

TOWN OF WEYMOUTH

PLANNING BOARD

MINUTES

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There was a Planning Board meeting held on Monday, January 27, 1997 at 7:30 P.M. at the Town Hall.

Members present: Paul M. Dillon, Chairman
Paul F. Lynch, Sr, Vice-Chairman
Paul Hurley, Clerk
Susan Abbott
Robert S. Lang
Mary S. McElroy
Mary Sue Ryan

Staff present: James Clarke, Director of Planning & Community Development

The meeting was called to order at 7:30 P.M. by Chairman Dillon.

1. Subdivisions

a. Western Avenue - final bond release

Mr. Clarke stated that this item should be tabled until the next meeting.

b. Northern Avenue - endorse plan

Mr. Clarke stated that four signatures are needed for endorsement of the plan.

2. Redevelopment Authority - request for road name change

Mr. Clarke explained the procedure for renaming roads. The Planning Board has to vote to consider it and then hold a public hearing. What is before the Board this evening is for a motion to consider the name change and to request staff to set up a hearing date. The request is for Mansfield Street. The Redevelopment Authority would like to have that street changed to Blazo Way.

Mr. Lang suggested that the Board may want to consider Richard Blazo Way.

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

UNANIMOUSLY VOTED: to authority the staff to proceed to set up a public hearing to change Mansfield Street to Richard Blazo Way.

3. Staff - Job Descriptions

Mr. Clarke stated that we are under a request from the Personnel Board. They are going through the process of rewriting all the job descriptions and it's a several step process. The first part is the Personnel Board is asking all non-union employees to review job descriptions to see if any changes should be made, and to get the job descriptions back to Personnel. There are a couple of areas he wants to bring to the Board's attention. One is the housing area. Currently we have a Housing Rehab. Coordinator and in the past we have had an assistant to the Housing Rehab. Coordinator. Two years ago we hired, on a contract basis, Dennis Falcione to work on the HOME program which is run in conjunction with the City of Quincy. Mr. Clarke explained the current workload for the Housing Rehab. Coordinator. He stated that what they are looking to do is rename the position as either a Housing Services Coordinator or something housing related, which is what the Housing Rehab. Coordinator does. The other positions are pretty much the same. Mr. Clarke stated that the other change would be to write a separate job description for the Executive Director of the Redevelopment Authority which presently is included in his job description. The other position that would change somewhat would be Amintha's position who now serves as the Deputy Director of the Redevelopment Authority.

Mrs. Ryan expressed concern over the Economic Development Planner spending so much time on the Naval Air Station when there are other items that need his attention. Mr. Clarke stated that when the closing of the base was first discussed, he did say that he was going to spend about 50% of his time on the NAS, and about 40% of Michael's time would be on the NAS. Probably within 15% that is accurate. There was an understanding that Michael's time would be spent on the NAS. The base will have impacts on the Town of Weymouth and has potential for economic development in the town; it is probably the greatest single issue that the town is going to be dealing with over this period of time. Mr. Clarke stated that Mrs. Ryan's concern over other areas of town is legitimate.

Mr. Dillon suggested that Mrs. Ryan meet with Mr. Clarke to discuss her concerns.

4. Public Hearing - 7:45 P.M.

Petr: Weymouth Green Realty Trust
Locus: 582-590 North Street
Sheet 13, Block 184, Lots 22, 24, 58, 59
Zoning: B-2

Request for special permit for drive through for proposed "Honey Dew Donuts"

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

UNANIMOUSLY VOTED: to open the public hearing at 7:45 P.M.

At the Chairman's request the Clerk read the public hearing notice.

