

DOUGLAS, SUTTON & UXBRIDGE PLANNING BOARDS

Meeting Minutes

March 11, 2021

*Note- This meeting was held remotely via Zoom in accordance with Executive Orders from Governor Baker. T. Settles read a notice regarding the remote meeting format. (see end of minutes)

Present:

Douglas: E. Marks Jr., T. Sharkey, M. Greco, J. Schultzberg, A. Socrat, L. Stevens, M. Zwicker
Sutton: W. Baker, M. Gagan, R. Largess Jr., S. Paul, W. Talcott (Associate acting as full member)
Uxbridge: B. Desruisseaux, J. Smith, B. Hauck, E. Laverdiere, J. Leonardo
Absent: K. Bergeson (Sutton)
Staff: J. Hager, Sutton Planning & Economic Development Director
Bob Minarik, Douglas Economic Development Facilitator
Michael Gallerani, Uxbridge Economic & Community Development

Trish Settles, Deputy Director and Kerrie Salwa, Principle were present from Central Massachusetts Regional Planning Commission. At the request of the towns, they served as meeting facilitators for this multi-town meeting.

T. Settles read the hearing notice to remind all for the reason for the hearing and conducted a roll call to determine what members of the three Planning Board and staff were present as recorded above. She then conducted the process of approving the minutes of the last meeting.

Douglas:

Motion: To approve the minutes of 2/25/2021, M. Zwicker
2nd: J. Schultzberg
Vote: 7-0-0: E. Marks Jr.-Aye, T. Sharkey-Aye, L. S. - Aye, M. Greco-Aye, J. Schultzberg-Aye, A. Socrat-Aye, M. Zwicker-Aye

Sutton:

Motion: To approve the minutes of 2/25/2021, R. Largess Jr.
2nd: M. Gagan
Vote: 5-0-0: W. Baker-Aye, M. Gagan-Aye, R. Largess Jr.-Aye, S. Paul-Aye, W. Talcott - Aye

Uxbridge:

Motion: To approve the minutes of 2/25/2021, E. Laverdiere
2nd: B. Hauck
Vote: 5-0-0: B. Desruisseaux-Aye, J. Smith, B. Hauck-Aye, E. Laverdiere-Aye, J. Leonardo-Aye

The applicant's team was present as follows: Applicant Zachary Zweifler of Scannell Properties, Attorney Mark Donahue and Attorney Todd Brodeur of Fletcher Tilton PC, Daniel Feeney P.E. (Civil Engineer), and Vinod Kalikiri, P.E. (Traffic Engineer) of Vanasse Hangen Brustlin, Inc. (VHB). Jeffrey Walsh of Graves Engineering, the Town's peer reviewer for bylaw compliance and civil engineering and Rebecca Brown of Greenman Pedersen, the Town's peer reviewer for traffic were also present.

Trish Settles stated the applicant made a full presentation at the first meeting, focused on traffic at the last meeting, and noted tonight will focus on architecture and landscaping and other bylaw compliance.

T. Brodeur thanked the Board members for their dedication to these extra meetings noting the nearly perfect attendance of all the Boards.

Z. Zweifler presented the architectural presentation (attached) Highlights included that not knowing who the tenant will be they intend to construct a completely empty structure with 30,000 allocated to potential office space, the structure will be 45' and docks along the west and east elevations will actually be constructed 4' below floor/ground level to allow trucks to back right to floor level. The building will be constructed of solid concrete masonry and painted in varying shades of earth tones and a number of reveals to reduce massing. There is glass in the area of offices for variation in detail and light. He reviewed an aerial and various viewshed renderings.

Uxbridge:

E. Laverdiere wants to see the views from both directions on Lackey Dam Road. He stated he expects to see significant landscaping to help these residents.

B. Desruisseaux asked if there is a sound barrier between the building and the road. Sound will be addressed at a future meeting.

Sutton:

M. Gagan said he likes the color scheme.

W. Talcott asked about the height of the structure. It will be 45'.

Douglas:

E. Socrat said particularly toward Oakhurst there needs to be sound and lighting barriers.

J. Hager, Sutton Planning Director noted the color scheme is very good but the front architecture needs work, perhaps pulling the office section forward and/or more depth or character on the front of the building to avoid just a HUGE rectangle with no character. There also needs to be a lot more landscaping along Lackey Dam Road. She noted there will always be a condition to ensure intended landscaping screening is achieved.

M. Gallerani echoed J. Hager's comments, noting the office should bump out at least slightly and there should be architecture or features that pay tribute to the Blackstone Valley and makes what the neighborhood sees more aesthetic.

There were no public comments regarding architecture.

Dan Feeney of Beals & Thomas presented the Civil Engineering Provided the presentation (attached). Highlights included:

Operations - It is anticipated the facility will have 340 employees on three shifts operating 24 hours. Most trucks will have license plate recognition which will allow them to pass through the guard shack area quickly otherwise it's still a quick process so no significant queueing is anticipated although 11 trucks can queue on site with a bypass lane. Not designed to be a facility where deliveries are going out direct to users but instead to retail stores with little or no direct to consumer deliveries. There will be 4 drive in doors at the building corners for maintenance vehicles or for specialty vehicles. Trucks exit the site back pass the guard shack.

Site Design - Positioning of the building and site elements were driven by utility easements, topography and wetlands and also by bylaw requirements. Open Space required in Sutton of 35% has been accommodated.

Although the total number of spaces required in Douglas and Sutton has technically been accommodated, the requirement in Uxbridge has not been met. The applicant may request "land banking" some of the parking as all of the parking shown may not be necessary depending on the user. The applicant reviewed several waivers they will be requesting including parking/circulation in the setbacks, width of drive, and interior lot landscaping, work on slopes over 15%, 25% parking in front of the building, 100' natural buffer to Lackey Dam Road. Stormwater generally flows south toward Lackey Pond. Water will be about 4,500 gpd and fire protection flow will also be needed. Two options exist pulling a line south from Whitinsville Water Oakhurst road which is preferred and pulling a line north from near the Shell Station in Douglas. He noted timing on grant application etc in Douglas will drive which choice is made. A private septic system is proposed at 9,000 gpd. The nearest public sewer is 3,000' away and would require a pump station. Existing vegetation along Lackey Dam Road is intended to be largely retained and then supplemented.

J. Walsh P.E. from Graves Engineering thanked the Towns for retaining his firm and reviewed his comments (attached). Highlights included: Snow storage and waste storage need to be addressed. Building height needs to be clarified for compliance. 100' buffer along Route 146 ramp needs to be addressed. Capacity of catch basins in rear parking must be reviewed to ensure protection from flooding. There is an imbalance in groundwater recharge that needs to be addressed. Mr. Walsh felt parking requirements were intended to address parking needed for employees and those coming to visit the site, not for operational spaces for trailers. He used an example of a car dealership where required parking is for customers and staff, not for their inventory. In addition he reviewed the ITE parking manual he feels the design engineer may be in the ball park but by the bylaws the plan is woefully short, so land banking may be a valid way to address potential future use.

M. Donahue responded that they have substantially complied with the parking regs. as to parking, but they really wish to land bank a large part of the northern parking so it can be designed for the first user.

R. Brown from GPI restated sidewalk, snow clearing of trucks, guard shack queueing, from the previous meeting and that stop lines/signs should be added at various key locations on the site.

T. Settles asked J. Hager if any new comments were received since the last meeting. J. Hager noted a comment letter was received from Patrick Stephan of 1 Summerfield Drive in Uxbridge with traffic concerns and the Sutton Fire Department with minimum conditions of approval.

Uxbridge:

E. Laverdiere stressed if utilities will be installed any effected roadways will have to be fully repaired. Additionally, perhaps the building can be a little smaller and provide an extra row of parking for employees.

