



TOWN OF NORTHBOROUGH PLANNING BOARD

Town Hall Offices • 63 Main Street • Northborough, MA 01532 • 508-393-5019 • 508-393-6996 Fax

Approved 5.19.15

Planning Board Meeting Minutes March 17, 2015

Members Present: Theresa Capobianco, Leslie Harrison, George Pember, Amy Poretsky, Michelle Gillespie

Others Present: Fred Litchfield, Town Engineer; Ziad Ramadan, Robert Weidknecht, Scott Weiss,
Chairman Capobianco opened the meeting at 7pm.

Bond for Phase 1, Newton Street Roadway Improvements Bond

Mr. Litchfield stated work on the poles has been progressing. He received a letter from National Grid indicating they will not charge Mr. Ramadan or the Town because Newton Street is a public town street. Verizon required some history on the street and Mr. Litchfield found an 1863 town map that indicated the street had been accepted. Verizon owns the poles and will charge Mr. Ramadan a fee of \$52,000 for the work.

Mr. Litchfield reviewed his bond estimate letter, which reads as follows:

I have reviewed the plan for the above referenced roadway improvements and I am prepared to recommend a bond amount for the first phase of this work as requested by the developer, Mohammad Ziad Ramadan. The bond amount is based upon the current status of the work required in the plan. The developer understands the certificate of occupancy for 325 Newton Street will not be released for sale until such time as the bond is posted and the Board sends a letter to the Building Inspector authorizing the release of the certificate of occupancy. Below is a general breakdown of the Phase I bond calculation for your reference.

I.	Tree cutting	\$11,500
II.	Bonding for utility pole relocation	\$60,000
III.	Right of Way clearing	\$94,000
IV.	Roadway preparation	\$63,500
V.	<u>Easements and As-built drawings</u>	<u>\$17,500</u>
	Grand Total	\$246,500

Mr. Litchfield noted his estimate is more than what Mr. Ramadan was quoted by his contractors however, some of the items in his bond estimate are not in the contractor's bond, including tree cutting and bonding for utility pole relocation.

Mr. Pember asked if tree cutting included removing the stumps. Mr. Litchfield replied it is only for the trees. Tree cutting is half-way through and Mr. Ramadan will stockpile the cut trees on his property. The stumps are part of the right-of-way clearing. Mr. Litchfield stated he is confident the estimated bond amount will be enough if the town has to do the work.

Ms. Harrison motioned to approve the bond in the amount of \$246,500 for Phase 1, Newton Street Roadway Improvements per Mr. Litchfield's letter dated March 16, 2015. Mr. Pember seconded the motion and the vote was unanimously in favor of the motion. Ms. Capobianco reminded Mr. Ramadan that if he fails to do the work, the town will have to use the bond money to have it done.

Mr. Ramadan addressed the board, stating he appreciates all the work the board and staff have done, but does not know how he is going to get the bond money, and will be looking at other legal options and higher authorities that may override the Planning Board.

Public Hearing to consider Site Plan Approval, Earthwork Permit, and Special Permit Common Driveway for Crossroads Industrial Park at 0 Bartlett Street (near 310 Bartlett Street) Map 67 Parcel 6

Applicant:	The Gutierrez Company
Engineer:	Beals and Thomas, Inc.
Date Submitted:	February 3, 2015
Decision Due:	Site Plan & Earthwork – 90 days from submission date Common Driveway – 90 days from date of public hearing

Scott Weiss and Ed Scioli, The Gutierrez Company; Robert Weidknecht, Beals and Thomas, Inc.; and Rob Nagi, Vanasse Hangen Brustlin, Inc., were present.

Mr. Weidknecht, Mr. Weiss and Mr. Nagi presented the project. The property at 0 Bartlett Street is in the Industrial District and Groundwater Protection Overlay District Area 3. It is located to the south of Bartlett Street, to the east of Lyman Street, to the north of the CSX railroad right-of-way, and to the west of the Wachusett Aqueduct. It is approximately one-half mile east of Bartlett Pond; and Little Crane Swamp and Crane Swamp are located to the southeast of the property. It is adjacent to other industrial uses, warehouses and undeveloped land. The project area is approximately 98.8 acres and is currently undeveloped. The topography of the property is steep. It is located at the top of a hill and slopes in all directions, from 410 feet at the top to 290 feet at Bartlett Street. The majority of the property is densely wooded and the soils are dense till. No rock is expected to be found, as none has been seen in the area so far.

