

*Matthew J. Hayes, P.E., Chairman
Andy Rodenhiser, Vice-Chairman
Karyl Spiller-Walsh
Cranston (Chan) Rogers, P.E.*

**Minutes
July 26, 2005 Planning Board Meeting**

PRESENT: Matthew Hayes
Karyl Spiller-Walsh
Alan DeToma
Chan Rogers

ABSENT WITH NOTICE: Andy Rodenhiser

ALSO PRESENT: Gino Carlucci, PGC Associates
Mark Louro, VHB, Inc.
Susy Affleck-Childs, Planning Board Assistant.

The meeting was called to order at 7:33 p.m.

CITIZEN COMMENTS

James Brickner, 24 Summer Hill Road - I live here in town. At town meeting, there was an item that was not passed re: contractor's yard. The way it was written, it seemed kind of heavy handed to anybody that drove a 6-wheel truck. It was very difficult to discern between how it would be applied to someone who was farming and who was contracting. The goal is to clean up those who have untidy yards. The way it was written, it would get me. I drive a 6-wheel truck. I use it for work, drive it to the dump and take my kid to school. We did a stand up vote that night and it was only about 4-5 votes shy of passing. That would be a hardship on me and on some small contractors would have gotten hit by a pretty big hammer. It seems like this would discourage small business. For a guy like me, I pay an excise tax on my vehicles and trailers. It is a lot of money to find a place to rent to keep my stuff.

MATT HAYES – That definitely needs some more work. I thought a 6-wheel truck was to be allowed.

James Brickner – There are some guys who live in my neighborhood who have 6-wheel truck to haul snowmobiles.

ALAN DETOMA – What type of vehicle do you have?

James Brickner – A dual wheel truck like to pull campers and boats. If the aim was to go after contractors with piles of loam and stuff, that is one thing.

MATT HAYES – The idea was to not allow people to run a contracting business out of their residence.

James Brickner – I want to play devil’s advocate. How different is it for me to drive a vehicle for work with my tools and go back and forth to my home than it is for somebody else who goes out and their laptop computer on the seat in their car. Somebody is going to take you to task on that. If there is a way to refine it and work on in, I would be happy to chat and volunteer to talk to people, but the way it was written would be pretty tough for a small guy like me and even other folks who are first responders with snow plows.

MATT HAYES – If and when this bylaw comes back for discussion, there would be another public hearing and even before that we would welcome some input. We wouldn’t go back into this lightly.

KARYL SPILLER-WALSH – Maybe he could be notified when there is a rewrite.

Susy Affleck-Childs – I will find him!

James Brickner - I don’t want to be just the greasy wheel. I understand there is a goal.

MATT HAYES – You have a different perspective than some of the folks that wrote the article.

James Brickner - The other question is why was written to only cover certain parts of town?

MATT HAYES – It was in the agricultural/residential districts only. Those are the only 2 residential designations we have in town.

ALAN DETOMA - Technically, people aren’t supposed to be running a business out of their home at all.

MATT HAYES – Thank you.

PUBLIC HEARING – PINE MEADOW II DEFINITIVE SUBDIVISION PLAN

Matthew Barnett – Applicant

Paul DeSimone – DeSimone & Associates

A motion was made by Alan DeToma, seconded by Karyl Spiller-Walsh to waiver reading of the public hearing notice. The motion passed unanimously.

Paul DeSimone – We are now at 7 lots, reduced from the original 8. The detention basin hasn’t changed. We are asking for a couple of new waivers. Based on our last conversation, we reduced the width of Lantern Lane to 20 feet and put a hammerhead in instead of a paved cul de sac at its end. We will work with Mr. Turi (8 Fisher Street) on landscaping. We are going to let him access the subdivision road for his home. At first he didn’t want to, but now he seems to want to. We will make it available to him.

Matt Barnett – I believe he wants both accesses – Fisher Street and the new street.

Mark Louro – I want you to put a template on that hammerhead design within the Lantern Lane cul de sac.

Paul DeSimone – In the approval, maybe you could put in the decision that the Turi property will have to be accessed from Pine Meadow Road.

Mark Louro – How can the Planning Board require them to make Mr. Turi use the new street?

