

SITE PLAN REVIEW COMMITTEE**February 15, 2012 - Minutes**

KDarcy, Asst

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A meeting of the Site Plan Review Committee was called to order at 10:00 a.m. in Skaket Meeting Room at the Orleans Town Hall. **Departments Present:** George Meservey (Planning); Mark Budnick (Highway); Bill Quinn (Fire); Brian Harrison (Building); Todd Bunzick (Water). **Absent:** Bob Canning (Health); John Jannell (Conservation).

INFORMAL REVIEW: Dos Guapos Taqueria, 130 Route 6A

David Michniewicz (Coastal Engineering) represented the application for a restaurant with 56 seats at a former retail space at 130 Route 6A. Michniewicz stated that there will be no exterior modifications to the building. Michniewicz explained that the existing septic system #3 would service the proposed restaurant and has adequate capacity in the septic tank and leaching facility for a restaurant flow. Michniewicz stated that a grease trap will need to be added. Michniewicz noted that there is adequate parking on-site for the proposed use as shown in the parking calculations as 1 parking space for every 4 seats which results in less than 20 parking spaces. Michniewicz stated there will be no changes to the drainage.

Comments:

- Fire:** A new kitchen must be installed with a substantial foam hood system and a separate alarm system from the rest of the building. There is currently no addressable fire alarm system in the building. The rest of the restaurant requirements can be set at permit process time. A lock box will be required for that location. The service area is a means of egress and no storage of any kind is allowed in the hallway.
- Building:** Architectural Access Board requirements must be met. This project will require controlled construction using the services of an engineer. Any take-out service will have to be accessory to the primary sit down restaurant use. Architect needs to provide information for building code review.
- Water:** The present water meter can be utilized and must be accessible at all times. A cross connection survey must be done.
- Health:** The facility (property) has had a sewage flow of 13,938 gpd. Facilities with a Design Flow of 10,000 gpd or greater fall under the jurisdiction of the DEP. The owners of the facility must determine if the facilities sewage design flow is, or is proposed to be, greater than 10,000 gpd or if the facility cannot exceed 13,938 gpd. If the facility falls under the jurisdiction of the town, an external grease trap, in compliance with title 5 is required for a food service establishment. Because the existing septic system was designed under the provisions of Title 5, Board of Health approval is required to modify the existing septic system. The existing septic tank must have a capacity equal to 200% of the daily design flow (48 hours retention).
- Highway:** There were no Highway Department comments.

Planning: A waste collection area for garbage, oil and recyclables must be identified and shown on the plan. Deliveries must not interfere with the normal traffic flow pattern. All proposed signs must comply with the Orleans Zoning Bylaws sign codes. All exterior lighting must comply with the Orleans Lighting Bylaw.

MOTION: On a motion by **Brian Harrison**, seconded by **Chief William Quinn**, the Committee voted to waive the Formal Site Plan review for Dos Guapos Taqueria, to be located at 130 Route 6A.

VOTE: 5-0-0 The motion passed unanimously.

FORMAL REVIEW (Continued): Tedd's Garage (c/o Theodore A. Klinefelter), 140 Route 6A

Tedd Klinefelter and David Michniewicz (Coastal Engineering) were present for the continued Formal Review to restore gasoline sales at Tedd's Garage located at 140 Route 6A. Meservy noted the issues raised at the last meeting included deliveries, boats and trailers, and traffic interaction. Michniewicz stated that design modifications for the site, building, on-site traffic flow and parking have been made to the site plan since the applicant's last meeting in order to respond to questions previously raised by committee members. Michniewicz stated that the building and parking have been flipped on the site in order to gain space and maneuvering capability around the fuel servicing area in response to committee comments. Michniewicz stated that on January 24, 2012 they met with the Traffic Advisory Committee and demonstrated adequate maneuvering area for vehicles on the site. Michniewicz reported that the redesign of the site allows for an increase in the separation from the sidewalk and the fuel pad from 24' to 30' which allows for 6' extra feet of maneuvering area. Michniewicz stated that three parallel parking spaces have been removed from the front of the property and there is 32' of clear access from the edge of the pavement to the fuel pad.

