



PLANNING BOARD MEETING

Tuesday, June 13, 2023 at 6:00 PM

Town Hall - 41 South Main Street Randolph, MA 02368

MINUTES

In accordance with Governor Baker's Order Suspending Certain Provisions of the Open Meeting Law, G. L. c. 30A, § 20, relating to the 2020 COVID 19 emergency, the Planning Board shall meet remotely to avoid group congregation.

A. Call to Order - Roll Call

Called to order by Vice-chair Nereyda Santos-Pina at 6:05pm

PRESENT

Alexandra Alexopoulos
Nereyda Santos-Pina
Peter Taveira
Lou Sahl

ABSENT

Tony Plizga

B. Chairperson Comments

C. Approval of Minutes

1. Minutes of 5/23/23

Approved as presented.

Motion made by Taveira, Seconded by Sahl.
Voting Yea: Santos-Pina, Taveira, Sahl
Voting Abstaining: Alexopoulos

D. Public Speaks

None

E. Public Hearings

1. Randolph Road - Site Plan and Design Review

Planner Tyler asked Alexandra Escamilla of Bluewater Property Group to introduce the panelists for the project: Robert Buckley, Kevin Demers, Gary McNaughton, Benjamin Mueller, Mark Ford, Kristine Hung, Connor Downey and Gregg Burnett.

Vice Chair Santos-Pina asked Planner Tyler to read the meeting notice into the record and provide a summary of the proposed Randolph Road project. The Planning Board received into the record the following: civil plans, architectural plans, additional site plans, acoustical study, traffic impact study, a narrative of the project and payment. Ninety-six abutters notices were distributed by certified mail on May 17, 2023. The property is zoned industrial and the use is allowed by right. This is a tier 4 site plan and design review. Project dimensional requirements have been complied with according to zoning and are referenced on the civil plan set. The Planning Board's role is to mitigate any impact to the surrounding parcels while allowing this use by right. No tenant has been identified for this project. There are some Conservation Commission enforcement orders in place that may not necessarily impact this specific site, but areas along Randolph Road. Planner Tyler has asked Conservation Agent Joe Dunn to prepare a list of the Enforcement Orders including dates, any extensions and if they have been complied with. The project is subject to a stormwater permit which has been approved by DPW Superintendent Chris Pellitteri and also a Notice of Intent from the Conservation Commission which has been advertised for a public hearing.

Vice Chair Santos-Pina asked the applicant's team to make their presentation to the Board. Robert Buckley noted the project is a culmination of about a year of planning. They have assembled a talented team of consultants to address the various issues they anticipated would be raised during this process. Months ago, they were before the Board to consolidate a number of small parcels to turn the property into a productive asset for Randolph.

Mr. Buckley introduced Alexandra Escamilla, Head of Development with Bluewater Property Group (BPG). She introduced her team: Connor Downey, Head of Investments for BPG, Bob Buckley and Kristine Hung of Riemer & Braunstein LLP on their land use counsel, Kevin Demers of DelPrete Engineering, Gary McNaughton from Bowman who performed the traffic study, Benjamin Mueller from Ostegard who performed the acoustical study, and Mark Ford from Ford Architects.

Ms. Escamilla provided an overview of Bluewater Property Group. They are New York and Philadelphia based industrial developer which invests, owns, develops and operates warehouse building across the northeast. They specialize in Class A development (high quality, highly architectural, very functional) with 30 years experience in this sector.

Ms. Escamilla showed an aerial view of project in relationship to existing surrounding conditions. There are extensive wetlands and natural resource areas on the site as well as some topography and grading challenges. She reviewed the proposed site plan and circulation slide with the Board explaining that the building was oriented in such a way to shield the truck activity from the neighboring properties. Most commercial vehicles will be accessing the site from RT 93 via North Street. They do not have tenants yet, but the building has the potential for up to three tenants. Offices

would be accessed from the North Street side of the building where there is approximately 92 parking spots. There is a lane along the right side that will be used for emergency vehicles only. They will be installing electrical vehicle charging stations at the site as well as bicycle racks to increase its sustainability. Ms. Escamilla showed an aerial 3 dimensional rendering of the building which showed a view of the main activity along the rear of the building.

Ms. Escamilla reviewed abutter considerations:

Minimal impact to existing road networks anticipated. 2-4 truck trips per day generated during peak traffic hours. Passenger vehicles distribute throughout staggered shift start and stop times. North Street is already a busy road, and this will be a small impact to it.

