

Bellingham Planning Board
Selectmen Office - Town Hall

Regular Meeting of September 12, 1974

Members Present: Sergio Rotatori, Chairman
James E. Hart, Vice Chairman, Clerk
Joseph G. Cortes,
Francis O. Forte
James A. McElroy

Chairman Rotatori opened the meeting at 8:00 P.M. and dispensed with the regular order of business.

Discussion was held on the possibility of a new road connecting Rte 122 in Blackstone to Rte 126 in Bellingham and the following took part in the talks:

Constance D. Perreault, Chairman Selectmen, Blackstone
Frank Tycks, 237 Main St., Blackstone, Selectman
Robert A. Lamarche, Blackstone Selectman
Earl E. Robbins, Temp. Town Administrator, Blackstone
John C. D'Angelo, Blackstone Planning Board
Norman R. Landry, Blackstone Planning Board
Charles Bessetto, 5 Swift St., Blackstone, Planning Board
Ted Allaire, 83 Elm St., Blackstone, Planning Board
John Bourgeois, 40 Montcalm St., Blackstone, Planning Board
Dennis Lomberto, 16 Park St., Bellingham, Finance Committee
Donald J. Horan, Chairman Bellingham Selectmen
Arthur J. Martel, Bellingham Selectman
Sertio Rotatori, Chairman Bellingham Planning Board
James E. Hart, Vice Chairman, " " "
Francis O. Forte, " " "
Joseph G. Cortes, " " "
James A. McElroy, " " "
Robert R. Jackson, 59 Newland Ave, Bellingham
Paul Graimarinaro, 83 Newland Avenue, Bellingham
Joseph E. Kramarz, 91 Newland Ave, Bellingham
Henry Borowski, 10 Old Elm St, Bellingham, Building Inspector
Raymond S. Niedowski, Tippetts-Abbott-McCarty-Stratton, Brookline
Paul Patneaude, Bureau of Trans. Planning & Development,
190 Portland St., Boston
Michael DiMino, Mass. DPW
Marlyn Young of Philip B. Herr & Associates, consultant to
Bellingham and Blackstone Planning Boards showed an aerial
outline of the proposed new road, and explained to Patneaude
what had transpired before the meeting. Patneaude asked if
there were a lot of accidents happening now on the road used
to travel between the two towns. Bourgeois explained there
were several accidents on Mann and South Main and Mann and
Rathburn Sts. Several traffic lights have had to be installed
by Woonsocket to control the flow of traffic. The biggest
factor in wanting the road, explained Mrs. Perreault, was to
make emergency vehicles readily acceptable to all parts of town.
Bourgeois explained their police have to travel through Woonsocket
to get from one end of town to the other and it is technically
illegal to carry their guns into another state.

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Raymond S. Niedowski of TAMS, a consultant to the Mass. DPW explained his firm had done some work on the railway right-of-way currently being proposed for the new road. He stated he had visited the Real Estate Dept. of the Penn Central Trans. Co and had been able to trace the right-of-way from copies of their valuation maps. Their main interest was to look into the engineering potential of the roadway. From an engineering view, the road is feasible with widths of a minimum of 82½' and bellowing out to 150' in some areas. Total length of the line is about 2½ miles, extending in a virtual straight line between Blackstone and Bellingham. There seemed to be no enviromental problem, with no commercial or residential developments along the route itself. The only engineering problem would be at the ends of the route because of the grade separation structures. This might involve some possible right-of-way takings. An embankment is carried across Harris Pond with water flowing below through two large diameter metal pipes. There are a number of water bodies along the line and an enviromental study would have to be undertaken. An area TOPICS study done about a year or so ago pointed out the need for further study into roads to open up the southeast portion of Blackstone known as Millerville. Rotatori asked Niedowski how wide the road would have to be, and was told a study would have to be made on the traffic flow. 10,000-12,000 cars per day were currently using Rte. 122 and 126.

Rotatori asked what the cost to the towns would be. Patneaude stated under the Urban Systems act the state would be willing to acquire the land from the railroad and turn it over to the towns. There is a lot of projects in the area that they would be in competition with. The towns would have to get together and sell the job to the Joint Transportation Advisory Group. They will be making a priority list very shortly and action should be taken as quickly as possible. He advised 1) to establish the need for the road and 2) get to the advisory group as soon as possible.

Forte asked if there would be any problem where the two towns involved belonged to two different area councils, the MAPC for Bellingham and Central Mass. Regional Planning Council for the Town of Blackstone. Patneaude stated this would be no big problem but would mean you would have to get a priority list from both groups.

McElroy stated it was his understanding that the road would be financed by the state. Patneaude stated it would be a big help if the towns would be willing to assume the cost of the design, and that the two towns should get together and check out how much money they would be willing to spend.

Bourgeois stated the county engineers have done some projects for his town in their spare time and he would check into this. Niedowski stated there had been some interest from another group about the same right-of-way, and the towns should at least establish their intentions before the route is gone. Horan stated the Trail Riders Association was interested in the land. Horan stated his Board would be willing to accomodate Blackstone. As far as any future development beyond Rte 126 they would not be

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interested in at all. A Blackstone Selectman stated there was a large recreational area being planned in Blackstone and most of the traffic flow would be on Elm St. The proposed road would not be a major highway just an access road with two lanes. They hope to have the recreational area in operation in two or three years. Forte stated the bulk of the work would have to be up to Blackstone, as the road is not going to be benefiting Bellingham that much.

