To: Town of Randolph Planning Board, Planning Department, Building Department, and Conservation Commission
From: Scanlon Development LLC and 451 High Street LLC
Re: Site Plan & Design Review, Future Yankee Line Corporate Headquarters and Transportation Center
Date: April 20, 2023

Memorandum In Support of Application
For Site Plan & Design Review

Application for Site Plan & Design Review

The applicants, 451 High Street LLC and Scanlon Development LLC, (collectively, the "**Applicants**"), submit this memorandum in support of its application (the "**Application**") for Tier 3 Site Plan & Design Review under Section 200-90 of the Town of Randolph Zoning Ordinance. The Applicants are the owners of those certain parcels of land known as and numbered 451 High Street and 34 Scanlon Drive, Randolph, MA (collectively, the "**Properties**"). The Applicants, or their successors in title, wish to develop the Properties as the corporate maintenance and operations headquarters for A Yankee Line, Inc. ("**Yankee**"), in accordance with the plans and specifications (the "**Plans**") attached to this memorandum.[1] Yankee operates an established and highly respected charter motorcoach company, well known in the Greater Boston Area and throughout the Northeast.

Description of Development Plan

As shown on the attached Plans, the intended development site will be comprised of a single building, which will be a newly constructed maintenance and repair facility of approximately 54,700 square feet with a parking areas and driveways for motorcoaches and staff vehicles at 34 Scanlon Drive. The 451 High Street property will become a landscaped buffer area. Applicant acquired the Properties over the last two (2) years. It is the intent of the Applicants to consolidate 34 Scanlon Drive with 451 High Street.

The Properties are abutted by the following: (i) to the north, Scanlon Drive; (ii) to the south, the Central Rock Gym and the 451 High Street landscape buffer; (iii) to the west, High Street; and (iv) to the east, residential lots. The Properties will be heavily landscaped and screened along the easterly boundary to provide for a substantial buffer area from the rear lot lines of the residential lots.

Description of Proposed Operations

Day-to-day operations of the Yankee Line business will vary as a result of the number and type of charter contracts in effect during any one period of time. The Yankee Randolph Transportation Headquarters will be home to approximately seventy-five (75) coach busses and other vehicles. It is anticipated that approximately fifty to sixty vehicles will be in use on a daily basis. The departure and arrival of vehicles may be staggered based upon their charter groups and special projects.

[1] It should be noted at the outset that Yankee will also be occupying 20 Scanlon Drive as its corporate headquarters. 20 Scanlon Drive is currently an office building, and while it will undergo interior renovations, it is not required to be and is not part of this Application.

The number of Yankee employees (not including motorcoach drivers accessing and leaving the site) who support dispatch/back of house operations, mechanics, and coach bus support will range from approximately twenty (20) to thirty (30) in total on any given day. These employees will arrive in a staggered fashion, generally in the morning between 6-10AM, and depart from 4-8PM. The number of motorcoach drivers accessing the site in total, typically range from approximately fifty (50) to sixty (60) on any given day, and will arrive and depart intermittently, depending on their individual route planning and charter contracts.

As is currently Yankee's practice in its South Boston site, the on-site activities will be carefully monitored to avoid excess light and noise pollution. Idling and backup beeping will be kept to a minimum, headlights will be dimmed, and use of horns will be prohibited on site. The only on-site activities to occur outside of normal business hours will be washing, using a state-of-the-art wash bay system inside the maintenance garage, and fueling of the motorcoaches. The vast majority of maintenance will occur during the daytime hours but may occasionally run into the early evening. The proposed building plan allows for six (6) maintenance bays to allow for plenty of room to bring buses inside for all required maintenance. Yankee typically performs preventive maintenance and light repair work while all heavy engine or transmission work is sent out to heavy repair shops, as needed. Yankee's business model has always dictated maintaining a contemporary model fleet that results in a lack of heavy repair work, with much of the work being performed under warranty.

It is noteworthy that the Building Commissioner, Ronald Lum, who acts as the Town's Zoning Enforcement Officer, under M.G.L. c. 40A, §7, made the determination early in discussions with Core's Development Team, that Yankee's intended use of the site was permitted as of right (with Site Plan & Design Review and Approval). A letter from the Building Department to that effect, dated October 17, 2023, is attached to this memorandum.

