

**SEEKONK PLANNING BOARD**  
**Regular Meeting**  
**November 10, 2015**

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Present: Ch. Abelson, M. Bourque, R. Bennett, D. Sullivan, S. Foulkes, L. Dunn, J. Roach

7:00PM Ch. Abelson opened the meeting at 7:00 p.m.  
Planning Board Members were introduced.

*No one was present at the time for the first Agenda Item - FORM A; therefore the PB moved to next agenda item-Waiver Request for Tall Pines*

**Discussion: Waiver Request for Tall Pines**

Steve Dippolito from Stone Gate Builders, also a resident of Tall Pines, requested a waiver of a 6” reveal stating they are a pedestrian hazard, a danger to children, and an eye sore to the neighborhood. He provided photographs for the Board to review.

J. Aubin explained according the Rules and Regulations 6” reveals should be installed; however, he understands the reasoning for not wanting a trip hazard for individuals and possible hazard to lawn equipment at the sidewalk line.

S. Foulkes expressed concern with a precedence going forward if this is allowed now.

S. Dippolito said they are only asking for a waiver for 11 of the 22 markers since 11 of them are not near the properties and are set at proper grade.

Ch. Abelson asked if they could be drilled.

J. Aubin said they will be drilled for surveying purposes. He also informed the board the final coat of asphalt will be going down but was delayed due to rain.

**M. Bourque made a motion to approve the waiver pertaining to the elevation of the granite property bounds for Tall Pines, L. Dunn seconded and it was unanimously approved.**

**VOTE: (Approve 7-0)**

*No one was present at the time for the FORM A; therefore the PB moved to next agenda item-Modification to Definitive Subdivision Jacob Hill Estates.*

**Discussion: Modification to Definitive Subdivision Jacob Hill Estates to Utilize a Shared Wastewater Treatment System**

David Marcelino, representing Palmer River Development summarized their request for a modification to the subdivision plan to install an on-site shared septic system. He is before the PB at the request of the BOH for modification to the subdivision plan. Mr. Marcelino informed the board that Mr. Robin reviewed their petition and had no issues with the conditions that he placed at the end his report.

J. Aubin advised the board that Mr. Antonio did ask to speak with DPW so he will have an amendment to #3 under his recommendations (to utilize the date of May 1, 2016 for having completion done or underway).

D. Marcelino said Ms. DeBlander from the Conservation Commission sent him an email indicating there is no amendment required to the DEP file.

J. Aubin confirmed with the BOH that they will review all the legal documents pertaining to the shared septic system.

L. Dunn asked about the percolation tests.

Matt Antonio from Palmer River Development Company advised there were passing perk tests for each lot, however, based on the size and shape of the lots, as well as being a conservation subdivision lots, they are much smaller than a typical lot. They found that some lots bordered on being unbuildable if a typical 3 bedroom, 2,000 sq. ft. home with a individual septic system due to the size and shape of the lots, as well as the rate of the perks. They did not want to require retaining walls, have grading issues, or large mounded systems. They feel this will make the subdivision more traditional in nature and enhance the visibility of the subdivision. He further informed the board that the one existing home already built (Lot 6) is approximately a 2,000 sq. ft. ranch and thinks most of the other homes will be between 1,800-2,400 sq. ft.

Ch. Abelson asked if this change will impact either the water or drainage flow.

M. Antonio said it would not but if the board had any further questions, Mr. Rego an engineer with Prime Engineering was available to answer them.

S. Foulkes asked for clarification on page 8, #10, 2<sup>nd</sup> line: Palmer River, LLC reserves the right to declare and add additional lots subject to the provisions hereof...

M. Antonio said the system is designed to handle a total of 33 bedrooms. There may be changes as houses are sold or presold when people customize their homes.

J. Aubin asked for clarification regarding the ability to add additional lots without coming to the board.

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M. Antonio advised they would come before the board with a request for additional lots.

S. Foulkes referred to the finite number for the combined sewage system and inquired about what would happen when they reached the 15-20 years and if they have another lot for a reserve.

M. Antonio advised the reserve plan is on the same lot (908 Taunton Avenue).

J. Aubin asked for clarification of having the ability to switch over to the reserve if the initial leaching field became full.

