



## BELLINGHAM PLANNING BOARD

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

### **Meeting Minutes** **Thursday June 11, 2020**

***MEETING LOCATION:*** *Remote Participation through Zoom*

Pursuant to Governor Baker's March 12, 2020 Order Suspending Certain Provisions of the Open Meeting Law, and the Governor's March 15, 2020 Order imposing strict limitations on the number of people that may gather in one place, no in-person attendance of members of the public will be permitted at this meeting.

#### **Present at the Meeting:**

William F. O'Connell Jr. (WFO), Chairman  
Brian T. Salisbury (BTS), Vice Chairman  
Dennis J. Trebino (DJT), Member  
Russell E. Lafond (REL), Member  
Philip M. Devine (PMD), Member  
Elizabeth Berthelette, Associate Member

#### **Other Officials:**

James S. Kupfer (JSK), Town Planner and Zoning Compliance Officer  
Amy Sutherland, Planning Coordinator

Chairman O'Connell opened the meeting at 7:00 pm.

*The Town Planner explained that the Planning Board is meeting remotely through Zoom and is practicing social distancing as set forth in the guidelines from the CDC. The actions taken will be by Roll Call Vote.*

Chairman O'Connell opened the meeting at 7:00 p.m.

#### **BELLINGHAM SHORE MAJOR RESIDENTIAL DEVELOPMENT SPECIAL PERMIT CONTINUATION PUBLIC HEARING:**

The Chairman opened the continued public hearing for Bellingham Shores Major Residential Development Special Permit. Attorney Roeloef and Engineer Sean Malone were present representing Bellingham Shore.

Town Planner Kupfer explained that at the last meeting we asked for the applicant to modify the plan set to address the phasing in terms of erosion control, and construction management. The applicant was in front of the Conservation Commission on June 10, 2020 and it was a productive meeting. The goal of the meeting tonight is to have the Planning Board cover some concerns from the last meeting. The Town Engineer Bill Haley from BSC was present. The applicant has

a brief presentation. This presentation was shown on share screen for all to view. The applicant provided a recap of what has occurred in the last few weeks since the Board met. In April 2020, the revised project documents were provided with the comments from peer review. There were additional comments provided by BSC in May 2020. There was a meeting with the Planning Board on May 14, 2020 and the applicant received comments on the revised site sheets, a phasing plan, supplemental traffic memo to address the BSC comments, a revised environmental analysis, and updated pollution prevention and stormwater operation and maintenance plan along with further response to the BSC comments. An updated wetland replication plan was provided. The Board at the last meeting expressed concern that the phasing was a little too big and this should be revisited. The applicant proposed three phases and have relooked at the phasing and now recommend a five-phase plan. There is also concern about the construction entrance off of cross street since that would have to be part of the first phase. This is where the applicant is tying into the utilities. The plan will be updated to show a phase one construction entrance from Center Street. There will be clarification in the sequencing in the phasing and how a town inspection will indicate that the phase is stable and must be stabilized prior to starting another phase. After completion of phase one and two the stormwater basins will be complete and stabilized. The project will then move out to South Main Street to be able to create the second connection and abandon the construction access and use the Main Street access. The final two phases would be the southernmost portions of the project. There is detailed information on the phasing plan. There was talk about the perimeter buffer and it was recommended to reduce the 100 ft. buffer to 75 ft. In some locations this can be extended to the full 100 ft. buffer behind Units 42 to 43 and 46 to 58. There will be a split rail fence installed. The fence would have the monuments to indicate a boundary and noting it is a conservation area. The buffer would be deeded to the town.

