

In The Matter Of:

*Town of Stoneham Board of Appeals
Weiss Farm Apartments, LLC, Re 170 Franklin Street*

*Public Hearing, Volume VI
October 1, 2015
Comprehensive Permit Request*



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Volume VI

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TOWN OF STONEHAM

BOARD OF APPEALS

Public Hearing Re

Comprehensive Permit Request by

Weiss Farm Apartments, LLC

With Regard to 170 Franklin Street

Board Members Present:

Robert Saltzman, Chairman

Laurence Rotondi

Tobin Shulman

William Sullivan

Michael Dufour

Catherine Rooney, Secretary

Huggins & Witten, LLC (by Jonathan Witten, Esq.)
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Held at:

Stoneham Town Hall

35 Central Street

Stoneham, Massachusetts

Thursday, October 1, 2015

7:35 p.m.

Carol H. Kusnitz

Registered Professional Reporter

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1 P R O C E E D I N G S

2 CHAIRMAN SALTZMAN: Good evening. Welcome,
3 everybody, to the Stoneham Board of Appeals. This
4 is the continuation of a hearing on a Comprehensive
5 Permit for 170 Franklin Street.

6 Before we start, I would like to see if we
7 can reach some kind of consensus on meetings for the
8 remainder of this month.

9 It seemed to me that we probably -- the
10 ambition here would be to see if we could wrap up
11 traffic, at least finish it for the time being, at
12 the next meeting, and we'd also combine that with
13 the architects who were here the last time.

14 I'm looking at the week of the 14th. So the
15 15th or 16th, did we discuss those?

16 MS. ROONEY: You can't do the 14th.

17 CHAIRMAN SALTZMAN: Wait a minute. I've
18 got the wrong month.

19 MR. CICATELLI: Our architect is available
20 on the 14th. That's the only day that week.

21 MS. ROONEY: We can't do the 14th.

22 CHAIRMAN SALTZMAN: How about the 15th?
23 The Thursday night football fans will be
24 disappointed yet again.

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1 MR. CICATELLI: The architect can only make
2 it the 14th that week. So he wouldn't be available
3 the 15th if you wanted to discuss architecture.

4 CHAIRMAN SALTZMAN: What about the 13th?

5 MS. ROONEY: That's good.

6 MR. SULLIVAN: He's only available one day
7 that week.

8 MR. CICATELLI: The 14th is the only day
9 that particular week. And then the 20th or 21st
10 he's available.

11 CHAIRMAN SALTZMAN: The 21st? 20th?

12 MS. ROONEY: The 20th is good.

13 CHAIRMAN SALTZMAN: All right. 20th, going
14 once? Does that work?

15 MR. SHULMAN: Yes.

16 MR. DUFOUR: Should be fine.

17 CHAIRMAN SALTZMAN: Time certain, 7:30?

18 MR. MAHONEY: Architecture, yes. Our
19 traffic consultant has another evening meeting that
20 night. So perhaps we could do architecture?

21 CHAIRMAN SALTZMAN: Well, you know, what
22 we're anticipating is that we've got -- those would
23 probably be good things to combine, given that we're
24 not anticipating that we'd be spending much more

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1 than an hour on each of them. So those would kind
2 of lend themselves to a combined meeting. And
3 they're fresh in everybody's minds. We could get
4 them off the plate and move on.

5 What about the 8th?

6 MR. CICATELLI: The 28th?

7 CHAIRMAN SALTZMAN: The 8th.

8 MR. MAHONEY: If we're going to discuss
9 traffic, it would depend how long Mr. Dirk needs to
10 review the response we submitted.

11 CHAIRMAN SALTZMAN: Any other time that
12 week? Would the 7th work?

13 MR. SULLIVAN: What about Mr. Dirk? Is he
14 going to -- there's one more, right, one more
15 response that we're waiting on? Is that what I
16 read?

17 CHAIRMAN SALTZMAN: Would that be enough
18 time, Mr. Dirk, for you to review?

19 MR. DIRK: So today is the 1st.

20 CHAIRMAN SALTZMAN: Yes. I'm taking that
21 to be doubtful.

22 MR. CICATELLI: Jim, we can do the 20th,
23 actually.

24 MR. MAHONEY: We'll get Heather --

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1 MS. MONTICUP: We'll figure out --

2 CHAIRMAN SALTZMAN: That would give Jeff
3 enough time.

4 All right. We'll do the 20th.

5 MR. SULLIVAN: That would be the traffic
6 impact and architecture?

7 CHAIRMAN SALTZMAN: Yes.

8 Now, the week after, we could come back on
9 a further chapter in our journey here and look at
10 the water issues, maybe begin with that on the --
11 does the 28th work for anybody?

12 MR. WITTEN: Is the 29th a possibility?

13 CHAIRMAN SALTZMAN: We're already here.
14 They'd have to wait for us to do our usual thing,
15 you know?

16 MR. WITTEN: That's fine. I can be here on
17 the 28th.

18 The only other comment, Mr. Chairman, is I
19 think -- you're going to hear from Mr. Houston
20 tonight. I'm sure the Applicant is going to want to
21 respond --

22 MR. CICATELLI: No. Not tonight.

23 MR. ENGLER: We just got it.

24 MR. CICATELLI: We got it at 4:51. So we

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1 won't be responding --

2 MR. WITTEN: Perhaps I'll finish what I was
3 going to say, which is, the Applicant is going to
4 want to respond, not necessarily today, and that
5 would be at one of the continued hearings. So that
6 could be either the 20th or subsequently.

7 CHAIRMAN SALTZMAN: Right now we're at the
8 28th. We're meeting on the 29th with the -- does
9 the 28th work?

10 MR. SHULMAN: Sure.

11 CHAIRMAN SALTZMAN: That's a Wednesday.

12 MR. MAHONEY: The topic would be a response
13 on the review letter received today and wetlands
14 issues or --

15 CHAIRMAN SALTZMAN: And we would begin the
16 wetlands, the storm water -- the water in general.
17 We're not expecting to complete it that night on
18 that issue.

19 Just one other thing, there are a lot of
20 documents that are making their way in all kinds of
21 directions from a lot of different people, and a lot
22 of them are coming by e-mail. I would just ask that
23 anything that would be an exhibit, you know, if we
24 could have everything -- if we could have hard

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1 copies sent.

2 It's great to get the electronic copy
3 immediately, but sometimes stuff can't be downloaded
4 for reasons that are nobody's fault. Sometimes even
5 if you can download them, you can't get them
6 printed. So I would just ask that we get hard
7 copies sent to the Board office. Those would be the
8 official copies.

9 So before we start, does anybody have
10 anything else? (No response)

11 All right. Tonight we have the traffic
12 engineer. I'll turn this over to you, Mr.
13 Cicatelli.

14 MR. CICATELLI: Thank you, Mr. Chairman.

15 The two engineers have been speaking,
16 obviously, and there was some additional information
17 in terms of traffic counts that Heather from GPI has
18 been working on. And as we mentioned, our concern
19 was we would not have a full response to Jeff in
20 order for him to review it and to the Board within
21 the ten days prior to the hearing. So although
22 there's been communication back and forth, the
23 actual complete response was not given to Jeff, I
24 think, until Tuesday.

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1 So what we'd like to do, with your
2 permission, is Heather would like to just do a
3 summary of our response. Jeff may have some
4 comments, but we understand he hasn't had a complete
5 opportunity to review it, and that's why we're
6 looking at the other hearing.

7 And then what we had hoped after that, we
8 have Jim White here just to give a very brief
9 summary on civil. Again, we just received Mr.
10 Houston's comments at 4:51, so we're not prepared to
11 respond, but just to give a very brief presentation.
12 And then at the next meeting --

13 CHAIRMAN SALTZMAN: None of us are going to
14 throw stones at anyone for a late report. We've got
15 325 pages on traffic just recently. So --

16 MR. CICATELLI: Understood.

17 CHAIRMAN SALTZMAN: We understand that not
18 everybody is going to be in a position to respond to
19 everybody else, and that's absolutely fair.

20 MR. CICATELLI: The main reason I'm saying
21 it is we're going to give a very brief presentation.
22 We didn't want you to think we're holding anything
23 back.

24 So with that I would like to introduce

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1 Heather from GPI again.

2 MS. MONTICUP: Hello, everyone.

3 So at our last meeting we presented the
4 Traffic Impact and Access Study. Jeffrey Dirk from
5 Vanasse & Associates, VAI, got up and said some
6 comments, and we received a peer review letter dated
7 September 3rd, which provided comments on the
8 Traffic Impact and Access Study, the site plans, as
9 well as parking.

10 Some of the things that needed to be
11 updated as part of his comments were to expand the
12 study area, collect additional traffic volumes, look
13 up more recent crash data, update trip distribution
14 capacity and queue analysis, the conceptual
15 improvement plan, as well as the site plans.

16 So as was mentioned, we did e-mail a couple
17 letters on September 14th and September 22nd, just
18 giving some preliminary information. However, the
19 full, complete package was submitted via e-mail on
20 September 29th and a hard copy was sent to both VAI
21 and the Town of Stoneham for Wednesday morning
22 delivery. So there is a bound complete set of that
23 300-plus pages.

24 Basically the study area increased a bit.

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1 So now we're looking at 6 unsignalized locations.
2 Once we've done all the analysis -- this is just a
3 brief overview. I'll get into it a little bit more
4 in my presentation.

5 We're looking at 6 unsignalized
6 intersections now. Vehicle queue increases as a
7 result of the project are 3 to 4 vehicles or less.
8 We're now looking at 7 signalized locations.
9 Increases in overall delay, once we implement our
10 improvements, are expected to be less than 12
11 seconds, with levels of service of D or better at
12 all the intersections except for Main Street at
13 Franklin Street and Central Street. That is
14 expected to be a level of service E. However, it's
15 better than the no-build, and I'll get into that
16 later.

17 We are still providing a left-turn lane at
18 the Franklin Street site driveway. In addition,
19 what we've added since the traffic study is a
20 pedestrian crossing across Franklin Street.

21 So the original study area, shown at the
22 last meeting, is the 10 intersections shown in
23 blue/purple. We were requested to add Summer at
24 Pleasant, Pleasant at Spring and Main at Pleasant.

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1 So we have a flashing beacon at Pleasant
2 and Summer, unsignalized intersection at Pleasant
3 and Spring, and a signalized intersection at Main
4 and Pleasant. So those were the added study area
5 intersections to our scope.

6 In addition to getting traffic counts at
7 those three locations, we also did spot counts at
8 Main Street, Franklin Street and Central Street, as
9 well as Pleasant Street at Summer Street. We did
10 those the week of the 14th, turning movement counts
11 during the weekday a.m. and weekday p.m. peak
12 periods.

13 What we found from that was the spot counts
14 done at the two existing study area intersections in
15 2015 validated the September 2013 counts that were
16 conducted and used in the Traffic Impact and Access
17 Study.

18 We had to look -- I'm going to go back one
19 slide again. We had to look at more collisions, in
20 particular at the intersection of Main Street,
21 Franklin Street and Central Street. In our traffic
22 study, we had, I believe it was, 19 collisions over
23 the three-year period.

24 So we went back, got the Stoneham Police

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1 Department for the years 2012 to 2014, the most
2 recent. It was found that only 9 collisions
3 occurred over those three years, and of the 9
4 collisions, 5 of them were associated with on-street
5 parking. So the collisions have dramatically
6 decreased at that location in recent years.