Mr. Chip Nylén stated that he is the attorney for Weymouth Green Realty Trust. He has a proposed set of findings that he would like to add to the record. Tonight hopefully is the end of a long process. Many of the members have been involved in this project before. What they are looking for this evening is a special permit for a drive through for a Honey Dew Donut Shop. He would like to briefly give the Board a history. With him this evening is Paul Butler from Honey Dew Donuts; Frank Ching, traffic consultant from ChingCorp; Tony Gallo who is Trustee of Weymouth Green Realty Trust; and Eugene Mattie who will answer questions regarding the site. They are here with a new application for a project that was before the Planning Board for a special permit in 1993. In 1994 the Planning Board denied the request for a special permit. The appeal went to court. In 1996 he and George Lane reached an agreement with respect to a stipulation. George Lane asked them to do three things. Mr. Lane asked them to conduct another traffic analysis which they did; assist the town pertaining to a traffic consultant to review their material; and third on the basis of that to settle the case. All of those things occurred. However in the time that had elapsed from the initial site application to the time they resolved the case, the Board had changed. As a result there was an appeal filed and the court determined that the decision in February, 1996 by this Board to approve this site application for this special permit was null and void because there weren't five members. As a result of the court's direction, they are here this evening.

Mr. Nylén stated that for purposes this evening, what he would like to do first is have Mr. Paul Butler from Honey Dew Donuts explain what his operation is. Mr. Nylén stated that in this zoning district, a donut shop is allowed by right. The only reason they are in front of the Board is because they want a drive through and a drive through requires a special permit.

Mr. Dillon stated that for the Board's information, we are dealing basically with a drive through service.

Mr. Butler explained the operation of Honey Dew Donuts and stated that they employ 15 to 18 people with 3 to 4 full time employees.

Mrs. McElroy asked with regards to Mr. Butler's statement that Honey Dew Donuts are a franchise and individually owned, if a district manager comes out to the site to test the quality of the product. Mr. Butler replied in the affirmative.

Mrs. McElroy asked if the 3 or 4 full time employees will get any benefits

besides minimum wage. Mr. Butler replied that they do get some benefits.

Mrs. McElroy asked if this particular donut shop is going to be open all night. Mr. Dillon replied that we will determine that. Mrs. McElroy stated that she wanted to know if they had any intention of being open all night. Mr. Butler replied no.

Mrs. McElroy stated that she has read some of the reports about the traffic, but she comes down Green Street. On the corner there is the gas station which has three curb cuts which interferes with traffic all the time. She cannot understand how a donut shop will not affect traffic. It is a dangerous intersection. Mr. Nylen stated that they will address Mrs. McElroy's concerns with Dr. Ching's presentation.

Mrs. Ryan stated that she also has questions concerning traffic and the intersection.

Mr. Lynch stated that his concern with the drive up window where they have an extensive menu. He questioned how much queuing there will be. Mr. Butler replied that they try to service each customer in 20 to 30 seconds.

Mrs. Abbott questioned notification to abutters, specifically to Murley's who were not notified. Mr. Clarke replied that Murley's is on the list of abutters.

Mr. Dillon asked Mr. Nylen to look into the matter of whether Murley's was notified because he is a direct abutter.

Mr. Nylen pointed out the location of the proposed donut shop and explained what was in the area. Mr. Nylen stated that they only have one entrance/exit to the site. Secondly during the process there was a discussion because of the earlier site plans, there was no one way direction. Now there is direction that sends everyone through one way and there is a natural flow in/out. That makes it more efficient and orderly. That was a request of the Planning Board. They also moved the curb cut further away from the gas station and are now almost directly across from the entrance to Christy's. In addition they have reduced the building from 1,900 square feet to 1,600 square feet. They have agreed that landscaping, as a result of discussion with the Police Department, are less than 3' so that they maintain sight lines. Currently this property is paved so they will not be creating more pavement. The drainage is going to go to the back of the property naturally. They are not sending their drainage out to the street. He believes that over the years, as a result of being before this Board several times, there is a plan that meets all of the Board's requirements for sight distance, orderly distribution of traffic, and drainage. They do have to comply with I/I requirements and with sewer conditions. In terms of the site, the Board also has a letter from an abutter, Mr. Emery, who owns the easement that is

adjacent to their property. Mr. Emery indicated in his letter that the easement was shown on the plan but it wasn't part of Honey Dew's property.

Mrs. Abbott asked about taxes. Mr. Nylen replied that as he understands it, before a building permit can be issued, taxes must be paid.

Mrs. Ryan asked about potential tax revenue to the town. Mr. Dillon stated that the Board can request that information.