Traffic Engineer, Kim Hazarvarian from LLC provided a review of the traffic impact and access study. The applicant looked at am and pm peak hours at the existing conditions. The traffic road sections which were reviewed were noted on the plan. The Traffic Engineer looked at the following intersections South Main Street/Blackstone, Easy Street, Douglas Drive, Glenbrook Avenue, Center Street, and also Center Street/Cross Street. This information was done based on the providing of 103 single-family detached houses. The TIAS analyses traffic operations for the weekday am and pm peak hours under the following conditions: 2020 existing, 2027 no-build, and 2027 build. The sight distances measures are adequate. The accident data was also reviewed, and it had below average crash rates. The Town Traffic Consultant provided his review. The comments from the peer review were discussed. The Town Consultant agrees with the trip generation along with the methodology and approach. The accident and traffic information data were current when prepared. The 7 year build out was fine, and the applicant could have used a 15 year build out. The build out numbers for 2027 on South Main Street were reviewed and the Consultant posed the question that there will be some cueing inside the site which will then navigate to Cross Street. There needs to be consideration of the impact in this area. Another issue would be traffic onto Center Street. The signalization of those intersections was helpful when looking into the 2027 buildout. The other question raised was exploring the timing of Main and Blackstone Street and possible timing adjustment within the phasing as it occurs. Town Planner Kupfer indicated that the signalization is part of the mitigation for Lakeview Estates. The Town Traffic Engineers comments have been addressed by the supplemental memo and there will be minimal impact, the town is smart to prepare for signalization in the future.

The Chairman opened the discussion up to the Board. Member Salisbury communicated that in regard to the traffic, his concern is traffic from Cross Street to Lake Street since this is the shortest way to Rt. 495. Cross Street is narrow and wanted to know if this intersection was looked at. The fastest way to the commuter rail is in this location. The Consultant for the applicant responded that even if the traffic goes by the numbers presented, this would not be sufficient to cause what is called a "perceptible impact". Member Salisbury wants to make sure those roads can handle this traffic. He is also concerned with the area where the lake is since there are kids and families in this area. Town Planner Kupfer noted that the site line at Lake and South Maple Street would receive most of the volume and asked the traffic engineer to take a close look at that sight line and possibly recommend some improvements relating to sight lines. Member Salisbury asked about the phasing and wanted to know the logic of each phase. This was explained. The applicant explained that the phasing was broken down into five equal areas to limit the disturbance as well as being able to do a logical construction sequence. It is not based on so many lots need to be done by a certain time, the goal is to get the infrastructure tied into the town's infrastructure. The stormwater will next be done and the work will then continue to South Main Street and then infill the Southern portion of the site. Phase 3 is slightly larger than the other phases. There was a question asked if phasing is tied into the occupancy permits. The Town Planner did indicate that this has been the practice of the town. The Board would like to get more input on the phasing and how it will effect the traffic in this area. This will need to be a lengthy discussion at a future meeting with not only the Board but the residents of the town. The Chairman would like clarification in the build out of the development along with what the stabilization within each phase means. There was a comment that the construction vehicles will be entering on South Main into the development. The Chairman would like to recommend that during the construction period the applicant should access to the development from Center Street as opposed to Cross Street. He would like to see this entrance used as much as possible. The Chairman would also like to limit the amount of traffic to the houses which have just been built or will be occupied during future construction and phases. The public will want to weigh in on the buffer at a future meeting and outline the version of phasing and long-term access to the property. The neighbors on Cross Street would appreciate vehicles on Center Street and not Cross Street. The Chairman is concerned that some of those traveled streets become extremely narrow in the winter.

**Tasks for the next meeting:**

- More language as part of the phasing plan
- Ongoing stormwater review
- Traffic Management/draft truck management plan
- Affordable Component (First floor accessible bathrooms)
- School Impacts

The zoom meeting was opened to the public.

- Resident, Paul Bronetty had a question from the regarding traffic. There is regularly a traffic back-up on Blackstone Street with the school pick up and drop off routes. There is typically a 15-20 wait in line with this traffic. Were the school numbers considered in the traffic numbers?

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Discussion: None.

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

Meeting Adjourned at 9:10 pm.

Respectfully Submitted,

Amy Sutherland  
Recording Secretary

Minutes Accepted on: July 9, 2020 Amy Sutherland  
(Date) (Prepared by Amy Sutherland)