



BELLINGHAM PLANNING BOARD

5 COMMON STREET
BELLINGHAM, MASSACHUSETTS 02019
(508) 966-0991; FAX (508) 966-2317
PlanningBoard@bellinghamma.org

March 11, 2004 Meeting Minutes

♦ Present at the meeting:

Richard V. Dill (RVD), Chair
Edward W. Guzowski, (EWG), Vice Chair
Brian J. Sutherland (BJS), Secretary
Roland R. Laprade (RRL)
Arthur P. MacNeil (APM)
Glenn C. Wocjik (GCW), Alternate

Other officials: Stacey J. Wetstein, (SJW) Town Planner
Beth E. Partington (BEP), Coordinator
Amy Cook, (AC), Commission on Disabilities
Tom Guerin, (TG) Deputy Fire Chief
Denis Fraine, Town Administrator
Ernie Taft, Historical Commission

♦ General Business:

RVD opened the meeting at 7pm.

BJS: Motion to accept the 2/26/04 minutes.

APM: Second. Vote: 5-0, approved.

BJS: Motion to sign the vouchers.

RRL: Second. Vote: 5-0, approved.

♦ 81-P, John Rhodes, 60 Locust Street:

BJS: Motion to approve the 81-P, dated 2/26/04, for John Rhodes on 60 Locust Street.

APM: Second. Vote: 5-0, approved.

♦ Wal Mart Garden Center Permit:

RVD asked EWG if he was aware of any problems with the garden center in the past. EWG stated he was not aware of any except for people parking in the handicapped spaces.

RVD asked TG if he was aware of any problems.

TG stated no, and asked that for reason of traffic flow purposes, that a plot plan be submitted to make sure a truck could get in there for safety purposes.

EWG: Motion to recommend the Wal Mart Garden Center contingent upon approval of the Building Commission, Fire Department and the Police Safety Officer.

BJS: Second. Vote: 5-0, approved.

◆ **Street Acceptances: Gemmur Lane and Denault Drive:**

SJW stated the PB needed to make a recommendation for the BOS. She read parts of a memo from Don DiMartino. The streets have already been accepted at Town Meeting as part of Bald Hill Estates.

BEP stated that she spoke with Jacki Bokoski in the BOS office and she stated that it has already been accepted at Town Meeting, but the BOS didn't hold their hearing and the PB needed to give a recommendation for the BOS.

RRL stated he would like to get an opinion from legal counsel on the background of this street acceptance request and whether or not it needs to be advertised before they approve this.

RVD stated it would be good to get clarification on it. If the BOS didn't have their meeting, then he would think it would need to be done over.

◆ **General Business continued:**

RRL stated he would like to formally get approval from the PB to be part of the Historical Restoration Committee as a representative for the Planning Board.

BJS: Motion to recommend RRL to be an ad-hoc member as part of the Historical Preservation Master Plan Committee as a representative for the Planning Board.

EWG: Second. Vote: 5-0, approved.

SJW stated that if anyone is interested in being part of the meeting as a representative for the public to please contact the Planning Board office.

◆ **Dunkin Donuts Northeast Distribution Center Development Plan Approval, Depot Street, Public Hearing:**

RVD opened the public hearing for Dunkin Donuts.

Ted Tye (TT) for National Development, serving as the development agent for Dunkin Donuts Northeast Distribution Inc. He sent his regrets for their attorney for Jim Valle who was not able to be there.

They are not going to present the project in completion again tonight. At the last meeting, they left some open issues and they will discuss them tonight.

A third set of plans have been submitted to Meridian in which Meridian has completed their review and have closed out any issues for the development plan.

One point to address specifically is the buffer. Prior to the current plans of this property, there was going to be a power plant with a 200' buffer. There was question if that buffer was going to be part of this plan. The revised plans show that 200' buffer and it goes around the corner as indicated. Another question was how this was going to be enforced. One idea was that it would be part of a deed restriction, subject to approval of Town Counsel and subject to implementation prior to any development.