Bob Rego with Prime Engineering explained a shared system is similarly constructed to a single family home. The primary system is being constructed now, and then if there is a failure, there will be an area that will be used for a reserve area. What they are providing is an alternative treatment on top of the conventional septic system. He further explained how the treatment system will treat the water to a higher level before it goes into the shared leaching field so that leaching field is expected to last longer than a conventional system. Homeowners are required to join a homeowner's group that will insure that the system and tanks are properly maintained.

S. Foulkes asked what would happen if all the lots are bought in a relatively short period of time, and 15 or so years go by and Resident A decides to sell their home, do they get the money they put in or, if not?

B. Rego said no.

S. Foulkes asked then does the next person who buys that house only pay from that year on.

B. Rego said that is correct.

L. Dunn expressed concern with building conventional homes on small lots and feels we failed in our effort to preserve open space.

J. Aubin said this is an alternative approach to avoid mounded systems and reduce the lot sizes to maximize open space. He further discussed his earlier meeting with Mr. Antonio and advised the board that he does not have any objections with Mr. Antonio speaking with DPW regarding snow removal and change of date from March 1, 2016 to May 1, 2016.

S. Foulkes asked if the development would have municipal water.

Atty. Marcelino answered yes.

J. Aubin recommends the board find that:

-Pursuant to **Section V** that the applicant has met the requirements for the grant of a modification for the previously approved Definitive Plan endorsed June 10, 2014.

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-Pursuant to **Section 7.1 General**, that the proposed development, as designed and laid out, meets the requirements of public safety including:

- 1) Safe vehicular travel;
- 2) Adequate storm drainage;
- 3) Sewage disposal;
- 4) Water supply;
- 5) Utilities; and
- 6) Precautions against natural disaster

-That the proposed Definitive Plan otherwise meets the requirements of the **Rules and Regulations Governing the Subdivision of Land in Seekonk Massachusetts** and **Sections 81k through 81GG of Chapter 41 of the General Laws in the State of Massachusetts.**

Mr. Aubin also proposed following conditions:

1. Approval of the proposed shared wastewater system by the Seekonk Board of Health.
2. Approval of the proposed shared wastewater system or such other related approvals as may be required by the Seekonk Conservation Commission.
3. If the proposed system is not approved by the Seekonk Board of Health and Seekonk Conservation Commission, as noted in conditions 1 and 2 above; the modification shall be rescinded and the original plan reinstated or otherwise modified in accordance with the **41 MGL §81W**.
4. The applicant shall be responsible for snow removal from the development for the 2015-2016 plowing season and the applicant shall submit a repair plan as described in the August 5, 2015 letter from the Town Planner no later than May 1, 2016 or appear at the regularly scheduled meeting of the Planning Board for March 2016 to discuss the status of the public improvements for the development.

**D. Sullivan made a motion to approve the modification to the Definitive Subdivision Plan for Jacob Hill Estates with conditions stated, R. Bennett seconded and it was unanimously approved.**

L. Dunn asked if they have another entrance to the subdivision on Route 44.

M. Antonio advised there is an easement that provides access for maintenance of the drainage facility in between Lot A and an abutter. Access is provided from Taunton Avenue across the west side of Lot A. There is also a 40' strip of property that is retained as part of the development that provides access from Taunton Avenue to a point in the cul-de-sac and that abuts 908 Taunton Avenue where the shared system is going to go. There are a couple access points but they are not intended to be access points for anything other than maintenance.

L. Dunn asked if they lost their commercial lot due to leach field.

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M. Antonio said Lot C would have been used for a mixed use or commercial type of building but it will now be used for the community system.

S. Foulkes asked if someone was already living in the development.

M. Antonio said the home on Lot 2 has an independent septic system. They will most likely be the only lot that is not tied into the community system with the exception of Lot B since it is not owned by him and was sold before the subdivision was designed.

**VOTE: (Approve 7-0)**

**FORM A: 400 North Wheaton Avenue – Texas River Realty, Inc.**

Jeff Tallman from SITEC, Inc. located at 449 Faunce Corner Road in North Dartmouth submitted a request to add another lot on the existing property of 400 North Wheaton Avenue. It is located on the Corner of Willett Avenue and North Wheaton Avenue and he is requesting to subdivide the 5 acre parcel. One parcel will be located in the R-4 Zoning District.