Paul DeSimone – We also kept the pavement in the natural line of the road and put the island in the cul de sac at the end of Pine Meadow.

MATT HAYES – Is the width of the road Pine Meadow is 26 feet all the way?

Paul DeSimone – Yes, with Lantern Lane to 20 feet. We looked at reducing the width of Pine Meadow after Lantern to 20 feet, but couldn't make it work.

Mark Louro – Could you put a ramp at the hammerhead? ADA doesn't allow a ramp using the driveway.

Paul DeSimone – Could we lose the granite curbing on the intersection of Pine Meadow and Lantern Lane?

MATT HAYES – I think that would be OK.

Mark Louro – Yes.

Paul DeSimone – So our waivers are going to be: slope on main road coming in to be 1.08% grade instead of 1.0; twenty foot pavement on Lantern Lane; hammerhead at end of Lantern Lane; no granite curbing on roundings; and a waiver on having to allow a landscaped island in a 100 ft. diameter cul de sac (vs. a 120 foot diameter one.)

Paul DeSimone – I haven't had a chance to thru VHB's letter.

KARYL SPILLER-WALSH – What about possibility of leaving existing trees in the island?

Paul DeSimone – We will survey and will try to save anything we can.

MATT HAYES – Any comments from Gino?

Gino Carlucci – One thing I noted is that there are driveway locations within 14 feet of catch basins on lots 1 and 2. You will need a waiver on that too or move them.

MATT HAYES – Let's leave as they are and handle with a waiver.

Paul DeSimone – On the island, do you have to have a landscaped plan stamped by a landscape architect?

Mark Louro – That would change if there were some natural trees in that area that could be retained.

Paul DeSimone – When we start construction, we can stake it out and see what is there. What about a scenic road public hearing? We will have to lose one tree for the road construction

Susy Affleck-Childs – I would like to combine it with the continuation of this public hearing, probably on August 30th.

Susy Affleck-Childs – Your sister lives at 8 Fisher Street. Could the access to that lot be changed from Fisher Street to the new road?

MATT HAYES – She might do it later.

A review letter dated 7-26-05 from Safety Officer Jeff Watson was read into the record. It is attached and made a part of these minutes.

Paul DeSimone – The Certificate should allow for Turi and Gervais to come in off the new street.

Mark Louro – Is there a way to adjust Mr. Turi's Fisher Street driveway further south of the new roadway if he decides to not access Pine Meadow Road?

ALAN DETOMA – Doesn't it seem that this is an imposition on Mr. Turi to make him spend money to move his driveway?

Mark Louro – Can you talk to him and ask him and offer him one option or the other?

Paul DeSimone – We will work with him however we can.

Mark Louro – Even if the access to his property remains on Fisher Street, it needs to be moved further away the new subdivision road.

Mark Louro – I will review the new drainage calcs, which I received this week.

Paul DeSimone – Then give me your list of comments and I will revise the plans and calcs.

Mark Louro – I will try to get him something by the end of next week (August 5, 2005).

The public hearing was continued to August 30 at 7:35 pm at which time the Scenic Road public hearing will also be conducted.

Paul DeSimone – I will come down and get the paperwork for the scenic road application.

NOTE – There were no citizen comments on this project.

Construction Update on Birch Hill

Ellen Rosenfeld

Mark Louro –They have pretty much installed all the stuff to accommodate the water problems. Yesterday, they paved the binder. The slope has been restabilized. The swale was put in. The subdrain was video taped, but I don't have a copy yet. I prepared a bond reduction to \$39,456 and have further revised it to \$35,856, so that brings it pretty close to the minimum of \$35,000 bond until street acceptance.

Ellen Rosenfeld – So I will get the extra \$15,000 back that I gave you recently? Can I get the second lot release?

MATT HAYES – Mark, what is your recommendation?

Mark Louro – The binder is in place and the drainage system is functioning. I was out there last week and have been inspecting the gravel. It has been dry and stable. I was not available to inspect the paving yesterday morning but the highway department went out and I did stop by today on my way here. I have seen it now and I am satisfied.

A motion made by Alan DeToma, seconded by Karyl Spiller-Walsh to reduce the subdivision bond for Birch Hill to \$35,856. The motion passed unanimously.

