Old Colony Planning Council

Agenda

Agenda for Meeting No. 549
August 29, 2018

Old Colony Planning Council
70 School Street, Brockton, MA 02301

The listings of matters are those reasonably anticipated by the Chair, which may be discussed at the meeting. Not all items listed may in fact be discussed and other items not listed may be brought up for discussion to the extent permitted by law.

1. Call to Order, 7:00 PM	**Mr. Frank P. Staffier, President**
2. Roll Call of Members	**Mr. Fred Gilmetti, Secretary**
3. Minutes of June 27, 2018 Meeting	**Mr. Fred Gilmetti, Secretary**
4. Financial Report for June and July 2018	**Ms. Christine Joy, Treasurer**
5. Staff Report	**Mr. Pat Ciaramella, Executive Director**

6. Regional Clearinghouse Reviews

Industrial Revenue Bonds
None

Environmental Notifications
See Attachments

7. Old Business

A. ***Presentation – Utility Relocations During Roadway Projects.*** Examples of utility transfers during roadway reconstruction will be presented. In addition, some guidance will be provided regarding common misunderstandings of the utility relocation process. Robert G. Moran, Jr., Manager, Community and Customer Management, National Grid.

8. New Business

A. ***Presentation – Old Colony Planning Council (OCPC) – 2018 Regional Policy Plan.*** This Regional Policy Plan builds upon, and carries forward, the smart growth principles outlined within previous plans. In addition to the strengths of those policies, this plan serves as a foundation for how our region will grow and invest in infrastructure that provides more choices, strengthens the economy, promotes a healthy environment, and supports thriving, livable communities. Lisa Sullivan, Senior Planner and Laurie Muncy, Principal Comprehensive Planner

B. Report and update on the MPO Meeting. Charles Kilmer, Assistant Director/ Transportation Program Manager

9. Community Concerns

10. Other Business

11. Visitors Comments/Questions

12. Adjournment

FUTURE MEETINGS: September 26, 2018, October 31, 2018 and November 28, 2018
(Executive Committee Meeting would be convened in the absence of a Council quorum)

Attachments

Industrial Revenue Bonds (Council Action)

None

Environmental Notifications (Information only)

1. EEA # 15892 - Plymouth Long Beach Cottage Demolition (Plymouth) - The proposed project includes the demolition of the existing single-family cottage, and repurposing the disturbed area, including the footprint of the cottage and existing driveway for public parking.

The project property is located at 354 Ryder Way, Plymouth, Massachusetts (Assessors Lot 37A-0-2), on Plymouth Long Beach, a 2.8-mile long barrier beach that extends from Warren Avenue in a northwesterly direction, separating Plymouth Harbor from the Atlantic Ocean in Cape Cod Bay. The property is currently owned by the Town of Plymouth, and was recently returned to Town management after being leased to several individuals over the past decades. The property consists of one single-family cottage on 0.519 acres of land, and its associated deck, and pervious earthen driveway. Following demolition of the cottage, the previously disturbed areas on the property, will be repurposed for public parking.

2. EEA # 15639 - North Carver Development (Carver) - The Route 44 Redevelopment, LLC, Draft Environmental Impact Report (DEIR) for the North Carver Development has been prepared in accordance with the Secretary's Certificate on the Environmental Notification Form (ENF) for EEA No. 15639, issued March 17, 2017.

The project is part of the implementation of the North Carver Urban Redevelopment Plan (NCURP). The NCURP was approved by the Department of Housing and Community Development after the issuance of the Secretary's Draft Record of Decision on March 17, 2017.

The Project is located on approximately 282.3 acres in the northwest corner of the Town of Carver adjacent to the municipal boundaries of the Towns of Plympton and Middleborough. The Project involves the construction of approximately 1.77 million square feet of new warehouse/distribution facilities with ancillary office uses, provides approximately 1,883 parking spaces, and provide paved access roads. The Project is estimated to generate approximately 8,398 weekday trips, approximately 770 new trips during the weekday morning peak hours and 735 new trips during the weekday evening peak hours. To support the program, new utility infrastructure, a new sewage treatment facility and a new stormwater management system will be constructed. The Project Site will be accessed from a re-configured intersection of Montello Street and Route 58 and a new configuration for Montello Street. Facility construction is expected to begin in 2020.

