

**TOWN OF LUDLOW PLANNING BOARD
MINUTES OF THE MEETING OF
May 9, 2024**

PLANNING BOARD MEMBERS

Raymond Phoenix – Chairman (Present) (7:03 p.m.)
Joel Silva – Vice Chairman (Present)
Joseph Queiroga (Present)
Joshua Carpenter (Present)
Christopher Coelho (Present)
Kathleen Houle, Associate Member (Absent)

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The meeting began at 7:01 p.m. in the Selectmen's Conference Room.

Mr. Silva acted as Chairman until Mr. Phoenix's arrival at 7:03 p.m.

**CONTINUED PUBLIC HEARING – Site Sketch – Volta Charging, LLC c/o Raquel Clement
433 Center Street (Assessors' Map 12C, Parcel 82-1) (convert 7 parking stalls into 6 electric
vehicle (EV) parking stalls & 1 accessibility aisle)**

SEE SEPARATE MINUTES

Jennie Moonan – East Street Revitalization Bylaw

Jennie Moonan – Weston & Sampson was present for the appointment.

Ms. Moonan explained that she is a senior project manager working with a team of planners and landscape architects to support the town with a \$75,000 grant that was awarded from the Department of Housing and Community Development to do three different things including developing a corridor concept for East Street and taking a look at the revitalization district zoning requirements. She noted that she made some edits based on the feedback from the Planning Board at a previous meeting (safety, lighting, non-conforming structures, a desire to keep buildings up to the road to keep in character with the existing structures, parking challenges, the extent of the corridor, and design standards). Mr. Phoenix commented that the shift seems to be away from overlay and to just a regular new designation for a zoning district, and that he thinks that is a cleaner approach overall and more understandable. The Board discussed the pros and cons of a creating a new zoning district as opposed to an overlay district. Mr. Phoenix said that parking definitely needs to be addressed. The Board agreed that creating a new zoning district would be a better choice. Ms. Moonan will coordinate with Mr. Stefancik to have some working sessions to go through the details on the uses, dimensional requirements, parking, landscaping, etc. for the new zoning district. She also recommended that the design standards be in a separate document, not in the bylaw, because it will give more flexibility if things need to be adjusted as they evolve, and that the Planning Board has the authority to adopt and amend design standards. Ms. Moonan will do a markup and track changes on the zoning bylaw and will come back for further discussion.

Documents: Email from Janet Moonan to Douglas Stefancik re: East Street Revitalization District (May 7, 2024); Section V: Overlay District Regulations; Town of Ludlow East Street Overlay Revitalization District

Nick Morin – Winery Use – Iron Duke Brewing, 100 State Street

Nick Morin – Iron Duke Brewing was present for the appointment.

Mr. Morin explained the setup of his business and that they can only currently serve beer at the facility. He said that the needs of a banquet or similar type of gathering would benefit from a broader selection of beverages, and that he recently got approved for a distillers and winery license through the State of Massachusetts, in addition to his current brewery license. The Board reviewed the uses in the Table of Principle uses. Mr. Stefancik said that cidery and distillery are allowed in the MRD district, but not winery. Mr. Morin said that he doesn't grow his own ingredients but buys them from local farmers/distributors. The Board agreed that winery could be added to the MRD District. Mr. Stefancik will contact Westmass for their signoff, and then this change of the table can be put on the agenda for the next town meeting. Mr. Morin was told by the Board that he could come in for a Change of Occupancy to run the cidery.

CONSENT AGENDA:

The Board approved the Consent Agenda under unanimous consent except for the letter to the Charter Committee.

- ◆ FILE Mail Item 32. - Legal Notices from surrounding communities
- ◆ APPROVE/SIGN Minutes of February 8, 2024 and April 25, 2024
- ◆ SIGN Special Permits:
 - Dominick Corsetti – 115 Laconia Street (power washing business)
 - Nathaniel Sarrasin/Andre Martins – 55 Pleasantview Street (print shop)
 - Matthew Costa – 386 Chapin Street (electrician)
 - Nathan Pulowski – 735 Center Street (handyman & cleaning business)
- ◆ SIGN letter to Charter Committee

File Mail Item 33 - Reorganizations of Town Boards/Committees

File Mail Item 34 - Special Permit granted from Zoning Board of Appeals – 53 White Street

File Mail Item 35 - Legal Notice – Zoning Board of Appeals – 76 Ravenwood Drive

File Mail Item 36 - Legal Notice – Zoning Board of Appeals – 0 Rood Street

SIGN letter to Charter Committee

Mr. Phoenix read the letter that was drafted for submittal to the Charter Committee.