A motion was made by Alan DeToma, seconded by Karyl Spiller-Walsh to approve the Release of Covenant for Lot 16A. The motion passed unanimously.

Mark Louro – Also, they did not video the trunk line of the drainage system but I did verify that it was cleaned out. They cleaned it out twice during the past 2 weeks.

Ellen Rosenfeld – Do you want a copy of that videotape? I will bring it down to Town Hall.

MATT HAYES – Yes. But we would like to have the trunk line videoed. It is in the bond.

Ellen Rosenfeld – I have a revised form for the Release of Covenant for Lot 16A. Also a corrected one for Lot 17A that you signed a while ago.

NOTE - Board members signed the revised Release of Covenant for Lot 16A, to be notarized by Susy Affleck-Childs.

Site Plan Modification for 133 Main Street

Dick Steinhoff, property owner

Dick Steinhoff – Last October when the Board of Selectmen approved the site plan, it included scored or stamped concrete. In the buffer area (between Main Street and our parking lot. I would like to change this to cobblestones. Because the strips are narrow, there is no way that stamped concrete will hold up over time. I went out and got some quotes. We are looking at about \$8,000 to make the entrance to the parking lot rough. This parking lot has been around 30 years. Would this be a real problem if we don't do this at all? How does this really benefit the Town of Medway? I would like you to consider deleting paragraph B2 and B3 from the site plan that the Board of Selectmen approved last October, concerning the rough surface for the buffer area. If you can't do that, then please change the wording to cobblestone, as cement is not going to do the job.

I discussed this with Bob Speroni and I have a letter from Bob saying it is a minor change to go to cobblestone. I have submitted a request to you to modify our site plan. You have 3 sketches. Page 1 shows the parking lot with the two buildings and the location of the rough surfaced buffer areas. Page 2 shows the original drawing. Page 3 shows the detail on how the strips would look in front of the parking lot.

ALAN DETOMA – What was the cost differential for the stamped concrete vs. cobblestone?

Dick Steinhoff – Not much. But you have to understand that I am talking to the people who gave me the quotes and their reactions were outright laughter, to looks of amazement, to the question of who hates you at Town Hall?”

MATT HAYES – Nobody hates you.

Mark Louro – Let’s remember that the Planning Board originally recommended a planted landscaped buffer area on either side of a 24 foot wide driveway. That was changed by the Board of Selectmen with their approval.

Dick Steinhoff – Dr. Barry testified at that BOS meeting and said he felt the landscaping would be a safety hazard. During that winter on that down slope on Main Street, even I have had to hit my breaks carefully. I have gone all the way down to the furniture place next to me before I could stop. So, B2 is totally out of the question. Then the question is whether it is worth \$8,000 to put in cobblestone strips in front of the parking lot. My opinion is clear. I just think there are a lot of things I can do with eight grand. I am more than happy to paint and stripe it. It just doesn’t seem to make any sense to spend that kind of money to rough up the surface.

MATT HAYES – Had we discussed only striping to delineate the driveway and these buffer areas>

ALAN DETOMA – No. We had discussed striping inside the parking lot itself.

Dick Steinhoff – If you take this front page drawing on page 1, I can bring that striping all the way down. It is just a matter of reducing the focal point of the driveway toward the center. I can do that with paint.

ALAN DETOMA – My recollection is that this whole thing came about because there was a new tenant going in at 133 Main Street that will result in increased traffic to the site. The site is currently lacking at meeting our standards and we wanted to try to bring it up closer to par. We explored everything such as landscaped areas. We discussed drainage concerns about puddling in the corner if the area was curbed. We acquiesced on curbing and looked at alternative solutions and came up with stamped concrete.

Mark Louro – The big concern is that there are cars parked on either side of the lot and we want to channel traffic to the middle.

Dick Steinhoff – Putting a rough surface is not going to stop people.

Mark Louro – But neither will paint. That is why the Planning Board recommended the landscaped buffers.

ALAN DETOMA – I don't know if we have the authority to go back to the landscaped areas.

MATT HAYES – I know we had a lot of discussion on this previously. I think we should stay with the final design as approved by the BOS.

KARYL SPILLER-WALSH – I concur.