Dr. Ching stated that he is the President of ChingCorp. Back in 1994 he was asked to review this site. The proposed site is in fact a current area where a lot of buses park. The original traffic counts were taken at the intersection of Green/North Street in December, 1993, and the original report was created in 1994. They went through the process with the Board, and came back to the Board in 1996 with an updated traffic count for the morning and a new gap study. At that time the applicant agreed to hire an independent traffic consultant for the Board to review traffic data. When they re-did the traffic counts in 1996, the Planning Director joined them for a while, and during the gap study the Board's traffic consultant was also present to observe the traffic. The most important thing to remember is that this particular area and use is unique in that for a donut shop there is a very high percent of what they call induced traffic - that is traffic already on the road and is probably going to home or work during the primary time which for a donut shop like this is in the morning. It is the morning peak that represents the highest impact in this particular area. They did look at the evening peak as well for this area. The primary traffic flow in the morning is northbound towards Route 3. During the design process, as noted by Counsel Nylen, there were several changes. The first primary change was to consolidate the actual openings for this particular use to one single opening driveway, and move that driveway as far as they can from the intersection. The second issue was to move the curb cut as far away but also align it, as best they could, with the Christy's opening. Also they have agreed to a condition that there would be signs at their entrance/exit saying no cross traffic. The other issue he wanted to bring up was the issue of the generated traffic versus the induced traffic. They estimate 176 vehicles during the peak hour in the morning. The majority of those people will be induced off the roadway to patronize the Honey Dew restaurant. The other item that was brought up before was queuing. They did a queuing analysis. If you look at the fact that the actual window is on the opposite side of the building, there is quite a long queuing distance available before you get to the window. They estimate you can queue five cars. Not only do you have the five car queue, but you also have additional queuing that could occur before you actually have congestion with the driveway. This design optimizes the flow around the building to preclude queuing that would cause congestion at the one way intersection of the site or also precludes any long queues that come back onto the main road. The other issue that they talked about was the afternoon queues. The

afternoon peak for the Honey Dew restaurant, based on actual transaction counts in several stores, shows that their peak afternoon time actually occurs an hour before the evening commuter peak on the main road, and it is significantly less, representing a little more than 20% of the original peak that was estimated in the morning. Clearly the morning is the key time when the Honey Dew restaurant will have the largest volume. Then they looked at the capacity of the intersection given the existing timing and the traffic counts. He explained the methodology used. Dr. Ching stated that the computer program looks at the existing levels of service. Levels of service are a traffic engineer's way of trying to qualitatively assess the operations at an intersection. He explained the meaning of the different levels of service used for an intersection. What they really look at is how the new traffic and new patterns and new volumes affect that level of service. Looking at the actual traffic in the morning when the impact of the Honey Dew restaurant is the greatest, the level of service does not change from the existing condition in 1998 from the additional traffic that will be generated from this restaurant with the drive through service. The reason is because the vast majority of traffic in the morning peak hour for a Honey Dew type use is already on the road. They are drawing off the existing traffic that is on their way to work. They have been in contact with the Safety Officer at the Police Department and have reviewed this project. They have also been in contact with the Planning Director and staff as well as the town's traffic consultant to review the project. When they did the gap study which looks at gaps in traffic, measured with a stop watch, and you look at amount of available gaps that would allow people to come out of this intersection, the left turn movement on the main street is a LOS A which means there is very little delay in the morning. The other issue important to remember is the drive through itself generates about 40% of your existing business. It does not mean you have 40% more traffic. It means that people who would have gone in and parked are now using the convenience of the drive through. Your overall traffic for a drive through has been shown many, many times to be approximately 15% of the volume. Dr. Ching stated that there are a lot of good reasons to have a drive through, particularly for the elderly who have a tough time getting out of their car, mothers with young children, and handicapped people. Dr. Ching stated that at this time he would entertain any questions the Board or staff may have.

