



BELLINGHAM PLANNING BOARD

10 MECHANIC STREET
BELLINGHAM, MASSACHUSETTS 02019
(508) 657-2892 PlanningBoard@bellinghamma.org

Meeting Minutes February 14, 2019

MEETING LOCATION: ARCAND MEETING ROOM – MUNICIPAL CENTER

Present at the Meeting

William F. O'Connell Jr. (WFO), Chairman
Brian T. Salisbury (BTS), Vice Chairman
Peter C. Pappas (PCP), Secretary
Dennis J. Trebino (DJT), Member
Russell E. Lafond (REL), Member
Philip Devine (PD), Associate

Other Officials:

James S. Kupfer (JSK), Town Planner and Zoning Compliance Officer
Jean Keyes (JK), Planning Board Coordinator

WFO opened the meeting at 7:00 p.m.

Mechanic Street Warehouse Development Plan, Stormwater Management Plan, Major Business Complex Special Permit, Flexible Parking Options Special Permit, and Water Resource District Special Permit, Mechanic Street, Continued Public Hearing.

JSK explained the project to date and the peer review of traffic and stormwater from BSC has been returned. Applicant has provided a traffic mitigation summary and comments from various departments in Town. Request is to review the traffic mitigation summary.

Present: Attorney Joe Antonellis, Mayer, Antonellis, Jachowicz, Haranas LLP, Jeff Black and Patrick Dunford of VHB, John Cappellano of Lincoln Properties, Applicant, William Paille of BSC

Attorney Antonellis explained to the Board that the Applicant has not had an opportunity to respond to BSC's first comments.

Mr. Dunford explained the Traffic Mitigation Summary dated February 11, 2019 and provided a brief overview of the Traffic Impact and Access Study dated November 2018. He has met with MassDOT and had a preliminary conversation about the impacts and possible mitigation.

JSK responded to the traffic mitigation presented and was concerned that while the Applicant has addressed many safety issues no mitigation was offered to address the increased volume of traffic and it is almost insulting. JSK further explained that he and the Applicant had this conversation months ago when he advised the Applicant that they needed to use the most conservative models possible for the traffic study. This is due to the fact that a tenant has not been identified for the building and that Route 140 is a major town artery and traffic impacts must be mitigated given these factors.

WFO stated that the traffic increase is significant and substantial. Mr. Dunford responded that he can provide ITE worst case numbers and can look at the most conservative traffic numbers.

The Board had a lengthy discussion with Mr. Dunford and Mr. Cappellano and expressed serious concerns about:

- The impacts of the increase in traffic volume from both employee cars and tractor trailer trucks.
- Trucks heading towards and coming from Exit 18 on Route 495 by way of Hartford Ave instead of using Route 140 and Exit 17.
- Sight lines for traffic heading west on Route 140 given the slope that is present just before the proposed truck entrance.
- Traffic exiting from the site and having tremendous difficulty turning left onto Route 140 especially during peak rush hour times.
- Future impacts of additional traffic from a new residential neighborhood that would share the employee entrance/exit road.
- The lack of proposed sidewalks and pedestrian crossings on Route 140 given the potential future build of an adjacent residential subdivision.
- The two roadways and the impacts on wetlands from the truck road. The Board would like to see an alternate plan showing only one entrance (at the location of the employee entrance) for both trucks and cars.
- The possibility of tandem tractor trailer trucks delivering to and from the site. Mr. Cappellano assured the Board that no tandem tractor trailer trucks will be used at this facility or from vendors.
- The possibility of limiting deliveries both to and from the site to between midnight and 5:00 am.
- The possibility that the only way to control the exiting traffic from this site is with a traffic signal and that MassDOT may not approve one if the threshold is not met.
- The lack of responsiveness from the Applicant to provide a traffic study based upon the most conservative data and the lack of substantial mitigation.

JSK reminded the Applicant that these permits are discretionary and the Board can determine whether to move forward with this permit or not. In the case of the warehouses on Maple Street and High Street, sufficient mitigation was provided for those projects that allowed the project to move forward and to improve the Maple Street and Route 140 intersection.

Mr. Dunford responded that they will create a new traffic study using the most conservative projections and adding in the possible future residential neighborhood build out. The new data may then help to meet the threshold to gain approval for a traffic light from MassDOT. Mr. Cappellano agreed to provide an alternate plan with one roadway.