This meeting will focus primarily on traffic issues. The traffic counts have not been completed on site. A lot has happened in that period of time; you're going to hear a presentation on that this evening. The town's traffic consultant has received and reviewed that report. They've spent some time with Mr. Fraine, Mr. DiMartino and Ms. Wetstein, reviewing the findings. The town officials said, make sure the mitigation focuses on what the town's needs are. We directed much of the focus on the area outside of this building; one of the town's most problem areas of traffic. The conclusion of this study does two things: (1) focusing on the re-paving of Depot Street from one end to the other to the town's standards and (2) improvements for the center and for the town hall to get that project moving which can be accomplished in a quick period of time and hopefully by this fall.

The other thing that has happened since the last meeting was that we tried to reach out to neighbors in the area. We also extended an invitation for all of the legal abutters to tour the existing facility in Franklin. We've tried by phone to reach out to the neighbors and work with folks and as much as we can to work with the neighborhood.

Art Scarneo (AS), GPI, presentation on traffic: It's a very extensive traffic study comprised of three phases, existing conditions, a no-build condition, and an as-built condition. We went through and identified critical locations where we would collect data; tubes that record the traffic called an automatic traffic recorder. We did an a.m./p.m. component. Given that this is not a retail facility, we didn't need Saturday data, though we looked at it. We got three years of accident data, where there is a high accident rate, whether it is geometric, signal timings or things of that nature - any type of safety deficiencies.

The no-build condition: we did counts in January and we all know that's not the same as in December. The reason we didn't do them in December was that is the peak retail season. Luckily enough, there has been other traffic studies where counts have been collected and we could make sure they were consistent so we could adjust to an average monthly traffic. We adjusted a most recent study done by Rizzo for Jefferson at Bellingham; you grow the figures for two years, by a common growth amount.

Depot Street was improved as part of an economic development grant, allowing for the re-development of that use on the road, allowing for growth.

Accidents: there are quite a few. There is a substantial amount of accidents on the 495/126 ramps. There are a lot of rear-ends which is common when signals are put in, but the severity is less. There are 26 accidents per year at the intersection of 126 and 140. The geometric control is extremely difficult to understand and it makes it confusing to understand for most motorists. People get aggressive and pull out into the stream of traffic. When they do that, someone who is coming southbound, now has a vehicle in the way, shutting down the lane. Capacity: when you have a situation that a road is designed for 30 miles per hour, and a delay is created, the capacity for the road is diminished.

The no-build phase: Looking out at a five-year horizon, consistent with MEPA guidelines and a state standard. They've identified potential developments that will be in place within the next five years, planned roadway improvements, what's anticipated being in place in the next year to five years. Beta group has the design plans, which are in place and up to 75% level, providing a new signal control, adding capacity.

Build Condition: two methodologies, the first is your best guess situation as far as the traffic being generated. The second option is that we have the facility right in Franklin and we could count the actual traffic on the site. We took the numbers and the driveway numbers don't match with the number of employees. This facility is very unique. The employees arrive prior to peak hours and exit prior to peak hours. As we all know the critical time periods are between 7-9 in the am hours and 4-6 in the p.m. hours. Here we have a facility that starts early in the morning and returns in off peak hours. You take those counts and super impose them on the build networks and that creates your build network and helps to give your analysis of a level of service.

The hardest question imposed was "Where do you send your trucks?" I'm looking at it strictly from a traffic engineering perspective and when you look at the roads; you come up with a distribution. We were also able to obtain from the Franklin facility all of the zip codes of the current employees. This Board knows me and we've come back, we stand behind what we do. This facility has the opportunity to give routing directions to their drivers. My recommendation was that the trucks leave, going south on Depot Street, being sent through Bellingham Center, down 140. Route 140 is being reconstructed in Franklin, which is conducive to why we're sending them down that road. It's one minute longer and one mile longer exactly. It's not a hardship to say they're going one mile and one minute longer. The turning radii onto Depot Street would put the tractor-trailer crossing the center lane of the intersection, creating an unsafe entry onto the road.