ALAN DETOMA – I have to agree that the cobblestone won't do much but I think we have exhausted our options. Cobblestone is a minimal solution. The real solution is an actual obstacle and we stumbled there because we couldn't make the drainage work. That is not to say that you couldn't up with some sort of decorative fence that would allow drainage to go under it.

CHAN ROGERS – Where is the cobblestone going to be used?

MATT HAYES – At either side of the entrance to the parking lot.

Dick Steinhoff – Also, I would like to do this next year and so request an extension.

MATT HAYES – This modification will not go back to the BOS. With the change in the zoning by-law, it is within our authority now to approve site plans and modifications.

Gino Carlucci – I had just two quick comments. I am not sure of the usefulness of the strip of sidewalk between the cobblestones. I would suggest you just do a single strip of cobblestone. A little stretch of sidewalk that doesn't line up doesn't make a lot of sense. I also wonder if the work is within the right of way.

ALAN DETOMA – I do remember a lot of discussion, I would hate to go back on that.

Dick Steinhoff – As a minimum, I need it changed to cobblestone.

ALAN DETOMA – We have reopened the box here and should reconsider the whole solution.

KARYL SPILLER-WALSH – I don't think so. I believe we need to honor the BOS decision but just consider the change in material he has requested.

Dick Steinhoff – You know, we have to have 32 spaces per the ZBA decision from 1988. And now you want to reduce it to 30 spaces.

ALAN DETOMA – Do you want to go there and look at the whole parking lot and do a whole analysis?

Dick Steinhoff - If I could understand the sense of doing it and I could see some benefit, then I would do it.

Mark Louro – The reason the landscaped island went in to the left was to consolidate the entrance.

ALAN DETOMA – I agree that cobblestone is ridiculous, does not solve the problem and may cost more money. I think we should go back to the original idea with cape cod berm left and

right, with a low landscaping design, not to exceed 3 feet high, and then allow a break in the berm to allow parking lot stormwater runoff to flow out to the street.

Dick Steinhoff – Because we put an occupant in on the first floor, the town is making us deal with all this.

CHAN ROGERS – I don't see what the cobblestone does.

Dick Steinhoff - The landscaped areas, in our opinion, are a safety hazard. That is what Dr. Barry argued so strongly against and the BOS agreed with him.

ALAN DETOMA – How are the landscaped areas a safety hazard?

Dick Steinhoff - In the summer it is not but in the icy winter, it would be a problem.

ALAN DETOMA – With all due respect, in winter conditions, you have to drive carefully. I don't think it is a valid argument.

Dick Steinhoff – Dr. Barry made this point and the BOS agreed with him and the BOS determined that a scored/stamped concrete could be done in lieu of landscaped area. We are proposing to do paragraph B3 and do it on both sides of the driveway. That way, we have all the concerns addressed.

MATT HAYES – So what would the board like to do?

Dick Steinhoff – I am willing to do what I first proposed.

ALAN DETOMA – I think he is throwing money at a problem. I think the BOS was trying to do them a favor by changing from landscaped areas to scored/stamped concrete but they put him in a position of costing him more money.

Dick Steinhoff – I would rather have you vote on the cobblestone yes or no. But I would also like to recommend that the actual construction be done in the summer 2006.

A motion was made by Karyl Spiller Walsh, seconded by Chan Rogers to approve a minor modification to the site plan for 133 Main Street to allow use of cobblestone material to be used in constructing the buffer strips, as indicated on pages 1 and 3 of the May 2005 plans and to extend the deadline for construction to September 30, 2006. The motion was unanimously approved.

NOTE - Susy will write up something and file it with the Town Clerk and Building Inspector.

