

**Salisbury Planning Board
Meeting Minutes
Wednesday, February 10, 2016 7:30 p.m.**

PB Members Present: Chairman Don Egan (DE), Helen “Trudi” Holder (TH), Brendan Burke (BB), Alternate Gina Park (GP), Berenice H. McLaughlin (BHM),

PB Members Absent: Lou Masiello

Also Present: Leah Hill (LH) Assistant Planner

Time: 7:30 p.m.

Chairman Don Egan called the meeting to order at 7:32 p.m. in the Colchester Room, Salisbury Town Hall. **DE** announced, per the Open Meeting Law, that this meeting was being recorded and broadcast live via www.sctvmc.org/index.

1. New Business:

No new Business.

2. Public Hearing 7:30pm

- 1) Cont. Definitive Subdivision, 20 Ferry Road:** Applicant requests to withdraw application without prejudice to pursue a different application.

TH makes a motion to open Public Hearing for subdivision, 20 Ferry Road

BB seconds vote on motion 3-0 Unanimous. **Motion Passed.**

GP as the Alternative cannot vote on this, and **BHM** is an abutter and cannot vote as well.

BB Motions to close the Public hearing for Cont. Definitive Subdivision, 20 Ferry Road

TH seconds vote on motion 3-0 Unanimous. **Motion Passed.**

TH Motions to accept the withdrawal

BB seconds vote on motion 3-0 Unanimous. **Motion Passed.**

2) Cont. SPR-208 Elm Street&23 Old Elm Street-Panther Properties Management, LLC:

Representative Wayne Morrill (**WM**) showed the board their modifications to the site plans. **GP** asked with the driveway moved will there be fencing between the driveways now. **WM** stated that they put up a 6ft stockade vinyl fence in between abutter's driveway and the sites driveway. On 25 Old Elm there are older oak trees directly on the property lines and fencing will be put through the trees. If any trees are needed to be removed they will be flagged prior to doing so. **DE** points out that the use of bituminous concrete curbing (also referred to as a Cape Cod Berm) is not permitted under the boards design standards. That would need to be something the board would need to make an exception for. In the planning boards Rules & regulations page 15, section 8 part B “Granite curbing shall be placed at the edges of all pavement surfaces and also at the edges of gravel parking areas and access drives...Curbing shall not be bituminous concrete.” The reason behind this is that bituminous curbing is subject to being easily

damaged by snow plowing and other factors, as well as making a site look relatively unsightly in a short amount of time. **LH** asked the difference between vertical granite versus sloped granite. **WM** responded that there is a price difference where sloped granite costs more. **DE** asked the applicant for an estimate for the difference of the curbing prices. **WM** stated that typically the cost of vertical granite curbing is \$18 per linear ft., while the Cape Cod Berm is roughly \$4.5 per linear ft. **DE** asked what the difference would be for this site. **WM** estimated \$8,000-\$10,000. **LH** asked if that was including the cost of maintaining the Cape Cod Berm in the case it needed replacement. **WM** said that it does not include the cost of maintenance.

GP asked what will be the color of the building? **WM** stated that typically the buildings are a beige with the green lettering for the Dollar Tree sign. **GP** asked if there would be a flat roof or not. **WM** showed the plans which have only a flat roof. **GP** asked how the flat roof holds up with the heavy snow in New England. **WM** responded that the steel of the roof is sized specifically for New England snow loads, that structurally they design it to support the heavy snows. **GP** asked where the 12ft high lighting would be placed. **WM** responded that there would be 5 placed on the parking spaces leading to Old Elm St. **GP** asked how that would affect the abutters. **WM** during the hours the store is not operational the lights turn off, and the light plans show that no light should affect the abutters.

LH asked if the mechanicals will be visible at all on the roof. **WM** mentioned that they were planning on putting a screen preventing abutters from possibly seeing it from their second floors but from the roads the mechanicals are not visible.

