



BELLINGHAM PLANNING BOARD

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July 10, 2008 Meeting Minutes

- **Present at the meeting:**

Patricia Buckley (PMB), Chairman
Glenn C. Wojcik (GCW), Vice Chairman
Stephen Bartha (SB), Secretary
David Brown (DB)
Brian J. Sutherland (BJS)
John Sexton (JS), Associate Member

Other officials: Stacey J. Wetstein (SJW), Town Planner
Amy Cook (AC), Commission on Disabilities
Amy Sault (AS), Coordinator (absent)

PMB opened the meeting at 7:00 PM.

MX365 Motocross Arena, 169 Maple Street, Development Plan Review, 1st Public Hearing

BJS: Motion to waive the reading of the public notice.

SB: Second.

Vote: 5-0, Approved.

Joseph Antonellis, attorney for the project; Donald Neilson, project engineer with Guerriere and Halnon; Peter Lavoie, Guerriere and Halnon; Russell Cobb, project owner and applicant; Andrew Carballeira of Cavanaugh Tocci Associates, Inc., sound engineer; and Steven Karan of B E R, air quality engineer.

Mr. Antonellis summed up the project as follows: The project is a Development Plan review of an allowed use in an Industrial zone as indoor recreation. It is a unique facility owned and managed by the Cobbs; users will be members much like a health club. They will not be allowed to arrive on their motorbikes. The facility will have women and men's locker rooms, a lounge/meeting area, storage areas, retail area, fueling on-site. The Conservation Commission is reviewing the project and Mr. Antonellis is confident the project will receive an Order of Conditions.

Don Neilson discussed the site stormwater and drainage issues. They will accommodate Don DiMartino's request to connect a drainage pipe to Maple Street for

future work on Maple Street. They are still working with the Fire Department about the storage on-site of the fuel, which will be in a 12x12 all-enclosed pressurized building. The motorbikes will be fueled inside the building. There are some issues with the Conservation Commission that will result in some relocation of pavement. He anticipates that they will need a Scenic Road permit for the removal of 2 trees and a section of stone wall. The drainage flows to each side of the building for recharge and there is a septic system being reviewed by the Board of Health. Graves Engineering commented that there wasn't enough landscaping at the front of the building, so they will be requesting a waiver for landscaping. Deputy Garon wants a 3rd fire hydrant on the site. With regard to the motorbikes, they will have to be clean when they enter the facility and wiped down clean before they leave the building.

BJS stated concerns about safety for fuel spills and secondary containment of those spills, such as when the motorbikes are leaving or entering the facility. The Board asked for a management plan for containment of those spills as well as a written policy for policing the cleaning of bikes and the walking of bikes into the building.

Tony Denietolis, 161 Maple Street, asked how many bikes the facility could hold at one time. Mr. Cobb replied that there would be 20 on the track, 20 coming in and 20 in storage, but that he didn't know what the number of membership would be. Approximately 2100 s.f. will be set aside for bike storage with approximately 36 bins for bikes. He also stated that the Connecticut track facility went out of business because the track was wrong, the ventilation was designed poorly and the overall facility was too big. Also, it is their intent that motorbikes would come in fully fueled and that only stored bikes would need to be fueled on site. They don't want to be in the fuel business.

Steve Kohler, 26 Stonehedge Road, asked about the snow storage and drainage on site and how the fueling will be policed. Don Neilson and Mr. Cobb replied that the site will be monitored with a video system and that there will be 3 locations for snow storage and a space on the side of the building can be used for large snow events.

Steve Karan, air quality engineer, stated that there would be separate ventilation systems for the track and other areas and that the ventilation would be similar to a parking garage. Multiple air exhaust fans will be located around the building to intake and ventilate air. The amount of fresh air will dilute the concentration of vehicle exhaust which will be monitored by CO2 sensors in the building.

BJS asked about the threshold for triggering the CO2 monitor and how much is going to be vented outside, how many exhaust fans will there be and it is not unreasonable to ask about venting into the wind to understand the impacts of the building on the inside, the exterior and environmental issues; SB asked what the level of output was per bike; and GCW asked what the equivalent exhaust of a bike to a car.

Joe Antonellis stated that it was his understanding that there would be no impact on the environment from the exhaust, but that they need to have that quantified by their engineer to satisfy the Board's concerns.

Public hearing was interrupted to open the Best Buy Warehouse Development Plan Review 1st Public Hearing:

BJS: Motion to waive the reading of the public notice.

SB: Second.