Mr. Carpenter: Mr. Chairman, I make a **MOTION** we sign the letter and send it to the Charter Committee.

SECOND Mr. Coelho.

5-0 in Favor.

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Mr. Phoenix mentioned that he saw an email thread from Marc Strange, Town Administrator, about the possibility of remote participation at meetings. Mr. Stefancik will get more clarification to see if that's a possibility for the board members and the public.

Mr. Carpenter: **MOTION** to adjourn.

Mr. Phoenix: Those are always in order and they're not debatable, but I didn't hear a second.

SECOND Mr. Coelho.

5-0 in Favor.

Meeting adjourned at 8:17 p.m.

APPROVED:



Joseph Queiroga, Secretary

(All related documents can be viewed at the Planning Board Office during regular business hours.)

**TOWN OF LUDLOW PLANNING BOARD
CONTINUED PUBLIC HEARING – SITE SKETCH
433 Center Street (Assessors' Map 12C, Parcel 82-1)**

**Volta Charging, LLC c/o Raquel Clemente
(Convert 7 parking stalls into 6 electric vehicle (EV) parking stalls & 1 accessibility aisle)
May 9, 2024**

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PLANNING BOARD MEMBERS

Raymond Phoenix – Chairman (Present) (7:03 p.m.)
Joel Silva – Vice Chairman (Present)
Joseph Queiroga (Present)
Joshua Carpenter (Present)
Christopher Coelho (Present)
Kathleen Houle, Associate Member (Absent)

The public hearing began at 7:02 p.m. in the Selectmen's Conference Room.

Mr. Silva acted as Chairman until Mr. Phoenix's arrival at 7:03 p.m.

In attendance: Attorney Michael Dolan – Brown Rudnick, LLP, Michael Denehy - Volta, attendees

Mr. Silva: Well, we have a continued public hearing today regarding the Volta Charging application. Please join us, yes.

Mr. Stefancik: And there's some comments in the folder about the ---.

Mr. Coelho: I do have Safety's no-comment comments somewhere here.

Atty. Dolan: Good evening. Michael Dolan again on behalf of Volta. Thank you for meeting with us. With me here tonight is Michael Dennehy. He's a manager at Volta Charging. So just by way of background, we had submitted an application for a site sketch approval for four chargers at the Big Y parking lot. We proposed two chargers on the western part of the property along the side of the parking lot. And then we had two chargers in the front of the store that are, we call them our media chargers 'cause they have a display screen that has an image of an advertisement on them. In meeting with the board, there were concerns about the location of those two near the front of the store due to the congestion of people going in and out.

Mr. Silva: Correct.

Atty. Dolan: And so, I met with the engineers at Volta. I got Mike involved and we were able to figure out a way we're gonna be able to put the two media chargers in the very, very back of the parking lot on the island so that we're as far away as possible from, to the front. The previous application and design had us take...

Mr. Silva: I'm sorry. I'm sorry to interrupt.

Atty. Dolan: Sure.

Mr. Silva: We're gonna switch.

Atty. Dolan: Okay.

Mr. Coelho: You wanna stay or switch?

Mr. Carpenter: I'll stay. We've done enough moving for tonight.

Mr. Phoenix: Just doing the shuffle. Sorry I'm a little bit late.

Atty. Dolan: No worries. Would you like me to start over? Or are we?

Mr. Coelho: Joel really wanted the gavel.

Mr. Phoenix: Well, if you want the gavel you can have the middle seat back.

Atty. Dolan: So, I was just reviewing where we had been and how we got to here. So, we did take your thoughts and comments and I brought them back to Volta. I said, guys, we're just not gonna, this is Mike Denehy, he's a manager of Volta. He was not at the last meeting. I said this is just not gonna fly up front. There are concerns about congestion up there and this adding to that, making it a little more complex. So, I worked with them and the engineers were able to put this in the furthest island in the back of the Big Y parking lot completely away from the front of the store. Our previous design included a parking space that was gonna have a charger in it. So, we were gonna lose a parking space. This is even a better design 'cause that's not happening. We're just taking six existing parking spaces and turning those into preferred EV charging with four on the side on that western portion of the property that we talked about. Those are the non-media chargers. Then we had the two media chargers, are now on the furthest back part of that lot. We, per your suggestion, we went to the Safety Committee, met with them tonight and they had no comments about that. The Chief had asked me some questions about different things about the units and at the end they had no comment. So that was a good development and we're here back in front of you for your consideration of this new location.