Mr. Lynch asked Dr. Ching if he has taken into consideration the MBTA. Dr. Ching replied not directly, but they know there are several at grade intersections. In looking at the number of trains and the impact from the MBTA's study, the back up and impact from the crossings will only be momentary. The other issue is that the actual queues that build up at the intersection today are quite momentary. To answer Mr. Lynch's question there was no analysis of the railroad crossings but from the MBTA's own documentation it will be a momentary issue that will not have long lasting impact.

Mrs. McElroy stated that the dumpster is quite far back on the site. She expressed concern over safety of employees going to the dumpster late at night.

Mrs. Abbott stated she has a problem with lack of data from the MBTA, and also she feels the existing signal is a problem.

Dr. Ching stated that they did look at data from the MBTA, but it was not explicitly calculated because it is very difficult to calculate at the congestion point down the street.

Dr. Ching stated that they looked at the existing signalization as the worst case scenario. Clearly any improvement to this intersection - improved timing sequence, changes in volume, etc. would only be an improvement. But even with the worst case condition, the level of service at the intersection does not change before or after construction of their project.

Mr. Nylen stated that we are dealing only with the drive through window service which is an increase in 10%. It is a matter of right for the 178 that come in during an hour. They are only dealing with 10% of that figure.

Mrs. Abbott asked about the 40% that use the drive through. Dr. Ching replied that a drive through will only increase volume to the site by 10%, but of the existing volume to the site, 40% will use the drive through.

Mrs. Ryan asked about the sign stating no cross traffic, and if it was legal. Mr. Dillon replied that the sign would be on Honey Dew's property.

Dr. Ching stated that a sign stating no cross traffic was a condition of approval by the Board previously.

Mrs. Ryan stated that she finds it very difficult to accept the fact that this drive through window, for which a special permit is required, is not going to have a major impact on the area. She appreciates the fact that Dr. Ching has said that they will be taking traffic that is already on the road, but their menu can change at any time. She asked how they can say that they will not generate more cars all of the time. Dr. Ching stated that he would like to try to address that issue. Presently the restaurant is Honey Dew, but Mrs. Ryan's concern is that the type of restaurant could change to something such as a McDonald's. As an engineer they must use their best judgment as to what exists today, and that encompasses those types of uses that in fact are the McDonald's type uses. However that number they used is from actual Honey Dew counts. Mrs. Ryan's point is absolutely correct, they could have more traffic, but they could also have less depending on whether the menu changed. Dr. Ching stated that standard professional technique was utilized

by using the best estimate that they have for information before them.

Mrs. Ryan stated that a special permit is required for a drive through window, and the Board's job is to judge the impact from the drive through window. In doing that they have to take into consideration all of the information, analyze it and to see if a special permit for a drive through window is in the best interests of this town and does not constitute any type of hazard or nuisance.

Mrs. Ryan stated that she just can't get past the fact that for a drive through window there are many variables that could change.

Mr. Dillon stated that Mrs. Ryan brought up a good point. Whatever the market demand is going to be - it may be donuts today, in six months it may be bagels. Honey Dew will change the menu which could draw a much larger volume. That concerns him as well.

Mrs. McElroy asked if the size of the building will determine what they can serve. She asked if they will be cooking anything in this building. Mr. Butler replied in the affirmative. Mrs. McElroy asked about their ventilation system. Mr. Butler replied that the most up to date system will be used.

Mr. Dillon asked about a lighting plan, and stated that lighting should be directed downward so that it doesn't spill over to the neighborhood.

Mr. Dillon asked for comments from the staff.

Mr. Clarke reviewed comments received from the Tax Office and the Department of Public Works. Mr. Clarke read a letter from an abutter, Mr. Emery to Chairman Dillon dated January 13, 1997 bringing to the Board's attention that lot 59 is owned by him and his wife through Emery Nominee Trust.

Mr. Dillon asked for comments from the town's traffic consultant, Barry Porter.

Mr. Porter explained the work this his firm, BSC, did in January, 1996 in response to the agreement with the town. He viewed the morning queue lengths on North Street in front of the proposed Honey Dew and did not observe a problem. If a queue did occur, it cleared with one light cycle. Mr. Porter also looked at the cross traffic and recommended signage at Honey Dew stating left and right turns only. He didn't recommend moving the driveway closer to the intersection because of the queues. They also reviewed the trip generation rates used for this study with ITE rates. It should be noted that the ITE rates for a fast food restaurant would include a Burger King or McDonald's type restaurant. The data supplied by Honey Dew shows

lower rates but the analysis was done with the higher rate which would be a conservative analysis.

