



# TOWN OF NORTHBOROUGH

Town Offices

63 Main Street

Northborough, Massachusetts 01532

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Approved 7-11-06

## Planning Board May 2, 2006 Meeting Minutes

**Members Present:** Rick Leif, George Pember, Don Hewey, Bob Rosenberg, Michelle Gillespie

**Others Present:** Kathy Joubert, Town Planner; Bill Farnsworth, Zoning Enforcement Officer/Inspector of Buildings; Kara Buzanoski, Acting DPW Director; Sylvia Doran, Geraldine Stevens, Ralph Stevens, Carolyn Harrington, Lori Giannotti, Paul Gallagher, Ken Powers, Joe Dickinson, Jeffrey Watkins, Barbara Sands, Jean Kearney, Mitch Gordon, Ann Verhage, Charles Sanzone, Mary & Donald Curtis, Greg O'Brien, Dick Kane, Millard Berryman, Douglas Prentiss, JNEI, Robert Nagi, VHB, Jennifer Rosinski, Henry Charest, Cheryl Bellemore, Leslie Harrison, Fran Habib, Paul Shattuck, Ellen Racine, Janina Sadlowski, Alice Stapeleld, Henry Nicklasson

Chairman Leif called the meeting to order at 7:00 pm.

### Approval of Minutes

The Board reviewed and approved four sets of meeting minutes, as follows:

March 7, 2006: Mr. Pember moved to approve the minutes as presented, Mr. Hewey seconded the motion and the vote was unanimous.

March 15, 2006: Mr. Hewey moved to approve the minutes as amended, Mr. Pember seconded and the vote was unanimous.

March 21, 2006: Ms. Gillespie moved to approve the minutes as amended, Mr. Hewey seconded the motion and the vote was unanimous.

April 11, 2006: Mr. Hewey moved to approve the minutes as amended, Mr. Pember seconded the motion and the vote was unanimous.

### Earth Removal Board Appointment

Kathy Joubert, Town Planner, stated Fred Philcox has expressed an interest in continuing on as appointee to the Earth Removal Board. She noted Mr. Philcox has done a fine job in this capacity.

Mr. Pember moved to approve Mr. Philcox as the Earth Removal Board appointee for another 3-year term. Mr. Hewey seconded the motion and the vote was unanimous.

### **Continued Site Plan Review and Special Permit Public Hearing for Stop & Shop at 77 Main Street**

Applicant: Stop & Shop Supermarket Company  
Engineer: VHB, Inc  
Date Filed: June 15, 2005

John Twohig from Goulston & Storrs stated they reviewed the Police Chief's memo. Robert Nagi, VHB, will respond to traffic issues. Security issues were already addressed. They recently received the letter from Town Department Heads, dated May 1, 2006, and will talk with staff about their issues. They don't have a direct response right now. Their goal is to focus on traffic and site issues tonight.

### **Traffic and Mitigation Response from Robert Nagi, VHB, Traffic Engineer**

#### **Traffic Items**

Mr. Nagi stated they have addressed the list of outstanding traffic issues, mainly site distance and driveway design and responded to Chief Lahey's memo in their response letter dated April 27, 2006. He reviewed the points of the letter as follows:

They are seeking a signal at their front door – the site driveway on Main Street. The signal as designed will operate effectively and safely.

Sight-line issues associated with the site driveway on Main Street were recognized and addressed. There are some obstructions to the west when making left turns out of the driveway, which would be magnified without a signal.

The driveway on the opposite side of Main Street from the site driveway will be part of the signalization. They will get a green phase to enter and exit Main Street and the site driveway.

Vehicle queuing along Main Street turning into the site driveway was reviewed. There will be 150 feet of storage for vehicle queuing. With the timing and phasing of the signal, the most cars queued would be four. Summer Street access would not be blocked.

Regarding the depression on Route 20 (Main Street) and placing a light at the bottom of a hill, they would not present an unsafe signal. They have looked at the grade and location and are confident in what they have presented, in fact, what they have proposed is better than the Town's own subdivision requirements. The signal will give advanced warning about the intersection. The signal will go through a full review with MassHighway and approach views will be reviewed also. MassHighway will have to sign off with it and they feel their design will be approved by the State.

