

## **DOUGLAS, SUTTON & UXBRIDGE PLANNING BOARDS**

### **Meeting Minutes**

**April 29, 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., M. Greco, J. Schultzberg, A. Socrat, L. Stevens, M. Zwicker  
Sutton: W. Baker, M. Gagan, W. Talcott (Associate acting as full member)  
Uxbridge: B. Desruisseaux, J. Smith, B. Hauck, E. Laverdiere, J. Leonardo  
Absent: K. Bergeson R. Largess Jr., S. Paul (Sutton), T. Sharkey (Douglas)  
Staff: J. Hager, Sutton Planning & Economic Development Director  
Ian McElwee, Interim Town Planner of CMRPC as Douglas Support Staff  
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 a portion of 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 4/15/21, M. Zwicker

2<sup>nd</sup>: A. Socrat

Vote: 6-0-0: E. Marks Jr.-aye, M. Greco-aye, J. Schultzberg-aye, A. Socrat-aye,  
L. Stevens –aye, M. Zwicker-aye

#### **Sutton:**

Motion: To approve the minutes of 4/15/2021, M. Gagan

2<sup>nd</sup>: W. Baker

Vote: 3-0-0: W. Baker-aye, M. Gagan-aye, W. Talcott - aye

#### **Uxbridge:**

Motion: To approve the minutes of 4/15/2021, E. Laverdiere

2<sup>nd</sup>: B. Hauck

Vote: 5-0-0: B. Desruisseaux-aye, J. Smith- aye, B. Hauck-aye, E. Laverdiere -aye,  
J. Leonardo-aye

T. Settles briefly reviewed items handled at each night of the public hearing to date and the intended items to be covered for tonight's meeting.

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.

T. Brodeur noted the applicant's team has been working on a recently submitted written responses to consultant reviews and additional written comments received as well as hearing commentary.

Vinod Kalikiri of Vanasse Hangen Brustlin (VHB) reviewed the traffic update presentation (attached). Highlights included: Although the original and adjusted traffic studies indicated no trucks would utilize local roadways, a sensitivity analysis, directing 10% of truck trips to local roadways was conducted based on lingering concerns that trucks would in fact use local roads to travel toward I 395. At Gilboa Street and North Street while the Level of Service (LOS) remained acceptable crash data prompted the VHB to recommend warning signage and reflective striping along edge of roadway/sidewalks approaching this intersection. Lane striping was also added on the entrance drive to allow trucks to enter/queue to the right and cars entering to pass on the left once they make the turn into the driveway. There will be only one exit lane. T. Brodeur added that a snow clearing area has also been added to the site.

R. Brown of GPI noted they received responses back from VHB that essentially addressed the most recent recommendations from GPI including improvement to a potential scope and timing for the monitoring study, Gilboa Street/North Street intersection limited impact to delay but crash data analysis is above the state and district wide averages and after site visit improvements were recommended including pedestrian crossing signage, three way stop warning signage, and restriping the edge line against sidewalks with reflective material to clearly define the edge of way versus sidewalk. The applicant has agreed to undertake this mitigation.

J. Walsh of Graves Engineering asked for and the applicant provided a queueing schematic showing the projected 11 truck capacity.

Uxbridge: B. Hauck asked why the vans were not included in the sensitivity analysis? V. Kalikiri and Z. Zweifler explained that the original traffic study with a mix of vehicles is what they expect will end up at the site. However, because people were concerned about what would happen if his was all trucks they conducted further study to evaluate this condition. Regardless of the mix of vehicles there is minimal impact on local roadways.

B. Desruisseaux noted although plans presented show stacking for 11 trucks in snow conditions this will only be eight spaces. He stated he had visited the BJs facility and noted their driveway is almost the exact same length as this proposed driveway. During his site visit the stacking was full and 5 vehicles were stacked out on Quaker Highway a wider road than Lackey Dam. He worried about where a truck that didn't have room to pull into the entrance would then go to turn around. He also has lingering concerns about the impact at North and Main Street in Douglas. T. Brodeur noted that due to concerns that have been expressed they took a closer look at the BJs facility. He stated BJs has 239 loading docks versus 80. BJs has 560 trailer spaces versus 250. Additionally, with two versus the one entrance lane at BJs, lanes they anticipate this site will also be able to process entry faster. The BJs site is simply a different operation than what is proposed here.

E. Laverdiere suggested the Board restrict trailer trucks from the facility from traveling past Route 146. Douglas: L. Stevens disagreed with the traffic said he felt like numbers were being manipulated to show no impact. He felt at least 25% of trucks will come through town. He asked how post traffic monitoring works. T. Brodeur noted the sensitivity analysis showed 100% trucks. V. Kalikiri noted an operation would never be 100% vans as trucks have to bring the product to the site that vans then deliver which was the original traffic analysis. Z. Zweifler stressed they ran their traffic study based on what is anticipated to be at this site. Subsequent iterations were purely in response to requests and concerns expressed.

