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NORTON PLANNING BOARD MEETING  
MINUTES OF MARCH 8, 2022

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The Planning Board Meeting of March 8, 2022 was called to order on ZOOM at 7:15 p.m. by Mr. Timothy Griffin, Chairman. Members present were Mr. Wayne Graf, Mr. Kevin O'Neil, Mr. Allen Bouley, Mr. Steve Hornsby, and Mrs. Julie Oakley participated remotely via ZOOM. Also, in attendance was Planning Director Paul DiGiuseppe and Administrative Assistant Bryan Carmichael.

Mr. Griffin explained that the meeting was going to be fully remote based on an increase of Covid cases and explained the etiquette that should be displayed during these meetings and informs the public the Planning Board will most likely go back to hybrid for the next meeting.

**General Business**

**Minutes** – The minutes presented were from February 15, 2022 and June 8, 2021.

**Motion to approve the June 8, 2021 minutes was made by Mrs. Oakley and seconded by Mr. Bouley. Roll Call; Mr. Graf Yes, Mr. Hornsby Yes, Mrs. Oakley Yes, Mr. O'Neil Yes, Mr. Bouley Yes, and Mr. Griffin Yes.**

**Motion to approve the February 15, 2022 minutes with edits was made by Mrs. Oakley and seconded by Mr. Bouley. Roll Call; Mr. Graf Yes, Mr. Hornsby Yes, Mrs. Oakley Yes, Mr. O'Neil Yes, Mr. Bouley Yes, and Mr. Griffin Yes.**

**ANR ENDORSEMENT-(13535)-0 Mansfield Avenue- Owner: Wheaton College / Applicant: Picerne Home Builders**

Mr. Dan Campbell is representing the applicant. Mr. Campbell starts by stating the location of the ANR which is at the intersection between Reservoir Street and Mansfield Avenue. There is frontage along Mansfield Avenue and Reservoir Street. The properties width could be smaller however there are wetlands and the potential client wants the bigger lots for the homes that they plan on building. There is access along public roads. There are uplands on each of the frontages for access as well.

Mr. Griffin asks what are the access points for lots 4, 5, and 6 if they are already planned. Mr. Campbell states that lots 4 and 5 would have to be on Mansfield Avenue as the Reservoir Street side directly abuts the wetlands along the roadways. Lot 6 does not have a confirmed entry way.

**Mr. Bouley motions to endorse the ANR and Mr. Hornsby seconds the motion.**

Mr. Griffin asks if the public wishes to comment or ask questions before the Board makes a vote.

Mr. Greg Vincent of 23 Reservoir Street states that the property is split zoned Village Commercial and Residential. Mr. Vincent then asks what an upland is. Mr. Griffin explains that an upland is land that does not fall within the wetland buffer. The statement is confirmed by Mr. DiGiuseppe. Mr. Vincent states that his property which is across the street from Lot B is wetlands and that 0 Mansfield Avenue is just as wet facing Reservoir Street down to the end of the property. Mr. Vincent asks why the frontage is 66 feet on one of the lots when the frontage required there would be 120 feet and if the lot lines would be moved. Mr. Griffin states that the ANR would be dividing the lot lines. Mr. Campbell states that Lot 2 is divided with a frontage of 66 feet on one side and 75 feet on the other making it conform to the 120-foot frontage. Mr. Vincent asks how the entrances for each lot will be set up with the wetlands that are on the property and the amount of land that would remain untouched for the Wetland Protection Act. Mr. Griffin states the ANR is only the division of the property with new lot lines and is not looking at the design of what will be on the property as that is not required at this point of the process. Mr. Vincent asks what they plan on building on the property. Mr. Campbell states that they are planning on residential structures and took the zoning into account when dividing the lot lines. Mr. Vincent asks where the entrances for the lots would be. Mr. Griffin states lots A and B would go onto Reservoir, Lots 1, 2, 3, 4, and 5 would go onto Mansfield Avenue, and Lot 6 has yet to be determined. Mr. Vincent asks how Lots A and B will be able to build anything when everything is in a no build zone. Mr. Griffin states that it is something to consider when building but doesn't affect the ANR which is the lot lines. Mr. Vincent asks how will residents track the progress on this project. Mr. Griffin states that the Planning Board will contact the abutters if the applicant needs a permit and abutters within 300 feet will be notified. Mr. Vincent explains that the residents of Reservoir Street were interested in who owned the property and that the Accessor's map listed the property as Residential-40. Mr. DiGiuseppe responds that the accessor's map is not the official zoning map. Mr. Vincent states that the residents were against the property being changed to village commercial as they didn't want to have non-residential neighbors and looks forward to knowing what is going to go there. Mr. Vincent asks what the plants on the map are and if they have to do with the wetlands. Mr. Griffin states it may be showing existing vegetation but doesn't suggest going off of the ANR as it may not reflect what it will be in the long term. Mr. Griffin notes that if Mr. Vincent has more questions that he can ask Mr. DiGiuseppe at the Town Hall.