Mr. Phoenix: Okay. And the, just for anybody that's not seeing the actual plan, just to, to clear it up for anybody playing the proverbial home game, you're saying the, the back of the lot, it's not really the back of the lot. It's the back of that section of the lot up near Golden Nozzle, 'cause the parking lot goes much deeper.

Atty. Dolan: It's right next to the carwash. Yeah, Correct, the back of the Big Y lot.

Mr. Phoenix: Which, you know, if Safety doesn't have a problem with it, then I'm not really gonna make a huge stink about it. But I would say that the fact that the secondary choice for a location being still where people are driving by, where they're gonna see it, suggests to me that the concerns that we had were, were valid. And I, I still personally do have some of those concerns that if there's gonna be signage there, it's gonna be distracting for people driving by. It's certainly not as much foot traffic. So, I'm not as concerned. That's, I'm guessing, is that what Safety was thinking too, Chris, or?

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Mr. Coelho: Yes, Safety was happy with the fact that the lights dim automatically at night, so it's not super bright at night, correct?

Atty. Dolan: That's right.

Mr. Coelho: Correct me if I'm wrong. Yeah, and also the transition between screens is very gradual. So, they were more concerned about flickering and flashing and things like that.

Mr. Phoenix: Fair.

Mr. Coelho: And we have assurance from the developer that it, it's more of a gradual, it's, for lack of a better term, it's probably less tacky than what we had imagined.

Mr. Phoenix: Yeah.

Mr. Coelho: And that was about it. Oh, and Fire again, Fire was worried about deactivation in the event of an emergency. I don't know if we got any, any closure on that, but I'm...

Atty. Dolan: We did, we did. We were, we called the engineers in right after the meeting and there's a main shutoff in the cabinets that'll shut everything down there are directions and signs on to do that, just like the Chief wanted.

Mr. Phoenix: And then what I didn't pick up on while I was looking at this beforehand and it, I think it just slipped my mind until now. There was conversation about the way that the poles were gonna be. Has that been resolved or is that still the same way? Is that still up in the air?

Atty. Dolan: Wait, what? I'm sorry.

Mr. Phoenix: The poles. 'Cause there was talk about whether it was gonna be going straight across the street or if it was gonna be doing up the street across and then back down.

Atty. Dolan: Oh, Oh, for the run of the electricity?

Mr. Phoenix: Yeah.

Atty. Dolan: Yeah, that's gonna start at the Southwestern portion.

Mr. Queiroga: Why don't you show it?

Atty. Dolan: Mike, can you point that out? No, no, no. Down to the entrance there. I think that's where the power's gonna come in and it'll just...

Mr. Denehy: --- transformer, yep.

Atty. Dolan: Yep. And then why don't you show how the electricity will get out? We're not gonna have to put any new poles in the lot.

Mr. Denehy: Correct, they're gonna use this as a supply pole here. I'm not sure what the pole number is across Cherry Street. Right.

Mr. Silva: Everything else is underground?

Mr. Denehy: Yes. Yep.

Mr. Phoenix: I don't know, it just seems weird to me when the electricity's running all the way across the street to pull it from there instead of pulling it closer to the transformer, cause putting it there means it's gotta go across the entrance to Big Y which isn't a huge deal. But it seems like given the choice, I would personally prefer not to.

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Mr. Coelho: I think it's gonna go underground.

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Atty. Dolan: Yeah. And Big Y, that's where they want us to go.

Mr. Silva: It's underground, correct? Yeah.

Mr. Phoenix: If it's going underground, that's gonna be interesting during construction. But I suppose only to the extent that I'm a customer is that my problem.

Mr. Queiroga: I have a question.

Atty. Dolan: Yes sir.

Mr. Queiroga: Those, those four green ones...

Atty. Dolan: Yes.

Mr. Queiroga: ...are normal charging stations, right? Well, yes. So, there's only two chargers there, but they have dual charging cables. So, you get four charges out of two machines.

Mr. Queiroga: Okay, and how long will it take somebody to get charged up?

Mr. Denehy: So, if I might.

Atty. Dolan: Sure.

Mr. Denehy: Those four cords down the bottom, they're level three chargers. They're 180 kilowatts. So, half hour you get a full charge...

Mr. Queiroga: Okay.

