

BELLINGHAM PLANNING BOARD

P.O. BOX 43

BELLINGHAM, MASSACHUSETTS 02019

**EDWARD T. MOORE, CHAIRMAN
ANNE M. MORSE, VICE CHAIRMAN
ROLAND R. LAPRADE
PAUL CHUPA
WILLIAM M. WOZNIAK**

MINUTES OF REGULAR MEETING

JANUARY 25, 1996

Meeting commenced at 7:05 p.m. All members except AM were present. Associate Member Richard Dill and Board's consultant, Philip B. Herr, were also present.

SUBMISSION

Orlando DiPietro, Mechanic Street, resubmits an 81-P, Form A, which was presented at the last meeting and is brought back for changes.

EM explains that the last plan showed 50' on the plan when it was supposed to be 70'. Lot 9A is a nonbuildable lot to be conveyed. The description of the property is the same and a new Form A is presented. Fee is waived.

PC moves to waive the fee and approve the 81-P. RL seconds. Vote of 4 (EM, RL, PC and WW).

DISCUSSION WITH D. DIMARTINO, DPW DIRECTOR

Donald DiMartino, submits a memo relative to topics for discussion with the Planning Board. The Selectmen have continued the feasibility study for town residents for sewer capacity issues and Phase 3 status. They came up with neighborhoods in close proximity to the sewer or targeted as cost effective neighborhoods. There is no grant funding now. They put together a map - red highlights where the sewer is now and green is what they are proposing. It shows a pipe from Douglas Drive through the Fafard property with an easement for Park Street connecting sewer to Newland Avenue directly to the 1.25 million gallon capacity in Woonsocket.

RL asks if this pump station will go to Douglas Drive.

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D. DiMartino indicates that the N. Main St. pump station is past Douglas Drive. It will cost \$2 million.

EM asks if there are concessions for getting the piece of land from Fafard which would put pressure on the Board.

D. DiMartino responds that the easement will be taken and will benefit Fafard dramatically with no pressure for the Board. Fafard would have to do this if they go over 50 units in capacity. They may do it for the town if they increase the number of units proposed and then the town could abolish the Douglas Drive station.

RL asks if there has been any discussion with Fafard.

D. DiMartino has had brief discussions. There are privilege fees involved. If Fafard is willing to do the work, the fee could be eliminated.

EM asks if this would make it more attractive to go with single family.

D. DiMartino doesn't think it matters either way because they are dead at 50 units if they don't do this.

EM points out that they wouldn't need this if they went with septic for single family.

D. DiMartino doesn't think they can keep it from happening but Fafard can't put a building in the middle of the sewer easement. They will be able to get rid of the pump station and do it with gravity. Results of their analysis will go to the Selectmen at the end of February 1996 and it is up to them if they want to pursue it. He just wanted to bring the Board up to date. This is what they want to do to avoid septic problems. There is a \$10,000 per unit privilege fee (right now it is \$2,600 based on the betterment assessment), which is the difference between 70% grant funding and zero funding. It is extremely restrictive.

RL asks what percentage of the homes would be able to connect.

D. DiMartino responds that it is 40 - 45% of the residences. They are targeting all the major areas. There will be more development in town if sewer were available.

EM states that people think development will be kept away if there is no sewer and water.

PC thinks that the \$10,000 fee will be cheap to someone who is trying to sell their house and can't because of septic.

D. DiMartino refers to Item II relative to the requirement that all water mains be looped

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whenever possible. The biggest problem is the water quality to deadend lines where chemicals don't work. For Edwards Estates, he suggested they loop with an easement to Overlook Drive.

EM explains that the developer said he was unable to loop because he did not own the property. The Board should have made him negotiate for the easement.

D. DiMartino briefly discusses Deer Run Preliminary Subdivision. It gets rid of the problems on Pine Grove and Muron. They can run the water pipe with the sewer easement. Item #3 suggests that they assume that every road in the town will be taken over by the town and require it be built to standard.

P. Herr believes that the Regulations call for the equivalent. Relative to Crossroads driveway which is really a road, the Regulations say that it must meet the functional requirements.