Mr. Bill Rotondi of 17 Reservoir Street asks when the residents of Reservoir Street will be informed of any work on this project. Mr. DiGiuseppe explains that nobody received a notice for the ANR because by state law the Town does not notify abutters for ANRs but would get notifications for Site Plans, Specials Permits, Variances, Comprehensive Permits on 40bs, rezonings, or events in the area such as the public meeting for the proposed development along Reservoir Street. Mr. Vincent had gone to see Mr. DiGiuseppe and was informed of the ANR at the Town Hall.

Ms. Joanne Crogan from 27 Reservoir Street states that 0 Mansfield Avenue has been known to have many car crashes at the corner and has concerns about an entrance at the corner. Ms. Crogan then asks what a flex space warehouse is. Mr. Griffin explains that a flex warehouse is an industry term for a warehouse with extra space for non-warehouse work such as manufacturing,

industrial, or office space inside the building and then explains that the flex warehouse on 196 Mansfield is an unrelated project. Ms. Crogan asks what type of houses will go on the property. Mr. Griffin states the ANR is just the lot lines and does not tell what type of housing that will be on the property.

Mr. Vincent clarifies that the area Ms. Crogan is talking about is across from her house facing a fire hydrant and telephone pole which have been hit before. Mr. Vincent asks with the other developments happening up the road if sidewalks could be considered and if the residents of Reservoir Street have to hook up to sewer is concerned about the price of it. Mr. Griffin states that depending on the project there are programs available in terms of financing and that the Water and Sewer department would have more power in regards to sewer in Norton.

Mr. Griffin resumes the motion for endorsement after hearing no further comments.

**Roll Call; Mr. Graf Yes, Mr. Hornsby Yes, Mrs. Oakley Yes, Mr. O'Neil Yes, Mr. Bouley Yes, and Mr. Griffin Yes.**

**SP-13491: 339 Old Colony Road. Application to convert a two-unit home into three units. Owner/Applicant: Michael and Joan Marie Kourtelidis**

Mr. Steve Cabral with Crossman Engineering and the owners Michael and Joan Kourtelidis were present to speak on behalf of the application. Mr. Cabral starts by showing an aerial view of the property. The house based on Town records was built about 1902. The house is about 3300 square feet and is set back from the roadway. There will be no changes to the exterior of the building, currently it is a single-family home with an accessory apartment which is allowed by right in the Village Commercial zone. What is being proposed is the addition of one more unit inside the main home which is allowed in Village Commercial by special permit. There are no wetlands on the property, the entire site is outside the 100-yard flood zone, and the site is also beyond the water resource protection district. The septic system was designed for 9 bedrooms and with the conversion there will be 8 bedrooms which the septic system can handle. The other building is a garage where there are no proposed units. The current driveway and cul-de-sac in front of the home will have the required parking. Mr. Cabral believes the changes will conform to the zoning requirements in regards to dimensional setbacks as well as required parking ratios.

Mr. Griffin asks Mr. DiGiuseppe if this building is conforming. Mr. DiGiuseppe states three units are allowed in Village Commercial and the footprint of the building is not being changed.