The site will be divided into one 25.37-acre lot and one 73.42-acre lot. The Applicant is proposing to build a 350,000 square-foot building (Building A) on the 25.37-acre lot and a 340,000 square-foot building (Building D) on the 73.42-acre lot, along with associated parking, drainage and loading facilities. The parking area provided for Building A will include 239 spaces; and 300 parking spaces will be provided for Building D. Both buildings will have loading and service areas in the rear. In addition, adequate spaces will be provided in the building for bicycle parking. The architecture of the buildings will be that of a warehouse, similar to the building located at 55 Lyman Street. The use of the buildings will be light manufacturing, research and development, warehouse, truck or freight facility, or parcel distribution, as allowed in the Industrial District. The proposed facilities are expected to have approximately 1,035 full-time employees.

Access to the buildings will be from a proposed common driveway connecting to the existing common driveway entrance in the northwest corner of the property off Bartlett Street. No new curb cuts are proposed. The existing common driveway serves the FedEx facility to the west of the subject property. It will be extended and then will split to serve the two new buildings. The existing driveway entrance will be widened in order to accommodate tractor-trailer trucks. The common driveway will serve three lots for approximately the first 90 feet and two lots for the next 200 feet. Individual driveways will provide access to the lots afterwards. Emergency access has been provided on all sides of both buildings, per

Fire Department requirements, and water service from Bartlett Street has also been proposed around both buildings.

Utilities are located in Bartlett Street. A gravity sewer line follows the southern side of Bartlett Street in the right of way, then goes down to the Marlborough water treatment plant to the east. A water main in Bartlett Street has the capacity to serve the proposed project. In addition, a 10-inch water main was installed from the adjacent FedEx parcel. A gas main in Bartlett Street is adequate to provide service to the proposed project. Overhead electrical wires are located along Bartlett Street.

A wetland delineation was performed by a wetland scientist in September 2014. A Bordering Vegetated Wetland, bordering on an intermittent stream, was observed west of the proposed development area; and an isolated vegetated wetland was observed within the northeast portion of the property. A notice of intent will be submitted to the Conservation Commission for work within the buffer zone of these resource areas.

A stormwater management system is provided to mitigate impacts of the increased runoff created by impervious surfaces on the site. The drainage system is designed to meet state and town standards. The design mitigates the peak rates of runoff for up to 100-year storm events. Stormwater best management practices are implemented to meet or exceed the minimum water quality requirements.

The landscape plan shows the locations of proposed trees and a solid panel fence is proposed along one side of the site where the slope is the steepest. Snow storage areas are provided for Building A along the parking area on the north side of the building facing Bartlett Street; and on the west side and in the rear of Building D.

The lighting plan indicates lighting is mainly in the parking areas and most of the service areas will be lit off the back of the building and around the perimeter. LED lighting will be used, most of which is in the parking area at a lower level. Outdoor lighting will be provided using pole-mounted and wall-mounted luminaires. Lighting in the loading dock areas will include wall-mounted and roof-mounted floodlights with a maximum mounting height of 28 feet.

Signage for the proposed development will be located on a hill at the east side of the driveway and has not been determined at this time. The proposed area of all signage will not exceed 200 square-feet, as required in the zoning bylaw.

The buildings will be developed one at a time, and will be done in phases and sub-phases in order to minimize the impact of the soils and to ensure water leaving the site is clean. A higher level, double-barrier of erosion controls has been proposed.

Mr. Weidknecht stated the special permit request is basically for the first 100 feet of the proposed common driveway. They have received a comment letter from the Fire Chief and will meet all his requirements. Mr. Litchfield also submitted a review letter and they have no concerns with his items.

