

DOUGLAS, SUTTON & UXBRIDGE PLANNING BOARDS

Meeting Minutes

February 25, 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, B. Hauck, E. Laverdiere, J. Leonardo
Absent: K. Bergeson (Sutton), J. Smith (Uxbridge)
Staff: J. Hager, Sutton Planning & Economic Development Director
Bob Minarik, Douglas
Michael Gallerani, Uxbridge Economic & Community Development

Trish Settles, Deputy Director, Kerrie Salwa, Principle Planner & Matthew Franz, GIS/Technology Specialist 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 briefly reviewed 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 2/1/2021, M. Zwicker
2nd: M. Greco

Vote: 6-0-0: E. Marks Jr.-Aye, T. Sharkey-Aye, M. Greco-Aye, J. Schultzberg-Aye,
A. Socrat-Aye, M. Zwicker-Aye

Sutton:

Motion: To approve the minutes of 2/1/2021, 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 2/1/2021, E. Laverdiere
2nd: B. Hauck

Vote: 4-0-0: B. Desruisseaux-Aye, 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). Rebecca Brown of Greenman-Pedersen Inc. (GPI) the Town's peer reviewer for traffic was also present.

Trish Settles stated the applicant made a full presentation at the last meeting and noted tonight's meeting will focus on a presentation and discussion about traffic/transportation and if time allows other elements will also be covered.

T. Brodeur of confirmed tonight's presentation would focus on a thorough presentation of traffic and if possible architecture in order to get some input. M. Donahue also of Fletcher Tilton acknowledged for a project of this size traffic will be an understandable and significant concern and he confirmed it is the burden of the applicant to demonstrate any impacts can be mitigated. He stated they began meetings some time ago with the State as well as the towns, including Northbridge, to understand the scope of concerns which has resulted in the presentation for this evening. He stated mitigation will primarily take three forms 1) construction of mitigation on local roadways 2) traffic demand management program and 3) post occupancy transportation monitoring to ensure projections were accurate. He stressed the type of warehouse and distribution facility planned for this site is specific to Scannell's portfolio of partners. The information they will provide will frame the type of facility that they are seeking to permit and when the user is known it will have to be clear that the user meets the parameters of what they have presented during the hearing process and what has been permitted.

V. Kalikiri of VHB, the traffic engineer for the project, made the attached detailed presentation. He stressed he is a resident of Millbury and has been a local resident for a long time so he also brings personal knowledge of area roadways to this evaluation as well as over 25 years of evaluating similar types of projects. He reviewed the technical traffic evaluation framework stressing MassDOT, who also has to issue approval, has a vested interest in making sure a project adjacent to their highway system is properly evaluated and mitigated. Major points included:

Regional Roadway Connectivity: He asserted that I-90 is by far the preferred roadway to the regional destinations typically utilized by the applicant's portfolio of partners. He stated approximately 35% of tractor trailer traffic from this site is expected to travel south and 65% north from the site along Route 146. Towns asked that VHB consider potential impact of truck traffic on east-west connectors like Route 16 and Central Turnpike, he stated considering factors like distance, speed, road type etc. there was not a compelling reason to utilize these alternative routes. He acknowledged there could of course be an occasional truck that will chose to take these routes, most likely Central Turnpike, but the vast majority will utilize I-90. Employee traffic or small vehicle (IE vans etc.) would likely follow existing traffic patterns increasing some local roadway traffic with a focus on Lackey Dam Road.

Land Use: He stated it is anticipated the user will be a warehouse with distribution fitting ITE Land Use Code 150 which is heavier on truck traffic that would be most likely to use Route 146. However, he tried to be flexible so he introduced the potential for a slightly different mix of vehicles like employee vehicles and vans to reflect a use with potential local roadway impacts to evaluate if there would be any negative impacts on these roadways.

Traffic Volumes: He reviewed a slide which illustrated the current volumes on area roadways and the projected increase to demonstrate the minimal order of magnitude of the increase represented by this projects traffic.

Mitigation: They intend to construct a left turn lane northbound on Lackey Dam Road to allow vehicles to queue and other traffic to continue unimpeded. Additionally, the applicant will be required to conduct monitoring studies post occupancy to validate the conclusions of their study.

Rebecca Brown of GPI stated she largely agreed with the methodology used by VHB as well as the conclusions. She summarized the comments provided in her initial written review. She stated they recommended evaluation of the intersection of Gilboa and North Street noting it is 10 minutes faster and 14 miles shorter than I-90 to Route 395. They also recommended that the applicant should provide two evaluations one for a more truck heavy land use and one for a more van heavy land use which appears to be what has been presented. Alternatively, the Boards could consider a condition that says if the end user is different than the ITE LU 150 that was utilized they have to come back to the towns for a new review. She stated it appeared the build analysis was too conservative and adjustments need to be made even though she doesn't anticipate a significant change in impact accept for one off ramp.

She stated mitigation needs to be considered on the projected level F Route 146 north bound off ramp in addition to a potential right turn lane or widened shoulder on Lackey Dam Road especially considering existing speeds on the westbound roadway. She also recommended additional transportation demand management (TDM) measures and altered timing as well as provisions for an area on site to clean snow off trucks before they exit the site and a sidewalk from the parking to guard shack.

T. Settles asked for a summary of correspondence/input received since 2/11 as well as comments from each Board. J. Hager listed the correspondence received since the last night of public hearing as follows: GPI Traffic Review 2/11/21, Northbridge Planning Board letter 2/16/21, Sutton Planning Review 2/20/21, Callahan 3 Lackey Dam Road letter 2/22/21, M. Wojick Douglas Town Manager letter 2/25/21, Uxbridge Chief of Police letter 2/25/21 with Agreement dated Dec. 2020 from area Police Chiefs, Bob Minarik, Douglas ED Project Facilitator email 2/2/21.

At the request of Robert Minarik, the Douglas Economic Development Project Facilitator she read his comments aloud including concerns about the recent policy of Rhode Island to toll larger vehicles like trucks on Route 146 that he felt was not taken into consideration. V Kalikiri confirmed no adjustment was made for tolling in his study.

Douglas:

M. Zwicker stated trucks would use Route 16 versus Central Turnpike. He added the significant amount of potential employees are likely to use connector roads like Manchaug or Putnam Hill Road and Gilboa Street regardless of postings, etc.

E. Socrat stated the applicant needs to modify the balance of tractor trailers versus vans to be more reflective of what the actual intended use will be. He also stressed he felt money/tolls would influence trip routes and should be taken into consideration.

L. Stevens said abutter issues like back up alarms should be addressed prior to the next meeting.

T. Sharkey wondered whether depending on the actual use if locations like the Shell station would be overloaded. She also noted a roundabout is being installed at Exits 3 and there is a large mill at Gilboa and one other development which needs to be reflected in the traffic evaluation.

Sutton:

M. Gagan noted he travels Central Turnpike regularly as it is undeniably a truck route. Additionally, the impacts on safety of speeding trucks behind you on a one lane road should be considered.

W. Talcott noted Scannell has stressed their experience and that they likely based their study on something in the middle in terms of impact. He said if they can't pin down whether the use will be truck or van heavy then perhaps they need to evaluate the worst case if they can decide which actually represents the worst case.

M. Donahue interjected that they aren't asking for a Special Permit for the worst case. They will seek a user that complies with the use type they are evaluating and that use in not a high cube fulfillment center.

V. Kalikiri stated the assumption the study makes is that 2/3rd or 67% will be employees, and of the remaining 1/3 25-26% could be vans and 7-8% will be trucks.

J. Hager stated the problem she sees is the disconnect between what's in the traffic study and what is shown on the plans. The plans show 250 truck spaces and 110 dock doors, 178 employees spaces and no van spaces and yet the study is loaded on employee trips and shows minimal truck trips. When you talk about vans then you wonder if Land Use Code 155 is more appropriate which is a very different traffic impact. Additionally, when post construction monitoring is discussed, it is great to monitor, but there has to be a mitigation if monitoring shows assumptions were incorrect and unanticipated impacts are occurring. V. Kalikiri acknowledged a different mix was used for the study to evaluate local road impacts, otherwise all impacts would have been to Route 146 only.

Uxbridge:

E. Laverdiere – Stated there needs to be a definite user otherwise the analysis is inadequate.

B. Desruisseaux again stressed the need to know the length of queue that will be available so no trucks end up out on Lackey Dam Road and to have a potential bypass. He stressed trucks stack out on the road at BJS and they don't want the same issue here. H also noted the Shell station will be installing new high speed diesel pumps and expanding which might create more issues.

T. Settles covered the ground rules for public comment. She then asked if anyone from the public would like to make a comment and gave instruction on how to raise your hand virtually via the zoom platform or if on the phone.

Patrick Stephan of 44 Andrews Drive in Uxbridge was struck by the tolling information provided by Douglas. He noted he didn't see an evaluation of the intersection of Route 16 and Route 146. He noted under one scenario this intersection is an F and there is additional potential impact from other ongoing projects he felt this should be carefully considered.

M. Zwicker asked if future traffic discussion could use numbers as opposed to percentages. He stressed local roads aren't designed for significant traffic impact.