B. Desruisseaux had concerns with actual on-site stacking ability particularly in the winter particularly during shift change with employees also trying to enter and exit. He stressed again existing issues with the BJs distribution center on a wider roadway. He also agreed there needs to be electrical vehicle charging stations, snow storage, snow removal from trucks, dumpster locations, and sound barriers. He stated he thinks this should also have public sewer considering the issues Northbridge Walmart developed with a private system ultimately having to hook into public sewer. He restated overall concerns with just not knowing the actual user.

T. Brodeur responded that the applicant has a particular type of user in mind for the site which has driven everything represented on the plan.

They feel confident they have excess parking capacity both in the front parking and in the rear, so they don't want to add more parking. While they don't know exactly what user name will be on the building, they do understand exactly the category of user and their needs.

Douglas:

M. Zwicker asked if the entrance lane is single or dual to allow trucks to queue to the right and employees to pass on the left. He expressed concerns with headlight glare onto adjacent neighbors 24 hours a day.

E. Marks Jr. asked if the truck deicing would also be a truck wash that meets MS4 standards?

D. Feeney stated there will be no truck washing on the site and they will determine where removal of snow and ice from truck tops can be accommodated. It is only one lane entering but they will look at whether it can be striped for two lanes.

M. Zwicker added the stacking lane on Lackey Dam also needs to consider employees.

J. Walsh reinforced headlight impact should be evaluated perhaps by providing cross sections and if there is a problem creating a "backstop" to block glare. With respect to view to Lackey Dam Road they also need to take into consideration the elevation change.

Sutton:

W. Baker reinforced concerns over lighting. He also noted he appreciated Uxbridge comments based on their actual experience with a similar facility.

D. Feeney noted lighting will have cut-off shields and the photometric plan shown no light escape.

J. Hager noted initial discussions included acknowledgement of cut and fills and the need to remove soil from the site there was consideration of an earthen berm adjacent to Lackey Dam Road both for visual and noise attenuation device she noted this didn't make it to the plans. She added on lighting there have been cases where photometric plans don't show light spill but cars driving by or nearby residents end up looking up into fixtures due to elevation changes.

W. Talcott expressed concerns with back up alarms 24/7. The applicant has requested a sound analysis by and expert that will be provided.

T. Settles asked for any additional public comments from the three non-Board attendees.

Beth Zersky of 7 Summerfield Drive, Uxbridge asked the elevation at the street and the top of the building. The street elevation is approximately 330', floor elevation is 359' and the top of building is 404'.

Motion: To continue the public hearing to March 25th at 7 PM and adjourn tonight's meeting,
M. Zwicker

2nd: L. Stevens

Vote: 7-0-0: E. Marks Jr.-Aye, M. Greco-Aye, J. Schultzberg-Aye, A. Socrat-Aye,
M. Zwicker-Aye, L. Stevens-Aye

Sutton:

Motion: To continue the public hearing to March 25th at 7 PM and adjourn tonight's meeting,
R. Largess Jr.

2nd: M. Gagan

Vote: 5-0-0: W. Baker-Aye, M. Gagan-Aye, R. Largess Jr.-Aye, S. Paul-Aye, W. Talcott – Aye

Uxbridge:

Motion: To continue the public hearing to March 25th at 7 PM and adjourn tonight's meeting,
E. Laverdiere

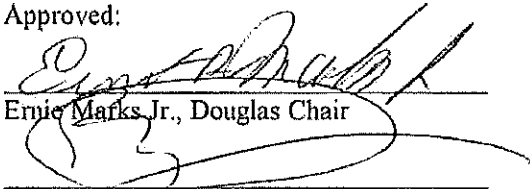
2nd: B. Hauck

Vote: 4-0-0: B. Desruisseaux-Aye, B. Hauck-Aye, E. Laverdiere-Aye, J. Leonardo-Aye, J. Smith

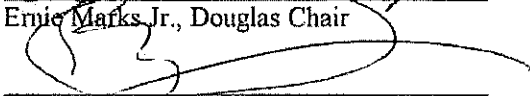
Adjourned 9:01 PM

Covid Meeting Statement: Due to the current COVID-19 Crisis (pursuant to Governor Baker's March 12, 2020 Order suspending certain provisions of the Open Meeting Law) this meeting is being held remotely via Zoom. To join the meeting visit www.zoom.us/join and Meeting ID: 851 3728 8146, no password needed. The meeting will be broadcast and recorded on local public access stations and live streamed when available. Pursuant to MGL Chapter 30A Section 20, no person shall address a meeting of a public body without permission of the chair. Individuals who would like to participate should state their name and address after being recognized by the chairperson. In an effort to ensure transparency to our viewers at home, the chat function is not available.


Approved:



