



# BELLINGHAM PLANNING BOARD

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## June 23, 2011 Meeting Minutes

- **Present at the Meeting**

Patricia M. Buckley (PMB), Chairman (absent)  
Glenn C. Wojcik (GCW), Vice Chairman  
Dave Brown (DB)  
Peter M. Morelli (PMM)  
Peter Pappas (PP) (Secretary)  
Roger Oakley (RO), Associate Member

**Other Officials:** Stacey J. Wetstein (SJW), Town Planner  
Amy Sault (AS), Coordinator

GCW opened the meeting at 7:00pm.

### **Giard, 111 South Main St, 81P**

SJW advised that this 81P will not be heard tonight.

### **Shores at Silver Lake III Definitive Subdivision (Center, Cross and South Main Streets) Continued Public Hearing**

Don Neilson, engineer for Guerriere & Halnon and Kim Hezavardian their traffic engineer from TEPP LLC. Mr. Neilson advised that they have been working to amend the plans based on some of the comments that were discussed at their 1<sup>st</sup> hearing.

The first item they addressed is the straight shot between South Main St. and Cross St; they have created some linear curbing to slow the traffic down. They took the entrance off of Cross Street and moved the two lots down and they now have better site distance with a flatter intersection. Mr. Neilson advised that they had to create a second detention pond so that the water will be drained into these ponds.

The second issue they have addressed is how many units can be put back there; he advised that there are 52-53 units based on the Zoning. They did it to determine maximum traffic counts.

Mr. Neilson advised that the wetlands impact the location of the roadways along with other impacts they have explained that these units would be maximum but would probably be less than what shows on the plans.

Mr. Nielsen advised that they now know what their potential traffic impacts can be based on the other portion developed by the Fafard Company. Mr. Neilson advised that their traffic consultants should be ready with some numbers and their report next week and will have it available for the next meeting. They will file a modification of Shores at Silver Lake II to accommodate the drainage and the access points so that this project will be in sequence with phase III.

PMM asked about the shape of lots that have been laid out for the purpose of the traffic study and wanted to know if there is any chance of these being changed around. PMM mentioned the odd shaped lots shown on the plan and reminded Mr. Neilson of the lot shape factor requirements for the Town. Mr. Neilson advised that every lot should fit the lot shape factor; he mentioned that some of those lots end up being larger than required due to their shape. PMM advised that some of the lots look strange with their angles; he asked again if these would have to change. Mr. Neilson advised they could but this gives them maximum input for traffic and will get less. The bottom line is that they do not have detention basins so that is going to reduce another two-three lots or more and the lot lines will start to get a little more regular. Mr. Neilson advised that they might even give up some land for open space. PMM clarified that the plan before the Board right now is a maximum build out. Mr. Neilson advised yes and that it is only for discussion.

Mr. Hezavardian advised that he is working on the traffic study and wanted to walk the Board through it. They are studying the intersections at South Main St. and Blackstone St, South Main St. and Easy St., South Main St. and Douglas Dr, South Main St. and Center St (which will be signalized in the future) Center St and Cross St and then the proposed road intersections with South Main St. and Cross St.

Mr. Hezavardian advised they are going to look at the weekday AM and PM peak hours (typical for residential development), they are analyzing for the existing conditions and going out years in the future with a no-build condition with the background and annual growth rates. They are also doing a future build condition which adds the developments traffic and are including the full build out including rounding up the numbers even though the amount of units proposed is maximal.

Mr. Hezavardian advised they will be contesting the standard analysis for all the intersections that gives you level of service delays and cues and from that analysis they can see what the impacts are. He explained that this is what they are working on and asked if the Board had any questions.

