



BELLINGHAM PLANNING BOARD

5 COMMON STREET
BELLINGHAM, MASSACHUSETTS 02019
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July 28, 2005 Meeting Minutes

- **at the meeting:**

Roland R. Laprade (RRL), Chair
Brian J. Sutherland (BJS) Vice Chair
Glenn C. Wojcik (GCW), Secretary
Edward W. Guzowski, (EWG),
Present Thomas J. Guerin (TJG),
Kate Buyuk (KB) alternate

Other officials: Stacey J. Wetstein, (SJW) Town Planner
Amy Cook, (AC), Commission on Disabilities
Mary Chaves, (MC) Coordinator (not present)

RRL opened the meeting at 7:00 PM

BJS: Motion to sign vouchers
TJG: Second:
Vote: 5-0, Approved

SJW briefed Board on proposed bylaws. Board also discussed violations of signage bylaws with scrolling electric signs. These violations have been addressed.

Thundermist Car Wash, Site Plan Review and Special Permit for drive-thru

Ron Lussier opened by covering the changes to the plan since the last meeting and peer review

An exit lane has been added around building and a sign will be added to caution traffic using this "escape" exit. Mr. Lussier will ask the town's safety officer for guidance on signage.

The planned access point for the sewer tie in on Arthur street has been changed as the DPW has advised against Mr. Lussier bringing sewerage down Arthur Street. Due to the depth requirements for gravity feed from planned tie ins in that area, the cost would be prohibitive. Mr. Lussier stated the DPW had advised that the two remaining options were to tie in to Pulaski Blvd. when the town did the work in the spring or tie in on Orchard Street at his own expense. Mr. Lussier has had conversations with Orchard

Street residents and some of them have agreed to contribute towards the cost of the sewer lines at a cost less than the amount the town charges for betterment.

Abutters on Arthur Street, Wayne Poitros and Elizabeth Nattivier expressed concern about traffic turning left on to Arthur Street and requested that a curve in curb to encourage a right turn be installed.

EWG: Motion to include condition that no left turn sign and curb cut to the right be part of a condition of any approval of Thurndemist Car Wash

BJS: Second

Vote: 5-0, Approved

Charles Trottier asked that it be made clear that the residents are not obligated to tie in if the sewer is run down Orchard Street.

The Board informed Mr. Lussier he would need to state which sewer option he would proceed with before a decision could be made. Mr. Lussier committed to connecting to the sewer on Pulaski Blvd

Mr. Poitros also commented on Mr. Lussier's commitment not to disturb the abutting flower garden on Orchard Street. Mr. Lussier responded that the any use of the area would be underground for sewer lines and have minimal impact on the neighboring garden.

Board recapped list of conditions of approval for the project:

Services for car wash cannot be less than 5 minutes.

Stop sign and stop line at bypass lane

Entrance and exits marked with painted arrows shown on plan

Dumpster to be emptied during off peak hours of 9 am-12 noon, Monday through Friday

Curb cut angles on southern exit to encourage right turn on to Arthur Street with "No Left Turn" sign

Applicant will connect to sewer on Pulaski Boulevard through Town approved project.

Any changes in sewer connection will require approval by Planning Board.

Plans with all changes will be presented to the Town Planner prior to approval.

TJG: Motion to draft favorable decision for Thundermist Car Wash Special Permit for Drive Thru with conditions listed above.

EWG: Second:

Vote: 5-0, Approved

EWG: Motion to approve Site Plan Review for Thundermist Car Wash

EWG: Second

Vote: 5-0, Approved

Hunter Development Gas Station and Convenience Store, Development Plan Modification

RRL opened public hearing at 7:30 PM

BJS: Motion to waive reading of public notice
TJG: Second
Vote 5-0, Approved

Kevin Smith, Attorney for Hunter Development, presented Development Plan Modification for Gas Station and Convenience store. There were three points made by the Board when the last proposal was denied that Attorney Smith wanted to clarify for the Board.

Egress spacing of 250 feet has been adjusted in the modified plans.
The Drive Thru and car wash taken off plans entirely.
The level of service for traffic at the Maple Street and Hartford Avenue signal will not decrease.

