

Maynard Planning Board Meeting and Public Hearing
June 8, 2021 – 7:00 p.m.
(Held remotely via Zoom due to COVID-19)

Board Members Present: Bill Cranshaw – *Acting Chair*; Jim Coleman; Natalie Robert – *Acting Member*

Others Present: Megan Zammuto – *Assistant Town Administrator/Acting Town Planner*, Joey Fonseca – *Bohler Engineering*; Pat Dunford – *VHB Transportation Engineer*; Nathan Mahonen – *Bohler Engineering*; Normand Martin – *Market Basket*; Jim Lamp – *Market Basket*

Called to Order at 7:00 p.m. by Bill Cranshaw

Megan Zammuto read aloud the remote meeting script.

Approval Minutes of 05.25.21

Bill Cranshaw made a motion to approve the Minutes of 05.25.21, which was seconded by Jim Coleman.

The Board voted 2 in favor of the motion and 1 abstention (Natalie Robert).

31 Main Street – Check-in on street lighting

Bill Cranshaw stated that the special permit criteria for developments in the Downtown Overlay District include consideration of pedestrian enhancements. One of the enhancements that had been suggested by the Planning Board for the subject property was sidewalk lighting. Prior to the meeting, Bill Nemser had provided the Board with pictures of the installed sidewalk lighting at night for the subject property. Megan Zammuto displayed those photos on the screen for review by the attendees.

Bill Cranshaw pointed out that he has noticed that the lights are not always on at night. The intent was for the lights to illuminate the sidewalk in front of the building. He suggested creating parameters for when the lights should be on. He also noted that, when facing the building, the left side of the front has no lighting installed whereas the site plan calls out a “lantern style light fixture next to awning”. Jim Coleman and Natalie Robert both stated that they like the way the lights look but agree with Bill Cranshaw’s concerns about the need for the lights to be on during certain hours and about the missing light that was indicated in the site plan.

31 Main Street resident, Derrick Maxwell, who chairs Board of the trust that owns the property, stated the he was not aware that there should have been a third light installed. He had no additional comments.

Bill Cranshaw made a motion that the Board requires the third lantern to be installed, that a timing procedure be set up for all of the lights, and that the owners report back in approximately 60 days with a status update. The motion was seconded by Jim Coleman.

The Board voted unanimously in favor of the motion.

Maynard Crossing – Check-in on status of updates to the Operations Manual

Danny Ruiz stated that Capital Group Properties hopes to have the proposed changes submitted to the Board by Thursday, June 10, 2021.

Public Hearing (continued from May 11, 2021) - Special Permit approval for a Drive-Thru use (Chase Bank ATM) at the Maynard Crossings (129 Parker Street) mixed-use development

Bill Cranshaw opened the Public Hearing at 7:26 p.m.

Wayne Amico provided an update on what has transpired since the last meeting on the topic. He stated that the previous proposal was for the ATM to be located closer to the roundabout. His team at VHB created a technical review dated May 11, 2021, the same day as the previous hearing. Subsequent to that hearing, the applicant took into consideration some of the concerns expressed with regard to circulation and turning movements. As a result, the applicant has decided to propose that the ATM be located farther away from the roundabout, about 150 feet back. The applicant did address the engineering comments from the previous proposal. However, Wayne Amico's team has additional comments based on the revised proposal. Wayne Amico gave the applicant an opportunity to provide additional information before going through the engineering concerns. He also stated that the Town Planner had asked the applicant to spray paint the pavement at the site to indicate the area of the proposed ATM drive-thru, which was done. The area was photographed, and the photos were provided to the Board prior to the meeting.

Joey Fonseca of Bohler Engineering presented the revised proposal. He feels that the revised proposal has a better flow and that it addresses some of the concerns that the Board had with the previous proposal. He noted that his team did receive a comment letter from Wayne Amico's team earlier in the day of the current hearing. Megan Zammuto presented the comment letter from VHB on the screen for the attendees to review. Wayne Amico noted that the highlighted items are the outstanding ones. Most of the outstanding information is simply documentation that Wayne Amico indicated the applicant should provide to the Board for their records. There is an open question about the parking space requirements for the incomplete section of Maynard Crossing and whether or not the applicant will need a waiver for the reduced parking they have proposed. That information is yet to be determined.

Pat Dunford of VHB provided an explanation of technical detail from the traffic study results that were referenced in the comment letter from VHB. He summarized by saying that he believes the traffic impact of the ATM would be negligible to the site overall. He also stated that the revised proposal is an improvement over the prior proposal and there is a more natural flow in the revised proposal. However, his main concern with the revised proposal is that the configuration will allow for a capacity of two vehicles to be in queue for the ATM whereas the original traffic study indicated that there could be a queue of up to five cars at times. His research of industry data would suggest that it is more likely that there would be a three-car queue. Therefore, his recommendation would be to extend the drive-thru lane by removing two additional parking spaces. Otherwise the queue might extend into the parking area and potentially cause circulation issues. He also mentioned that it is his understanding from his

colleagues at VHB that the turning radius to enter the ATM drive-thru might be a little bit tight. He recommended that the applicant submit a diagram to demonstrate the path for a car entering the ATM drive-thru.

