



BELLINGHAM PLANNING BOARD

P.O. BOX 43

TOWN HALL, BELLINGHAM, MASSACHUSETTS 02019

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MINUTES OF REGULAR MEETING June 11, 1987

Meeting was called to order at 7:50 p.m. Four members were present. Minutes from previous meetings were distributed for the Board's review.

Correspondence from Phil Herr received regarding Lakewood Special Permit and definitive plan.

81-P Plan Celtic submitted from previous meeting
for purposes of site plans Provides access to sites off South Maple St.
GG moved to sign; EN seconded The Plan separates Lot #8 from Lot #1

81-P Plan Lakeview Avenue
Applicants: Gerald and Brian Thayer 64 Summer St., Franklin, MA
Surveyor: SEA 78 So. St. , Wrentham, MA
Owned by Rhodes and Dalpe. Piece being purchased by Thayers to acces their property.
GG moved to sign; EN seconded; motion carried unanimous of 4.

81-P Plan Mendon Street
Applicant/Owner: Darna Corp. 2 Milliston Road, Millis, MA.
Engineer/Surveyor: Stephen J. Siegl Jr. #10365

JPM Arrived at 8:10 p.m.

EN moved to sign; AF seconded; motion carried unanimous of 5.

81-P formerly Burr Property - three lots down from the log cabin
Applicant: J. Campbell, Milk St., Blackstone, MA
Owner: Olive Burr Park St. Bellingham,
Surveyor: G.R. Brisson A.F. moved to sign; GG seconded the motion; motion carried by unanimous vote of 5.

Submission of Form B - "Spring Hill Estates"
Laurent Dalpe, Ronnie Dalpie and G. Dalpe
Proposed 17 lots located on the southerly side of Wrentham Rd.
just westerly of Wrentham Town Line. GRB surveyor.

Discussion - Northeast Acres Preliminary
with G.R. Brisson. Safe stopping site distance at speed limit of 40 m.p.h.
letter referenced 380 ft.

Egress vehicles must have 400' sight distances pertained to major Commercial Complex.
Must be able to see as well as stop.



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Northeast Acres - Preliminary Plan Discussion con't

Sgt. Sulahian remarks: coupe of problems. Cars to in excess of 40 m.p.h. Most probably 45m.p.h. This will be a commercial site with alot of truck deliveries they cannot accelerate as fast as a smaller vehicle. Public safety would be hazardous - not suitable for this type of traffic.

JPM general standards use for highway design.

Safety Officer: Why the state determined the road should be moved across the way.

ETM replied "unsafe visibility".

According to Mr. Daniels, Northeast Acres has better sight visibility.

GRB if we apply to state for curb cut and they disapprove it, its a safeguard.

JPM Mr. Brisson seems to have provided the proper information.

GRB we will go to the state with a curb cut. No need to go further. The state has the last say and we will not be in with a definitive. Our road cannot be moved 200'.

JPM moved to approve contingent upon the following conditions: that the State Department of Public Works issues a curb cut, and that Mr. Daniels applies to the state fully disclosing the nature of his Subdivision i.e., 7 lot commercial/ industrial subdivision. EN seconded the motion; motion carried as follows: JPM, EN and GG in favor; ETM and AF negative for reasons of extreme safety hazard to vehicular traffic in the area and Mr. Daniels misrepresented his intentions to the Board at the time of the rezoning hearing.

BALD HILL ESTATES discussion

The road is being relocated. Lot configuration is not feasible. They now propose a cluster development. Zoning is agricultural so no more than 18 lots at 40,000 s.f. will be yielded.

EN cluster concept is far superior to the typical subdivision.

ETM in this case most of the environment has been disturbed or destroyed.

EN stated that open space is preserved through clustering.

GRB thanked the board.

Maplebrook Site Plan were called and they were unprepared.



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PRELIMINARY PLAN DISCUSSION - The Woodlands

Leo Mayewski - Pentad Realty Trust (L.M.)

Location: Maple St. ConsCom visited the site, Fire Chief "Gerry Daigle" (highway superintendent) and the water is entirely well.

ETM questioned "No vegetated wetlands?"