RO asked when they do all this combination of egress and intersections, how do they predict the future. Mr. Hezavardian explained that they use two tools 1) Annual growth rate: they can see how volumes have increased over time. He explained that growth has leveled off in recent years due to the slow economy and as areas start to build out traffic and growth will not happen as fast. 2) Look at the other developments in the area, which would include Lakeview Estates and then a mixed use development off of Rt. 495 (WS Development). They get the trips from these developments from a three volume book set published by the Institute of Transportation Engineers; this book is based on a large number of counts conducted at existing local sites. Mr. Hezavardian explained that they predict the future by using historic data and existing traffic counts

and extrapolating forward. RO commented that they cannot predict it; Mr. Hezavardian advised that they do the best they can. RO clarified that they are dependent on other projects data to predict the future of this project.

GCW asked why they are not looking at Lake St and Cross St. Mr. Hezavardian advised that they are looking at Center St. and Cross St. GCW asked what they are figuring for the amount of cars headed from Lake St. and Cross St. GCW advised that there are a lot of people going to Rt.495 and would cut down Lake St. Mr. Hezavardian advised that he would take a look at that. Mr. Hezavardian believes that the numbers are going to be small enough from these streets not to change the level of service. GCW advised it is all how you pick it apart and should be looked at. Mr. Hezavardian advised that he is glad that this has been brought up because now they will take this into account and when they do that they will have a better idea of the actual numbers headed in that direction.

RO believes this is a valid point because Pulaski Blvd was just made very nice with a lot of money and he currently uses it to get to Rt. 495.

PP commented that the Board never hears from traffic engineers on the issues relative to bottle necks and emergency situations; he looks at this plan and can see an issue. PP referred to another project in Town that had an emergency issue. PP commented on Road 3 on the plan and that the bend in road is not enough to prevent the cut through and believes there are still some issues and wants to know how this will work including the weekend traffic. Mr. Hezavardian advised that on the weekend the traffic tends to be more spread out.

PMM (referenced the April 14, 2011 PB minutes) advised that a resident had asked traffic studies be done during the school year, he advised that the bus barn is at the end of Easy St and Douglas Dr, he wants to know how we are going the counts now without school in session. Mr. Hezavardian advised that the counts were done in May.

PMM asked what they are considering to be the peak hours in the morning and the afternoon. Mr. Hezavardian advised that the busiest four consecutive 15 minute period between 7-9am and 4-6pm is typical.

PMM asked how the bus traffic is going to factor into the intersection that they have proposed at the end of the proposed Road 3 and South Main St. He also asked how it is going to effect the signalization at the end of Center St. because many of the buses are headed this way and questioned if this been taken into consideration. Mr. Hezavardian advised that all the counts include all the vehicles, buses, cars, etc. It is broken down by heavy vehicle vs. passenger car, buses are considered heavy vehicles. GCW questioned if the buses are not broken out of that number. PMM advised that parents have to be present during both bus times in most Towns and wanted to know how this will affect the cueing and signalization of all these bus stops. Mr. Hezavardian advised that buses stop a couple of times an hour and they have accounted for this. PMM advised that buses stop more frequently than that.

The Board had more discussion on peak hours and traffic, Mr. Hezavardian further explained how they configure their numbers including the worst case hour for the morning and the afternoon trips.

PP asked besides counting cars, when a traffic study is performed does it look at the ability of a subdivision to handle a certain flow of vehicles effectively in and through it. Mr. Hezavardian advised that it is really far below the capacity of the streets as long as you provide the appropriate width; capacity and level of service of this subdivision will not be an issue.

PP asked when they perform the traffic study you do take into account the ability of the subdivision to handle the mobility of the vehicles of the not just within the subdivision. Mr. Hezavardian advised that the operations within the subdivision usually do not even come up as an issue if it is designed the subdivision streets properly with the appropriate layout. SJW advised that the Town's peer review is doing the traffic and engineering and he will be able to look at the streets not only from the traffic count and what PP is talking about. SJW advised that the traffic study is looking at the number of vehicles not the efficiency. SJW advised that when the civil engineers handle the flow aspect. PP stated that it is presumed based on the design of the subdivision that it can handle the flow, SJW agreed.