D. DiMartino's Item #4 suggests that the Board require the grass strip in subdivisions next to the road. If they waive, he requests they put in a 6" bituminous berm. Granite is fine. Cape Cod berm has a 10" little lip 4" in height. It will act as a bumper if vehicles go over.

RL asks what the Regulations require.

EM responds that the Board changed granite with a grass strip to cape cod awhile ago.

P. Herr indicates that granite is expensive.

Brief discussion relative to granite sloped edging which is required in Franklin.

D. DiMartino does not think sloped edging is the ideal for all situations.

EM asks what kind of curb is at Brittany Road.

D. DiMartino explains that the paving machine was set to have only a 2 ½" to 3" curb. He has spoken to the developer who will go back and put a full curb on top of that. Whatever is required, the town has to use whenever work is done. Granite would be substantially more expensive to the town and developers. Item #5 identifies suggested changes to the Regulations including (1) Mass. DPW standards should be Mass. Highway Dept. Standard specifications for highways and bridges under Section 426, pages 4 - 5. Item (2) is to eliminate MC-70 bituminous asphalt prime coat on top of gravel subbase under paragraph 4264 (B) and © on page 4 - 7 and require a 2" binder depth and 1 ½" top depth in paragraph 4256 page 4 - 7 eliminating the need for paragraph (D). (3) suggests machine applied tack coat should be required on top of binder, before final pavement and added to paragraph 4265 on pages 4 - 7. (4) Add a paragraph before berms on page 4 -8, requiring that final pavement not be allowed until all trenches have weathered one winter. Require that all utilities be tested, and accepted before the final pavement

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is installed. (5) Add another paragraph before berms on page 4 - 8 to control the final paving on projects that have been delayed. The binder pavement should be repaired for cracks prior to final coat placement. (6) Add to paragraph 427 berms, bituminous curbing be installed on top of the final course of pavement to insure that a minimum of 4" curb reveal exists at the time the final pavement is installed. By putting in a cape cod berm prior to final pavement, you end up with only a 2" berm. (7) Refers to paragraph 427 requiring that driveway aprons extend to the edge of the right of way with a note added to the definitive plans. Amend paragraph 4512, page 4 - 13, to require all sidewalks be installed in accordance with the Mass. Highway Dept. Standards for wheelchair accessibility requiring a pitch of 3/16" per foot rather than the 3/8" per foot in the present Regulations. (8) Suggests cross section changes including changing sidewalks pitch to 3/16" per foot, sewer mains should be in the center of the street, collectors water mains should be in the street on the opposite side from the drain mains, all other class of street water mains should be in the shoulder where there is no sidewalk and should be at least 3' off the gutter line, for collectors, sewer, water and drain mains should be under the paved surface. The center 10' should be for sewer mains, the right 10' for water mains and the left 10' for drain mains. (9) Requires that all drawings be recorded and should include in addition to the list in the Regulations: sewer lines, manholes, service wires, service pipes and stubs, with ties to permanent structures such as buildings, catch basins, utility poles, etc.; water mains, bends and fittings, gate valves, service boxes, tape locations, with ties to permanent structures such as buildings, catch basins, utility poles, etc. A complete set of Planning Board signed record drawings should be reduced to an AutoCAD V12 disk and submitted to the DPW along with a hard copy of the record drawings. (10) Refers to drainage plan review suggesting that the Board continue to use a consultant to perform plan review because he does not have time to review drainage plans without the computer software to run the numbers. The town is better serviced by a hired consultant at this time.

P. Herr asks if he would be willing to mediate if there was a difference of opinion between the applicant's engineer and the town's hired consultant.

D. DiMartino would get involved if he is directly requested to do so. Item 12 Site Inspection, urges the use of paragraph 511, Inspection Agent, which in order to be used, the town must accept the Mass. General Law which allows the treasurer to establish a special funding account to hire an outside consultant. He drafted an article for the May Town Meeting to be sponsored by the Planning Board and DPW, asking the town to accept the Mass. General Law Chapter 44, Section 53G, which allows the Treasurer's Office to establish an account funded by the Developer, to pay for the costs related to hiring an outside consultant. They have to accept the law in order to establish the fund. He will forward copies of the Bylaw and Mass General Law to the Board.