Along Hartford Ave there are pedestrians, residents. The turn a driver would have to make would send a truck driver out past the center lane and into the oncoming traffic.

AS discussed the center of town traffic. They have worked with Beta Group to come up with a plan, re-aligning this intersection, creating a much safer situation and a more standardized intersection. The motorist who is going left now can see who is coming

through the intersection. This increases the capacity for the road, now creating a gap. This is consistent with the plan being presented by Beta, with an exclusive left turn lane and right turn lane for the signal. The plan we have provided here gives you as much as you can without physically taking the land takings. We are stopping the project short of the loops that are in the road right now. They are not allowed to go in and touch any part of a signal because it creates Mass Highway problems. If you touch a signal you own it, so we are doing it up to that point. It creates a much safer situation. The am peak hour, 88 vehicle trips, 79 entering and 9 exiting. 111 vehicle and truck trips in the evening, essentially 1 tractor-trailer ever 3 minutes. The key is having these trucks travel a route that will not affect the traffic in an adverse way. These are Dunkin Donuts drivers where they have the ability to give routing directions to their drivers. The intensity for a building of that size, the volume of traffic is extremely low. For instance a 3200s.f. Dunkin Donuts generates 300 trips per hour in the morning. The peer review consultant report concurs with what we have said.

TT: Dunkin Donuts looks at this building as a corporate headquarters. The image of this building is very important. To get to the office part of it, you have to drive through a substantially wooded area and long drive. There is a 200' buffer, there are three wetland areas shown. There is a substantial buffer with the wetlands and additional land owned by Depot Street LLC, which is along the river and across from the power line, which is essentially land that is not able to be built on, so there is a permanent buffer along the power-line corridor.

Sound was examined to see how the sounds of the buildings would fit into the plan of the town's sound by-laws. We also did an air quality study to make sure we fall well within the regulations of the town's air quality.

EWG expressed a traffic concern. He thanked Dunkin Donuts and commended them for committing 330K to the center of our town. He held up a picture of the town in 1906 and state the center of town was designed for people on horses. There have not been too many changes in almost a hundred years. He showed a picture of a truck turned over in 1948. He asked if that was enough for that to make the town safe in the interim until the intersection improvements were completed by the state. There's no signal light being put in and there are concerns with the exit of the town hall that have not been addressed. He asked Denis Fraine if he felt that was enough money for the town center traffic area.

Denis Fraine deferred to the traffic engineers on this. He stated that they have spent a lot of time going over these intersections and the data collected to make sure that this is the safest alternative possible.

EWG: Another concern in regard to trucks idling all night, can the reefers be tied to hoses so they don't have to be running all night long?

Brion Koning, (BC), from Cavanaugh Tocci Associates, discussed the sound regulations for the project. What they have done models itself on the traffic/sound study of the State of Massachusetts. They look at the existing environment, they look at the

proposed changes to the environment and they look at the differential between the two. These are done with standard models and standard criteria. Three specific regulations the project is adhering to the Town of Bellingham noise regulations, the Commonwealth of Massachusetts Noise Regulations, and a truck noise level limit, which is propagated by the federal noise level limit. The issue of reefers - refrigeration units on the trucks was looked at significantly. They've looked at the site and have broken down the site into various physical components. There are rooftop components with various mechanical systems, air conditioning, and refrigeration. There are the reefers that you speak of, the refrigeration units for the tractor-trailers; there are truck engines idling. There are trucks operating at the loading docks, trucks traversing the driveway and trucks traversing the public roadways. He stated he would give a briefly summarize the sound report for the general public who didn't have the report in front of them, than the Board, to explain what they've done, how they've done it and why they've done it.

BJS stated that we do not have copies of this report; we don't know what you're talking about.

SJW: You didn't give us this report.

BJS stated he just wanted to let people know we didn't have this information.