Gerard Riendeau and Roland Gagnon appeared before the Board seeking the consent of at least four members to ask for reconsideration from the Board of Appeals on a variance. Attorney James Larkin stated his associate Attorney Roche was notified of the public hearing just a few days before the hearing and was unable to attend the meeting. The petitioners did not realize they had to be present. Zoning Board denied their petition for a variance because of default. Hart stated there was two lots with one owner and under our present zoning it became one lot. Larkin stated he just wanted to give his clients a chance to speak for their case. McElroy made a motion (2) by Forte to grant the petitioner the opportunity to seek another hearing before the Zoning Board of Appeals because of the confusion of the hearing date, Rotatori voting for with Hart and Cortes abstaining. McElroy told Cortes they were just giving the petitioners an opportunity to speak on their own behalf at another Zoning Board hearing. Cortes changed his vote to yes. Zoning Board to be notified.

James DelVecchio told the Board he had spoken to Consultant Herr regarding the conditions outlined in a letter dated August 26th giving conditional approval of his subdivision. Herr had suggested he visit some neighboring industrial parks. An industrial park in Ashland had a road with a maximum of 31', 9" for parking and the rest for the roadway. An industrial park on Rte 16, Holliston, had a road of about 26' wide. None of the industrial parks had berms. He objected to the requirement of 5" of pavement stating the bylaws call for 3". Gerard Daigle told DelVecchio he thought 3" was more than adequate. He had talked with the Water Dept. and Fire Chief and would put in the hydrant now rather than later. He objected strongly to having to take 60' from the center of his land for a road. Rotatori told him if there are trailer trucks parked on both sides of the street, this is not too wide. DelVecchio stated the town could post no parking signs. McElroy stated he had studied the Boards' requirements and felt they were well within the limits of the Board and felt the Board should stick with them. Forte (2) the motion. Hart disagreed stating that he thought the Board was making it hard for business to come into town. Cortes stated he thought the Board should have a new set of by-laws drawn up for industrial subdivisions after the Board has approved DelVecchio's plan. The board was discouraging industry from coming into town. Forte stated the Board had waived sidewalks on both sides of the street and because of heavy trucking are asking for 5" thickness in place of sidewalks. Hart stated the Board is asking for 5" thickness when the Highway

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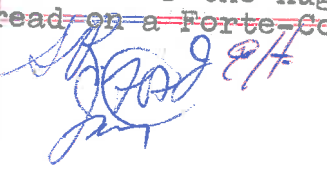
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Superintendent says 3" is adequate. Rotatori said Daigle was not an engineer and that state highways are between 5-6" thick. Town streets have to be paved every few years or so. Hart said he knew nothing about thickness of roads. Marilyn Young stated the by-laws call for 3" and since Daigle has given his approval, Herr would probably advise 3" would be the better thing to agree on. McElroy stated they did not know how much heavy trucking there was going to be and the Board has to protect the town. DelVecchio stated he had based the price of his land on the road as outlined in the plan, and he felt the Board was asking for too much. He asked the Board to check the parks in neighboring towns. Cortes asked DelVecchio if he had ever considered keeping the road himself and maintaining them. Del Vecchio stated that would be an entirely new ballgame. On a Hart-Cortes motion, it was voted to reconsider three items, berms and street width, pavement of 5" and street right-of-way, McElroy and Rotatori voting for with Forte abstaining. DelVecchio also pointed out the requirement of section (a) calling for catch basins, etc. saying with the drainage easement they were not called for. Once the road is extended then they would be needed. Secretary said that requirement had been put in by mistake. DelVecchio stated he would be willing to go for a 40' taking with 30' for the road and 10' for utilities with either 5' on each side or 10' on one side. DelVecchio said it was the general opinion that berms in industrial parks were just knocked and ripped up by the trucks. None of the parks he had visited had them. Rotatori agreed if they are not backed up properly they are just a waste of time. But are necessary if you are looking for a neat looking park. They keep the trucks off the grass and also help with the drainage. Cortes suggested a compromise of a 50' wide taking. Rotatori said he would be willing to go along with 50' but still wanted berms. Marilyn stated she would be uneasy with just a 5' grass strip on each side for the utilities. Rotatori stated the town will not go onto private property. DelVecchio suggested increasing it to 7½' on each side or just taking one side. Underground utilities were brought up and DelVecchio stated if he had to go underground he would withdraw the plan, it would be too impractical. He knew of no industrial subdivision that had them. McElroy stated if someone wants a by-law waived then they ask for it at the hearing. He did not see how they could do it now. A new public hearing may have to be held. Town Counsel will be consulted. Forte said he would like to have some time to check other industrial parks. On a Forte-Cortes motion the Board voted unanimously to take the three item under consideration. Marilyn will be checking into other parks and their requirements and also with Mass Elect regarding underground wiring.

Release of Lot 1-11 inclusive of Glen Acres off Center Street was discussed. Rotatori stated he had not received any word from Daigle regarding the roads. Board will check out the subdivision.

Minutes of the August 22nd meeting were unanimously approved as read on a Forte-Cortes motion, with McElroy abstaining.



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Rotatori told the Board the representative to the MAPC had resigned and the Selectmen had approached him to see if a Planning Board member would like the post. Board will discuss it at a future time.

McElroy will be the co-ordinator in the Board efforts regarding the proposed connector road from Blackstone. Blackstone to be notified.

Meeting adjourned at 11:05 P.M. on a Forte-McElroy motion.

APPROVED AS READ:

Respectfully submitted:

James E. Hart, Clerk

James E. Hart
Francis O. Forte
James McElroy