P. Herr thinks this is a good time to change the Subdivision Regulations. At the Board's direction, he will get back to them in one month with draft amendments.

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RL moves to direct P. Herr to draft amendments. PC seconds. Vote of 4 (EM, RL, PC and WW). AM absent.

WATER RESOURCE REVISIONS TO MAP

PROPOSED AMENDMENT TO ZONING BYLAW FOR ANNUAL TOWN MEETING

Clerk reads Notice of Public Hearing.

D. DiMartino explains that the new map was approved by the state based on Zone 2 recharge area for wells. The map the DEP accepted shows the water recharge area. They are making it smaller but it will be exact.

Bruce Lord received a call from Cliff Matthews who was concerned because Beaver Pond was not in the Water Resource area and it is the only potential quality water source the town has.

P. Herr believes that the concern for Beaver Pond is well taken but it is not in the Water Resource District. C. Matthews is more concerned with phosphates. Another argument is that the Master Plan has to do with a successful Water Resource in this town.

WW moves to sponsor the Water Resource Map Revisions article to the Annual Town Meeting. RL seconds. Vote of 4 (EM, RL, PC and WW). AM absent. Article to be cosponsored by the Planning Board and DPW.

MINUTES ACCEPTANCE

RL moves to accept the minutes of December 21, 1995 as written. WW seconds. Vote of 4 (EM, RL, PC and WW). AM absent.

Members sign invoices for P. Herr & Associates quarterly fee, Milford Daily News and The Woonsocket Call for Water Resource advertising expenses.

CROSSROADS SHOPPING CENTER CONTINUED PUBLIC HEARING FOR SPECIAL PERMIT

Dick Marks, Esquire, Goulston & Storrs, introduces their team including Dan Cleary, VHB, Roy Smith, Sumner Schein, Bill Fleming, Landscape Architect, Andrew Zelmeyer, Esquire and Bob Frazier who was delayed and will be here shortly. They are here for 3 things: the special permit, development plan and approval not required plan.

EM would like to do the special permit first.

P. Herr indicates that the question is whether or not anything depends on anything.

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D. Marks would like to see the Board act tonight.

EM refers to DPW D. DiMartino's letter relative to tying the restaurant parking lot into the existing Dunkin Donuts lot.

Roy Smith has a full letter responding to all comments. There is an existing retaining wall the whole length of the side yard. There are Regulations governing the amount of fill they can put over an existing gas line. Tying in to Dunkin Donuts lot would require fill. It is infeasible because of the existing retaining wall. They can't get the connection based on the existing conditions at the site.

EM refers to the traffic issues up front.

D. Marks indicates that this developer has a willingness to work with the town. They are responsible people and don't want the center to be unsafe. If it is unsafe, they will remedy it. Their suggestion is that it is not unsafe and will work. They are not talking about much traffic between the gas station and the center.

EM identifies the concern that people will be cutting through the back to avoid the lights.

D. Marks will agree to cut off the access beyond the Gibbs Station if it is unsafe after one year. They can cut off the access beyond that. Cars will come in only to go into the Gibbs Station. Ultimately, there will be a connection to Gibbs.

P. Herr hasn't seen the plans showing that. The drawings show a service road and show no access to Gibbs.

D. Marks points out that is a change they will come back for.

P. Herr thinks that it raises a set of issues they haven't talked about. It would take a new Development Plan approval. The question is would it invalidate the special permit because the special permit is based on limiting it for use for service?

RL thought it was originally going to be a one way for trucks only.

EM states that the Board knew it would be two ways at the last meeting.

D. Marks is not asking for that approval tonight since they agree it has to come back.

R. Smith agrees that Gibbs will have to come back after they redevelop.

P. Herr is not sure since the issue is on this applicant's property. The issue is where the service

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road connects to the entry. The special permit language should include authorization for Gibbs and public access provided they come back for a DPR.