**Mr. O'Neil motions to approve the special permit and is seconded by Mrs. Oakley. Roll Call; Mr. Graf Yes, Mr. Hornsby Yes, Mrs. Oakley Yes, Mr. O'Neil Yes, Mr. Bouley Yes, and Mr. Griffin Yes.**

**SP-13543 and SPR-13544: 394 Old Colony Road. Application to construct and run a marijuana delivery service. Owner: Ronald D. Haskell. Applicant: Lucky Green Ladies, LLC. Discussion with Economic Development Commission.**

Mr. Griffin asks Mr. DiGiuseppe if the Economic Development Commission need to call anything to order. Mr. DiGiuseppe states that since there are only two members present of the Commission Ms. Sandra Ollerhead and Ms. Laura Parker, they do not need to open a meeting even though they are on the agenda.

Ms. Alissa Nowak the owner of Lucky Green Ladies, Mr. Jose Pichardo from Green Seal Environmental, Ms. Kristen Braun from Ron Mueller and Associates, and Attorney Nicholas Obelinski are present to speak for the application.

Mr. Pichardo starts by stating the existing lot contains about 1.2 acres of land, it can be accessed from three different points two up top on the plan to Old Colony Road and one that is to the south east that leads out to a private road that reconnects to Old Colony Road that is under a common ownership. The property has two buildings, the front building being 6500 square feet and the back building is 4000 square feet. The site is serviced by municipal water provided by the on-site sewer/septic system almost at the center of the two units. The electric services are provided by the overhead wires from the utility poles from Route 123. The Exterior Lighting is going to be provided by the existing wall packs attached to the building. The drainage is controlled by three leaching catch basins in the impervious areas that the site all around the perimeter of the property. Section three and four of the project narratives provided how the site would be compliant with zoning regulations. There will be no changes made to the exterior, this is to utilize the existing site fixtures as they are. The applicants met pre-application on November 22, 2021 with the department heads to receive initial comments which included the site possibly not having enough parking spaces and a recommendation was to provide a traffic report done. The traffic study resulted in having to propose four additional parking spaces to comply. The parking spaces are going to be added to the adjacent lot which is under the same ownership and have permission to put the parking spaces there.

Ms. Nowak brings up a PowerPoint presentation for the board. Ms. Nowak states they are proposing a marijuana home delivery establishment. Ms. Nowak states they are a delivery operator business and the cannabis control commission has two different delivery licenses. One is the courier and the other is the operator. The Operator is similar to retail stores but there are no customers who can walk in but are able to buy products wholesale from licensed cultivators and manufacturers store the products at the facility and then deliver them directly to the customer. The Courier is compared to an Uber Eats where they have to partner with a dispensary and they're delivering the dispensaries products. This would be a small locally run business and Ms. Nowak will be partnered with her mom, Ms. Duane Nowak and also is a social equity participant, which means they get preferential treatment from the cannabis control commission and is the only reason why Ms. Nowak is able to have this type of license. The commission had passed a three-year exclusivity period only allowing social equity and economic empowerment participants to operate delivery licenses for the first three years and that period has not started yet. The street view shows the building is tucked away in the back. The business will be open seven days a week. The operating hours required by the commission to only make deliveries between 8 am and 9 pm. The employees will be at the facility from 6 am to 10 pm for any additional preparation for the day. There will be 18 employees that work a day, 9 per eight-hour shift. There are 36 employees total that will work at the facility. There will be four delivery vehicles, three in operation and one as a back-up in the event of a break down. The business will

have an online ordering system. The customer will have an ID check to verify they can purchase marijuana and will ask customer to buy the night before. There will be same day deliveries for people living in Norton, Attleboro, and Taunton. Once an order comes through that is paid a manifest is automatically generated. The manifest will have the customer's contact information, a picture of their ID, what the order is, and the total. The manifest will be handed to an order packer who will get the product from the inventory room and then put them in a brown biodegradable bag with the manifest stapled to it. There will be two rooms with product in them one in a vault room and the other in an inventory room. Not everyone will have access to the vault room, only Ms. Nowak and the other managers will have access. The Inventory Room is there so order packers don't have to rely on managers to open the Vault to take out inventory. At night the inventory that is not being used from the Inventory Room will be sent back into the vault. The bags will be childproof. The bags are required by the cannabis control commission to purchase the product already packaged so there will be no raw marijuana that is exposed to the open air which completely eliminates the smell of the product.