Site Current Use and History

The site is currently home to multiple businesses. Included among these businesses are Equipment Direct Sales, New Life Apostolic Church, and Charles Transportation. The main site at 34 Scanlon Drive was previously used as an overflow parking area to accommodate large gatherings for the neighboring event center, formerly known as The Lantana, which has closed its business. The site also includes 451 High Street, a small parcel of vegetated land adjacent to 34 Scanlon Drive which was previously home to a cell tower that has since been relocated. For contextual purposes 20 Scanlon Drive, which will be occupied by Yankee as its corporate headquarters, has been home to Equipment Direct Sales which acts primarily as an HVAC contractor providing new mechanical equipment to properties in and around Boston.

During the pandemic, and prior to the purchase by the Applicants, The Lantana discontinued use of 34 Scanlon Drive due to the lack of in-person event-centric activity. The site became overgrown and dilapidated as a result of the lack of activity, and eventually became known as a dumping ground.

The Applicants have made numerous material improvements to the Properties; the most extensive of which improvements being the partial rehabilitation of the small intermittent stream running along 34 Scanlon Drive where the dumping occurred. The Applicant's team worked with the

Randolph Conservation Commission to identify resource areas and take steps toward conserving these areas. The rehabilitation included disposal of eight (8) full length dumpsters of trash, and thousands of square feet of removal of invasive species and replacement with native species to revitalize the riverbank. Since the clean-up and replanting, which was designed as an initial phase in anticipation of an eventual and more permanent phase two rehabilitation of the riverbank, the site has consistently been maintained and secured.

Yankee Line History and Site Interest

In the late summer of 2022, Yankee approached Core Investments, an affiliate of the Applicants, in hopes of temporarily staging a portion of its fleet at 34 Scanlon Drive while it conducted operations to assist the MBTA during a period of repairs on the Orange Line. In large part due to the logistics savvy, thorough planning, and transparent communications of Yankee with Town representatives, the operation and the use and occupancy of 34 Scanlon Drive by Yankee went smoothly. Yankee worked with the representatives of Randolph, and its agencies, early and often to avoid disruption to the neighbors and the town as a whole. This process is in Yankee's DNA as an operator of motorcoaches for over 40 years.

A Yankee Line, Inc. was incorporated in 1978 with its initial corporate address being in Randolph, at the home of the late Donald Ogden, one the founding partners. Actual operations began in 1980 with a small fleet of three motorcoaches based in the Allston section of Boston. The second partner and current owner of Yankee, Donald Dunham, was then a college student living in Boston while attending the transportation management program at Northeastern University at the time of Yankee's creation.

From there, the company grew slowly but steadily to a point where eventually more space was needed, and in 1985 the company (then 12 motorcoaches) moved to West First Street in South Boston. Over the years, Yankee grew and expanded at its existing West First Street location in South Boston where it remains to this day. Yankee has developed many valued relationships over the years, with much of the growth in its customer base coming from repeat customers and positive word-of-mouth referrals. Yankee Line currently operates from its base in South Boston as well as from smaller satellite locations at Groton, Massachusetts and Carlstadt, New Jersey. Yankee also conducts temporary operations. Such temporary operations are currently found in Colorado and the Washington, D.C. area.

Yankee's adaptive business model has not only allowed it to survive the pandemic, while many motorcoach charter companies did not, but allowed it to thrive and grow into a larger operation. On top of its ability to accommodate more traditional experiences such as middle school field trips and leaf peeping tours, it has become a leader in the field and has worked with Harvard Business School, the Boston Marathon, the MBTA, the Boston Red Sox, Bruins, and Celtics, along with other prestigious and high-profile clientele. The acclaim around Yankee's handling of the "Orange Line Shut Down" and its other success related increase in demand has caused the group to expand beyond its existing corporate transportation headquarters in South Boston.