INFORMAL DISCUSSION – Marian Community ARCPUD – Preliminary Design for Flood Control

Rich Coppa, Marian Community
John Spink Spink, CONECO Engineers

John Spink –We were sitting in front of the CONCOM recently, talking about the roadway for the 180-200 feet in front of Chicken Brook. It is currently located in the 100-year flood plain to

a depth of 9-12 inches. Chicken Brook is a set of cascading pools that come from 5 miles to the north. We have a pool that is held by this cart path at 220 feet elevation. Below the cart path, the pool is at 219 feet. This is a big long weir during the 100-year flood. We originally came in and discussed how it gets wet every 10-20 years. We talked to the Fire Chief and he doesn't really care. CONCOM got uncomfortable that drainage would pollute Chicken Brook. A comment was to do a bridge across it and another idea was a Low Impact Development strategy. We talked about narrowing the roads and making it a one-way bridge. The current cart path bridge across the brook is a 14' by 14' slab across timber beams. We were going to come in and take the slab off the bridge and replace it with a big deal bridge and walkway. And so the consensus at that point was that it would be kind of good if the road didn't flood. We don't want the pollutants to go into the river. The thought is to narrow the bridge to a one lane and narrowing the road to 22 feet. We have come up with a design and we are trying to maintain the flood dynamics. We are going to go to the north side of the road and install a granite curb that matches the height of the road now and that sticks up out of the ground about 9-12 inches. The water would come over that and go into a ditch with 3-foot tubes under the road and out the other side past the sidewalk flowing out. Then we take the road and put the road on top of the tubes and raise it up about 1.5 feet with a guardrail on both sides of it and then a 5-foot walkway.

Mark Louro – What are tubes made of?

John Spink – ADS plastic pipe with a smooth interior wall. It is either that or reinforced concrete. We haven't gone to the manufacturer yet.

Mark Louro – How close would the pipes be?

John Spink – I have 120 feet and I need to put in 27 tubes. Each is 36 inches. We also have to put sewer and utilities through that area. It would essentially be a dam that is maintained like a curb with a channeled spillway under the road. These tubes may not get wet for 15 years.

CHAN ROGERS – It is like a culvert.

KARYL SPILLER-WALSH – I like the concept. It is a great idea.

ALAN DETOMA – I think the concept is intriguing.

Mark Louro - It might be easier and more cost effective to actually build something.

John Spink – I will reconstruct the bridge to handle the car load.

John Spink – If I just put culverts in I change the flood characteristics upstream and downstream.

KARYL SPILLER-WALSH – Are you dredging down below the basin of the river to put in these pipes?

John Spink – No. The road will end up at 21 feet. The curbing will end up at about 19 feet. The tubes will be down about 2 feet below the road, which is about 1.5 feet above dry season.

CHAN ROGERS – What is the normal level of the water?

John Spink – 16 to 16.5 feet. It floods 4 feet on top of that.

John Spink – The invert of the tubes will be at like 17 feet.

John Spink – I am here to put this concept before you to see if you think it is viable. I would like to go down to a 22-foot roadway except for the 16-foot width for the short bridge (less than 30 feet length).

MATT HAYES – Will this be the only access to the residential area?

John Spink – At the end, we will end up with 80-100 units on about 25 acres (of a total of 100 acres).

CHAN ROGERS – This road that crosses this brook is the main access?

KARYL SPILLER-WALSH – I have a problem with a one-lane bridge for that purpose.

MATT HAYES – I am more comfortable that you have taken the 100-year flood off the top of the road.

John Spink – What about a 22 foot wide roadway instead of 24 feet? So, the question is what is the board's the current thinking?

Mark Louro – What is the alignment?

John Spink – Pretty straight with longer curves, and it doesn't double back on itself.

CHAN ROGERS – How many units?

John Spink – 80 +.

MATT HAYES – The recent changes to the zoning bylaw allows the board to permit one-way roads in an ARCPUD.

Mark Louro – This road has to be two lanes except for the bridge. I would think 18 feet would be workable.

John Spink – A truck is 8 feet wide and a car is between 5.5 to 7 feet wide. If you want us to do 18 feet on a one-way street then we might as well go all the way.

Mark Louro – They want to do a double barrel coming in off of Summer Street and then those two one-way roads

Mark Louro – With a boulevard, how much median area?

John Spink – From 0 to 40 feet.

Mark Louro – A fire truck can always go in the other way.

John Spink – We are looking at only 250 feet of boulevard.

Mark Louro –The number of units being looked at is 80+.

CHAN ROGERS – I would think you would want to keep the road at 24 feet for that many units.

Rich Coppa – So you are not in favor of a one-lane bridge. Why?

KARYL SPILLER-WALSH - That would be horrible.

Mark Louro – What is the benefit of a 16-foot bridge?

