

STURBRIDGE PLANNING BOARD AND DESIGN REVIEW COMMITTEE
MINUTES OF
TUESDAY, JANUARY 23, 2018
TOWN HALL

Ms. Gibson-Quigley called the joint meeting of the Planning Board and Design Review Committee to order at 6:30 PM.

Ms. Gibson-Quigley noted the members present:

Present: Charles Blanchard
Russell Chamberland
James Cunniff
Penny Dumas
Heather Hart
Sandra Gibson-Quigley, Chair
Susan Waters, Clerk
Chris Castendyk, DRC
Elaine Cook, DRC
Chris Wilson, DRC

Also Present: Jean M. Bubon, Town Planner
Rebekah DeCoursey, Administrative Assistant
Patrick Doherty, MidPoint Engineering

Ms. Gibson-Quigley opened the meeting at Town Hall and read the agenda.

APPROVAL OF MINUTES

Motion: Made by Mr. Chamberland to approve the draft minutes of January 23, 2018, as amended.

2nd: Mr. Cunniff

Discussion: None

Vote: 7 – 0 – 0

ANR – Julieanne L. Parrettie – Long Avenue

Materials presented:

Form A – dated January 8, 2018

Meets & Bounds for Parcel A & Parcel B

Plan of Land – owned by Paulette C. Auffrey & John G. Germain – prepared by B&R Survey, Inc. (100 Grove Street, Worcester, MA 10605). Plan date 12/22/17– Job #17-300.

Ms. Bubon stated the plan shows the division of land into Parcel A and Parcel B. Both parcels will be conveyed to abutting property owners and will not create any new buildable lots. Ms. Bubon stated that the plan does meet all requirements and recommended that the Board endorse the plan.

Motion: Made by Mr. Chamberland to endorse Plan of Land – owned by Paulette C. Auffrey & John G. Germain – prepared by B&R Survey, INC.

2nd: Mr. Blanchard

Discussion: None.

Vote: 7 – 0

Ms. Waters signed the plan

**WAIVER OF SITE PLAN – OM SHRI AMBIKA, LLC IS REQUESTING A
WAIVER OF SITE PLAN REVIEW FOR SITE AND ARCHITECTURAL
MODIFICATIONS FOR THE PROPERTY AT 21 NEW BOSTON ROAD.**

Materials presented:

Application for Special Permit

A plan entitled “Layout & Materials Plan”, Plan Dated February 2, 2014 Revision Date 1/2/18. Drawing # C-1. Plans are prepared by MidPoint Engineering & Consulting (826 Southbridge Street Suite 120, Auburn, MA 01501).

A plan entitled “Site Plan Exhibit”, Plan Dated September 12, 2014 Revision Date 1/2/18. Drawing # EX-1. Plan prepared by MidPoint Engineering & Consulting (826 Southbridge Street Suite 120, Auburn, MA 01501).

A plan entitled “First Floor Plan”, Plan Dated January 3, 2018 Sheet # A 1.2. Plan prepared by Adison Architects PLLC (150 Himmelein Road, Medford, NJ 08055).

A plan entitled “Elevations”, Plan Dated January 3, 2018 Sheet # A 2. Plan prepared by Adison Architects PLLC (150 Himmelein Road, Medford, NJ 08055).

A plan entitled “Elevations”, Plan Dated January 3, 2018 Sheet # A 2.1. Plan prepared by Adison Architects PLLC (150 Himmelein Road, Medford, NJ 08055).

A plan entitled “Elevations”, Plan Dated January 17, 2018 containing four sheets. Plan prepared by Adison Architects PLLC (150 Himmelein Road, Medford, NJ 08055).

A plan entitled “Site Section and Roof Plan”, Plan Dated January 17, 2018. Plan prepared by Adison Architects PLLC (150 Himmelein Road, Medford, NJ 08055).

A narrative dated January 10, 2018 from MidPoint Engineering & Consulting. Re: Hotel Redevelopment Plan, 21 New Boston Road – Site Plan Modification.

An email dated January 9, 2018 from Patrick Doherty of MidPoint Engineering & Consulting summarizing the proposed changes to the site plan and architecture.