Mr. Nagi presented the transportation study which identifies traffic as it is currently and suggests improvements and mitigation. The subject site, along with Lyman Street and Cedar Hill Street, will be impacted by the project. Weekday daily traffic volumes were collected along Bartlett Street over a 48-hour period in December 2014. Peak hour traffic volumes were collected during the peak hours of 7am-9am and 4pm-6pm. Currently, vehicles per week on Bartlett Street, east of the FedEx site driveway, were found to be 7,900 on an average weekday. In addition, 780 east-bound vehicles traveled by the

site during weekday morning peak hours; and 745 west-bound vehicles traveled by the site during weekday evening peak hours. Peak hour traffic accounts for approximately 10% of the daily traffic during both the morning and evening peak hours. Morning and evening peak shift hours will generate approximately 225 vehicle trips.

The majority of vehicles exiting the site will turn right toward I-495 in Marlborough and 75% of the traffic coming to and from the site is from employee vehicles. Trucks turning left onto Bartlett Street from the existing driveway cause problems as they hold up drivers behind them who are planning to take a right-hand turn. Therefore, a dedicated left-turn lane will be added there. There is no signalization at the intersection of Cedar Hill Street and Bartlett Street. There is a STOP sign there and a lot of pavement. Traffic will get worse from development in Marlborough and the intersection needs to be improved. According to the state highway administration, the amount of traffic there does not warrant a signal. The Applicant's proposal is to put striping and islands there to allow for a more formal line of traffic. A small island will be created for traffic coming out of Cedar Hill Street, and a left-turn pocket could be created there for left turns so vehicles turning right would not be stuck behind vehicles turning left. A right turn pocket will be designed for Cedar Hill Street so it won't be a free-for-all, as it is now. The design will allow them to signalize the area in case a signal is warranted in the future.

Ms. Capobianco asked if the common driveway will be long enough to accommodate trucks from the three facilities. Mr. Weidknecht stated there may be congestion inside the driveway, but more likely from passenger cars trying to take a left turn. Mr. Litchfield stated the common driveway as designed exceeds the requirements of the zoning bylaw, as the bylaw mainly addresses the requirements of residential common driveways. He stated he spoke with the Department of Public Works (DPW) regarding the Cedar Hill Street intersection and they are requesting something there that could be cleared easily. In his letter, he suggested the Applicant submit a final plan to the DPW. Mr. Litchfield noted all items in his letter would be conditions included in the decision. Mr. Nagi added they will update signage at the intersections, with specific directional and traffic control signage. In addition, they have included a sign to let drivers know the signal is ahead.

Mr. Pember questioned if the board might hold off making their decision until the project is finished with the Conservation Commission.

Mr. Litchfield explained that, from the wetlands shown on the site, they are not going to require any relief as there are no crossings of a wetland area. He stated he is comfortable that will not be any significant changes to the site plan from the Conservation Commission. He stated questions relayed to him from the Conservation Commission had to do with actual construction phases, clearing the property and the wetland line.

In response to a question from Mr. Pember, Mr. Weidknecht explained a wet basin is a constructed vegetated basin that drains out at a slower speed. It is a stormwater basin that retains a permanent supply of water while also temporarily accumulating stormwater runoff. Its purpose is to reduce stormwater flow velocity and trap sediment and other pollutants. Stormwater from the sediment forebay will flow to the wet basin where it is temporarily retained to allow pollutants to settle out, and will then discharge. Ms. Capobianco asked if the stormwater system requires annual maintenance. Mr. Weidknecht stated it does require standard and long-term maintenance, as required by the Department of Environmental Protection (DEP). The owner has to maintain it over time.

Ms. Gillespie asked if there will be new signage on Bartlett Street. Mr. Weidknecht responded there will be signs for the two buildings across from the FedEx sign. Mr. Weiss stated they have not proposed any

signage at this point. He encouraged the board to let them know if there is something they want or do not want for signage. He stated the use could be light manufacturing, assembly, a trucking company or a warehouse.

Ms. Gillespie stated there are a lot of FedEx trucks coming into the center of town and there is no way they can do anything about it because it was not addressed in the decision for FedEx, as it was with the decision for A. Duie Pyle. Mr. Weiss agreed it should be stated in the decision for this project that trucks cannot go down to the center of town and must turn right when exiting the site.

Ms. Poretsky expressed concern that trees in the snow storage area may not survive. Mr. Weidknecht stated they will work around the trees.