Mr. Griffin asks if the ID certification is run through a state process. Ms. Nowak states they use another software company that integrates with the online ordering company that checks the license number and the address because they're not allowed to deliver places so it checks the address as well and make sure that person is able to receive delivery and that they are 21 years of age or older.

Ms. Nowak explains the drivers will arrive at 7:30 am and will pull out one by one into the bay door and the other will be permanently closed. Then they will load their orders into the loft box get their manifest for the day and then each will leave in ten-minute increments between 7:45 am to 8:30 am. The morning shift will return around 3:30 pm to change shift at that point while they're returning any undeliverable items and counting the money from their vehicle and the afternoon shift will load up their vehicle and collect their manifest and then start their shift. The afternoon shift will return anytime between 9 pm and 9:30 pm and do what the morning shift did when they came back and then if needed help the facility employees lock up. The employees at latest will go home at 10 pm. Ms. Nowak will be receiving deliveries from suppliers at random times except at 7:30 am when the drivers are arriving or at 3:30 pm when the shift is changing so the receiving area won't be occupied. If they come at those times there is a second secured receiving area at the back of the facility where they'll be able to weight out and inventory the product under the camera and then that product goes right into the vault room.

Mr. Griffin asks if the random times are a security measure. Ms. Nowak states that it is required and it is required for the supplier by the Commission.

Ms. Nowak shows the bay door where the vehicles will come in. There is shelving to the left side where orders will be placed for delivery with each shelf for one delivery vehicle. There is a secured receiving area to the right side of the incoming vehicle which has direct access to the vault room. The vault room has metal pacing around it as an extra deterrent to anyone wanting to break into the vault. Further toward the front of the building is more packing rooms and Ms. Nowak's office. The whole facility is a limited access area that would require an ID card to access the building and extra security for the Vault room and IT room. The security plans were approved by Police Chief Brian Clark and the Cannabis Control Commission. The alarms are

monitored by a third-party company and the cameras are commercial grade that will monitor all points of entry and exit, the vault areas, overhead doors, the receiving areas, the parking areas, and the mechanic alarms. The Police Department will have remote access to the camera system and are able to view it at any time both the facility and the cameras in the vehicles. There will be commercial grade locks on all exterior doors. There is also roof access to give an extra level of security. It is required by the cannabis control commission to have two agents per vehicle; one is the driver and the other is the one making the deliveries who has a body camera. Inside the vehicle there are two cameras, one in the cargo area where there are two separate lock boxes that are bolted down to the vehicle one with the product and one with the money and the other camera will be in the driver's area. There will be 4g cell phone service in the vehicles which gives the cars wi-fi so they can be accessed at any point on live footage. The Cannabis Control Commission does not want the product to be seen from the outside even the box. So, Ms. Nowak has spoken with the Norton Police Department on the topic and the Police Department has suggested a vinyl perf to tint the windows. The vehicles are also going to be unmarked. Active GPS systems are required in the vehicle which will be located under the dashboard so it doesn't get easily removed and will be able to track the drivers. Dispatch is required to check in every thirty minutes to give an update. There are two sets of parking spaces there, are those dedicated to the employees and there are spaces for the company vehicles including one that will be inside the unit overnight which will all be under surveillance.

Ms. Braun, traffic engineer with Ron Mueller Associates went over the traffic assessment to see if there were any traffic impacts. There was a trip generation done which is a little different from a marijuana dispensary as there are no sales occurring on site and instead focused on shift times, the number of employees, deliveries to the site, and shift turnovers specifically during the commuting hours. There is usually a two-hour period in the morning between 7 and 9 am and a two-hour period in the afternoon between 4 and 6 pm. There will be nine trips during the weekday during peak morning hours with six entering and three exiting. The afternoon trips are less with only three trips expected all exiting vehicles. They also looked at the amount of traffic the site will generate and there will be 50 trips daily being the amount of people entering and exiting. They looked at any additional impacts that could make to Old Colony Road and found that there will only be one to five additional cars which is minimal and within any sort of daily fluctuation as well as below any guidelines for MassDot traffic impact assessment. Parking Demand was looked at and 22 parking spaces will be provided while the maximum number of occupied spaces at a time are expected to be 19 spaces. The study for safety of the site access points found that there is more than enough sight distance to look either way direction from the site driveway to provide safe operations.