BK: The report opens with an executive summary, which he would save for the conclusion. They compared various sound levels with different criteria. The acoustical criteria reference: There are three...

RVD interrupted BK and stated it was 8:30 p.m. and he opened the public hearing for Hartford Village as a point of order. He asked Mr. Antonellis for a few minutes to finish the current public hearing.

J.Antonellis stated it was no problem.

BJS: Motion to waive the reading of the public notice for Hartford Village Concept Plan Public Hearing.

RRL: Second. Vote: 5-0, approved.

Dunkin Donuts hearing continued:

BC: The Town of Bellingham has three receptor zones, which are applicable at the property line. The most stringent of these zone classifications is a Zone C, which is residential. This project is located in an industrial zone and therefore would have industrial zone criteria, not residential. We have conservatively assumed, regardless of the zoning, that a residence is a residence and that it doesn't matter what zone you're in if you're hearing a sound. We have used the most conservative sound levels and the most stringent levels of criteria for sound for the level three for the Town of Bellingham. In Class C zone, there is a daytime sound level limit and a nighttime sound level limit. They have looked at the facility sound levels breaking them down to stationery

equipment and mobile equipment. The traffic on public roads is a separate issue. They've prepared a number of sound contours as an example to show what the study details. One simple way to explain sound is as a ripple of energy in a pond, which emanates outward. Sound does the same thing, traveling. Sound levels that generate, as the sound gets wider, the sound level gets lower.

Massachusetts Department of Environmental Protection states that a truck must stop idling after five minutes. We've looked at the Franklin facility and never saw more than three trucks idling at once. We've generally assumed that there would be five trucks idling in Bellingham.

RVD stated that since they were handed this lengthy report they would need to digest it.

EWG asked if you were going to keep these people awake and are you going to pollute the neighborhood?

BC: Not to the best of my knowledge, no. When you say pollute the neighborhood as far as acoustical aspect, this project meets the guidelines of the town.

Bill Schumaker, 2 Centerville Lane, is interested to find out the acoustic sound. If you're going to get into sound, I'd like to know if we're going to hear that.

RVD stated that we're not going to not get into it, but we're not getting into sound tonight. We're dealing with traffic tonight.

Phil DiVita, Epsilon Associates, analyzed emissions from the trucks and mobile sources and compared them to national air quality standards, which are designed to protect the welfare of the residents and children. This project adheres to those standards.

RRL asked if the Franklin facility has a written truck management policy in place in the existing facility?

Bryan Hartnett, (BH): We have guidelines for people in the yard and we also have a guideline for professional drivers, which they have to follow, and we have to obey every community's local by-laws.

RRL: I would like to see a written truck management policy for this site. It seems to me that when a truck goes through an intersection, number one it's three times longer and it creates a back up in itself. If you have a modest increase, of 21 tractor-trailers, it's probably equal to 100 cars.

AS stated there would be an increase, but probably not that bad. The truck is making a right out of the facility, a right at the end, and at the next intersection is either going right or straight.

RRL: Traffic studies deal with peak hours, a lot of the concerns with the residents is what's going to happen with the off-peak hours, which magnifies the truck noise. The

noise consultant was saying it wouldn't impact the neighborhood, but I'm sure in some way, the 21 trucks will add to the noise.

TT: We would never say this would not have an impact because clearly it will. There are standards to measure which show this falls beneath the measure. This is industrial zoned land and you have residents near by which creates a problem.

BJS: Are you saying the trucks in Franklin do not run more than five minutes?

BH: The tractor-trailers do not run for more than five minutes. The reefers do run longer.

BJS: At the moment, the residents are not experiencing 40 decibels. The facility can be built so that those refrigeration units do not have to be maintained by running at 2 and 3 a.m. in the morning.

BH: No, they cannot. A trailer is a stand-alone unit.

APM stated the trucks motors are not running, just the refrigeration units.

TT stated there are very stringent standards.

BH: Those reefers will run at 23 decibels

APM stated that he sees the possibility of 88 trucks, you have over 160 trucks going up and down Depot Street. He also asked about vendors?