Vote: 5-0, Approved.

Discussion on the MX365 Motorcross Arena continued.

Andrew Carballeira of Cavanaugh Tocci Associates, Inc., sound engineer gave an overview of the noise study. Noise studies focus on the activity sound level inside the building and the mechanical system sound levels outside the building. At the time of their study, they did not have the mechanical system data, so they only focused on the interior sound. They measured another similar facility. They also assessed existing background levels of noise from the nearest residence (161 Maple Street) and how noise would be perceived at different locations. Based on the construction of the building (1/8th inch metal), the estimate of motorcross event sound at the property line at 20, 14, and 18 DbA and at the quietest hours of the day, they determined that the sound from the facility would be inaudible.

BJS had concerns about the doors being open, so it would need to be a proviso that the doors remain being closed, to prevent noise being transmitted. JS asked about insulation and Mr. Carallera replied that it really did not provide much added benefit in a building like this and was not considered in their model. JS agreed and stated that insulation is more for heating/cooling issues rather than sound deadening.

BJS: Motion to continue the public hearing for MX365 Motorcross Arena until August 14, 2008 at 7:00 PM.

DB: Second.

Vote: 5-0, Approved.

BJS: Motion to accept the request for an extension of the decision deadline to September 26, 2008.

DB: Second.

Vote: 5-0, Approved.

Cranberry Meadows Plaza, 829 S. Main Street, Development Plan Review, Continued Public Hearing

Sean Pepper, DR Poulin Construction; Nathan Mahonen, Hannigan Engineering; Erik Eby, GPI for Traffic.

Nathan Mahonen spoke about site issues and SJW asked about the outstanding issues regarding signage, landscaping and architectural plans.

Glenn Gerrior spoke to the landscaping of the project and stated that it would be very nice and that the neighbors would be very happy. SJW stated that the regulations require a detailed landscape plan that the Board and their peer reviewers can review. SJW stated that she was sure the applicant would do a nice job with the landscaping, but the regulations require the plan and she would prefer to have the landscaping, building and signage plans as part of the final package to avoid bringing the applicants back for various additional reviews after the public hearing process is completed. GCW concurred that the Board wants all the plans before the project is voted on.

Erik Eby stated that they had received comments back from MDM today on the traffic assessment. MDM concurred on each of the items. On site distribution they agreed with the minimum requirements for driveway safety and asked for site distance triangles on drawing plans. With regard to trip generation, the project would generate only 30 vehicles during peak hours, 15 in and 15 out. Very low traffic generator. With regard to site driveway egress, the auto turn movements and large trucks movements around site can be added to the plan very easily. There was discussion the request for additional pavement markings and signage on the site. There was also discussion on the accommodations between front and rear parking lot. The applicant's engineer's stated that they conducted a parking survey of Pinehill Plaza on North Main Street. That plaza has 33 spaces that relate to the smaller lot in this project. This project was determined to have a peak demand 12- 14 spaces assuming full capacity. It was stated that the applicant's engineers believe 12- 14 spaces could be well accommodated. MDM refuted and concurred that it maybe had a peak demand of 17 spaces and recommended that some mechanism be in place if there were ever a need for additional parking. This would trigger them to come back and construct more spaces. Nathan Mahonen stated that all calculations are based on the ability to have those extra spaces.

PMB stated that she talked to Dan Mills about the 12 – 14 spaces versus the 17 estimate and Dan said this is a gray area because uses aren't specified. Probably the 19 proposed would be sufficient. Dan's only concern was regarding crowded times (ie. Valentine's Day) and if there would be parking in handicapped spaces or around the sides. He thought the number of parking spaces would be okay, but wasn't sure. The applicant's engineers stated that as far as the mechanism goes for determining if additional parking spaces would be needed, it would be tenant driven. If the tenants find there is not enough spaces they are going to ask the owner to put in those spaces. PMB stated that she does not know of any system to regulate that. The 19 spaces include employee parking, at least as far as our regulations require. More employees, more tenant driven, if more spaces are needed.

BJS: Motion to continue the public hearing for Cranberry Meadows until July 24, 2008 at 7:20 PM.

DB: Second.

Vote: 5-0, Approved.

BJS: Motion to accept the request for an extension of the decision deadline to August 29, 2008.

DB: Second.

Vote: 5-0, Approved.