Ms. Capobianco asked if parking is laid out on the plan. Mr. Weidknecht responded it is on the layout and materials plan and shows snow storage is located between the buildings and parking spaces. He noted there is quite a bit of snow storage on both lots.

Ms. Gillespie asked if there are enough sidewalks for employees to walk. Mr. Weidknecht stated there is a pedestrian sidewalk around Building A.

Ms. Capobianco asked if there are drawings of what the buildings might look like. Mr. Weiss showed architectural drawings of the facility in color, with block walls on the lower level and metal panels above. They are fairly straight-forward buildings at this time. Windows and glass can vary depending on the tenant. Building A may be able to be seen from Bartlett Street, but Building D will not be seen. The fence will be a 5-foot high panel fence. With the slope on the other side of it, it would be hard to plant there and trees cannot be planted there. Eventually the slope will revegetate and, unmowed, would go back to woodlands.

Ms. Gillespie stated she would like to see street lights in this area. It's dark in that area at night and with increased traffic, they should consider installing street lights out there. Mr. Litchfield explained the Board of Selectmen are opposed to the town paying for street lights and require residents to pay for one if they have one on their property. He is not sure how it could be done on a public street. Ms. Gillespie asked if the technology has changed. Mr. Litchfield stated the power companies frown on solar. Mr. Weiss stated they can install lighting at the entrance drive that is uniform and provides lighting down there, and they would be happy to add lighting around Cedar Hill Street, but the town would own it and pay for it and that may not be acceptable. Ms. Gillespie asked if they own the property across the street and noted she thinks lighting will increase the land values out there. Mr. Weiss replied they do own the property across the street. Mr. Litchfield stated he doesn't know if there is an accident issue there or if the property the Applicant owns is sufficient for poles that would be effective at the Cedar Hill Street intersection and the real estate beyond the intersection. Mr. Weiss stated there are a lot of wetlands at that intersection. There are select areas where the right amount of light would be advantageous. Mr. Litchfield noted street lighting could be added to the site plan final design and could be a condition of the decision.

Mr. Litchfield stated he and Kathy Joubert, Town Planner, have reviewed the plans. The site is well laid out. The timing of the construction will be critical. There are a lot of factors, as it is such a big site. The Conservation Commission is concerned about phasing and tree cutting, and some commissioners were concerned with the cutting of the trees all at once. Mr. Litchfield stated he is not concerned with that, but clearing the whole site and grubbing it would be a disaster. Ms. Capobianco asked if that is covered in the Earthwork section. Mr. Litchfield responded it is not, it would be covered in a bond for the site.

The best scenario is what Mr. Weidknecht has shown. Either phases can be done together or independently.

Ms. Gillespie motioned to close the hearing. Ms. Harrison seconded the motion and the vote was unanimously in favor of the motion.

Ms. Harrison motioned to approve the Site Plan for 0 Bartlett Street, Crossroads Industrial Park, as presented and per the plans submitted, with the recommendations in the Town Engineer's letter and Fire Chief's letter, and with the conditions that trucks shall make a right turn only out of the site driveway, unless they are making a local delivery; and lighting shall be installed at the base of the common driveway to improve lighting. Ms. Gillespie seconded the motion and the vote was unanimously in favor of the motion.

Mr. Pember motioned to grant an Earth Removal Permit for 0 Bartlett Street, Crossroads Industrial Park, with conditions outlined in the Town Engineer's letter as well as any restrictions that may be part of the zoning bylaw. Ms. Gillespie seconded the motion and the vote was unanimously in favor of the motion.

Ms. Gillespie motioned to grant a Common Driveway Special Permit for 0 Bartlett Street, Crossroads Industrial Park, Mr. Pember seconded the motion and the vote was unanimously in favor of the motion.

Next Meetings: It was noted three members of the board will not be able to attend the meeting on April 7th. In the event the Board may need to meet during Town Meeting, Ms. Capobianco noted a Planning Board agenda will need to be posted for the first night of Town Meeting, which is Monday, April 27th.

The meeting adjourned at 8:30pm.

Respectfully submitted,

Debbie Grampietro
Administrative Assistant
Planning/ZBA/Conservation