D. Marks reiterates that if the cut through causes problems, they will cut it off.

P. Herr states that the only issue for the special permit is the scale. D. DiMartino requires that the drives meet the town's standards. They show an undersized lane when it should be a collector street. It is a real issue. The fence obscures vision which may be a Development Plan issue. The width is okay but the radius and site distance configuration is a problem. The special permit should reference the revised drawing. The drawing limits the building from being any place else.

PC moves to close the public hearing for the Crossroads special permit. WW seconds. Vote of 4 (EM, RL, PC and WW). AM absent.

RL moves to approve the special permit and directs P. Herr to work up a decision. PC seconds. Vote of 4.

CROSSROADS DEVELOPMENT PLAN REVIEW CONTINUED

P. Herr has two issues: (1) circulation for Building E and (2) T. Sexton's concerns discussed this morning. The Board might want to defer to the Conservation Commission relative to questions which he felt needed better information to feel confident it will function the way it was supposed to. If the estimates are incorrect, it wouldn't create a public health or safety hazard, but it would create an environmental change to the wetlands. The Board could defer the whole thing to the Conservation Commission.

R. Smith points out that they are done with the Conservation Commission. He had a conversation with T. Sexton today and yesterday when he (T. Sexton) verbally agreed on all issues. He prepared a letter responding to T. Sexton's additional concerns. There was concern that all detention ponds are 2' above maximum height. There will be a minimum of 6" wet sump in ponds to keep it away from the ground water. They will plant wetland vegetation within the pond to remove the pollutants before it is discharged. Frugo McCullan is their environmental consultant who said they would like it at ground water. The ground water fluctuates and is highest in the spring. Frugo would like the bottom dropped at ground water and not have it 2' above ground water.

P. Herr believes that the issue which T. Sexton raised was different. He couldn't tell where the ground water is. There is a delicate question relative to the relationship between the bottom of the pond and ground water. He thought there was a contradiction between what he saw on the drawings and the soil logs. They are doing different things than what the Regulations contemplated but the wetland vegetation compensates for that.

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EM thinks they should hear from Mr. Sexton in writing.

P. Herr asks if C. Matthews is saying he would like the bottom of the basin at ground water level.

R. Smith hasn't done the ground water monitoring but Geotechnical has. During the course of construction, additional test pits will be done to verify where it is.

P. Herr has two more issues. (1) infiltration rates and orifice basin 3/10" or 4". The real question is if the Board feels they can act on this tonight given these 3 questions.

EM thinks they have to hear T. Sexton's response first.

P. Herr suggests a meeting be held amongst R. Smith, C. Matthews, Mr. Sexton and the Geotechnical engineer to solve all 3 questions.

R. Smith states that they have to increase the recharge rate to a safety factor of 4. The perc rate at the subsurface increases the safety factor.

EM notes that P. Herr received the revised plans today and hasn't had time to review. They still have work to do if they are just distributing revised plans.

P. Herr refers to issues of the alignment of the driveway. The site planning may change. There is a sharp bend at the N. Main St. end which would never happen in a residential subdivision.

EM is concerned because this will have more traffic.

Dan Cleary indicates that they made the 70' radius into an 80' radius based on P. Herr's comment. The standard is 225'.

P. Herr states that Development Plan approval can be made conditional on some site distance provided at the entrance to restaurant G. The functional purpose is for site distance. This is really a street even though it is called a driveway.

D. Cleary believes that it depends on how it is compared relative to speed, traffic flow and daily volume. 2,000 to 3,000 vehicles daily volume is not characterized as a collector road but is characterized as a residential street. A typical residential street has 1,000 to 3,000 vehicles. They can fix the site distance. Relative to the curves, the 200' radius is excessive but they will have a fairly low volume.

EM asks about the truck traffic.

D. Cleary believes it is adequate for trucks at the speed posted which will be 15 - 20 mph. If they

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can get more, they will try.