Mr. Denehy: ...on a vehicle. The two media screens up the top, they're level two, those are the free chargers, those are the free electrons, you know, typical if you're in in the store for a half hour or 45 minutes, you could be looking at anywhere from...

Mr. Queiroga: That's the one in the upper right-hand corner?

Mr. Denehy: Yes, you can. That's anywhere from 20 to 30 miles.

Mr. Queiroga: And those two blue ones in the middle there?

Mr. Denehy: Those are just highlighted where we had previously proposed them to be.

Mr. Queiroga: Oh, I see. Okay, and the, I think one of the comments that was made, this was a while back when they first came in, was about the, those, those up in the top left there. Now do they, is there a lot of flashing lights or no?

Atty. Dolan: There's no flashing lights.

Mr. Queiroga: No flashing lights?

Atty. Dolan: No. It's a static image that softly rotates every 14 to 15 seconds. So, in all likelihood, most people won't see it change.

Mr. Queiroga: Okay. So that's a promotional, those are promotional.

Atty. Dolan: Yeah. It's just an ad that it, because of the, the way that the advertiser, advertisers want it, they want that soft rotation. They don't want it just stuck on something.

Mr. Queiroga: Okay. All right.

Mr. Phoenix: Is there a technical limitation on those devices where it physically cannot be a hard transition? If somebody offered enough money to say, hey, I want my ad to be more eye-catching. Can you do that? Or is that something that the, the device does not actually allow?

Atty. Dolan: By more eye catching, what do you mean?

Mr. Phoenix: Well, if something's...

Atty. Dolan: It won't go brighter than anyone else.

Mr. Denehy: There's no motion, there's no noise.

Atty. Dolan: Everyone's treated the same and there's no preferential advertisers.

Mr. Phoenix: Okay.

Atty. Dolan: Someone could say, I'd rather mine go for 16 seconds and if they want to pay for that, they'll let it, but they're not gonna do anything to make someone's look brighter or stick out in any way.

Mr. Phoenix: Okay.

Mr. Denehy: They're sometimes mis-compared with the gas stations. Right. There's no sound, there's no motion. Right. There's no video coming at you. There's no, there's no noise coming at you. It's, it's a subtle flip. Every, so federal highway standards are every eight seconds. So, the big billboards you see on the pike or anywhere like that, federal highway standards say they have to flip every eight seconds. Right. We can extend that further based on the authority holding jurisdiction. The, the, this community.

Mr. Phoenix: Well, I think eight seconds is, is fast. So higher numbers are, are better here because we want the, if there's gonna be something there, we want the image to be static longer.

Atty. Dolan: Correct.

Mr. Denehy: It has to be a minimum of eight. How's that sound?

Mr. Phoenix: Okay, yeah. So, you know, if we're saying that we're looking at in the, the twelve-ish second range, then that certainly is, is better than the highway standard. The highway standard, I would also say is intended for people that are driving on a mostly straight thing where they're not really looking to do a lot of people walking by or traffic turning in and out. It's just you're driving along, you're doing your thing, and you've occasionally got an on-ramp or an off-ramp or a lane change.

Mr. Denehy: Yeah.

Mr. Phoenix: So, it's a different scenario than a parking lot. So, I would expect that number to be higher for the parking lot anyway.

Atty. Dolan: We intentionally are going longer because of that.

Mr. Phoenix: Okay.

Mr. Silva: I have a couple questions. Maintenance.

Mr. Denehy: Maintenance is on us, yep.

Mr. Silva: How frequently do you guys do maintenance? Because I did some research and...

Mr. Denehy: Every station gets...

Mr. Silva: ...there's a lot of vandalism against stations like this that people try to steal copper, which people get electrocuted because that's vandalism.

Mr. Denehy: That's a great question. And, and because we have an advertising model, it's in our best interest to keep these machines working and clean and right. We won't get advertisers to advertise.

Atty. Dolan: They are the best-looking chargers in the entire industry.

(multiple people talking)

Atty. Dolan: No, and I just say this on other side, I've gone to shopping centers where you see cables hanging away, they look terrible.

Mr. Silva: Correct.

Atty. Dolan: And these guys, these are developed in Austria, they're beautiful, they have to look good, they're clean, they're crisp. They actually make it look better because it brings a level of technology to the area that really looks sophisticated. But you're right that they have to work

hard to maintain those for the selfish reason of one of them being, they, they have to make 'em look good so they're not an eyesore. No one's gonna wanna look at it.