Mr. O'Neil asks if the vans are registered in the Town of Norton. Ms. Nowak confirms that the vans will be registered to the Town of Norton.

Ms. Ollerhead from the Economic Development Commission states that Ms. Nowak has been actively meeting with the EDC. Ms. Ollerhead states that Ms. Nowak was willing to answer the Commission's questions and concerns about the project.

Mr. Griffin asks what the next step in the process would be. Mr. DiGiuseppe states that the board has two decisions to make one is the requirement from the marijuana by-law which is a special-

permit for marijuana and the by-law also requires a site plan which is for any project involving marijuana. Assuming the project gets approved and gets through the twenty-day approval period it needs to get recorded and the decision needs to be brought to the Cannabis Control Commission. Then to file any building permits that are needed. The Cannabis Control Commission after the Building Commissioner issues the permits makes the final approval of the project.

Mrs. Oakley asks if using all the parking spaces is part of the lease and if that is conflicting with any of the other uses in the adjacent property. Ms. Nowak answers that it is in the lease and it is not conflicting with the adjacent property, the existing tenants don't need many parking spaces. One tenant is an office of two, another space is used for storage, Ron's Transmission only needs half of the front spaces, and next to Ron is a cleaning service that just needs the front half of the parking spaces. Mrs. Oakley notes that there was documentation on any complaints of any type of odor. Ms. Nowak is not initially putting the CO2 or air filter in because everything is pre-packaged and sealed so there shouldn't be any odor coming from the product. In the event that there are complaints Ms. Nowak is willing to work with an odor professional and get an air purifying system.

Mr. Griffin asks Mr. DiGiuseppe if the Planning Board can vote on this or if the applicant still needs to pass in any peer reviews. Mr. DiGiuseppe states that the Planning Board can take action and a peer review was not needed because of the size of the project. Town Hall staff looked at the application very closely and they had worked closely with the Ms. Nowak and her team. The main concerns were about the parking which the Town Hall staff felt were resolved.

**Mrs. Oakley motions to close the public hearing and is seconded by Mr. Hornsby.**

Mr. Griffin asks Ms. Nowak if she is comfortable closing the public hearing. Ms. Nowak states she is as long as any abutters are comfortable. There are no comments from the public or Board.

**Roll Call; Mr. Graf Yes, Mr. Hornsby Yes, Mrs. Oakley Yes, Mr. O'Neil Yes, Mr. Bouley Yes, and Mr. Griffin Yes.**

**Mr. Hornsby motions to approve the special permit and Mrs. Oakley seconds the motion. Roll Call; Mr. Graf Yes, Mr. Hornsby Yes, Mrs. Oakley Yes, Mr. O'Neil Yes, Mr. Bouley Yes, and Mr. Griffin Yes.**

**Mr. Hornsby motions to approve the site plan and is seconded by Mr. O'Neil. Roll Call; Mr. Graf Yes, Mr. Hornsby Yes, Mrs. Oakley Yes, Mr. O'Neil Yes, Mr. Bouley Yes, and Mr. Griffin Yes.**

**SP-13540 and SPR-13479: 196 Mansfield Avenue. Application for the construction of a 100,000 square foot flex warehouse. Owner: John Cuming/ John Cuming Trustee. Applicant: Elias Patoucheas/ Norton Land Ventures LLC**

Mr. Elias Patoucheas, developer for the project along with Mr. Kevin Solli the Civil Engineer, and Mr. Casey Burch from Solli Engineering to discuss the project. Mr. Patoucheas starts by

stating that he had met with the Water and Sewer Commission earlier in the night along with the seller of the property to discuss a water and sewer issue that has continued beyond that meeting.