Public Comments and Questions:

Chris Healy of 170 David Road stated that he has lived in town for 29 years. He sits in his car and waits to make left turn onto Route 140 and adding an additional 300 cars that will delay him further. The adaptive signaling proposed by the Applicant won't work because the stop lights are too close. No timing on a light will lessen the impact of traffic on that intersection. Mr. Healy stated that it is embarrassing to suggest that adaptive signaling will work. If a residential area will be constructed in the future, Mr. Healy asked if the Applicant taken into consideration sidewalks and crossing signals for pedestrians. The Applicant's suggestion that the street be widened so that vehicles can go around stopped vehicles is dangerous especially with there being no sidewalks. Mr. Healy stated that he has a huge issue with safety and the lack of proposed sidewalks or crossing signals. JSK explained that sidewalks should be part of the mitigation.

Mike O'Herron of 14 Roberta Lane stated that the traffic study states that there is no sidewalk in that area of the road and almost no shoulder. The proposal to widen the road by 8' so that one can slide by with their car may be legal but it may not be safe to do so. Walkers will be in danger. Public safety is very personal. The line of sight for the easterly driveway should give actual distances. There needs to be 362' of visible distance before the driveway and this metric should be provided. If the westerly driveway will be

the only access road then there needs to be a 2nd means of emergency access. The peak traffic times in the study are not accurate. The peak times are more like 6-9 am and then 4-7 pm. With the Route 140 and Maple Street intersection improvement, cars will be continuously turning right from Maple onto Route 140 westbound and this will add significant volume. Does the town really want to add an additional light at the site because then it will have three stop lights on that section of road. A traffic monitoring program after the fact does nothing for the town because the town will have to pay for it. The impact of employees is that they will arrive all at the same time.

Bonnie McGilvray of 52 David Road asked what the timeline is for construction. Mr. Cappellano responded that he does not know because they don't have a tenant. Hypothetically, if they get a permit, they could start in the spring or summer of 2020.

Mr. Paille of BSC explained his role as the peer reviewer hired by the Town and explained his comments presented in his memorandum titled BSC - 1st Comments 2.1.19. Mr. Paille also viewed the two sketches provided to the Board tonight by the Applicant and stated that it is important that MassDOT agrees with any proposed improvements that need to be made. In addition, he needs copies of those sketches so that he can review them. Mr. Paille added that he is concerned with both driveways and the sight lines and asked if other mitigation measures or concerns were discussed such as lowering the grade on Route 140 instead of adding a flashing beacon. He would rather not have a flashing beacon would prefer something permanent be done to the grade.

Mr. Cappellano thanked the Board and agrees with all of the Board's concerns. He wants to be involved in the process to address the Board's concerns and to provide the mitigation that will be fair for the town.

BTS: Motion to continue public hearing for the Mechanic Street Warehouse Development Plan, Stormwater Management Plan, Major Business Complex Special Permit, Flexible Parking Options Special Permit, and Water Resource District Special Permit, Mechanic Street to March 28, 2019 at 7:00 p.m.

DJT: Second.

Discussion: None.

Vote: 5-0 Carried. (WFO, BTS, PCP, DJT, REL)

General Business:

☐ **As-Built Certifications**

☐ **1/24/19 Minutes Signing**

PCP: Motion to sign the January 24, 2019 Meeting Minutes.

BTS: Second.

Discussion: None.

Vote: x-0 Carried. (WFO, BTS, PCP, DJT, REL)

☐ **Voucher Reports** – JSK explained the vouchers

DJT: Motion to adjourn.

BTS: Second.

Discussion: None.

Vote: 5-0 Carried. (WFO, BTS, PCP, DJT, REL)

Meeting Adjourned at 9:15 p.m.

2/14/19 Public Hearing Documents List

Mechanic Street Warehouse Development Plan, Stormwater Management Plan, Major Business Complex Special Permit, Flexible Parking Options Special Permit, and Water Resource District Special Permit, Mechanic Street

1. BSC - 1st Comments 2.1.19
2. VHB - Traffic Mitigation Summary 2.11.19
3. DiMartino DPW - 2nd Comments & Marked UP Plan 2.13.19
4. M. Catalano BOH - Comments 1.13.19

Minutes Accepted on: 2/28/19
(Date)

Jean Keyes
(Prepared by: Jean Keyes)

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