John Spink - We won't impinge on wetlands on either side, and money of course.

Mark Louro – But we are talking 3 feet on each side.

Rich Coppa – I want to save some money on the bridge by having it be narrower to make up for the expense of the flood plain mitigation.

Mark Louro – What is the cost difference in 16 feet vs. 22 feet? What is the sacrifice for public safety?

John Spink – \$20,000 to \$25,000

MATT HAYES – It really is a public safety issue.

Rich Coppa – Who rules on that? The fire chief, the police chief, the planning board?

MATT HAYES – It is all of our jobs.

John Spink – Let's talk about this minimal impact stuff. Is that something you are pursuing?

MATT HAYES – It is part of Medway's new stormwater bylaw but we haven't incorporated it into our rules and regs yet.

KARYL SPILLER-WALSH - What are you proposing with your development that is using LID techniques?

MATT HAYES – Are you considering any LID technology?

John Spink – Pavers and/or gravel roadways. Stone parking areas. Basically, we are not making large swath cuts into the woods. And, I guess the main focus is that we have about 1/3 of the paving.

Rich Coppa – We are leaving a 300-year forest. We are close to an agreement with Claybrook on the sewer system, so we won't have to do septic.

John Spink – How does a one-lane bridge relate to low impact?

ALAN DETOMA – I don't think it does.

John Spink – Well, our really low priced solution to the crossing of the river is to come in through Kimberly Road. We rejected that because everybody would be up in arms. They also didn't want through traffic from Summer Street thru to Kimberly. So, we are back trying to get across this causeway as the main access road.

KARYL SPILLER-WALSH – I just consider it part of the inherent nature of the land you are working with.

CHAN ROGERS – You are actually proposing a culvert bridge.

John Spink – All right.

CHAN ROGERS – It would be stretching it to allow it to be one-way to be the access to 80 units.

Rich Coppa – We have asked for a meeting with the Development Review Coordinating Council to discuss these issues.

Susy Affleck-Childs – I have passed their request up to the Town Administrator/Board of Selectmen's office.

KARYL SPILLER-WALSH – I think we have given you some honest feedback tonight.

NOTE – The Board took a brief break at 9:50 pm.

MATT HAYES – As there is no one here to comment, I will delay for a bit the public hearing on the AUOD Rules and Regs

Construction Observation

Mark Louro – There are some additional reports to hand out to you now. These are inspection reports that were written since your board packet was done last Friday.

Country View Estates – I met with Bill Canessi (contractor) and Greg Whelan (developer) on 7-20 to go thru the punch list that VHB had prepared that was distributed to the PB at the last meeting. We went through it to clarify things more than anything. The trees near Summer Street have been taken down, but not yet taken away. We talked about the drainage issue at the drop inlet near the back of sidewalk near Summer Street. We decided to have large stone riprap installed around the throat. It is difficult to get a grate in there. So, they will have large stones to keep kids from getting in. They will clean out the drainage structure, stabilize the slopes, and add riprap. There was a list of things that needed to be fixed such as pavement around the catch basins and the concrete around the frames needs to be completed. That was scheduled for this week, but I haven't received an inspection call on that. There will be some pavement repairs at 5-6 catch basins this week. They will pave the sidewalks and roadway by the end of August. I did ask for a schedule for work on detention pond at end of subdivision but haven't received that yet. As far as the smaller items like cleaning out drainage structures, etc., Bill Canessi works on that on the weekend with his crew from Hartney Acres. I am not sure he has been out there yet. The curb at Stable Way is being replaced; the materials have been delivered to the site. Greg said it was the contractor doing Stable Way. They haven't actually done anything as of last week. The repair is supposed to be this week. Greg reiterated his commitment to get things done

by August 31, in particular Stable Way. He claims he has spoken to some other contractors. Braza is doing paving of road and sidewalks by August 31, 2005

Irene Streifer, 37 Broad Acres Farm Road – He is now 3-4 weeks behind schedule. He said he had planned to be out there on July 11.

Mark Louro – The pavement repair fell thru and now he has another contractor lined up to do the work.

Irene Streifer – He has problems with contractors but he is really moving on his house. I haven't seen a whole lot being done.

MATT HAYES – We will do everything we can to hold him to the August 31 date.

