

BELLINGHAM PLANNING BOARD

TOWN HALL
BELLINGHAM, MASS.

Public hearing on rezoning of land.

December 5, 1968 8:00p.m.

Members present: Chairman Francis J. Prior
Vice-Chairman Gerard L. Daigle
Michele S. Parisi
Timothy J. Hannigan

Airport Commission members attending were:
Chairman Edward J. Sawyer
Theodore Gunsel
Gerard L. Daigle

Prior opened the hearing and the advertisement of notification was read.

Sawyer, Chairman of Airport Commission, explained that the reason for the zoning change was to protect the land from housing development at this time.

In response to a question by Gerry Vichi, High St., asking why the change was necessary now, Sawyer said the town can ill afford another large development as this is the last piece of good land.

Robert M. Chase questioned if the rezoning was to restrict housing or for an airport and asked how it was to be classified. Sawyer replied, Industrial.

Richard C. Hill, High St., stated that the land east of the Charles River was not needed in the Industrial zone. Sawyer remarked that the land as far as the Charles was sufficient.

Carl Rosenlund, High St., expressed opposition to the zoning change and also the airport. He said the airport should be accepted by the town first before a zoning change was made. In his remarks he said any type of industry could be put there, such as, junk cars, cleaning plants etc.

Sawyer said that a developer is now taking aerial photos of the land and the town should protect itself.

Rosenlund said he felt the town was protected by being zoned Agricultural and said it was necessary to solve the water problems first before a major industry would be interested. He also questioned if this Airport were to be a municipal one and town owned. The reply was affirmative.

A letter from the Industrial Development Commission, signed by G. Normand Benoit, Chairman, was read and noted that it favored rezoning the area along High and Maple streets to Industrial.

Also a letter from Francis Meraglia from the Dept. of Development to the Airport Commission was read, which stated

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they were interested in all Industrial land around the Route 495 area.

Raymond Sanchez, Hartford Ave., Joseph O'Neill, Louis Kahlenbeck, Maurice Morin and Thomas McCluskey all asked pertinent questions as to use of airport, costs, and ownership of land.

It was noted by Sawyer that the airport would not be used for Clubs, he cited Fitchburg and North Smithfield as typically run fields. The town would receive 90% reimbursement, 10% would be the town's cost, but must vote 100% cost and pay interest on the full amount. The land is owned by the families of Diadow, Caswell, Hill and Varney, it was noted.

Parisi spoke of the possibility of changing it to business zone and said it would limit the use of area. Airports are allowed in both Commercial and Industrial areas. He asked Rosenlund if he would be opposed to it being Commercial and was told that he (Rosenlund) wouldn't oppose it as strongly but would still be in opposition.

Prior questioned Benoit as to whether the I.D.C. favored the airport or the change in zoning for other uses. Benoit said the zoning was necessary to go along with plans for the airport and their board gave support of the project.

It was noted that both single engine and two engine corporate aircraft would use the airport and they didn't anticipate Jets.

Robert Smith, Farms St. spoke in favor of the airport as did M. Morin, O'Neill and McCluskey.

Sawyer said the Federal Government will pay for the developing of land and engineering, planes would not be taxable and paid to the town but would be taxable as personal property and payable to Federal Government.

Prior noted that in the study by the M.A.P.C., Bellingham was not one of the towns that was mentioned in its search for an airport. He cited Dover, Mansfield etc.

Chase remarked that once the land is rezoned anyone can come in and build, therefore a plan should be established to make the Airport Commission a body to purchase the land.

Prior stated that approximately 600 acres are involved, 450 acres are agricultural, the remainder is residential. Other speakers that appeared to be in opposition were Charles Grover and Thomas Irving. In favor were Russell Rizzo and Stephen Leman.

It was noted by Sawyer that the land cannot be purchased until land is rezoned, (for the purpose of an airport), and about 80 acres are involved.

Rosenlund requested that the board not recommend the zoning change.

On a Parisi, Hannigan motion it was unanimously voted to take it under advisement. The hearing was closed at 9:25pm.

Respectfully submitted,

Virginia Chase
Virginia Chase, Clerk pro-tem

Francis J. Prior

Genl L. Dayle

Michelle S. Parisi

Tom H. Stanger