Today, 45 years after incorporating in Randolph, Yankee Line finds itself in need of more space and a new corporate home in a location that is close to Boston, close to the highway system and in familiar territory. Fitting these needs into a brand-new highly functional, efficient, and aesthetically

pleasing corporate transportation headquarters facility in Randolph is an opportunity for Yankee Line to make a huge step forward in corporate maturity laying a new foundation for many more decades of successful passenger transportation operations, while at the same time going back to its roots in Randolph.

Yankee also prides itself as being a valued corporate citizen in the Greater Boston Area and beyond. Yankee participates regularly in and sponsors local and regional events, and local and regional programs to give back to the community. Examples of this include Bus transportation for the South Boston Special Kids for summer camp and day trips, sponsoring of South Boston Youth Soccer Team, shuttle transportation for South Boston Christmas House Tour for South Boston Catholic Charities LaBoure Center, and annual transportation for Achilles Wounded Ear Veterans coming from Walter Reed Hospital to the Boston and New York Marathons for participation in the wheelchair race. Yankee continues to look forward to being a proud and contributing corporate citizen of the Town of Randolph and the Greater Boston Area.

Yankee Line in Randolph

The proposed Yankee corporate headquarters facility in Randolph will include of a contemporary office building containing administrative and operations programs and a maintenance and bus wash facility. Located along Scanlon Drive, the office building will establish visual and brand presence for Yankee and contribute to the streetscape with its high quality of architectural design.[2] Main entrance of the building is facing Scanlon Drive and is clearly defined with a canopy. Material palette of the office building consists of terracotta panel rainscreen, wood plank rainscreen, architectural grade metal panel and curtainwall. The main façade of the building presents a dynamic and aesthetically sophisticated character towards Scanlon Drive, composed of three (3) overlapping program-based volumes, distinguished from each other by use of various finish materials.

Applicant will conduct maintenance and bus washing in the facility located right behind the office building. The center-of-the-site placement of this automotive maintenance program volume is intended to minimize the visual and sound impact on adjacent streets and neighboring properties. Architectural design of this modern maintenance facility is envisioned as an integral part of the above-described office building volume. The material palette of maintenance and bus washing facility will consist of tilt-up concrete panels and architectural grade metal panels.

The office building is three (3) stories high (45’-0”). The single story (31’-0”) bus maintenance building volume is a good match to the scale and size of existing surrounding buildings which include: Equipment Direct Sales, Inc. (2 stories), the building which formerly operated as The Lantana (1 story), Lombardo’s (1.5 Stories) and the Comfort Inn (4 stories). The proposed building will follow existing patterns in terms of its relationship to the street, open space, and other buildings. There are continuous sidewalks along Scanlon Drive and High Street encouraging pedestrian traffic. Furthermore, thoughtfully

[2] While the office building (to be located at 20 Scanlon Drive) is not part of the Site Plan Review, this information is being added for illustration of compatibility of design.

allocated landscape, lighting, and site design elements will contribute to the quality of surrounding streetscape and integrate the project into its larger neighborhood context.

A site visit was conducted by Barry Hosmer (Landscape Architect) on March 20, 2023, for the purposes of understanding and identifying existing site conditions as well as the characterization of plant communities found on site and adjacent to the site. This understanding helped to inform species decisions used in the landscape design for this project.

Along the easterly and southerly property boundaries there are riparian woodlands, bisected by a stream. The trees appear to be naturally occurring and the dense matrix of trees is indicative of successful reproduction. Species encountered include: red maple, birch, cherry, ash, poplar, oak, and along the southerly boundary, a clump of black willow. In the southwest corner of the site the tree species change somewhat to include white pine, oak, ash, and red maple. This corner of the lot is exhibiting a more upland species composition more consistent with the native forest west of High Street.

As part of the design process, the Applicants intends to mimic some of the tree genus and species to allow the proposed landscape to visually reflect some of the attributes of the surrounding landscape. It is equally important to note that the genus and species choices will need to be able to withstand the temperature conditions of the United States Department of Agriculture Hardiness Zone 6b. The Applicants have also taken into consideration the plantings needing to be urban, drought tolerant, and the appropriate plant for the space, so that planting do not outgrow their location too quickly, require excessive care, and so that they are not invasive to Massachusetts. Many of the plantings are native to Massachusetts and are often cultivars of native species, which have been selected for various growth characteristics appropriate for the site. Cultivars include oak, red maple and cherry for tree species. Shrubs include juniper, chokeberry, bush honeysuckle, and arrowwood. Perennials are butterfly bush, purple coneflower and Catmint. These plant selections were chosen for their aesthetic qualities, while some also contribute food for birds and resources for pollinators.

