

RECEIVED

OCT 15 3 30 AM '99

OFFICE OF TOWN CLERK
WEYMOUTH, MASS.

TOWN OF WEYMOUTH

PLANNING BOARD

MINUTES

There was a Planning Board meeting held on October 20, 1997 at 7:30 P.M. at the Town Hall.

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

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

The meeting was called to order at 7:45 P.M. by Chairman Lynch.

1. Petr: Factory Paint Stores, Inc.
Ronald Bolser
Locus: 505-507 Pond Street
Sheet 61, Block 639, Lot 4
Zoning: B-1, Watershed Protection District

Site plan review for parking lot improvements

Mr. Dan Burns stated that he is an attorney and is representing Factory Paint Stores. This plan is in response to changes to Route 18 and Pond Street with regards to the land takings. He introduced Patrick Roseingrave who prepared the plan for the parking area.

Mr. Patrick Roseingrave presented a plan showing the existing conditions, and pointed out the area that was taken by the MBTA. Mr. Roseingrave explained the site plan for the parking lot improvements. There were 32 parking spaces under the old plan, and they lost 3. They are providing 21 new spaces at the south side of the property and 15 new spaces at the north side by the Pond Street entrance for a total of 65 parking spaces. They are adding a new paved area at the rear of the site for employee parking.

Ms. Jean Oullette, Landscape Architect, explained the landscaping plans. She stated that she was asked to look at the area where the new spaces are going and where the house was demolished. They have provided a landscaped screening area so that cars would not be seen from Nelson Road. They are

providing lighting, fencing and planting material so as to provide a buffer along Nelson Road.

Mr. Lynch asked if it was correct that there would be no exit onto Nelson Road. Mr. Roseingrave replied that the only proposed access is the existing access to the site.

Mrs. Ryan stated that she wants to make sure the residents of Nelson Road are protected. The existing fence is a mess. Ms. Oullette replied that the first several panels will be removed, and after that the fence is in good condition.

Mrs. Ryan expressed concern over the condition of the rear of the site. She stated that it is a mess there. Mr. Roseingrave stated that Factory Paint has agreed that two of the large trailers will be removed. Mrs. Ryan stated that she hopes that the property will be maintained well because it has not been in the past. She is glad to hear that two trailers will be removed. She would like to see the third trailer removed as well.

Mr. Leary asked if there would be lighting in the back where the employees park. Mr. Roseingrave replied that they have not proposed any additional lighting at the rear of the site.

Mr. Bolser stated that they are only adding one small area of pavement at the rear of the site. He doesn't believe that area requires additional lighting.

Mr. Hurley asked if they are proposing any new signage. Mr. Bolser replied that they are not proposing any new signage.

Mr. Hurley asked if there would be a berm or curbing around the parking lot. Mr. Roseingrave replied that there would be berm around the edge of the parking lot.

Mr. Hurley asked about drainage. Mr. Roseingrave explained the drainage plans.

Mrs. Abbott asked how much larger is the whole site. Mr. Roseingrave replied that the site is approximately 6,000 square feet larger.

Mrs. Abbott asked about conservation issues. Mr. Roseingrave replied that they are not within 500' of a wetland.

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

UNANIMOUSLY VOTED: to approve a site plan review for the property at 505 - 507 Pond Street, locus shown on the Weymouth Town Atlas Sheet 61, Block 639,

part of Lot 4, filed with the Town Clerk on October 1, 1997. The site plan is approved as per plan entitled "Factory Paint Stores", sheets 1 through 3, dated September 13, 1997, drawn by CCR Associates and landscape plan entitled "Factory Paint", dated Sept. 1997, drawn by Jeanne Ouellette, subject to the following conditions:

1. All sections of stockade fence to remain are to be determined to be in sound condition.
 2. Two of the three trailers on site used for storage are to be removed.
 3. A written maintenance plan for the storm drainage system shall be filed with the Office of Planning and Community Development.
2. James Bristol, Jr.
Progress Report on Golf Course/Residential Planned Unit Development proposed off Liberty Street.

Mr. James Bristol, III stated that he is before the Board again for an update for a project they are working on for Liberty Street. They are proposing a 9 hole golf course with a 55+ residential community. With him this evening are Bill Burbank from Abbellire, Inc., Howie Moore from Golf Course Architects Group, and Bill Seymore from Gale Associates.