7 We also provided in our response the
8 collision data for the three new study area
9 locations. However -- we requested the information
10 from the Town of Stoneham Police Department. We
11 haven't received it yet, but we are expecting it on
12 Monday, so they've said. So we should have that
13 data and can supplement anything if it just doesn't
14 seem to jibe with the Mass. DOT data that we found.

15 It should be noted that, based on the data
16 that we do have, all the crash rates at those
17 intersections are lower than the statewide and
18 districtwide crash rates for intersections of that
19 type.

20 One of the big things that had to be
21 changed, which was the cause for all the new
22 analysis and what-have-you which made that document
23 so big, was trip distribution. Originally, we had
24 proposed 90 percent heading to and from the west,

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1 with only 10 percent heading to and from the east.
2 In going back and forth a couple times with VAI, it
3 was changed to be 70 percent to and from the west,
4 with 30 percent to and from the east.

5 So what that did was it kind of relieved
6 some of the intersections in Stoneham and added a
7 little bit more traffic to our study area or
8 intersection to the east there at Perkins.

9 All that data is provided in the appendix,
10 and it was -- the trip distribution that's provided
11 and that the new analysis was based on had been
12 approved via e-mail from VAI.

13 CHAIRMAN SALTZMAN: So that would mean that
14 30 percent of the trips leaving in the morning would
15 take left turns.

16 MS. MONTICUP: Left turns. So that's a
17 change. We only had 10 percent before, and now
18 we've got 30. Okay?

19 So that was a big deal, because it meant
20 that we had to redo all our build analysis.

21 CHAIRMAN SALTZMAN: One quick question.
22 How many vehicles would you estimate in total would
23 be leaving in the morning?

24 MS. MONTICUP: Exiting the site during the

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1 a.m. peak hour is 109 vehicles.

2 CHAIRMAN SALTZMAN: 109?

3 MS. MONTICUP: In one hour. 109 vehicle
4 trips exiting the site during the weekday a.m. peak
5 hour.

6 So this is the new trip distribution. You
7 can see we sent a little bit more to the north, a
8 little bit more to the east, and that's shown on
9 this slide.

10 Just to show what we had presented at the
11 last meeting with this new trip distribution, the
12 percent increases in traffic are very similar.
13 Again, no -- except for the site driveway during the
14 weekday a.m. peak hour, all traffic increases are
15 expected to be lower than 10 percent. But these
16 numbers did change ever so slightly, based on the
17 new distribution, so I wanted to have that presented
18 tonight.

19 Traffic increases in the range of 7 to 73
20 vehicles are expected as a result of the project
21 leading beyond the study area intersections. So
22 north up Main Street, west out Marble, south down
23 Main, out Franklin and out Perkins. So that is
24 about one additional vehicle every 50 seconds to 8

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1 1/2 minutes, depending on what roadway that we're
2 on.

3 So consistent with the methodology that was
4 provided in the Traffic Impact and Access Study, we
5 did new capacity analysis and queue analysis at all
6 the study area locations, all 10 of them, under the
7 build condition. Also, under the existing no-build
8 and build, we had to redo the Main Street at
9 Franklin Street and at Central Street with the
10 Central Business District methodology because of the
11 movements happening in that area with the on-street
12 parking and what-have-you, and also at the new three
13 study area intersections, Summer at Pleasant,
14 Pleasant at Spring and Main at Pleasant.

15 So that was new analysis under existing
16 no-build and build, and then all the rest of the
17 analysis was under the build condition only. It was
18 summarized in tables in the appendix, and the
19 capacity and queue work sheets were provided in the
20 appendix.

21 So even with the redistribution of the
22 traffic, the impacts on the study area intersections
23 do remain similar to that which was presented in the
24 Traffic Impact and Access Study.

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1 At the 6 unsignalized intersections, we're
2 expecting queue increases anywhere from 3 to 4
3 vehicles or less. At the signalized intersections,
4 once we implement traffic signal timings, we were
5 expecting to have increases in delay of 12 seconds
6 or less.

7 Because we had to redo the analysis with
8 the Central Business District at Main Street,
9 Franklin Street and Central Street, those levels of
10 service got worse for all three conditions. So
11 under the no-build condition, without the project in
12 place, that intersection is expected to operate at
13 overall level of service F. With the signal timing
14 improvements that we're proposing, it goes back to
15 level of service E, which matches the no-build
16 condition.

17 CHAIRMAN SALTZMAN: That's Franklin and
18 Main?

19 MS. MONTICUP: Franklin, Main and Central,
20 yes.

21 CHAIRMAN SALTZMAN: So that's an F,
22 meaning --

23 MS. MONTICUP: Failing.

24 CHAIRMAN SALTZMAN: How far back would that

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1 be going?

2 MS. MONTICUP: I do have that...

3 CHAIRMAN SALTZMAN: Would that be past
4 Spencer Street in order to be an F?

5 MS. MONTICUP: Well, it's delay. The level
6 of service is based on delay, not necessarily the
7 queue length. I mean, they're somewhat related, but
8 the level of service is based on the delay.

9 But I could give you the queue length --

10 CHAIRMAN SALTZMAN: I don't know how long
11 the light is. I'm sure the people that wait there
12 in the morning could probably give us a pretty good
13 estimate. But I'm just trying to figure out how
14 far -- how long somebody would have to wait there
15 for it to be an F.

16 MS. MONTICUP: Oh, it's over 80 seconds,
17 right, for a level of service F.

18 CHAIRMAN SALTZMAN: 80 seconds?

19 MS. MONTICUP: At a signalized
20 intersection.

21 CHAIRMAN SALTZMAN: What are we at today?

22 MS. MONTICUP: (Reviewing documents)

23 CHAIRMAN SALTZMAN: Is that 80 seconds
24 counting the light?

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1 MS. MONTICUP: Nope. Nope. We're mixing up.
2 You're asking me what is the level of service at.
3 That's what you asked first, right?

4 CHAIRMAN SALTZMAN: Yes.

5 MS. MONTICUP: So when I look at the --
6 hold on. I just want to make sure I get the right
7 information to you. (Reviewing document)

8 Yes, I was correct. 80 seconds for a
9 signalized intersection. If you're waiting more
10 than 80 seconds, overall it's considered a level of
11 service F, okay?

12 And what you were asking me was what are
13 they waiting today, correct?

14 CHAIRMAN SALTZMAN: Yes.

15 MS. MONTICUP: And so when I go to that
16 table... So if we look at -- of course I don't have
17 existing; I just have... (Reviewing documents)

18 Franklin Street at Main Street and Central
19 Street, in the a.m. peak hour, it's overall level of
20 service D, existing. But those were 2013
21 conditions. So it was 51.7 seconds during the a.m.
22 peak. It's better during --

23 CHAIRMAN SALTZMAN: So this would add
24 better than 30 seconds to that?

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1 MS. MONTICUP: Well, we don't compare it to
2 existing. We compare it to no-build, because
3 there's traffic and stuff. So things that need to
4 be accounted for.

5 So without any improvements in place,
6 you're looking at, like, a 15-second increase. But
7 we're proposing signal timing changes during the
8 a.m., which actually reduces the delay. So the
9 no-build is 80.4 seconds, and the build with
10 improvements is 79 seconds. So it's an improvement
11 over the no-build.

12 CHAIRMAN SALTZMAN: But those additional
13 seconds would come at the expense of the north-south
14 traffic on Main Street, right?

15 MS. MONTICUP: Correct.

16 MR. SULLIVAN: I'm a little confused. I'm
17 still looking at the traffic numbers at the site.
18 The a.m. peak hour shows 138 vehicles.

19 MS. MONTICUP: Uh-huh.

20 MR. SULLIVAN: Is that 138 vehicles passing
21 that site on Franklin Street during that time?

22 MS. MONTICUP: That's 138 vehicles during
23 the a.m. peak that enter and exit the site. So it's
24 the total number of traffic that's going to be added

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1 to that intersection during the weekday a.m. peak
2 hour.

3 MR. SULLIVAN: Okay. So that's all added
4 traffic to --

5 MS. MONTICUP: Yes. It's our site
6 driveway --

7 MR. SULLIVAN: -- on your site.

8 MS. MONTICUP: Yes. It's coming out of our
9 site driveway --

10 MR. SULLIVAN: You said you had 109
11 vehicles --

12 MS. MONTICUP: -- and entering --

13 MR. SULLIVAN: -- would be leaving. So
14 you're --

15 MS. MONTICUP: So 29 vehicles are coming --

16 MR. SULLIVAN: -- expecting 30 vehicles
17 during that peak hour to enter your site. That's
18 where the other --

19 MS. MONTICUP: Yes. We're expecting 29 to
20 enter and 109 to exit, correct.

21 CHAIRMAN SALTZMAN: And that's during the
22 entire peak hour?

23 MS. MONTICUP: That's during the peak hour
24 of the a.m. One hour.

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1 CHAIRMAN SALTZMAN: Okay. That's within one
2 hour of that, 109 vehicles would exit.

3 MS. MONTICUP: Yes.

4 CHAIRMAN SALTZMAN: So which hour is that,
5 if you don't mind my asking?

6 MS. MONTICUP: Oh, shoot. I had all this
7 in my other notes.

8 It's obviously between 7:00 and 9:00. I
9 have that in my old notes from --

10 CHAIRMAN SALTZMAN: But the point is that
11 between 7:00 and 8:00 would be one hour, and you're
12 estimating 109 during that hour?

13 MS. MONTICUP: It coincides with the peak
14 of the school. I believe it's 7:30 to 8:30, I
15 think, is the peak hour along the corridor. And
16 that's what made it so bad, as I explained in my
17 last presentation, because the start of school
18 coincides with the peak hour of adjacent street
19 traffic.

20 CHAIRMAN SALTZMAN: So you've got 70
21 percent of them take rights to leave.

22 MS. MONTICUP: 70 percent will take right.
23 That's the distribution that was agreed.

24 CHAIRMAN SALTZMAN: But now we haven't

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1 talked about the afternoon. Those 70 that are
2 taking rights --

3 MS. MONTICUP: Will now make lefts.

4 CHAIRMAN SALTZMAN: -- will take lefts in
5 the afternoon.

6 MS. MONTICUP: Correct. Yes. Which is why
7 we're proposing a left-turn lane, to make sure that
8 they get out of the through traffic.

9 So that's the level of service that we
10 talked about that has been changed.

11 So if we get to the recommended
12 improvements as a part of the project, a lot of it
13 is the same. Again, as I said, even though we
14 redistributed the trips, the intersections that need
15 help with their signal timings are still the same
16 ones.

17 So we're still proposing traffic signal
18 timing modifications at the high school, at Franklin
19 and Summer Street, as well as Franklin Street at
20 Main Street and Central Street.

21 The reason that we're not proposing more
22 improvements at Franklin Street, Main Street and
23 Central Street is because, since the collisions have
24 decreased over recent years and the majority of them

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1 being on-site parking collisions, and in addition to
2 our site-generated traffic being reduced through
3 this intersection, we're still proposing the same
4 improvements as we were proposing in the traffic
5 study.

6 Again, we're still proposing to strike the
7 left-turn lane at the site driveway along Franklin
8 Street, and the new addition is the pedestrian
9 crossing across Franklin Street.

10 So this would be a crossing -- I've got a
11 picture of it -- between our site driveway and
12 Rustic Road. It would have what's called a
13 rectangular rapid flashing beacon. So it would have
14 lights. It would be signed properly, proper
15 pavement markings.