Mr. Solli is a licensed professional engineer who has worked on 196 Mansfield Avenue. Mr. Solli states that there is an application pending with the Conservation Commission which was continued from earlier in the month. There have been some peer review comments for the project and Mr. Solli is preparing comprehensive responses to the comments that will be given to the Planning Board at a later date and will incorporate any of this meeting's comments in as well. Mr. Solli states the site is located at 196 Mansfield Avenue between a large industrial development to the south and Norton PGA Arnold Palmer Boulevard to the north. The site is comprised of two parcels. Mr. Solli explains that a flex-warehouse was built to entice a potential buyer for the property with flexibility.

Mr. Burch a civil engineer with Solli engineering explains the technical aspects of the project. The project provides a 100,000 square foot flex warehouse building with associated employee parking, loading spaces, and operating areas. The site is proposed to be accessed via a 40-foot-wide drive off of Mansfield Avenue which will feed truck traffic to the loading area to the south of the building that has twenty trailer areas with two ramps that will be utilized by smaller trucks and vans. The flex space allows for multiple tenant options so there will be employee parking along the north and east of the building with about 56 parking spaces and then to the west there is about 44 spaces. The main entrance of the building on the northwest and northeast corners of the building. There will be a dumpster located at the southwest corner which will be equipped with a board-on-board enclosure fence to block any view of it. The project will require two retaining walls at the northeast and northwest corners of the site which will be done to make up the grade along the wetland edge so there will be no disturbance in the 25 foot no build wetland zone. Stormwater Management consists of catch basins with sump water quality units and two storm water infiltration basins. Currently the majority of the site drains over land to the north into the adjacent property that consists of mostly the wetlands and the site has minimal development at the time with the house foundation and several chicken coop structures scattered throughout. So, there is no stormwater maintenance or any mitigation currently in place at the site. The project will remain the existing drainage pattern to the best extent the project proposes an increase in an impervious area to sensing a pavement sidewalk in the roof these areas will be directed to all the proposed stormwater management BMPs that have been designed. The stormwater associated with the loading dock area and portions of the internal site south will be conveyed through a series of catch basins with four foot feet sumps and then to a hydrodynamic separator before entering the underground infiltration system located to the southeast and then runoff associated with a roof and an employee parking area will be collected and conveyed through the same system with those spaces of focus some and another hydrodynamic separator before entering the surface stormwater basin located along the frontage of the property. The hydrodynamic separators that were designed use swirl concentration and deflective screening that captures 100% of all potential floatable objects. Both units have been designed to capture 80% or higher of the average annual post construction total suspended solids. With the combination of the deep sump test, the water quality unit, and the infiltration basins that will be used does provide a total suspended solid removal of over 90% for each system. The soil erosion inside control plans is in two phases. The first phase depicts the general clearing of the property and the setup of the surrounding SEC measures and construction entrance along with the



demolition of any existing structures that might be out there. This phase will have the surrounding still fence perimeter of a low-lying area and in areas adjacent to the wetlands they will provide additional protection with straw water and still fencing backing. The construction fence in the location of the areas that are not currently fenced. This project does have chain link fences along the southern property line that are being maintained as part of this project and will be utilized during the construction process as well. Also included is catch basins and inlet protection for catch basins within Mansfield Avenue as well as catch basins along the neighboring site drive. The second phase to fix the SEC measures that will be maintained as part of the first phase and additional SEC measures that will be essential when the project isn't it goes further along and starts building up. The straw water is being maintained and still fence protection along the northern property line adjacent to the wetlands throughout the project on chilled stabilization maintaining the still fence along the frontage and the southern property line and will maintain the construction fencing and construction entrance until the site is paved. During this phase additional inlet protections for the proposed catch basins will be constructed as part of the project and that's essentially RFCC measure. The utility plan consists of a proposed electric cable, telecommunication, gas, water, and sanitary. For electric the existing utility pole across Mansfield Avenue the service will travel underground until getting to the proposed transformer and then a secondary line will go into the building along the southeast corner of the building. For gas the project is going to tie into the existing main within Mansfield Avenue, this main runs along the western side outside of Mansfield Avenue. Mr. Patoucheas had conversations with the water company, applicant will be providing a fire loop around the building. The loop will tie into two locations in the main. There'll be hot taps and then the domestic will go off the loop. Sanitary has an existing sewer stub on Mansfield Avenue that will be connected into and is deep enough to provide with a gravity system line. The Landscape plan provides a series of trees and shrubs along the frontiers of the property blocking the proposed stormwater basin. The trees consist of red maples and the shrubs are juniper along the base of the trees. The southern part of the property will be provided with shrub trees consisting of sweet gums, a mixture of roseberry, burnham, and bayberry. Within the parking area some trees and shrubs that are being proposed on the landscape islands and trucks will be provided to block the transformers and generator pads. The shrubs adjacent to the proposed dumpster pads along the dumpster enclosure as well. There will be five light poles with fixtures within the loading area and the front parking field but the majority of the site will be illuminated through wall pack fixtures that surround the building. Each of these fixtures have been designed to be dark sky compliant and the photometric plan was designed to provide a minimal light spillage over the property line as well as zero light spillage over any existing wetlands.