Walgreen's Pharmacy at Crooks Corner, Development Plan Review, Continued Public Hearing, and Drive Thru Special Permit, Continued Public Hearing

Joseph Antonellis, Attorney; Scott Weymouth, Developer; Matt Smith and Josh Reinke traffic engineer of Bohler Engineering; Jeff Santacruz for GPI.

Joe Antonellis stated that there were a few lingering issues with the configuration. Additional correspondence was received from the Town's consultant and Don DiMartino, who issued a letter recently regarding some of the site changes that have been made there. He hoped to wrap up the meeting tonight. He stated that there had been some concern from BETA regarding the entrance location on Moody Street. The engineers for the applicant believe the proposed location best suits the traffic concerns in that area and also the internal flow of the site by providing the safest and appropriate access to the site and through the site. Attorney Antonellis spoke with some of the residents on Moody Street in the hallway believes that the Board will find that they agree that the driveway is in the appropriate spot. Some had concerns over Beta's suggestion regarding moving the driveway and of people taking a left turn and that is essentially taking a turn to a dead end street.

BJS stated that he thought the concern was that it was less to do with driving down a dead end Street and more to do with cars queing because they're trying to turn left onto Pulaski Blvd. Because of back up traffic, nobody can get out until someone makes that left turn. The applicant's engineers stated that Moody Street residents are fine with having the sign: "Do Not Block Driveway".

Matt Smith discussed the small changes that were made to the site plan to comply with Don DiMartino's and the peer review comments. SJW asked them to provide written documentation of compliance with the environmental controls. SB wanted to make sure that the hydrant is shown on the plans as being in the right-of-way.

Jeff Santacruz discussed the AM counts and that AM counts generally don't impact traffic during AM peak. They can provide it to help retime the signal at the intersection. He also discussed the infeasibility of putting a signal at the Wrentham/Paine Street intersection. A gap study showed that there was at least a 7 second gap to allow cars to pull out onto the streets.

PMB asked about the intended hours of operation. Scott Weymouth stated that they would prefer 24 hours, although it is not their intention to utilize that. Mr. Antonellis stated that if the competition was staying open for 24 hours, then they would request that of the Board, although they understand that it isn't a preference of the Board.

George Sinko, Moody Street, stated concerns about the entrance onto Moody Street and that it not be any farther down than as proposed because there are kids that play on the street, so it is a safety issue.

Joe Antonellis summarized all the conditions and outstanding items regarding the project:

- Remove request for noise waiver and provide documentation regarding compliance with the noise Town bylaw;
- Move the hydrant into the Town right-of-way per DPW's recommendation;
- Contribute the sum of \$2500 for review per DPW recommendation;
- Modify the off-site plans to include "Do Not Block Intersection" and striping in the Moody Street area as acceptable to the DPW;
- Incorporate GPI's final off-site design into the submitted plans;
- Contribute the sum of \$25,531 for resignalization;
- Limit deliveries to 7am to 7pm;
- Provide hours of operation and employees per shift.

BS: Motion to grant the waivers for the application for Walgreen's as described, Sections 3312, 4321 of Subdivisions Rules and Regulations and Section 3531 and 3533 of the Zoning Bylaw.

SB: Second.

Vote: 5-0, Approved.

BS: Motion to draft a favorable decision for Walgreen's Pharmacy Crooks Corner Development Plan including the waivers as previously voted on and the conditions as previously read.

SB: Second.

Vote: 4-1, Approved.

BS: Motion to draft a favorable decision for the Walgreen's Pharmacy Crooks Corner Drive Thru Special Permit with the conditions as previously read.

SB: Second.

Vote: 4-1, Approved.

BS: Motion to close the public hearing for Walgreen's Pharmacy Crooks Corner Development Plan hearing.

SB: Second.

Vote: 5-0, Approved.

BS: Motion to close the public hearing for the Walgreen's Pharmacy Crooks Corner Drive Thru Special Permit.

SB: Second.

Vote: 5-0, Approved.

Stall Brook Business Park, (formerly Lot 2), Farm Street, Development Plan Review, Continued Public Hearing

Bill Halsing, engineer for project. They got their comments to Graves and received comments back and almost all addressed. There was one issue of having 0.01 cubic feet per second run off on a 10 year storm, but due to great soils at the site there is almost no runoff during the 10 year storm, resulting in a slight increase. But, Graves does not have a problem with the slight increase. SJW asked if there were architectural plans that were ready. Bill Halsing stated that they were ready. Their next Conservation Commission review is July 23, 2008. The comment letter from Don DiMartino can be easily addressed. PMB stated that there is still work to do, so they should be continued. SB stated that regarding traffic he did a quick analysis and that there didn't show any change from a level B service at the intersections.