Conclusion

Yankee and its development team in partnership with the development staff at Core Investments Development LLC (an affiliate of the Applicants), and TGAS/Samiotes Architects and the engineering staff of Vertex have worked tirelessly with the Town Planning, Building, Conservation, Administration, and other departments in Randolph to develop a plan and design which would be fully consistent with Randolph Zoning Ordinance Section 200-94 criteria. As outlined above, our team of architects has considered and addressed each of the criteria under Section 200-94 and designed the plan for execution of Yankee's development and construction in full sympathy and compliance with that criterion.

On behalf of the Applicants, A Yankee Line Inc. and Core Investments Development LLC, we thank the Board and the Town of Randolph for their assistance and guidance in the Site Plan Review & Design Approval process and ask that the Board act favorably upon the application and grant Site Plan & Design Approval.

The Applicants look forward to our hearing before the Board on April 25, 2023.

Respectfully Submitted on Behalf of Applicant
and the Core Development team,

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Gary P. Lilienthal, General Counsel
For the Applicant

YANKEE BUS HEADQUARTERS
CIVIL NARRATIVE

Site Utilities:
The proposed site has access to all utility services currently and shall be serviced by underground utilities to the greatest feasible extent. Included with this application is the utility plan (C-401) that depicts the proposed utilities for the project. Electric, telephone, cable television, and gas are proposed to be routed underground and will connect/ be serviced in Scanlon Drive. The building will be serviced by a 2" domestic water and 8" fire protection line that will connect off of the existing water line within Scanlon. Sanitary sewer for the proposed building will exit from the north face of the building and tie into the existing 8" sanitary sewer main located within Scanlon. Two (2) 2,000-gallon oil & sand interceptors are proposed to capture oil from the vehicle bays within the building. That waste will route around the east side of the building and tie into the existing sewer main.

Solid waste disposal will be managed through the use of proposed dumpsters located at the back of the building (south side of the building) and screened through the use of a dumpster enclosure.

Surface Water Drainage:
The proposed construction of the Yankee Bus Headquarters facility will result in a **decrease** in impervious area. The proposed stormwater management system has been designed to mitigate and improve stormwater quality. Per the Town of Randolph by-laws infiltration and recharge is also provided via underground infiltration recharge systems and a rain garden.

The proposed stormwater management system will capture the surface stormwater runoff from the paved surfaces via catch basins and routes it through water quality units prior to infiltrating. Stormwater overflow will tie into the existing culverts that outlet to the surrounding wetlands. The building's roof runoff is routed to a rain garden, stormwater that doesn't infiltrate, overflows to the surrounding wetlands.

The proposed stormwater management system meets the Department of Environmental Protection implemented Stormwater Management Standards and Randolph bylaws. The stormwater calculations and standards met are described in the included Stormwater Management Report (under separate cover).

Soil Erosion and Sediment Control Plan:
The objectives of the Soil Erosion and Sediment Control Plan are to control erosion at its source during construction activities, by applying temporary control structures, minimizing the runoff from areas of disturbance, and de-concentrating and distributing stormwater runoff through natural vegetation before discharging to critical zones such as streams or wetlands. Soil erosion control does not begin with the perimeter sediment trap. It begins at the source of the sediment the disturbed land areas, and extends down to the control structure.

The Soil Erosion and Sediment Control Plan will be enacted in order to protect the resource areas during construction. The erosion control devices will remain in place until all exposed areas have been stabilized with vegetation or impervious surfaces.

The objective of the Soil Erosion & Sediment Control Plan that will be enacted on site is to control the vulnerability of the soil to the erosion process or the capability of moving water to detach soil particles during the construction phase(s).

A. The Contractor shall submit a copy of the SWPPP and accompanying erosion and sediment control plan prior to commencing work.