Mr. Solli provided and prepared a traffic impact assessment for the proposed development up and down Route 140 and then understand how that operates and take a look at what the potential would be generating from a traffic standpoint. Tools from the Institute of Transportation Engineers were utilized which established trip generation for a variety of different land uses for the proposed warehouse. Peak hours were looked at and the ambient tree traffic along Mansfield Avenue and what was looked at the weekday AM peak period and the weekday PM peak period and the conclusion was it doesn't have a significant traffic impact during the peak periods. The project is anticipated to generate a total of 36 trips during the AM peak period and 38 trips during the PM peak period. This information was used to determine the driveway, the space distribution primarily those who would be traveling north on Route 140 toward the interstate.

Peer reviews for stormwater and traffic engineering and the comments from the traffic engineer agreed with the findings from the traffic impact study and found the project does not have an adverse impact from the traffic study. The proposed concept is a concrete tilt-up panel construction, there are horizontal and vertical brakes to break the façade so it will not look like a monolith building. Metal panels have been incorporated at the corner office entrances with mirrored entrances on both sides of the facility. Waivers include the width of the driveway for industrial use going from 50 feet to 40 feet as it is sufficient and not overly wide. Truck turning figures on the project narrative show that there is adequate width to accommodate the anticipated traffic with the proposed driveway. Another waiver requested is a provision to locate the type and quality of all the existing vegetation including the specimen trees. This is being requested as the site is heavily wooded in areas as it is a larger site and will be removing a large portion of that existing vegetation. There is a waiver for the landscape buffer area requirements for a larger front yard landscape buffer than what is being required. Based on the proposed development what would be required is a minimum of 10 feet and a maximum of 50 feet from a landscape buffer standpoint from any public way on Mansfield Avenue the proposed landscaping is about 90 feet from the right of way line to maximize the buffer in that area. A waiver for the quantity of plants required within that buffer which is to provide trees and shrubs based on the square footage of the buffer area. What is being proposed is 5 trees and 17 shrubs within that landscape buffer area which is in a larger buffer than a larger vegetative buffer than what is required under the regulations. There is also a waiver for 175-18.5b which additional planting requirements are looking for buffer strips containing one tree for 30 linear feet of street frontage or a portion thereof shall contain three shrubs for 100 square feet of buffer area to reduce the overall amount of trees based on site constraints driveway location. What is being provided are five trees where nine trees would be required based on where the detention basin and the driveway are. There is a waiver for section 175-18.6 feet perimeter and interior landscaping requirements looking for deciduous trees to provide essentially every 30 feet around parking areas that have been incorporated. Trees throughout the parking areas but will be looking to maintain a significant amount of wooded vegetation just beyond the limits of the proposed site activity since the trees will provide some canopy for that release. This application is still going through the Conservation Commission. Mr. Solli states he doesn't expect the hearing to close tonight and will compile any comments for the following meeting.

Mrs. Oakley asks if there are any signage plans along the street or the building or if Mr. Solli is waiting to get approval and a tenant. Mr. Solli responds that signage isn't included and that a placeholder was shown for a potential monument sign and that they want to wait for a tenant before finalizing the placement of a sign. Mrs. Oakley suggests shrinking the driveway more so there could potentially be more buffering for the homeowners from across the street.

Mr. O'Neil asks if the applicant is going to be able to finalize the plan and get approved by the Conservation Commission within the next month along with Planning Board. Mr. Solli states that they will be able to and that they will be conducting some additional testing with the Geotech Engineer that will occur later in the week and hope to be able to close both hearings within the next month.