Mr. Nylen stated that he would like to respond to the issue of drive up windows. We are all creatures of habit. We drive from place A to place B and stop to get a cup of coffee and donut or bagel. We don't go out of our way. That is why the projected traffic is 10% - it is mostly pass by traffic. This is not going to create new traffic so we look at what the impact is on the roadway. Two Planning Boards have looked at this and asked the same questions as this Board. They have given the Board more than the computer model. They have gone out to the site with the Planning staff and looked at the queues. Each time someone has gone out there, they have measured the queues and determined there is enough gap to get traffic out of there so there is not a decrease in the level of service. That is what the Board needs to look at - whether there is a decrease in the level of service on that roadway. There has been nothing put on the table that suggests that level of service will decrease.

Mrs. Ryan stated that this is a special permit for a drive through, and Mr. Nylen is really telling this Board that a drive through window doesn't require a special permit because they really have no detrimental effect. Mr. Nylen replied that he has not said that. What he indicated, in this instance, in order to determine the impact, they had to go out and analyze the road. When this Planning Board looked at the special permit the first time, they said that they didn't believe that it didn't have an impact. They went out and physically sat and counted what the gaps were so they could come back and tell the Board what they saw. That is what they are required to do in order to get a special permit.

Mrs. Ryan stated that the Board is also required to judge the impact of a special permit for a drive through window and all the other ramifications. She does not accept the fact they are telling this Board there will be no impact from traffic generated by a drive through window. Mr. Nylen stated that it was indicated to the Board that there is a 20 to 35 second queue in order to get through. There will be some that get through in 20 seconds and there are some that will take a little longer. We have all been through drive throughs to get a cup of coffee and we know you can get through very quickly.

Mrs. Ryan stated that as a Planning Board, we have a bylaw to judge the impact of drive through windows and that requires a special permit. One of the reasons we are concerned with traffic is because we obviously feel it can be generated through what is going to be served at that drive up window. Mr. Nylen stated that in order for them to get a special permit, they have to pass the test with this Planning Board. We have to show you that what we are going to do is not going to be detrimental to the area. The only way we can show that is to design the site that operates properly and to take a look at traffic. In order to verify those numbers for the traffic, they went out to see

whether the numbers match what the computer model said. Mr. Nylen stated that as a result, Dr. Ching said that the level of service that is most critical is a LOS A.

Mr. Dillon asked for comments/questions from the public.

Mr. David Kelly stated that he is an attorney and is representing Christy's Market. Mr. Kelly stated that on a remand from the court, the Board is holding a public hearing. What they are hearing tonight is different interpretations of the traffic analysis. Mr. Kelly stated that not being a traffic engineer himself, his client has hired one - Paul Hajec Associates. Mr. Hajec is present this evening. Mr. Kelly stated that he will submit for the record Mr. Hajec's written report and a cover letter from his firm. The concern that Christy's has had which has been identified at both, prior hearings is the queuing in front of his site and the queuing at the traffic light.

Mr. Paul Hajec stated that he is a traffic engineer from Paul Hajec Associates. He reviewed his findings. Regarding trip generation, his general comment is that he thinks that the trip generation estimate is low. A one hour versus two hour peak would yield a higher rate. He commented on seats versus floor area and new LOS at the drive with Christy's.