DE expresses his concern of the visual effects of the flat roof and asked if there was an architectural response to make the roof fit in with the others in the area. This building will be the first that people see when entering the town and there seems to be some different elements that could be added to make it more appealing. **DE** recommends putting another dollar tree sign facing the road to reduce the visual flat roofing while at the same time supplying more advertisement for the store. Shaheen Shaheen (**SS**) states that currently the owners are trying to keep the costs from getting too expensive while at the same time trying to accommodate the board's requests.

GP mentions that this is not the normal area of Florida but in fact the seaside community of New England and wishes that there was more of an architectural way to express that. **SS** asked for particular examples to figure out some options for improving the site. **DE** suggested sending pictures of other Dollar Tree sites that they would find more acceptable and having **LH** send them to **WM**.

DE asked if after the town engineers comments the issue with water flow into the abutting property has been looked into. **WM** states that if that area was an A type soil water would flow into the ground quickly with no problems, however that has not been the case. **WM** then mentions that the DPW has told of drainage problems in the area due to the amount of water flow. That the comment refers to the soil type but the proposed swales have been created to handle that water flow. The abutting property will have the water collected and taken away from their property and discharged into the sites ponds and then later to the swales.

DE asked about the parking waiver, that a waiver was requested for the number of parking spaces. **WM** stated that based on the footage of the space it would require 68 parking spots but they are only showing 44 which was the cause for the request of the waver. **DE** asked if there are any statistics for the amount of people visiting a store like this at one time. The traffic engineer F. Giles Ham (**FGH**) with Vanasse & Associates states that Saturday peak hour was 69 vehicle trips, which was 35 in and 34 out. This is about 35 cars in 1 hour in the Salisbury study for this project. **DE** expresses his concern for the Christmas shopping season when there could be larger amounts of people. **WM** mentions that compared to other stores such as the one in Seabrook this is a smaller store. **DE** asked for amount of parking spots for Seabrook's store. **WM** was not sure of the number of parking spots, but states that the amount for this site was based on the information gathered for this area. **FGH** states that after some calculation that their amount of parking spaces are on the high end for the size of the site. That during the Christmas season the amount of traffic is increased for all of retail businesses and this will be no different. **DE** states that unlike with other retail stores there will be virtually no overflow parking for this site.

GP states that in the event that there are no more parking spaces there are many other similar stores that sell the same products relatively close by that they could go to instead. With all the retail mix within the close vicinity 44 parking spots seems reasonable.

GP mentions clarification on the latest memo February 4th, #4 the island being painted verses curbed. **WM** states that that is where the delivery trucks are coming in and need to have it painted because if it were a raised medium the trucks would need to mount up onto it for the delivery truck to make the turn. **GP** asked if there was a reason why they could not enter from the backside road. **WM** if they did that they would have to turn and then back up through multiple parking spots in order to make their delivery. **BB** asked if painted islands were raised at all. **WM** responded that they are not. **BB** asked if the rest of the painted islands in the parking lot had curbs. **WM** responded that they are all painted. **BB** Asked if these were maintained due to a maintenance plan. **WM** said they are not maintained yearly but the plan make sure the lines are clearly visible. **DE** asked if there will be no curb or island at the entrance where will the sign stating no left turn be located. **FGH** states that this is a Mass DOT curb cut so it will meet their approval, but if you wanted to make a raised island the entrance would need to be much larger for truck access. It is designed to be moderately sized in terms of width, and the signage will most likely be located in the median on the main road. With a raised island the road would need to be widened to allow truck traffic as well as increase the distance for pedestrian crossing. **DE** states that the primary argument is that for pedestrian safety its better to have a narrower curb cut. **FGH** states it is one of the concerns they look at, but there is also a median on Route 110 that enforces that right in right out. **DE** states that there is a median but it is a little further down from the exit of the site and the potential for someone to take a left is possible. **FGH** assures that there will definitely be a sign stating a one-way direction for traffic that those leaving will be facing. There will also most likely be a stop sign and a no left turn sign. **BB** asks how much wider the road would have to be to accommodate the trucks with a raised curb. **WM** said that the roads would need to be about 30-40% wider.