With no additional public comments about traffic, T. Settles asked if the Boards wanted to begin discussion about architecture. The Board's preferred to take this up at the next meeting. She encouraged interested parties to keep an eye on town websites for details. She reviewed the ways in which people can submit comments and/or questions including an email address that will go to all three towns 3TownPH@CMRPC.org. She then asked for a motion to continue and adjourn from each Board.

Douglas:

Motion: To continue the public hearing to March 11th at 7 PM and adjourn tonight's meeting,
M. Zwicker

2nd: L. Stevens

Vote: 7-0-0: E. Marks Jr.-Aye, T. Sharkey-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 11th at 7 PM and adjourn tonight's meeting,
M. Gagan

2nd: W. Talcott

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 11th 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

Adjourned 8:56 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
Walter A. Baker, Sutton Chair
Barry Desruisseaux, Uxbridge Chair



Joint Town Planning Board

February 25, 2021

scannellproperties.com

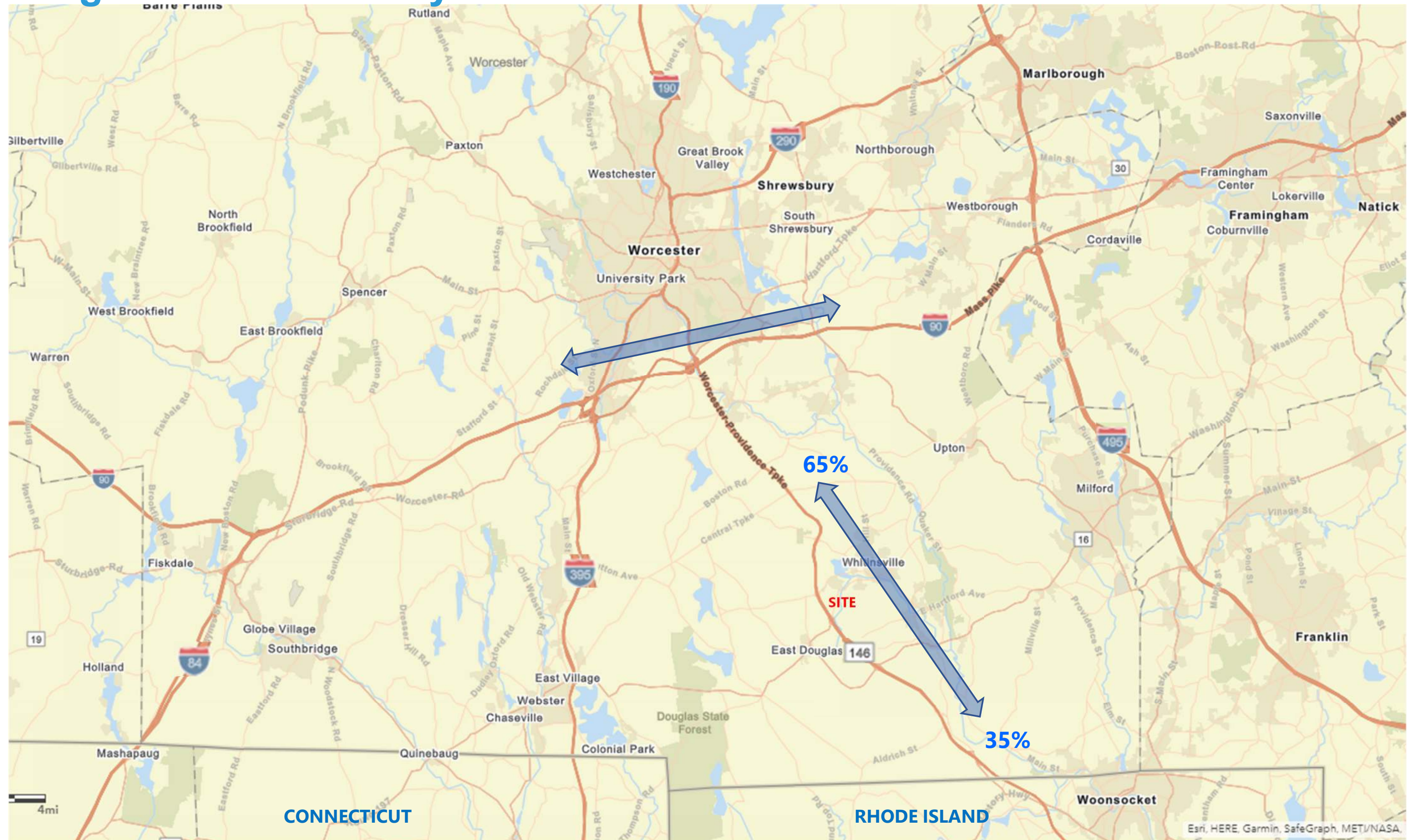


Traffic Study - Presentation Outline

- Regional Connectivity
- Study Methodology
- Current Conditions
- Future Conditions
- Improvement Measures
- Next steps

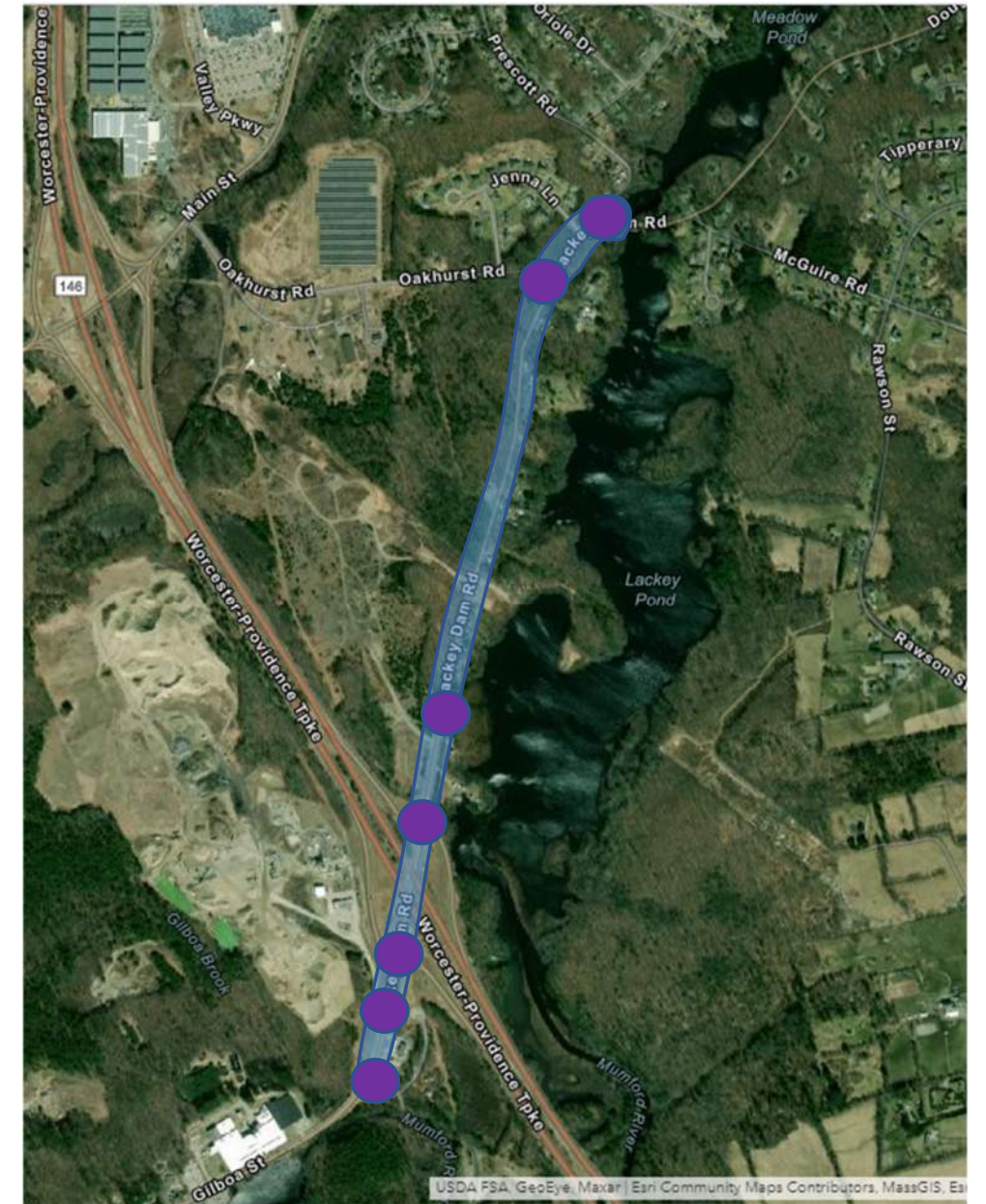


Regional Connectivity for Trailer Trucks



Study Area Determination

- Trailer trucks to/from Route 146
- Central Turnpike, North Street and Route 16 not impacted by trailer trucks
- Employees and vans: Similar to existing traffic on the roadways
- Traffic numbers drop off substantially north of the site and south of the Route 146 ramps
- Focus on Lackey Dam Road
- Study area approved by MassDOT and reviewed with the Towns



Study Methodology

- Scoping of traffic review
- Data Collection
- Existing Conditions Analysis
- Future Conditions Analysis
- Quantify Project Impacts
- Identify Potential Improvement Measures
- Review by the Towns & third-party peer reviewer
- MEPA/MassDOT review
- Post construction monitoring