D. Marks contends that it is a safe set of curves.

D. Cleary doesn't have a problem with it. They've signed off on the plan and believe they can carry the volumes of traffic in and out safely.

P. Herr asks how many accidents there must be before they consider it unsafe.

D. Cleary responds that they build this to attract traffic. They need to make sure they can do everything they can to minimize it. The issue is a trade off with concerns with the detention pond. They will move the fence back 10' to improve the site distance. At 15 mph, cars will be able to see at 150' - 200' and stop safely to avoid collisions. The curves are not a safety issue because of the speeds they are looking at.

EM asks if they have to ask for a waiver because they are not in compliance with the Regulations.

D. Marks points out that the Regulations referred to are Subdivision Regulations and not special permit so they don't come under them.

P. Herr notes that DPR refers to the functional standards of the Subdivision Regulations.

EM asks about the entrance to the center.

D. Cleary responds there will be a 4 way stop.

P. Herr is concerned about vehicles not being able to back out from parking spaces because of traffic waiting at the stop sign representing a potential for accidents. They can solve it. This is not the configuration which was sent to him.

B. Frazier states that this is the configuration. He explains that with the cost of the municipal lift station and access to N. Main St., they have tried to develop the center to pay for the additional work and cost. They are trying to accommodate every concern. He had a meeting today relative to Retail tenant A who is concerned that closing the circulation reduces their parking. They will have a major problem with leasing that retail of 20,000 square feet if they do that. It would represent the plan without the Harkey parcel. They must have a plan which works safety wise and is economically viable. They changed the plan based on P. Herr's comment and asked D. Cleary to look at the 4 way stop problem.

D. Cleary agrees that there are going to be times when the spaces are blocked.

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EM refers to Natick Mall where he was unable to back out of a parking space due to traffic at the stop sign.

P. Herr asks what their client was concerned about since they would end up with more parking.

B. Frazier explains that each lease has dedicated parking to go with the store along side it. When the parking is rotated, it is no longer their parking. Parking and signage are major concerns to lessees. If they don't have the parking, they are rendering it unleaseable. He will live with the condition that it can be canoed off.

D. Cleary is not sure that would solve the problem.

P. Herr states that a drawing was made to include the amount of parking and created a dedicated traffic lane. He thinks it is solvable and is now a real problem. They will be backing into a substantial stream.

R. Smith indicates that P. Herr's sketch lost parking. It showed parking backing out into a loading area where forklifts are going in and out at the garden center which is more unsafe than backing out into a ring road.

D. Marks explains that they are trying to make a design work which justifies the access which the Board wanted. They have licensed professionals who say it will work. There will be times when people have difficulty getting in and out but the condition is not happening all day. Their people have struggled trying to solve the problem but he doesn't think there is a solution.

EM thinks they are saying that this is it. Take it or leave it.

B. Frazier told the perspective lessees the same thing - that there is more parking but they didn't want to hear it. They are very confident it will work with the stop control. A canoe can be built later and they could accept that condition. There are more avenues to disperse the traffic. Canoeing drives the traffic to the front of the store where pedestrians are. This moved the problem down but it restricts and concentrates the flow increasing the chance for stacking and increasing traffic to the front..

P. Herr hoped to get a lane people were not backing into.

EM asks if this is at maximum parking.

P. Herr responds it is real close.

D. Marks states that most of the land which they bought is on a gas easement over which they got access for the drive.

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EM notes that they did get to make the building a little bigger.

R. Smith points out that this meets the industry standard of 4.5 - 5.0 parking spaces. Natick is not meeting that.

B. Frazier refers to the lease requirements. Even though P. Herr's drawing picked up 4 parking spaces, they would have to lose 17 spaces. They took a big hit to accommodate the future access road for which they will eventually lose more spaces. Parking lots are designed for 6 days a year.

EM notes that they did get bigger buildings and an extra restaurant which they didn't have before.

B. Frazier tried to accommodate the environmental concerns.

P. Herr thinks the new restaurant should be brought in separately for DPR.

D. Marks agrees.

P. Herr asks if they are proposing to remove the sidewalk on N. Main St.

R. Smith responds in the negative. It is shown on the landscape drawing. They will have plantings within the property line.