AS stated they counted every truck that went in and out. The volume you mentioned includes vendor trucks.

APM: Talking about re-paving Depot Street. Right now, resident's houses shake, what quality is that going to make in their lives.

TT: stated that right now it's a bumpy road and the town has not had the money to repave it. Having a smooth road would make a big difference from what's there today.

AS: I'm sure what a lot of those people are hearing today is that these trucks are empty, which make louder noises.

BJS: What about the railroad crossings and the noise and safety of those?

TT: Dunkin Vendor's can be given manifests and told which way to come in.

RVD: asked when does the construction of the town center occur, because if this were approved I would have to say that this would be in conjunction with that happening.

TT: stated that he spoke with DD and they have spoken with Mass highway.

BH: Our trucks run on a manifest and they have routes they have to follow.

Ernie Taft, 84 Depot Court: This intersection was not designed for truck traffic; it has not changed in over 100 years. My main concern is the noise factor. Building 10 basically sits right on the road and a lot of residents are going to be woken up or inconvenienced by the noise the truck traffic will create.

Martin Jake, 29 Hartford Ave, the corner of Depot and Grove, stated that intersection is an extremely dangerous intersection. Second concern was study was done on Tuesdays and Thursdays. Most deliveries are done on Mondays and Fridays. I feel your study is low.

AS: The reason we looked at Tuesday and Thursday, Thursday for Dunkin Donuts is they are the higher day. We also looked at a Tuesday to make sure. Their worst case is on Thursday, which is why we took that data. Not even 10 % of the employees are coming from the northeast quadrant. Of the 66 vehicles, it's approximately adding 6 trips. The magnitude of 64 vehicle trips entering.

Jeff Stiles, owns property on Box Pond, he finds it hard to believe that the trucks are going to go 3 miles south to go north. The amount of product they will be transporting and the miles they will be traveling – it just doesn't add up that they will go out of their way to go in the north direction.

Denis Fraine stated he asked the same question. He had the same concern: why would D & D come down Depot Street? What the traffic engineers conveyed were the safety concerns for their truck drivers. DD has the capability to manage their trucks. They can control them and regulate them. He was convinced that was the way they'd be going. They're doing it for their own self-serving purposes as well.

Martin Jake: What is the penalty for these trucks going down Depot Street?

BH: We have a vendor rating system. We evaluate over the road partners, stating they have to change their routes or we change the vendors. Length of contract vs. freight – a contract will be for two years, but freight contracts often go from load to load.

AS: The first month when this thing is being built, there might be more traffic, but after that, it will settle down to its normal amount of flow.

BH: When we load the facility, it will be seamless.

Mrs. Goneau, Resident of Rose Ave stated concerns for going to doctors appointments at 9am in the morning and asked about the safety of children waiting for buses at the end of Rose Ave.

AS stated you're dealing with an operation that the trucks are going. There are going to be 416 truck trips daily.

Bill Schumaker, 2 Centerville Lane, of these 416 truck trips, 208 in and 208 out, how many of the trips are the trucks going to service D & D stores.

Melanie McKenzie, lives across from Lantor, feels she has enough trucks in that area going toward the center. Our quality of life is that we won't even be able to live there.

RVD: IS your question pertaining to what will happen to your property value?

TT: We won't be able to answer that.

MM: I'd also like to say that a lot of people walk on that road and that there aren't sidewalks and she wonders how the additional truck traffic will affect the safety of those walkers.

AS: The 416 trips are the 208 physical trucks arriving and departing, so it's 416 total trips.

RRL: The road improvements that you're doing, does that include sidewalks? *(PB Note: Meaning along Depot Street)*

AS: Yes it does. *(PB Note: Meaning sidewalks for the proposed town center improvements, not sidewalks along Depot Street)*

RRL: Motion to continue the Dunkin Donuts to 3/25 at 8pm.

BJS: Second. Vote: 5-0, approved.