Ernie Marks, Jr., Douglas Chair



Barry Desruisseaux, Uxbridge Chair



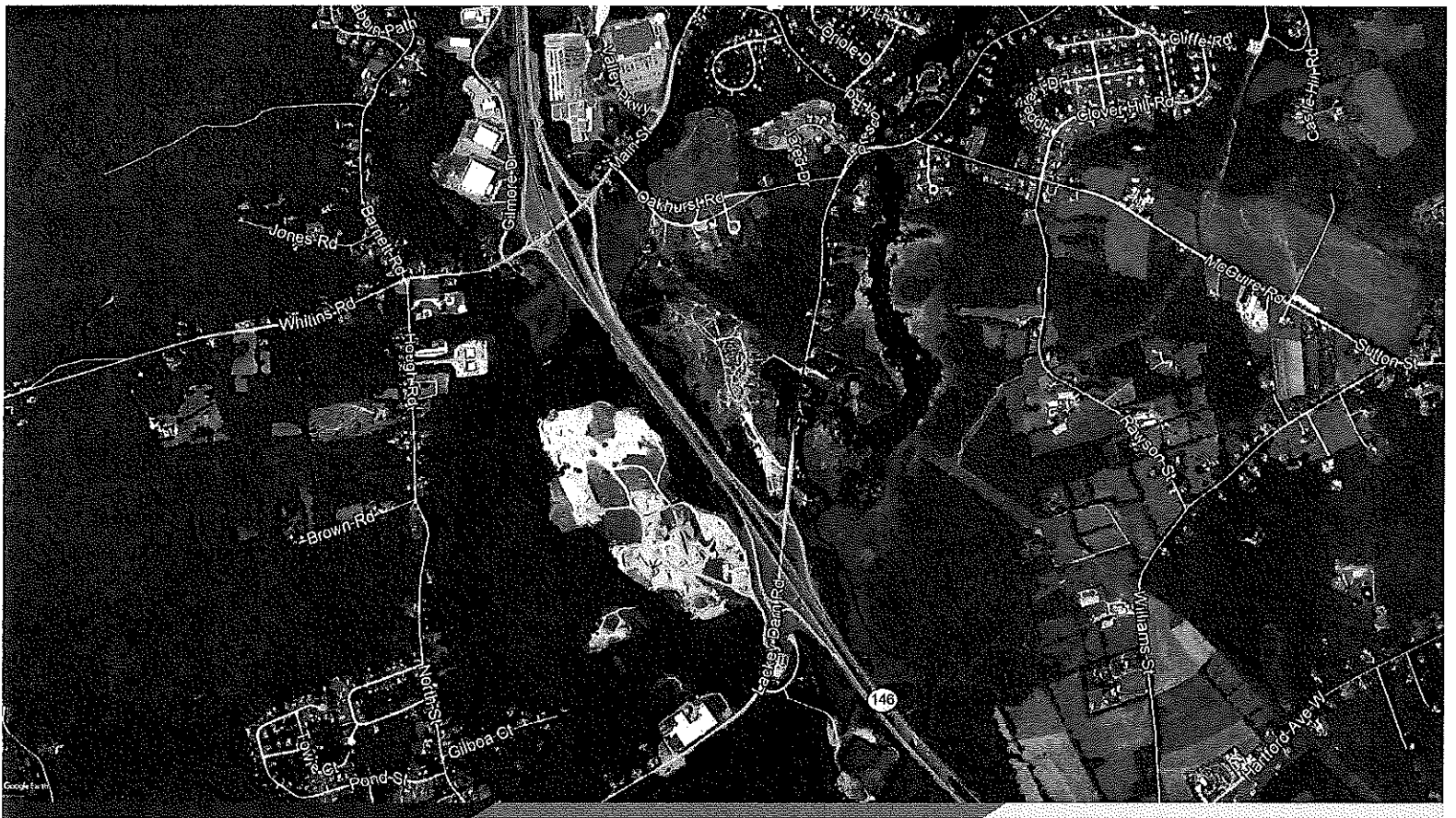
Walter A. Baker, Sutton Chair

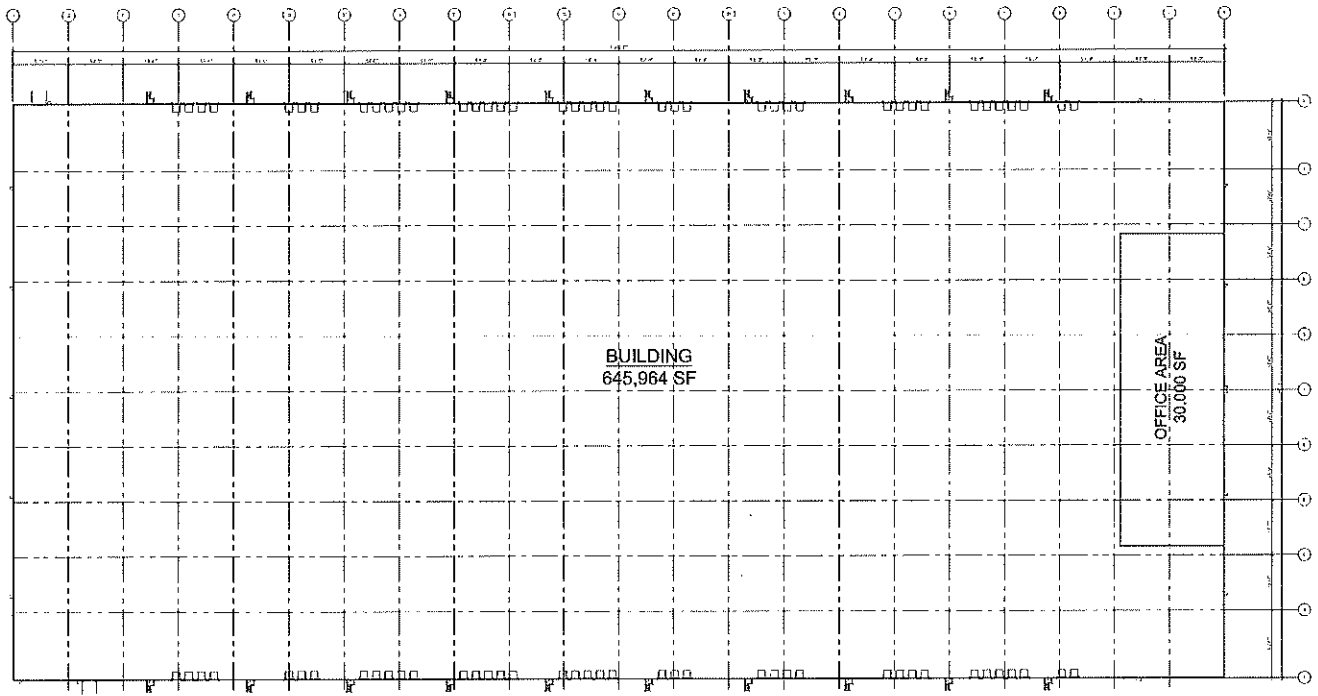


Joint Town Planning Board

March 11, 2021