Hartney Acres II - The ponds are shaped and the wetlands replication is underway. It is graded and is protected by sedimentation barrier. Most of the pipe and roadway structure is in. The sewer line is in at parcel A.

Ishmael Coffee Estates – They have been working on concrete wheelchair ramps.

Evergreen Meadow – They are starting to cut in the road. It is very sandy out there. They started bringing in some material. They need to raise the grade about 1 foot. It is all staked out. The silt fence and some hay bales are in.

Grapevine Estates – I adjusted the bond. Everything is pretty well done. There are a couple of areas where berm is damaged and they need to fix that. A lot of loam and seed is done and the grass is vegetated. The berm seems to be holding up well. They still need to do the street trees and landscaped island.

Grapevine Estates Bond Reduction

A motion was made by Alan DeToma, seconded by Karyl Spiller-Walsh to reduce the bond for Grapevine Estates to \$54,036 per VHB's recommendation. The motion passed unanimously.

Discussion on Sidewalk Revolving Fund

Susy Affleck-Childs – The payments in lieu of sidewalk construction for Grapevine and Ishmael Coffee Estates are due August 31, 2005. I will be sending letters to those developers reminding them that the payments are due.

Hopping Brook Estates – Payment in Lieu of Sidewalk Construction Estimate

Mark Louro - I calculated this based 172 feet of frontage along West Street and assumed West Street to be a secondary roadway with cement sidewalks and full granite curbing. The total would be \$13,075.20.

NOTE - Susy will forward the estimate to Paul Zonghi, the applicant.

Discussion - Smart Growth Technical Assistance Grant

Draft #2 - 7-25-05

Gino Carlucci – This grant application proposes to do 3 major activities:

1. Mixed use town center overlay district for the C1 and C2 areas – Several tasks involved with that including public participation and outreach element; and then drafting the bylaw itself; and creating a visual image to cover both sides.
2. Low Impact Development Rules and Regulations - Evaluate our various rules and regs to determine where things are inconsistent and draft language to revise or add.
3. Affordable Housing Bylaw – This would involve a legal review of an inclusionary zoning bylaw that the AHSG is working on.

Of course there would be reporting requirements with quarterly and final reports to the state.

Budget - \$30,000 from the state with \$4,500 as local match. The funds would have to be spent by June 30, 2006.

The application is due August 16, 2005. It can come from the Planning Board but the contract has to be executed by the BOS. It might not hurt to have a letter of support from the BOS

The application is about 90% done. The intro ties this to the master plan and the EO 418 Community Development Plan. I think I want to tie the tasks to the 10 sustainable development principles. I also want to reference specific recommendations from the master plan.

The other step is the Commonwealth Capital application that also has to be sent in at the same time. That has to be done online and just add a few new sections. I will be in touch with Suzanne Kennedy (news Town Administrator) on that.

NOTE – It was agreed that the Planning Board would vote at the August 9th meeting to submit the final grant application.

Susy Affleck-Childs – How does the funding work? Does it come all in or do you have to pay and get reimbursed?

Gino Carlucci – My guess is that you could get an advance and draw down from that.

Development Handbook Status

Gino Carlucci - I need to finalize the cover. I have taken some photos.

Susy Affleck-Childs – I need to do some final edits. I got Microsoft OFFICE Publisher installed today. I also need to compile the support letters. We have one from the IDC and are expecting letters from the Medway Business Council and the Board of Selectmen.

PUBLIC HEARING – Adaptive Use Overlay District (AUOD) Rules and Regulations
(10:35 pm)

Discussion of July 9, 2005 DRAFT

A motion was made by Alan DeToma, seconded by Karyl Spiller-Walsh to waive the reading of the public hearing notice. The motion passed unanimously.

A motion was made by Alan DeToma, seconded by Chan Rogers to waive reading the draft AUOD Rules and Regulations. The motion passed unanimously.

KARYL SPILLER-WALSH – I have a comment about the title page of these Rules and Regs. We need to redesign it to make it easier to read. They all look alike.

MATT HAYES – Susy and I sat down and went over this and have revised it a bit.

It was agreed, at the bottom of page 2, to require an engineer's involvement when there is 1,000 sq. ft. or more of impervious surface area.