TRAFFIC IMPACT AND ACCESS STUDY

Blackstone Logistics Center

Lackey Dam Road
Sutton, Douglas and Uxbridge, Massachusetts

PREPARED FOR

 **SCANNELL**
PROPERTIES
8801 River Crossing Boulevard
Suite 300
Indianapolis, IA 46240
317.843.5959

PREPARED BY

 **vhb**
120 Front Street
Suite 500
Worcester, MA 01608
508.752.1001

JANUARY 11, 2021



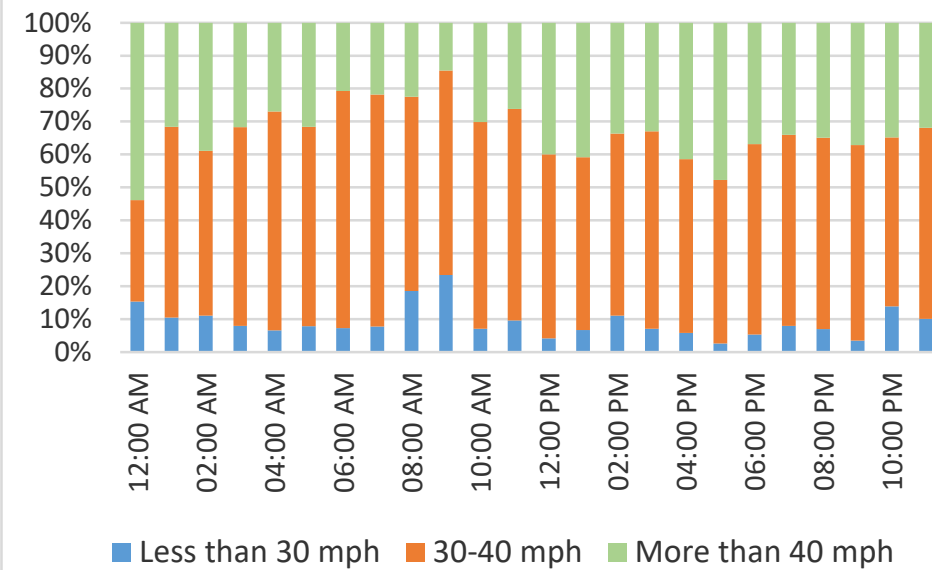
Current Conditions

- Transportation data
 - Cars
 - Trucks
 - Bicycles/Pedestrians
- Vehicle speeds
- Crash data
- Verify roadway geometry
- Traffic control
- Site visits to confirm travel routes

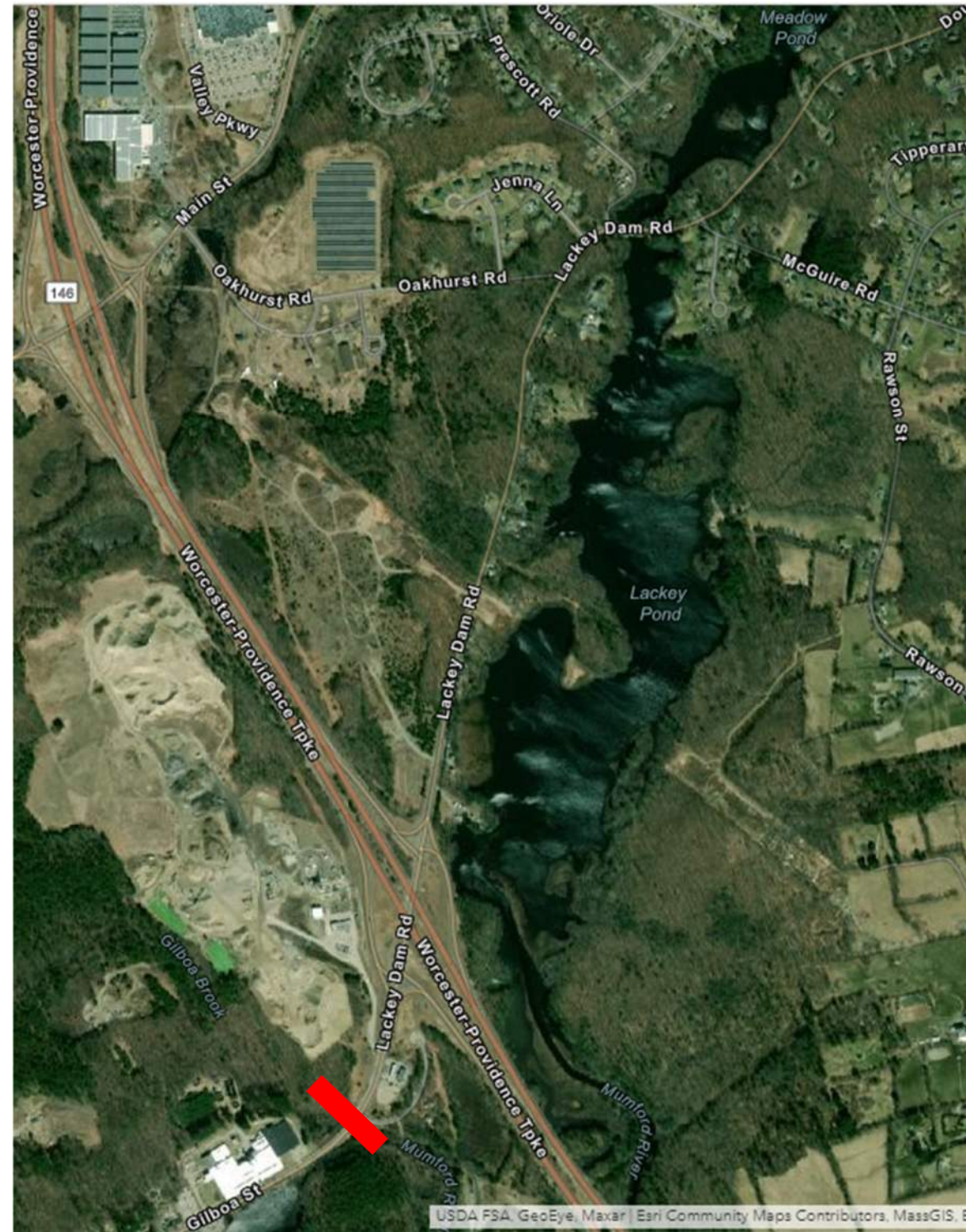
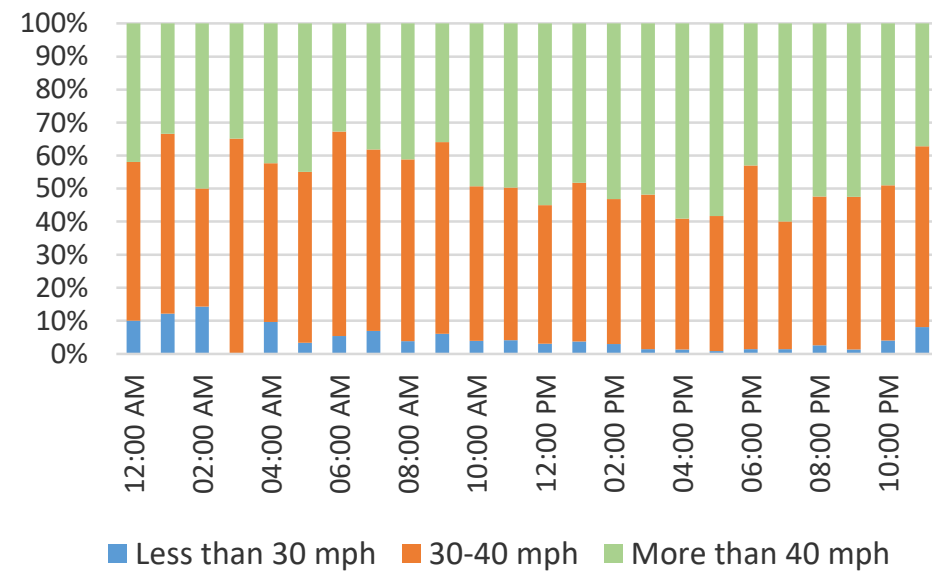