Mr. Silva: It's, it's not even that. It does the, the resources that I read, people try to steal the copper. Another customer comes and uses, uses it and there's exposed wires.

Atty. Dolan: Steal the copper?

Mr. Silva: The copper from the ---.

Mr. Denehy: We've had one instance of theft, and they actually stole the screens before we had them installed in Los Angeles. That's our only, I mean there's, there's random vandalism in the Natick Mall. Someone took a, took a bat to one of them and broke the, the hose. But with respect to vandalism, like stealing copper and stuff? No, no reports of that.

Mr. Silva: Okay. Is it possible for a person to leave a car there overnight and a like just come back the next day and get it or something, or this shuts off at a certain time?

Mr. Phoenix: Are you thinking for yourself?

Mr. Silva: No, no, I'm just asking. I read all about these things. ---

Mr. Denehy: With the fast chargers, right, you have to charge, for charge with that. There's a lot of energy coming through that, right. If you are charged, you'll get an idle fee, right. You'll get a notification. You have to swipe in, you'll get a notification that your, your vehicle is completely full. You've got 15 minutes to remove your vehicle or you're gonna pay an exorbitant amount of money as an idle fee. With the free chargers, not so much. Right. But our, our partners, Big Y in this instance and other retail grocers, they effectively manage the parking lot. We have more instances of, of ice vehicles parking in these spots, combustion engine vehicles, parking in these spots and tying up the spot, and again, it's not dedicated for but it's preferred for. We have more, more instances where combustion engine vehicles will be there when an electric vehicle would like to, to plug in. So, we work closely with our partners to, to kind of handle the enforcement piece.

Atty. Dolan: But it's a good question. The goal is that no one's supposed to park there.

Mr. Silva: Correct, correct.

Atty. Dolan: That's right.

Mr. Silva: Okay. For me overall, the change that you guys made from the front to the back, that was the main concern at the time.

Atty. Dolan: Great. Thank you.

Mr. Silva: That was my two questions. I'm okay.

Atty. Dolan: Thank you.

Mr. Phoenix: Anybody else have anything? Okay, so I'm gonna just kind of go back to, to what I said. You know, it, I think it's, it's a good compromise position. I think it, like I said, it kind of bears out what we were saying that they're meant to be seen. That, that's why they got advertisers that are willing to pay to have their message on there. So having them up front wasn't necessarily the greatest option. I think there might still be better spots on the lot than where these are going from a safety perspective, but I don't know if that's gonna make sense from safety and business at the same time. So, I think we're probably about as good as we're gonna get. With that...

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Mr. Carpenter: Mr. Chairman, one question.

Mr. Phoenix: Yeah.

Mr. Carpenter: Is there anything where we can put conditions on it, 'cause for that fifteen seconds, or no?

Mr. Phoenix: It's a special permit I think, or is it just a site sketch?

Mr. Carpenter: It's a site sketch.

Atty. Dolan: Site sketch.

Mr. Phoenix: So, we can, we can't really do a whole lot with conditions on a sketch. We can do conditioned approval on them giving us something updated on the plan. But it should generally be relative to the requirements that we have in the bylaw.

Mr. Coelho: I'm sure your times are contractual, correct?

Atty. Dolan: That's correct.

Mr. Denehy: Yes.

Mr. Coelho: And the minimum time in the contract is...

Atty. Dolan: They would, they would love to have eight seconds. But because of what we heard here, I beat these guys up and I said you gotta go double that, not double, they said the most we can go is thirteen, fourteen. I said, well then that's a lot, that's a big improvement. So that, they're gonna have to work through that with their advertisers.

Mr. Phoenix: So, I think we could probably put that on as a condition saying that they need to have that written on the plan that the change will be no more frequent than every thirteen seconds.

Atty. Dolan: Okay. Yeah.

Mr. Phoenix: And then they can be held to that 'cause it's on the plan because that's part of what we're looking at it for from a safety perspective for the signage. I think we can do that kind of condition. If that satisfies what you're looking for, Josh.

Mr. Carpenter: Yeah, that would satisfy me.

Mr. Denehy: And again, I wasn't here last meeting but let, let me offer this to you. I was a former town administrator in Milton. Municipalities in Massachusetts are always trying to get messages out, right? Today's, this week, is yard waste, or you know, or we've got a big event. We allow the authority holding jurisdiction to use screen time as well. Right. If our fill rate is 50% on these screens, we will allow you to use that screen, you know, up to 10% where you can put some type of variable message about community events on the screen. So, that's just something that we offer.