V. Kalikiri explained the Towns would build in monitoring requirements and be spelled out.

E. Laverdiere added if this is a last mile facility the traffic analysis is lacking, T. Brodeur emphasized this will not be a last mile fulfillment center and that if the actual tenant is something different than what has been proposed they will have to come back to the Boards.

M. Zwicker noted impact of traffic on Central Turnpike into Douglas hasn't been mentioned. He expressed frustration at the use of percentages instead of actual numbers of vehicles.

A. Socrat expressed concerns with tractor trailers on the North Street/Gilboa area due to the narrowing of the bridge and the number of accidents. He asked why only low cost, short-term improvements are being proposed as opposed to comprehensive ones. He noted the intersection of North Street and Gilboa should have curb on the sidewalks so people don't get run over. He stated he has a grave safety concerns particularly with the downtown and all its crosswalks and the applicants needs to find a way to make sure trucks don't come this way.

V. Kalikiri stated projected trips are 380 cars 150 vans and 40 trailer trucks X 2 for two way trips. So 10% of trucks through Douglas is 4 trucks over the course of the day. He stressed approvals and monitoring will be based on these specific numbers.

M. Zwicker suggested then perhaps these exact trip numbers should be put in the conditions, but asked why there are so many parking spots. It was noted not all trailers that enter the site go right back out they may be on the site for several days occupying a parking spot before a tractor comes and takes them someplace else. The numbers are based on national statistics. and the number of parking spaces are not directly correlated to the number of daily trips. Z. Zwicker stated they are completely comfortable with the numbers they've presented being in the approvals

A. Socrat noted once this is built the horse is out of the barn, not knowing who the potential tenant is frightening.

L. Stevens added Medline told them maybe 2-3 trucks would come through town and now its 5 times that. Sutton:

M. Gagan asked what happens if during monitoring traffic impact is found to be causing disruptions is there a mechanism to have the business pay for the mitigation. R. Brown of GPI noted the Town can put in a threshold for mitigation like the State does of say 10%. So for example if trips generated by the site are more than 10% then a trigger is met and analysis must be conducted and mitigation enacted. Driveway trips are monitored so background growth isn't picked up and even though MassDOT will work in some of these conditions in their permitting the Towns may also do similarly.

W. Baker asked if there was any consideration for west bound traffic on Whitins Road or Central Turnpike. It was stated the maximum of 10% of trucks that impact these roadways would have minimal impact.

J Hager restated that the difference between the type of parking/vehicles shown of the site plan versus the vehicles in the traffic study had caused confusion from day one that continues. She stated the Boards need to decide if they will accept the studies and place appropriate safeguard conditions or disapprove the project which would be difficult considering the feedback from their traffic consultant.

Jim MacNeill of 55 Lackey Dam Road Uxbridge noted he currently has to back into his house. He expressed concerns with the potential volume of traffic at shift change and related safety and delays, and had the same concerns with delays at North Street.

The applicant and Boards discussed future meeting schedules and intentions for what would happen. It was agreed the Boards would continue to individual meetings to discuss town specific concerns and issues and all would re-join a joint hearing on June 17<sup>th</sup> at 7 PM.

Douglas:

Motion: To continue the public hearing to May 13<sup>th</sup> at 7 PM, M. Zwicker

2<sup>nd</sup>: L. Stevens

Vote: 6-0-0: E. Marks Jr., M. Greco-aye, J. Schultzberg-aye, A. Socrat-aye, M. Zwicker-aye, L. Stevens –aye

Motion: To adjourn, M. Zwicker  
2<sup>nd</sup>: A. Socrat  
Vote: 6-0-0: E. Marks Jr.- aye, M. Greco-aye, J. Schultzberg-aye, A. Socrat-aye,  
M. Zwicker-aye, L. Stevens –aye

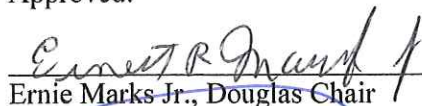
Sutton:  
Motion: To continue the public hearing to May 24<sup>th</sup> at 7 PM and adjourn tonight's meeting,  
W. Baker  
2<sup>nd</sup>: M. Gagan  
Vote: 3-0-0: W. Baker-aye, M. Gagan-aye, W. Talcott – aye


Uxbridge:  
Motion: To continue the public hearing to May 26<sup>th</sup> at 7 PM and adjourn tonight's meeting,  
J. Leonardo  
2<sup>nd</sup>: B. Hauck  
Vote: 5-0-0: B. Desruisseaux-aye, B. Hauck-aye, E. Laverdiere-aye, J. Leonardo- aye,  
J. Smith - aye

Adjourned 9:10 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](https://www.zoom.us/join) and Meeting ID: **859 9034 8184**, no password needed or by phone at 1-646-558-8656. 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

April 29, 2021

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[scannellproperties.com](http://scannellproperties.com)







# Traffic Peer Review Comments

1. “Sensitivity Analysis” with alternate traffic assumptions
  - Potential for trailer trucks on local roads
  - Vehicle mix (cars, vans, trailer trucks)
  - Various adjustments to original technical/analytical assumptions
2. Trip generation analysis
3. Off-site improvements
4. Parking related comments
5. Site plan related traffic comments
6. Summary