A narrative dated January 10, 2018 from Paul Adison of Adison Architects PLLC. Mr. Doherty. Re: Design Revisions describing the proposed changes to the building design.

Ms. Gibson-Quigley acknowledged a report from Ms. Bubon, the Town Planner.

The applicant is requesting a Waiver of Site Plan Approval for the redevelopment project at 21 New Boston Road. This is a joint meeting with the Design Review Committee for them to be present to approve of the architectural changes. Ms. Gibson-Quigley read the summary of the proposed changes:

- Move the drive thru bump out to better accommodate the tenant needs. This will require a change to the site plan to keep the drive thru queue length greater than 180 feet. Two parking spaces adjacent to Route 20 have been eliminated to keep the queue as originally designed. The overall parking ratio remains compliant with the Zoning Bylaw.
- The roof line has been modified so that a simpler truss system can be constructed. The front façade remains similar to original design. The front elevation is similar to the approved building although the “cupola” has been moved and the center gable has increased in height.
- The New Boston Road elevation has been modified to include a lower roof with a “flat” section to accommodate equipment. Equipment will be screened by means of a white vinyl railing system.
- The raised roof line on the right side of the Route 20 elevation and left side of the driveway elevation has been eliminated.

Patrick Doherty of MidPoint Engineering presented on behalf of the applicant. Mr. Doherty relayed the information that Jay Patel is out of town and has given Mr. Doherty his permission to represent the project while Mr. Patel is absent. Ms. Bubon recognized that she had written acknowledgement from Mr. Patel regarding this.

Mr. Doherty began with the site plan modifications to the drive-thru. When the potential tenant – Panera Bread – began the interior design of the building they requested some changes. The first is that placing the interior coolers along the inner wall would conflict with the drive thru, so the new plan moved the drive-thru bump out window towards the Route 20 side of the building by roughly 18'. To keep with the town Zoning Bylaws, the drive thru queue must be 180' and to accommodate this requirement, the proposed plan eliminates two parking spaces facing Route 20, bringing these total spaces down from 14 to 12. Even with the reduction in spaces, the parking requirements still meet the zoning requirements.

The second modification is to the building design. This modification has come forward because the building that was originally approved will be too far out of budget to be constructed. It is not feasible for the applicant to obtain a loan that will then be repaid through tenant rental fees. The cost of building is too high. Taking the Bylaw regulations into consideration, the biggest costs saving measure is to adjust the roof line. The truss system first proposed is expensive to build and also makes it very hard to accommodate

equipment on the roof. The proposed roof line changes include a mansard roof on the front and back of the building and a flat roof between, sloping from front to back to collect stormwater and drain appropriately. The materials will remain the same as previously presented with thin brick veneer siding, and Hardie siding and Hardie shake. There is also a new cupola proposed on the dormer over the front center gable.

Looking at the front elevation, changes include removing the top center cupola and changing the shape of the dormers. In the new plan, the center dormer is larger than the side two, and has a smaller scale cupola to try to incorporate part of the original design that had positive feedback from the boards. The north and south side of the building will have true roofs – either side will be a gable roof.

Looking at the rear elevation, there will be a mansard roof going up 3'-4' to a white railing system. This design is consistent with Village Gateway District regulations and will mask the view of the flat roof from New Boston Road. Mr. Doherty explained this roof is probably a little steeper than the original plan, and does not extend as far.

Building materials remain the same as on the plan approved October 10, 2017. Mr. Doherty provided samples of the Landmark brand “Weatherwood” shingle color, as well as Hardie siding colors “Autumn Tan” and “Boothbay Blue” for the boards to review.