Mr. Seymore presented the plans. He stated that two years ago on November 19, 1995, the Planning Board reviewed a preliminary subdivision prepared by Gale Associates for a conventional subdivision establishing the amount of density for the entire development. Last year in the spring of 1996, they met with Conservation Commission as well as met periodically with James Clarke and staff in the establishment of the wetlands. He stated that the wetlands pretty much surround the development envelope. In comparison to the conventional subdivision, one of the primary reasons why the PUD District was established in communities was to encourage the conservation of land. Although this parcel is approximately 120 acres, the building envelope is primarily located on 19 acres. Their proposal is to have two different lot sizes - one approximately 6,000 square feet and one approximately 8,000 square feet, and then the more traditional, condominium type units.

Mr. Seymore explained the proposal for the golf course which includes parking, club house, and driving range. There will be a security gate to enter the property. The road system which will be a private way, is a little narrower than the required 24'. They are proposing 22' lanes. On the outside of the loop there will be 41 larger lots. The 6,000 square foot lots will be on the inside of the loop. The 24 condominium units will be clustered in one area. Within the roadway they are not proposing a sidewalk, but every lot will open to a

jogging/walking path . From Delia Walker Avenue, they will upgrade that area to provide emergency access with two 24' lanes. He explained their plans for their water system

Mr. Burbank stated that in summary, they are proposing a village planned unit development with smaller, narrower pavement areas with development closer to the street. They are hoping to get feedback from the Board. November 12th they will be going to the Conservation Commission.

Mr. Lynch asked if they will increase to an 18 hole golf course sometime down the line. Mr. Burbank replied that they could not do that without adversely affecting the wetlands.

Mr. Lynch asked if the houses would be single family. Mr. Burbank replied in the affirmative.

Mr. Lynch asked what the price would be for the houses. Mr. Bristol, III replied that the price would be in line with new houses in Weymouth. He would guess the price range would be \$170,000 to \$250,000.

Mr. Lynch asked about the golf course and whether it would be private. Mr. Bristol, III replied that he's not sure. They are leaning towards semi-private with some kind of membership.

Mr. Dillon asked if this will be a closed community from the rest of the town of Weymouth. Mr. Bristol, III replied that the houses would be gated, but the golf course will not.

Mr. Dillon asked if they plan to use police/fire services of the town. Mr. Bristol, III replied in the affirmative.

Mrs. Ryan asked how the 55 and over requirement would be enforced. Mr. Bristol, III replied that he does not know.

Mrs. Ryan asked what the expected buildout would be. Mr. Bristol, III replied that he expects a 3 to 4 year buildout. The golf course would be 18 months from start to finish.

Mrs. Ryan stated that truck traffic is definitely a concern and its affect on Columbian Square.

Mr. Leary asked what the square foot was of the houses. Mr. Bristol, III replied that the houses would range in size from 1200/1300 square feet up to 2500 square feet.

Mrs. Ryan stated that she thinks the concept is great.

Mrs. McElroy stated that it is a well thought out plan.

Mr. Lynch asked Mr. Moore what other golf courses he has worked on. Mr. Moore replied that he has worked on many golf courses, but Barnstable is one.

Mr. Clarke stated that he has two comments. DPW is part of this development. There is interest in some of the town owned land. On October 9th the Board of Public Works voted to release the screening plant parcel with the condition that whoever bids on must provide 8600 cubic yards of winter sand that would be kept on site for delivery on an as needed basis. He also received approval from the Appropriation Committee for a reserve fund transfer to go out on the appraisals for disposition of the parcels. We will be proceeding with the appraisals within the next month. This plan, as shown, does include the acquisition of several current town parcels.

Mr. Bristol, III stated that the gravel pit is about an 8 acre parcel. There are several tax title parcels they are interested in.

Mrs. Ryan requested a condensed version of their proposed plan.

3. Public Hearing - 8:15 P.M.

Petr: John P. Bellas

Locus: 1540 Commercial Street

Sheets 19 and 23, Block 253, Lot 35

Zoning: B-2

Special permit for a retail building with drive up window service

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

UNANIMOUSLY VOTED: to open the public hearing at 8:50 P.M.

The Clerk read the public hearing notice.