scannellproperties.com







SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



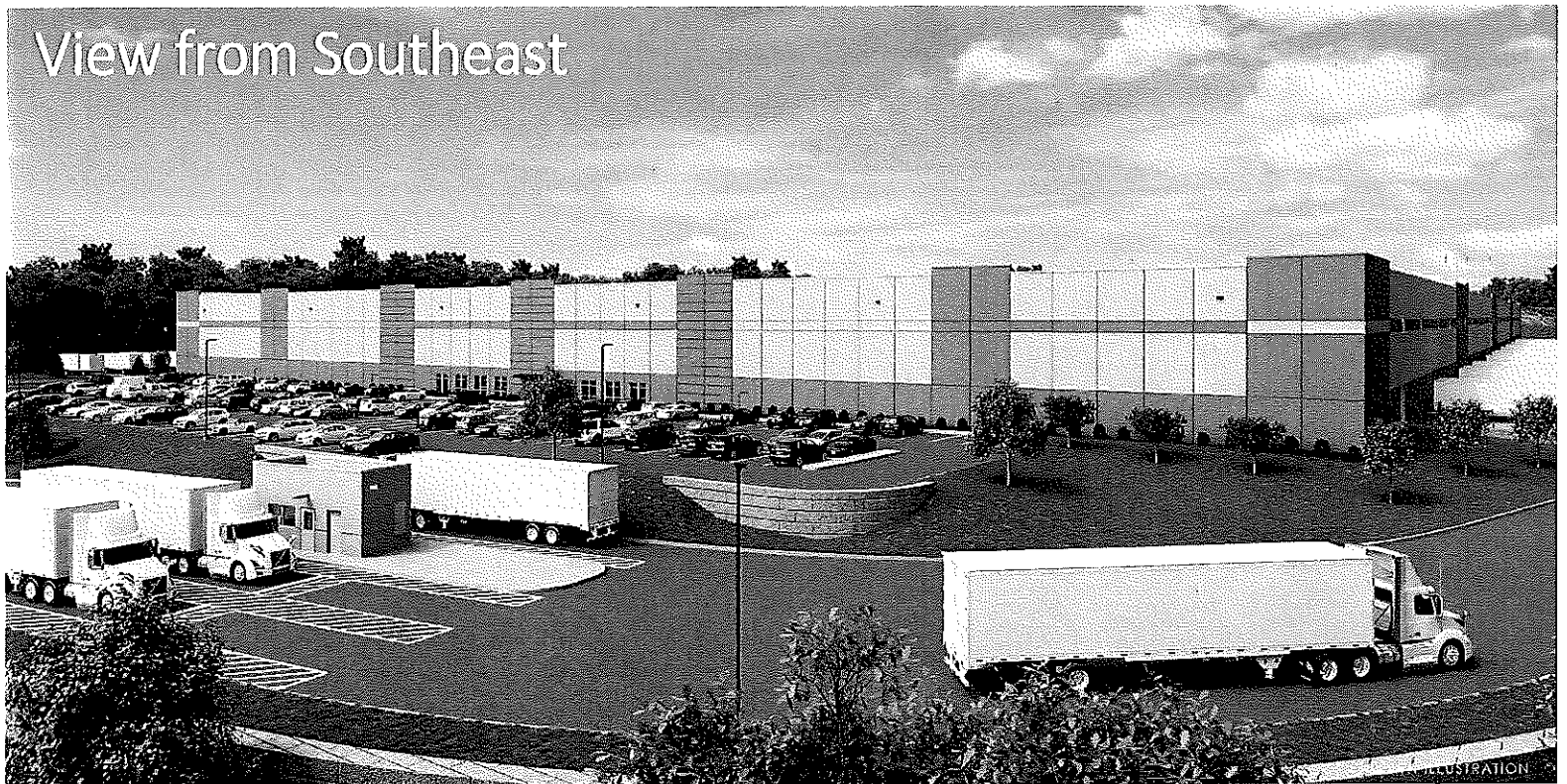
WEST ELEVATION

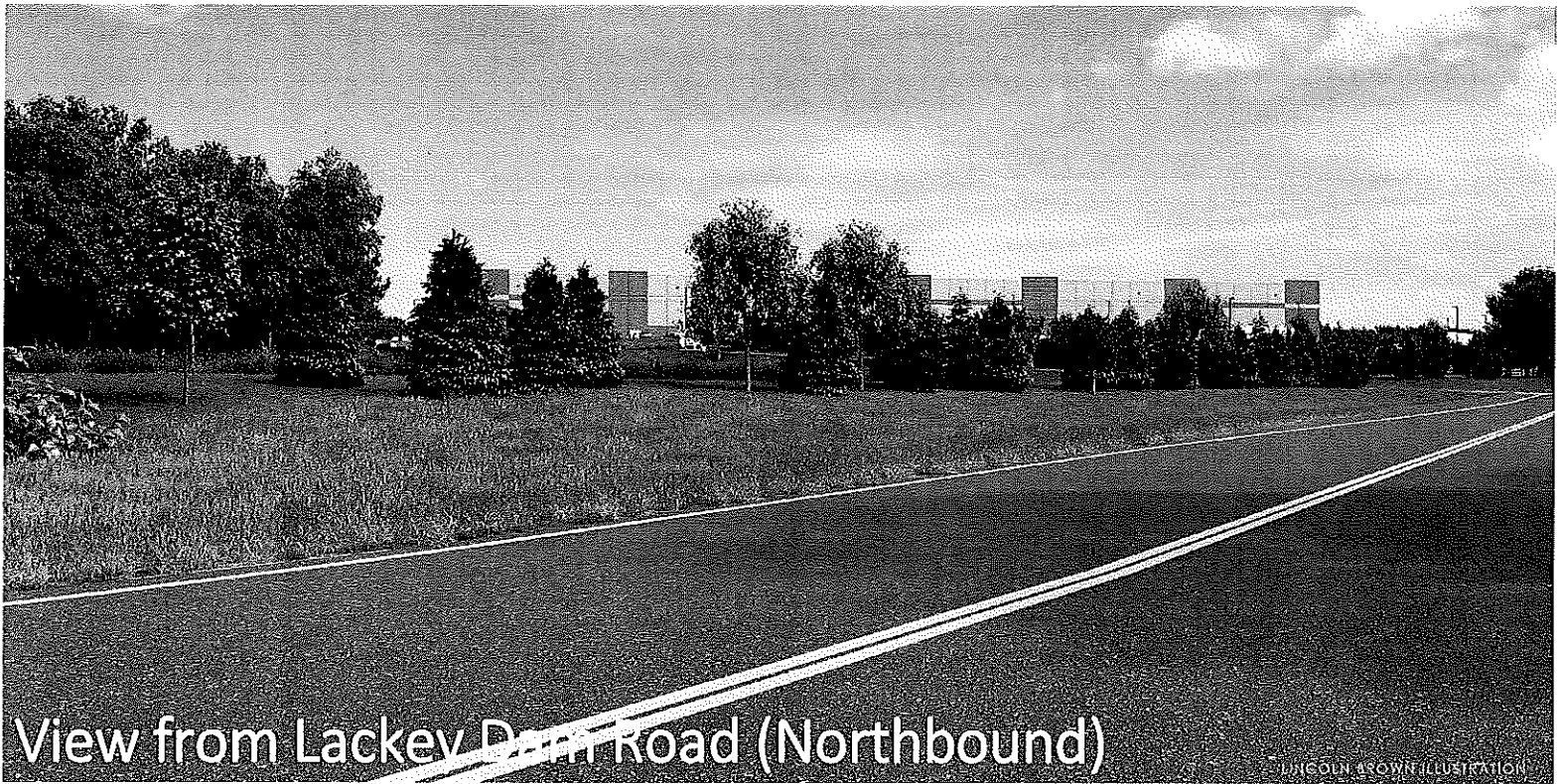


Aerial View from Southwest

LINCOLN BROWN ILLUSTRATION