The Boards had the following questions, comments, and concerns:

- Please clarify the changes to the false windows. Mr. Doherty explained that previously there were some windows with fake glass and some with lattice. The architect felt that proposing all the false windows with a closed shutter look would look more consistent and be more aesthetically pleasing to the building.
- Is the size of the false windows going to be the same shuttered as they were proposed before? They will be slightly smaller.
- The size of the cupola doesn't seem to be right, it seems a little small and just stuck on the building. Mr. Doherty discussed that the new proposed cupola is sized to work for the dormer it is to be featured on, as opposed to being in proportion to the entire building, unlike the previous design. Mr. Doherty reminded the Boards that the perspective from the ground will be a little different than the plan view they see on paper in terms of angles and height and the view from the ground looking up.
- Ms. Bubon stated that it was requested for the building architecture to include a cupola because it was a favorable feature among Board member feedback. She had requested that the architect include it if feasible, but it could be removed from the plans if the Boards did not agree on it.
- Driving down Route 20 towards New Boston Road, will you be able to see the fence and flat roof? It is preferable that one does not see the flat roof, as the area is a gateway into the town. Mr. Doherty stated that the architects felt pretty certain that the mansard roof will be raised up enough and the fence at the top will be in place to help mask the roof top equipment. Also, there will be the true roof on the Route 20 side of the building and that gabled end will also be a buffer from the sight lines to the flat roof.
- The original design was done right before these modifications came forward. You paid attention to the Bylaws and worked to create a beautiful building to these standards. The subcommittee that worked to create the Village Gateway District

strived to create guidelines with care to use the regulations to create a beautiful, aesthetically pleasing entryway into town. It is imperative to maintain these standards. The original plan that was approved supported these standards. The plan in front of the Boards today falls below the standards. This is a prime piece of real estate and once the building is built, it will be there forever, at least for our lifetime. The town's Bylaws should be upheld and the building should be built right the first time.

- Mr. Doherty spoke that the last thing Mr. Patel wanted to do was come back with modifications. Mr. Patel would have kept the original building the exact way it was proposed if only he would be able to pay for it. The high building costs could not be feasibly compensated through tenant rental fees. However, he and the architect took the Bylaws, and Board feedback through this process. With the railing on the roof in addition to the roof's height and the proposed landscaping on the embankment of New Boston Road and Route 20, they have worked to create an acceptable and feasible plan that still creates a nice looking building. The Bylaw does address how to work with mansard roofs and the architect has done that.
- A Board member suggested including a scuttle hole inside providing roof access; exterior access can be problematic on mansard roofs, and make safety access for fire department and repair access much easier with the scuttle hole.
- On the front mansard roof, what will the back (New Boston Road) side look like? Finished siding? Probably not, it will probably be the same material as the flat roof itself. Could it be sided or painted? –that will be important if it is seen from the ground or roads. Yes, but it is not believed that it will actually be seen from the ground. However, it could be made a condition for a site visit after the initial construction. The concerned Board members agreed that the condition to add siding if the back of the front roof is visible from the ground acceptable, following a site visit after construction.
- What is the roof of the cupola and weathervane? Copper.

Motion: Made by Mr. Chamberland for Waiver of Site Plan Approval to Om Shri Ambika, LLC for site modifications on the property at 21 New Boston Road removing two parking spaces.

2nd: Mr. Blanchard

Discussion: None

Vote: 7 – 0

Motion: Made by Mr. Chamberland for Waiver of Site Plan Approval to Om Shri Ambika, LLC. for modifications of building design, roof line, and drive thru changes for the property at 21 New Boston Road.

2nd: Ms. Waters

Discussion: Ms. Dumas stated that she was not voting in favor of the project because she is concerned what is it going to look like. She stated that the project should stick with the original plan – that can be done – it is a financial reason of not being able to go with that original plan. This is a building that we are going to live with for the rest of our lives and we should work to make it be the best building it can be. That was the goal of the Village Gateway District Bylaw and a lot of time and hard work went into it. Ms. Dumas stated that they did that with the original plan, they created and presented a beautiful building and that is the plan that she is in favor of.

Vote: 7 – 3 – 0 (Ms. Hart, Ms. Dumas, Ms. Cook)

TOWN PLANNER UPDATED

- ✓ Pilot travel has submitted their 3-year report and there are no new concerns with the truck stop.
- ✓ The next meeting dates are January 13, February 27, March 13, March 27
- ✓ Special Town Meeting February 26

OLD/NEW BUSINESS

None

On a motion made by Mr. Blanchard and seconded by Mr. Cunniff, and voted 7 - 0, the meeting adjourned at 7:17 PM.