KARYL SPILLER-WALSH – The purpose section should be about the bylaw. This purpose section is about the regs.

Susy Affleck-Childs – This purpose section should be about the regs. The purpose section of the AUOD is included in the bylaw itself.

KARYL SPILLER-WALSH - Everything here is about renovation and new construction. We should allow for demolition.

Susy Affleck-Childs – That is an issue of amending the bylaw. You can't do it within the rules and regs.

MATT HAYES – There are a few numbering corrections we need to make. Any comments from the audience?

NOTE – No one from the general public attended the public hearing.

A motion was made by Alan DeToma and seconded by Karyl Spiller-Walsh to close the public hearing. The motion passed unanimously.

A motion was made by Karyl Spiller-Walsh, seconded by Alan DeToma to adopt the July 9, 2005 draft AUOD Rules and Regulations with the changes made tonight. The motion passed unanimously.

FY 06 Budget Allocations

ALAN DETOMA - I am good with Susy's numbers in her July 21, 2005 recommendation. We need to keep her on full time.

The following FY 06 Budget Allocations were agreed to.

Salaries	\$ 43,950.40
Consulting Services (PGC Associates)	\$ 3,877.60
Copying/Printing	\$ 300.00

Contracted Services (VHB, Inc.)	\$ 6,000.00
Mapping	\$ 750.00
Office Supplies	\$ 500.00
Books/Resource Materials	\$ 100.00
In-State Travel	\$ 100.00
Dues/Subscriptions/Training	\$ 300.00
Office Equipment	\$ 500.00

The total is \$56,478

Other Business

MATT HAYES – There is a CPC Meeting on August 1 regarding the Briggs land on Adams Street and their 61A application to the town.

Rolling Hills Preliminary Subdivision Plan – Certificate of Action

Draft – July 20, 2005

The Board reviewed the draft certificate of action. It was decided to revise condition #4 to indicate that 15’ selective cutting zones would be shown around the property perimeter. For condition #5, it should be changed to note that a landscaped island will be required if the roadway ends in a cul de sac. In condition #6, VHB is preparing a construction estimate, not specifications.

A motion was made by Alan DeToma, seconded by Karyl Spiller-Walsh, to approve the Rolling Hills Preliminary Subdivision Plan Certificate of Action as amended. The motion passed unanimously.

Site Plan Modification for 159 Main Street – Certificate of Site Plan Modification

Draft – July 20, 2005

The draft was reviewed. The date of approval should be changed to July 12th.

The Board signed the Certificate of Approval for Site Plan Modification.

Discussion – Proposed Changes to Planning Board Fee and Bond Schedule

Draft 7-21-05

The Board reviewed the draft revisions recommended by Susy Affleck-Childs

A motion was made by Alan DeToma, seconded by Karyl Spiller-Walsh to adopt the revised Fee and Bond Schedule dated July 21, 2005. The motion passed unanimously.

Lot Release – Lot 11A – Cedar Farms Road

Susy Affleck-Childs – We received a request from an attorney representing the seller for this lot. Apparently there was never a lot release required at past transactions and there is no record of one being recorded.

Note – The Board signed a Release of Covenant for Lot 11A on Cedar Farms Road.

Resignation of Alan DeToma

MATT HAYES – Thanks for your service to the board.

ALAN DETOMA – It was a decision I had to make with my responsibilities at my new job and to my family.

KARYL SPILLER-WALSH - We will miss you.

Invoices

VHB 6/1/05 Invoice for \$172.50 for plan review services (Ishmael Coffee Estates). Motion by Karyl Spiller-Walsh, seconded by Chan Rogers to approve. The motion passed. Matt Hayes recuse.

VHB Invoices (3/10/05, 4/7/05, 5/5/05, and 6/1/05) for \$3,772.78 for plan review services (Wingate Farm). Motion by Alan DeToma, seconded by Chan Rogers. Approved. Matt Hayes and Karyl Spiller-Walsh recuse.

A motion was made by Alan DeToma, seconded by Chan Rogers to adjourn the meeting. The motion passed unanimously.

The meeting was adjourned at 11:20 p.m.

Respectfully submitted,

Susan E. Affleck-Childs
Planning Board Assistant