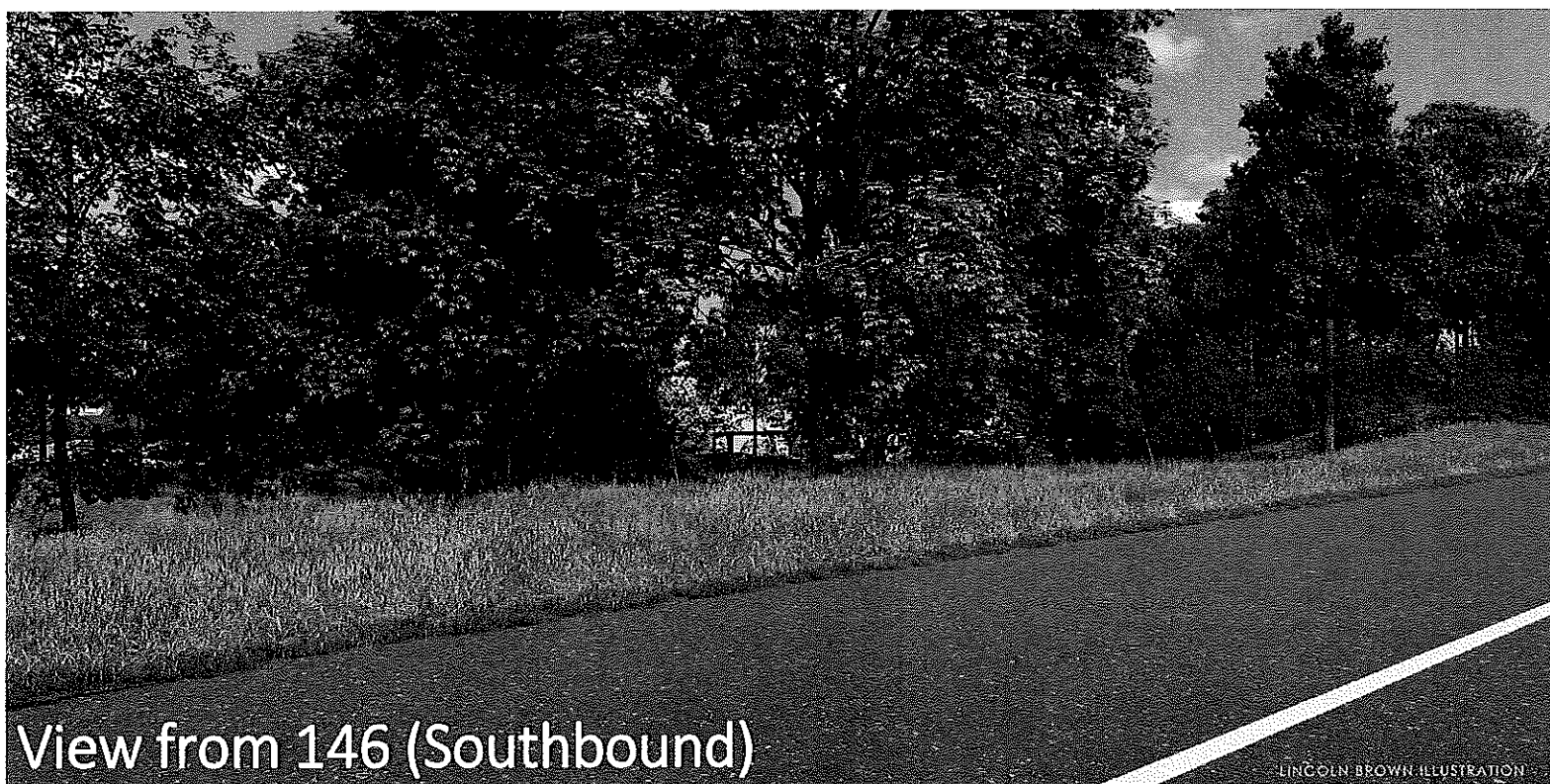
View from Southeast





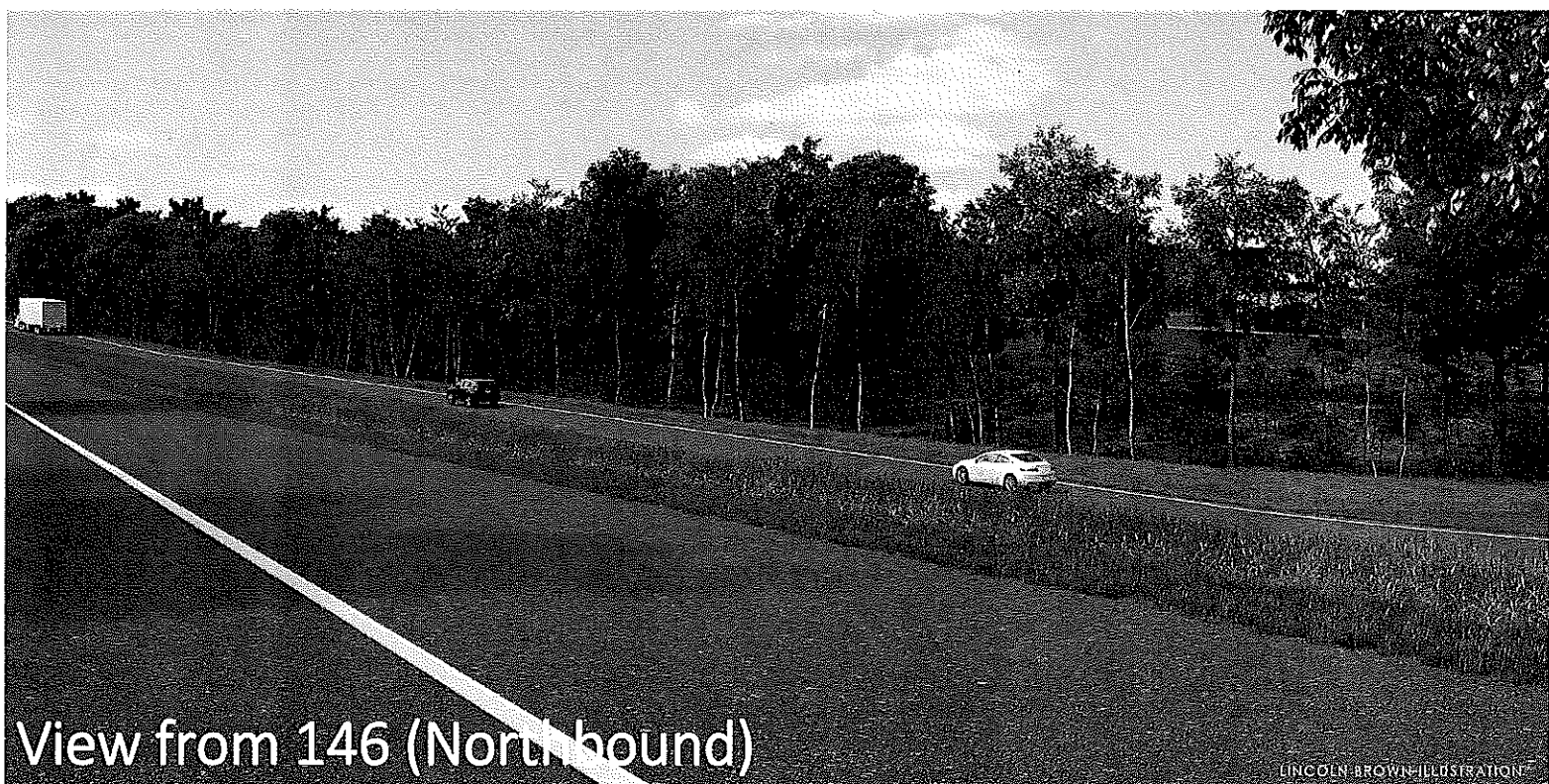
View from Lackey Dam Road (Northbound)

LINCOLN CROWN ILLUSTRATION



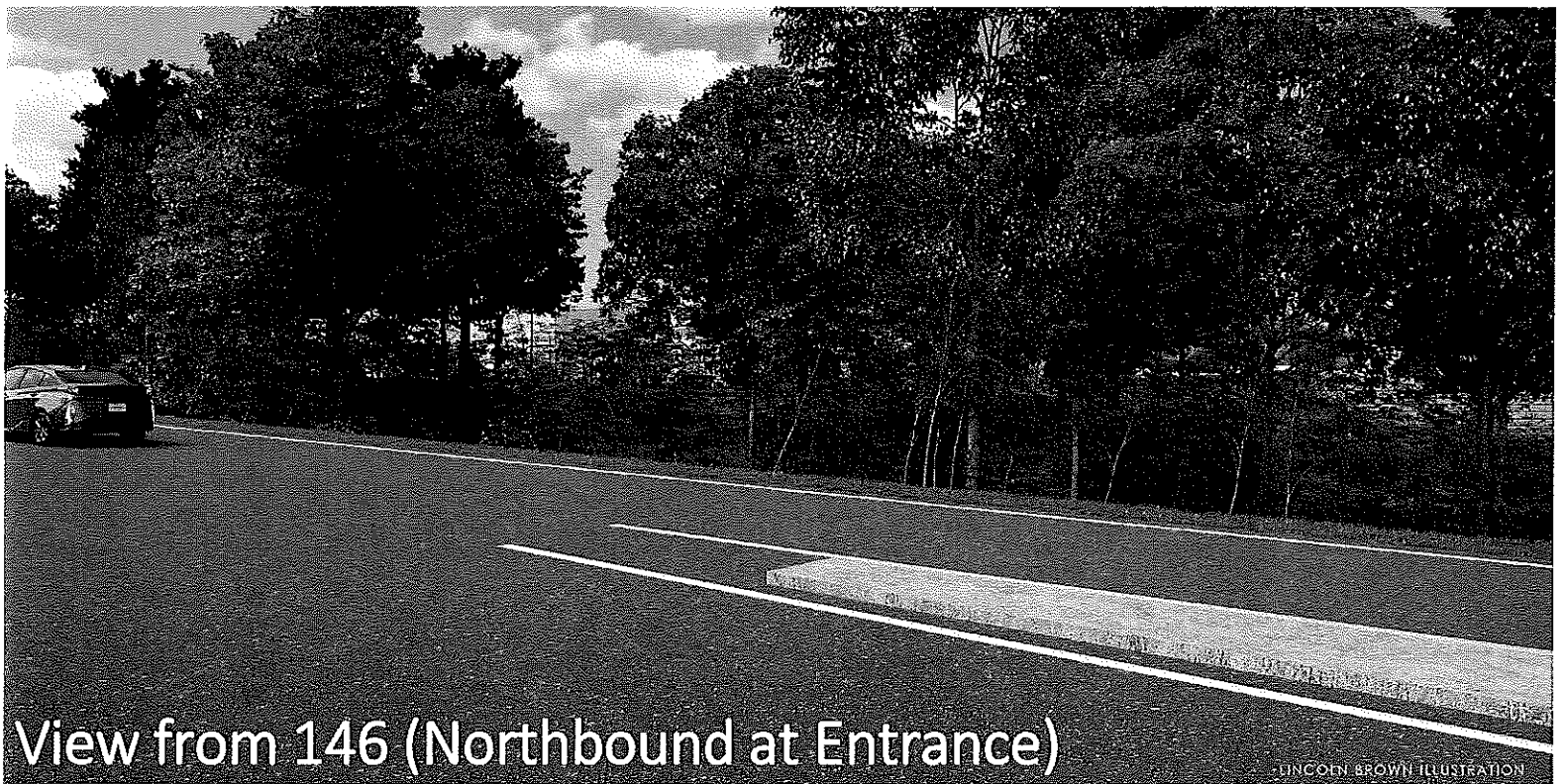
View from 146 (Southbound)