The railroad crossing between Hudson Street and Route 135 created challenges from a design prospective. The gate equipment would be upgraded to work in a more effective manner and would reduce the number of false crossings.

A sensitivity analysis of Pierce Street was done, addressing what would happen if the additional traffic uses Pierce Street. To analyze, they took the number of expected cars at Church Street and assigned them to Pierce Street, by way of a left turn onto Pierce Street from Church Street. This would be approximately 45 cars at peak hours – the worst-case scenario. They found there would be no impact to Pierce Street, just a little more of a delay entering Pierce Street, but removing some delay from the Route 20 signal.

Patty Lane will be part of the signal at Hudson Street and Main Street. A green light will help access in and out of the road.

### **Mitigation Items**

**Main Street Site Drive:** They have proposed a signal at this location and the applicant is committed to the design, permitting and construction of the signal. Improvements include roadway widening, pedestrian upgrades through sidewalks on each side of Route 20, as well as pedestrian crosswalks as part of the phasing of the signal. Mr. Nagi referred to Police Chief Lahey's concern about the danger of having a signal at the site driveway because of the depression (dip) in Route 20, stating it will not be dangerous and the road meets the Town's subdivision slope requirements.

**Summer Street:** Improvements at this location include a modification of the Summer Street intersection with Rt. 20. Three options were presented and Option 2 was preferred by Town staff. It physically restricts left turns onto Summer Street from Main Street and left turns from Summer Street onto Main Street.

**Hudson Street:** The applicant has proposed to design, permit and construct a new signal at the intersection of Hudson Street and Main Street. Widening of the Route 20 westbound, approaching the intersection, would accommodate additional queuing. It would be fully interconnected – timed and coordinated - with the existing Route 20 signal system and sidewalks would be upgraded. Traffic would be processed in an organized manner.

They have developed an advanced warning sign layout to warn drivers approaching the aqueduct and the Hudson Street/Allen Street intersection. They will develop and maintain a travel demand management program and develop and maintain a truck routing plan to restrict trucks from using Hudson Street. No trucks will enter the site through the Hudson Street intersection or corridor.

**Existing Signals on Route 20:** The applicant proposes to redesign each of the intersections and replace existing traffic controllers. Inter-coordination would exist between all the signals and integrate with the railroad crossing equipment. Minor widenings would occur on the Route 20 corridor and intersecting streets. The three railroad controllers would be wired together and traffic would flow seamlessly between the three. The six existing equipment boxes would be upgraded to three total boxes. There are some minor widenings along the westbound approach to the Hudson Street signal that would be needed to accommodate two full-storage lanes. The existing double lane would be extended. These would not be right-of-way widening. They would be road widenings. The sidewalks would not be smaller. In areas where there is a grass strip between the edge of the road and the sidewalk, the grassy strip would be taken and the sidewalk moved back. Where there is no grass strip, they would take the sidewalk back

before it reaches the property line. They are lane widenings and a reduction of the shoulder in that location. No widenings are proposed for Church Street.

**Town Sidewalk Improvements:** Stop & Shop will give \$25,000 to the Town to be used for sidewalk improvements or new sidewalk constructions as the Town sees fit.

**Emergency Pre-Emption:** The applicant will provide pre-emption for emergency vehicles by installing Opticom transmitting and receiving equipment for the Town at the traffic signals.

**Summer Street Traffic:** They will provide the town with \$10,000 to look at and implement traffic calming measures for Summer Street.

Mr. Nagi stated that Stop & Shop will come back after construction to look at the site. They believe the site will not generate the traffic projected in the traffic study. The numbers will be lower. If they exceed the projected traffic, and traffic/congestion issues are on the worse side, they will come back and talk to the Board about that and any other unforeseen issues.

Mr. Hewey referred to Mr. Nagi's comment about the dip in Route 20 at the site driveway, stating Route 20 is not a subdivision road.

Mr. Nagi responded that his meaning was that the dip is reasonable according to the Town's own bylaw. Ultimately Mass Highway will have to review the design and approve it. It will have to meet Mass Highway's requirements.

Mark Lahey, Police Chief, stated that as far as the signals at the railroad crossing, the Northborough cruisers are equipped with large wooden blocks to block the gates from closing until they are fixed.