Mr. Charles Humphreys stated that he is an attorney representing the applicant, John Bellas for his special permit. Also present with him are: Kevin Brown; Bill Carlson, Traffic Engineer; Gary James, Civil Engineer; and George Heath, Architect. Mr. Humphreys stated that Mr. Bellas did apply in 1994 for a similar permit to construct a 4600 square foot building on the entire property which he owns at 1540 Commercial Street. The Board denied the permit at that time and set forth their concerns. Their first concern was the fact that there was an impending MBTA station, and the proposal at that time included all of the property which may have been subject to a taking. The Board was

concerned with regards to what effect that would have on the project. Mr. Humphreys stated that what they have done is taken the project and scaled it back to a 60 square foot building with a single use for a Dunkin Donuts. They have excluded from the developed portion of the lot that portion that is scheduled, at some time, to be taken. They have developed a much more comprehensive traffic study. They have spent more time on architect, site plan and internal traffic flow. He would like to say in general, the site is an undeveloped site and is overgrown. They believe this scaled down project will be an attractive addition to the neighborhood.

Mr. Gary James, James Engineering, stated that he is a civil engineer and was responsible for the development of the proposed site. The building has been pared down; it is a little less than 3,000 square feet. They have done changes relative to the parking. They are proposing 20 parking spaces at the front and rear. The drive through provides stacking capability pretty much all around the building. For a 30 seat restaurant, only 14 spaces are required. They are providing 20 spaces based on Dunkin Donuts experience. They feel that 20 spaces will be adequate. They are reducing the number of curb cuts to one, and have eliminated all other activity on the site. The MBTA taking line is outside their development line. There is a stacking capacity for 17 vehicles on site with the ability to get out of the stacking line, and out of the site. Dunkin Donuts estimates that 50% of their clients will use the drive through. They are continuing to integrate the site with the Order of Conditions that they received with the prior site plan. They still have all the landscaped improvements that were originally proposed, they have just been scaled back. Mr. James explained the drainage. They feel this plan represents a tremendous asset to the Town of Weymouth.

Mr. George Heath, Architect, explained the design of the proposed building. The back portion of the building includes the cooking facilities, and the drive through goes all around the building. The exterior of the building will be brick veneer. He passed around a picture of the building which will be contemporary in style.

Mr. Bill Carlson, Carlson Consulting Associates, stated that he prepared the initial traffic study. At the request of Mr. Bellas, he prepared an update of the study done in 1994. He evaluated what he felt was going to be the traffic impacts from this development which would be during the morning peak period because trips to the site in the afternoon peak hour would be minimal. Based upon ITE trip rates the donut shop would generate 180 trips in the peak hour. It is estimated that the proposed Dunkin Donuts will generate 300 vehicle trips during the morning peak hour. Mr. Carlson stated that based upon the peak volumes, the site drive exiting out will operate at a LOS C, for left turns in, it will operate at a LOS A. Mr. Carlson noted that the morning trips estimated for Dunkin Donuts reflect the fact that a future 250 car MBTA parking lot will

be located adjacent to the site, and that many of those vehicles may use the drive through window prior to parking at the MBTA station.

Mr. Carlson stated that based upon the estimate that 50% of the customers to the donut shop will use the drive through window during the morning peak hour, and it is estimated that it will take 40 to 50 seconds per customer, it is estimated that there will be an average queue of 5 to 6 vehicles during the morning peak hour with a maximum queue of 8 to 9 vehicles. With the drive through window located at the southerly end of the proposed building, there is storage for approximately 14 vehicles. The drive through lane also provides sufficient area for a vehicle to leave the drive through lane.

Mr. Humphreys stated that concludes their presentation. He would like to point out that John Bellas is a Dunkin Donuts franchise owner and has been in the donut business for 35 years. Mr. Bellas has other Dunkin Donuts stores in Cohasset and Hull. There are no other Dunkin Donuts in the location of Jackson Square. He believes this would be a very successful site. Drive throughs provide a tremendous benefit to the handicap, and mothers with small children in the car. Drive throughs are attractive and they do serve the convenience of the public.

Mr. Clarke stated that the traffic information was not submitted to the office until noon today. People have not had an opportunity to read it and he feels the Board needs some time to go over the information. It is up to the Chair if he wants to allow some comments, but we will be continuing the public hearing.

Mr. Dillon stated that with a population of 54,000, he does not think there is a town in this state that has as many Dunkin Donuts as this town. He asked what kind of marketing analysis they did. We have 8 Dunkin Donuts in town, other donut shops, 3 bagel shops and 11 convenience stores. He asked what kind of market analysis they did for this site, given there is a donut shop less than a half mile away. Mr. Bellas stated that this is a site that Dunkin Donuts has scoped out.