B. The Contractor shall implement all soil erosion and sediment control devices prior to excavation within the site.

C. The following erosion control principles shall apply to the land grading and construction phases:

- Stripping of vegetation, grading, or other soil disturbance shall be done in a manner which will minimize soil erosion.
- Whenever feasible, natural vegetation shall be retained and protected.
- Extent of area which is exposed and free of vegetation and duration of its exposure shall be kept within practical limits.
- Temporary seeding, mulching, or other suitable stabilization measures shall be used to protect exposed critical areas during prolonged construction or other land disturbance.
- Sediment shall be retained on-site.
- Erosion control devices shall be installed as early as possible in the construction sequence prior to the start of grubbing and earthwork operations and excavation work.

Erosion Control Devices:

1. Straw Wattles

Straw Wattles shall be manufactured from rice straw and be wrapped in a tubular plastic netting. The netting shall have a strand thickness of 0.03 inch, and a knot thickness of 0.055 and a weight of 0.35 ounce per foot (each +/- 10%) and shall be made from 85% high density polyethylene, 14% ethyl vinyl acetate and 1% color for UV inhibition. Straw Wattles shall be 12 inches in diameter (+/- one inch), twenty-five feet long (+/- 0.5 feet) and weigh approximately 35 pounds (+/- 10%).

Wattles shall be installed along the edge of resource areas adjacent to the proposed work. Wattles shall also be placed around the toe of stockpiles and at locations where grading is performed.

<u>Installation and Maintenance</u>

a. Wattles shall be installed as indicated on the drawing, prior to the start of grubbing and earthwork operations.
b. Wattles shall be new and shall be secured in place as shown on the plans.
c. Wattles shall be placed in a row with ends tightly abutting the adjacent wattles. Each wattles shall be securely anchored in place by 2 stakes or re-bars driven through the wattles. The first stake in each wattle shall be angled toward the previously laid wattles to force the wattles together
d. Sedimentation shall be removed from wattles barrier when sediment has accumulated to greater than 6 inches deep. Sediment deposits shall be disposed of in accordance with the SWPPP.
e. Wattles barrier(s) shall be inspected periodically and deteriorated wattles replaced until such time as construction is completed and exposed slopes have been stabilized.
f. Wattles barrier shall remain in place until exposed soils have been stabilized with a vegetative cover.
g. Wattles shall not be removed until approval is given by the planning board.

2. Siltation Fence

Geotextile Fabric shall consist of long-chain synthetic polymers, composed of at least 85% by weight polylefins, polyesters, or polymides. They shall be formed into a network such that the filaments or yarns retain dimensional stability relative to each other, including selvedes. The geotextile fabric shall have the following properties:

Property(ASTM Test Method)	**Unit**	**Typical Values**
Grab Strength (D-4632-86)	lbs	100
Grab Elongation (D-4632-86)	%	30(Max)
Trapezoid Tear Strength (D-4533-85)	lbs	65
Mullen Burst Strength (D-3786-80a)	psi	280
Coeff. of Permeability (D-4491-85)	cm/sec	0.01
Water Flow Rate (D-4491-85)	gal/min/(ft)(ft)	35
Ultraviolet Stability (D-4355-84)	%	90

Support fence posts shall be at least 48 inches high and strong enough to support applied loads. The Contractor shall have the option of using wood or metal posts. Wood posts shall consist of 1 ½" square, kiln dried, hardwood posts. Steel posts of U, T, L, or C shape weighing 1.3 pounds per linear foot may be substituted for wood. Filter fabric shall be attached to wood posts with staples and with 13 gage minimum, galvanized steel wire for steel post application.

Installation and Maintenance

a. Silt Fence shall be installed as indicated on the drawing, prior to the start of grubbing and earthwork operations.
b. The location of silt fence shall be reviewed and approved by the planning board.
c. Accumulation of siltation behind the fence shall be removed once the total depth of silt reaches 6".

Silt fence shall remain in place until directed to be removed by the planning board.

Areas disturbed after removal shall be regraded and seeded.