BS: Motion to continue the public hearing for Stall Brook Business Park (formerly Lot 2) Development Plan Review until August 14, 2008 at 7:15 PM.

SB: Second.

Vote: 5-0, Approved.

BS: Motion to accept a request of the extension of the decision deadline for Stall Brook Business Park (formerly Lot 2) Development Plan Review until August 29, 2008.

SB: Second.

Vote: 5-0, Approved.

Best Buy Warehouse Development Plan Review, 1st Public Hearing

Sherry Clancy, National Development; Jason Plourde, GPI, Heather Monticup, GPI; Brion Konig Konegh, Cavanagh Tocci; Theo Kindermans, Stantec.

Sherry Clancy summarized the project they are presenting. They are looking to development a parcel on Depot Street of about 38.8 acres, Industrial zoned and also partly in the Water Resource District. They are seeking a development plan review for a by right use of a distribution center, not a special permit. They have been before the Board informally to confirm that they don't need a Water Resource District special permit because they are under the 30%. The warehouse would service the stores in the local area and they have a repair service area and home deliveries with a small dispatch office and support. There is no manufacturing. The site has a significant 200' buffer zone which they will be maintaining. They are requesting a parking waiver and there are 6 spaces that are not within 300' of the entrance. The south side of the building is where the trucks unload and trucks departing load up and leave from the north side of building. The home delivery trucks are smaller and leave later in the day and come back later in the. They anticipate 20 employees in the warehouse and 20 employees in the office/dispatch/service areas. In addition there will be another dozen drivers. There is no one working in the building at night. There is a security fence with a 24-hour guard. In addition to the buffer they are proposing an 8' berm on the south side of the building. They will have an on-site septic system and there is adequate capacity for water. There is very low water demand. Stormwater is meeting all the

guidelines of the permit. They have received comments from Graves, which they are going to be addressing. None of their comments will be changing the design, they are more technical in nature. With regard to the fence around the detention basin, they have not designed one so that still needs to be discussed.

With regard to noise, the warehouse is not air conditioned or refrigeration so not a lot of equipment as a noise generator on the site. There is no spillover of light off the site. With regard to traffic they will be revising the site distance triangles and maybe adjusting the location of the signs, which also comply with the bylaw. The building is 45' tall and is concrete with a more stylized front entrance. The project fits in with the Master Plan and provide good tax base for the town.

With regard to traffic, they did not use any empirical data because each warehouse varies so greatly. Instead they went strictly by the ITE codes which resulted in an extremely conservative traffic study.

BJS wanted to know the depth of the basin. Sherry Clancy stated that is 5' deep with a shelf around it. BJS asked if the berm continued around the basin and then the building. Sherry stated that it was two separate berms. She stated that the entire facility has a 10' security fence which includes the basin. BJS stated that the area has a potential risk and should have a fence. The engineer stated that it is basically a dry basin, within 24 hours it would be dry. BJS asked if Best Buy owns or leases their trucks. Sherry replied that she would check on that. BJS also wanted to know if the facility would operate on Sundays. Sherry stated that they do deliveries on Sundays. Incoming trucks becoming 6 am – 1 pm Monday – Friday, smaller vehicles between 5 -7 am leaving and 1-4 pm returning to their satellite stores. Other trucks leave whenever their earliest delivery is. 10-15 vendors arriving as early as 6 am, trucks are shut off and no idling.

PMB wanted to know what level of crimes they've had at their warehouses since there is 24 hour security. Sherry Clancy replied that she believes the security is due to insurance requirements not crime. PMB agreed with Brian on the fence.

Dan Burgess, 20 Box Pond Road, stated that he doesn't feel that it is a perfect fit for the neighborhood because he feels that it is not. There is no reason at all for the trucks unloading on the Box Pond Road side. He doesn't feel that there should be any activity on the side of the building closest to the street. Sherry Clancy stated that one of the reasons that receiving is that [on the side closest to Box Pond Road] there is less of it, it ends earlier in the day and they don't do any of it on the weekends. So putting the going out activity [on the far side closest to Dunkin Donuts] so that the building itself actually shields the activity from the residents. The placement of the driveway was a result of the receiving location and the placement of the driveways regarding the distance requirements of 250' between drives. PMB asked if there was a way to put all the activity on one side. Sherry replied that the layout was driven by Best Buys requirements. Dan Burgess restated for the record that the proposed plan is in no way acceptable.