Mr. Dillon stated that he received about 8 phone calls yesterday. Most people just don't understand the need for another donut shop in this town. He has read over the traffic impact study. If you look at the Dunkin Donuts that he sees every day in North Weymouth, the drive throughs are unbelievable. He does not believe these numbers submitted in the traffic report. The reality is if you take a ride over to the Dunkin Donuts at Bridge/Green Street and further up on Bridge Street and watch those operations, you have a massive grid lock. Also you are now starting to see grid lock at Shaws Plaza and Caldor Plaza. People park in the fire lane to run into Dunkin Donuts. He is concerned with traffic. At the site on Commercial Street, it is only a two lane highway, and there will be a massive amount of people coming out of Hingham into that

small community that abuts a residential area.

Mr. Humphreys reviewed the traffic figures and stated that much of the traffic to Dunkin Donuts would already be on the road and not new trips. Only approximately 300 vehicle trips would be generated during the peak hour. Commercial Street has 9,000 cars a day compared to Bridge Street which probably has four times that amount of traffic.

Mr. Dillon stated that he disagrees that there would be 150 cars during the peak hour. He believes there will be a lot more. Mr. Humphreys stated that according to ITE figures there would only be 75 cars or 150 vehicle trips a day during the peak hour. Mr. Carlson has doubled that figure.

Mr. Dillon asked if the Commercial Street site would still be a valuable site if the MBTA was not going to be located there. Mr. Bellas replied in the affirmative. He stated that he purchased the site before he knew the MBTA was going there.

Mr. Dillon again expressed concern over traffic, especially with regards to the large, elementary school that is very near this site. Mr. Humphreys stated that this site will not generate that much new traffic. Most of their traffic is from vehicles already on the road.

Mr. Lynch opened the floor for comments/questions from the public.

Mr. Dan Staples, 1615 Commercial Street, stated that Commercial Street is a very busy road. Currently there are a number of businesses where you can purchase coffee, and he would not want to see those businesses impacted by Dunkin' Donuts. He finds it hard to believe Dunkin' Donuts will not generate more direct traffic to the site.

Mr. Bill Johnson, Chairman of the Herring Run Committee, stated that he has 30 to 40 classes a year that come to the Herring Run and the children walk along the area. The drive through area he feels is very dangerous, and he hopes that the Board turns this down.

Ms. Kathleen Chick, 98 Granite Street, stated that she does not agree at all with the traffic study. The traffic is horrendous. You can't get out of Granite Street or High Street. There are a lot of children in the area and it is very dangerous for them to cross the street.

Ms. Peg Goudy, 29 Hawkins Court, stated that she has the same concerns she did two years ago when Dunkin' donuts was before the Board. There is not one other Dunkin' Donuts on a town street. All the others are on state roads that are major thoroughfares. She would like to see an independent traffic study.

There are a lot of children that walk to the Pingree School. She feels this is the wrong area for a Dunkin' Donuts and she is very much opposed to it.

Mr. Max Goudy, 29 Hawkins Court, stated that a stone's throw away there are two places where you can get coffee and donuts. We do not need another Dunkin' Donuts.

A motion made by Mrs. McElroy to continue the public hearing to November 20, 1997 at 7:45 P.M.

Mr. Clarke stated that the hearing should be continued to November 24, 1997 at 7:45 P.M. He asked Mrs. McElroy to amend her motion.

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

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

4. Public Hearing - 8:45 P.M.

Petr: Richard A. Burns

Locus: 341-375 Summer Street (Sherrick's Farm)
Sheets 28 and 32, Block 358, Lot 6

Zoning: R-1

Definitive plan for a fourteen (14) lot subdivision

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

UNANIMOUSLY VOTED: to open the public hearing at 9:40 P.M.

The Clerk read the public hearing notice.

Present were Charles and Scott Arnold from C. F. Arnold Associates; Richard Burns, applicant; and Bill Carlson, traffic consultant.

Mr. Scott Arnold stated that the owner of the property is Juniper Realty Trust. They are before the Board seeking approval of a definitive subdivision plan for Sherrick's Farm. The property is located off Summer Street, and contains about 8 acres. There is approximately 600' of frontage on Summer Street which is a public way. The preliminary plan was before the Board earlier this year and was approved. That plan showed 16 building lots, with 4 lots with frontage on Summer Street. The plan before the board presently shows 14 lots with 3 lots with frontage on Summer Street so the total number of lots has been reduced by 2. The average lot size is 21,600 square feet with an average upland area of 17,000 square feet. One of the primary reason for the change is that