• **9:30 PM – Hartford Village Concept Plan discussion**

BJS stated that a relative of his lives across the street, but he has no financial gain or interest in the project and will sit in on the discussion and vote.

RVD stated that his wife has hired Mr. Antonellis in the past and that there is no conflict of interest. But, I will leave it up to the applicant.

Joseph Antonellis: The applicant and I are grateful to Mr. Sutherland and Mr. Dill for their statements, and feel confident that Mr. Sutherland and Mr. Dill can render impartial decision on this project.

Joe Antonellis: The presentation we have tonight is for what's known as a concept plan approval, which the parcel is located off Hartford Avenue. Any building on this property that is proposed will require a concept plan because we hit the threshold. This property is zoned for multifamily use, an apartment zone. The use as relative to density does not require a special permit, nor does it require a zoning change. The necessity of being here tonight is because any unit over the 50th is required to submit a concept plan. The board is simply here to listen to evidence, take the concerns of the residents and then make a recommendation for the town meeting. It is the body of town meeting, which

then votes to approve or disapprove the project and if so approved then come back to the Planning Board for approval of the design plans.

Brian Judge (BJ), Design Architect,
Greg Valentin (GV), Registered Professional Engineer,

BJ: What we are proposing is a 50-unit condominium structure, the parking requirements require 2.5 spaces per unit, and we are handling that through outdoor parking spaces and a parking garage. The property has had several different unit designs, all of which will be designated for 55 and over. Access will be to use Village Lane out onto Hartford Ave. The building will be serviced by an on-site septic, using municipal water. We meet the criteria set forth in the by-law. We believe there is an inherent benefit to over 55 with very little draw on municipal services. There is no downside to the town in that respect. Under section 34-20 of the by-law, this project is not going to add more than 10% of traffic to the street. It's a busy busy street, but this will not impact that road.

BH: The 50-unit condo complex, designed to work with the site. The parking deck is on ground level. The whole concept was to have the buildings work with the site. They've integrated an access road around the building allowing for emergency access and service of the building. There are five different unit plans. The whole development would have the opportunity to use the community rooms. We're sloping down 34 feet from one side to the other. The site has interesting topography at this point.

Harry Hamjian, lived in Bellingham since 1986, his home is a 2000s.f. home, plus a garage, that is located directly adjacent to the northern border of the site, approximately 20 feet from the edge of the proposed development. He has great concerns that this facility will be too close to his property and create a lot of noise. He also feels it will create traffic problems for the area and the current residents of Hartford Village. He also feels it is an incomplete submission for the reasons stated in the letter he submitted to the board.

BJ stated that their plan was to put up a heavy landscaping berm along the edge of the property.

Helen Donnolly, 206 Village Lane, asked if this was going to be one large building?

BJ stated that it was.

HH: Asked how the road was going to be graded because it was a steep slope.

BJ stated that it was going to be 6% sloping down to 3%.

Francis Thompson, 505 Village Lane, asking for confirmation that it would be 50 units in one single building.

BJ stated yes, they're all two-bedroom units.

FT asked if the entrance for these people was going to be Village Lane.

BJ: Yes.

Dawn Amelia, 160 Hartford Ave, looking at the neighborhood, asked if this wouldn't look like a hotel?

BJ stated they tried to design it to look residential in character so that it is similar to the structures in place now.

DA stated it's still one big building.

BJ stated they've broken it up with windows and decks.

Donna Moran (DM), 24 Hixon Street, it will not look at all like the existing buildings. The clusters you have now are of 4 and 6. This is one large structure with 50 units, completely changing the character of the existing design.

BJ stated the grades are such that as you drive up you will only be able to see the top floor.

BJS stated that he drives past this property every day and that this proposed building does not look anything like the current development. There is nothing like this that even exists in Bellingham. He stated he felt it did not fit in with the character of current development in Bellingham.

DM asked if they'd be adding landscaping?