Dr. Ching stated that he would like to respond to some of the items mentioned by Mr. Hajec. First of all the statement that the trip generation is conservatively low based on an average of two hours. They used data from 8-9 and 9-10 and that was the basis used for trip generation, however, Mr. Porter mentioned that it does compare favorably with the ITE numbers for a fast food restaurant with a drive through. The second issue was that all the stores used for trip generation analysis do have a drive through. Mr. Hajec also talked about the number of seats being critical. The ITE manual also uses gross square foot area so in fact either one of those variables has been tested and used for trip generation. Dr. Ching stated that with regards to mid day traffic, it is not nearly as high as the morning peak. With regards to truck parking, there is no provision for any truck parking on the site, and it would be very difficult for a large truck to come in. Dr. Ching stated that they looked at Christy's numbers. They looked at the actual counts. It is also important to note that one of the observations they made on the site when they were out there was the fact that there were a large number of delivery trucks that were going in and out of the Christy's site during the morning peak hour. One of the issues they brought up and agreed to was the fact that they would time their delivery trucks so that they do not occur during the morning peak hour. Dr. Ching stated that if Christy's wants them to address their traffic and their truck traffic and delivery trucks during the morning peak hour as part of their analysis, they would be happy to do so.

Mr. Dillon stated that due to the fact that the Board just received information regarding traffic from Hajec Associates this evening, and the fact that Mr. Porter has not had the opportunity to review this information, he asked for a motion to continue the public hearing to February 24, 1997 at 7:45 P.M.

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

UNANIMOUSLY VOTED: to continue the public hearing to February 24, 1997 at 7:45 P.M. at Town Hall.

5. Public Hearing - 8:30 P.M.

Petr: William V. Catania

Locus: 151 Main Street

Sheet 29, Block 372, Lots 33, 28

Sheet 29, Block 374, Lot 18

Zoning: B-1

Request for special permit for 235 seat restaurant

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

UNANIMOUSLY VOTED: to open the public hearing at 9:45 P.M.

The Clerk read the public hearing notice.

Present were Attorney William Tierney from Crowley, Considine and Dray; Frank Catania, applicant; Robert Merrill from Merrill Associates; Peter Bazirgan from McDonough & Scully; and Janice Mathews and Charles Morton from Renaissance Development Corp. representing the owner of the property.

Mr. Tierney stated that approximately 2½ years ago the Planning Board granted a special permit to Renaissance Development Corp. to construct a 270 seat restaurant at this same location, the former Old Colony Landscape property. The Board of Selectmen also gave them a common victualers license. The restaurant was to be East Side Mario's - a 6,500 square foot Italian style, family restaurant. About six months ago Renaissance Development Corp. made the decision not to expand any further and they have leased the property to the Hearth'n Kettle who are seeking to construct a restaurant of their own.

Mr. Dillon asked if it was correct that the Hearth'n Kettle is going to lease the property with an option to buy. Mr. Tierney replied in the affirmative.

Mr. Tierney stated that the proposed restaurant is smaller than the previously approved East Side Mario's and will be constructed as shown on the site plans previously submitted. The major change between the two proposals is that the

Hearth'n Kettle's restaurant will not have an outside patio as East Side Mario's would have.

Mr. Tierney explained the zoning district the property is located in and stated that the special permit is only required because the lot size exceeds 40,000 square feet. The proposed restaurant use is allowed as of right in a B-1 zone. The property is located in the Watershed Protection District and as such a site plan review is also required.

Mr. Dillon asked Mr. Tierney if he had a copy of the conditions that were required for East Side Mario's. Mr. Tierney replied in the affirmative.

Mr. Tierney reviewed the criteria for a special permit and how the special permit criteria was compatible with their proposed Hearth'n Kettle restaurant.

Mr. Tierney stated that a traffic study was completed by East Side Mario's. The applicant commissioned a traffic study by McDonough & Scully and the results of that study were submitted to the Board for their review. The traffic study by McDonough & Scully essentially mirrors the study done for East Side Mario's. The findings of the traffic study essentially stated that the proposed restaurant on the designated site will have an insignificant impact on traffic flows. Mr. Tierney explained the differences between the clientele and peak hours of operation of East Side Mario's and the Hearth'n Kettle. The largest clientele of East Side Mario's was between 4 P.M. and 8 P.M. The Hearth'n Kettle's peak hours are during the morning and evening hours. They will serve breakfast, lunch and dinner.

Mr. Dillon asked if it was correct that in no way would the Hearth'n Kettle be classified as a sports bar. Mr. Cantanio replied in the affirmative.