Michniewicz stated that the fuel pump islands have been reduced from 15' or 16' in length to 10' in length which allows for greater operating area for vehicles waiting for the pumps. Michniewicz stated that they demonstrated for the Traffic Advisory Committee that a tractor trailer making a fuel delivery can come up Route 6A, turn into the northern driveway, come around and back in with maneuvering or jockeying to the fuel delivery area without being in Route 6A affecting traffic. Michniewicz noted the committee concerns with the maneuvering of vehicles pulling boats or landscape trailers will be alleviated by the site changes.

Michniewicz addressed the storm drainage issue by stating that the storm drainage from the building and canopy over the fueling area will be treated and collected in drainage piping to downspouts to a 10' x 6' leaching basin as clean runoff. Michniewicz stated that the parking lot runoff will be handled by a double trench drain system including the replacement of the existing trench drain on the south entrance along the property line and also install a second trench drain system to a deep sump manhole and a second deep sump manhole for additional primary separation. Michniewicz stated that it is very difficult for this type of site to get to a catch basin even though they would normally be used. Michniewicz noted there will be an oil/water separator for site drainage and then into a leaching facility. Michniewicz stated that the northern driveway trench drain system is collecting runoff from the Orleans Marketplace site which has a trench drain coming out of the parking lot into the common driveway area and is piped up into a drainage system in the parking lot. Michniewicz explained that runoff water flows perpendicular to the driveway contours. Michniewicz stated that drainage calculations have been submitted to the town.

Michniewicz stated that sewage flows are now shown on the plan – the existing flow is 375 gallons per day with three service bays at 125 gallons per day, per service bay. Michniewicz stated the proposed flow would be four pump islands at 75 gallons per day plus the retail store which falls under the present flow of 375 gallons per day which is allowed by the Board of Health. The existing trench drain at the north entrance will not be altered.

Comments:

Fire: Chief Quinn stated that the applicant demonstrated at Traffic Study Committee meeting that the tractor trailer will be able to maneuver on the site. The Fire Chief verbally stated his concern that even adhering to the delivery requirement that he imposes, the tractor trailer can sit on Route 6A, depending upon traffic, and the amount of draw to the station. Chief Quinn read a letter to the Orleans Site Plan Review Committee into the record dated February 14, 2012 with the following motion: *“that the Site Plan Review Committee ask the Cape Cod Commission to assist us in a traffic study only, not a complete DRI, to insure that all possible outcomes have been examined so this and other parties acting in the best interest of the Town be well informed”.*

The motion was seconded by George Meservey for discussion purposes.

Planning: George Meservey reported that after receiving a copy of the Chief Quinn’s letter, he spoke to Glenn Cannon at the Cape Cod Commission about whether the town can request assistance with traffic concerns without a full Development of Regional Impact review and he was informed that the town can request technical services from the Cape Cod Commission at any time for any project. Meservey noted the need for a traffic study which has never been done in this area with the two intersecting roads (Route 6A and Brewster Cross Road).

Highway: Mark Budnick indicated that he felt the applicant addressed traffic concerns at the Traffic Study Committee, but acknowledged the Fire Chief’s concerns with traffic issues and stated that he felt the town would be more comfortable with having an engineer at the Cape Cod Commission take a look at the traffic situation and indicated his support for the help.

Building: Brian Harrison stated that the application will have to be reviewed and approved by the Zoning Board of Appeals and they will inquire if traffic concerns have been studied and addressed.

Planning: George Meservey asked Chief Quinn if he would be amenable to obtaining technical advice from the Cape Cod Commission since the town does not have that capability in-house.

Fire: Chief Quinn agreed to the idea of obtaining input from a Traffic Study Engineer from the Cape Cod Commission. Chief Quinn indicated that ignoring traffic concerns would be doing a disservice to the town now or if there was a problem in the future. Chief Quinn stated he is not seeking a full Cape Cod Commission Development of Regional Impact (DRI) review for this application, but he stated he is just interested in knowing that all possibilities have been examined.

Planning: George Meservey indicated his opinion that the town could request some technical assistance for traffic concerns from the Cape Cod Commission without any cost to any party.

Meservey asked Klinefelter if he was amenable to the suggestion of Cape Cod Commission technical assistance for traffic concerns. Michniewicz stated the town is well within its right to ask for technical assistance. Michniewicz stated he would consult with Klinefelter and his attorney after the Site Plan Review Committee meeting and noted that Klinefelter has not engaged a Traffic Engineer, and may want to hire an independent Traffic Engineer to do a traffic study.