BJ stated they would be adding extensive landscaping. Because of the topography coming up hill and then going down hill, there is no point where you're going to see the whole thing at one time.

EWG stated a couple of the residents are concerned with their individual wells. I'd like to see the developer provide town water for the residents.

Another thing is that residents are seeing water onto their property from the construction. That should be fixed.

Tim Stearns (TS), 4 Farm Street, the last part of construction affected my property. I'm under water. He had concerns that if more of the land was cleared that the surrounding residents would get even more run-off water from the site. He spoke with Mr. Wright and Mr. Wright didn't do anything to take care of the problem.

BJS asked if his house was the one with all the piles of loam.

TS stated yes it was.

RRL asked if everyone around the development is supposed to take measurements of water on their property before there is something built near their property so they can prove later on that water is problem because of this development? That's crazy.

Brad Wright, owner of Hartford Village, stated that he did speak with Mr. Stearns.

EWG: The only problem is that these people are going to be at the town meeting and the ones going to vote on it.

TS stated he has not had water in his basement in ten years prior to this construction and now he is

Helen Donnelly: Could Brad maybe fix this punch list before he starts construction on the other stuff?

RVD: Not appropriate for this meeting.

Greg Valentin, Andrews Engineering: The site was designed so that the water would go to the detention basin. He hadn't heard of any drainage problems before tonight, but would certainly look at them for the future project. The current septic system is functioning well to his knowledge.

BJS stated that it was his understanding that there are two homes with drinking water wells that are having problems with nitrates. One of the suggestions was that their water should be tested before construction so that there would be a baseline. There were no nitrates prior to construction. Now there are wells with 1 and 5 ppm's in it. There are residents with water and dampness in their basements, I don't see how we can say this is a good idea and say with a blanket statement that we'll take care of this in the future. It's a relative of mine, my sister, Donna Moran, They were told at the time this project was first proposed there is nothing you can do, but now with less than a year, and not even at full build out, but these people are seeing an effect. There was a stake put in the ground, now we can see the effect. It's not just the nitrates; they've had increase metals and other things as well.

RVD read the Board of Health Agent, Mike Graf's letter into public record:

Drainage

Surface drainage is a concern over the proposed leach-field, shown as "proposed tile field" on the plan. The leach-field will be in a mound of fill about 15,000 square feet in size with a grassy cover that is less pervious than the existing forest floor. Since it is close to the north property line runoff to an abutting property is a concern. The existing topography favors a diversionary swale to contain run off and steer it toward the projects main drainage system. There is a proposed 10-foot high retaining wall along the

access road behind the apartments that is so close to the north boundary that there may be no room for a diversionary swale from the mounded leach-field along that side. Grading plans will have to address this.

Sewage

There was a rumor that the new apartments would be connected to the existing septic system. This is not true; please assure all interested parties that the applicant has no intention of doing that. If the new units are connected to a septic system the leach-field will require much more space than is set aside here. Given the soil conditions here a leach-field and the necessary reserve area for 50 apartments would require at least 29,000 square feet. The potential area for this is constrained by the nearby property lines and existing leach-field. If the new field and reserve area were contiguous they would extend over 100 more feet toward the apartments, a serious design concern.

There is a possibility that the two phases, in common ownership and control, would be subject to having their flows aggregated, which could require filing for a groundwater discharge permit from DEP and consolidating their flows to one large system requiring wastewater treatment, monitoring and a maintenance contract. The aggregation requirement is defined in 310 CMR 15.010 and 15.011 of State Environmental Code Title 5. I have yet to determine if it applies here. I think the leach-field of a system designed in accordance with 314 CMR 5.00 ground water discharge permit standards requires a proportionately smaller leach-field and might not require a reserve area. The applicant may be able to reduce the area needed for two leach-fields and two reserve areas and leave more room for the layout of the project. This will have to be determined.

Noise

Where will HVAC systems be located to minimize fugitive noise and not reflect sound to the units from the retaining walls?