LINCOLN BROWN ILLUSTRATION



View from 146 (North bound)

LINCOLN BROWN ILLUSTRATION

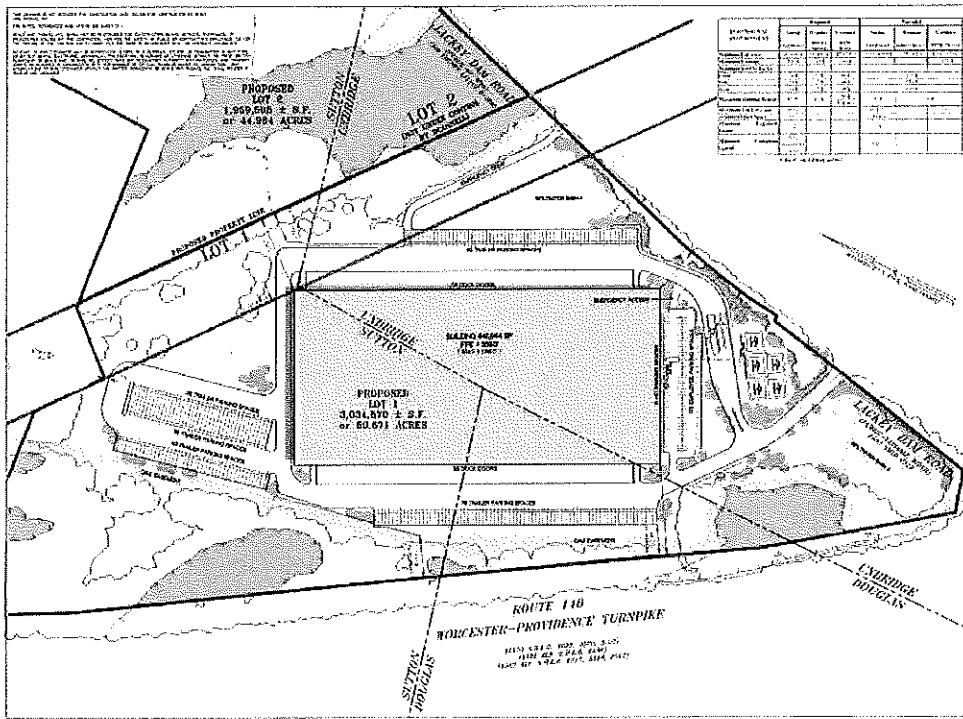


View from 146 (Northbound at Entrance)

LINCOLN BROWN ILLUSTRATION



Fletcher Tilton PC



Lot	Area	Volume	Value	Notes
1	1,500,000 ± S.F.	44.994 ACRES		
2	1,500,000 ± S.F.	44.994 ACRES		
3	3,031,000 ± S.F.	69.671 ACRES		

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 1000 WEST 10TH STREET
 SUITE 100
 DENVER, CO 80202
 (303) 733-1111

MARY BEDDIAN
BARBARA CHAIKO
 (303) 733-1111

MARY BEDDIAN
 (303) 733-1111

BLACKSTONE LOGISTICS CENTER
 1000 WEST 10TH STREET
 DENVER, CO 80202
 (303) 733-1111

ZONING COMMISSION COMPLIANCE PLAN

C13

Typical Site Constraints

- Wetland Resource Areas and associated buffer zones
- Utility Easements
- Topography
- Zoning Criteria
- Bedrock/Soil Conditions
- Other Land Use Constraints (e.g. Conservation Restriction)

Urbidge, Douglas & Sutton, Massachusetts



Figure 1

[illegible]

DIMENSIONAL REQUIREMENT		Required			Provided		
		Sutton	Douglas	Uxbridge	Sutton	Douglas	Uxbridge
		OLI District	Industry District	MTMC District	OLI District	Industry District	MTMC District
Minimum Lot Area		80,000 sf	35,000 sf	87,120 sf	1,353,670 sf	327,292 sf	1,353,150 sf
Minimum Frontage		200 lf	150 lf	300 lf	-	-	1,821 lf
Minimum Yard Setbacks							
Front		50 lf	50 lf	40 lf		155 lf	
Side		20 lf	15 lf	40 lf		250 lf	
Rear		50 lf	15 lf	40 lf		600 lf	
Maximum Building Height		45 ft	60 lf	60 lf 4 stories		60 lf	
Maximum Lot Coverage		60%	-	-	44.13%	-	-
Minimum Open Space		35%	-	-	35%	-	-
Minimum Regularity Factor		0.4	-	-	0.78	-	-
Minimum Contiguous Upland		60% minimum lot area	-	-	1,054,000 sf	-	-

PARKING SUMMARY TABLE			
Requirement:		Total Spaces Required	Total Spaces Provided
Douglas	1 space per 2,000 sf of warehouse 1 space per 250 sf of office	428	428
Sutton	1 space per 2,000 sf of warehouse 1 space per 250 sf of office	428	428
Uxbridge	1 space per 1,500 sf of warehouse 1 space per 200 sf of office	560	428

Waivers Requested

Sutton – Site Plan Review

- Parking/Circulation in rear setback - Adjacent to National Grid transmission property.
- 30-foot driveway width - Driveway is proposed at 45 feet to accommodate truck traffic through site.
- 5% interior lot landscaping – Provide larger landscape area instead.
- Unbroken rows of pavement limited to 100 feet - Provide larger landscape area instead.
- Work within slopes over 15% - Limited areas in previous disturbed areas.
- 25% parking limit in front of building - Loading docks on both sides lends itself to parking being located in front of building, limits mixing of cars and truck operations.

Uxbridge

- 100 foot natural buffer along Route 146 – Maintained except at the intersection of Route 146 and Lackey Dam Road to accommodate stormwater basin.

Stormwater Management

Methodology

Existing Conditions Analysis

- Identify design points
- Model the flow to design points
 - Tributary area
 - Land cover
 - Soil Types
 - Topography
- Summarize the peak flow rates to the design points

Stormwater Management

Methodology

Proposed Conditions Analysis

- Review areas suitable for stormwater basins and proprietary treatment structures to mitigate peak flow rates
 - Provide groundwater recharge
 - Treat runoff from impervious areas based on site topography, soils, the identified design points, and the proposed site design
- Through an iterative design process, conduct a similar analysis as existing conditions to ensure the proposed system is meeting the DEP Stormwater Handbook standards
- Design a stormwater collection and conveyance system to direct stormwater to the appropriate stormwater structures or basin
- Prepare a report to document compliance

Stormwater Management

STANDARD 1: No new stormwater conveyance (e.g. outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.

There will be no direct discharge of untreated stormwater to nearby wetlands or waters of the Commonwealth. Runoff from all impervious areas of the site will be conveyed to stormwater management controls for water quality treatment, recharge to groundwater and peak runoff rate attenuation prior to discharge to adjacent wetlands.

STANDARD 2: Stormwater management systems shall be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates.

The stormwater management design will control post-development peak discharge rates for the 2-year, 10-year, and 100-year, 24-hour storms so as to maintain pre-development peak discharge rates. Refer to Section 1.0 Introduction for a summary of the peak runoff rates.