Truck courts oriented away from residents with building as barrier. Sound wall proposed to further mitigate potential sound spillover.

Warehouse lighting to be dark sky compliant with no property line spillover. They've added extra protection to their lighting package to ensure no spillover into reservoir areas.

65% of existing vegetation to remain with additional landscape buffers proposed for visual screening. No direct impact to wetlands, maintaining link to reservoir.

Construction methods to follow rigorous state and local code requirements. Regular communication with abutters on anticipated activities.

Project Benefits - the project will generate an estimated \$180,000 in annual tax revenue compared to 2022 revenue of \$28,000. It will also generate approximately 60-70 jobs as well as additional jobs during construction. They are aiming for LEED Certification on this project.

Kevin Demers of DelPrete Engineering provided an overview of site layout and engineering features of the project. Mr. Demers highlighted the wetlands on the property and existing grade and elevations which were at a low of 110'-120' on the southern portions of the site to an elevation of 140'-150' in the western portion of the site. The building is proposed to have an area of 120,000 square feet. The developer proposed to bring in utility services from Randolph Road, and resurface the existing roadway. The truck court and turnaround will be northeast of the building facing away from residential abutters. No truck access is proposed around the 3 southern and western sides of the building. There is a total of 108 passenger parking spaces including satellite watch spaces on either side of the truck court. The 18' wide access drive on the southeast side of the building is for emergency vehicles only - signed and restricted accordingly.

The underground utilities proposed for the building include gas, electric, water and sewer. The sewer will tie into the existing main within North Street. The stormwater plan is in accordance with Mass DEP and Town bylaws. The majority of the stormwater will be captured and routed to the segment bay and stormwater pond.

The impervious portions of the property were located as far away as possible from the Richardi reservoir and great care was taken to not impact bordering and isolated

wetlands. Other features which offer protection to the wetland resources include proposed retaining walls and rock faces as opposed to slopes. The southwestern site limits will be replanted wherever there is not a good tree stand above the rock face to buffer the development from the adjacent residents as much as possible.

Proposed site lighting will be dark sky compliant with back shields to shield the adjacent wetlands and abutting neighbors. No direct illumination extending into adjacent sensitive areas.

Gary McNaughton of McMahon a Bowman Company was present to outline the traffic impact study. He explained that the project is not a high-trip generator. They looked at Randolph Road itself and then the intersection at North Street and Oak Street where there's the potential for impacts. The Town is working with DOT to signalize the intersection which will help alleviate congestion and crashes and bring the level of service into more acceptable ranges. Traffic during peak hours the building generates about 38-40 trips. Truck traffic is spread out over the course of the day. They analyzed impacts to accessing the site. Impacts considering growth over a seven year period show an F rating for the Oak Street/North Street intersection. Once that intersection is signalized it will alleviate traffic and improve the rating. There is currently heavy truck traffic from the industrial uses along North Street, so heavy vehicles coming and going from the site won't be perceptible.

Ben Mueller, P.E. of Ostegarde Acoustical Associates was present to discuss the site's sound emissions for the proposed use. They looked at Randolph's code, Chapter 141, *Unreasonable Noise*, which restricts noise between 11:00pm and 7:00am in excess of 50 dBA with daytime limits increasing to 70 dBA. The State also has code in place for communities that don't have their own noise code, providing regulations that you shouldn't go 10 dBA above background noise level. As part of their scope, they deployed a long-term monitor on site toward the residential development on the South. They got background levels of 41 dBA so that plus 10, is 51dBA and within limits.

Noise associated with the site includes a steady presence of HVAC noise, 24hrs per day. They estimate the building to have 4 - 25,000 CFM units, spread out evenly on the roof. Each unit has a power level of 90 dBA, which is in the mid category for large rooftop equipment. Mr. Mueller reviewed a plan which shows the sound emissions on a color coded map where the sound is measured in strengths and explained how the noise reacts with topography and geometry on the site. Their analysis shows levels on the residential side of 30-39 dBA, 10 dBA below the state and local limits, with no concerns over the steady presence of sound proposed by this site.

Another noise source is truck activity including: back up alarms, coupling into coupling of trailers, movement, release of airbrakes etc. They have designed a 10 ft. tall wing wall on the western most corner of the building of the truck court to shield noise from truck activity. The placement of the building shields the truck activity on the east side of the site which is within the limits. The site volume is low with approximately 36 trucks per day with activity once or twice an hour. The plan shows that they are in full compliance of the code and when trucks leave the site they will blend in with existing intermittent traffic already occurring day and night with no negative impact from the project.