Ms. Joubert reviewed the memo from Town staff, dated May 1, 2006, stating they met on the Friday prior to the meeting. Those staff members in attendance were Bill Farnsworth, Zoning Enforcement Officer/Inspector of Buildings; Kara Buzanoski, Acting DPW Director, Fred Litchfield, town Engineer, Dave Durgin, Fire Chief, Mark Lahey, Police Chief and herself. They had prepared a memo at beginning of this project which outlined department concerns and suggestions. They anticipated this would be coming to a conclusion soon and put together another memo with everything presented so far from the applicants, town staff, Doug Prentiss, JNEI and town residents. She summarized the mitigation proposal and committed to taking a look at timing improvements at Bartlett and Main Street.

**Mitigation:**

The staff's preference is to look at signalizing for the Maple Street/Main Street intersection, instead of at the site driveway, and prohibiting left turns at the site driveway. This would require people to make left-hand turns by using the signalized intersection at Hudson Street. They had an informal meeting with Mass Highway and asked about this project. At that time, Mass Highway did not prefer to put a signal at the site driveway, but this is not to say they wouldn't support it at another time.

Mr. Leif questioned whether Hudson Street would become the main exit and entrance point for the store, because the only traffic really entering the site from Route 20 would be westbound traffic making a right turn into the site or exiting traffic making a right turn from the site and heading west on Route 20.

Ms. Joubert stated that would be up to the store as to where they put their entrance. Now it is off the Main Street side of the site. As it is today, both Hudson Street and Main Street have unrestrictive movements, with the front of the store being on Main Street.

Mr. Hewey asked what this would mean in relation to the truck restrictions and agreements to have all the trucks stay on Route 20 and out of neighborhood and no left turn to add to congestion on Hudson Street.

Ms. Joubert stated staff would like to see the Pierce Street/Hudson Street intersection improved, possibly to a T design. There will be a review with the Fire Department as to where the pre-emption equipment for the new emergency signal will be - on Pierce Street or Hudson Street and Pierce Street. Templates were verified by the Fire Chief.

Sidewalks: In past, the Town has been proactive about building sidewalks and the Town Engineer and the DPW Director have done the design and construction. This will change with the new DPW Director when the sidewalks will be going out to bid. The Town will be looking at where we want additional sidewalks, look at designs and decide if the \$25,000 from Stop & Shop will be enough.

Summer Street: Stop & Shop proposed three options for Summer Street. Option 2 is preferred by staff, which restricts left-turn movements. DPW has looked at configuration of that intersection for a number of years. It's an area that needs better control of turning movements.

TIP Plan: The reconfiguration of the downtown and Hudson Street signals are on this year's TIP plan for the state. Once the town submits designs, the State will go out to bid and will construct it. With everything else happening on Route 20, the Town would like to see it done sooner than later. It could take up to 10 years, which is not something staff is looking forward to. The Town would like to take advantage of working with the existing applicant to get it done a lot quicker.

Mr. Rosenberg, concerning comment # 6, he recalled that Option 2 would eliminate the sidewalk on the left of Summer Street. Also, regarding comment #1, he would like to see a proposal as to how the side driveway on Main Street would be handled without a signal.

Mr. Leif and Ms. Gillespie would also like to see the impact if there was no light at the site drive on Main Street.

Mr. Twohig stated they looked at a Maple Street signal without one at the site driveway and believe this would bring up a lot of issues the neighbors wouldn't like, such as cut-through issues and other impacts. The applicant does not want to go down this road. The proposal before the Board is one with a signal at the Main Street site drive. The signal would mitigate the impacts of their project. Doug Prentiss agrees with that. If they are not able to get a signal from the State at the site drive, they would come back and have a discussion about Maple Street. The applicant has made a proposal and their

intention is not to come back with a different proposal. They will respond at the next meeting, but their position remains that they have presented a proposal that they think works and works safely.

Douglas Prentiss, Judith Nitsch Engineering, Inc. stated some information in the summary table presented tonight is different than the mitigation proposed in the proponent's letter dated 4/27/06. He stated in the slide presentation, the Allen Street/Hudson Street slide suggested movements that were not in the letter. He suggested all mitigation items are matching on the slides and on the letter. The site drive signal also needs to be looked at, too. There are also other issues to check out, including alternative access to the site, right-in, right-out, left in turning, which deal with some of the truck issues.