P. Herr asks where the sidewalk will end. Kids will walk to Retail A. There is no pedestrian access. He thinks kids will walk up the drive until someone gets hit.

PC asks if they have enough room to put in a sidewalk.

R. Smith thinks there is enough room.

D. Marks will make sure there is a sidewalk.

B. Frazier was approached by D. Fraine about connecting the sidewalks from Deerfield Lane to Stallbrook. VHB will include that in their off site improvements.

D. Cleary state that the design does show handicap accessible sidewalks down to Stallbrook.

B. Frazier explains that the buildable area is the same but the tenants will be allowed to move the walls. Aside from the site architectural work, the plans are done. The parking is a sensitive issue to the lessees. They have a serious concern with Home Depot relative to the utilities. Gibbs Oil has been very cooperative with the cross connection to the center. There will be a stub for future sewer and they will give Gibbs land adjacent to make up for the land which they are giving up

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front. They need a decision.

R. Smith indicates that this is the plan except they came in with an additional restaurant. They will also agree to add a sidewalk, move the fence and address Amory Engineers concerns.

P. Herr identifies the two outstanding issues including Amory Engineers concerns and the 4 way stop.

R. Smith has plans incorporating the hydrants requested by the Fire Dept. .

P. Herr asks if the Safety Officer has commented.

D. Fraine asks if they could approve conceptually and then continue to work on the parking so B. Frazier can enter into his leasing agreements. That would give them what they need to move forward and still reserve reservations.

B. Frazier hasn't bought the property to N. Main St. yet but is prepared to buy it. They have a sewer permit with the state.

RL believes that this is a trade off - either they go with the old plan without the second access or lift station or they go with this one.

P. Herr asks if the Board would be ready to act with the condition that Amory be satisfied if they put the stop sign issue aside.

EM doesn't think the applicant wants to try to work it out.

Guy Fluette points out that they will only lose 6 spaces.

R. Smith agrees they will lose 6 spaces to gain 25' but they will also lose 6 from the side. Home Depot requires 150' from their loading base so they will lose a total of 18 since they need space for maneuverability.

WW asks if they are doing Gibbs now.

P. Herr responds that the special permit includes a connection to Gibbs but the Development Plan doesn't include it.

D. Marks agreed to a condition that if the connection in the back causes a problem, the access will be modified so the cars can only go into Gibbs.

WW asks when they will have a left turn lane.

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D. Cleary responds as soon as they get the land, the left turn lane will be constructed.

P. Herr suggests they could take away 5 spaces for the landscape solution or they could take away 9 spaces to solve the problem. They could approve tonight and agree to take away the 9 spaces. If they demonstrate to Sgt. Haughey that it has no effect, they can have them back.

B. Frazier points out that they would be taking away the closest spaces to the tenant. They can take them away later.

D. Marks suggests they take away the first spaces of each row right now with the condition that if Sgt. Haughey feels they are safe, they can have the 4 spaces back. Otherwise, they will landscape them.

B. Frazier doesn't understand why they have to take the spaces out since it is merely an inconvenience for someone who just can't wait.

P. Herr believes it is a safety issue. The guy who can't get out will behave irrationally.

WW moves to approve the Development Plan with the addition of the sidewalk, fence, Amory Engineers issues addressed, 4 parking spaces removed contingent on town official's inspection of safety and outparcel coming back for an additional DPR. RL seconds. Vote of 4 (EM, RL, PC and WW). AM absent.

CROSSROADS 81-P SUBMISSION

D. Marks explains the purpose of the plan. The major tenants insist on owning their own parcel. The plan shows arbitrary lot lines for the purpose of creating the Home Depot parcel. Once it is approved, they will close on the Harkey land, creating 3 lots. Parcel C is mostly wetlands. Parcel A is Home Depot and Parcel B is the remainder.

EM asks if Home Depot has enough frontage.

R. Smith indicates it has 232' frontage.

EM asks if it meets the lot shape factor.