16 And it was chosen to go in this location so
17 that it could accommodate the Colonial Park
18 Elementary School, which was brought up at the last
19 meeting.

20 CHAIRMAN SALTZMAN: Would there be a red
21 light that would stop the traffic?

22 MS. MONTICUP: It would not be a red light.
23 It's just a flashing beacon in each direction to
24 notify drivers of the pedestrian.

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1 So let me show you --

2 CHAIRMAN SALTZMAN: Just one small matter
3 on that. These are going to be white, and it's the
4 morning, and you've got the sun coming up behind you
5 on Franklin Street. The sun's going to shine on
6 that, right?

7 MS. MONTICUP: Yes, but they've got louvres
8 and heads over, just like a regular traffic signal
9 does. It's still got a tunnel over it so you can
10 see the light.

11 So, again, this was the same slide as last
12 time. Just, again, signal timing improvements at
13 Franklin Place, signal timing improvements at Summer
14 Street. Franklin Street, Main Street, Central
15 Street, signal timing improvements.

16 The site driveway I'll show you. We have
17 modified -- we're still proposing the left-turn
18 lane. We've modified it a little bit, based on
19 comments from VAI.

20 So this is the full plan now. It looks the
21 same probably to most people, but we have extended
22 the limits of the plan quite a bit further up and
23 down Franklin Street. This smoothed out the curve a
24 little bit, so that it wasn't so abrupt.

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1 Instead of proposing a 10 1/2 foot
2 left-turn lane, we've made that 10 feet, which is
3 very common. So we have 11-foot travel lanes,
4 10-foot left-turn lane.

5 What we're doing is we're going to maintain
6 the 3-foot shoulder on the south side of Franklin
7 Street, and when we widen, we're going to take it
8 from the shoulder on the north side, which currently
9 allows parking today. So we're adding a "No
10 Parking" sign.

11 When we were looking at the corridor, it's
12 pretty consistent that there's a 3 to 3 1/2 foot
13 shoulder along the whole southern side of Franklin
14 Street. But then on the northern side, there is
15 either on-street parking or, at other intersections
16 where there are turn lanes, such as Summer Street
17 and the high school, they all take from the shoulder
18 on the north. So those shoulders are anywhere from
19 1 foot to 2 1/2 feet when they add turn lanes.

20 CHAIRMAN SALTZMAN: I've got a question.
21 Is the Petitioner proposing to do that, or is the
22 Petitioner asking for the Town to do that?

23 MS. MONTICUP: The petitioner is proposing
24 to put that left-turn lane in.

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1 MR. WITTEN: Is the -- might I, Mr.
2 Chairman?

3 CHAIRMAN SALTZMAN: Sure.

4 MR. WITTEN: The "No Parking" signs, is
5 that within the Town right-of-way?

6 MS. MONTICUP: It would be.

7 MR. WITTEN: And is the curb reduction or
8 the curb alteration within the Town right-of-way?

9 MS. MONTICUP: Yes. So it would need
10 approval from the Town.

11 MR. WITTEN: And the left-turn lane clearly
12 is the Town right-of-way?

13 MS. MONTICUP: Yes.

14 MR. WITTEN: And the crosswalk is within
15 the Town right-of-way?

16 MS. MONTICUP: Correct.

17 MR. WITTEN: And the signalization of the
18 intersections is under the Town's control?

19 MS. MONTICUP: At the other study area
20 intersections that are currently signalized?

21 MR. WITTEN: Yes.

22 MS. MONTICUP: All of them are under Town
23 control, except for one of them, the Main at Marble.
24 And Summer is -- one leg is controlled by DOT. But

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1 we're not proposing any improvements there.

2 So all improvements that we are proposing
3 at this the time do not require State approval.
4 It's all local.

5 CHAIRMAN SALTZMAN: If I might, why did you
6 decide not to consider the pedestrian lane light, as
7 opposed to the flashing white lights?

8 MS. MONTICUP: Well, we've got existing
9 signalized pedestrian crossings just to the east at
10 the high school -- I'm sorry, west. I said that
11 wrong. West at the high school. There is another
12 signalized crossing down just west of Perkins. So
13 this is --

14 CHAIRMAN SALTZMAN: So you've got them in
15 the habit already; they're stopping for pedestrians.
16 Why stop here?

17 MS. MONTICUP: Well, because at the last
18 meeting, there was some concern about pedestrians
19 crossing to get to Colonial middle school --
20 Elementary School. Excuse me. Colonial Park
21 Elementary School.

22 CHAIRMAN SALTZMAN: Right. What I'm saying
23 is, why wouldn't you put a pedestrian light in right
24 there so that they can head down Rustic Road?

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1 MS. MONTICUP: Well, you can't put
2 pedestrian lights at an intersection. They can't be
3 at the intersection, because they don't --

4 CHAIRMAN SALTZMAN: All right. So a few
5 feet either side. I mean, you've got one near
6 Perkins Street.

7 MS. MONTICUP: Correct. Not at the
8 intersection, though. It's just west of it.

9 CHAIRMAN SALTZMAN: Fair enough. We
10 wouldn't insist on one at the intersection, but --

11 MS. MONTICUP: Well, we want to make sure
12 that we have adequate sight distances too. So it's
13 been placed in such a way. When we put the speeds
14 out there, they were a little lower this last time
15 when we did counts, but this -- this time that we
16 did counts, speeds were a little lower in some
17 directions. But the max, 85th percentile, speed
18 that we got out there was 40 miles an hour.

19 We wanted to make sure that we had adequate
20 stopping sight distance for the pedestrian signal.
21 So it's placed in between the two curbs to
22 accommodate that. And I can show you as I go
23 through these slides a little bit.

24 So anyway, this has been changed slightly.

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1 I mean, it's still doing the same purpose. It still
2 accommodates a left and right turn out of the site
3 driveway. We've pushed the crosswalk in a little
4 bit, just to move those pedestrians ever so slightly
5 away from the curve of the roadway.

6 Like I said, we've kind of lengthened the
7 pavement markings so that they're not so abrupt, to
8 address VAI's comment about truck tracking through
9 the curve and what-have-you. So it's been changed
10 slightly.

11 We also are -- so here's a little close-up
12 of it, just in case you wanted to see the changes.
13 Like I said last time, in order to accommodate the
14 shoulders and keep it as much consistent with other
15 turn lanes in the rest of the corridor, we tried to
16 maintain the shoulders as much as possible.

17 So we did that by making it a 10-foot
18 left-turn lane, which still works. In the response
19 to comments, we show emergency vehicles turning in
20 and out of the driveway from the turn lane. So this
21 is adequate.

22 So this is our pedestrian crossing that
23 we're proposing. And it's going to be placed -- and
24 I just have these numbers -- it's 560 feet east of

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1 the site driveway, which puts it about 375 feet west
2 of Rustic Road or 530 feet west of Gerald Road.
3 And, again, we placed it there because of the curve
4 in the road, horizontal, a bit of a vertical, so we
5 wanted to make sure that it was placed appropriately
6 so that everyone could see.

7 What is going to happen when we put this
8 in, because there's on-street parking on the north
9 side, it is going to eliminate probably about three
10 parking spaces, but we want to make sure the
11 pedestrians are safe and have that bump out to get
12 into the crosswalk.

13 So that's our new improvement. And if I
14 show this next slide -- here it is. I pushed it too
15 fast. Sorry. Hold on one second. These files are
16 bigger, so they just take a little bit longer.

17 So here's the site driveway around here.
18 That's Gerald Road right there. Rustic is right in
19 there. So the crossing would be roughly right
20 around there, right where the property hits Franklin
21 Street again.

22 So that's our new --

23 CHAIRMAN SALTZMAN: How much of a reduction
24 is there on the sidewalk along there?

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1 MS. MONTICUP: Reduction on the sidewalk?

2 CHAIRMAN SALTZMAN: Is there any reduction?

3 MS. MONTICUP: No.

4 CHAIRMAN SALTZMAN: Just on the shoulder?

5 MS. MONTICUP: We only take from the
6 shoulder. We're not touching the sidewalks.

7 So the last bit of information that was
8 included with the response to comments was a
9 write-up about pedestrian/bicycle facilities. We
10 committed to some transportation demand management
11 items. The site plans were updated and were
12 included in the package, based on all VAI's
13 comments, and also we included the parking data that
14 was requested.

15 So that's really a summary of what's
16 included in that document that the Town received
17 Tuesday and Wednesday.

18 MR. WITTEN: So could I ask, Heather, we
19 have one copy of the plan that was included in the
20 report. Would you send the Board some more copies?

21 MS. MONTICUP: Yes. So you want the whole
22 document, a hard copy? We can get those, if that's
23 what you want. Or do you just want the plans? You
24 see the document. It's enormous. So I'll give you

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1 whatever you want.

2 CHAIRMAN SALTZMAN: I think -- we've got
3 the exhibit that's been sent. I think everybody on
4 the Board should have a copy of it.

5 MS. MONTICUP: So you want everything.
6 Okay.

7 MR. WITTEN: And then if I could, Mr.
8 Chairman --

9 MS. MONTICUP: Do you need one too?

10 MR. WITTEN: Yes. Heather, my only
11 question is a follow-up on what I asked you before.
12 So it sounds like the proposals in response to Mr.
13 Dirk's report and some which you had offered, I
14 think, at the beginning and you and Mr. Dirk worked
15 out, are the signal synchronization; the left-turn
16 lane, which you've amended a little bit tonight to
17 talk about the shoulder issue and the no parking;
18 the pedestrian crossing and -- those are the three
19 substantive improvements?

20 MS. MONTICUP: Signal timing improvements
21 at three locations, the left-turn lane and the
22 pedestrian crossing, correct.

23 MR. WITTEN: Do you have an opinion as to
24 what you would recommend to the Board, if you were

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1 representing the Board, as to this project without
2 those three recommendations? In other words, is
3 this project a viable project --

4 MR. CICATELLI: Well, I don't think she --

5 MR. WITTEN: Well, she can answer it if
6 she'd asked it, Attorney Cicatelli, not upon your
7 coaching.

8 MR. CICATELLI: I don't think she should
9 opine what the Board would decide or --

10 MR. WITTEN: So, Heather, do you have an
11 opinion as to whether these are required
12 improvements for safety or other transportation/
13 engineering explanations for this proposed project?

14 This is a public hearing. This is a public
15 hearing. I'm representing the Board, and I'm
16 asking --

17 MS. MONTICUP: Those are my recommendations
18 as a traffic engineer --

19 MR. WITTEN: Yes. And without those--

20 MS. MONTICUP: -- to include those --

21 MR. WITTEN: And without those
22 recommendations, would you have a different --

23 MS. MONTICUP: That would be the Board's
24 decision to make. That's what I've recommended.

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1 MR. WITTEN: You believe these
2 recommendations are required --

3 MS. MONTICUP: I believe those
4 recommendations are -- should be implemented, yes.
5 But if the Town has a reason as to not implement
6 them, that would be up to them.

7 MR. WITTEN: Your opinion is these are
8 three required recommendations --

9 MS. MONTICUP: These are my recommended
10 improvements.

11 MR. WITTEN: Thank you.

12 MR. SULLIVAN: I just have a question. Has
13 there been any thought given to, like, the MBTA
14 having a bus stop at the location?

15 MS. MONTICUP: We said we would look into,
16 yes, a bus -- public transportation, as well as Zip
17 Cars. There was something else we said we would
18 investigate...