Highway: Mark Budnick indicated he was not aware of any traffic counts having been done in the area of Route 6A and Brewster Cross Road.

David Michniewicz indicated he was also not aware of any traffic counts in the area.

Fire: Chief Quinn reiterated his desire to have a traffic count in the area of Route 6A and Brewster Cross Road.

Planning: George Meservey noted there was a Village Center traffic study done in 2003 or 2004 and that data can be interpolated.

David Michniewicz referred to a study done in 2003 and published in 2004 which was forecasted five years out to 2008.

George Meservey noted that the Zoning Board of Appeals will want answers regarding traffic issues before making a decision on this application.

Fire: Chief Quinn stated his opinion that once the delivery tractor trailer is on the site, he will probably not have to jockey around much, particularly at the height of the summer and at busy times since they have long hoses that can reach the fuel area. Chief Quinn pointed out that other vehicles will try to get around the delivery truck to get to the fuel pumps. Chief Quinn acknowledged a business agreement regarding the use of the driveway by multiple businesses. Chief Quinn stated his concern with delivery trucks sitting on Route 6A, from either direction, due to cars queued up to exit the plaza, stopping the delivery trucks from entering the gas station. Chief Quinn commented that having input from a traffic engineer would help him feel comfortable that all traffic concerns have been studied and addressed.

Highway: Mark Budnick questioned whether the type of traffic input gained from a traffic engineer would be issues like acceptable wait times. Mark Budnick asked what would be considered an acceptable amount of time for a tractor trailer to wait on Route 6A.

- Planning:** George Meservey responded that the question would be the level of service from the plaza driveway and the intersection of Route 6A and Brewster Cross Road.
- Michniewicz pointed out that the site was redesigned to make it easier for vehicular traffic and retail store access.
- Water:** Todd Bunzick stated the old water service will need to be cut and capped, and a State Road Opening Permit will have to be obtained. The water service should be sleeved (at least near the building) to eliminate utility separation conflict issues.
- Highway:** Mark Budnick stated that input from a Cape Cod Commission Traffic Study Engineer would be helpful. The stormwater issues have been addressed. Trench drains require a lot of maintenance. Mark Budnick questioned the amount of remediation needed to contain stormwater drainage.
- David Michniewicz explained that both catchbasins and trench drain systems require constant maintenance in order for them to work properly.
- Highway:** Mark Budnick acknowledged that the drainage calculations have been submitted.
- Planning:** George Meservey noted that a landscape plan needs to be submitted.
- Tedd Klinefelter questioned what type of studies have been done regarding the times fuel deliveries are allowed and traffic back up issues.
- Fire:** Chief Quinn stated that he has observed fuel deliveries at other gas stations in town until midnight and they start up again at 6:00 a.m. Chief Quinn noted that there is much more traffic in the off seasons (early in the spring and late into the fall and winter) than ever before, not just in the summertime, so information from a traffic study would be helpful to clarify the impacts. Chief Quinn noted that a sale at a store like Staples in November could result in a 30 second wait time for the delivery truck on Route 6A which would have to be accepted. Chief Quinn stated that if the Cape Cod Commission Traffic Study Engineer comes down and says don't allow this because we're really worried about it because of the increase, then we all have to weigh on it.
- Tedd Klinefelter responded that if there is no traffic in the plaza, it would seem to eliminate the issue.
- Fire:** Chief Quinn responded that some of his comments are based on the "off season" when fuel deliveries would be allowed when the plaza is open.
- Tedd Klinefelter stated he would be open to a year-round restriction.
- Michniewicz agreed that there could be a year-round time restriction everyone is agreeable to.
- Tedd Klinefelter agreed safety is important.