Mr. Leif asked everyone to review the letter and note any discrepancies between the information presented tonight and the information in the summary letter.

Mr. Leif stated they have received a lot of information from a lot of sources and there is not a lot more the Board can hear. It's pretty clear that the applicant wants to pursue the option presented, which is their right. They need to start thinking individually and then commenting publicly on how they stand on the issue. The need to weigh what benefits would come to the town in terms of having the establishment in place and the traffic improvements against the real impact, from their perspective, of the traffic on the town as far as how increased traffic can be mitigated and managed. Differing opinions have been presented, which the Board respects although they may not be the same opinions. They need to get one final response from Stop & Shop, and then get into a discussion of strengths and weaknesses of the project as presented. A lot of where this is going to go will probably hinge on the traffic issues. It is a use allowed by right, and appears to conform to zoning, but in some circumstances, the Board has some flexibility if it is deemed to have negative impacts on the surrounding communities or the neighborhoods. The Board can choose to take some action by attaching conditions or by denial. Mr. Leif asked each member to do some soul-searching as to where they stand on this. It may take a few more meetings, but they need to come to a conclusion. Any comments from the Board should be sent to Kathy Joubert. They should be concentrating on the project as presented by Stop & Shop.

Mr. Pember stated he agrees with Mr. Leif. There are a lot of possibilities, but we have to go with the proposal as presented. The applicant deserves feedback and the Board needs to move forward towards a decision.

Mr. Twohig stated the site plans have been updated. They have worked on updated the landscaping and have taken suggestions further with enhanced screening and buffering.

Ken Staffier, Civil Engineer, presented a general overview of specific sites which incorporate suggestions from the last meeting.

The property line adjacent to the Town Hall and Centre Drive Senior Housing: They will be preserving the existing buffer as much as possible. They will install retaining walls to limit rip rap. They will locate a chain-link fence at the top of the slope so abutters would have the full depth of the buffer without obstructions. The existing fence would remain along the Town Hall portion and they would install a chain-link fence along the rip rap for

security. Additional evergreens will be provided to help soften the view towards the store.

**Abutting Properties:** They have worked with the Clarks and the Wheellocks. They will provide a stockade fence along the property line and will supplement it with an evergreen hedge. They will supplement the existing shade trees. A sound barrier will be installed to help soften and screen the stockade fence. They submitted a letter from the abutters – two letters, one from each of the abutters, and Stop & Shop has reached an understanding with both of them. They are the closest people to the site.

**Hudson Street:** They gave Hudson Street more of a streetscape feel by installing more trees and shrubs along the roadway in front of the stockade fence, increased the height of the retaining wall and reduced/ eliminated the rip rap slope.

**Within the site:** The changes made will reduce impervious area on the site. Aisle width was reduced from 25 feet to 24 feet. The pavement edge has been pulled away from the Assabet River, preserving additional buffer. Reduced aisle width from 25 – 24 feet, pulled pavement edge away from Assabet river, preserving additional buffer. Provided additional landscape islands throughout the parking field. Limit impact of grading by installing a retaining wall and preserve existing vegetation. Providing 6-foot high chain link fence along the entire parking field to filter debris from the parking lot to the Assabet River. Clumps of evergreens along the parking field proposed to soften view of the store.

#### Site Section Changes:

**#1 - Senior Housing & Store:** Based on comments from the Board, they modified the original plan and added a retaining wall to help reduce the rip rap slope, which allowed them to preserve the existing vegetation within the required setbacks. The minimum setback is 20 feet, and everywhere on the site exceeds 20-feet from the property line. They are locating a chain-link fence at the top of the slope and they will pull the stockade fence just off the property line. They will replace the existing fence, which is in disrepair. They added evergreens to provide a backdrop to the existing buffer.

**#2 – Beyond Sr. Housing and Playground:** They eliminated the stockade fence on the property line and located chain-link at the top of the slope to blend in with the vegetation and provide security for all incidences. They have reduced rip rap and preserved as much of the existing buffer as possible. on property line and located chain link at top of slope to blend in with vegetation and provide security for fall incidences. Reduces rip rap and preserve as much of existing buffer as possible.