19 MR. SULLIVAN: Zip Car is just another car,
20 You know. Public transportation --

21 MS. MONTICUP: But people who don't have
22 cars probably appreciate them.

23 MR. SULLIVAN: I mean, I believe the MBTA
24 runs right up Franklin Street --

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1 MS. MONTICUP: As shown on -- I don't have
2 it on this one, but there is a bus route about --
3 right at Franklin and Main and Central. So it's
4 about, what was that, 1.8 miles, I believe? And
5 then it's .8 miles to the MBTA station. There is no
6 bus stop directly on Franklin Street.

7 MR. SULLIVAN: I know there's not a bus
8 stop there, but I thought I've seen buses driving up
9 there before.

10 MS. MONTICUP: We did commit to contacting
11 the MBTA.

12 MR. SULLIVAN: So that's in the works.
13 We'll have some sort of answer at our final meeting,
14 I would hope?

15 MR. MAHONEY: You don't get too far with
16 the MBTA until you have, you know, something real
17 that's going forward.

18 MR. SULLIVAN: I understand that.

19 MR. MAHONEY: We can --

20 CHAIRMAN SALTZMAN: Wasn't there additional
21 thought being given to having vehicles, like, on a
22 regular basis leaving the site for train stations,
23 toward whether it be Oak Grove or the Highlands, to
24 facilitate public transportation? Did I imagine

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1 hearing that or was that said?

2 MR. MAHONEY: Some sort of shuttle from our
3 site?

4 CHAIRMAN SALTZMAN: Yes.

5 MR. MAHONEY: Typically on a location like
6 this, we would do that on a demand basis from the
7 residents. So we would certainly try to build up --
8 if it was something that the residents wanted, then
9 we would certainly look into providing it. It's
10 hard to predict what our residents are going to
11 want.

12 MS. MONTICUP: What we did commit to was
13 providing information about bus schedules, things
14 like that. So there will be, like, a contact person
15 for that stuff. So if that came up, they could
16 address it through that.

17 CHAIRMAN SALTZMAN: The nearest is the
18 square by bus, and it's -- actually it's down by
19 the -- it's down at the Baptist church now. It's a
20 little further than it was. And the other would be
21 the commuter rail from the Highlands, which is about
22 a mile. You're almost a mile in each direction.

23 MS. MONTICUP: Exactly. The site plans
24 were updated with, I believe, a bus stop -- the

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1 school bus area, to pull it onto the site.

2 CHAIRMAN SALTZMAN: Questions? (No
3 response)

4 Just back to the pedestrian light, are you
5 saying -- you know, I'm just trying to understand
6 what your position was on that. Are you saying that
7 it's difficult to site a pedestrian light on that
8 spot?

9 MS. MONTICUP: Well, no. We do have
10 enough, but I'm saying it's not just adjacent to
11 Rustic Road because of the curves in the road.
12 That's all. Because -- I know you had referred to
13 the one down by Perkins, which is very close to the
14 intersection. This one will be a little bit
15 further, as I had mentioned those distances, just
16 because of the horizontal and vertical curves in the
17 roadway.

18 CHAIRMAN SALTZMAN: But the one at Perkins,
19 which is there for everybody, that has a light.

20 MS. MONTICUP: Yes, it does.

21 CHAIRMAN SALTZMAN: Why wouldn't you have a
22 light certainly for elementary school kids that are
23 crossing this particular street and going to an
24 elementary school?

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1 MS. MONTICUP: Well, it is lighted with a
2 beacon. I mean, it is approved by -- this is an
3 approved method of crossing pedestrians.

4 CHAIRMAN SALTZMAN: Right. Would it be the
5 desirable improvement for a street that's getting
6 this kind of volume, such where we're looking at
7 putting in an additional lane for left turns?

8 MS. MONTICUP: That's what we're proposing
9 at this time.

10 CHAIRMAN SALTZMAN: All right. Duly noted.
11 Are there any other mitigations that are
12 being proposed?

13 MS. MONTICUP: Not at this time.

14 CHAIRMAN SALTZMAN: I guess at this time --
15 I don't know if Mr. Dirk would like to respond,
16 recognizing that we will be hearing further from you
17 at a future meeting? If you could.

18 MR. WITTEN: Jeff, why don't you take this
19 seat.

20 MR. DIRK: Thank you, Mr. Chairman. For
21 members of the audience, my a Jeffrey Dirk,
22 principal with Vanasse & Associates. We're the
23 Town's consultant on the project.

24 I did have a chance to just quickly look

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1 through the materials, and certainly I haven't had a
2 chance to do a thorough review of everything, but I
3 think we're getting to a point where at least the
4 mechanical aspects of the traffic study that I
5 really need to advise you as to the improvements,
6 we're in a range where now I think all of those
7 elements are in place, the most important of which
8 mentioned was the trip distribution. We've got to
9 make sure the traffic is assigned correctly so we
10 can assess where the impacts are.

11 I think in working with the Applicant's
12 engineer, we've at least gotten to a point now where
13 I'm comfortable with the way the traffic is arriving
14 and departing from the site, and that's really
15 what's going to dictate a lot of the improvements
16 they're going through. So I think we're in the mode
17 now where we're going to be focussing in on the
18 mitigation for the project.

19 Some of the areas, Mr. Chairman, that you
20 were commenting on relative to the levels of service
21 and things, you know -- we talked about those
22 delays, and I think one of the things that I will be
23 looking at as well, as you mentioned with the signal
24 timing, there's usually a balancing that happens.

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1 There's only so much green time on that light to
2 use, and it's got -- if you're going to improve the
3 operations, you're moving that time around on the
4 signal.

5 And that's not always a bad thing, but what
6 it does is, we just have to be careful the queuing
7 that you had mentioned, those backups, that as we
8 move that time around, we're not creating a
9 condition that's worse than what's out there today.
10 You can reduce the delays, but sometimes that's at
11 the detriment of queuing on some of the approaches.

12 Certainly, as I said, it's a valid way to
13 address the impacts of the projects. We've got to
14 make sure there's not unintended consequences of
15 blocking of driveways and roadways happening as
16 well. So we'll be looking at that.

17 CHAIRMAN SALTZMAN: Just one other thing on
18 that point is that the change that's proposed for
19 Franklin and Main, our busiest roadway in the Town
20 is Main Street. So anything that you add to
21 Franklin Street, you are subtracting from the
22 busiest roadway in the Town.

23 MR. DIRK: Right.

24 CHAIRMAN SALTZMAN: And when you're talking

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1 about unintended consequences, I can't think of a
2 greater one.

3 And I guess before we entertain a proposal
4 where -- we're looking at this particular problem in
5 isolation, but if we -- you know, we could cure this
6 whole issue with Franklin Street; just let it stay
7 green all the time. But we would have problems on
8 Main Street if we did that.

9 And what I'm saying is, you know, if we are
10 going to entertain that, we need to familiarize
11 ourselves with what the effects would be on Main
12 Street.

13 MR. DIRK: Correct. That's right. And
14 that's the unintended consequences. Sometimes it's
15 better to leave it alone. You have impacts relating
16 to the project, but it's better, in terms of what
17 the net impact on the intersection and those
18 unintended consequences, to really do nothing and
19 focus your effort someplace else.

20 That's something that we'll be looking at,
21 because queuing is an issue at that intersection,
22 and blockages are an issue at that intersection.
23 And so we just want to make sure, as you said, that
24 we're not creating something that's worse there.

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1 The other thing that you'll notice from the
2 trip distribution changes is that we are looking at
3 sending more of that traffic up Pleasant Street. So
4 that does have some impacts on that corridor
5 extending up to Main Street as well.

6 So we'll be looking at what those are,
7 because we did notice, there's some extended queuing
8 also that happens there, particularly in the
9 morning, heading up in that area. So we'll be
10 looking to see if there's need for improvements up
11 at that location.

12 The last two things I wanted to comment on
13 deal with the concept plan. I think it's come a
14 long way from the last time that you had seen it in
15 terms of the left-turn lane at the access into the
16 property. And in particular, as we had mentioned,
17 our concern was some of the off-tracking of trucks.
18 I think they've addressed some of that with the
19 revised plan that they have before you.

20 Some of the things had to be changed to
21 make sure we had emergency vehicle access. That's
22 why you see the driveway having those changes,
23 because there were some issues previously with
24 getting the fire trucks in and out of the site

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1 there.

2 In looking at the pedestrian accommodation
3 that they're providing for crossing, we're glad to
4 see that they've at least got that in there. A
5 couple of things, just following up on your
6 questioning of the Applicant's engineer.

7 We talked before it about the need --
8 installing a full traffic signal, so the red,
9 yellow, green signalized intersection, we need to
10 meet those signal warrants. We had said today it
11 doesn't look like you're going to meet those
12 warrants.

13 So what the Applicant has done, because
14 we're not meeting those signal warrants, wherever
15 this pedestrian crossing would take place, it can't
16 be at an intersection. So it's going to have to be
17 somewhere that's not physically at an intersection.
18 So the distance where it is, it's got to be
19 separated from an intersection.

20 So they've tried to achieve a location
21 where you're not at an intersection but that you've
22 got the good sight lines. So they're balancing
23 those two things out.

24 What we had spoken about as a potential

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1 measure at the last meeting was the pedestrian
2 hybrid beacon. What they're proposing at this point
3 is just basically -- it's a flashing beacon that
4 essentially, when a pedestrian comes up, they would
5 push a button, and then what happens is the sign
6 that's on the side of the road, it starts flashing,
7 or around the edge of the sign it would basically
8 have a yellow kind of strobe effect to it.

9 But that's on the side of the roads there.
10 So if there's not a pedestrian there and you're
11 driving by, you just see the signs that say,
12 "Pedestrian Crossing." So the standard sign with a
13 crosswalk and a pedestrian in the crosswalk.

14 When a pedestrian is there, they push a
15 button, and it causes the sign with lights on it to
16 start flashing yellow so that a motorist would know
17 that there's a pedestrian crossing, unlike when
18 there's nobody there.

19 The pedestrian hybrid beacon that we're
20 speaking about, it physically has the red light. So
21 it stops the traffic at the crossing. So if a
22 pedestrian is not there, it's dark, and you don't
23 see anything other than the "Pedestrian Crossing"
24 sign. But when a pedestrian pushes it, it starts

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1 the lights flashing, and it goes from a flashing
2 yellow to a solid red indication. So then you
3 physically have to stop there.

4 Those are permissible to be installed when
5 you don't warrant a traffic signal. I think that
6 was -- what we were talking about was physical
7 stopping of traffic.

8 The other part of that, as was mentioned,
9 in terms of the sun glare, the solar glare, with
10 that type of an installation, the indications are
11 actually over the roadway. So as opposed to being
12 on the side of the roadway, you actually have them
13 centered over the roadway. And there's two
14 indications. One is on the roadway, and one can be
15 off to the side. So it's definitely more enhanced
16 than I think what they're looking at here.

17 It's an alternative, and I think it
18 achieves the balance of what you were speaking about
19 if we have children crossing there, it's better to
20 have the traffic physically stopped. And that's the
21 same type of thing you would get with a crossing
22 guard.

23 CHAIRMAN SALTZMAN: You know, I think the
24 point about having the light some distance from the

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1 intersection is well taken. And I guess the
2 question I would have on it would be, you know, not
3 to -- it may be a little overkill, but would it be
4 possible if, when the button is pushed, that you can
5 have a red and yellow signal, and then when that's
6 done, it goes back to flashing yellow?