Mark Ford of Ford and Associates Architects presented the floor plans, elevations, renderings, and visibility studies. Mr. Ford outlined the traffic pattern of the site which was designed to shield the truck traffic from abutters. The topography on the site has been a challenge. They created a 3 dimensional model of the site working off images from google earth replicating existing vegetation to provide a realistic image of the what the finished project will look like.

Mr. Ford showed the building elevations. The building is 250 feet deep and 480 feet long with a height of 41 feet. The exterior will be concrete panels either tilt wall or pre-cast panels with different reveals to provide some texture and scale to the facades. They provided for clear story window units in the upper portion of the walls to provide daylight. The building has two end elements to provide interest and a smaller element in the center. They are showing a storefront in the southwest corner, where they believe the a single tenant would have their offices. The building can be divided for up to 3 tenants with one-sided docking only and vehicular parking on the the south side of the building.

Mr. Ford reviewed the first floor footprint of the building highlighting the the potential tenant areas in the front and the 22 dock doors and two drive-in ramps along the back.

He showed a rendering of the exterior which shows ground plantings and retaining walls due to the topography on site. Also, a sound wall that helps screen the truck court. They recreated the views from the south and southeast and west quadrant of the site and described the building as being behind a lot of existing vegetation. Proposed signage on the building is within code limits.

Public Comments

Before taking public comments, Planner Tyler explained that she met with the following neighbors to discuss the project and review the plans: Mary Keaney, 601 Meadow Lane; Mary Tarr, 201 Meadow Lane; Yasmine Razi, 602 Meadow Lane; Anne Naughton and David Andler, 1102 Meadow Lane, Judy and Bill Watson, 605 Meadow Lane. There was also a resident from North Street.

Planner Tyler read a list of concerns and questions she compiled from the abutters:

The type of landfill that would be brought in, if necessary? If there is an impact on the water table during the tree removal? The type of landfill that would be brought in, if necessary? If there is an impact on the water table during the tree removal? Are there any easement provisions that will be required? What is the impact of noise from the HVAC and lighting on the residential properties? Oak Street intersection with North Street and any traffic impact? If there's an impact at night because of the potential hours of operation? How will any environmental or chemical spill be addressed (truck gasoline, oil, on site)? Overall impact on air quality, if any? Building size and type of business? Is the Board concerned about loss of property value on the adjacent residential properties? Will there be structural damage when blasting takes place? How is that addressed? Who will hold the owner accountable for maintaining the green buffer and the existing mature trees in the buffer zone during construction? What are the hours of construction going to be? There's a concern about the warehouse proximity to the property line based

on the location of some of the existing residential structures. There was a decision to choose the location because of its privacy and now there's a concern that the abutter would be looking out at the warehouse. Can the warehouse be relocated further into the woods with as many trees as possible left? Lighting and whether or not there will be impact to their residential property at night? The noise impact of the trucks during the especially during the evening hours? Additional concerns for the safety of the residential neighbors with now new development adjacent to them. Noise during construction and noise during operation? The loss of greenery and concerns about air quality. Will there be a negative impact to their property values? What kind of products would be stored in the warehouse? What kind of activity would take place during the day and night? Also a series of questions regarding the HVAC units and their placement and retaining walls and heights.

Andy Milhaich of 1702 Meadow Lane asked the acoustical engineer to confirm if the sound model was done with the 10 foot sound buffer in the model? And, also, considering the worst case scenario on the acoustical plan where we hit 50 dBA in one of the residential locations, he would like to know if they could re-run that simulation doubling the height of the sound barrier to see how many dBA we go down?

Anthony DeLuca of 12 Ridge Drive, Carlisle, PA - he is an abutter and would like to know how close this site is to Wilson Boulevard?

Judy Watson of 605 Meadow Lane - noted that Planner Tyler covered most of the concerns she had, however, she is very concerned about the blasting, as there is a lot of granite on the site. She is concerned that the blasting will affect the roots of some of the mature trees and planting in the 40 foot greenery buffer. She doesn't want to lose the beautiful trees in that area. How will they be notified of the blasting? And, will they come and take video of their foundation?

Niall Moloney of 203 Meadow Lane - main concern is about the noise since he works from home. Many of the neighbors, when they were notified of the project, heard Randolph Road and didn't really think it impacted them, but are now quite shocked as to how close the project is to their property.