3. Catch Basin Filters

The filters will be manufactured to fit the opening of the catch basins, and area drains. The filters will have the following features:

- Two dump straps attached at the bottom to facilitate the emptying of the filters.
- The filters will also have lifting loops as an integral part of the system to be used to lift the filters from the basin.
- The filters will have a restraint cord approximately halfway up the sack to keep the sides away from the catch basin walls; this yellow cord shall also be a visual means of indicating when the sack should be emptied.
- Filters shall be removed once paving is completed but not prior to installation of oil hoods. Filters in landscaped areas (or subject to runoff from landscaped areas) shall remain until vegetation is established.

Installation and Maintenance

a. Silt sacks or approved equal shall be installed where shown on the plans.
b. Silt sacks or approved equal shall be installed in all new drain lets as soon as the structure is installed.
c. Once the strap is covered the filter shall be emptied, cleaned and reinstalled.

4. Construction Entrance

The construction entrance shall consist of filter fabric, a layer of clean, crushed stone, ranging from 1-1/2" to 2-1/2" in size, and a top dressing of clean 2" crushed stone. Geotextile Fabric shall consist of long-chain synthetic polymers, composed of at least 85% by weight polylefins, polyesters, or polymides. They shall be formed into a network such that the filaments or yarns retain dimensional stability relative to each other, including selvedes. The geotextile fabric shall have the following properties:

Property (ASTM Test Method)	Unit	Typical Values
Grab Strength (D-4632-86)	lbs	100
Grab Elongation (D-4632-86)	%	30 (Max)
Trapezoid Tear Strength (D-4533-85)	lbs	65
Mullen Burst Strength (D-3786-80a)	psi	280
Coeff. of Permeability (D-4491-85)	cm/sec	0.01
Water Flow Rate (D-4491-85)	gal/min/(ft)(ft)	35
Ultraviolet Stability (D-4355-84)	%	90

5. Dust Control

Water will be applied by sprinkler or water truck as necessary during grading operations in order to minimize sediment transport and maintain acceptable air quality conditions. Repetitive treatments will be done as needed until the grades are paved or seeded.

6. Temporary seed cover

Grass seed for temporary seed cover shall be the previous year's crop. Not more than 0.1% by weight shall be weed seed and not more than 1.75% by weight shall be crop seed. Seed shall be delivered to the site in sealed containers, labeled with name of seed grower and seed formula, in form stated below. Seed shall be dry and free of mold. Seed shall meet the following requirements:

Species Name	% by Weight	Minimum % in Mixture	Minimum % Germination Purity
Chewing Fescue (Festuca Rubra Comutata)	25	85	97
Alta Fescue (Festuca Arundinacea)	30	85	97
Annual Rye Grass (Lolium Multiflorum)	20	90	98
Red Top (Agrostis Alba)	15	90	92
White Clover (Trifolium Repens)	10	90	98

Installation

a. At the Contractor's option, seed may be spread by the hydro-seeding method, utilizing power equipment commonly used for that purpose. Seed and mulch shall be mixed and applied to achieve application quantities specified herein for the conventional seeding method, with mulch applied at the rate of 2700 lb. dry weight of mulch per acre. A mulching machine, acceptable to the Civil Engineer, shall be equipped to eject the thoroughly wet mulch material at a uniform rate to provide the mulch coverage specified.

b. If the results of hydro-seeding are unsatisfactory, the mixture and/or application rates and methods shall be modified to achieve the desired results.

c. After the grass has appeared, all areas and parts of areas which fail to show a uniform stand of grass, for any reason whatsoever, shall be re-seeded repeatedly if necessary, until all areas are covered with a satisfactory growth of grass.

d. If seeding cannot be established due to weather conditions, jute mesh shall be placed on the surface to reduce soil erosion.

7. Jute Mesh

Jute mesh shall be a uniform, open, plain weave cloth of undyed and unbleached single jute yarn. The yarn shall be of a loosely twisted construction and it shall not vary in thickness more than one-half its normal diameter. Jute mesh shall be furnished in rolled strips and shall meet the following requirements:

- Width - 48 inches, plus or minus one inch
- 78 warp - ends per width of cloth (minimum)
- 41 weft - ends per yard (minimum)
- Weight shall average 1.22 pounds per linear yard with a tolerance of plus or minus 5%.
- Mesh shall be secure using U-shaped staples.