

TOWN OF WEYMOUTH  
PLANNING BOARD  
MINUTES

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WEYMOUTH, MASS.

There was a Planning Board meeting held on Monday, January 24, 2000 at 7:30 P.M. at the Department of Public Works.

Members present: Susan Abbott, Chairwoman  
Mary S. McElroy, Vice-Chairwoman  
Paul M. Dillon  
Paul Hurley  
Paul F. Lynch, Sr.

Staff present: James Clarke, Director of Planning & Community Development  
Roderick M. Fuqua, Principal Planner

Chairwoman Abbott called the meeting to order at 7:30 P.M.

1. Minutes – 11/8/99, 12/13/99

Upon motion made by Mrs. McElroy and seconded by Mr. Hurley, it was:

UNANIMOUSLY VOTED: to approve the Minutes of November 18, 1999 and December 13, 1999.

2. Public Hearing – 7:30 P.M. (cont.)

Petr: Marlin Development Corp.  
Locus: 500 Washington Street  
Sheet 25, Block 330, Lot 13  
Zoning: B-1

Request for special permit for a 12,150 square foot pharmacy and drive-thru window

Upon motion made by Mrs. McElroy and seconded by Mr. Lynch, it was:

UNANIMOUSLY VOTED: to continue the public hearing at 7:31 P.M.

Mr. Clarke stated that at the last hearing there were two specific issues that needed to be addressed. We had asked for a peer review on the traffic. Since then we have hired Howard/Stein-Hudson and David Matton is here to give us comments on their review. Mr. Matton prepared a memo that was submitted to the Board over the weekend. We have also forwarded that to the applicant's traffic consultant, VHB, and they will comment on that as well.

Mr. Clarke stated that the other issue is changes that have occurred based on the Conservation Commission meeting that was held, and the applicant will be presenting information on that.

Mr. David Matton stated that as the Board can see from the memo, they have reviewed several aspects of the VHB traffic report starting with the study area and data collection and the method the report was prepared. They have no problem with the overall report, which was all-inclusive in terms of traffic analysis. They had some questions regarding some of the trip generation. With regard to background traffic growth rate, they had not seen a memo that had been circulated that showed that VHB did take a look at Avalon Bay impacts to the intersection. That information was included and it appears there were no significant impacts on that intersection putting those two developments together at that location. Regarding trip generation, they had some questions as to whether or not the applicant had some actual statistics on other CVS stores that had been developed in the area. Overall the trip generation has been done in accordance with standard traffic engineering procedures and they don't have any issues with that. Regarding the trip distribution, they had a disagreement with the method of trip distribution. They thought more of the traffic might exit the north driveway as opposed to the south driveway to head on Route 18 south. It was not clear the method VHB used to assume that much traffic would exit the north driveway. Regarding parking demand, there appears to be adequate parking for the site and they don't have any issues with the queues for the drive-thru. It is typical for what they have seen for CVS drive-thrus. Regarding the impact analysis, one of the questions they had was the Route 18 northbound movement and whether the analysis accounted for what could be considered a short queuing area. The analysis shows two lanes as a left and right turn lane. He is not sure how far back you have two lanes, and in terms of the actual capacity through the intersection whether or not it is actually processing the vehicles as a two lane approach or not.

Mr. Matton stated that as the Board knows, the intersection has some safety problems currently. When you take a look at the proposal before the Board, he does not think that this is going to worsen the intersection at all. He thinks that pushing the driveways further away from the intersection actually helps the condition. In the future with the proposed MHD project at that location, it might be beneficial to locate the driveway at a signalized intersection with Route 18 and 53. Mr. Matton stated that it looks like they have designed their parking lot in such a way that in the future, it could accommodate that type of arrangement.

Mr. Matton stated that they really don't have any other issues with the VHB report.

Mrs. Abbott asked VHB to respond to issues raised by Mr. Matton.

Ms. Joan Peyrebrune from VHB, presented their response to issues raised. Regarding trip generation, they do not have any additional, appropriate data for trip generation other than what's in the report. They did do some studies in 1997 of five CVS stores, more so from a design perspective of how a drive thru window would operate and how much queue existence would be needed. It wouldn't be appropriate data to use – they didn't get the data for trip generation purpose.