SJW agrees that she does not think that the one little curve on Road 3 is good enough. She thinks it is hard to talk about traffic for Road 3 with the insubstantial nature of what they are doing for the roads in Silver Lake II. SJW thinks they need to get their road system down pat to be able to figure this out, she does not think that this is enough access and will create a bottle neck. SJW cannot figure out what the developer is doing here to divide it up this way. She questioned if they plan to come back before the Board to give an amendment for Shores of Silver Lake II with this road layout. She advised that between the DPW and Fire Dept it is not going to work for safety reasons and getting around the subdivision especially for nine month out of the year.

SJW asked why they don't do this subdivision as one project, with one set of roadways, the open space clearly defined, etc. She stated that this is confusing to the Board and to the abutters; it is a waste of time for the Town's peer review, DPW, etc. All the phases are clearly dependent on each other and some of the lots shown on the plan are not buildable. SJW advised that there can't be anymore discussion on this until they come back with Shores at Silver Lake II finalized amendment with a better road layout.

SJW handed out a letter and read allowed as letter from the Con Com as requested (see attached)

SJW advised that it is near impossible to talk about this project in piece meal. PP added that the plan has been designed to be dependent on the other phase, it is impossible for the Board to vote on a piece of the whole project. RO commented that this is the worst layout for a project he has seen in his entire life, people will be trapped. RO does not want to see the wetlands used as an excuse; the wetlands could be replicated with the permission of the Con Com. The Board had further discussion on the poor design and the flow of this project.

Tom Houston, Town Engineer, advised that they have taken a look at the preliminary Road 3 and thinks that this is a step in the right direction. It is less of a straight shot than it was before and the location of the road seems to be much better and is a step in the right direction. He does concur completely with SJW that the additional curb-a-linear alignment is not sufficient to deter people from cutting through there. Mr. Houston advised that this road will have the tendency of being a cut through; they would need to discourage travelers by using speed bumps, a round about, etc.

Tom Houston advised that with respect to the plan to define the maximum build out, he is in agreement that utilizing the 100 unit threshold it would be sufficient to evaluate the traffic impacts in this area.

Mr. Houston advised that they have offered some comments for the layout of Shores at Silver Lake II; he also agrees that the number of lots is a concern. He advised that while each individual street complies with similar Town's subdivision regulations, it causes concern with the system of dead end streets. Mr. Houston advised that they were not pleased with this and would like roads G and H to be considered as a single roadway. The issues of emergency access and circulation of the dead end street issue also reflects through in terms of water mains and having them dead ended. If this were the alignment then they would like to see the water mains extended beyond the cul-de-sacs out to the water distribution system of the Town as a whole. He likes the minimized impact of the wetlands including lot 47.

Dawn Calderwood, 49 Douglas Dr, wants South Main Street and Douglas Drive included as the bus barn here and there are multiple buses leaving in groups going in both directions. She stated that Bellingham is basically two main roads and there are a multitude of little subdivision all going onto Rt. 126 and 140 all trying to get to Rt 495, the Franklin Train station, etc. Ms. Calderwood advised that residents of this Town spend their time trying to find a way around the bottlenecks. She advised that she will take any curvy street she can just to get around the traffic. She believes the problem is all the subdivisions put together that has made it impossible to get around Town.

Beth Haines, 53 James St., advised that it takes her from 2-5 minutes to take a right out of Douglas St. onto South Main St and Douglas to Easy St. It is a huge impact and advised the traffic consultants to take a good look at these intersections.

PP: Motion to continue Shores at Silver Lake III Definitive Subdivision (Center, Cross and South Main Streets) until August 25, 2011.  
DB: Second.

PMM asked what information they are going to bring forward to the Board so they can understand in advance what they will be discussing. Mr. Neilson advised that they will come back with a project that will work including more entrances, exits and they will deal with the traffic moving through the project. PMM asked if there will be enough information on the Phase II area that they will be able to make a determination and move forward at some point to make changes made to Phase II.

