

**PLANNING BOARD**  
**MEETING MINUTES**  
**January 23, 2024**

**7:00pm**

**Remote Meeting**

**Members Present:** Scott Carlson, Otto Lies, Frank Doyle, Brynn Zawada, James Parker

**Others Present:** David George, Town Planner, Sam Malafronte, Solli Engineering, Danny Hannoush, DDMNS Realty

S Carlson called the meeting to order at 7:01pm

**1. Board Reorganization – Vote to appoint officers**

Motion made by O Lies, seconded by F Doyle to REAPPOINT S CARLSON AS CHAIR.  
APPROVED 5-0.

Motion made by O Lies, seconded by S Carlson to REAPPOINT J PARKER AS VICE CHAIR.  
APPROVED 5-0.

**2. ANR – none**

**3. 788 Main Street** (Continued Hearing from 11/14/23, 12/12/23, and 1/9/24— 7:00 PM):  
Special Permit with Site Plan Review for Restaurant, including associated drive through lane.

S Malafronte present at the meeting representing Danny Hannoush of DDMNS Realty; he will be accepting questions at the end of his presentation. Timeline was reviewed with proposed conditions. Five Starbucks locations throughout the Commonwealth were examined – Haverhill, Marshfield, Worcester, Easton, Canton – the week of January 10-12, 2024. The Northborough location was not looked at since the daily travel was not deemed to match that of Holden.

S Malafronte described the observations at each location:

**Haverhill** was observed during the early afternoon; the other locations were observed between 6am-9am. The longest queue was 11 vehicles with an average of 6 vehicles. Along with the queue, there was a service analysis; average service time from order point to pick up was 256.94 seconds - 4 minutes, 28 seconds. A 7 car line from pick up window to order point was observed which estimates 98 vehicles per hour can be serviced via drive through. Post Covid about 50% utilize the carpool lane and the order ahead feature.

S Carlson asked which town has a similar traffic pattern to that of Holden; S Malafronte explained that Haverhill is near a busy intersection with the busiest time between 12:40pm-2:30pm. The queue lane is 8 vehicles.

B Zawada commented that the other locations observed do not compare to the existing situation existing on Main Street and requested better comparisons; S Malafronte suggested that Haverhill's entrance although closer to a major intersection than Holden, is most similar.

**Marshfield** location is situated on a four lane roadway, two lanes in each directions, no left turn lane. Observation was made between 6:35am-7:45am and is the furthest from Boston and more of a commuter town such as Holden. The largest queue possible is 8 vehicles.

O Lies observed that the entrance/exit point from the site onto the Main Street in Marshfield is not striped to allow for a left hand turn.

**Worcester, Grafton Street** has a unique entrance about 80 feet from Grafton Street with a designated queue lane of 11 vehicles. Longest queue observed was 10 vehicles between 8:25am-8:35am. S Malafronte suggested a pick up window further back such as in Holden's design is better in case of a backup.

J Parker visited the Worcester location which appeared more controlled, wider, and far better managed in terms of traffic flow. Across the street there is an entrance to a large strip mall which has parking on both sides. The Holden location appears more constricted.

**Easton** location has a lower annual average daily traffic (AADT) than Holden. Site has a queue lane of 12 vehicles with largest queue observed between 8:30am-8:40am with 8 vehicles.

**Canton** location is near Sharon with a 20,000 AADT and a queue of 10 vehicles. During a 20 minute observation between 8:50am-9:10am there were 11 vehicles waiting.

O Lies questioned how cars will turn left to exit; S Malafronte explained that there is a left turn lane that is being installed in Holden as part of the improvements taking place on Main Street.

F Doyle stated the site is similar to Holden in terms of average traffic with more cars per day traveling than Main Street.

S Carlson commented the site is smaller in Canton than in Holden. J Parker agreed the site is smaller but there is more parking so if the queue is too long there is more opportunity to park.

B Zawada asked what Holden's site queue is – S Malafronte responded that it has a 12 vehicle queue of 240 feet; if queue backs up in Holden the site allows for an additional 160 feet/20 feet for vehicle or an additional 8 vehicles.

S Malafronte explained the Holden site is proposed as a single entry, double exit, left and right which is consistent with design standards but the plans will be hashed out with the DOT to follow local permitting

S Malafronte asked for a continuance to February once comments are heard.

S Carlson asked S Malafronte to confirm that orders are either 50% pick up or call ahead which S Malafronte confirmed.

S Carlson opened the meeting to the public.

Edmond Benoit, 35 Sherwood Hill Drive comments: he does not object to the Starbucks but objects that 500 feet away is Sherwood Hill Drive which people who are unable to take a left out of the site will use to take Chapel and Wachusett streets which are already currently a cut through. A Main Street type of traffic will be created on Sherwood Hill Drive and Crestview

Drive which houses 40 homes and will impact the quality of life and safety. E Benoit has lived on Sherwood Hill for 52 years and this will become an alternative route out of Main Street traffic for those exiting the site.

Alexis Vallejos, 1104 Main Street comments: thanked S Malafronte for the presentation and commented that the other sites observed have other options for exiting rather than just one as the site in Holden presents. More observation should be scheduled at different hours and use peak hours as a reference.