J. Aubin advised his only comment was with the existing shed on the property and the shed will be relocated in accordance with Section 5 DIMENSIONAL REGULATIONS. The proposed lot lines on Lot 1, in relation to the existing 2-family dwelling, do conform to the setback for the R-4 Zoning District.

Jeff Tallman explained they do have a filing before the Conservation Commission because of the wetlands shown on the plans. They met with Conservation last night and there were a couple of minor items that need to be addressed. The plans have not been submitted to the BOH, since Conservation has not signed off yet. They are scheduled to go back in December.

Ch. Abelson pointed out that by endorsing the plans it does not mean that it is a buildable lot.

L. Dunn asked what the property is zoned for.

J. Aubin answered R-4; the minimum lot size is 62,500.

Staff recommends endorsement of the submitted APPROVAL NOT REQUIRED PLAN OF LAND prepared for Texas River Realty, Inc. dated October 26, 2015, as it meets the exemption clause within the definition of a subdivision in the Rules and Regulations Governing the Subdivision of Land for changing the size of lots in such a manner so as to not leave any lot affected without the proper frontage. The Board may wish to note on the endorsement that the shed is to be relocated in conformance with the applicable provisions of the Seekonk Zoning By-Laws and specifically **Section 5 DIMENSIONAL REGULATIONS**.

**R. Bennett made a motion to endorse the submission of the FORM A-Texas River Realty, Inc. with the conditions of the shed being relocated in conformance with the Seekonk**

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**Zoning By-Laws, specifically Section 5 Dimensional Regulations, L. Dunn seconded and it was unanimously approved.**

**VOTE (7-0)**

**Site Plan Approval for a Proposed Seekonk Distribution Center located at 1977 Fall River Avenue**

Attorney Henry Sousa, office located at 248 West Main Street in Norton, MA, phone # 508-285-7777, resident of Seekonk, was present to represent Scannell Properties' presentation of a site plan approval for a 248,000 sq. ft. Package Distribution Center that is on approximately 76 acres of industrial property on Fall River Avenue.

Courtney Lehman a Development Executive for Scannell Properties located at 800 E. 96th Street, Suite 175, IN provided a power point presentation with a detailed summary of the Distribution Center. They gathered 7 months of data, analysis, engineering, and overall consideration of the neighbors. With Mr. Lehman is a Civil Engineer, Traffic Consultant, Acoustic Consultant, Fed Ex Ground, and Developer for Scannell Properties to answer any operational concerns. He explained their objective was to secure the Seekonk Planning Board's approval for the facility. He summarized the divisions within Fed Ex: 1) Federal Express (Air-overnight packages); 2) Fed Ex Freight; 3) Fed Ex Ground (smaller packages, business to business and delivery to homes). The facility that they are requesting for Seekonk will not have airplanes involved. He provided a brief synopsis of the company. Fed Ex has been recognized as the 12<sup>th</sup> ranked company for the world's most admired companies in Fortune Magazine; voted one of the best 100 companies to work for in America, and 50 best companies for minorities; Business Week listed it as 50 best performers; and Business Ethics listed it as 100 best corporate citizens. He further went onto explain Fed Ex Ground as cost effective small package shipping which offers dependable business to business delivery, as well as convenient residential services. More than 70,000 team members throughout the country distribute over 6.9 million packages a day. He also said it is named one of America's most charitable minded corporations. The operations will be Mon-Sat. The site itself will operate throughout the entire day with some evening and overnight activities. It is not a retail center to pick up or drop off. The employee parking lot associated with the facility and signage is only for employees. Their traffic studies modeled the 10 years after it is opened data during the peak months November and December.

**Slide Show Presentation was provided to show the location of the facility.**

The area is zoned industrial. Orientation of the building is for the least amount of impact of traffic to the community. The loading docks were shown; there will be conveyors inside the building for packages to go in and out of, and the dock doors will be facing north and west away from the residential properties. The employees will enter at the same entrance and enter through to their employee parking lot which is located on the south and east portions of the site.

Mr. Lehman pointed out an acoustical wall that runs between the parking lot and the facility that runs northwest to mitigate activity and allow the noise levels to be within the Mass DEP sound

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level and code restrictions. No variances were asked since they are meeting all the applicable codes for the development. Landscaping berms were added and the overall design was discussed and shown during the presentation. The Conservation Board provided them with a continuance until December 7<sup>th</sup>.