Ms. Peyrebrune stated that on the second page – trip distribution, this was a point they discussed at the last meeting as to how vehicles would get back to Route 18. There are several different options for those vehicles. Some will take a left out of the southerly driveway, go down Route 53 either to the shopping center (which is not what they analyzed,

but potentially is what people could do) or go to Middle Street to Winter Street (which is what they analyzed to make sure they were doing a worst case analysis for those intersections), or vehicles may take a right out of the northerly driveway and take a left onto Federal Street. They tried to put into perspective what any of those potential scenarios could mean. If they said half of them were going up Federal Street, that would be an additional fifteen vehicles during the peak hour. She stated that this will be a CVS serving the local needs so most people will be familiar with the area and know how they want to get in/out.

Mrs. Abbott stated that she questioned whether it would be a local neighborhood drug store. She stated that she doesn't quite see it that way. CVS is one of the busiest pharmacies and has many HMO contracts that could bring people from a distance.

Mr. Paul Cerasole stated that he is with CVS. They have HMO contracts with many and those contracts are also serviced in other CVS stores. It is very rare that someone would come from the surrounding towns to go to this CVS pharmacy. People would not be coming from outside this area.

Ms. Peyrebrune stated that regarding the traffic impact analysis, there is some confusion as to exactly where the pavement ends, but if you stand at the Route 53/18 intersection, it is continually operated as two lanes. If you are on Route 18, you queue up into two lanes and come around onto Route 53 or take a right onto Route 53. That is one of the reasons why Mass. Highway wants to do improvements there. Once you get through the intersection, you're on Route 53 heading north, then you have to neck down and get into one lane, but at the intersection there is infinite capacity for two lanes on the northbound approach.

Mr. Clarke asked Ms. Peyrebrune how far back she estimates there is two-lane capability. Ms. Peyrebrune replied that knowing that question was going to be asked she was out there this evening to see how far cars queue up next to each other. She did not measure the width, but because there is a really wide shoulder, cars continue to stack up for as long as needed, well over 100, probably in the 200' range.

Mrs. Abbott stated that she has been to the site many times to see where the Washington Street queues are and they are well beyond where their proposed drive is.

Ms. Peyrebrune stated that the driveways will certainly be blocked by the queues as it happens today. They are well aware of that. This is a roadway that is very busy during the commuter peak hours and the queues are very long. When she has been out there mid day, the queues often times do not block the driveway.

Mr. Matton stated that one of the reasons they asked for a queuing analysis was because if there was a queue and someone lets you out of the site, you might not be able to see southbound.

Ms. Peyrebrune stated that ideally at the intersection with the driveway they would like one driveway that is controlled by the traffic signal, and the site plan has been designed to do that, but from a timing perspective, that could take up to two years to do. What they have tried to do is look at the improvements in stages. The first stage would be short term

construction impacts would normally be something if the Board felt were significant would be included in the order of conditions.

Mrs. Abbott asked if there were any additional comments.

Mr. Clarke stated that he thinks that VHB has provided us with a fair amount of information and they have provided additional information as requested and responded to the memo from our traffic consultant on the peer review. The biggest concern he has is how we approach the mitigation. As he mentioned on the past, he thinks that what we have to look at is the multiple phase approach to this. We do know that Mass. Highway is preparing changes for this intersection and also for the Middle Street/Washington Street/Winter Street intersection. We have talked to the Mass. Highway Department about how we approach this. He thinks that as we prepare an order of condition, what the staff is probably going to suggest is two phase where we look at some interim improvements such as what has been proposed because this project, based on the fact that there already is an existing operation and existing curb cuts, creates certain issues of concerns, but the project itself does not merit redesign of the whole intersection, particularly since we know the State is moving forward on the project. He does think we should require a contribution from the applicant to assist us accelerating the process getting this work done or at least keeping it on the schedule. He also feels that based on comments from the neighbor, particularly the Front Street/Summer Street area, that we have an issue with Federal Street. He thinks we should approach Mass. Highway to see if we can get them to include the Federal Street intersection in their review of this intersection. Mr. Clarke stated that our approach as a suggestion from the staff based on all the information we have, is we would present a set of conditions that would include immediate improvements that are fairly minor in character but would allow the safe operation of this project with no derogation of service in this area, and then look at the long term improvements. If we were to have another development come in south of this site, it would be included.

Upon motion made by Mr. Dillon and seconded by Mr. Lynch, it was:

VOTED: 5-1 (Mrs. Abbott opposed) to close the public hearing at 8:00 P.M.