Matt Devlin, 42 Sherwood Hill Drive commented on a variety of issues the site would contribute to including -

- the AADT trips seem to have low estimates and the back roads will be used by others including out of towners. Requested an independent study be done.
- Air quality concerns: idling may have a detrimental impact to abutters with increased exhaust. Will this affect the air quality? The project should perform an air quality assessment including green house gas emissions including traveling and idling and drive through.
- Wetlands concerns: there is a 100 foot buffer zone however, the storm water management is not shown correctly on the plans and more analysis is needed to show the buffer
- Storm water quality and erosion concerns: the storm water report should be revised to include off site stream drainage since larger storm events will be overwhelmed and affect storm drainage. What about the new DEP regulations for drainage? What were the depths of the borings? Is there vegetation?
- Speedway/Hess/Circle K concerns: this site is adjacent to fuel tanks which are 40-50 feet away. Historic contamination exists at the Speedway site. Is remediation scheduled on the soil and water in that area?
- Economy concerns: there are several other coffee shops in town that are independently owned that may be forced to close which will increase the empty properties in town affecting tax revenue.
- Landing and view shed concerns: – what are the dark sky principles? How will the increased lighting affect the neighborhoods and wildlife? Will the lights be shut off after 10pm? A visual impact assessment is needed especially when there are not leaves on the trees.

S Carlson asked about the 10 year discharge and if that is all that is carried - more details are needed as to whether there is a basin or a splash pad.

Mary Jude Pigsley, 215 Newell Road comments: thanked Mr. Devlin for his thoughts and asked if the Department of Conservation and Recreation (DCR) has been asked about the jurisdiction of the Watershed Protection Act; the Conservation Commission memo confirms presence of a stream offsite – is there a DCR variance or approval needed?

MJ Pigsley stated the information feels peace meal; the Planning Board's charge is to ensure safety and a presentation with information in one thorough analysis would enable a more

comprehensive examination of entrance and exit, grades, site distances, and intersections. The presentation showed a Level F of service as the worst case scenario, a 50 second wait time, 1 car per minute exiting. If there is a red light at the Industrial Drive intersection, the queue will back up the exiting process. There is also a concern about the snow disposal area which impedes people looking left and right to exit as well as in the back where the stream is. People are exiting Speedway to the left. Evaluation of the impact on public safety conditions needs to be made.

S Malafronte – response to the public comment:

- Apology if the presentation appears peace meal but all requested items are submitted to the planning board
- The borings confirmed the ground is underlined by sandy soils; the soil mapping was done by the USDA and the infiltration rate used will be consistent with sandy soils.
- A concrete chamber system to a stone bed with downward infiltration will be installed
- Holden DPW reviewed the storm water analysis report which changed the design (2 water quality units, hydrodynamic separators) a bit to a manhole rather than catch basin connection in order for the pumps to achieve sediment removal
- The splash pad allows for any water that is discharged to be controlled by an outlet which controls peak flow and doesn't allow massive flow at once; Title 5 does not require any headwalls or permeable liners since it is a downward infiltration system
- Groundwater was observed 9-10 feet below ground; bottom changer is exceeding the four feet required
- DCR review will be performed after a full application is sent to the DCR; S Malafronte is in communication with G Williamson from the Conservation Commission who performed a site walk; even though in the buffer zone a request will be sent through the Conservation Commission to the Wetlands Protection Act for determination of use
- The wetlands in question and intermittent stream are well off the property; conversations with Conservation Commission have occurred since in MA buffer zones are not considered regulated areas
- Darky sky compliant lights will be used; these do not have any upward light consistent with town bylaws which cut off the light at a 90 degree angle downward
- The only project that has ever met its limit is a 500,000 foot warehouse and this project will not come close to that
- Idling is not considered an issue since the pandemic – and it is well below the five minute threshold
- Snow disposal concern was submitted to Green International and it was determined site distance will not be compromised
- Drainage patterns: storm water system is designed for a 100 year storm event
- Soil vapor extraction at Speedway – ground water is in a northeast flow but will be examined more

S Carlson asked if the site will be at the same grade as the adjacent pink building. S Malafronte stated that, yes, the hole between the buildings will be filled and details about the grading and and water drainage from the adjacent property will be shared.

M Devlin questioned why a notice of intent is not being done.

E Benoit stated that he does not see how the new design to create a left turn lane will not continue to back up traffic during 7am-9am and allow for the ability to take a left hand turn. There will be a significant deterioration of traffic volumes in the Sherwood Hill/Crestview neighborhoods because it is a shortcut.

S Malafronte stated the MA DOT new design is currently underway and will enhance safety by changing Main Street to include a double left turn lane; the Holden DPW engineer concluded that the impact traffic study will not represent a significant traffic increase and will not decrease level of service and allows for significant space for a drive through window.

E Benoit stated his disagreements with the efficiency of exiting which impacts the nearby neighborhood; S Carlson reported that Eversource is currently working on Main street for the road lane changes

Motion made by J Parker, seconded by F Doyle TO EXTEND THE MEETING TO FEBRUARY 13, 2024. APPROVED 5-0.

#### **4. Jefferson Village Center Zoning: discussion and update**

D George reported the draft was sent to Town Counsel and meetings are being set up with various stakeholders followed by a public presentation/forum in March, prior to town meeting.

O Lies stated the Economic Development Committee did not meet in January; D George will ask the committee to meet in February and have the Jefferson Village Center Zoning on the agenda and will report back to the Planning Board

#### **5. Minutes: January 9, 2024**

Motion made by O Lies, seconded by F Doyle TO APPROVE THE MINUTES FROM THE JANUARY 9, 2024 MEETING. APPROVED 5-0. J Parker and S Carlson thought the minutes were well done.

Members discussed the need for public comment but limiting the time allowed for each person.

#### **Adjourn Meeting**

Motion made O Lies, seconded by S Carlson TO ADJOURN THE MEETING. APPROVED 5-0.