**#6 – Hudson Street:** They have created a streetscape along Hudson Street by adding evergreens and a stockade fence with shrubs in front of it to soften it. They have increased the height of the retaining wall to eliminate/reduce rip rap.

**#1 – River Street:** From 35 River Street, looking from the back yard towards the Main Street entrance: There is a forested buffer existing along east side of the Assabet River and also on the west side of the Assabet River, which will help to provide a buffer for the existing house. They will help to restore the riverfront area.

**#2 – River Street:** This land drops off more significantly, with a quick drop to the river from the back yard. They will try to maintain as much of the existing buffer as possible

on the west side and will install a retaining wall to reduce impacts. They will pull back the pavement edge and plant evergreens.

From 37 River Street: There is a gentle slope down to the river with an existing forested buffer of large white pines. They will enhance the buffer by supplementing the existing vegetation.

Mr. Staffier stated all suggested modifications have been incorporated into the site plan.

Mr. Twohig stated they spent a significant amount of time on the landscaping before and have addressed issues presented.

Mr. Rosenberg asked why they are not using a fence on the property line in the new design in Section 2, but on #1 they are.

Mr. Staffier responded they are addressing different comments. In #2 the use is a playground and the parking field of the Town Hall. It's not a residential use and there is no need to create a more solid screen. They are maintaining the natural edge. Section 1 carries through the senior housing adjacent to the proposed store. The stockade fence would help to provide a more solid screen for the residents.

Mr. Rosenberg asked why they didn't place the fence at the top of the rip rap as they did in Section 2.

Mr. Staffier replied they could, but there are some grade differences and the fence would be higher up to provide more screening.

Mr. Rosenberg stated it looks like the opposite – like anyone would be looking over the fence to see the store. They could have the fence start in a different place.

Mr. Twohig responded, saying there was a desire on the part of the Senior Center Director to have the screening closer.

Mr. Rosenberg stated he is responding to one of the residents of the senior housing who spoke at an earlier meeting.

Mr. Hewey stated that, on the Hudson Street section, there are no dimensions on the difference in the setbacks from the street – no indication of the difference between the original and the changed.

Mr. Stafford stated the distance is the same.

Mr. Hewey stated he liked the increase in the height of the retaining walls, but based on the height of the walls, is the 4-foot chain-link fence sufficient.

Mr. Stafford stated the 4-foot fence meets code and would address the issue, but they will review it.

Mr. Rosenberg stated it appears the property line is in the paved part of Hudson Street.

Mr. Staffier stated Hudson Street encroaches onto the property.

Mr. Rosenberg asked if there is any capacity to have a sidewalk there.

Ms. Joubert stated any part of a sidewalk plan for that area would need to go out for bid and DPW would need a plan. They would like to see a sidewalk from Route 20 to Hudson Street and down to River Street – the entire length – but they are not sure what side of the street it will end up on. It depends on the entire length of that section and the right-of-way.

Handouts reflecting the changes presented were distributed to the Board by Mr. Twohig. Full sizes were submitted formerly to the Town Planner and Town Clerk. Also included was information on suggested hours of operation, limitations on truck deliveries and a letter on Hudson Street truck restrictions. A separate sheet on mitigation was also included and they will make sure everything presented tonight was included in the letter. Anything that was omitted would be an oversight.

Mr. Twohig also noted they have to submit a continuation request.

Police Chief Mark Lahey stated he would like to clarify the staff notes. His own comments were listed separately from the other staff members, which is best explained as a difference of opinion. He asked his comments be separate because, from his personal perspective, because he believes the only appropriate decision is denial. He doesn't believe any other appropriate resolution exists. If a no left-turn environment occurred at Summer Street it would impact his emergency response to a significant portion of the town. As the Fire Chief has concerns about Pierce Street, he has to be able to attack the town from every angle all the time. He has significant concerns about this.

Chief Lahey stated he has reviewed the response letter from Stop & Shop's Asset Protection Manager, dated March 1, 2006. Chief Lahey stated he is concerned solely for the well-being of the people of Northborough. Stop & Shop's Asset Protection Manager made some comments referring to apprehensions. This means "thefts" and not some minor incidents. Some of the non-illegal police calls include incidents of assault and domestic violence. It sounds like loss-prevention does all the work regarding internal thievery. It is not as quick and simple as represented in the memo. For a company that so publicly states they are interested in working with him, he stated that no one from Stop & Shop has come to talk to him, even after 6 weeks when he first mentioned it. Whatever the number of crimes and calls for service the Stop & Shop brings to town, it will far exceed what happens there now, which is nothing.