when they had the wetlands surveyed there was more extensive wetlands on site. One thing that did not change was the proposed location of the entrance to the subdivision on Summer Street. They felt it was the best location. The proposed intersection is located at the crest of the vertical curve, and it provides adequate sight distance both north and south on Summer Street for vehicles entering and exiting the proposed subdivision. There are four structures on the site today, one dwelling and three accessory buildings and they will be removed. Also indicated are easements. There is a sewer easement on lots 2, and 14 on Summer Street. There is a drainage easement for the proposed culvert. There is a large easement shown on lot 8 for drainage purposes, and that is where the storm water management area is shown. Mr. Arnold stated that the intersection of Summer Street is still the same. There were concerns raised regarding traffic safety at the preliminary hearing. They felt this was the best location. They did have Bill Carlson from Carlson Association, review the site and prepared a report that was submitted to the Board assessing the area with regards to sight distance and safety. Mr. Arnold explained the road layout. The proposed connecting road is approximately 200' long; the southerly roadway is about 400' long and the northerly roadway is about 260' long, each terminates in a cul-de-sac with a 90' diameter pavement. There are two travel lanes proposed with cape cod berms on each side. They are also proposing cape code berm around each island. Granite curbing is proposed at the intersection of Summer Street. A sidewalk is provided on the southerly side of the subdivision. He pointed out the wetlands buffer zone and stated that Conservation has jurisdiction over the buffer zone, and they would be applying to the Conservation Commission.

Mr. Arnold stated that another reason they have revised the number of lots and the roadway alignment is because they wanted to minimize the impact on the wetlands with the roadway crossing. They are proposing 2 15" culverts for the runoff. They did 4 test pits in the roadway and they did not encounter any ledge. The storm drain system proposed consists of catch basins, and manhole and pipe system in the street which will collect the runoff from the roadway and the surrounding lots. A detention basin is proposed on lot 8. The detention basin serves 2 purposes. It temporarily stores the runoff generated from the site and slowly releases the runoff through an outlet structure into the wetlands. Each of the catch basins will have deep sumps and hoods and will trap any of the sediments from the road. Each of the houses will be served by public sewer. They are proposing a connection to the existing sewer in Summer Street, and to extend the pipe into the development and to provide gravity service to the houses in the development. For domestic water and fire protection service, they are proposing an 8" water main. There is an existing 12" water main in Summer Street. As required, all wiring will be underground for utility services.

Mr. Arnold stated that they do need to apply to the Conservation Commission

for an Order of Conditions, DEP for a sewer extension permit, and DPW for a street opening permit.

Mr. Arnold stated that another issue that came up at the preliminary hearing was the treatment of the driveways at the private way. Presently, there are three separate accesses from the three houses. They are proposing to consolidate those three driveways into one. They are also proposing to relocate the sign for Sherrick's Square and to landscape that area.

Mr. Lynch asked for questions/comments from the staff.

Mr. Clarke stated that the plan was sent to town departments for comments. Mr. Clarke read the comments that have been received from the Fire Department, Conservation Commission and the DPW.

Mr. Dillon asked about the School Department. Mr. Clarke replied that nothing has been received from the School Department yet.

Mrs. Ryan asked about potential for further development. Mr. Arnold replied that one of the conditions of the approval of the preliminary plan was that they look at potential development. There was a subdivision approved on property removed from this locus that has not been built. The Clarke property is between their property. In their opinion, no further development could occur without the cooperation of the Clarke's and the other property owners.

Mr. Lynch opened the floor for comments/questions from the public.

Mr. Bill Taber, 30 off Summer Street, asked about the treatment of the Sherrick Square area that is town area. He questioned how the developer could change it. The present system is a turn around. Presently the road is one car wide so they need the turn around area. Mr. Arnold replied that they would work with the property owners that use that access.

Mr. Paul Toner, Pond Meadow Park, stated that they have two vital concerns. They are mandated by Ch. 787 of the laws of 1972 to insure the quality and quantity of the water flowing into the pond. They are mandated for quality wise to insure the recreation purposes of the park are not violated. Quantity wise they have a dam there and they are responsible to make sure that it doesn't flood anymore. They are vitally interested in any waters that could be disturbed by this development. The second point concerns the town line which is really not defined. They want to make sure the Town Engineers of Weymouth and Braintree are in agreement and that this line is totally established. He would like to see bounds established in agreement with the towns along the boundary of the property. Mr. Toner stated that those are the concerns of Pond Meadow Park.

Mr. Toner stated that as an abutter he has another concern. He lives across from the proposed entrance and the road faces his bedroom. He expressed concern over traffic and accidents. He agrees with the traffic consultant's report that there is good visibility at the proposed location of the roadway, but does not feel it's the best location for the neighbors.