Abutter John Bauman (**JB**) lives on 20 Old Elm St. expresses his concerns with the amount of traffic that will occur on Old Elm St. **JB** states that on Vaughn's the trucks block the roads for most deliveries. Then on the other side of the road at the Sunoco One Stop, due to the lack of parking for trucks they tend to park on both sides of Old Elm St. **WM** states he performed traffic counts on Old Elm St., Rabbit Rd., and Elm St. These were performed between 4-6p.m. during week days, and 11a.m.-2p.m. on Saturday. **WM** stated that about 60% of the traffic will enter from Elm St. **DE** asked if there is a way to predict the change that will occur with more people driving on Old Elm St. **WM** said that for the most part traffic will not change, but those who cannot use the right in will have to go the backroad creating more traffic on Old Elm St. **DE** asked how many cars might be visiting this site each day. **WM** states that based on the traffic study there was roughly 532 daily trips meaning half would come in and half would go out in a 24hr day. On a Saturday you will have 662 on a daily basis. The hourly traffic during the peak weekly traffic will be 29 cars in and 28 cars out for 57 trips. **DE** asked if there was any way to predict how many cars are travelling from East to West. **WM** stated that one would have to just estimate from what is out there today. **BB** asked if there was striping in the street, or speed limit signs. **JB** stated that neither striping on the road, nor speed limit signs exist on the road. **GP** brought up the fact that the tractors that are blocking the road on Old Elm St. may cause problems. **DE** said that it will be something that needs to be worked out because it's against the law to block a whole road.

Outstanding issues:

- 1) Granite curb vs Cape Cod Berm
- 2) Architectural
- 3) Drainage and the swale draining onto abutters property
- 4) Parking waiver
- 5) Curbing for the turn median on Route 110 Elm St.

DE asked the board if anyone would wish to switch from the recommended granite to the Cape Cod Berm. Nobody agrees that should be the case. **WM** asked if there was any way the board would be willing to change the recommended granite curbing on the concrete sidewalk at the front of the building. **DE** stated that he has seen many places where it is just concrete and it works. The board came to a consensus that the front will not need to have a granite curbing on the concrete sidewalk.

DE asked the board that if a waiver were required would they be willing to allow only 44 spaces, to which they replied yes.

DE asked the board if they are fine with the right turn in right turn out be Curbed or painted. **GP** stated that she believes it would be safer with curbing by forcing people to turn and not giving them a choice to think otherwise. **BB** expresses his interest in the possibility of making the road wider and what the difference of 30% would make. **FGH** States that due to the median in the road physically preventing a left turn as well as the possibility of signage stating a right turn that the curbing and the widening of the road seems excessive, while also considering that the trucks will arrive only 3 times a week. He then asked the board if they could express the boards concerns to Mass DOT and then if Mass DOT says they have to do it then they will have to do it. **DE** suggests asking the town engineer to weigh in on this particular issue. **WM** asked if it were possible that if the board did require a Curbing to just change the color or texture so that the trailer trucks could still drive up and over it for the turn. **DE** agrees that with a different material, color and texture the median would give visual and physical clues to not drive on it.

TH suggested the possibility of adding bike racks due to the proximity of the Rail Trail. **WM** stated that he would reach out to the tenant for that proposal.

TH motions to **Cont. SPR-208 Elm Street&23 Old Elm Street-Panther Properties Management, LLC:** on February 24th @ 7:00p.m.

BB seconds vote on motion 5-0 Unanimous. **Motion Passed.**

Adjournment:

BB Motions to Adjourn at 9:25 pm.

TH Seconds vote on motion 5-0 Unanimous. **Motion Passes.**

Chairman

Date