Mr. Leif read the letter from the applicant which referred to the proposed hours of operation, which are 6:00 am – 12:00 am, Monday – Saturday and 6:00 am – 9:00 pm on Sunday.

Chief Lahey asked why the store would need to be open until midnight. It may be appropriate on Route 9 and in strip malls. He also doesn't see the need to open at 6:00 am.

Ms. Gillespie stated she is disappointed that Stop & Shop hasn't approached the Police Chief.

Mr. Leif stated there should be something presented regarding the issue of the floodplain and it's applicability, even though the method of applying the regulations has changed.

Mr. Twohig stated Mr. Farnsworth has reviewed it and its not applicable. A small portion of the driveway is in the floodplain. Even if it were to be applicable, they could give certification from Mr. Staffier as far as negative impact of flood control and flow, if the Board wants it.

Mr. Leif stated he will check with the Town Planner as to what normal documentation is. He believe that, regardless of the interpretation of the Building Inspector, it's made clear the floodplain is in effect. It's a difference of opinion, but if there's a certain amount of paperwork to say this is not a problem, it should be submitted.

Mr. Twohig stated the requirement in the bylaw is that there is no increase in flow, and they can show that.

Mr. Rosenberg stated they need a submittal to review dimensional requirements regarding the floodplain district on the site.

The next meeting of the Board is on May 16, 2006. The next Board meeting for Stop & Shop is June 6, 2006.

Mr. Twohig submitted a request to extend the period for issuance of a decision to June 30, 2006. Mr. Pember moved to approve the extension, Mr. Hewey seconded and the vote was unanimous.

Mr. Pember moved to schedule the continued site plan review for Stop & Shop to June 6, 2006 in the Melican Middle School Library at 7:00 pm. Mr. Hewey seconded the motion and the vote was unanimous.

Henry Charest, 35 River Street: His property is a lot steeper than shown on the slides and the buffer of trees is not that wide. People from Stop & Shop came to his house on Monday and hopefully their pictures will show what the area really looks like. a lot steeper than shown and buffer not that wide.

Barbara Sands, 145 Hudson Street: The traffic scenario is not accurate, based on best-case scenarios and does not take into consideration the three hundred plus cars from the AvalonBay development. Wind blows bags and papers around and fence may not be high enough to keep this debris out of the Assabet River. Delivery trucks will coming into the site from Route 20 and will be backing up into the loading docks and creating noise. A lot of trucks try to go through the aqueduct but can't make it. Stop & Shop is restricting their trucks, but what about other trucks?

Mr. Leif stated other trucks are not Stop & Shop's problem. He suggested she send a note to DPW with her concerns about other trucks.

Chuck Sanzone, 37 River Street: Everyone is tired of this. Stop & Shop is a good store, but it's the wrong spot for it, with residential and senior housing. There are lots of kids and all of them walk downtown. He asked the Board to weigh that. There are retail areas in town. He asked how Mass Highways works – if basically the Board has to allow the use and Mass Highway decides if they want a signal.

Mr. Leif stated Stop & Shop has decided not to go to Mass Highway until after their site plan review with the Town.

Mr. Sanzone stated it makes more sense for the sidewalk to be on the east side where Stop & Shop is proposed. If seniors want to walk to the store, they wouldn't want to have to cross the street, especially with Pierce Street on the side. It wouldn't be a safe situation.

Ralph Stevens, 64 Main Street: The White Cliffs hill is not a minor slope and is a dangerous area. He paraphrased a letter submitted by another resident, Jim Campbell, who could not attend the meeting. Mr. Stevens stated Stop & Shop wants to be in Northborough because it provides them with the best possible means to off-set the economic impact of the Roche Brothers store proposed in the new Westborough Center development at Route 135 and Route 30, and the Framingham store. The new supermarket will erode Stop & Shop's businesses in Westborough and Framingham. They have centrally located the proposed Stop & Shop in order to keep a large portion of their Northborough customers.