7 Why not have the two lights, red and
8 yellow? Everybody knows what that means. That
9 means you've got a kid in the road. And it's not
10 taking up any more time than just having the
11 pedestrian light, sort of a light, sort of not a
12 light, but everybody knows what the red and yellow
13 means.

14 MR. DIRK: That combination of signal
15 displays is actually -- it's no longer allowed.
16 It's actually been removed. And the reason for it
17 is that it gives a conflicting message to motorists
18 in that, when you see those -- I know that was the
19 old style, and you used to see it all -- the
20 Department of Conservation and Recreation used to
21 use it everywhere, the old Metropolitan District
22 Commission. You'd see that a lot when they had the
23 crossings in place.

24 As I mentioned, that's recently -- it's

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1 been removed so that it's no longer permitted. You
2 can't do that. So the option is basically this
3 pedestrian hybrid beacon, which displays yellow to
4 tell you it's going to change and then red to tell
5 you to stop.

6 The conflict was, yellow is usually telling
7 you something is about to change, and then you've
8 got a red that says stop. So for that reason it's
9 been -- it's removed and it's no longer allowed.

10 So that's why that hybrid beacon has come
11 into play as well.

12 CHAIRMAN SALTZMAN: Dinosaurs.

13 MR. DIRK: The last thing I wanted to just
14 comment on, and I'll be discussing with the
15 Applicant as well, they did provide parking
16 information for similar sites, because there was a
17 concern about the parking ratio. That's one of the
18 things that's below the Town zoning requirements.
19 They're I think around 1.6?

20 MR. MAHONEY: 1.5.

21 MR. DIRK: So we've asked them to provide
22 some information on similar communities -- or
23 apartment communities in similar settings with
24 similar access to public transportation.

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1 So they have done that, but what they did
2 provide is basically just an inventory of the amount
3 of parking that's provided. What we're actually
4 looking for is the demand for parking.

5 So there needs to be a correlation. Just
6 because you provide a certain number of spaces of
7 parking, the ratio of 1.6 in a community, we want to
8 know if that's sufficient. So really the question
9 is, the parking that's provided at these
10 communities, how does that relate to the demand?

11 And so it's the demand that we actually
12 need to see, versus just the number of parking
13 spaces that are provided. So that's something we
14 just need some clarification on to make sure that
15 these other communities do have sufficient parking.

16 So that's all I have now. I will be happy
17 to answer any questions you have. As I said, we
18 still need to do a review of the 300-some-odd pages
19 here.

20 But I think, you know, the good thing is,
21 all of the technical pieces are here, and that's
22 what I need to be able to -- when the technical
23 pieces are in place, I can advise you as to impacts
24 and mitigation to address what those impacts are.

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1 CHAIRMAN SALTZMAN: Any comments on the
2 additional lane? What's proposed here now, there's
3 been a change proposed in how that would operate.

4 MR. DIRK: In terms of the left-turn lane?

5 CHAIRMAN SALTZMAN: Yes. Just what are
6 your initial thoughts, at least as you look at what
7 they've done there?

8 MR. DIRK: Well, I think -- you know,
9 again, the way they're achieving the left-turn lane
10 is reducing the shoulder widths that are out there.
11 I think they've been very up front in saying that's
12 the way they're achieving that.

13 And essentially what they're doing is, on
14 the project side of Franklin Street, they're
15 narrowing the shoulder down from what's now 7 feet
16 and sometimes used as a parking lane, that's being
17 reduced down to somewhere around 2 feet or so.

18 So you are losing the ability to park along
19 Franklin Street. If that's something that's used on
20 a regular basis out there, that's going to be taken
21 away, essentially.

22 CHAIRMAN SALTZMAN: Parking is probably
23 less of an issue, it would seem, than a bike lane,
24 for example. And I recognize they can't create

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1 space, you know.

2 MR. DIRK: Right.

3 CHAIRMAN SALTZMAN: So if they're going to
4 get a lane, they've got to take it from the space
5 that's there.

6 MR. DIRK: So that's the other piece that
7 you're missing, is by reducing the shoulder width,
8 you are taking away the bicycle accommodation that's
9 out there, because what is remaining is not
10 sufficient for bicycle traffic in terms of the
11 travel lane and the shoulder that's out there.

12 So you are losing that ability that you
13 presently have. And that's one of the reasons we
14 had asked them to inventory pedestrian/bicycle
15 accommodations along the roadway, so that we could
16 compare before and after.

17 CHAIRMAN SALTZMAN: I thought that
18 everybody had to do bike paths, bike lanes at least.
19 And it would just seem to me that if somebody is
20 traveling on the road and suddenly they come to this
21 particular spot and they get squeezed out, that -- I
22 mean we've created a design that's certainly not
23 conducive to them.

24 MR. DIRK: Right. And that is a concern.

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1 CHAIRMAN SALTZMAN: We're designing them
2 off the road is what we're doing. And I recognize,
3 you know, this is real problem, and you can't get a
4 left-hand lane that gets everybody down Franklin
5 Street without taking some space. Then you look at
6 what have we lost in creating this solution.

7 MR. DIRK: Right. And that's what it is.
8 And you are correct in that if you have bicycle
9 accommodations along a portion of the corridor,
10 you're losing it in this section. So if a bicyclist
11 was riding in the shoulder area, all of a sudden
12 they'd be on the edge of the travel lane or within
13 the travel lane as they go through the area where
14 the improvements are taking place.

15 So, I mean, that is something -- that's
16 what you're giving up. To do this, you're narrowing
17 up the physical space that's available for motorists
18 and bicyclists who use that section of the roadway
19 there. And that's how they're achieving the turn
20 lane that's in there.

21 CHAIRMAN SALTZMAN: What's your thought as
22 far as that as a solution, just as a traffic
23 engineer? Is that creating an unsafe situation?

24 MR. DIRK: I mean, it certainly --

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1 CHAIRMAN SALTZMAN: And again, recognizing
2 -- in all fairness, I mean, I understand what the
3 problem is, and I understand that they're -- they're
4 not able to create more space.

5 MR. DIRK: Well, you can by widening the
6 road. What they're trying to do is achieve the turn
7 lane without widening the road and rebuilding the
8 sidewalks.

9 And so we'll be able to look at the plans
10 that they've provided to see how much physical
11 public right-of-a-way is available; so the
12 right-of-way that the Town owns, the roadway fits
13 within it, there's a sidewalk, and then there's a
14 little bit more room beyond that.

15 So the question is, can they achieve the
16 turn lane and continue to accommodate bicycles and
17 pedestrians in that corridor by widening the road so
18 that nothing from the standpoint of the public's use
19 of the roadway has been removed, it's still
20 maintained: They provide a left-turn lane they
21 need, the sidewalks still are retained, there's
22 still bicycle accommodations. Is there enough
23 public right-of-way to achieve that, which may
24 require some widening of the road.

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1 CHAIRMAN SALTZMAN: As you look at this in
2 the weeks to come, could you address that question,
3 just --

4 MR. DIRK: Yes.

5 CHAIRMAN SALTZMAN: -- as far as what would
6 it take to have -- we want everything. So we want
7 the left-hand turn and sufficient pedestrian and
8 bicycle access. It would just seem to me that
9 whatever is done there really shouldn't come at the
10 expense of cyclists on both sides of the roadway.

11 MR. DIRK: I don't think, from
12 the standpoint -- from the standpoint of the Town,
13 you shouldn't lose accommodations that are presently
14 afforded in your right-of-way. If your right-of-way
15 affords certain accommodations for pedestrians,
16 bicycles and motor vehicles, you shouldn't be giving
17 that up to create the improvements. And so I will
18 be looking at that.

19 CHAIRMAN SALTZMAN: I look at it as I don't
20 see how we can give it up. I'm not sure that it's
21 in the cards for us to give it up. I think we have
22 to insist that it be there.

23 MR. DIRK: I don't disagree with you.

24 CHAIRMAN SALTZMAN: Questions? (No

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1 response)

2 I would just ask -- you don't have to
3 respond. I mean, I don't think it would be the
4 Applicant's posture that the improvements that are
5 made at the site should really come at the expense
6 of either pedestrians or cyclists. I don't see
7 anyone shaking their heads and saying no.

8 MR. MAHONEY: We'll look into bicycle
9 accommodations.

10 CHAIRMAN SALTZMAN: All right.

11 As will you.

12 MR. DIRK: Thank you.

13 CHAIRMAN SALTZMAN: Next up?

14 MR. CICATELLI: We're going to have Jim
15 White give a brief presentation on civil, Mr.
16 Chairman.

17 CHAIRMAN SALTZMAN: Thank you, Mr. Dirk.

18 MR. WHITE: Good evening. My name is Jim
19 White, and I'm a civil engineer with the engineering
20 firm of H.W. Moore Associates in Boston.

21 I would like to make a very brief
22 presentation of the proposed site and the civil
23 engineering aspects of it.

24 As you look at the plan on the screen

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1 presently, that's the existing condition plan, and
2 you'll notice several items on it. Looking north --
3 this is to your left, west is down, east is up --
4 the current operation of the compost and topsoil
5 farm is in this area, which is the upland area. The
6 plan indicates the wetlands along the perimeter of
7 that upland area.

8 There's a large wetland area to the north
9 and to the west portion of the site. There's also a
10 drainage ditch that runs -- sort of dissects the
11 site and runs along the east side. This ditch was
12 reportedly constructed in the early 1950s to help
13 drain the farm fields.

14 There is a drain pump in this area that was
15 supposedly built after Franklin Street was improved
16 back in the '50s, and it helped relieve the water in
17 the fields, and the farmer -- the owner of the
18 property installed it back in that time to help
19 drain off the fields.

20 There is a hill in this area (indicating).
21 The lines on the plan are topographic lines, and the
22 more lines, the higher up you get. So you can see
23 it's about 34 feet high.

24 All of our development will be taking place

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1 in the upland area. That's shown in the next plan.

2 This plan shows the layout of the proposed
3 development. The wetland area that's along the
4 outside portion of it, all our work is outside of
5 the -- more than 25 feet from the wetland area.

6 The development consists of three apartment
7 buildings and five townhouse buildings, 438 parking
8 spaces, for a parking ratio of 1.38. All the
9 parking spaces are 9 feet wide, 18 feet long. All
10 the access alleys are 24 feet wide.

11 One of the slight adjustments we made to
12 the plan as the result of --

13 CHAIRMAN SALTZMAN: Did you say that it's
14 1.38 --

15 MR. WHITE: I'm sorry. 1.66 parking ratio.

16 One of the improvements we made to the
17 plan, based on Vanasse & Associates comments, is we
18 modified very slightly the entrance drive to provide
19 an island, a 6-foot wide minimum width island down
20 to the first intersection, and we also provide a
21 level landing area, not to exceed 2 percent for 50
22 feet for vehicles exiting the site. We also
23 raised -- added a crosswalk, created a raised
24 crosswalk in this area by the clubhouse building.

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1 This plan indicates the grading and
2 drainage plan. We show the proposed grading on the
3 site. One thing you'll notice, that hill is gone
4 that was here. What we're doing is we're going to
5 propose to knock down that hill. We have what we
6 call a balanced site; we balance how much cut we
7 have with how much fill we have, so we won't be
8 taking material off-site. We'll be knocking down
9 the hill and filling in the lower areas so it
10 balances out and flattens out the site.

11 This plan shows the storm drainage system.
12 The storm drainage system is designed not to
13 increase the rate of runoff from the project site
14 for the 2- and 10-year storm events. This was
15 accomplished by the construction of 5 underground
16 detention infiltration systems, along with a small
17 water quality basin in this corner.