The minimal lot area is 20,000 sq. ft and they have 3.3 million sq. ft.; the minimum width of the lot at the street lines is 50 ft. and they are 1,400 ft.; the front rear set back requires 50 ft. and they have 200 ft.; the side and rear yard is 20 ft.; the minimum structure height is 40 ft. and they will be less than 40 ft.; and the residential district boundary minimum is 50 ft. and they are 539 ft. away from the back property line. It is a concrete building, has a sound wall, and will have extensive landscape plantings along the berm on the south edge, as well as more evergreens on Hollister Road (as requested by residents). The landscape plan was provided and discussed.

S. Foulkes requested more information on the acoustical wall and what it was preventing.

Mr. Lehman explained it prevents noises from engines, moving trucks and back up alarms for safety. Projected employment by 2021 is 26 full-time employees and 161 part-time employees, plus additional independent contractors.

As part of the project they will extend a waterline on the north side of Route 6 which will bring water to their site and add significant flows. They are going to propose a voluntary turn lane extension to Mass DOT on Routes 6 and 136. Three major intersections along Route 6 (Warren Avenue, Hollister Road, and Route 136) were studied and wait times have not been significantly impacted in order to produce any mitigation such as a new light.

L. Dunn asked how the change to the state road will be paid for.

Mr. Lehman explained if Mass DOT will let them do it, they will pay for it. They are not required to do so, but it may alleviate traffic flow.

L. Dunn inquired about infringing on the wetlands.

Bruce Hagerman, Civil Engineer from Crossman Engineering office located at 103 Commonwealth Avenue in North Attleboro, MA, said the Town of Seekonk conservation regulations has a 25' buffer strip, the 100' buffer is under the state regulations and that's just regulatory boundary. The proposed development is not encroaching within that 25 ft. zone.

L. Dunn said this is significant amount of impervious surface being added to an area which is not far from the Palmer River. She requested clarification if the treated storm water will mostly flow under a culvert and Hollister Road.

Mr. Hagerman explained a portion of the site drains to the southeast corner but the site actually has 3 water sheds that leave the site. A portion of the site drains to the north towards Route 6, another portion of the site drains to the west towards Industrial Way and then the portion drains towards Hollister Road.

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L. Dunn also is concerned with any environmental impact. She asked about the possibility of a vegetative roof.

Bill Connor with Fed Ex Ground explained their buildings are typically constructed with the anticipation of installing solar panels, if possible.

J. Aubin asked Bruce to explain the MEPA review and environmental impacts.

Mr. Hagerman explained the size of the project exceeds Massachusetts Environmental Policy Act (MEPA). The thresholds they exceed are for impervious surfaces, total number of parking spaces, traffic generation, and exceeding the land disturbance threshold. They will prepare a report, the reports are issued and distributed to various state agencies which have an interest in the project, and distributed to various town boards. Mr. Hagerman further went on to explain the drainage systems they would be using to mitigate the increase of runoff. There will be 3 different pretreatment systems for the runoff before it enters the infiltration basin then it is discharged onto the site.

L. Dunn asked about the size of the parking lot.

Mr. Hagerman said it was approximately 2.5 acres.

S. Foulkes asked if any trees will be planted in the parking lot to help with drainage.

Mr. Hagerman said trees will be used in the parking lot.

L. Dunn said she thinks trees will help.

J. Aubin explained they had a public hearing with the Conservation Commission last night due to Category 20C of the General By-Laws of the town (any land disturbance of greater than one acre to be reviewed by public hearing).

Mr. Hagerman said they received the peer review from Horsley Witten and will respond to them once he is able to go through it more thoroughly.

Mr. Lehman described the lighting as being downcast fixtures that will be placed along the southern boundaries of the facility and shields will be installed. LED lighting will be used and they will be 25 ft. tall. *(Pictures of the light fixtures were shown on the slide).*

James Cronan, a Traffic consultant for Crossman Engineering, pointed out several things that were mentioned from a review from McMahon and Associates, discussion with Mr. Aubin, and requirements of Mass DOT. They will resubmit it to McMahon and Associates in another week. Items requested include sidewalks or shoulders for walkers and bicyclists, seasonal variations, and a 7 year growth plan because that is what Mass DOT requires (they utilized a 10 year plan).