JPM closest hydrant is two (2) miles away.

LM: wells are funning already built 6-26 g.p.m.
Perc'd at a rate of 2-7 min. per inch. All lots have been perc'd.
JPM questioned the water table.

L.M.8 to 15 ft. variable.

JPM seems to be well above the water line.

LM: curbs and slopes all well within the min. and max. requirements. Requesting 24' pavement and one (1) sidewalk. Maple St. is on 20' paved.

JPM Waht we've done is my opinion is 26'.

ETM What happens at the Franklin Line? Isn't it zoned industrial there.
Your road will be a collector street if it services industrial land. Must have the required width. Also cannot acces industrial land through residential.
LM going for rezoning in Franklin.

ETM You won't be able to access Franklin through this residential.

JPM 20 or more lots provides two (2) means of access. This becomes a minor street. The board is allowed to dead-end a minor street.

LM if the limit is 19, then it's 19.

ETM Problem with the "eyebrow" configuration. Hillside estates hadto be reengineered to eliminate the "eyebrows" per highway department for snow removal etc.

LM mentioned that Phil (Herr) said the radius was too tight.

ETM leching catch basins have been rejected by and large by the Highway Dept.
VERY few exceptions to this rule.

LM: Those will be changed.

JPM: are you looking to put in a minor street.

LM replies yes.



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Discussion on the Woodlands Preliminary Plan con't

ETM 10 in back and four up front at the rezoning issue 7 were allowed under zoning and with rezoning he was supposed to get an additional 5.

JPM we should consult with P. Herr regarding the eyedrops, the minor street and leaching catchbasins. People are apt to park on the street - should check the minium pavement width.

LM stated he would not cul-du-sac it. His design would function as a turn-a-round.

JPM stated pavement should be atleast 26 ft.

ETM eyebrows-pavement width-leaching catch basins-sidewalks, etc. must be checked.

LM we want underground utilities in this subdivision.

JPM make the developer install the base for light poles.

EN how well does a "well" situation work with fire protection. They use detention/retention areas?

JPM replied we have pumpers. fire department has a problem with names like "Oak Crest" and Lisa Ann Drive Extension etc.

LM stated the proposed name would be "Stonehedge" at the Woodlands.

ETM have postmaster assign house numbers to the plan.

ETM requested that Anne Farris not go home without first reviewing the Decisions on Bradford Novelty and Van Lumber. She was required to leave the room excuse herself from the Board while the baord dealt with Valley View Estates/Frank Morse/ and the Dept. of Environmental Management questions and bond review. Letter dated June 11, 1987 request for an extension regarding the Bonding on Fox Run Rd. Phase I and Phase II are complete. Hold security until Phase III is complete along with the reconstruction work for the D.E.M. trail which is to be deed back to D.E.M. for \$1. Lee Ambler, Esq. drew up the release for the front portion of the development to transfer to the Phase III and DEM portion.

ETM stated that Morse offered the rr bed back to the state and they refused it in its present condition.



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Valley View Estates - F.E. Morse Ent.

JPM moved to transfer the bonds to Phase III, GG seconded the motion;
motion carried by unanimous vote of 4.

AF returned to the meeting at 9:55 p.m.

Special Permit re: Bradford Novelty (reduction in parking)
A.F. moved to sign; E.N. seconded motion carried by unanimous vote of 4.
Ed Moore abstained as "an abutter to the abutter."

Special Permit re: Van Lumber (reduction in parking)
A.F. moved to sign; E.N. seconded the motion; motion carried by unanimous vote of
4. Ed Moore abstained for the reasons stated for Bradford Novelty.

Reviewed bills and correspondence.

JPM would like to raise the requirements for townhouse development from 7,000 s.f. per
bedroom to 14,000 s.f. per bedroom and the acreage from a 10 acre minimum to 30 acre minimum.


JPM made that a motion/seconded by GG /carried by unanimous vote of 5.

Meeting adjourned at 10:20 p.m.


Edward T. Moore, Chairman

Glenn E. Gerrior, Vice-Chairman

Emile W. Niedzwiadek


Anne M. Farris


John P. Murray