Ms. Ellen Murphy, 6 off Summer Street, stated that the way it is laid out they will have to back out onto Summer Street, and snow removal will be a major problem.

Mr. Donald Clarke, 18 off Summer Street, stated that he has the same concerns as the previous speaker, plus he is concerned about the open retention basin. He asked if there is any provision for safety measures regarding the open basin with regards to the children in the area. Mr. Arnold replied that most of the time, the detention basin will be dry. Mr. Clarke asked when the basin is not dry, how long it will be wet. Mr. Arnold replied that the basin could be wet for a 24 hour period. Mr. Clarke asked if it was correct that there will be no stagnant water. Mr. Arnold replied that the outlet will fully drain.

Mr. Donald Clarke asked about blasting. Mr. Arnold replied that they did not encounter any ledge.

Ms. Murphy asked what provision there is if there is ledge. Mr. Arnold replied that there is a process that must be followed by anyone doing blasting.

Ms. Madelyn Scannell, 377 Summer Street, asked about filling and stated that she is concerned with flooding. Mr. Arnold replied that there will be no changes to the wetland area.

A resident asked about testing for the water. Mr. Arnold replied that they did not encounter any water 6' down. The resident asked when they tested for water. Mr. Arnold replied that the test was done in September.

Ms. Mary Ellen Scannell, 377 Summer Street, stated that there have been several serious accidents at the location of the proposed intersection.

Mr. Toner questioned the vegetative wetland line. Mr. Arnold replied that the wetlands were flagged by a botanist. The wetlands line will be examined more closely by the Conservation Commission.

Mrs. Ryan asked about the Army Corps. Mr. Arnold replied that he believes they need a permit from the Army Corps of Engineers.

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

UNANIMOUSLY VOTED: to continue the public hearing to November 24, 1997 at 8:30 P.M.

5. Form A Plan - Central Street - Sheet 50, Block 527, Lots 14 & 15

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

UNANIMOUSLY VOTED: to approve the Form A Plan for Central Street - Sheet 50, Block, 527, Lots 14 & 15.

6. Performance Guarantees

a. Northern Avenue - final release

The final release on Northern Avenue was tabled.

b. Chelsey Way - reduction

Mr. Clarke stated that based on work that has been done, the bond for Chelsey Way may be reduced from \$41,800 to \$32,500.

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

UNANIMOUSLY VOTED: to reduce the bond to \$32,500 for Chelsey Way.

7. Other Business

a. ZBA Cases

The Board reviewed the two cases scheduled for the ZBA meeting on October 23rd and had no comment.

b. Zoning Articles

Mr. Clarke stated that a vote on the zoning articles is scheduled for the November 3rd Planning Board meeting.

Mrs. Ryan stated that the Zoning Bylaw Committee met and discussed the articles. One suggestion they had on the rezoning of the Broad Street area was for Highway Transition for Broad Street, and another was to leave the front of the bus barn property as B-1.

Mrs. Abbott asked about the bylaw for wireless communications. Mr. Clarke replied that the public hearing is scheduled for November 3rd.

Mrs. Abbott stated that the Zoning Bylaw Committee took no action on the proposed bylaw for wireless communications. They are waiting to hear from the Planning Board.

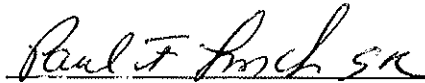
c. Charter Commission

Mr. Lynch asked when the Planning Board is scheduled to go before the Charter Commission. Mr. Clarke replied that the Planning Board is scheduled to go before the Charter Commission on November 19th.

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

UNANIMOUSLY VOTED: to adjourn the meeting at 10:40 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 October 20, 1997.


Paul F. Lynch, Sr., Chairman

**WEYMOUTH PLANNING BOARD
PUBLIC MEETING – CITIZEN ATTENDANCE**

DATE: Oct. 20
LOCATION: _____

PLEASE PRINT LEGIBLY

NAME	ADDRESS	PHONE #
Bill Johnson	41 MASSA SET RD	337 3896
DON CLARKE	18 OFF SUMMER ST	331-0366
Eileen Murphy	6 OFF Summer St	335-0033
Susan Clarke	18 off Summer st	331-0366.
Bill Taber	30 off Summer st	331-4183
Cheryl Weldon	108 Grant Pt.	
Kathleen Chick	98 Grant st	337-3886
Norma Springer	82 Grant St	335-1079
Gary Leone	- 41 Columbia St.	340-1982