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M. Bourque requested they consider helping the town with an Opticon system along Route 6 which helps the first responders. He pointed out there are 5 intersections between this project and the last intersection.

Mr. Cronan said that it would be up to Fed Ex. He also asked if it would be for Route 6 or side roads.

M. Bourque explained Route 6 is the main road used, however, if congested; they have used the side roads as alternates.

Mr. Cronan asked if they knew how many signals.

M. Bourque said mainly on Route 6.

Mr. Lehman said Scannell Properties has done that in the past and thinks Fed Ex would not be opposed to that request.

*Discussion of possible locations for the Opticon system(s) took place amongst the board members and Mr. Cronan, the Traffic Consultant.*

James Roach asked for an explanation of the hours of operation for the larger trucks.

Mr. Cronan said they work 24 hours a day but between 6:00-8:00 a.m. and 4:00-6:00 p.m. will be the busiest and that is because of the employees and delivery vans coming in and out of the parking lot. There will be a couple of large trucks during the day but the bulk of the large trucks come and go at night. The trucks would only go on Route 6 and not through the neighborhoods. The loading docks are on the north side of the building and they have the sound wall in the back.

J. Aubin read a comment from Chief Healy with regard to the emergency access.

Ch. Abelson asked for clarification when their next meeting is with the Conservation Commission.

Mr. Lehman said it was scheduled for December 7<sup>th</sup>.

Andy Carballeira an Acoustic Consultant for Cavanaugh Tocci Associates located at 327 F Boston Post Road, Sudbury, MA summarized the study they conducted. The Mass DEP noise policy directs them to measure the background sound at the existing sound level and then they ask them to estimate the noise level their facility will create, and then compare the 2 sound levels. Their findings concluded, from measuring sound at 2 locations in the residential communities south of the project, that the lowest hourly background sound level is typically around 2:00-3:00 in the morning and is about 35 decibels. They will use a significant sound barrier wall along the southern end of the property line ranging from 20-31 ft. in height. Mr. Carballeira further summarized their 3 dimensional computer module which describes how sound spreads out as it leaves the sound source and travels to a sound receptor. Their findings

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concluded without the sound barrier wall they would be more than 10 decibels above the lowest measured ambient sound level. Their goal is to deflect sound away by redirecting the sound energy away from the residential community and back towards the building. Therefore, by sound taking a longer path the sound is reduced. The computer model found that between a 20 and 31 ft. sound barrier wall will get them below that level. They believe they will be within Mass DEP noise policy of being no more than 10 decibels.

Ch. Abelson asked for clarification of the increase to the 35 decibels.

Mr. Carballeira explained under the worst case scenario most advantageous to the geometric perspective for sound getting to a residence (which is the opposite of what they want); they found the absolute maximum increase would be 9 decibels so they would be below the 10 decibels. Most sound from Fed Ex is considered short duration sound. When sound is measured, it is measured every hour so in one week they measured 168 hours of data. The quietest continuous sound level (35 decibels) is 90% sound level and tests were completed between December 12<sup>th</sup> through the 19<sup>th</sup>, 2014. He further went on to give examples of how testing can change depending on times/seasons of the year.

J. Roach inquired about how many packages will go through this facility.

Mr. Connor said the numbers he was using is based on the facility running at full capacity and that when they first open, they would not be utilizing the entire facility. However, at max capacity about 9,000-10,000 packages a day. During Christmas time approximately 30,000 packages daily. He further provided a summary of the day to day operations.

J. Roach inquired about the future of the Warren Fed Ex facility.

Mr. Connor said it is used only for residential delivery and would be closed.

Ch. Abelson asked if anyone in the audience would like to speak.

Richard Francazio from 30 Barrington River Way in Swansea, MA expressed his concerns with;

- 1) Traffic between 7:00-8:00 a.m. stating that approximately 200 vehicles could leave the facility making it very difficult to make a turn onto Route 6 especially during Christmas time. He is also concerned with vehicles turning down Hollister Road. He suggested making a restriction of vehicles traveling down Hollister Road and/or request Mass DOT to put a traffic light at that intersection.
- 2) Although he appreciates the engineers concern regarding noise mitigation, he pointed out that it was only a model. He is concerned with the changes that could occur over the next 3-5 years. He suggested repeating ambient testing every 6 months over the next 3 years. According the By-Laws Category 28, Section 1, it talks about unlawful noise being prohibited. Item #2 specifically states loud noises on public streets between the hours of 10:00 p.m. – 8:00 a.m. so as to annoy or disturb the reasonable quiet comfort of any person in any dwelling or other type of residence or in any office. He suggested that the barrier be extended at least the length of the retention pond to mitigate the noise from the parking lot. He also suggested moving the parking lot and landscaping to mitigate noise levels.