Mr. Griffin states that it would be best to complete the hearing prior to the April 30 town election. Mr. Patoucheas states that the peer review comments will be reviewed before the next

Planning Board meeting however might not be enough time for the Conservation Commission which is Monday March 14 but will get it to the following meeting. Mr. O'Neil asks if there is a recap needed for what is needed for the next meeting.

Mr. Pat Brennan with Amory Engineers had submitted a letter to the Planning Board on February 24 that had 18 comments in it. Fourteen of the comments were related to stormwater and erosion controls. Mr. Griffin states that he is fine with the comments if Mr. Brennan is in agreement with the comments that were made by the applicant and if otherwise could go through the letter if there were any comments not yet addressed. Mr. Brennan clarifies the additional soil testing being done by the Geotechnical Engineer and based on the test pit logs it appeared to not be a DEP certified soil evaluator because they didn't indicate groundwater. Redox features or models in the soils was not done only direct observation of the soils. What is required is the redox features are used to determine the seasonal high ground water typically and depending on the rainfall season features are somewhat higher than observation test pits as they are restrictive. Which is what will be worked on for additional testing. Mr. Brennan has peer reviewed other Solli Engineering projects and are known to be responsive to comments.

Mr. Griffin asks about a comment in the letter about the retaining walls and guard rails. Mr. Brennan states from the presentation from Mr. Burch is that the retaining wall at the top of the plan as well as coming around the corner there is parking spaces that drop off over the retaining walls. Retaining Walls over four feet in height require a building permit in the Commonwealth with a design by a professional engineer to show the building commissioner for a permit. Mr. Brennan recommended a guard rail along the retaining walls. The applicant has vertical concrete curbing proposed which helps with vehicles but a guard rail makes it safer so vehicles don't drive off of the retaining walls. Other comments were in relation to the bind and the other was to verify that there is an adequate water supply for fire protection. Mr. Brennan notes that based on the comments earlier that they are working with the Water Department on the water supply issue. Mr. Solli states that he agrees with the retaining wall and guard rail and will respond to all the comments after being given a chance to review them.

Mr. Griffin comments he is comfortable with the applicant moving forward and addressing the comments with some additional testing. Mrs. Oakley agrees with Mr. Griffin and asks Mr. Solli what construction hours will be. Mr. Solli states that generally it is 7am to 5pm. Mrs. Oakley recommends shortening the construction hours on Saturday and asks what the timeline is for when construction would be complete. Mr. Solli states that if the building permit is approved by the end of the month that construction would start in late spring.

Mr. Vincent asks if the 40B development that is going to be constructed near the Great Woods Plaza was taken into account when creating the traffic study. Mr. DiGiuseppe states that it was and the traffic study for the project along with other projects that were recently approved by the applicant for them to consider as part of their traffic study. Mr. Vincent asks if the detention basin near Mansfield Avenue will be for standing water. Mr. Solli states that the basin they have is designed to fully drain so it wouldn't be a wet bottom basin and that it will drain out. It is a way of handling stormwater to ensure that the rate of storm water leaves the site at the same rate as it does under existing conditions or better.

**Motion to continue the public hearing to March 22 was made by Mrs. Oakley and seconded by Mr. Bouley. Roll Call; Mr. Graf Yes, Mr. Hornsby Yes, Mr. Bouley Yes, Mrs. Oakley Yes, Mr. O'Neil Yes, and Mr. Griffin Yes.**

**Adjournment**

**The motion to adjourn the March 8, 2022 meeting was done by Mrs. Oakley and seconded by Mr. Bouley. Roll Call; Mr. Graf Yes, Mr. Hornsby Yes, Mr. Bouley Yes, Mrs. Oakley Yes, Mr. O'Neil Yes, and Mr. Griffin Yes. Motion passes. The Planning Board Meeting from March 8, 2022 was adjourned at 9:19 pm.**

Minutes prepared and submitted by Bryan Carmichael, Department of Planning and Economic Development Administrative Assistant.

Minutes Approved on: 4/5/22

Signature Paul D. Joseph