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Mr. Phoenix: Okay, well we can certainly pass that along to Board of Selectman is probably the main place where that would be able to take advantage of that. I don't know if there's some other groups as well, but that'd probably be a good place to communicate out through.

Mr. Denehy: Yeah, some of your public safety messages, they were very prevalent during Covid, right. Here's where you get your covid shot, etcetera, etcetera. So just any type of public message that you want to get out, whether it's from public works perspective, public safety, or just like some type of community event.

Mr. Phoenix: And just to go through, I think, just looking for in the file, is there anything in here new that needed to be read in? Sue, Doug?

Mr. Stefancik: There were a couple of comments.

Mr. Phoenix: And were those read in before I got here?

Mr. Stefancik: No.

Mr. Phoenix: Okay. So just to clean that up, we have looks like Safety, no comment. Fire Safety: I have no further comments on the EV charging stations. Fire Department: site sketch submitted to this office for converting seven parking stalls into six and one accessibility aisle. Any electric vehicle charging station subjected to vehicle damage, bollard protection is to be installed. Rapid electrical shutdown equipment for charging stations shall have a permanent label located at a readily visible location. And that sounded like that got talked about at safety as well. Conservation Commission: we have concerns as to the impact on the parking lot drainage system. I don't think I remember seeing anything from public works about that. But we can, we can certainly take a look. DPW, speak of the devil: no comments. Building Department: accessible EV station should be closest to entrance or building per MAAB. Mass Architectural Access Board regulate, Rules and Regulations 520 CMR Section 23.3.1 which was depicted on version one dated 2/29/24. Are any of the EV stations designated as accessible?

Atty. Dolan: So, what happened was, after our first meeting here, we submitted a plan that showed these in the back with an accessible parking spot. The commissioner wrote that comment saying, well if you're gonna have an accessible spot it needs to be up at the front of the store. So, I spoke with Volta, and they said look, we were just doing this as a gratuity, we don't have to do this. So, we'll just...

Mr. Phoenix: That's where the extra spot got picked back up?

Atty. Dolan: Exactly. Exactly.

Mr. Phoenix: Okay. 'Cause I mean, having an accessible spot back there if anything, it services for the ATM.

Atty. Dolan: That's correct.

Mr. Phoenix: But there's, you know.

Atty. Dolan: It's not ideal for someone to get to the front of the store.

Mr. Phoenix: I don't know that somebody's gonna be looking to plug their car in to hit the ATM and drive away. I don't know that they're gonna get much juice out of it. Only other thing I can think of is if they parked there and then just walked up to the convenience store or something. But anyhow.

Mr. Silva: It's a good time to transform the Bank of America into a coffee shop. That little stall over there.

Mr. Phoenix: Looks like that's it for new comments. So, where we left off last time, I don't think we needed any more waivers 'cause we'd waived the, we didn't have to waive the hearing. We didn't have to waive the fee on this one. We already waived it down to the sketch, correct?

Mr. Stefancik: Correct, in the February meeting.

Mr. Phoenix: And there weren't any other waivers being requested?

Mr. Stefancik: No.

Mr. Phoenix: Okay. So, if there's no other waivers being requested, is there a motion on the matter at hand?

Mr. Coelho: Mr. Chairman?

Mr. Phoenix: Mr. Coelho.

Mr. Coelho: I **MOVE** to approve and sign the site sketch for Volta Charging, LLC, 433 Center Street.

SECOND Mr. Queiroga.

Mr. Phoenix: Well, I heard a second but for as discussion, would you be willing to amend your motion to include on the condition that the plan have added onto it that the electronic signage shouldn't change any more frequently than every thirteen seconds and then also to close the public hearing?

Mr. Coelho: Excellent. Yes.

Mr. Phoenix: You're okay with both of those? Is the second okay with both of those?

Mr. Queiroga: Second, yes sir.

Mr. Phoenix: Okay. Motion is to approve in the standard form with the additional condition that the plan have added to it, language indicating that the signage will not change any more frequently than every thirteen seconds. And the motion is further to close the public hearing. All those in favor?

5-0 in Favor.

The public hearing closed at 7:24 p.m.

APPROVED:



Joseph Queiroga, Secretary

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Documents: Master application; waiver request; comments from town departments/boards; Preliminary Design Drawings – Volta Big Y #19 Ludlow (05/02/2024)

(Documents pertaining to this hearing are available for viewing in the Planning Board Office during regular business hours).