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J. Aubin asked for clarification of parking lot from Bill Connor and asked Bruce Hagerman if moving the building or expanding the building was a possibility.

Mr. Connor said the parking is needed to accommodate the overlap of employees. He further stated they will calculate storm water and the pond to see if extending the berm is feasible.

Mr. Hagerman said the building is moved as far north as possible due to the septic system and setbacks. He also said expansion would not be possible.

Donald Swartz, an abutter on 1 Palmer River Road, said the neighbors have been speaking together and they understand this facility is positive for Seekonk but their concerns consist of traffic, noise, and watersheds in their backyards since they are already under water. Even though it is zoned industrial, it is also in a neighborhood. He feels traffic will be impacted on Hollister Road due to employees using Hollister Road to travel to and from work and it will be difficult to make a left hand turn onto Route 6. In doing some research, they did not find one Fed Ex building in a neighborhood. He wanted to remind everyone that this is a 24 hours a day facility and it would not be quiet for them any longer at 2:00-3:00 in the morning and asked the PB to consider their concerns before moving forward.

D. Sullivan asked Mr. Aubin if the PB could request the applicant to make some changes due to the concerns brought forth by the neighbors.

J. Aubin said if it is a permitted use in an industrial district, the PB is to make sure the applicant is developing within the standards set forth under Section 8, Design Standards. The applicant still needs to go before Conservation Commission and the Board of Health.

Attorney Sousa said people tend to fear the unknown and reviews are required by MEPA and Mass DOT

D. Sullivan asked if they could request a traffic light or a trick light from Mass DOT.

Mr. Connor said they did ask Mass DOT for a light at Hollister and Route 6. At this time, they do not think they will approve a light since they do not meet the requirements for a light. It could be approved in the future, but it would not be approved now.

He also wanted to point out since there will be no overnight delivery, the delivery vans will not be going in and out at 2:00 and 3:00 in the morning. They go out in the morning and come back in the evening.

Mr. Sousa suggested the PB and the neighbors write to Mass DOT requesting them to approve a light at Hollister Road. He can't guarantee it will work but it may help.

S. Foulkes pointed out Route 6 and Route 136 (just up the road) was ranked 19<sup>th</sup> of worst intersection in 2012.

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Mr. Cronan explained some of those would be rear end accidents which can be caused by traffic signals because people stop short. In 2012, there were 14 accidents; in 2013, 15 accidents; and in 2014, 18 accidents.

D. Sullivan pointed out the intersection in question has been redesigned and that might have changed.

Ch. Abelson requested a letter be drafted to Mass DOT for a traffic signal and to Fed Ex to extend the berm.

Celeste Mello has lived at 123 Hollister Road in Swansea for 40 years. She said she has noticed a difference in traffic over the past five years and thinks it is now being used as a cut through for Bristol and Warren. The speed limit is 30 MPH but people drive 45-50 MPH. She has asked the police to look into it but nothing has been done. When a delivery truck went by in her front yard, it almost blew her over. It took her electrical wires down from the house. Most cars have RI plates. She suggested speed bumps. She further expressed concern with trucks going by all day starting at 6:45 a.m.