18 CHAIRMAN SALTZMAN: Mr. White, what year
19 storm system would that be?

20 MR. WHITE: It would be for the 2 through
21 100.

22 CHAIRMAN SALTZMAN: What kind of a storm is
23 expected the beginning part of the week?

24 MR. WHITE: At the next meeting I'll tell

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1 you what storm it was.

2 CHAIRMAN SALTZMAN: Just so we have an
3 idea.

4 MR. WHITE: I don't know. We'll see when
5 it hits, and I can let you know.

6 MS. McBRIDE: Well, there's inches, right?

7 MR. WHITE: Pardon?

8 MS. McBRIDE: There's inches of rain that
9 determine --

10 MR. WHITE: A 100-year storm is a 7-inch
11 rainfall event, and a 2-year storm is a 3 -- I
12 believe it's 3.2 inches of rainfall. And those are
13 standard numbers that DEP has established to use,
14 and --

15 CHAIRMAN SALTZMAN: So the storm we had
16 yesterday, what would that be?

17 MR. WHITE: I'm not sure how much --

18 CHAIRMAN SALTZMAN: 2 1/2 inches?

19 MR. WHITE: If you're talking 2 1/2 inches,
20 it might have been a less than a 1-year storm, maybe
21 a 1-year storm. It wasn't a major storm.

22 And so the underground detention systems,
23 they're very similar to a septic system where they
24 use crushed stone. We use an inverted, U-shaped

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1 plastic structure that holds water. The first
2 volume of 1 inch of rainfall actually infiltrates
3 into the ground. The remainder of it, there's an
4 outlet pipe, a small outlet pipe that lets water out
5 slowly.

6 So it's been designed not to increase -- we
7 have, I mentioned, five underground systems, and
8 they've all been designed as to not increase the
9 rate of flow from the site.

10 As part of the design of the system, we did
11 borings at each system, at least two borings going
12 down about 20 feet to determine the type of soil and
13 the groundwater elevation. So these have been
14 thoroughly investigated and will be able to work
15 fine.

16 CHAIRMAN SALTZMAN: And they're good for a
17 7-inch storm?

18 MR. WHITE: Yes, that's correct.

19 MR. SULLIVAN: I have a question, Mr.
20 Chairman. These water retention, I assume they're
21 tanks?

22 MR. WHITE: They are upside down U-shaped
23 plastic structures. They're designed --

24 MR. SULLIVAN: Do they hold water?

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1 MR. WHITE: Yes. They're open on the
2 bottom. They have crushed stone underneath them.
3 They're surrounded by crushed stone and crushed
4 stone above them.

5 MR. ROTONDI: Like a French drain.

6 MR. WHITE: Yes.

7 MR. SULLIVAN: So they don't hold water.

8 MR. WHITE: They hold water, but then the
9 water leaches into the ground. During very large
10 storm events, some of the water will overflow, and
11 it allows a volume -- it allows it to build up in
12 the chamber and outflow --

13 MR. SULLIVAN: How many gallons is the
14 capacity?

15 MR. WHITE: I don't have that number on the
16 top of my head. I can certainly get you that
17 number.

18 MR. SULLIVAN: Okay. Can you answer that
19 question for me next time?

20 MR. WHITE: Sure. That's no problem.

21 MR. SULLIVAN: I'm just curious how many
22 gallons.

23 MR. WHITE: They're quite large systems.

24 MR. SULLIVAN: And also you said you did

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1 borings there.

2 MR. WHITE: Yes.

3 MR. SULLIVAN: Was there any peat found
4 there?

5 MR. WHITE: Not in the vicinity of the
6 infiltration systems. I believe there was peat out
7 in -- somewhere in this area (indicating), I
8 believe, but there was none in the infiltration
9 systems area. All the infiltration systems
10 indicated a glacial till or glacial outwash
11 material. It was all solid material.

12 MR. SULLIVAN: Is that the only location
13 there was peat, in that front area?

14 MR. WHITE: There was none in any of the --
15 yes. There was none in any of the infiltration
16 system areas or throughout this portion of the site
17 (indicating). I believe, and I can go back and
18 check through the borings, there was just one
19 outside the area, basically outside where we're
20 working that found peat. I'll check on that.

21 MR. SULLIVAN: Okay. I'll look for the
22 answer the next time too on locations of peat there.

23 MR. WHITE: Sure.

24 MR. SULLIVAN: Thank you.

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1 MR. WHITE: This plan indicates the site
2 utilities that I just want to briefly go over. In
3 addition to the storm water, we have a water line
4 connection on Franklin Street. The water line comes
5 in, and then it will loop around the buildings, form
6 several loops within the site.

7 We'll have hydrants. We'll review the
8 hydrant locations with the Fire Chief. We've put in
9 so far a few fire hydrants, but we'll make sure the
10 Fire Chief is happy with those locations.

11 Our sewer system will be a gravity sewer
12 system. Since this is all a gravity sewer system,
13 there's also a pump station in this location, and
14 then a force main will carry it over to the sewer
15 line in Franklin Street. And the Franklin Street
16 flows to the east in that direction.

17 MR. SULLIVAN: A question?

18 CHAIRMAN SALTZMAN: All right.

19 MR. SULLIVAN: On this sewer system, it's
20 going to be pumped?

21 MR. WHITE: Yes.

22 MR. SULLIVAN: So I would assume you're
23 going to have some sort of standby power?

24 MR. WHITE: That's correct. We'll have an

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1 emergency generator.

2 MR. SULLIVAN: And how big of an emergency
3 generator will that be? Will you require a tank for
4 fuel or natural gas or you don't know?

5 MR. WHITE: We'd like to have natural gas.
6 It used to be you had to have diesel. They've been
7 changing or they're about to change --

8 MR. SULLIVAN: They allow you natural gas?

9 MR. WHITE: They allow natural gas. Now,
10 that's certainly preferable to diesel. And natural
11 gas, there won't be any tank. It will be much
12 safer.

13 MR. SULLIVAN: But we don't know if there's
14 enough natural gas available there?

15 MR. WHITE: No. I just want to make sure
16 DEP is happy or the approving authority is happy. I
17 know we used to always use diesel. I've been told
18 that natural gas is acceptable at this time, and I
19 just want to confirm that before we tell you.

20 MR. SULLIVAN: That's fine. Thank you.

21 MR. WHITE: You're welcome.

22 This is the same plan, but it's just in
23 color, showing different utility lines going
24 throughout the site. Green is the storm water. Red

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1 is the sewer. Blue is the water line.

2 So as I mentioned, it will have the sewer
3 line going to a pump station, off the site. The
4 blue, the water line loops throughout the system,
5 and the green is the storm water. All storm water
6 will flow through water quality devices prior to
7 entering the infiltration systems. So water will be
8 considerably cleaner flowing off the site than it is
9 today.

10 Are there any questions?

11 MR. SULLIVAN: I've got one more. Your
12 utilities, electricity and such, I assume they're
13 going to be underground?

14 MR. WHITE: That's correct.

15 MR. SULLIVAN: And you have multiple
16 transformers throughout the site?

17 MR. WHITE: That's correct.

18 MR. SULLIVAN: That's it.

19 MR. WHITE: Thank you.

20 CHAIRMAN SALTZMAN: Questions? There may
21 be more where that came from. Anybody else?

22 MR. SHULMAN: What kind of cleaning devices
23 are --

24 MR. WHITE: It's a water quality cleaning

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1 device. It's an underground -- basically an
2 underground tank with baffles in it. But I think
3 we're proposing it's from a company called CDS on
4 this project. I know there's similar ones like
5 Stormceptor is a similar name.

6 And what it does is it takes out the TSS or
7 total suspended solids. You have to remove at least
8 80 percent total suspended solids. So it has a
9 settlement tank. It also has a baffle to keep oil
10 from flowing out, any type of oil or gasoline that
11 gets in the water.

12 MR. SHULMAN: And that has to be
13 maintained?

14 MR. WHITE: It does. It has to be
15 maintained, that's correct. And the maintenance is
16 based on how much sediment you're getting into the
17 tank. So what they typically recommend is, after
18 the first three or four months you go and check the
19 sediment depth and see and establish a maintenance
20 schedule.

21 MR. ROTONDI: I've got one question. When
22 I talked about the French drain, how much footage of
23 stone, of crushed stone do you put under the tank?
24 Because I'm surmising the tanks fill up. Once the

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1 stone fills up, then the stone lets the water out as
2 the ground gets dry, because I'm familiar with
3 French drains. But how deep is the pit of the
4 stone?

5 MR. WHITE: These U-shaped structures vary
6 in size. I believe we're using 30- and 36-inch
7 sized structures. There'll be either 6 inches or
8 1 foot. The manufacturer recommends a minimum of 6
9 inches of stone underneath these. We have it
10 varying between 6 inches and a foot.

11 We're also using a filter fabric. So you
12 put the filter fabric down first, put the crushed
13 stone, put the tanks in, bury them, put crushed
14 stone over and wrap the filter fabric around the
15 top.

16 MR. MAHONEY: We can show a detail on those
17 slides next time to help maybe --

18 MR. WHITE: Yes. I think it's better if we
19 show a detail. It's very difficult to explain.

20 CHAIRMAN SALTZMAN: Mr. White, you're not
21 going anywhere, right? We're going to be seeing
22 more of you?

23 MR. WHITE: Yes, you are.

24 CHAIRMAN SALTZMAN: Now, I have a quick

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1 question for you, perhaps a topical question but a
2 hypothetical. Let's say that this Hurricane Joaquin
3 shows up and it gives us 8 inches of rain. Describe
4 what would happen on that site if there was an extra
5 inch of rain.

6 MR. WHITE: Okay. On this particular site,
7 very, very large wetland areas are described north
8 and west. That area is very flat. So that will act
9 as like a detention basin. So it will take a lot of
10 rain to fill that -- to get that thing to raise up
11 to a high level where it's going to flood a large
12 area.

13 So it gets -- what you're saying is what
14 happens if you get an 8-inch rainstorm, some raising
15 of 7. The storm system will work up to 7. Over 7,
16 the water will flow out at a faster rate than
17 existing.

18 The wetland area will slowly fill up with
19 water. Since the area is so large, it will be a
20 minimal raise. I mean, we're not talking feet.
21 We're talking -- if we get an extra inch, the
22 wetland area may raise an extra inch or two.

23 CHAIRMAN SALTZMAN: Would there be flooding
24 in the adjoining areas on something like that?

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1 MR. WHITE: Well, adjoining areas, if the
2 wetland goes through, may. There are quite a few
3 different properties. So any place where the
4 wetland is adjacent to, the water level will come
5 up. That happened on the existing conditions.

6 CHAIRMAN SALTZMAN: Right.

7 Does anybody have other questions?

8 MR. DUFOUR: I have a question. How many
9 of these tanks are proposed? And where is the
10 location as to where the holding tanks will be? Are
11 they more towards the inner or are they on the
12 perimeter?

13 MR. WHITE: They're on the perimeter.
14 There's a system here, here, here, here and here
15 (indicating).

16 CHAIRMAN SALTZMAN: How high are they?

17 MR. WHITE: Next time I'll bring a detail
18 to show you. I mean, you can buy them any size from
19 about 18 inches up to about 48 inches. We're
20 using -- I believe we're using 30 and 36 inches, if
21 I remember correctly, on this site, on this project.
22 They're very commonly used now in storm water, for
23 this type of system of storm water retention/
24 detention systems.