Mr. Dillon asked Mr. Cantanio if it was correct that they would be operating a family style restaurant. Mr. Cantanio replied in the affirmative. He explained who would be involved in the business and that it was a family business. He provided a brief background of the Hearth'n Kettle, and stated that they have about five hundred employees on the Cape. Mr. Cantanio stated that this location would have about sixty employees with approximately fifteen to eighteen at any one time.

Mrs. McElroy stated that in looking at their menu, she found it to be very reasonable. She asked why they don't have a children's menu. Mr. Cantanio replied that they do have a children's menu and he would get the Board a copy of it.

Mrs. Ryan asked what their hours of operation were. Mr. Cantanio replied that their hours of from 7 A.M. to 1 A.M.

Mr. Robert Merrill from Merrill Associates explained the site design and how it differed from East Side Mario's. The site is 2.71 acres and was formerly proposed for East Side Mario's by Renaissance Development. The site is the former Old Colony Landscape property. They have proposed a single entrance to the restaurant. The building will be 6,500 square feet. He explained the traffic circulation, and the parking configuration. Mr. Merrill stated that utilities will be brought in across Main Street. There will be a slight reduction in parking spaces from the East Side Mario's plan. They are proposing a free standing sign at the entrance and will meet all requirements of the Zoning Bylaw for signs. He explained the drainage for the site and stated that it is pretty much the same as it was for East Side Mario's. Mr. Merrill stated that in summary the changes are few from the previous plan - small site coverage, reduced parking area, the building will be approximately the same.

Mr. Dillon asked if Board members had any questions.

Mr. Lang had several questions regarding parking layout, pedestrian walkways and access to the building. Mr. Merrill explained the parking with regards to number of spaces, handicapped spaces, walkways, access to the building, and circulation of traffic.

Mr. Lang asked how many parking spaces are required. Mr. Merrill replied that 79 spaces are required by the bylaw, and they are providing an additional 27 spaces for a total of 106 spaces.

Mr. Lang asked about landscaping. Mr. Merrill explained what was proposed for landscaping.

Mr. Lang asked how away the entrance to the Hearth'n Kettle is from the entrance to Caldor. Mr. Merrill replied that there are two entrances to Caldor. The first one is approximately 160' from their entrance.

Mr. Dillon asked the applicant to supply the Board with a picture of the sign that will be attached to the building and the free standing sign.

Mr. Dillon asked Mr. Clarke for comments from departments before they discuss traffic.

Mr. Clarke reviewed comments received from town departments.

Mr. Dillon asked for a copy of the comments from Mr. Marino.

Mr. Peter Bazirgan, traffic consultant from McDonough and Scully, presented their traffic findings. Their analysis was based on a traffic study done for the site for East Side Mario's in January, 1994 and updated for the Hearth'n Kettle in December, 1996. The Hearth'n Kettle is similar to East Side Mario's that

was previously approved for the site. Their findings are that there are approximately 24,000 vehicles per day on Main Street. The signalized intersection of Main Street/Winter Street is currently operating at a LOS B or better with the exception of Winter Street westbound which operates at LOS D. A safety analysis was also done and accident data from 1994 and 1996 was reviewed. The proposed site drive will experience a LOS D. The site will generate 600 vehicle trips a day (300 entering and 300 exiting) on an average weekday, with 48 evening peak hour trips. On a typical Saturday, the restaurant is expected to generate approximately 584 vehicle trips with 70 peak hour trips. Mr. Bazirgan stated that the addition of site related traffic to the area roadway network will result in essentially the same effect as the No-Build scenario. The addition of the project generated traffic to the key intersections will result in a negligible increase of approximately 1% of the total volume during the peak hours.

In response to a question raised by Mrs. Abbott regarding traffic, Mr. Bazirgan stated that what they did was look at worst case scenarios and used those figures for their analysis. He reviewed again the LOS analysis.

Mr. Bazirgan stated that as Mr. Merrill mentioned there has been a reduction in the site generated traffic for the Hearth'n Kettle from the formerly approved East Side Mario's proposal.