- Planning:** George Meservey clarified that there is safety vs. functionality and it would not be prudent to have the area so congested that people can't get through, since there is a lot of pass through traffic.
- Fire:** Chief Quinn stated his intent was to word the letter such that if the town shuts off Brewster Cross Road and doesn't let any traffic go up there, it would eliminate traffic concerns. Chief Quinn noted that comments made by the applicant and his representatives are only in relationship to Tedd's Garage and the Chief said he is trying to look at the whole picture. Chief Quinn said if the Board of Selectmen decides not to shut off Brewster Cross Road, it will impact traffic because traffic is trying to exit Brewster Cross Road at the same time that the truck can be there.
- Tedd Klinefelter stated that the problem with Brewster Cross Road is taking a left with a steep grade, difficulty with site distance, and vehicles increasing speeds. Klinefelter also stated that about 4 months out of the year (due to the tilt of the earth) vehicles are driving directly towards the sun which makes it difficult. Klinefelter stated that the solution is simple - to make the end of Brewster Cross Road a "right turn" only. Klinefelter stated that the only people using Brewster Cross Road are locals, not tourists, to get around the downtown lights. Klinefelter stated that if the Route 6A end of Brewster Cross Road is "right turn only" then they only have to cut one lane of traffic instead of two.
- Site Plan Review Committee members discussed the possibility that the Board of Selectmen will deal with the issue of what to do about Brewster Cross Road sometime in the future.
- Highway:** Mark Budnick noted that the timing of fuel deliveries is critical to the issue of whether it would have much of an impact on traffic on Route 6A and at the intersection of Brewster Cross Road and questioned the possibility of instituting restrictions. Mark Budnick noted that the direction from which fuel deliveries approach the site would impact entrance issues and questioned whether it is necessary to obtain information from the Cape Cod Commission.
- Planning:** George Meservey stated he wants to know how many vehicles at a peak hour in July can be expected to go in and out of this type of site, and what impacts would be expected to this area.
- Highway:** Mark Budnick questioned how the Cape Cod Commission would know what information the town is looking for with regard to fuel deliveries and traffic impacts at this site and suggested giving them specific parameters such as specific fuel delivery times.
- Planning:** George Meservey stated his opinion that a general traffic review by someone at the Cape Cod Commission would help to clarify the changes that this proposed use would create in this area.
- David Michniewicz questioned what parameters would be used when asking for traffic assistance from the Cape Cod Commission.

Highway: Mark Budnick agreed on the importance of specifying the parameters for information requested from the Cape Cod Commission.

David Michniewicz suggested that before the town officially contacts the Cape Cod Commission for input on traffic issues, the applicant come back with specific information such as acceptance of certain restrictions. David Michniewicz revised his suggestion to state that they submit an application with proposed restrictions that can be reviewed by the Cape Cod Commission, such as fuel deliveries year round between certain hours (i.e. midnight to 7:00 a.m. with trucks to arrive from the north).

Fire: Chief Quinn suggested that the applicant's attorney be informed of any proposed restrictions because they would become a condition of the license and permit whereas currently the Fire Chief stated he does offer relief from time to time under extenuating circumstances.

David Michniewicz requested that the applicant be given time to submit another application to the Site Plan Review Committee before any action is taken with the Cape Cod Commission.

Tedd Klinefelter stated that the plaza closes at 10:00 p.m. and suggested that fuel deliveries could begin earlier rather than having to wait until midnight. Klinefelter also noted that the reason he asked for the larger storage was to cut down on the need for frequent fuel deliveries.

Planning: George Meservey reiterated he has a major concern with the amount of traffic that will be generated in that location and stated that he will still push that somebody review the traffic congestion and the general traffic impacts of that proposal. Meservey stated that he can't in good conscience recommend it to the Zoning Board of Appeals until the traffic impacts are known for an application for eight gas pumps in the summertime is a lot of volume.

David Michniewicz stated that the ITE national standards are very specific for trips generated in the peak PM is 54 vehicles 108 trips in the peak hour, 30 of those are already on the road network which means 24 vehicles for a total of 48 new vehicle trips to this site.

There was a consensus of the Site Plan Review Committee to wait for the applicant to submit a revised proposal at a continuation of the Formal Site Plan Review.

APPROVAL OF MINUTES: January 18, 2012

MOTION: On a motion by **Todd Bunzick**, seconded by **Brian Harrison**, the Committee voted to approve the minutes of January 18, 2012.

VOTE: 5-0-0 The motion passed unanimously.

ADJOURNMENT

Site Plan Review Committee members agreed to adjourn the meeting at **11:00** a.m.

Respectfully submitted:

A handwritten signature in cursive script that reads "Karen C. Sharpless". The signature is written in black ink and is positioned above the printed name and title.

Karen C. Sharpless
Recording Secretary