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1 MR. SHULMAN: It looks like you have them
2 located underneath the parking areas?

3 MR. WHITE: They're all underneath the
4 parking areas.

5 MR. SHULMAN: So they're not mounded up
6 like a septic system?

7 MR. WHITE: No. No.

8 MR. SHULMAN: You used the comparison
9 earlier, but it wouldn't be a septic field mound
10 like you see up in New Hampshire or something.

11 MR. WHITE: Yes. These are all above
12 groundwater, because we did soil testing to
13 determine groundwater elevation.

14 CHAIRMAN SALTZMAN: Thank you, Mr. White.

15 Unless anybody has another question, I
16 believe Mr. Houston is here tonight and has a
17 presentation.

18 MR. HOUSTON: Thank you, Mr. Chairman.

19 For the record, my is Tom Houston. My
20 firm, PSC, Professional Services Corporation, was
21 engaged by the Board of Appeals to do a peer review
22 of this project.

23 In terms of my background, I am a member of
24 the American Institute of Certified Planners; I am a

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1 Registered Professional Engineer in the Commonwealth
2 of Massachusetts. My professional practice involves
3 a good deal of peer review work. I have completed
4 the peer reviews on over 500 site and subdivision
5 projects and over 70 Comprehensive Permit projects.

6 With respect to the drawings that were
7 prepared by H.W. Moore & Associates, in general we
8 find that they comply with standard engineering
9 practice. They're duly signed and sealed by a
10 Registered Professional Engineer, and they're
11 developed at a level of detail beyond that which we
12 see on some Comprehensive Permit projects. So
13 fundamentally they're a good set of engineering
14 drawings.

15 As was mentioned previously, we had just
16 completed our peer review, so neither the Board
17 members nor the Applicant has had a chance to really
18 review our comments in detail, and we have a fair
19 number of comments.

20 So I thought the most productive thing that
21 we could do this evening is just hit some of the
22 more important issues that we have identified during
23 the course of our peer review.

24 The first one, and I think it's the most

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1 difficult, admittedly, because it may affect -- it
2 will affect the number of units that will be
3 constructed on the site, and that's the issue of
4 building height.

5 When we first look at a project, we try to
6 identify what are the really critical issues, and I
7 think from the community's point of view, an obvious
8 concern is the fact that we have five-story
9 buildings located in a single residence district.

10 The design of the project considers this
11 issue and addresses it with respect to the views
12 from Franklin Street. From the Franklin Street
13 side, there are intervening townhouse structures
14 which sort of make a visual transition from a
15 residential scale, with the larger buildings in
16 back.

17 But that same approach was not used with
18 respect to the easterly side of the site, where
19 Gerald Street, Beacon Street, Ellen Road -- they're
20 residential areas that have a clear view of the
21 project.

22 And what sort of intensifies that problem
23 is the fact that while these -- there may be 150
24 feet of vegetation between these buildings and the

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1 adjacent residences. The problem is, particularly
2 Beacon Street and Ellen Road, they're set up 40, 45
3 feet above the site. So you don't get the full
4 effect of tree buffers because you're at an
5 elevation where the trees aren't that effective.

6 So that is a very difficult issue. What
7 we've asked the Applicant to do -- and I think we
8 need to know what the numbers are that are derived
9 from this exercise -- we've asked them in one case
10 to step the height of the buildings; to have
11 Building B and the easterly wing of Building C,
12 which are the portions of the five-story buildings
13 that are closest to those residential areas, we've
14 asked them to limit the height of those buildings to
15 two or three stories but suggested they could allow
16 the buildings to increase in height towards the
17 westerly side of the site. The other alternative
18 that we've asked them to do is simply an all-
19 townhouse alternative.

20 Now, I recognize that you will probably
21 come out with a fair reduction in the number of
22 units. I understand that has an economic
23 implication, but I think it's an exercise that would
24 help the Board in evaluating the project that's

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1 before them.

2 Another kind of programmatic level design
3 issue is the issue of buffer zones. The design as
4 submitted does respect the significance of buffer
5 zones in the sense that they have maintained the
6 locally authorized 25-foot no-touch zone. There are
7 no buildings or significant site alterations within
8 the 25 feet that are closest to the wetland edge.
9 However, the remainder of the buffer zone, the
10 remaining 75 feet, is very extensively used. It
11 contains parking, even buildings in some areas.

12 So we placed less emphasis on that in terms
13 of the way we approached it. We didn't ask for an
14 alternative that didn't use the buffer zones or
15 whatever, because we simply identified it as an
16 issue and suggest that the Board of Appeals
17 interface with the Conservation Commission and get
18 their input as to what would be an alteration of
19 buffer zones that the Commission felt that they
20 could condition in terms of an Order of Conditions.

21 So those are the most difficult issues, I
22 think, on the project.

23 Another design issue I can mention -- one
24 of the very nice aspects of the project, I think, is

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1 the sort of enclosed landscaped courtyard that the
2 buildings surround. I think that's a very nice site
3 feature. I think the effectiveness of that is
4 diminished by the east-west parking field that cuts
5 through that area just to the south of Building C.

6 We mention that as an issue just to
7 identify it as something we consider not desirable,
8 but I don't think it rises to the level of concern
9 of either the building height or use of the buffer
10 zones. It is the Applicant's property. If that's
11 the way they want to handle that parking field,
12 that's fine, but we just identified it as a concern.

13 With respect to zoning, the property meets
14 a lot of the bulk density controls of the zoning
15 bylaws. The things that it doesn't meet, and these
16 therefore are something that the Board of Appeals
17 would have to waive if this project is to go ahead,
18 first is the use -- multifamily buildings are not
19 permitted in the residence district; the height of
20 the buildings -- the maximum height permitted in the
21 district is 30 feet; the signs are larger in number
22 and larger in size than permitted in the district;
23 and the parking ratio required is 2.1 spaces per
24 dwelling unit, and that provided is 1.66.

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1 So those are some of the more important
2 zoning requirements that would have to be waived by
3 The Board of Appeals to implement the project as
4 submitted.

5 From a technical issue, we have a concern
6 with the overall storm water management. The way
7 the storm water was modeled for the site -- let me
8 define a couple of terms that we used in our report.
9 The buildings and the parking and everything else
10 are sort of confined to the central part of the
11 site, basically where the mulch piles and the
12 material piles are now. We termed this area where
13 all the active development occurs as the
14 "development footprint."

15 And surrounding that on three sides -- the
16 west side, the north side and the east side -- is a
17 channel or ditch that was excavated by the Corps of
18 Engineers reportedly back in the 1950s. So we call
19 that the COE or Corps of Engineers channel, and it
20 surrounds this development footprint.

21 So the way the storm water management
22 analysis was done at the existing area where the
23 development footprint will be was essentially
24 modeled as one catchment, and it discharges into the

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1 Corps of Engineers channel. And under the proposed
2 condition, they break that development footprint
3 area into five subcatchments, and there are five
4 discharge points. And, again, they all discharge
5 into the Corps of Engineers channel.

6 But we think the design point is incorrect.
7 It shouldn't be one point and five into a channel.
8 I think you have to look at the entire area as a
9 whole.

10 The Corps of Engineers channel itself will
11 function as a storm water basin. It will function
12 as a detention basin. And the analysis that was
13 done balanced the pre- and post-peak rates of
14 discharge, but it did not balance and it is not
15 correct that -- there is a volumetric increase. The
16 volume of water going into this ponded area is more
17 under the post development than the pre development.

18 So although normally mitigating peak rate
19 is fine, if you discharge into a ponded area, you
20 also have to mitigate volume, and that was not done.

21 So we're suggesting a substantial revision
22 in the drainage analysis, where you model the Corps
23 of Engineers channel essentially as a storm water
24 basin. What's interesting about the basin, and this

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1 is one of the few times I've ever encountered
2 something like this, the outlet to the basin is a
3 storm water pump, and there's actually a pump house
4 that was built, operated and maintained by Weiss
5 Farm. If you go out and look at it, it's probably
6 no more than 4 by 4 foot by 8 foot high, but there's
7 quite a volume of water that it handles.

8 And I think, if we have 264 new units and
9 an unknown number of existing residences that could
10 be impacted by the water level in this area, I think
11 we need a state-of-the-art engineering pump to make
12 sure that the water is properly lifted to the
13 culvert that's underneath Franklin Street.

14 So we're talking about a pump facility that
15 has alternating pumps, that has back-up power, that
16 has controls, maybe staged discharges, because one
17 of the requirements under the Massachusetts storm
18 water policies is Storm Water Management Standard 2,
19 which requires you to balance the pre and post rates
20 of discharge from the site.

21 So in our view, the proper design point to
22 measure pre and post development rates is in fact
23 the discharge from this pump station. So that's
24 kind of another reason to model the Corps of

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1 Engineers channel as a basin, because the outflow
2 from that basin is a pump station which has to be
3 redesigned. So you need the flows into it to
4 properly design it.

5 We also have a concern about the soils
6 testing that was used to establish the seasonal high
7 groundwater elevations beneath the infiltration
8 basins that Mr. White described. All the analysis
9 for the infiltration basins that were submitted --
10 it's fundamentally proper. They even modeled the
11 mounding effects that will occur when the storm
12 water infiltrates into the ground.

13 But a lot of the basins are pretty close to
14 having a problem in the sense -- you're supposed to
15 have -- under even the largest of storms, the
16 groundwater can rise a bit under the basins, but it
17 can't come up to the point where it actually touches
18 the bottom of the basin, because if that happens,
19 you lose all the capacity to infiltrate into the
20 ground.

21 So that doesn't happen, but a lot of basins
22 it's close. It comes up to within a foot or even
23 six inches. So we have to be really sure that we
24 have accurately characterized the elevation of

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1 seasonal high groundwater here.

2 The Applicant has done an awful lot of
3 testing on the site. They've had monitoring wells
4 and things like that. But in a typical situation,
5 you have a number of sources to determine what
6 seasonal high groundwater is.

7 You could observe it when you dig a test
8 pit. You can place monitoring pipes, which the
9 Applicant has done. And you also can observe the
10 soils in the test pits.

11 And a very accurate way of characterizing
12 where groundwater is something called redoximorphic
13 features. Fundamentally they're coloration in the
14 soil that occurs every spring when the groundwater
15 rises up to a higher level, and then once it
16 subsides, that marks the soil color-wise.

17 Physically the soil rusts. So you get
18 these little observable elements in the side wall of
19 the test pits. They're called mottles. And the
20 nice thing about mottles is -- the Applicant has
21 measured the groundwater out here for a year in some
22 of these test locations, measured them three or four
23 times for a number of years in others. But the
24 mottles have been developed over thousands of years.

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1 So they give you the long-term picture of where the
2 groundwater is.

3 So McPhail Associates did the soils
4 evaluation out there. They're a very well-respected
5 geotechnical firm, but for whatever reason, it
6 happened that the particular person that logged the
7 test pits out there was not a soil evaluator, and
8 they didn't log mottles. So I would like to have
9 that additional source of data just to make sure we
10 know where the groundwater is.

11 So we've asked the Applicant to excavate
12 some additional test pits in the location of the
13 basins, excavate them with a soil evaluator and
14 record the presence of mottles.

15 CHAIRMAN SALTZMAN: Mr. Houston, are you
16 saying that the high-water mark left in the spring
17 of this year was not recorded?