STANDARD 3: Loss of annual recharge to groundwater shall be eliminated or minimized through the use of environmentally sensitive site design, low impact development techniques, stormwater management practices and good operation and maintenance. At a minimum, the annual recharge from the post-development site shall approximate the annual recharge from pre-development conditions based on soil types. This Standard is met when the stormwater management system is designed to infiltrate the required recharge volume as determined in accordance with the Massachusetts Stormwater Handbook.

The stormwater management system includes two large infiltration basins to provide recharge to groundwater in compliance with the requirements. Groundwater recharge is a significant component of the site design to approximate the recharge that occurs under existing conditions. The site development area is comprised of hydrologic soil class A Soils. See Appendix D for the Required Groundwater Recharge Calculation.

STANDARD 4: Stormwater management systems shall be designed to remove 80% of the average annual post-construction load of Total Suspended Solids (TSS).

The proposed project will meet the water quality requirements of Standard 4 using on-site treatment trains that achieve 80% TSS removal. Refer to Appendix D for the TSS removal worksheets. Structural BMPs include deep sump hooded catch basins, sediment forebays, and proprietary water quality structures for treatment of stormwater runoff prior to infiltration in the basins. All BMPs designed for water quality treatment were sized to capture and treat the flow rate associated with the first 1.0-inch of runoff from proposed impervious surfaces. All proposed stormwater management BMPs will be operated and maintained to ensure continued water quality treatment of runoff. A Site Owner's Manual has been developed documenting compliance with the Long-Term Pollution Prevention Plan (Standard 4) and the Long-Term Operation and Maintenance Plan (Standard 9) requirements of the 2008 Massachusetts Department of Environmental Protection (MassDEP) Stormwater Management Standards. The Manual will outline source control and pollution prevention measures and maintenance requirements of stormwater best management practices (BMPs) associated with the proposed development.

Stormwater Management

STANDARD 5: For land uses with higher potential pollutant loads (LUHPPLs), source control and pollution prevention shall be implemented in accordance with the Massachusetts Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable.

The proposed Project qualifies as a LUHPPL due to the number of vehicle trips associated with the Project. As a LUHPPL development, pretreatment of 44% TSS removal will occur prior to infiltration of the stormwater. Careful consideration was given to the stormwater treatment train for the Project development. The roof runoff has been separated from the pavement runoff to reduce the impervious area being directed to water quality structures. The runoff from the loading docks and trailer parking spaces will be collected and pre-treated in catch basins and conveyed through a combination of stormwater pipes and swales. The northern trailer parking and the western loading dock and trailer parking will be directed to Infiltration Basin 2 which includes a sediment forebay. The eastern loading dock and trailer parking spaces will be directed to a proprietary water quality structure for treatment prior to discharge into Infiltration Basin 1. A portion of the employee parking area will be collected and receive pre-treatment in catch basins and then be discharged to a bioretention area. The bioretention area will be lined since 44% pretreatment will not have occurred to this point. After the first flush of runoff has been filtered through the bioretention area, runoff will be directed through a pipe network to Infiltration Basin 2.

STANDARD 6: Stormwater discharges to critical areas must utilize certain stormwater management BMPs approved for critical areas. Critical areas are Outstanding Resource Waters, shellfish beds, swimming beaches, coldwater fisheries and recharge areas for public water supplies.

The proposed site improvements will drain to Lackey Pond which is not identified as a critical area.

STANDARD 7: Redevelopment of previously developed sites must meet the Stormwater Management Standards to the maximum extent practicable. However, if it is not practicable to meet all the Standards, new (retrofitted or expanded) stormwater management systems must be designed to improve existing conditions.

The proposed project is new development, and therefore this standard does not apply.

STANDARD 8: A plan to control construction-related impacts during erosion, sedimentation and other pollutant sources during construction and land disturbance activities (construction period erosion, sedimentation, and pollution prevention plan) shall be developed and implemented.

A draft Stormwater Pollution Prevention Plan (SWPPP) has been developed and will be finalized prior to construction to comply with Section 3 of the NPDES Construction General Permit for Stormwater Discharges; therefore the requirements of Standard 8 will be fulfilled. See Appendix F for the draft SWPPP.

