



# Town of Westminister

MASSACHUSETTS 01473  
FROM THE OFFICE OF THE  
**PLANNING BOARD**  
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William C. Taylor, II - Chairman, Marie N. Auger - Vice Chair, M. Donald Barry Michael Fortin Jon Wyman

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## MINUTES OF REGULAR MEETING

Monday, January 28, 2013

Room 222, Town Hall

Attendees: Bud Taylor, Don Barry, Mike Fortin, Jon Wyman, Stephen Wallace-Town Planner ,  
Additional Attendees: Mr. Chuck Scott

Absent: Marie Auger

7:00p.m.

The Planning Board opened the meeting. Bud informed those present the meeting was being audio recorded.

7:00p.m. *Minutes*

Motion by Don to approve the January 14, 2013 meeting minutes. Seconded by Jon. Voted AIF to accept the minutes.

7:03p.m. *Partial bond reduction request for Lot I-4A within the Westminister Business Park.*

Bud asked Stephen to describe the bond reduction request. Stephen described the original bond was from station 26+50 to station 34+88 and the bond amount established at that time was \$467,234. The new requested amount was \$295,534.12. Stephen stated MEI McCarty Engineering Inc. provided a letter to the PB confirming the scope of work that has been completed.

Mr. Chuck Scott described the work that had been accomplished by WBP. The gravel base for the road to the end of lot I-4a, 90 % of sewer except final frames and grates. Also a 30" pipe in the area at the cul de sac at station 26+50 still needed to be completed. Jon asked about the line item amount for the 30" pipe installation. Mr. Scott explained how the numbers were calculated to the satisfaction of the board.

Mike asked when they expected to have gas and electricity. Mr. Scott stated late spring, early summer. Mr. Scott also stated 15% of each of the items was also being retained as per PB regulations regarding completion of the road.

Don asked if the new bond number would cover all paving and sidewalks to the end of lot I-4a. Mr. Scott stated they would be paving to the end of lot I-4a but the bond amount only covered to station 34+88. Don stated the PB had reduced the original bond by 47% to help WBP with their bonding capacity but wanted to make sure the town was covered to the end of lot I-4a.

Mike asked if WBP could assure the PB the rest of the park could be served after the power needs of the MBTA had been served. The MBTA had stated WBP was responsible to provide them power. Mike asked if WBP could supply something in writing from National Grid that stated the entire completed park needs would be supplied with the present Phase 1 electrical infrastructure after the MBTA met their power consumption needs. Don asked if there were separate lines being supplied. Mr. Scott stated he knew that the previously proposed solar park

would have put 6MW of power back through the power line feeds but could not confirm the capacity of the lines would be adequate.

Jon asked when the new completion date of the road was expected. Mr. Scott stated Mr. Powell had told him by the end of spring.

There was a motion by Don to approve the bond reduction contingent to a letter from the utility stating the remaining park electrical capacity would not be reduced or hindered by the electrical load from lot I-4a MBTA project. Seconded Jon. Voted all in favor to sign the bond reduction when a letter from the utility has been supplied.

*7:35p.m. Debrief from Planning Board meeting with the MBTA on January 22, 2013.*

Bud stated that the PB was charged to review the layover project and determine the economic benefits it could provide to the park. Bud stated there was dialog back and forth to determine what the PB felt were the benefits being provided or not provided.

Bud described the schematics that had been supplied by the MBTA at the January 22nd meeting. A lead track would be required to connect to lots I-7 and lot I-8 and all work would have to be supplied by private money.

Bud described the Dawley Shepard spur to the east at Theodore Drive. Don stated Dawley Shepard had received all their raw cracker products in the past at the east spur and the MBTA was claiming it as a benefit when in fact they were making it harder to access.

The board reviewed the 100% proposed layover plans that had been delivered by the MBTA.

*8:22p.m. Don left the meeting.*

After much discussion it was determined that a spur and MOW Maintenance of Way presently exist in an area at the easterly end of Theodore Drive that the town would eventually have direct access to as an abutter to the Pan Am right of way when Theodore Drive is accepted as a town road. Further review of the November 28, 2012 FTA letter to the Town confirmed that the MBTA will not allow freight deliveries to the "6th spur track" in the layover facility as had been previously claimed by MART.

There was discussion of the costs involved to extend the lead track to the west across stream 2 to service lots I-7 and I-8.

*8:47p.m. Adjourn.*

Jon made a motion to adjourn. Seconded Mike. The PB voted AIF to adjourn.

Two Pages of Minutes  
Respectfully submitted,  
Michael Fortin

3 Attachments :

- 1 Bond Reduction Request Letter from CFS Engineering for WBP dated 01/23/2013.
  - 2 MEI McCarty Westminster Business Park work completed letter dated January 25, 2013.
  - 3 100% Proposed MBTA Layover Plan Set.
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