Sample Data – Current Speeds

Lackey Dam Road (NB), South of Gas Station

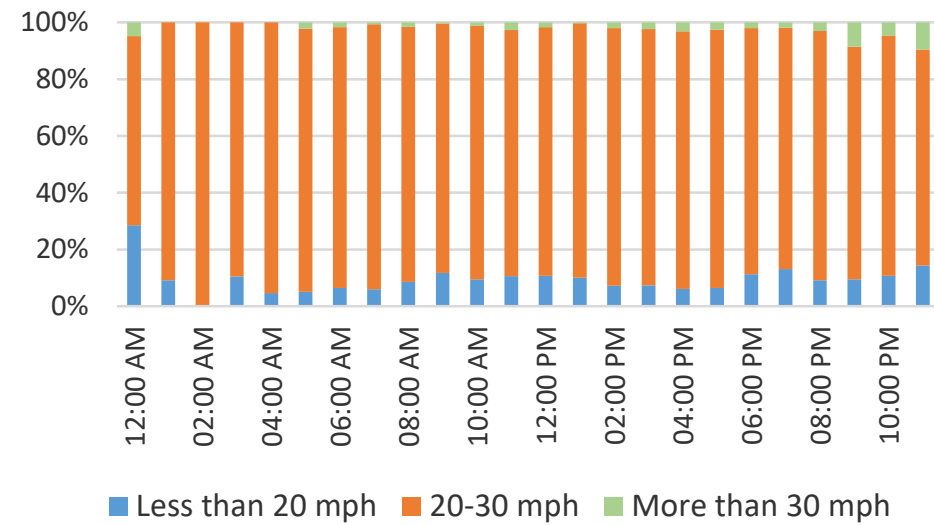


Lackey Dam Road (SB), South of Gas Station

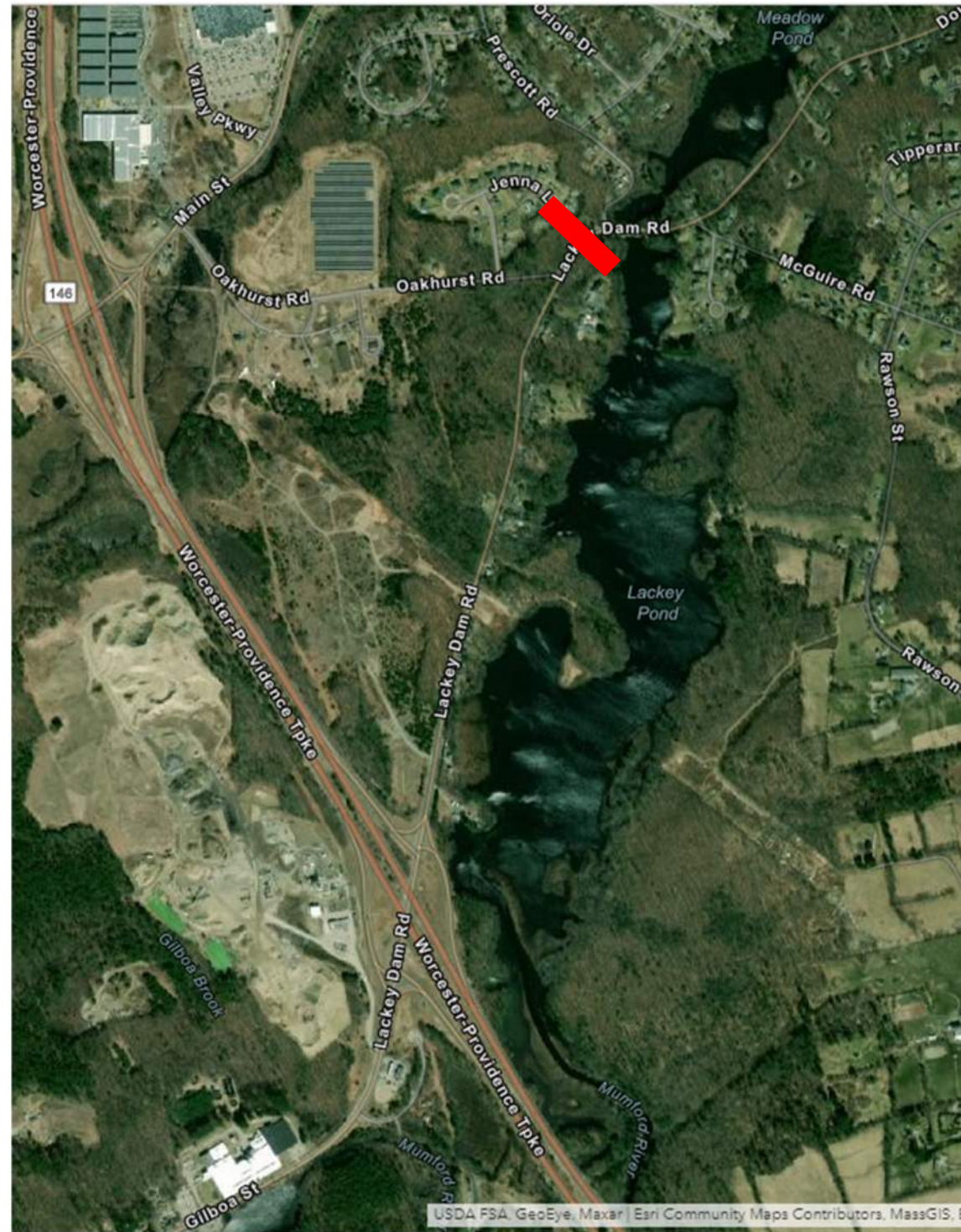
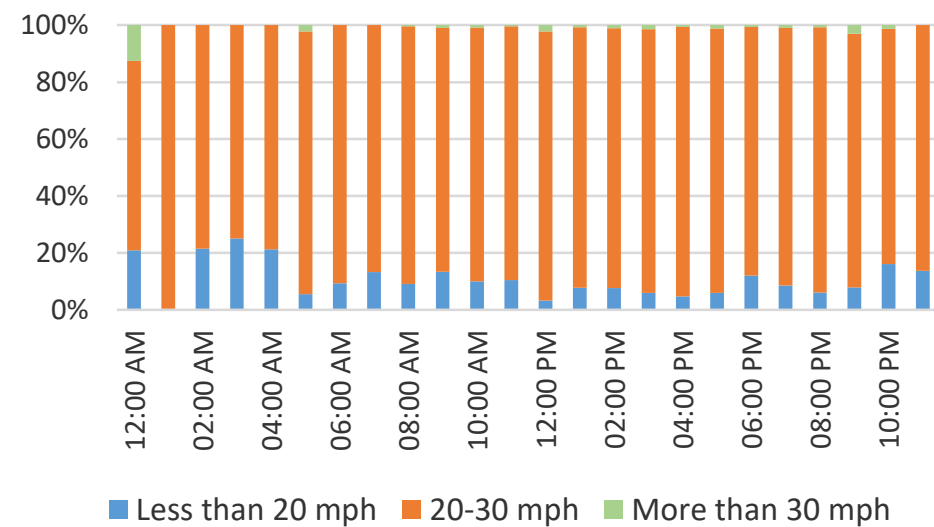


Sample Data – Current Speeds

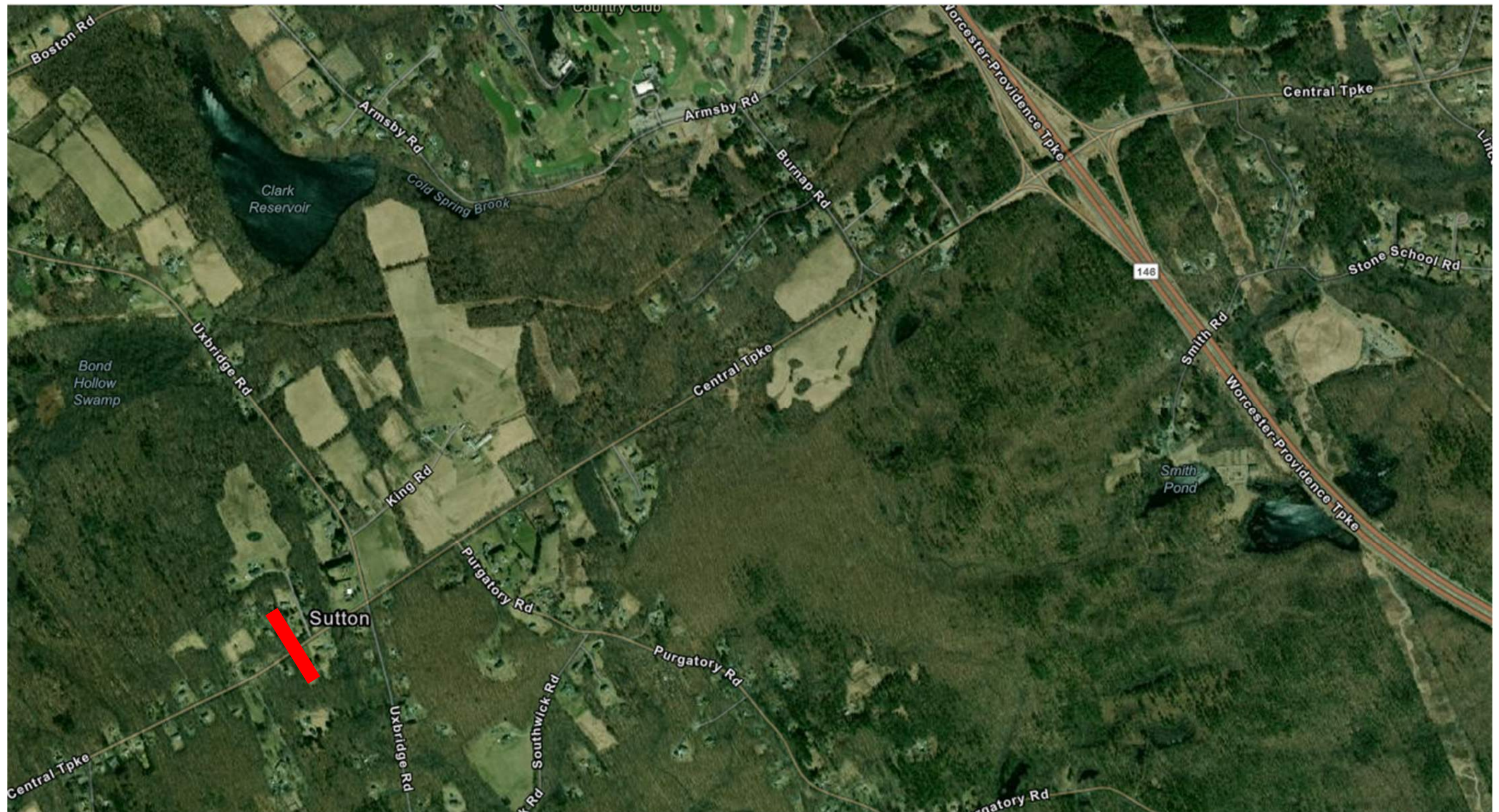
Lackey Dam Road (NB), between
Oakhurst Rd and Prescott Rd