Attorney Smith suggested to the Board that an additional peer review for traffic would not be necessary, as MDM had suggested mitigation for the initial, more intense, use of the site that the applicant had agreed to fund. Technically, since the level of service is not impacted with the new plans there is no requirement for mitigation. However, Hunter is willing to fund the same mitigation for the modified project as it offered for the more intense use plan. Traffic mitigation includes the following:

Provide Separate left and right turn lanes on southerly driveway approach.
Post signs on southerly driveway restricting left turns into site.
Widen Hartford Avenue for exclusive northbound left turn lane into northerly driveway.
Extend sidewalk along western side of Hartford Avenue to signalized intersection.
Eliminate Hartford Ave crosswalk across from site.
Implement signal timing changes at Hartford Avenue and Maple Street Intersection.
Repair signal equipment.

BJS asked for more detail regarding the level of service and Ron Mueller of GPI reviewed the figures that examine build vs. no build through 2010, demonstrating to the Board that the modified plan would not affect the level of service.

BJS asked about the possibility of moving back of the stop line on Maple Street for trailer trucks so they can make their turn. Mr. Frisbee agreed that it was possible as additional mitigation. Ron Mueller advised Board that this would cause a slight decrease in service due to the timing of the lights to allow the right hand turn.

Attorney Smith referenced correspondence from Don DiMartino, DPW, stating that he agreed that another Traffic study was not necessary.

Robert Manning, abutter, asked if lighting and noise and usage could be revisited. He emphasized that he felt that Hunter had stressed this site was "not a destination" during their initial submission with car wash and drive-thru and questioned how traffic could be affected so drastically by the modifications given that the site was "not a destination" in

the first place. He was also concerned about the diesel fueling stations and the noise associated with diesel vehicles.

Mike Frisbee added that he also intended to keep the same mitigation package for the residents in addition to the traffic mitigations. This includes installing vinyl fence, keeping as many trees as possible between site and residences, keeping secondary parking area green to provide more buffer to neighbors, repairing the Manning's driveway so they can enter and exit properly. Their existing driveway is unpaved and partially on the proposed site.

The diesel fueling stations are located at either end of the canopy to allow vehicles with trailers to negotiate easily. BJS asked the applicant if they could eliminate the station closest to the residence. Mr. Frisbee stated that that would cause a back up in queuing and would not be advisable.

EWG asked Mike Frisbee if he would commit to not coming back for drive thru and car wash. Mr. Frisbee replied that he could not commit to that but it would be resubmitted before the Board should he choose to come back.

EWG pointed out, although the diesel fueling is only meant for smaller trucks not tractor-trailers, it will most likely attract larger vehicles attempting to fuel. The applicant addressed concerns about diesel fueling; because the site is much larger than most other sites so that tractor-trailers can maneuver around the building and exit. SJW advised the Board that the Cumberland Farms hours of operation are 5 am to 11 pm. Mike Frisbee agreed to use signage to discourage larger trucks/semis from pulling in to site. He will confer with GPI for best placement.

TJG: Motion to draft favorable decision for Hunter Development with the following condition:

Same mitigation package agreed to on December 7, 2004

Hours of operation 5am-11pm

All deliveries off peak 7-9 am and 4-6 pm

EWG: Second

Vote: 5-0, Approved

Attorney Amber asked if Hunter Development would drop their pending litigation with the town and the applicant agreed.

Accord Building Systems 315 Farm Street, Site Plan Review

Anthony Cataldo, Accord Building Systems, presented his proposed construction a 60' x 30' addition to existing building for purpose of material storage. The site is presently being used as a cabinetmaker's workshop. The Board discussed the layout of the plan and determined the building is not placed correctly on the plan. Also, the parking spaces were shown in front of the building instead of the back. The Board requested that new plans be submitted with corrections.

An abutter, Mr. Palli questioned the Board on the lot as it is a pre-existing non-conforming lot and argued that there should be no parking in front of the building as it is part of the front yard. RRL pointed out that his concern has already been addressed

BJS: Motion to continue public hearing until August 11, 2005 at 7:30 PM

TJG Second

Vote: 5-0, Approved

TJG Motion to adjourn

EWG: Second

Vote: 5-0, Approved

Minutes Accepted on: 8-11-05
(date)

Mary Chaves
(prepared by: Mary Chaves)

Roland R. Laprade
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