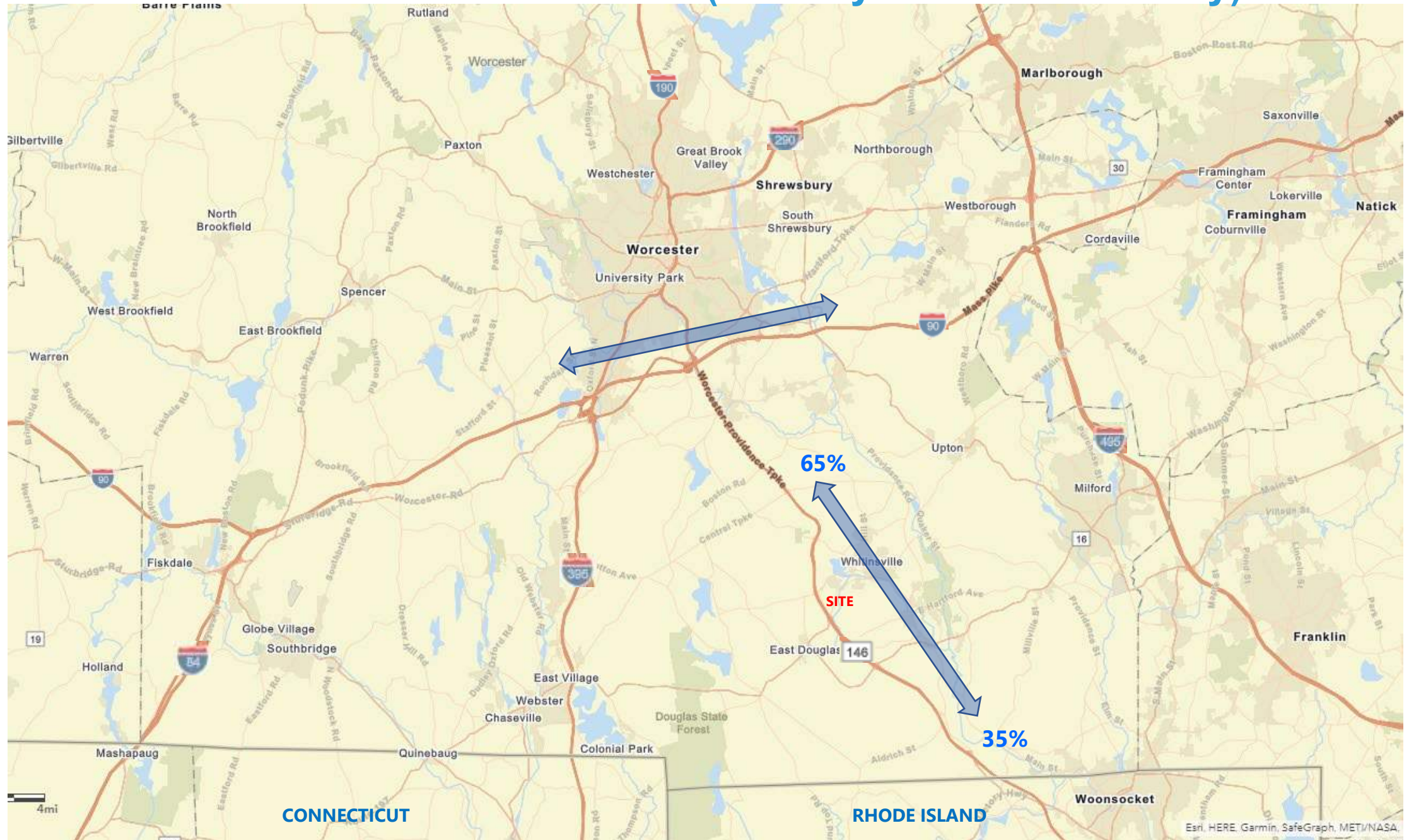
# Sensitivity Analysis

- Potential for trailer trucks on local roads
  - Trailer Trucks primarily using Route 146 vs. some on local roads to the west
  - Analysis of Gilboa Street at North Street