Mary Keaney at 601 Meadow Lane has concerns about the wall as her property is about 2 feet from the property line. She would like to know how tall it is and what it is going to look like? Is it sound proof? She is closest person to the property and feels that she is going to be looking straight out to this massive building.

Vice Chair Santos-Pina closed the "public speaks" portion of the meeting. Planner Tyler addressed the notification process and the statutory requirements in Mass General Law. This is at least the second notification of the project that was sent via certified mail. The first notification was in January to eliminate the paper streets. The most recent abutters notices went out on May 17, 2023 and referenced Randolph Road since that is where the property frontage is. The notices also included a color map on the back which had a circle around the area impacted by the project.

Planner Tyler addressed Mr. Deluca's question regarding how close the project is to his property at Wilson Boulevard. She pulled up a map to show the location of his property in relationship to the Randolph Road project, noting it will not be an impact.

Vice Chair Santos-Pina asked the team to address the question about raising the height of the sound barrier another 10 feet and if that is a significant change? Also concerns with regards to construction impact and blasting? How does that impact the abutters? The duration of construction and how they will be notified? Air quality, environmental impact with oil spills? Retaining wall, the heights, the material?

Regarding Mr. Milhaich's question about doubling the wing wall sound barrier, Mr. Mueller noted that the 10 foot wing wall is on the west side of the site and noted that there is not a wing wall proposed on the east side of the site. The 50 dBA is primarily from shielding by the building and other geometries on site.

Alex Escamilla addressed the concerns related to construction. She anticipates 12 months of construction in total which will mostly be interior work after the first 6 months. The beginning of the project will include earth work and blasting, which is a highly regulated method for rock removal. It is one of the most efficient and safer methods for rock removal. It is heavily regulated by both the State and local fire department. The process includes abutter notifications, pre-condition surveys and also during construction, vibration monitoring, crack monitoring and daily oversight of the conditions created by blasting. It will happen one to two times per day in a very measured and planned way. As far as notifications go, they plan to work with Planner Tyler as to the correct method of getting the information out.

Related to land-fill, the project is what is called a "balanced site" where they will not be bringing in a lot of fill, but will be processing what is there. There may be some top soil that gets stripped.

As far as vegetation goes, they will working with a geotech engineer making sure there's no erosion of nearby vegetation from blasting. In the event a tree comes down, they will replant it.

Kevin DeMers of Delprete reviewed the retaining walls on the site counter clockwise beginning with the north quarter. The upper left retaining wall will be a fill retaining wall approximately 4-6 feet high. Around the southern end of the building, it will be a rock face wall approximately 10-20 feet high, with a layback slope, if required. The southeastern portion of the site has proposed a fill retaining wall 10-20 feet high. Ms. Escamilla noted that the southern face of the property will not be a wall per se, but actually a natural geological face that will be cut, not a constructed wall. She shared her screen to show the Board an example of what the geological face would look like.

Vice Chair Santos-Pina entertained a motion to continue the hearing. Mr. Buckley requested that any questions or concerns of the Board be forwarded to the team in advance of the next meeting. Planner Tyler explained to the abutters that they are welcome to attend the next meeting, but the public comment portion of the hearing is now closed. Mr. Taveira asked if the plans are available on the website. Planner Tyler noted they are available for viewing in the Town Clerk's office.

Motion made by Santos-Pina, Seconded by Alexopoulos to continue the meeting to June 27 at 6:15pm.

Voting Yea: Alexopoulos, Santos-Pina, Taveira, Sahlu

F. Old/Unfinished Business

G. New Business

1. Subdivision - Pham Estates - Overhead Electric Service

Vice Chair Santos-Pina asked Planner Tyler to give the Board an overview of the project. She explained that Pham Estates was the creation of a single lot sub-division and a road named Mary Lee Way off of South Main Street. The applicant has presented an easement plan from National Grid which took quite a while to get. The easement request is to bring the power line across from South Main Street to a pole at the edge of Mary Lee Way and then over to another pole further down the road to provide service to the single family home. Subdivision rules and regulations call for utilities to be underground so the applicant is has come before the Board requesting a waiver for overhead utilities.

Greg Bunavicz, engineer for the plan presented the waiver request. He noted that the applicant is proposing overhead wires across South Main Street to a utility pole near South Main Street and then overhead along the left side to another utility pole on Mary Lee Way. The street has a 24 foot wide layout with a one foot wide grass strip and one foot wide filtration shoulder on each side of the road. The utility poles will be located in the one foot grass strip area.