Jim Coleman and Wayne Amico have both visited the site since the area of the revised proposal was marked on the pavement and agree that the maneuverability is challenging. They both stated that the applicant should review some options for making it easier for cars to maneuver around and through to the ATM. Wayne Amico also suggested that the entrance to the ATM should have some type of island delineator, although that would likely require the removal of an additional parking space.

Bill Cranshaw stated that he agrees that the revised proposal is better than the previous proposal but that the drive-thru lane should be extended for better circulation and so as not to block cars or pedestrians from passing through the parking lot. The Board members were all in agreement.

Bill Cranshaw asked for public comment. Marie Gunnerson of 119 Parker Street noted that Middlesex Bank is already located at Maynard Crossing and that there is an ATM at that bank. She asked if it was part of the original site plan to have two ATMs and if that was considered as part of the traffic study. Bill Cranshaw stated that the original site plan was not specific with regard to all the businesses that might end up renting space at the site. He noted that at least one bank with a drive-thru was anticipated but that the traffic study did not account for two ATMs, which is why there was an additional traffic study conducted specifically for the subject proposal. Marie Gunnerson pointed out that she has become very aware of car queues on Route 27 going in both directions as she tries to exit her driveway. She has also noticed that cars are exiting the site via North Street, which was supposed to be an entrance only. Wayne Amico noted that in working with the developer, he determined that it was mostly construction employees who were using that road as an exit and that the road was narrowed and now has multiple signs indicating that it is an entrance only. Marie Gunnerson stated that she continues to see vehicles using that road to exit the property despite the measures that were put in place. Wayne Amico said that he will speak with the developer again. Marie Gunnerson also suggested moving the ATM closer to the end of the island to allow more space for the queue. Joey Fonseca stated that the diagram that was presented represents the most efficient layout for all of the equipment that is required for the ATM.

Bill Cranshaw made a motion to continue the Public Hearing to July 13, 2021, which was seconded by Jim Coleman.

The Board voted unanimously in favor of the motion.

Public Hearing - Bohler Engineer on behalf of Market Basket is requesting a Modification to the Site Plan and Special Permit Decision dated September 19, 2017, for the Maynard Crossings (129 Parker Street) mixed-use development; the change will document the location of the trash compactors at the rear of the constructed Market Basket building

Bill Cranshaw opened the Public Hearing.

Nathan Mahonen of Bohler Engineering stated that the site plan documents that were approved by the Planning Board had the compactors as part of the plan, but they were not labeled or called out on the

plan. He noted that the revised documentation includes the labeling of the compactors. The applicant also submitted documentation from the sound studies that were conducted.

Bill Cranshaw asked for clarification of what the two compactors are used for. Normand Martin indicated that the smaller compactor is used for trash and the larger compactor is used for cardboard. Bill Cranshaw asked for information about how the compactors are used (e.g. frequency, etc.). Normand Martin stated that trash is being emptied once a week and cardboard is being emptied three times a week. He stated that the trash compactor is brought to the dump, emptied, and returned, whereas the cardboard compactor, once full, is exchanged with an empty one on site.

Bill Cranshaw asked Normand Martin to summarize the work that was done to mitigate the sound from the cardboard compactor. Normand Martin stated that the pump and motor, which had been located at the outside of the building, were moved inside the building instead.

Bill Cranshaw asked Wayne Amico to provide an update on any progress that has been made to minimize the noise coming from the compactors. Wayne Amico stated that the applicant had conducted a very thorough noise analysis. He and his team at VHB reviewed those results and, after subsequent discussions, mitigation factors, and further review, determined that the current noise levels are in compliance with DEP's allowable limits.

Jim Lamp reiterated that the compactors were shown on the original plan that was approved and stated that, although they were not labeled, they would have been recognizable as compactors from an engineering perspective. Bill Cranshaw pointed out that by not having them labeled on the original site plan, it did not allow full participation from the public and the Planning Board during the time that it was being reviewed.

Bill Cranshaw asked for public comment. Trish Saunders of Dettling Road pointed out that the decibel level that was called out as the maximum allowable level in the Operations Manual was higher than the highest measurement noted in the sound study. She also wanted to know how sound levels will be monitored on an ongoing basis. Megan Zammuto recommended that the decibel level be part of the conversation that occurs with the upcoming public hearing related to the Operations Manual. She stated that she does not believe the Town will be doing regular monitoring of the sound levels. Trish Saunders asked if that could be a condition of the special permit. Megan Zammuto suggested that a discussion of future monitoring should be part of the upcoming Operations Manual public hearing.

Bill Cranshaw made a motion to continue the Public Hearing to July 27, 2021, which was seconded by Jim Coleman.

The Board voted unanimously in favor of the motion.

Jim Coleman made a motion to close the meeting, which was seconded by Bill Cranshaw.

The Board voted unanimously in favor of the motion.

Adjourned at 8:37 p.m.