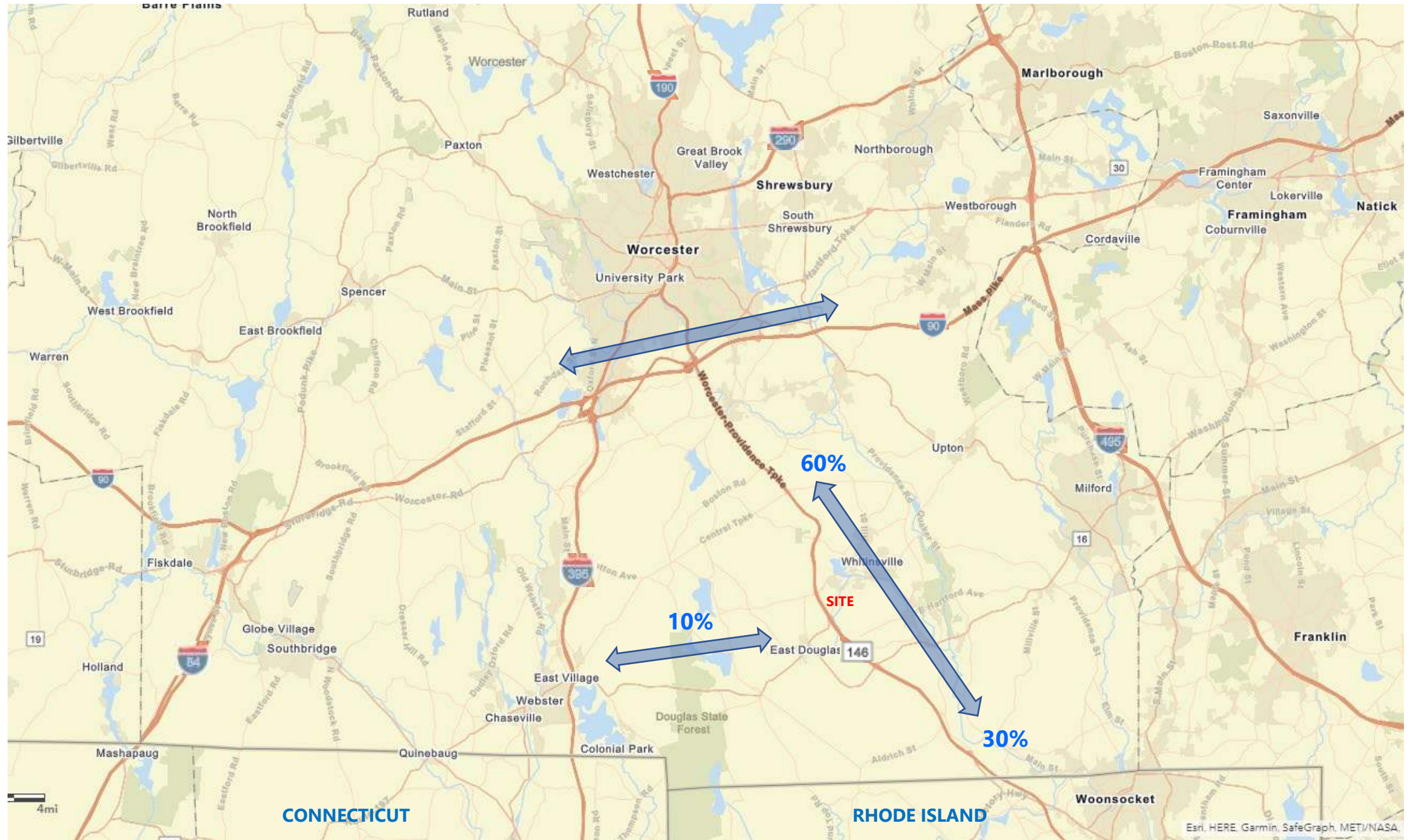


# Trailer Truck Travel Pattern (January 2021 Traffic Study)





# Revised Trailer Truck Travel Pattern



# Sensitivity Analysis

- Traffic operations at Gilboa Street at North Street





# Sensitivity Analysis

- Vehicle mix (cars, vans, trailer trucks)

	January 2021 Study	Sensitivity Analysis
Passenger Cars	67%	67%
Vans	26%	0%
Trailer Trucks	7%	33%

- Revised various input parameters in the traffic model

# Sensitivity Analysis - Findings

- Eliminating van trips lowers traffic volumes on local streets
- Intersection operations at local locations farther away from the interchange show improved traffic operations
- The Route 146 intersections will continue to operate at acceptable levels
- Left turn lane on Lackey Dam Road continues to remain adequate
- No additional traffic mitigation or improvements are necessary

# Trip Generation

- Methodology uses ITE Trip Generation guidelines
- Van-based operation vs. trailer truck operations
- Consistent with the Applicant's expectation of the usage of the Site
- MassDOT and MEPA relies on the same guidelines for their review





# Traffic Study Assumptions – MassDOT Feedback

- Communicated with MassDOT staff multiple times, prior to initiating traffic study, during their review of the study and most recently, in March 2021
- Draft EIR Certificate documented MassDOT's concurrence with the traffic study methodology, assumptions, impact analysis and findings
- Last communication confirmed that MassDOT did not have any pending traffic items to discuss before the Final EIR was filed on March 15, 2021
- Remaining step is to request a MassDOT Access Permit following completion of the MEPA process