Upon motion made by Mr. Lynch and seconded by Mr. Dillon, it was:

UNANIMOUSLY VOTED: to take the special permit application under advisement.

A tentative date of Tuesday, February 8, 2000 was set for the Board to meet and make a decision on this special permit.

3. Petr: McDonald's Corporation  
Locus: 96 Main Street  
Sheet 29, Block 329, Lot 22  
Zoning: B-1

Decision on special permit to construct a 12' by 12' rear addition for the purpose of a 2<sup>nd</sup> drive-thru booth

Mr. Clarke stated that John Carde from McDonald's is here to give the Board an update.

Mr. John Carde stated that he is the Construction Project Manager from McDonald's and he is here to update the Board. They met with the Board on November 29, 1999, and they were asked to come to an understanding with Abro Corp. of what is going to happen off of their property. There was a meeting in Mr. Clarke's office on December 10<sup>th</sup> with Ray Jennings who is the attorney for Abro, Al Bennett, himself, their property manager, and Jim Clarke. They had left the meeting with the understanding of how they wanted to re-write the easement area. Right now they have a 200' by 200' ingress/egress access easement across the front property. Abro wants to limit them to an "L" shaped area. They don't want to give up that 200' by 200' easement, but they are willing let them do whatever they want to in that area. They don't want to give up the ability to restrict anything happening within their easement. They are willing to allow Abro to create that plan and construct it.

Mr. Clarke stated that he thinks we are pretty close to getting a resolution on this issue. He thinks that on the McDonald's property, they have presented to us changes to their site design layout even by including the second window that makes their site work much better than it currently operates. Also by moving the entranceway and putting the curbing where the bank is, they are helping to deal with some of the conflicts that are on the Abro property. What makes this a whole, is getting Abro to go ahead and make their changes. What he hopes to have from both parties by the next meeting, is to have something signed by Abro and McDonald's that would say they are in agreement on the design layout, and also something from Abro that says when they intend to proceed with their improvements. They have verbally said they are interested in moving forward in the spring. We are really not in a position to hold hostage the McDonald's plan.

Mr. Carde stated that they have been going back and forth with Ray Jennings and Abro for two years. He stated that they are trying to do everything they can to increase the stacking and storage on site.

Mrs. Abbott asked about green space. Mr. Carde pointed out the new landscaping.

Mr. Clarke stated that he hopes to have this ready for a decision on February 8<sup>th</sup>.

#### 4. Subdivision Bonds

##### a. Jason Lane – reduce bond

Mr. Fuqua stated that based on the work completed, the bond may be reduced from \$27,450 to \$1,000.

Upon motion made by Mr. Dillon and seconded by Mrs. McElroy, it was:

UNANIMOUSLY VOTED: to reduce the bond to \$1,000 for Jason Lane.

- b. Lucas Circle – reduce bond
- c. Plymouth Road – reduce bond

Mr. Fuqua stated that the bonds for both Lucas Circle and Plymouth Road may be reduced to \$500.

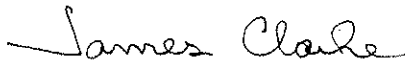
Upon motion made by Mrs. McElroy and seconded by Mr. Lynch, it was:

UNANIMOUSLY VOTED: to reduce the bonds for Lucas Circle and Plymouth Road to \$500.

Upon motion made by Mr. Hurley and seconded by Mrs. McElroy, it was:

UNANIMOUSLY VOTED: to adjourn the meeting at 8:25 P.M.

Date Approved/Signed: 11/21/00



James Clarke  
Planning Director

Public Meeting  
Citizen Attendance

Date: Jan 24, 2000  
Location: DPW

Name	Address	Organization	Phone #
Pat Kennedy	1000 E. 1st St. Quincy MA	CVI	508-587-2111
Richard O'Leary	15 S. 1st St. Plymouth MA	CVI	508-748-7061
Charles Gorman	28 N. 1st St. Quincy MA		
Vincent J. O'Leary	18 DANA ST. MA 02128		
Kenneth G. Gorman	100 P.O. Square Boston		617-737-0091
Steve Adams		Robert Ledger	
JIM CUMMINGS	128 FRONT		325-7223
John Caron		McDonald's	781-461-4781
Joseph S. Conley	117 Homestead Ave		337-6733
Tom Gorman	Wey. News		682-4851