RO commented that the Board from now on would like to see information provided one and a half weeks earlier so the Board has adequate time to review the information.

PMM amended the motion to have all materials associated with this project received no later than August 15, 2011.

Vote: 4-0 Approved. (GCW, DB, PMM and PP)

PP: Motion to move the decision deadline to October 31, 2011.

DB: Second.

Vote: 4-0 Approved. (GCW, DB, PMM and PP)

Ms. Haines asked when they come back in August will it be the entire finalized plans for the entire Shores at Silver Lake property. PMM advised that that is what the Board requested. SJW advised that the extension deadline is for the Shores at Silver Lake III. When they are ready for the Shores at Silver Lake II that will have a different decision deadline but the Board would like to see them eventually come together for one decision process and deadline. SJW further explained that when they submit the Shores at Silver Lake II it will have a different decision deadline but with the hope that these two projects will be merged and heard together after the initial public hearing of phase II.

PMM advised that they may want to consider when writing the decision, if favorable, to include that the decision for phase II would need the modification but it has been tentatively agreed upon. RO clarified the goal of having the project as a whole with both phase II and III.

#### **General Business**

DB: Motion to sign the May 26, 2011 meeting minutes.

PP: Second.

Vote: 4-0 Approved. (GCW, DB, PMM and PP)

DB: Motion to sign the vouchers.

PMM: Second.

Vote: 4-0 Approved. (GCW, DB, PMM and PP)

SJW advised that her and AS are working with the Master Plan Implementation Committee to bring the Town's walking trails more to the forefront. SJW and AS took a tour of the SNETT trail and other trails with one of the residents to get an idea of the work that needs to be done to get these trails in better shape. SJW advise that this committee wants to start to improve some of these trails.

SJW received an email from Cynthia Wahl, MAPC, regarding the parking grant. They are sending out the contracts by mail so they can be signed so they can begin work. SJW advised we are not going to be ready for the October Town meeting because the warrant closes July 8<sup>th</sup> but maybe by the Spring Town Meeting.

SJW advised the Board of the Planning Staff contracts and that they need to be signed, she asked if the evaluations to be handed in.

PMM: Motion to approve SJW and AS contract from July 1, 2011 until June 30, 2012

PP: Second.

Vote: 4-0 Approved. (GCW, DB, PMM and PP)

SJW asked the Board to sign the Norfolk County Registry of Deeds form for the organization of the Board.

SJW advised the Board that she has not seen any information for Pine Hollows but Bellingham Commons II is going to be on the next agenda. She advised that the pad site that was not built when approved has recently begun construction. SJW advised that the original permit allowed for a 3,000 sf restaurant or a 5,000 sf retail building. She advised that they have decided to do a restaurant / retail / take-out place which includes three separate tenants. SJW advised that the Building Inspector already issued the foundation permit for it. PMM advised that when the foundation permit is issued, it is at the risk of the owner and anything cannot be built above ground elevation. SJW advise that after talking with PMB earlier that day, they concluded that they need to come back to the Board at least a discussion. She believes that it will need a modification with notice but it is up to the Board to decide when they are here on July 14<sup>th</sup>. PMM suggested the parking bylaw will be relative to this project.

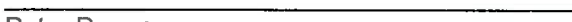
DB: Motion to adjourn.

PMM: Second.


Vote: 4-0 Approved (GCW, DB, PMM and PP).

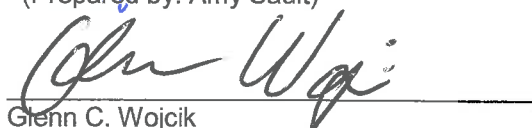
Minutes Accepted on: 8-11-11  
(Date)

  
Patricia M. Buckley

  
Peter Pappas

  
Peter M. Morelli

  
(Prepared by: Amy Sault)

  
Glenn C. Wojcik

  
Dave Brown