Geraldine Stevens, 64 Main Street: She stated she is anticipating that all trucks will be coming and going on Route 20. When cars are slowing down and trying to make a turn, they can hear brakes squealing, everything stops and it's a real pain. The proposed store hours are bad and the store will probably be selling alcohol at some point. Traffic mitigation will not help.

Bill Pantazis, 10 Molton Lane: He grew up on Hudson and commends the Planning Board members. The citizens and neighbors voiced their anguish. There are serious issues that have pushed aside or overlooked. The 77 Main Street location is the site of an old dump and may contain hazardous waste. That hasn't been addressed. It's in floodplain area and in 1957 there was a flood which completely flooded that area. More research needs to be done. The site is in Groundwater Protection Overlay District 3. He sat on the Groundwater Advisory Committee and every project came to them. This is a serious thing that could effect the groundwater because town wells are contaminated. Stop & shop has limited the Board to a site plan review. This requires a special permit. He asked that his opinion be documented that a special permit should be an enforceable condition to the site plan review.

Mitch Gordon, 74 Washburn Street: He commended the Board for the rigor of the hearings and commended Stop & Shop for their response. There are a lot of difficult issues. It's the kind of project that impacts on the very natural and livability of a community like Northborough. They are long-term issues. He expects neighbors don't have any desire to have Route 20 look like a super highway. Regarding the proposed retaining walls and chain-link fence, he wondered what kind of a hazard the height of the retaining walls would be if someone jumped or fell over them.

Carolyn Harrington, 67 Summer Street: She has chosen to raise three children in this town and is extremely concerned. There is no other resolution other than not to have the store. It is not a place for a super store. The character of the Town will be changed and nothing good can come of it. She hopes that they consider everything the Police Chief said, consider the community and don't put Stop & shop first in their decision-making. The residents are what matters to the community.

Jean Ann Verhage, 26 Thoreau Road: She has lived in Northborough for 30 years and no other issue has been of greater concern than this. She doesn't live near it, but it will effect her negatively. She will not go to the center of Town because of the hassle, so center businesses will not get her business. She won't travel on Summer Street, but will end up on Brigham Street, which will get more traffic. She questioned the benefit this will bring to the Town. There are three Stop & Shops within 10-15 minutes of her house. Why do they need a 4<sup>th</sup> one?

Laurie Giannotti, 71 Summer Street – Stop & Shop is paying the current landowner of 77 Main Street and the strip mall that includes Pickle House, to not allow anyone to sell groceries there. Is Stop & Shop planning to put up more stores in this town? It's an anti-trust issue. This is not a company I want in this town. Summer Street is important to the Police Department. Stop & Shop is not trustworthy. The Stop & Shop at Speedway Plaza is closing and as soon as they close that store, Route 135 will become a parking lot.

Mr. Leif asked Ms. Giannotti to step away from the microphone, stating these statements are not relevant to the discussion and are a personal attack on the applicant and their representatives.

Mr. Twohig stated Stop & Shop is a public company and this is nothing but an open process. There have been over 10 meetings and filings of material, which has been reviewed and reviewed again. They have been thorough and addressed all comments. The traffic is an emotional issue for the neighbors. The traffic there now is an issue. As to the other comments, all representatives for Stop & Shop are licensed professionals. Any innuendos about selling land and being deceitful are totally unprofessional and insulting. They will continue with this process, but these unprofessional comments are not appropriate. They have been very straight-forward and they all have very fine reputations. They are very proud to represent Stop & Shop. They have never shied away from a public comment, but they will not take personal assaults.

Mr. Leif stated that he may not agree with everything Stop & Shop has presented, but if he hears any more public attacks like they just heard, he will stop the comment.

Stephanie Sullivan, 4 Assabet Drive: She is concerned about a news report on Channel 5 which discussed price competition and what happens to prices when there isn't competition within a town. The town should consider this.

Mr. Pember moved to continue the hearing to June 6, 2006, Ms. Gillespie seconded the motion and the vote was unanimous.

Mr. Hewey moved to adjourn the meeting, Mr. Pember seconded the motion and the vote was unanimous. The meeting adjourned at 10:00 pm.

Respectfully submitted,

Debbie Grampietro, Secretary  
Planning & Engineering