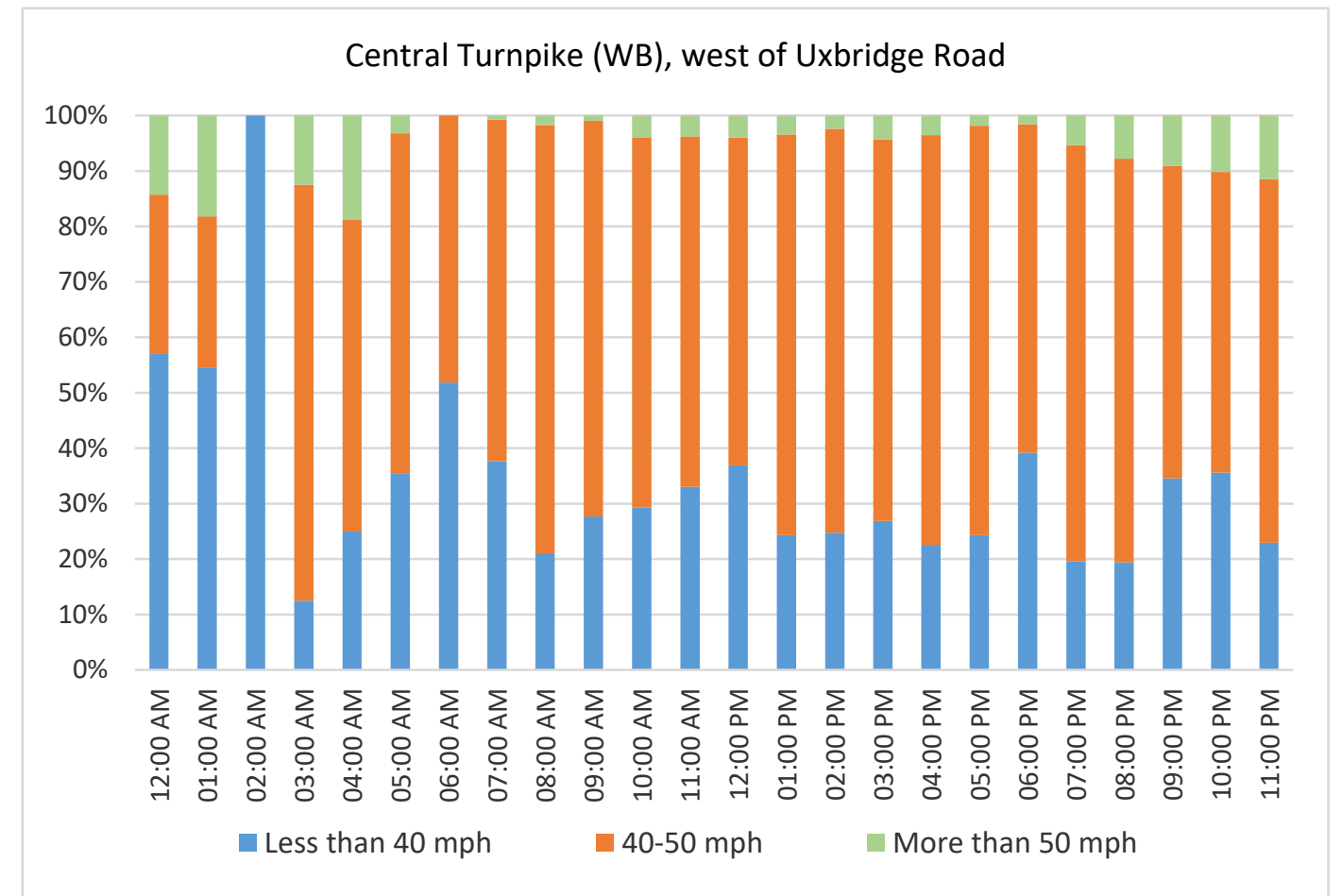
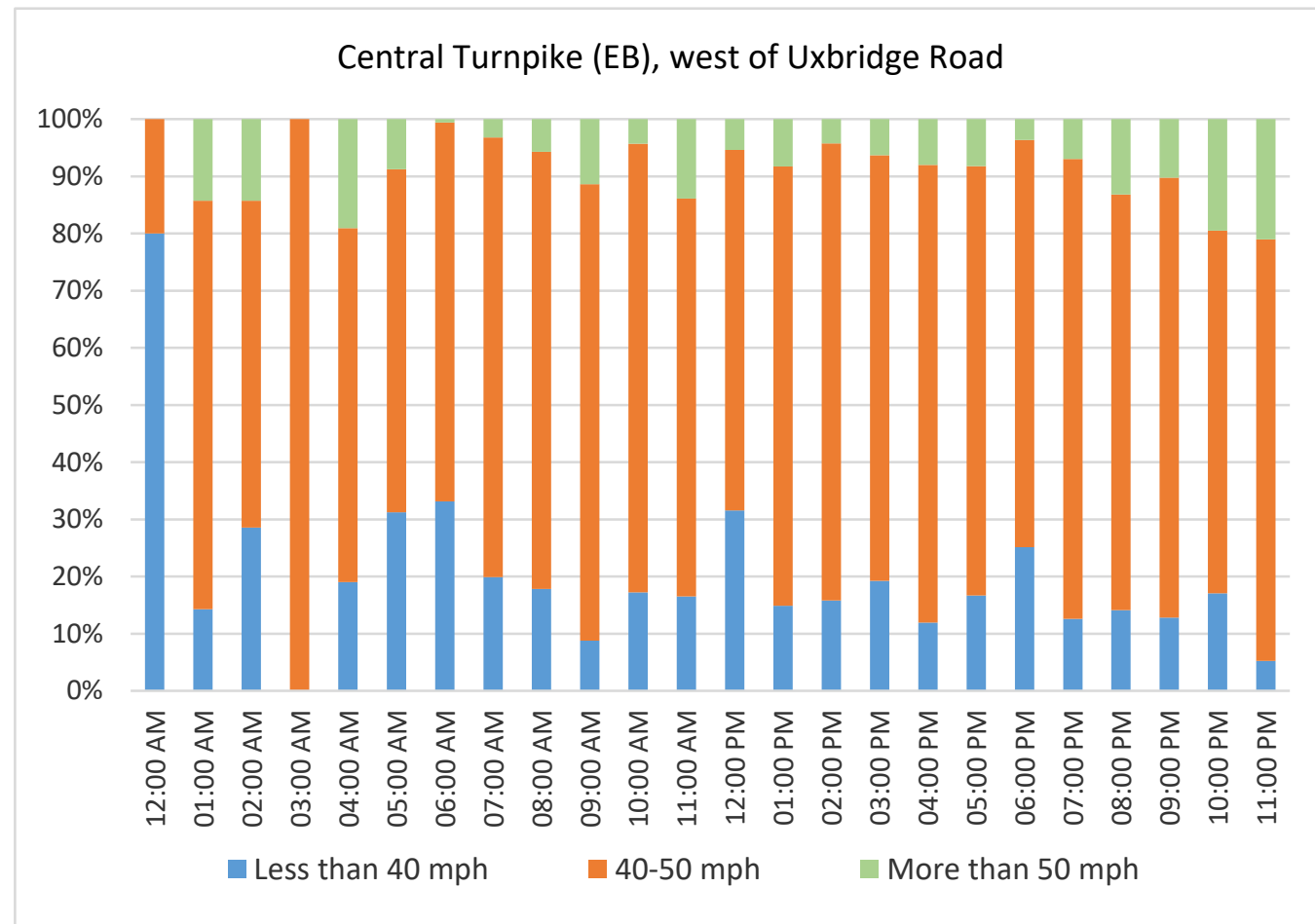
Lackey Dam Road (SB), between
Oakhurst Rd and Prescott Rd



Sample Data – Current Speeds



Sample Data – Current Speeds



Sample Data – Crash History

- Angle and rear-end crashes are the most common collisions
- No pedestrian or bicycle collisions reported
- Crash severity below state and district average rates
- No HSIP clusters

Table 2 Vehicular Crash Summary (2013 – 2017)