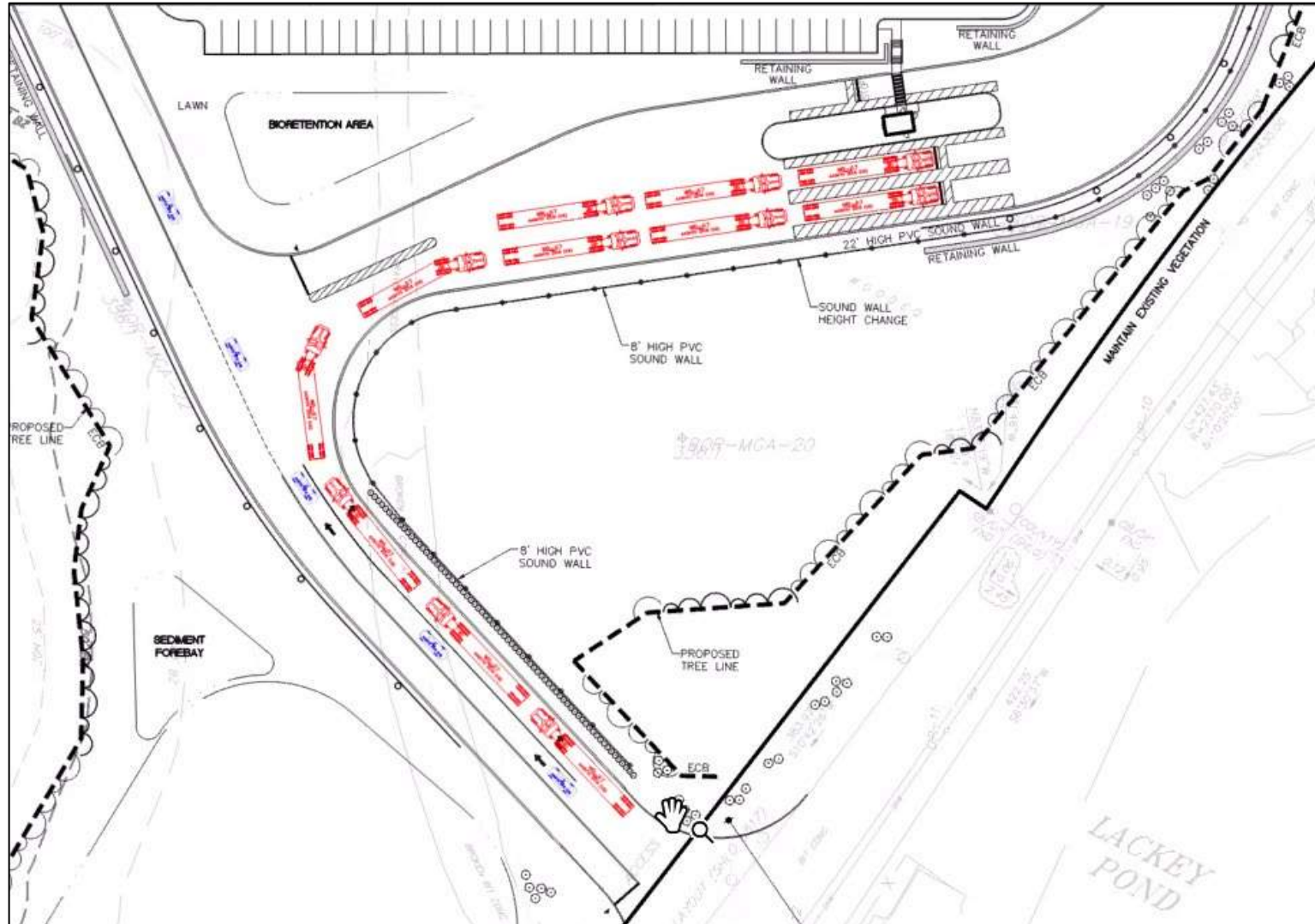


# Off-Site Improvements

1. “Sensitivity Analysis” demonstrated that the proposed left turn lane will remain adequate
2. Right turn lane is not necessary on Lackey Dam Road
3. Impacts at the ramps do not trigger the need for improvements and MassDOT has concurred with the analysis findings
4. Transportation Demand Management (TDM) measures are supported by MassDOT; Applicant will encourage tenant to implement additional measures
5. Multi-year post construction monitoring per MassDOT requirements