Mr. Lang asked what the LOS would be at the site drive. Mr. Bazirgan replied that the LOS left turn movement into the site is a LOS B. The LOS out of the site for the P.M. conditions is LOS D.

Mr. Lang asked what the difference was in the total traffic for East Side Mario's and the Hearth'n Kettle. Mr. Bazirgan replied that the old analysis of traffic data showed a little less than 21,000 vehicles per day on Main Street. The new data showed about 24,000. However the peak hour traffic in both of those counts showed a little higher in the old analysis.

Mr. Barry Porter, traffic consultant for the town from BSC Group, presented his comments to the Board regarding review of the applicant's traffic study. Mr. Porter stated that the original traffic study collected existing turning movement volumes for the midday and afternoon peak hours for a weekday only at Main Street's intersections with NTW Tires and Winter Street. Operations for the weekday morning or Saturday midday peak hours were not analyzed. Their recommendation is that the analysis be revised to include weekday morning and Saturday peak hour conditions. Mr. Porter stated that the trip generation analysis in the initial report was based upon the use of Land Use Code #831 - High Quality Restaurant. In their comments they noted that unlike ITE Land Use Code #832 - High Turnover Restaurant, the selected land use has a very low trip generation rate for the breakfast hour. He requested additional data.

Mr. Dillon opened the meeting for questions from the public.

A question was raised by an abutter with regards to the building, buffer zone, and sloping of the property. Mr. Catania replied that they use state of the art materials in their new buildings. He explained the landscaping that would be provided and would serve as a buffer.

Mr. Dillon stated that Mr. Porter has requested additional information with regards to the traffic study, and he would like to continue the public hearing.

Board members reviewed items of concern to them and additional information that was required.

Upon motion made by Mrs. Abbott and seconded by Mrs. Ryan, it was:

UNANIMOUSLY VOTED: to continue the public hearing to February 10, 1997 at 9:00 P.M. at the Town Hall.

6. Community Development Block Grant

a. Wycliffe Road discussion

Mr. Clarke stated that Rod was out sick today and he is not prepared to comment on this item at this time. He would like to table discussion on this item until February 10th.

b. Six Month Update

Mr. Clarke stated that the Board received information on the Six Month Update from the staff for their review.

Mrs. McElroy stated that she has a question on the Dept. of Elder Services with regards to the job description for the Volunteer for the Phone Tree. She does not think that anyone is doing that. She wants to know who is doing that because she does not think it is being done. She also questions the amount of money the Volunteer Coordinator is being paid and will speak to Amintha about it.

c. Year 23 schedule review

Mr. Clarke reviewed dates that the Board should be aware of for C.D. Week and Year 23 public hearings for applications.

Mr. Lynch stated that he will be away March 5th.

7. Other Business

a. Front Street building

Mr. Lang stated that about seven years ago the building at 17 Front Street burned. It is a complete gutted building. He explained the history of the property and his efforts to have the building demolished.

The meeting was adjourned at 9:45 P.M.

This is to certify that the foregoing is a true and complete statement of all actions and votes taken at this meeting on January 27, 1997.



Paul M. Dillon, Chairman

WEYMOUTH PLANNING BOARD
PUBLIC MEETING - CITIZEN ATTENDANCE

DATE: 1/27/97
LOCATION: _____

PLEASE PRINT LEGIBLY

NAME	ADDRESS	PHONE #
DAVID A KELLY	for Christy's Market, Inc North Street Weymouth	356-4210
PAUL J. HAJEC (TRAFFIC ENG.) HAJEC ASSOC.	FOR CHRISTY'S	(508) 557-5887
Frank Ching	Ching Corp 29 Crafts St., Newton	(617) 965-0951
David Braidino	541 E. Central North MA	508 651 884
Anthony Gallo	For Weymouth Green Realty Trust 7 Sheridan St Natick	508 655 4890
Brad Tighe	Honey Dew Real Estate 7 Glen Rd Easton MA	508 230 7474
Arthur V. Jearry	175 Beach St, Foxborough, MA	508-543-4058
Eugene Mattie	183 Gardner St. Hingham	617-740-1089
Paul B...	51 CANADIAN GREEK RD SATTI.	503-397-7202