R. Smith responds that it meets it based on the imaginary line. All 3 lots meet it.

P. Herr thinks WalMart did their plan before the special permit. The special permit should reference the new lots. All the lots meet the requirements.

D. Marks notes that in each operating agreement, each party will take over the maintenance.

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EM asks if the entire access road will go with Home Depot.

R. Smith indicates that the shopping center will control the access.

P. Herr points out that the question for the Planning Board is whether or not this is a subdivision. All 3 lots have frontage on N. Main Street. Parcel A has frontage on both. This is not a subdivision. He refers to sign bylaw. The Board may want to comment to the ZBA relative to the proposed sign. There are two issues: 1) total signage is 3 square feet per foot of street frontage. They have little frontage with little square footage of sign. It would be a good thing to support the ZBA to do it in a way which is consistent with the intent of the law regarding the total square footage of the sign. Question 2 has to do with pylon signs.

D. Marks explains that the sign is 156' when the requirement is for 100'. Home Depot has enormous signs. On this site, they can't give them the 14' x 14' sign they normally have so they dropped it to 6' x 6'. There's a Sunoco in town which has a 145' sign with one tenant. They are asking for 160' for 6 tenants.

EM points out that is grandfathered and asks about signage on the building.

P. Herr notes it is 3 square feet per foot of frontage which is reasonable.

D. Marks advises the Board that they already went to the ZBA and they closed their hearing.

EDWARD ESTATES DEFINITIVE SUBDIVISION DECISION

P. Herr distributes the decision which he prepared. The Board will not endorse the plan unless the changes approved are reflected on the plan.

EM agrees and wants it reflected in the minutes that the Board will sign the decision and file it but will not sign the plan after the 20 day appeal period unless the changes are on the plan.

RL moves to sign the decision. PC seconds. Vote of 4 (EM, RL, PC and WW). AM absent.

SHORES AT SILVER LAKE SPECIAL PERMIT REQUEST FOR CONTINUANCE

Clerk reads letter from Janice Hannert, Fafard representative, requesting a continuance to February 22, 1996.

RL will not be here and moves to continue to March 28, 1996 at 9:00 p.m. PC seconds. Vote of 4. RL moves to approve an extension to April 18, 1996. PC seconds. Vote of 4.

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DISCUSSION RE:SCHEDULING MASTER PLAN PLANNING SESSION

P. Herr discusses scheduling a Master Plan planning session either on Saturday, February 10, 1996 or two week nights.

WW won't be able to attend on February 10 but other members can attend. D. Fraine feels a Saturday is better than trying to get people to come out on two nights. EM works but will take the day off.

Members agree to schedule the Master Plan meeting for Saturday, February 10, 1996. P. Herr advises that the meeting will start in one place and then break out for discussion. Board agrees to invitees list prepared by P. Herr. B. Lord would like to be able to have some citizen input. Board agrees he can attend. D. Fraine will take care of notifying attendees and arrangements for lunch. Meeting will be held at the library conference room. P. Herr will revise notice and send out to invitees.

ZBA REQUEST FOR COMMENTS RE: HARPIN STREET LOTS

P. Herr reviews the plan showing two lots on Harpin Street owned by Mr. Roger Gagnon. He agrees that if it meets the criteria, the Board would have to approve it. However, it appears that it doesn't meet the criteria for either the lot shape factor or the lot area requirements for a subdivision.

Clerk to prepare response letter to the ZBA prior to their February 1, 1996 meeting.


DEER RUN PRELIMINARY


Brief discussion re: right of way. PC notes that the right of way died with Ellsworth Crooks. They have to find another access and take the parcel as a whole rather than in two parts.

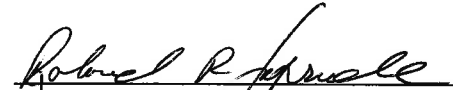
Meeting adjourned at 11:00 p.m.


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Edward T. Moore, Chairman


Anne M. Morse, Vice Chairman


Roland R. LaPrade


Paul Chupa


William M. Wozniak