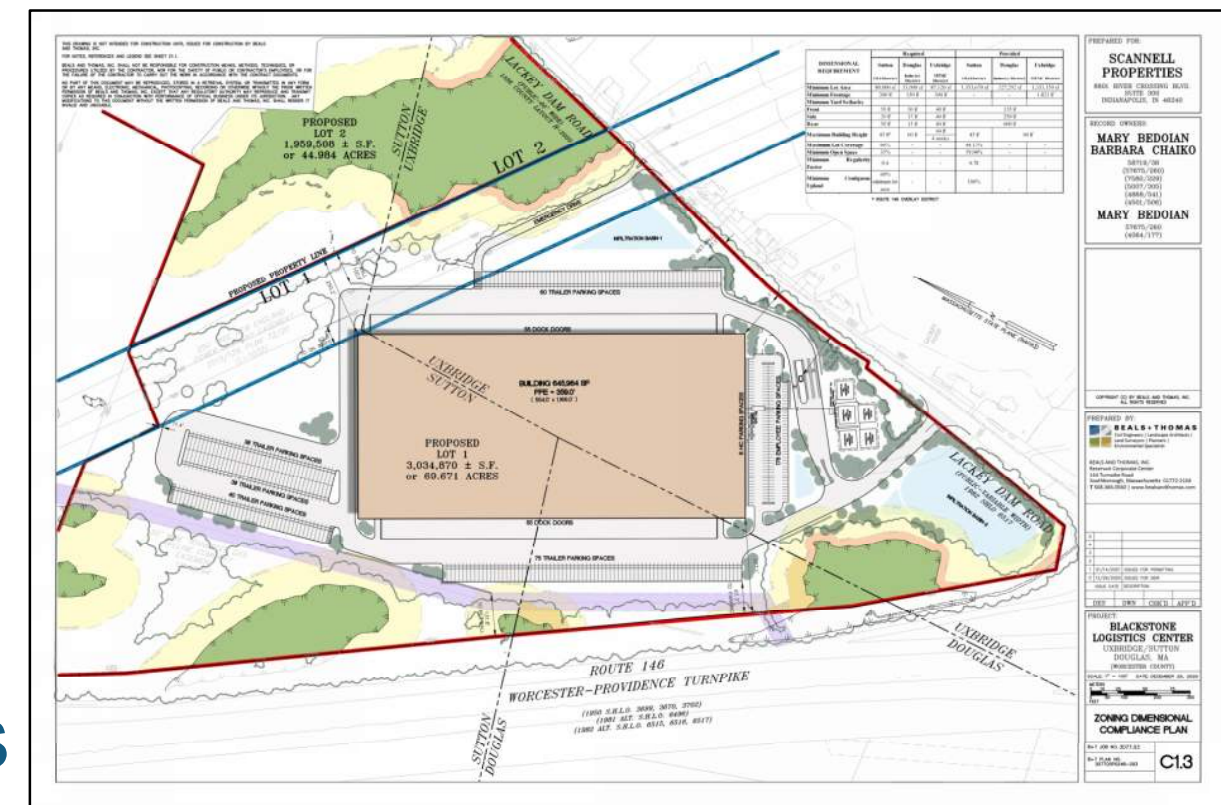
	Lackey Dam Road at:				
	Gas Station & Pyne Driveways	Rt 146 SB Ramps	Rt 146 NB Ramps	Oakhurst Road	Prescott Road
Year					
2013	0	1	0	1	1
2014	1	3	1	0	0
2015	1	0	1	0	1
2016	2	2	2	0	1
<u>2017</u>	<u>4</u>	<u>6</u>	<u>4</u>	<u>1</u>	<u>3</u>
Total	8	10	4	3	3
Collision Type					
Angle	3	4	1	0	0
Head-on	1	0	1	1	1
Rear-end	2	4	1	1	1
Rear-to-rear	0	0	0	0	0
Sideswipe, opposite direction	0	0	0	0	0
Sideswipe, same direction	2	1	0	0	0
Single Vehicle Crash	0	1	1	1	1
Not reported	0	0	0	0	0
Severity					
Fatal Injury	0	0	0	0	0
Non-Fatal Injury	3	4	2	0	1
Property Damage Only	4	6	2	3	2
Not Reported	1	0	0	0	0
Time of day					
Weekday, 7:00 AM - 9:00 AM	2	1	1	1	1
Weekday, 4:00 - 6:00 PM	3	2	0	1	0
Saturday, 11:00 AM - 2:00 PM	0	0	0	0	0
Weekday, other time	2	3	2	1	0
Weekend, other time	1	4	1	0	2
Non-Motorist (Bike, Pedestrian)	0	0	0	0	0