BJ: Surface drainage is a concern over the proposed leach field, shown as "proposed tile field" on the plan. The leach field will be in a mound of fill about 15,000 square feet

RVD stated the concept plan needs to basically mirror the one going in to Town Meeting.

Judy Katz, 904, did I hear you correctly that they might put in a sewerage treatment plant?

RVD: Yes.

JK: That is not what the other residents and I had been told.

Irma Jordan, 905 Village Lane wondered how they were going to bring the water in?

JA: Through Village Lane.

Fred Milburn, 703 Village Lane, they might have some sort of solution or resolution, to possibly write a bond, with two associations and the town, to protect the town and the people. In the case where the fellow is getting water and if it's found to be with construction, then he could collect against the bond if the contractor did not fix it. Right now Brad is the sole developer, contractor and trustee of any of the associations that are there. As it is now, there is absolutely no recourse for the residents to take.

RVD: that would be a thing that would be brought up in the development phase.

RVD: I guess the question to ask is "Are you satisfied with the development?" If it's pretty much sold out, it tells me two things, that it's a good development and you're happy with the construction and that there is a need for this type of 55 over housing.

Leland Katz (LK), author of a memo, safety is a concern not only after construction, but also during construction. Our mail facility is at the corner of Village Lane and Hartford Avenue. People are walking there daily to get their mail I'm concerned with the construction vehicles and the safety of the residents. I would also suggest that Mr. Antonellis meet with the groups and the residents of the association.

RRL: I thought that at a certain point the association gets turned over to the people from the developer.

JA stated that the suggestion is an appropriate one, that we should get together and have a meeting like that.

BJS stated he has nothing against Mr. Wright, he feels he is a fair builder and listened to suggestions. One reason for the walkway was because of the density of the buildings on the project. I feel the problems on the property should be dealt with first.

SJW stated under section 3420 states the guidelines for decision criteria.

Abby Serione, 501 Village Lane, she had asked Brad to have a small parking lot and he stated the street was designed to handle parking.

AS asked when she purchased her units if they were done. She said that he said no, but there would be units

Suzanne Briggs, 502 Village Lane asked if Village Lane went over the septic fields. She asked the board to consider the traffic that would not only be going through but out onto Hartford Ave. The intersection at 126 is going to be impacted by the other 300 apartments being built by JPI.

AS asked if they were able to knock off a floor of the building. She also had a question about the run-off, "Where does the water go from the back of the project?"

GV: No, it goes into the ground at a rate slower than it goes now.

Laurie Medrefore, 1st house on Hixon Street, asked where the runoff was going as she finds it all in her yard.

Brad Wright stated that part of that problem was because the berms were not.

Nancy Charmbourg, 147 Hartford stated that it would impact her getting out of her driveway.

GCW: We just got over Edwards Estates where they put a two family in. When people buy into a certain neighborhood, my opinion is that this type of building is like a hotel, but it's not the same character.

RRL added that he feels it's adding a square peg in a round hole, we have no parking garages in all of Bellingham. If you were to continue with the same units you have now and continued with as many as you could put in.

APM stated that until these things were fixed, he would have a problem approving this, before I could approve anything else up there.

RRL: Motion to not recommend the Hartford Village

BJS: Second. Vote: 4-0-1, approved, EWG (nay)

EWG stated he felt that he did not have a problem with over 55 housing and felt this development would be a benefit to the community.

Joe Antonellis thanked everyone for coming, stated that he would look into the issues. Mr. Wright would look into it as well.

RVD stated to the audience to be advised that this wasn't the end. This would probably move forward to Town Meeting. This doesn't mean the townspeople would not recommend it. Town Meeting is important. With that he would like to close the public hearing.

BJS: Motion to close the public hearing.

RRL: Second.

BJS: Motion to adjourn:

APM: Second.

Minutes Accepted on:

4/22/2004
(date)

(prepared by: Beth E. Partington)

Richard V. Dill

Brian J. Sutherland

Edward W. Guzowski

Arthur P. MacNeil

Roland R. Laprade