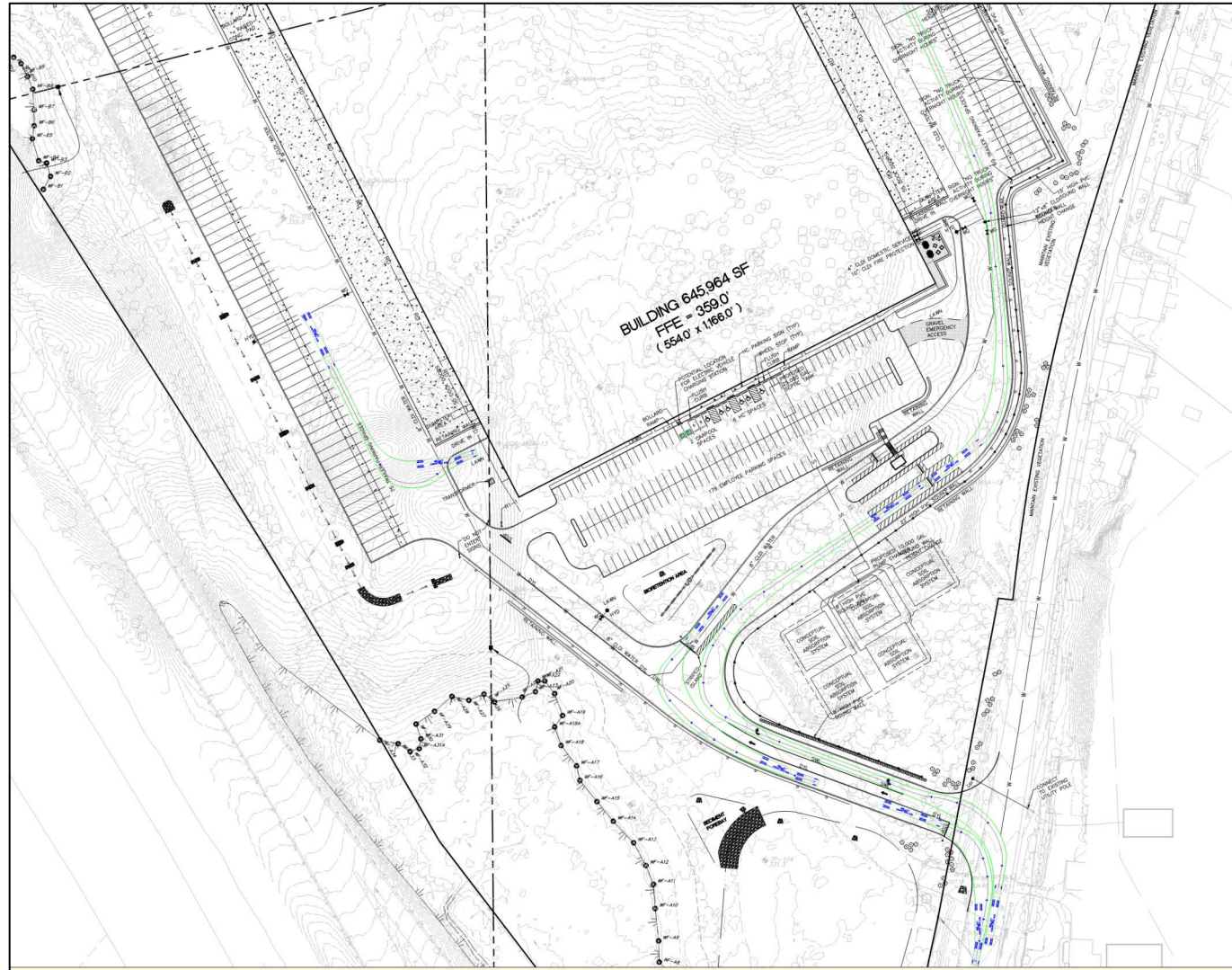


# Entrance Queuing Capacity



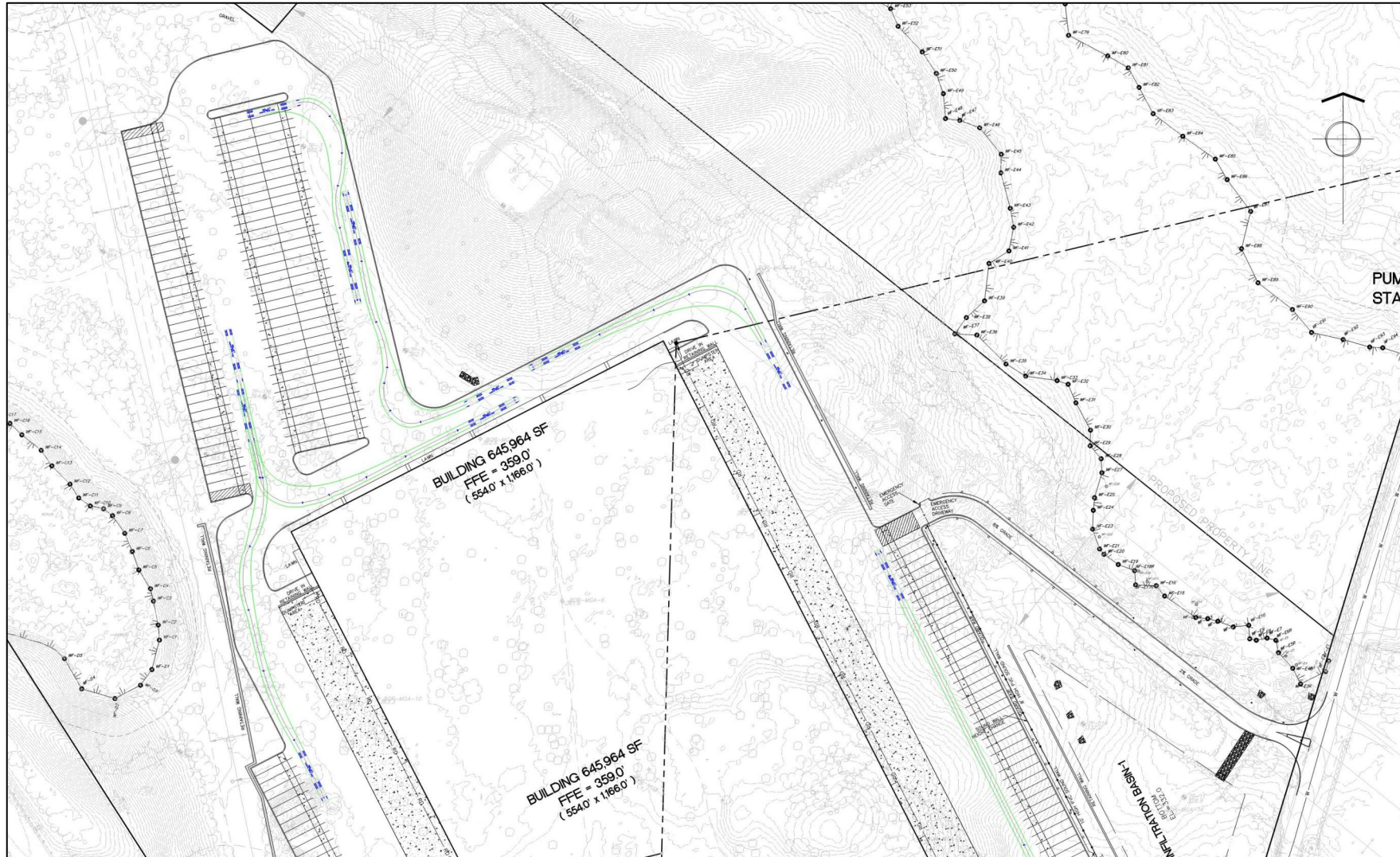


# Vehicle Movement Analysis



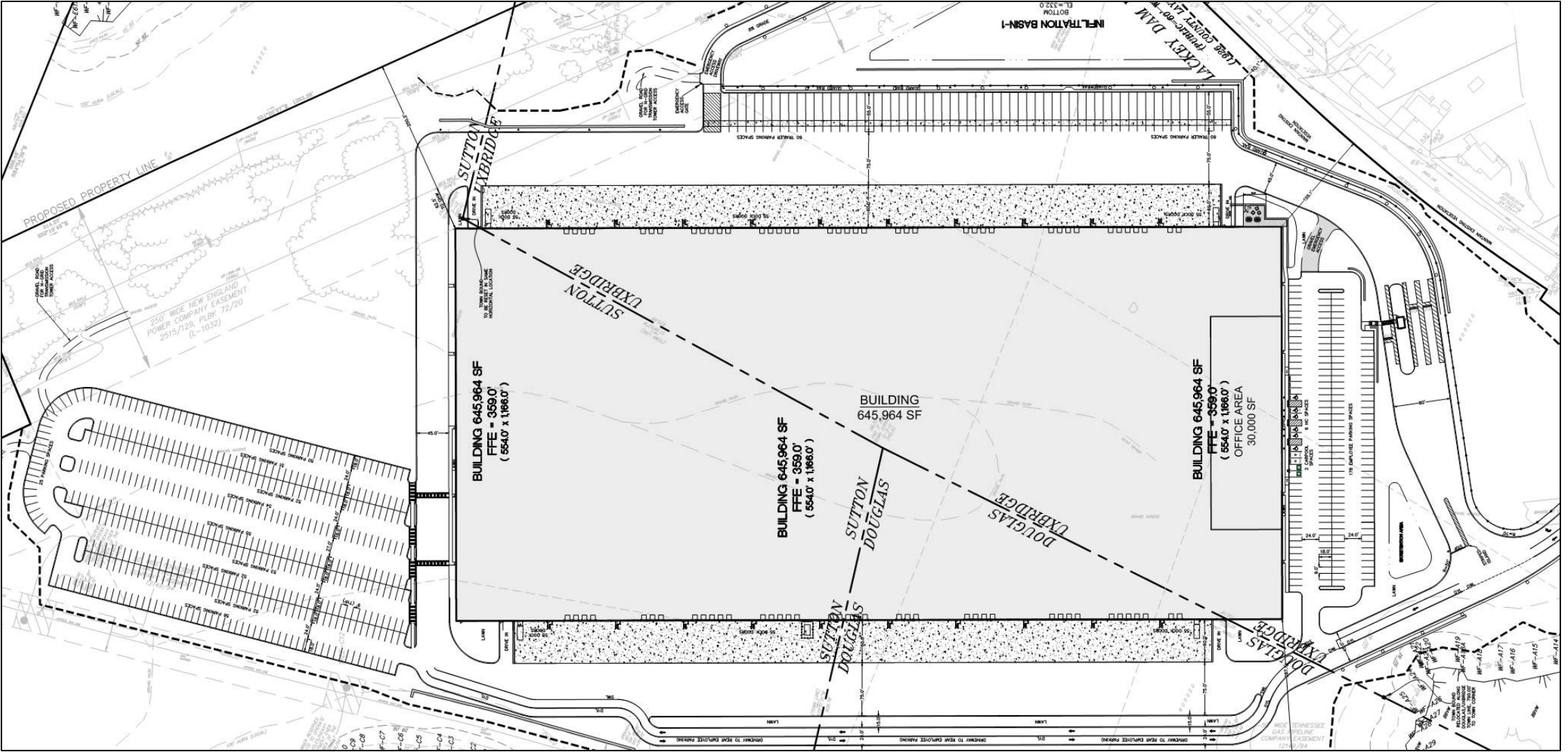


# Vehicle Movement Analysis



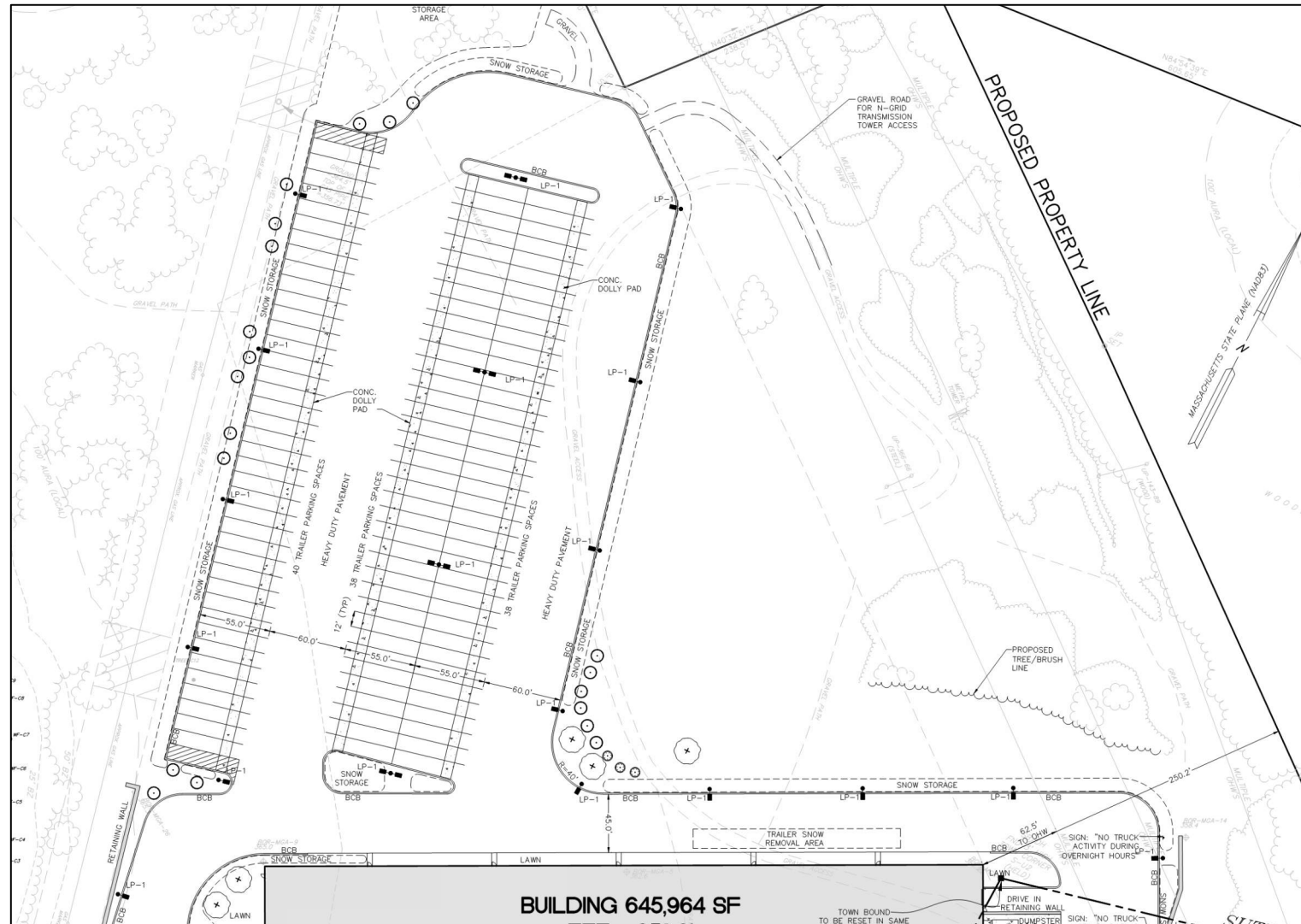


## Alternate Layout of North Parking Lot (Added Employee Parking)





# Snow Removal Area



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# Summary of GPI Recommendations

- Identify and implement low-cost, short-term improvement measures at Gilboa Street/North Street intersection
- Present empirical trip generation data if the facility were to be used for a van-based (last-mile distribution) operation
- Construct a left turn lane on Lackey Dam Road at the Site driveway
- Post-occupancy monitoring program starting six months after initial occupancy and continuing on an annual basis until up to three (3) years after full occupancy
- Provide location for a snow clearing station for outgoing trailers
- Install at least 18 EV-Ready parking spaces for easy retrofit



# Follow-Up Actions related to Traffic

- Finalize traffic monitoring requirements
- MassDOT Access Permit
- Approvals by 3 Towns
- Pre-occupancy validation and post-occupancy monitoring