M. Bourque requested hearing recommendations from Town Planner, J. Aubin.

J. Aubin recommended:

1. Approval of the proposed waste water treatment system by the Seekonk Board of Health;
2. Authorization for the Notice of Intent or such other approvals as may be required by the Seekonk Conservation Commission;
3. Submission to the Planning Board of final approvals, authorizations or assents resulting from the applicant's a) MEPA submission to MA DEP; b) proposed improvements to the Route 6 and or Route 136 from MA DOT; and c) proposed water main extension from the Seekonk Water District.
4. Resolution of any outstanding comments generated by the peer review of the traffic study and submission of a final study to the Planning Board.
5. Resolution of any outstanding comments generated by the peer review of the stormwater management plan and submission of a final stormwater management plan to the Planning Board.
6. Submission for endorsement of a final site plan for the proposed construction at the conclusion of all other local and state reviews. A final endorsed site plan shall be required prior to Town Planner approval of a building permit authorization.
7. Merger of the subject lots AP 1, lot 32 and lot 239 in accordance with the **Rules and Regulations governing the Subdivision of the Land in the Town of Seekonk and Chapter 41 of the Massachusetts General Laws.**
8. The emergency access to the facility from Hollister Road shall be paved.
9. The applicant shall coordinate with the Seekonk Fire Department and investigate the installation of Opticon emergency vehicle traffic light equipment to improve public safety response time to the site.
10. Upon one year of the initiation of operations at the facility and no later than eighteen months from that commencement, the applicant or their tenant, as agreed between themselves, shall provide the Town of Seekonk with a report, prepared by an appropriate professional in the field, documenting actual sound levels generated by the operations on- site versus the observed and

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predicted sound levels for the property as presented by the applicant and their witnesses to the Planning Board.

11. The applicant shall extend the proposed landscaped berm to the west to the extent possible without impacting stormwater flow or wetlands on the site.

The Planning Board voted to support efforts to establish a traffic light or other appropriate traffic calming measures to improve the function of the intersection of Hollister Road and Fall River Avenue (Route 6) and directs the Town Planner to provide the applicant a letter addressed to the Secretary of the Massachusetts Department of Transportation noting the traffic concerns regarding the intersection as expressed by the residents of the areas during the Planning Board site plan review and indicating support for any such traffic control or calming such measures in the area.

**D. Sullivan made a motion to approve the Site Plan for 1977 Fall River Avenue with conditions stated by town planner, M. Bourque seconded and it was unanimously approved.**

*Discussion of the benefits of solar and/or vegetative roofs took place.*

**VOTE (7-0)**

**Discussion: Seekonk Bikeway**

J. Aubin said a request was forwarded to the BOS to recommend the **Seekonk Bikeway** be forwarded to SRPEDD for consideration of inclusion into the Draft SMMPO Regional Bikeway Plan. He summarized a meeting that occurred with SRPEDD on October 16, 2015. The purpose of the meeting was to discuss the potential inclusion of the Draft Seekonk Bikeway in the Southern Massachusetts Metropolitan Planning Organization's draft regional bike plan. As an initial formal step of that inclusion process it is recommended that the Planning Board authorize the Town Planner to forward a request to the board of Selectmen that a resolution or such other appropriate action be taken to formally submit the Draft Seekonk Bikeway to SRPEDD for inclusion in the SMMPO regional bike plan.

**M. Bourque made a motion to authorize the Town Planner to forward a request to the BOS L. Dunn seconded, and it was unanimously approved.**

**(VOTE 7-0)**

**Discussion: Work Sessions Regarding Zoning By-Law Amendments**

J. Aubin discussed potential work session(s) with the Board of Selectmen and other town Bodies regarding substantive Zoning By-Law Amendments and other topics, such as staffing. The additional 21 zoning amendments will be considered at the November 30<sup>th</sup> town meeting.

S. Foulkes and D. Sullivan requested the board have a work session for staffing and the Zoning By-Laws.

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The Board members further discussed staffing, office operations, and budget.

**Monthly Department Update**

J. Aubin provided an update and discussed the Town Warrant. He also advised that he would remove himself from the room when his position was discussed.

S. Foulkes asked if J. Aubin received an update from the Wastewater Treatment Facility.

J. Aubin said he had not received the documentation of the agreement as discussed at their last meeting and has drafted a letter advising the BOS that a request was made and documentation has not been provided.

**Approval of Minutes:**

**M. Bourque made a motion to approve the October 13, 2015 minutes with corrections, D. Sullivan seconded and it was unanimously approved.**

John Aubin left the room.

Initial discussion of Article 3 took place, however, the PB voted to move into a work session on November 17, 2015.

**M. Bourque made a motion to move to an executive session on November 17<sup>th</sup> at 7:00 p.m. to discuss Article 3 of the Town Warrant, D. Sullivan seconded and it was unanimously approved.**

**Adjournment**

**A motion was made by M. Bourque to adjourn the meeting, L. Dunn seconded and it was unanimously approved.**

**The meeting was adjourned at 10:10 p.m.**

Respectfully Submitted by,

Kristen L'Heureux