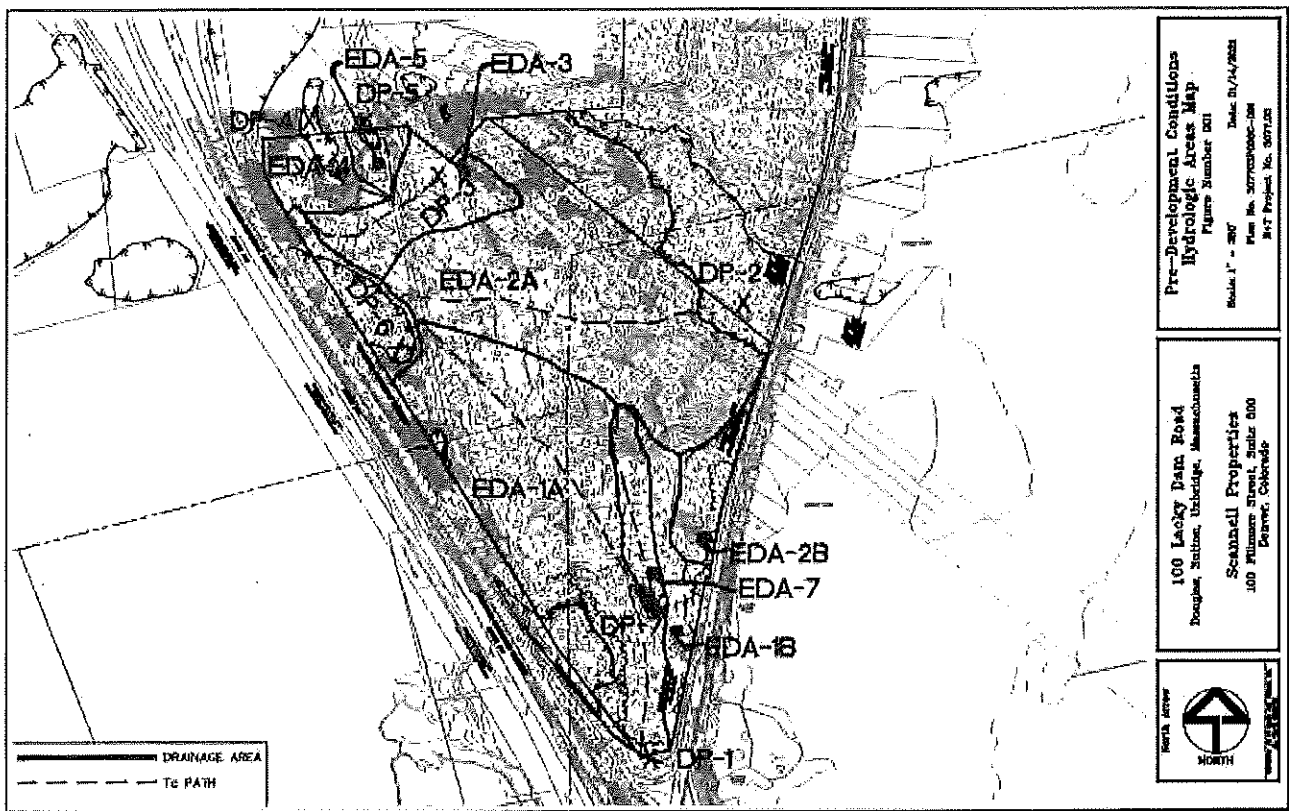
Stormwater Management

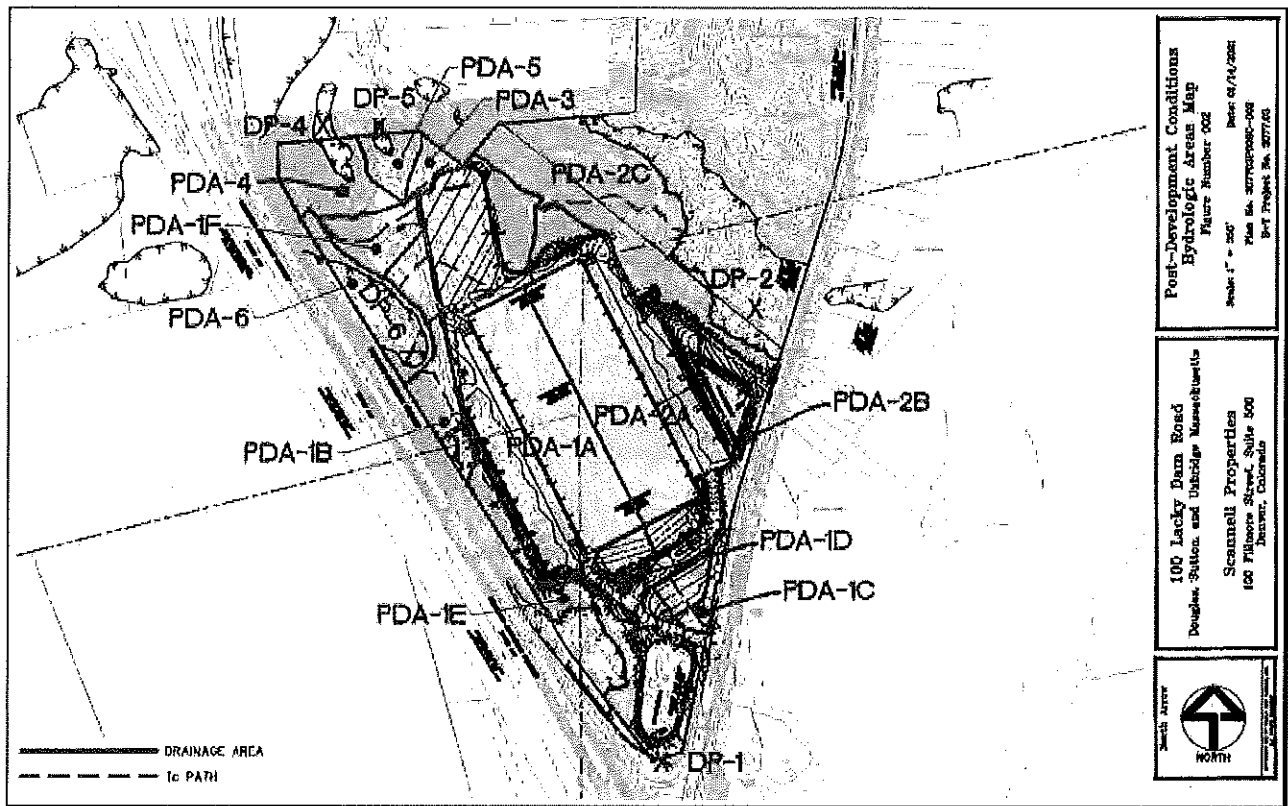
STANDARD 9: A Long-Term Operation and Maintenance (O&M) Plan shall be developed and implemented to ensure that stormwater management systems function as designed.

The Site Owner's Manual has been designed to comply with the Long-Term Pollution Prevention Plan (Standard 4) and the Long-Term Operation and Maintenance Plan (Standard 9) requirements of the 2008 Massachusetts Department of Environmental Protection (MassDEP) Stormwater Management Standards. The Manual outlines source control and pollution prevention measures and maintenance requirements of the stormwater best management practices (BMPs) associated with the proposed development. See Appendix E for the Site Owner's Manual.

STANDARD 10: All illicit discharges to the stormwater management system are prohibited.

There will be no illicit discharges to the proposed stormwater management system associated with the proposed project. An Illicit Discharge Compliance Statement will be provided prior to construction.





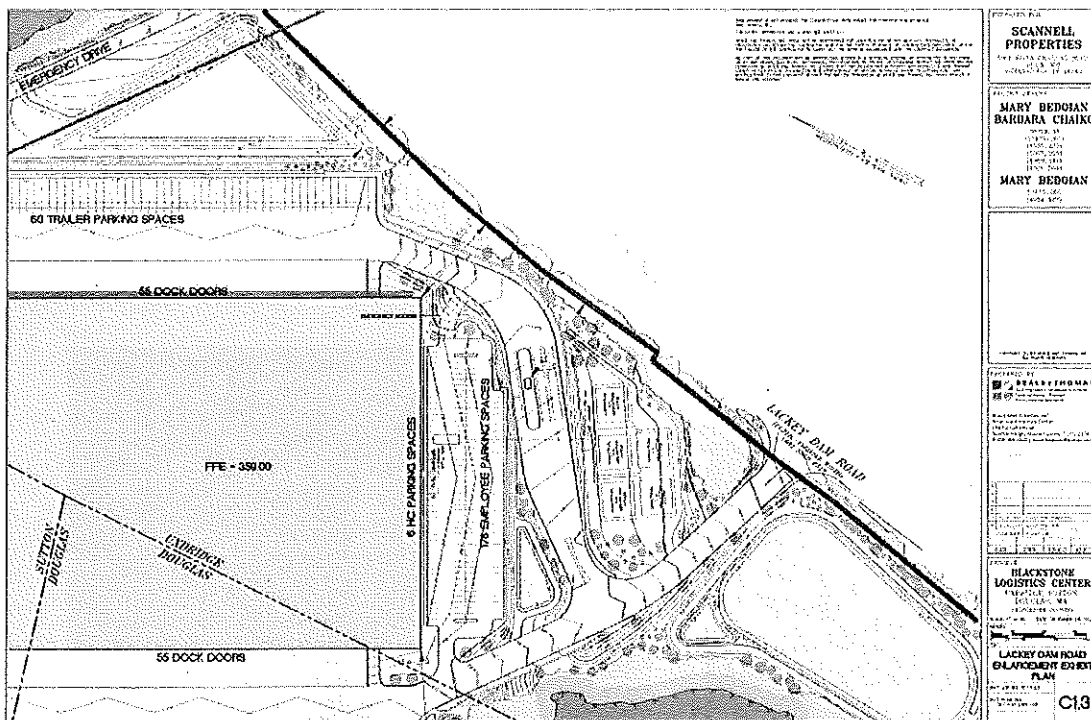
Utilities

Water:

- The Applicant has evaluated two options to provide water service to the site
 - Anticipated domestic water demand is 4,500 – 9,000 gpd.
 - The key design component is fire protection for the building.
 - Water to be looped around the building with fire hydrants spaced at 500-foot intervals

- Option A – Water from Whitinsville Water Company
 - Existing water line in Lackey Dam Road near intersection of Jenna Lane
 - Water extension to emergency access drive is approximately 2,900 linear feet.
 - Preferred option at this time due to proximity to the site and the need for less upgrades

- Option B – Water from Town of Douglas
 - Existing water line to Gas Station / Dunkin Donuts
 - Improvements to water system is necessary
 - Town applying for state grants, but timelines might not work with project schedule.



Utilities

Sewer:

- Anticipated sewer generation is approximately 4,500 – 9,000 gpd
- Applicant is proposing on site septic system. Soils are suitable for septic with deep depths to groundwater and permeable soils.
- Septic system shown on the plans accommodates 9,000 gpd of sewer flow.
- Nearest public sewer is in the Town of Douglas approximately 3,000 feet away.
- Proposed sewer connection would require a pump station due to grades.

Existing Vegetation