Source: Crash data was obtained from MassDOT

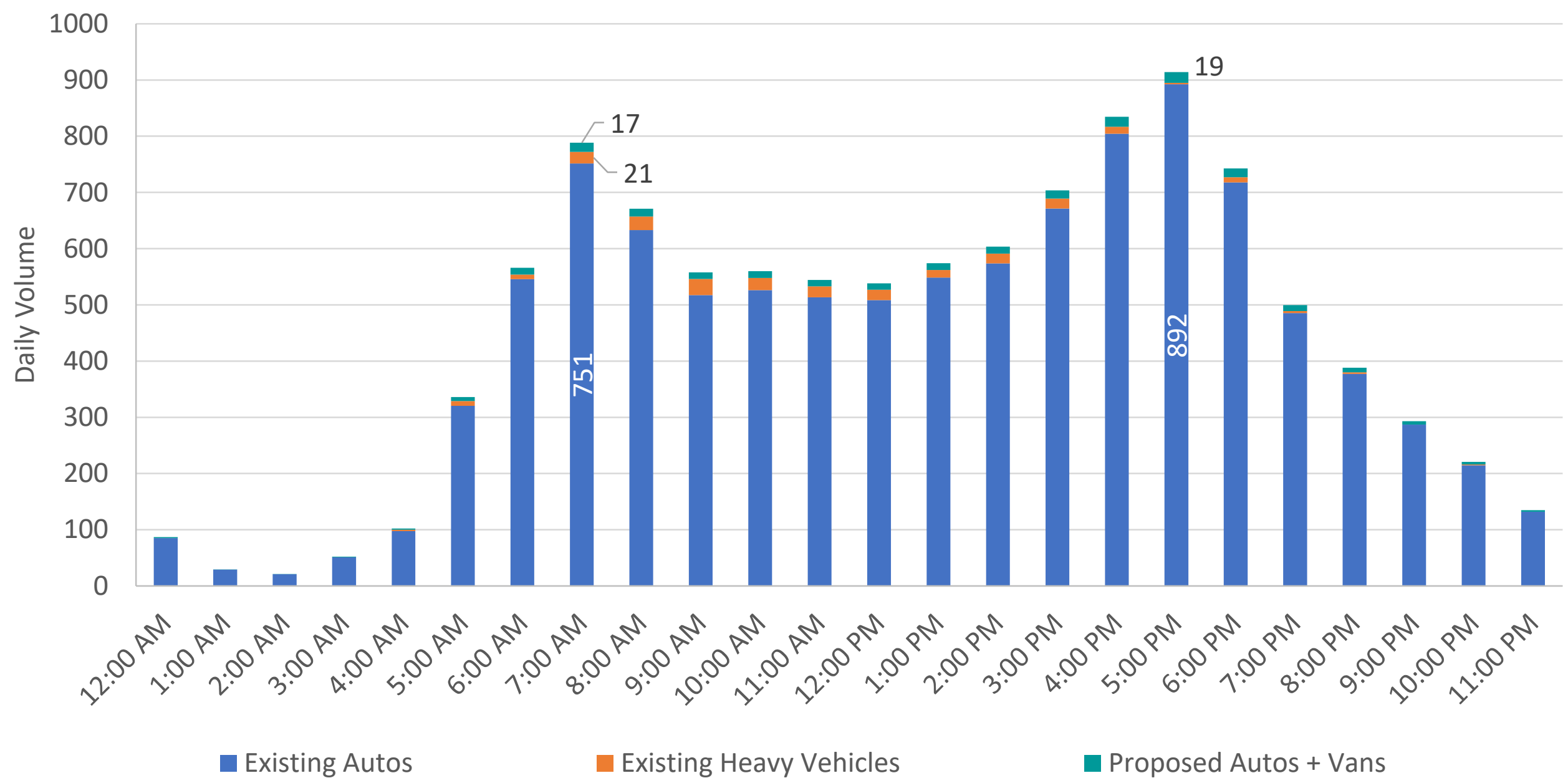


Future Conditions Analysis

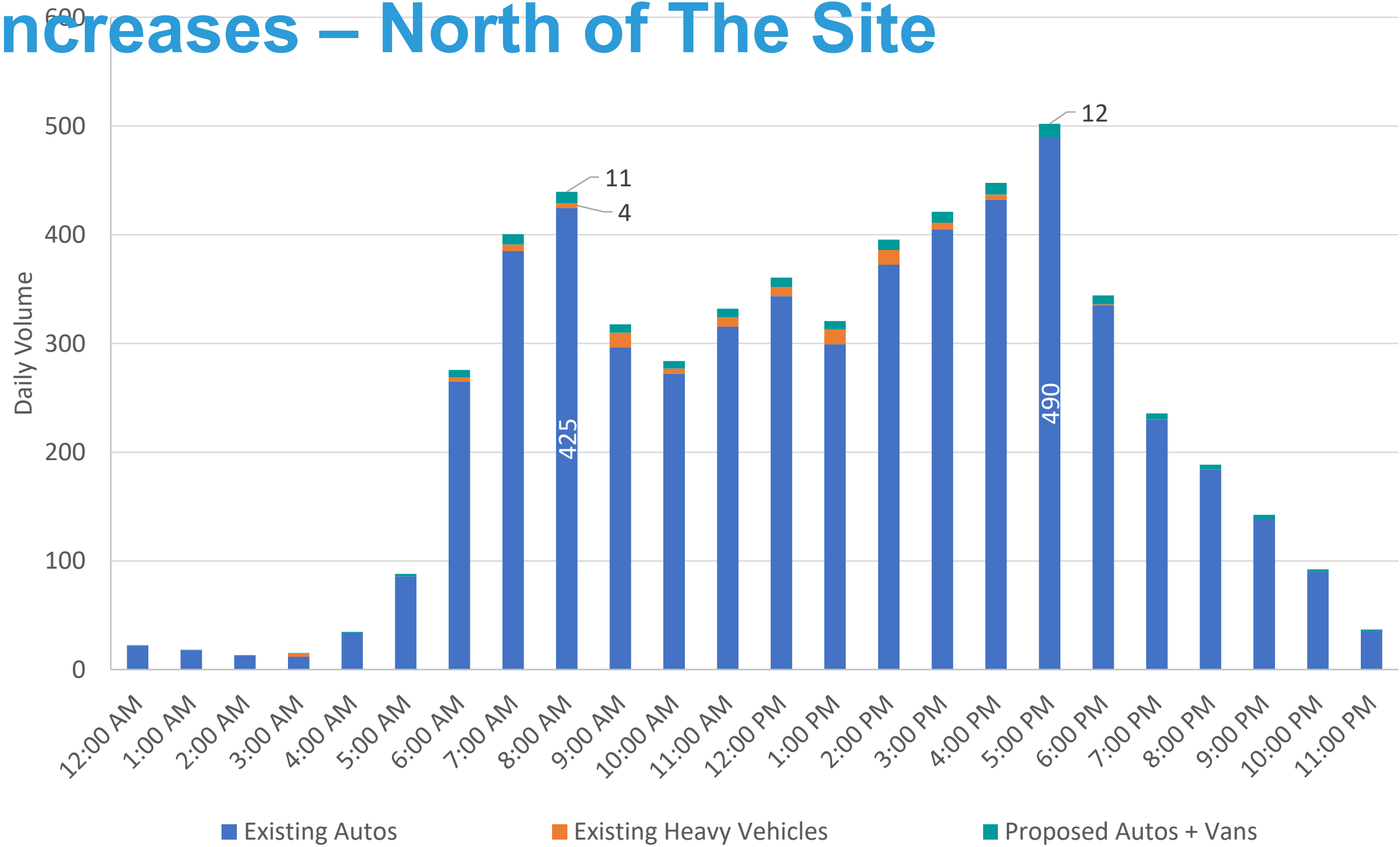
- Traffic growth independent of the project
- Project generated traffic
 - Warehouse-Distribution use – tenant unknown
 - Traffic analysis based on potential user types
 - Proximity to the Route 146 interchange
 - Trucks, employees and vans
- Employee trips similar to existing trip patterns
- Trailer trucks on/off Route 146 ramps
- Van routes estimated based on population densities



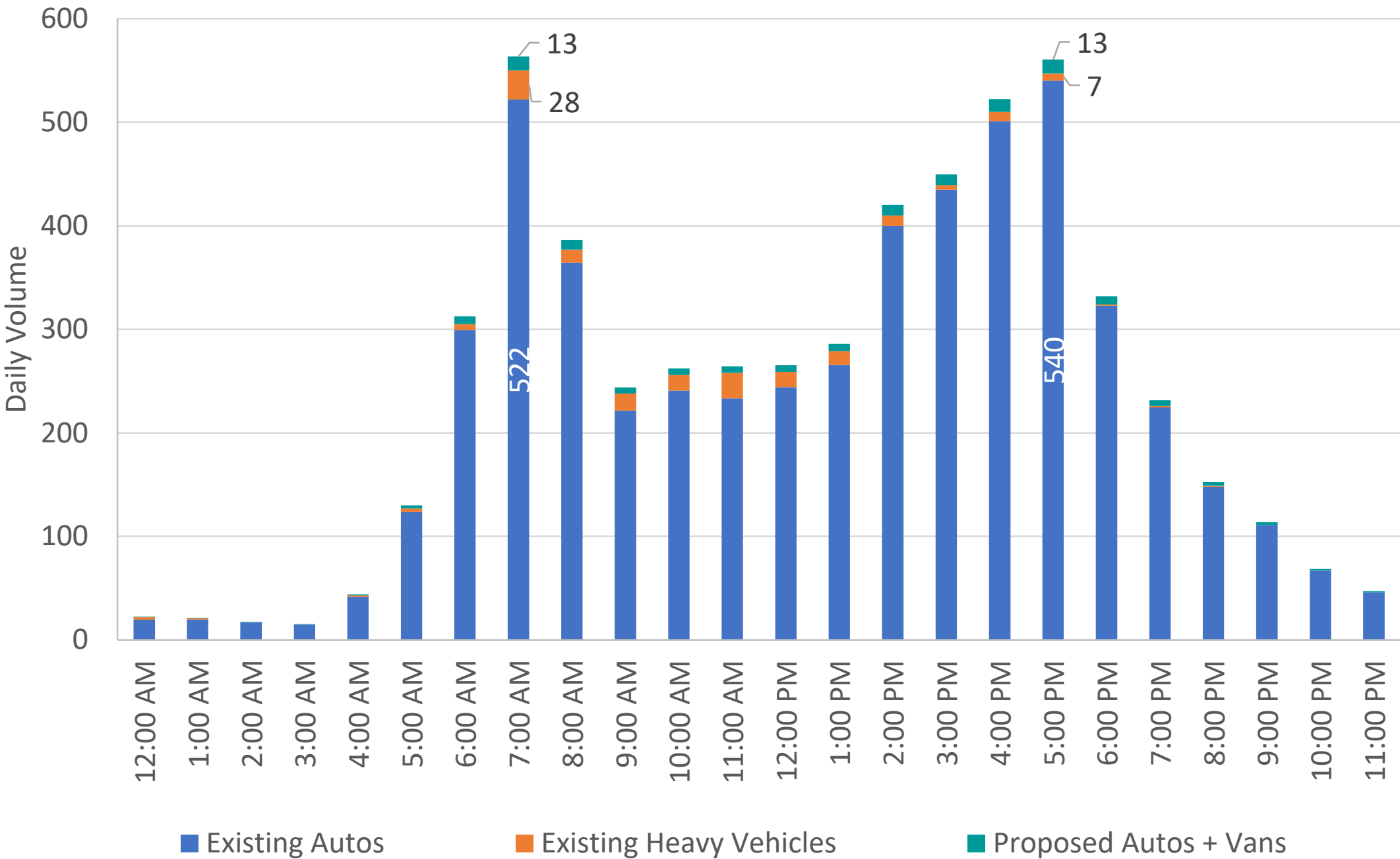
Traffic Increases – South of Route 146 Interchange



Traffic Increases – North of The Site



Traffic Increases – Central Turnpike



Analysis Findings

- Site traffic primarily oriented to/from Route 146
- Study locations minimally affected by the project
- Need for a left turn lane into the site
- Design is flexible to accommodate warehouse-distribution users
- Adequate parking supply
- Secondary driveway for emergency access