Vice Chair Santos-Pina is concerned that the end of the second pole is in close proximity to the neighboring residence. Also, that there was an understanding by the Board that the utilities we be underground. The Board discussed the proximity of the utility pole to the neighbors house. Vice Chair Santos-Pina has concerns over not only the pole but how close the actual electrical line is to the abutting residence. Mr. Bunavicz pointed out that all the houses in the area have overhead lines. He remembers a conversation with the Board that the wires were going to have to be overhead and they were waiting on the easement plan from National Grid to provide to the Board. Vice Chair Santos-Pina asked what the impact would be not putting up the second pole and running the lines underground? Mr. Bunavicz said the cost. Mr. Pham said they would have to dig up the street to run the utilities underground. They had to pave the road to get the release of lot and permit for the home. Vice Chair Santos-Pina said the road should not have been constructed without the utility, as it was a requirement from the beginning.

The motion failed. The discussion will be continued on June 27, 2023 at 6:00pm.

Motion made by Santos-Pina, Seconded by Taveira to approve the waiver to allow the two electrical poles to be above ground to run electrical into the property as the National Grid easement plan is showing the position.

Voting Yea: Alexopoulos, Taveira

Voting Nay: Santos-Pina

Voting Abstaining: Sahl

2. Request from MPIC - Comprehensive Master Plan Update

The Master Plan Implementation Committee has been meeting for about a year now going through the goals and objectives outlined in the comprehensive Master Plan that Planning Board adopted in 2017.

The MPIC provided a letter which outlines the Committee's objectives which have either been accomplished or in some cases are no longer applicable. The MPIC thought there would be value in performing an update to look at additional initiatives that could help facilitate long-term planning. The request through one of the members is to incorporate an update to the Open Space and Recreation Plan. Planner Tyler explained that the Town is not currently eligible for certain grants because the Open Space Plan isn't updated.

The MPIC is asking the Planning Board to consider seeking an update to the Comprehensive Master Plan from 2017 for an Open Space and Recreation Plan. Planner Tyler noted that Councilor Gordon has sought funding through the Community Preservation Act to facilitate hiring a consultant. Additional funding for the Master Plan update may be covered by the Planning Board budget once FY2024 is adopted, also through grants that may be available to address Master Plan updates. The Master Plan is under the Planning Board's authority, so the Board would need to vote to approve the request. Vice Chair Santos-Pina and Mr. Taveira feel it's best to wait for the full Board to be present to take a vote.

Motion made by Alexopoulos, Seconded by Taveira to table the discussion until the June 27 meeting.

Voting Yea: Alexopoulos, Santos-Pina, Taveira, Sahl

H. Staff Report

***Active Subdivision Review**

***Active Project Review**

***Upcoming Projects**

Active Project Review

Allen Street - exterior siding is up, no stone facade yet. Some interior work has also been done.

30 South Main Street, Step Ahead Daycare - requested they provide information or a sign permit to the Board no later than September 1.

19 Highland Street - exterior work continues. They are repairing the sidewalk and curb cuts around the perimeter (Highland and Warren) per the decision. Town Engineer Jean Pierre checked on the progress to ensure it met the town's guidelines. No timeframe on mitigation requirements which including re-routing, painting and striping of Diauto Drive. Mrs. Santos-Pina asked if there was any word on the well and irrigation system. There has been some digging, Planner will check the status.

34 Scanlon Drive - the Town Clerk has certified the decision. Next step will be an ANR before they can obtain a building permit.

Subdivisions

Perry Estates - has been endorsed. The applicant has a packet of subdivision forms and instructions on how to proceed.

Mill Street - still waiting on the finalization of the water line as DPW would like it looped.

Lafayette Estates - still under construction and awaiting an extension.

Cygnets Lane - the Board approved a Release of Covenant to be endorsed tonight.

Planner Tyler will be working to send out packets to subdividers with forms and checklists to work towards closing them out so files may be archived.

33 Mazzeo Drive - Splash Car Wash - construction is moving along and Planner Tyler signed off on their sign permits.

Planner Tyler anticipates a 5-6 lot subdivision that will go to Historical Commission for review before any demolition can take place.

I. Board Comments

J. Adjournment

Notification of Upcoming Meeting Dates

6/27/23

7/11/23

7/25/23

8/15/23

Adjourned at 8:20pm