Jeff Sias, 73 Box Pond Road, stated he is worried about the number of trucks coming in and if they would be queuing up on Depot Street waiting for the facility to open up, plus the exact number of trucks etc.

Melony Mancini, 20 Box Pond Road, asked how many loading doors were on the Box Pond side of the building and how many trucks could be unloading at once. Sherry Clancy replied that it was 16 on each side. She also stated that everything is contained on site and nobody will be queuing up on Depot Street.

Jason Plourde of Greenman Pederson for traffic. They first prepared a traffic study outline and met with MDM to make sure they included everything that was needed. Based on the study area they did weekday AM and PM counts in May and June this year (2008). They looked at a 5 year projection with a 2% growth rate with 7 background projects. For trip generation they looked at the number of employees and the square footage of the facility. The square footage of the facility produced almost twice as many trips as the number of employees. The distribution was based on the facility north in which trucks come down Hartford Avenue and take a left onto Depot Street. Employee distribution was based on census data. Capacity analysis were conducted in the study area. They received comments from MDM and there was not anything that could be addressed. MDM suggested they look at some delay studies at Hartford Avenue. Prior to the next hearing he expects all these issues to be resolved.

Trucks turning left onto Depot Street end up cutting that corner severely and cars end up having to back up. That turning movement should be addressed. Sherry stated that they are expecting to come back for further discussion.

Brion Konig, noise engineer, stated that there are two noise sources: fixed facility sources like air conditioning equipment, exhaust fans etc and [mobile sound sources like] truck noise sources. The fundamental feature of the site is the size of the site and the large distances. There is significant distance between the sound sources and the receptors. They took a conservative approach in their report by analyzing the noise in the receptor areas at a projected sound level to 12' above grade as if sound were going over the berm, also without leaves on the trees and using the most stringent noise Zone receptors by using regulations of nighttime Zone C. The conclusion is that for each of the operations, truck movement, truck unloading/loading and rooftop equipment, the projected sound levels will comply with the zoning bylaw in the nighttime criteria.

BJS asked Mr. Konig to explain to the Board the implications of the noise on the proposed site versus the noise generated by Lantor across the street (ie. greater to, less than, equal to). Mr. Konig explained that he can provide an answer to BJS, but that it is clear to everyone that just because a facility meets the regulations does not mean that the facility is silent. There was some discussion on the requirements of the bylaw and examples of the level of decibels. There was also discussion on the number of trucks backing up regarding the beeping noise. There was more explanation about the receiving zones and that the neighbors will hear some noise but that the study indicates that it will be within the regulations. Melony Mancini asked for additional explanation regarding that the facility is not air conditioned and if the doors are open then the

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neighbors will be hearing the interior noise. Sherry Clancy agreed that they can try to quantify the interior noise if the doors are open.

The noise levels projected are cumulative, not individual. The numbers are not additive in the traditional way. The number that is driving this is the highest noise number, in this case it is a truck acceleration noise. What the study did was making sure that every possible noise generator was happening at once and it still came under the regulations.

Steve Russell, 116 Depot Street, stated he has a concern with traffic on the street.

Melony Mancini stated that she was upset with the plan as proposed because of the trucks entering closest to the street.

BJS: Motion to continue the public hearing for the Best Buy Distribution Warehouse Development Plan to August 14, 2008 at 7:30 PM.

SB: Second.

Vote: 5-0, Approved.

General Business

BS: Motion to accept the June 26, 2008 minutes.

SB: Second.

Vote: 5-0, Approved.

BJS: Motion to sign vouchers.

SB: Second.

Vote: 5-0, Approved.

There was some discussion on potential projects before the Board and zoning issues for the October Town Meeting.

BJS: Motion to adjourn.

SB: Second.

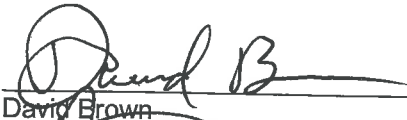
Vote: 5-0, Approved.

Minutes Accepted on: 11/13/2008

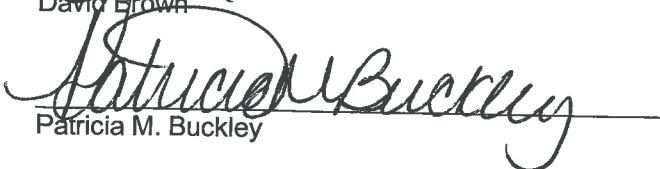
(date)



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