. Trefethen: Aye

294 Mr. May: Aye

295 Mr. Sullivan: Aye

296 Mr. Siegel: Aye

297  
298 The Board took a five-minute recess.

299  
300 **Public Hearing – 487 Main Street; 40 B Comprehensive Permit**

301 Mr. Trefethen explained that on February 25<sup>th</sup>, 2025, we heard testimony from the applicant, no  
302 one spoke in opposition. The Board discussed what they thought the Decision would be, and  
303 instructed the Town Planner to draft a Comprehensive Permit Decision allowing the application.  
304 The three sitting Members for the hearing will be Mr. Trefethen, Mr. Sullivan and Mr. Siegel.

305  
306 **Motion:** Mr. Sullivan motioned and Mr. Siegel seconded, to close the public hearing and enter into  
307 deliberations, which passed with the following vote: 3-0-0.

308 Mr. Trefethen: Aye

309 Mr. Sullivan: Aye

310 Mr. Siegel: Aye

311  
312 In the original draft Decision Brian Forestal voted, therefore Stuart Siegel will vote in his absence.

313  
314 **Motion:** Mr. Sullivan motioned, and Mr. Siegel seconded, to grant to Habitat for Humanity of  
315 Greater Worcester, a comprehensive permit for 487 Main Street, which passed with the following  
316 vote: 3-0-0.

317 Mr. Trefethen: Aye

318 Mr. Sullivan: Aye

319 Mr. Siegel: Aye

320  
321 The Hearing Decision will be filed with the Town Clerk; the project is planning to get started in the  
322 summer.

323  
324  
325  
326 **Meeting Minutes: Feb 11, 2025 with amendments.**

327 Mr. Trefethen discussed an error to the February 11<sup>th</sup> 2025 meeting minutes and the amendment  
328 that was made to the previously approved meeting minutes.

329  
330 **Motion:** Mr. Sullivan motioned, and Mr. May seconded the motion, to approve the amended  
331 meeting minutes from February 11, 2025.

332 **Vote:** 4-0-0.  
333 Mr. Trefethen: Aye  
334 Mr. Siegel: Aye  
335 Mr. Sullivan: Aye  
336 Mr. May: Aye

337  
338 **Meeting Minutes: Feb 25, 2025**  
339 **Motion:** Mr. Sullivan motioned, and Mr. May seconded the motion, to approve the amended  
340 meeting minutes from February 25, 2025.

341 **Vote:** 4-0-0.  
342 Mr. Trefethen: Aye  
343 Mr. Siegel: Aye  
344 Mr. Sullivan: Aye  
345 Mr. May: Aye

346  
347 **Staff Updates and Administrative Matters.**  
348 Mr. Trefethen thanked Peter Matchak for his six years of hard work working as the Ashland Town  
349 Planner; Mr. Matchak stated that he has enjoyed his time working in Ashland.

350  
351 Mr. Trefethen noted that there are four or five additional Special Permit or Variance requests that  
352 are in the pipeline, and the statutory requirements. Given the two 40B matters, it has been suggested  
353 that they may need to have a third meeting to keep things up-to-date. Board Members agreed they  
354 will need to meet to accommodate; and agreed to stick to Tuesdays on the third week.

355  
356 Mr. Esparza discussed there being some confusion between 40B and MBTA Communities for some  
357 residents; the Planning Department is available to help with anyone who has questions.

358  
359 **Adjournment**  
360 **Motion:** Mr. Sullivan motioned and Mr. May seconded, to adjourn the meeting, which passed with  
361 the following vote: 4-0-0.

362 Mr. Trefethen: Aye  
363 Mr. Sullivan: Aye  
364 Mr. May: Aye  
365 Mr. Siegel: Aye

366  
367 The meeting adjourned at 10:13 P.M.

368 **Documents Presented**  
369 1) 61 Waverly Street, Comprehensive Permit 40B Application  
370 2) 10-60 Main Street, Traffic Study/Reports

- 371 3) 487 Main Street, Comprehensive Permit 40B Application
- 372 4) Draft Meeting Minutes of March 11, 2025 and March 25, 2025
- 373