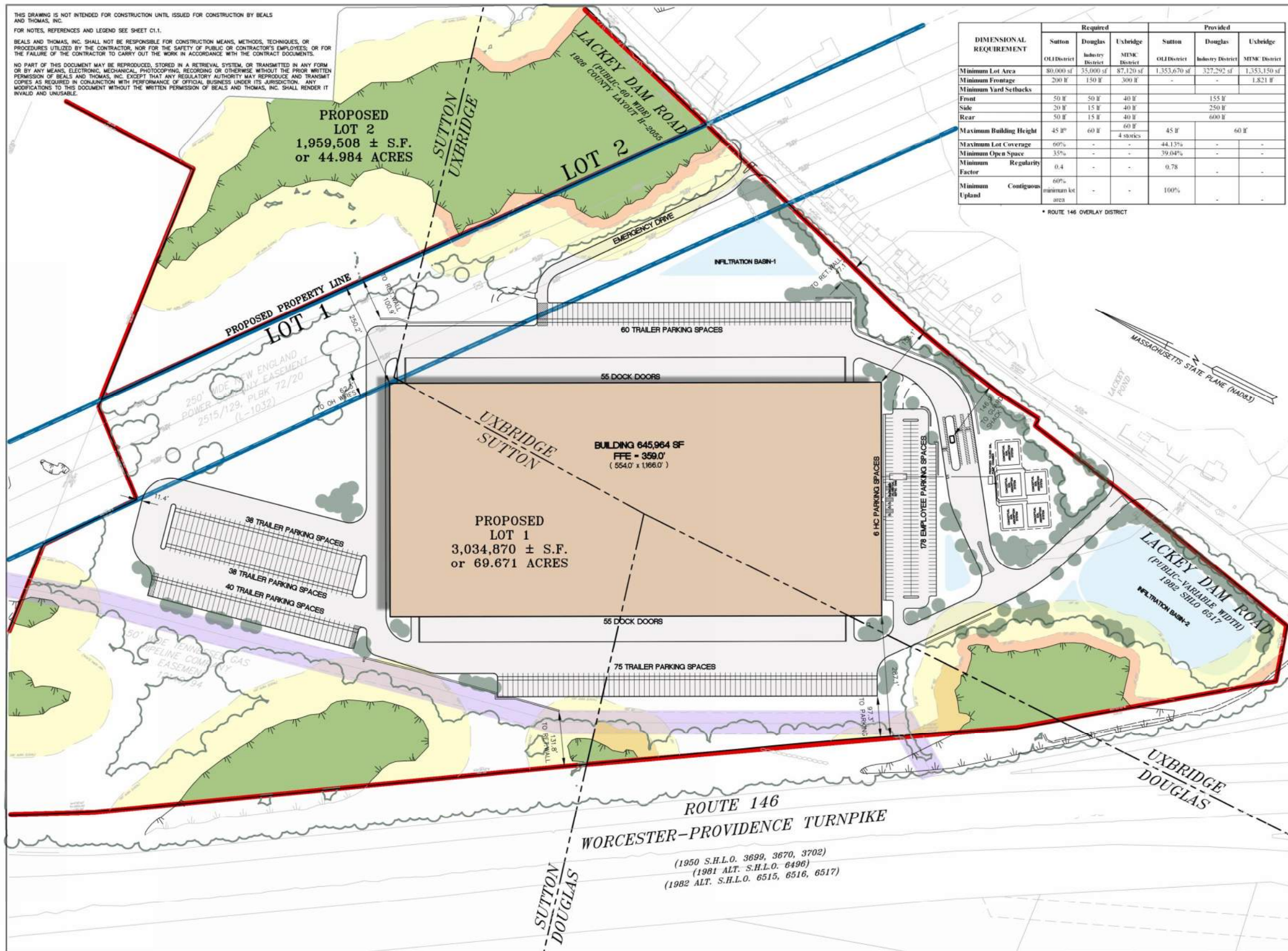


THIS DRAWING IS NOT INTENDED FOR CONSTRUCTION UNTIL ISSUED FOR CONSTRUCTION BY BEALS AND THOMAS, INC.

FOR NOTES, REFERENCES AND LEGEND SEE SHEET C1.1.

BEALS AND THOMAS, INC. SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR, NOR FOR THE SAFETY OF PUBLIC OR CONTRACTOR'S EMPLOYEES, OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

NO PART OF THIS DOCUMENT MAY BE REPRODUCED, STORED IN A RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC, MECHANICAL, PHOTOCOPYING, RECORDING OR OTHERWISE WITHOUT THE PRIOR WRITTEN PERMISSION OF BEALS AND THOMAS, INC. EXCEPT THAT ANY REGULATORY AUTHORITY MAY REPRODUCE AND TRANSMIT COPIES AS REQUIRED IN CONJUNCTION WITH PERFORMANCE OF OFFICIAL BUSINESS UNDER ITS JURISDICTION. ANY MODIFICATIONS TO THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF BEALS AND THOMAS, INC. SHALL RENDER IT INVALID AND UNUSABLE.



DIMENSIONAL REQUIREMENT	Required			Provided		
	Sutton OLD District	Douglas Industry District	Uxbridge MTMC District	Sutton OLD District	Douglas Industry District	Uxbridge 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 ft	150 ft	300 ft	-	-	1,821 ft
Minimum Yard Setbacks						
Front	50 ft	50 ft	40 ft	-	155 ft	-
Side	20 ft	15 ft	40 ft	-	250 ft	-
Rear	50 ft	15 ft	40 ft	-	600 ft	-
Maximum Building Height	45 ft	60 ft	60 ft	45 ft	60 ft	-
Maximum Lot Coverage	60%	-	-	44.13%	-	-
Minimum Open Space	35%	-	-	59.04%	-	-
Minimum Regularity Factor	0.4	-	-	0.78	-	-
Minimum Contiguous Upland	60% minimum lot area	-	-	100%	-	-

* ROUTE 146 OVERLAY DISTRICT

PREPARED FOR:

SCANNELL PROPERTIES

8801 RIVER CROSSING BLVD.
SUITE 300
INDIANAPOLIS, IN 46240

RECORD OWNERS:

MARY BEDOIAN
BARBARA CHAIKO

58719/38
(57675/260)
(7580/229)
(5007/305)
(4868/541)
(4501/506)

MARY BEDOIAN

57675/260
(4064/177)

COPYRIGHT (C) BY BEALS AND THOMAS, INC.
ALL RIGHTS RESERVED

PREPARED BY:

BEALS + THOMAS
Civil Engineers | Landscape Architects |
Land Surveyors | Planners |
Environmental Specialists

BEALS AND THOMAS, INC.
Reservoir Corporate Center
144 Turnpike Road
Southborough, Massachusetts 01772-2104
T 508.366.0560 | www.bealsandthomas.com

5	
4	
3	
2	
1	01/14/2021 ISSUED FOR PERMITTING
0	12/29/2020 ISSUED FOR DEIR
	ISSUE DATE DESCRIPTION
DES	DWN
CHK'D	APP'D

PROJECT:

BLACKSTONE LOGISTICS CENTER
UXBRIDGE/SUTTON
DOUGLAS, MA
(WORCESTER COUNTY)

SCALE: 1" = 100' DATE: DECEMBER 29, 2020

METERS
0 10 25 50 75
FEET
0 50 100 200 300

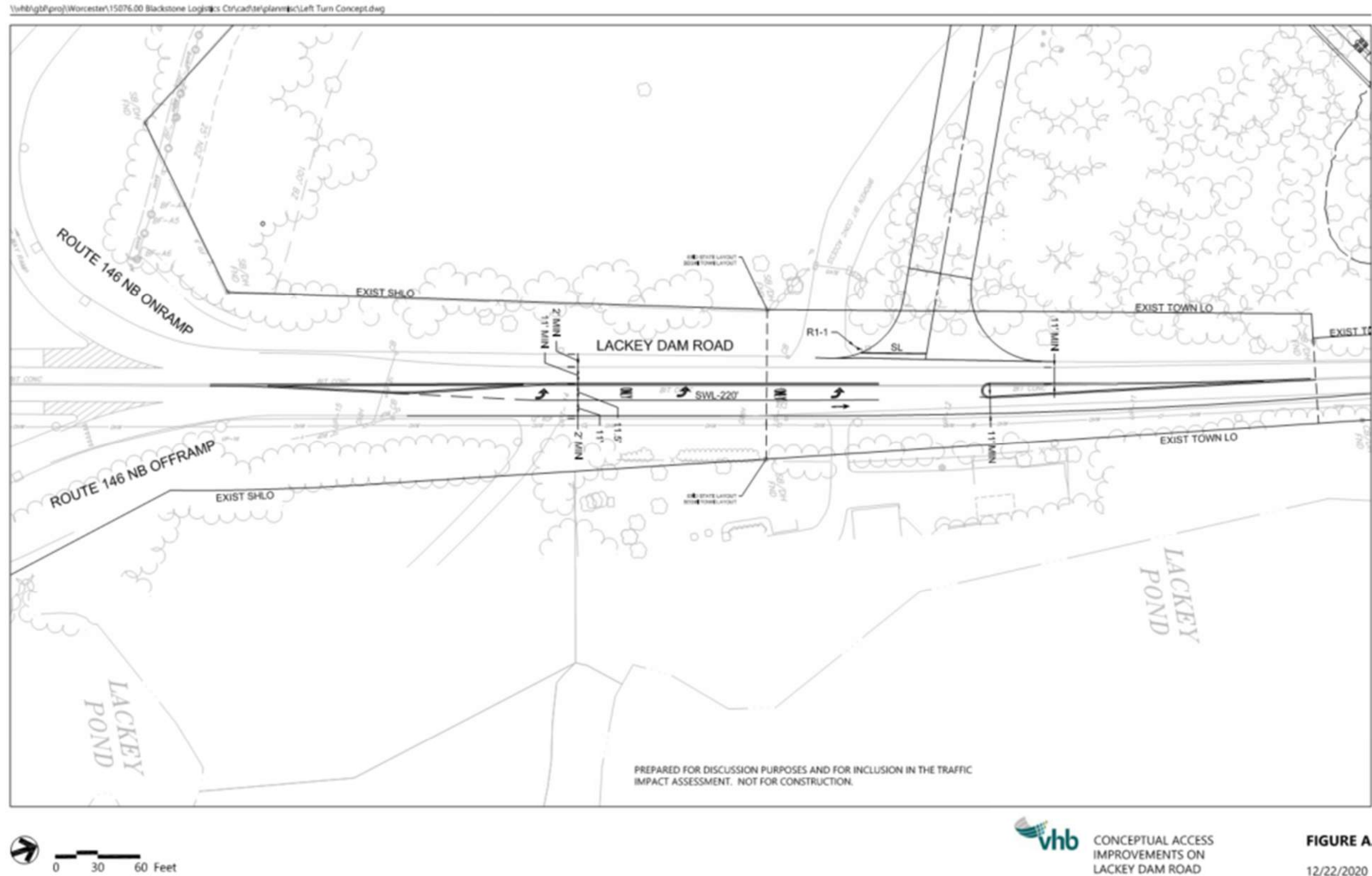
ZONING DIMENSIONAL COMPLIANCE PLAN

B+T JOB NO. 30777.03

B+T PLAN NO.
307703P024B-003

C1.3

Turn Lane Improvements



Next Steps

- Complete peer review process
- Complete MEPA / MassDOT review process
- Local approvals
- MassDOT Access Permit
- Post construction monitoring studies