18 MR. HOUSTON: They recorded -- actually in,
19 I think, a couple of locations they recorded three
20 or four times during a one-year period. In other
21 locations they've measured groundwater a few times
22 over up to a three-year period. But I would like to
23 have that additional level of comfort to have
24 mottles characterized.

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1 CHAIRMAN SALTZMAN: You would agree with me
2 that the high-water mark left after this past winter
3 would be a significant number? That would be an
4 important number to know, would it not, given the
5 amount of snow that we had? Just looking at it from
6 the street, as you walk by it, there was a lot of
7 water.

8 MR. HOUSTON: There was, but then the rains
9 kind of stopped. It was a relatively dry spring.
10 You had the snow melt, but in terms of record high
11 groundwater elevations, this was not the year for
12 that.

13 CHAIRMAN SALTZMAN: That's surprising. And
14 I don't doubt that. You're talking about measuring
15 the --

16 MR. HOUSTON: You had a lot of snow melt,
17 but after that it turned unseasonably dry.

18 There are a number of fire protection
19 issues here, everything from, you know, does the
20 Fire Department have a truck that can address fires
21 on the fifth floor -- is that a problem; knowing
22 whether the townhouse units have to have fire
23 suppression sprinklers; et cetera. A whole list of
24 things we asked the Applicant to coordinate with the

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1 Fire Department and get some written responses on.

2 We've asked for a second site entrance,
3 either permanent or temporary. Particularly if
4 you're talking about temporary, I think that can be
5 pretty easily done. On one side of the site
6 entrance there is a Townhouse Unit 1, 2 and 3 and on
7 the other side it's Townhouse Unit 4, 5 and 6.
8 They've already got driveways that go behind those
9 townhouses, and they're probably, I don't know, 80
10 feet or so away from Franklin Street. So if you're
11 talking about a second temporary entrance, that can
12 be pretty easily done.

13 A second permanent entrance, if for some
14 reason the Applicant wanted to do that, that would
15 require fairly significant modification of the site
16 plan.

17 But whether it's temporary or permanent,
18 264 units is a lot of people. 500, 700 people could
19 be on this site at a given point. So I think the
20 second site entrance is a reasonable measure of
21 safety, and I think it could be done with a
22 relatively modest level of effort.

23 Let me wind up on two things, maybe. One
24 is the parking. I'm glad to hear that Mr. Dirk and

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1 the Applicant's traffic engineer have been
2 discussing this issue. But what we have on site is
3 a parking ratio of 1.66. I would feel real
4 comfortable if it was, like, 1.8, but I think 1.66
5 is manageable.

6 I did look at the Institute of
7 Transportation Engineers' Parking Generation Manual,
8 and unfortunately the Parking Generation Manual
9 doesn't have as robust a database as, for example,
10 the IET Trip Generation Manual.

11 But for what it's worth, the ITE manual
12 says the average number of the demand would be 1.23
13 occupied spaces per dwelling unit. The 1.66 is
14 above that; but the 85th percentile confidence
15 interval, there should be 1.94 parking spaces or
16 almost 2. And just again for reference, the number
17 of parking spaces required by zoning for a
18 multifamily structure in the Town is 2.1.

19 CHAIRMAN SALTZMAN: Would you be more
20 persuaded to a higher number if you knew that public
21 transportation was a mile in each direction, that
22 it's a mile to a bus in the square and a mile to the
23 commuter rail station? So it would almost appear
24 that there aren't too many walkers in that group.

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1 MR. HOUSTON: The sites that are in the ITE
2 database vary significantly in terms of their -- of
3 the infrastructure that surrounds them. And it
4 sounds in this case like, you know, there are some
5 mode choices; people can walk to places and then
6 take public transportation. So, yes, that provides
7 a level of comfort.

8 I'd be anxious to see the information
9 provided to Mr. Dirk with respect to parking demand
10 and other sites; but regardless, I think it's close
11 enough that, in a worst case, it could be managed by
12 a parking management plan.

13 And what I mean by a parking management
14 plan is, setting up the deeds so that you can
15 place -- excuse me, the rental agreements or deeds
16 or whatever, setting up legal structures where you
17 can limit the number of cars that residents can
18 physically bring onto the site and park.

19 So I don't know that that would be
20 necessary, but I think, rather than try to expand
21 the parking with more structured parking and all
22 that, I think you can probably do that effectively
23 with a parking management plan, if you had to.

24 The final thing I was going to mention is a

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1 significant bedrock excavation issue. We did note
2 that -- it doesn't show up too well there, but kind
3 of right in the center of the site is a pretty
4 significant hill. It's probably 35 feet high -- oh,
5 yes, right there -- 35 or so feet high, and it's all
6 wooded.

7 And one of the reasons it may be there is
8 apparently -- and we're basing this all only on a
9 couple of test pits, so we don't know that it's
10 characteristic of that entire hill. But bedrock is
11 encountered very shallow on that hill, 2, 4, 6 feet
12 down. So you may have bedrock extending 25 feet or
13 so above the surrounding ground.

14 So if that turns out to be the case -- and
15 to really verify that you need more geotechnical
16 testing -- but that means a lot of blasting, which
17 is an impactful issue, and it also unbalances Mr.
18 White's efforts to have a balanced site, because
19 unless you're going to allow rock crushing on the
20 site, and I would not recommend that the Board allow
21 that, you're going to blast this ledge and then
22 you've got to take it off the site.

23 And instead of using what appears to be a
24 hill that could be a borrow source to fill in the

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1 lower parts of the site, you have to take all that
2 off the site and import fill to make up for that.

3 So that presence of ledge has a number of
4 impacts. It increases the truck traffic -- because
5 you're bringing the ledge off, you're bringing fill
6 on -- and you have the spectrum of issues that
7 relate to blasting, from noise to potential
8 structural damage and that type of thing.

9 So that's an issue I don't think --

10 CHAIRMAN SALTZMAN: We have a question for
11 you.

12 MR. SHULMAN: The question, why not allow
13 the rock crushing?

14 MR. ROTONDI: That's what I want to know.

15 MR. HOUSTON: Simply noise and vibration
16 being impactful to the neighbors. That is a choice.

17 We had a site in Sharon where rock crushing
18 was a very significant issue. They were excavating
19 30 feet down into bedrock for this very large
20 foundation.

21 So, yes, that's a choice. If you put up
22 with the noise and vibration of the rock crushing,
23 which is of some months in duration, then you
24 diminish the impacts of the trucking. It's probably

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1 more economical for the Applicant to do it than to
2 have to take it off and replace it.

3 So certainly it is a decision which a board
4 might come to; that is, more in everybody's interest
5 to cut down on the off-site truck traffic and allow
6 the rock crushing. It's just noise and vibration.

7 MR. SHULMAN: I just wanted to make sure I
8 understand the -- I mean, I get the noise, but --

9 MR. ROTONDI: You're saying the vibration.
10 How much could it vibrate? I've been around a lot
11 of rock. 500 feet away, you don't feel any
12 vibrations.

13 MR. HOUSTON: Well, I must have been near
14 another rock quarry --

15 MR. ROTONDI: I don't know. I've been
16 around a lot of rock ledge. I've been in that
17 business for a long time, my family, and I --

18 MR. HOUSTON: I can't dispute your
19 experience.

20 CHAIRMAN SALTZMAN: What would you
21 estimate -- your question, I guess, is, how would we
22 ascertain what's down there?

23 MR. HOUSTON: Take a few more test pits.

24 CHAIRMAN SALTZMAN: Is that agreeable?

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1 MR. MAHONEY: We need to review his plan,
2 the report in whole, before we can kind of
3 understand.

4 CHAIRMAN SALTZMAN: It could be a good
5 thing for you. I mean, it could be all dirt, right?

6 MR. MAHONEY: We're expecting it's not all
7 dirt.

8 CHAIRMAN SALTZMAN: So we'll discuss that
9 further. You're going to respond to it in its
10 entirety --

11 MR. CICATELLI: We're going to respond.

12 CHAIRMAN SALTZMAN: That's fine. Unfair
13 question thrown to you right now.

14 Assuming for the instant that it was 25
15 feet of rock, what would the impact of removing that
16 be? And just over what period of time are we
17 talking, and how long would it take to blast
18 something that size?

19 MR. HOUSTON: I'll get back to you on that.

20 MR. ROTONDI: Not long.

21 MR. HOUSTON: What the impacts are, they're
22 not dissimilar to the rock crushing issue. You can
23 feel blasting when it occurs, and you can sort of
24 hear it.

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1 Blasting isn't, you know, like a warfare
2 situation. It's a very controlled process. They
3 set off small charges, and it's something that I
4 think the neighbors would understand and hear and
5 know that it's going on.

6 It's far enough away that chances are --
7 one of the issues is that if you get vibration from
8 blasting, it can affect the foundations of
9 structures, cause cracks. My thought is that it's
10 far enough away that that's not highly likely that
11 that would happen.

12 But, you know, if anybody has a well near
13 the property, and I don't think there are probably
14 private wells in the area, but anyway, if they do,
15 then the bedrock can be altered by the blasting so
16 it affects flows into wells.

17 I think maybe the larger impact is the fact
18 that you now have soil -- you now have earth
19 material that if you don't allow them to crush it,
20 it's the truck transport issue of taking it off and
21 then replacing it with imported fill.

22 CHAIRMAN SALTZMAN: Thank you.

23 MR. ROTONDI: I would suggest the Board
24 take a ride down Fallon Farm, where they're doing

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1 rock crushing and blasting, and see how many
2 complaints have been logged, because that's a lot
3 bigger site than Weiss Farm.

4 CHAIRMAN SALTZMAN: Is it a residential
5 area?

6 MR. ROTONDI: Yes. It's Winchester, and
7 it's a bigger hill than this. You see the ledge
8 down there. And then you got the apartments across
9 the street. Check to see if -- how many complaints
10 for the rock crushing and the noise that it makes.

11 CHAIRMAN SALTZMAN: Must be silent
12 blasting.

13 You know, I just have to say, you know,
14 just as for tonight, I appreciate all of the experts
15 that have come here tonight. You know, we may not
16 show it, but we're walking out of here smarter than
17 we walked in.

18 I think really you've done everybody in the
19 room a service by your patience, by answering all
20 the questions that we've asked, and I just would
21 like to say thanks.

22 Thank you, Mr. Houston. Thank you, Mr.
23 Dirk, as well, as well as Mr. White. I know your
24 first name is Heather. I forget your last name.

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1 MR. SULLIVAN: Monticup.

2 CHAIRMAN SALTZMAN: Monticup.

3 But I think at this time it may be wise for
4 the Board to entertain a motion -- we've been
5 thinking for approximately two hours. I don't know
6 how much more we have in us. There's a fair amount
7 to digest, and we will be reconvening on a date
8 certain.

9 MR. SULLIVAN: Which will be the 20th.

10 So I would make a motion to adjourn the
11 meeting and reconvene as a continuation on October
12 20th at 7:30 p.m. in the same hearing room.

13 MR. SHULMAN: Second.

14 CHAIRMAN SALTZMAN: All those in favor of
15 adjourning at this time and reconvening on a date
16 certain, signify by saying aye. (Chorus of ayes)
17 those opposed? (No response)

18 All right. Well done. See everybody.

19 (Whereupon the meeting was
20 adjourned at 9:26 p.m.)

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C E R T I F I C A T E

I, Carol H. Kusinitz, Registered Professional Reporter, do hereby certify that the foregoing transcript, Volume VI, is a true and accurate transcription of my stenographic notes taken on October 1, 2015.



Carol H. Kusinitz

Registered Professional Reporter

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