Operational deficiencies already exist at some study area intersections, including the intersections of Route 58 with the Route 44 Westbound and Eastbound ramps, without the addition of any project trips.

Mitigation is proposed at three intersections, Route 58 with Montello Street (relocating the Site access), the Route 44 Westbound ramps, and Route 44 Eastbound ramps. The measures address existing deficiencies as well as Project related impacts and incorporate pedestrian and bicycle accommodations where appropriate. The mitigation will be implemented in phases based on occupancy and trip generation.

The Proponent will implement Transportation Demand Management (TDM) measures including providing an on-Site and dedicated Transportation Management Coordinator; installing conduit in support of potential future electric vehicle charging stations; providing an on-Site ATM machine, cafeteria, and mail drop boxes for employees and customers; surveying and evaluating employee transportation needs, and supporting a carpool and ride-matching coordination program through the promotion of NuRide or other MassRIDE initiatives; designating preferential low emissions

vehicle only spaces within general and employee parking areas; providing employees with a guaranteed ride home; and using direct deposit for employee paychecks.

The Proponent will complete an annual Transportation Monitoring Plan (TMP) to begin six months after full occupancy of the Project and extend for a period of five years, and will provide the data collected as part of the TMP to MassDOT and MassDEP. The TMP will include ATR and TMCs counts at specific locations.

3. EEA # 15883- Ricketts Pond Business Park (Carver and Plympton) - The project site has frontage on Spring Street and consists of approximately 20.33 acres in Carver and 23.37 acres in Plympton. The site is bordered by Route 44 to north and west, Spring Street to the south, and Ricketts Pond to the east. Ricketts Pond Business Park is proposed as a 4-lot subdivision comprised of mixed-use office/storage buildings as well as self-storage buildings. The gross square footage of the structures totals 114,318 sf. The project will be permitted in accordance with all applicable local and state regulations. The project consists of the construction of a roadway totaling approximately 1,120 linear feet to provide access to the proposed buildings and infrastructure. A single building will be located directly off Spring Street, and a driveway approximate 350 ft. in length will connect the proposed 1,120 ft. roadway to the storage building on the Plympton lot. The lots proposed under this development range in size from 129,250 sf. to 1,081,238 sf. The lot frontage ranges from approximately 225 feet to 1,118 feet with an average of approximately 577 feet. A 65 foot no impervious buffer from the limit of bordering vegetated wetland for Ricketts Pond is located along the eastern boundary of the property in accordance with the Carver Wetlands Protection Bylaw. In addition, approximately 33.75 acres have been designated as open space.

The Site is located on Spring Street in Carver, and adjacent to State Route 44. Trips generated by the project (608 vehicle trips per day) will have a negligible impact on existing traffic operations on Spring Street and Route 44. The Site will include 144 parking spaces Sidewalks are located along the north side of Spring Street and will be maintained throughout the duration of the project. All roadways on Site will be designed in accordance with AASHTO Standards and Carver Subdivision Rules and Regulations.

Spring Street is a public way in Carver and runs from its intersection with High Street in a northerly direction to beyond the Plympton-Carver town line. The roadway pavement is approximately 44 ft. wide in the vicinity of the project with two travel lanes, vertical granite curbing and a 6 ft. bituminous concrete sidewalk on the northern side of the street. The proposed access drive on Spring Street is located approximately 400 ft. northwest of the intersection of Spring Street and Spring Street Extension and approximately 750 ft. southeast of Route 44 on/off-ramps.

Several different commercial, retail, and agricultural uses are permitted within the Spring Street Innovation Zoning District under the Carver Zoning By-Law. The dimensional requirements are a minimum lot area of 60,000 s.f. with 175 ft. of frontage. Residential uses including detached single-family dwellings, conservation subdivision, duplex and two family dwellings, and townhouse development are not allowed in the Spring Street Innovation Zoning District. The proposed use is the most effective use of land with respect to economic development and minimizing damage to the environment. Carver's Spring Street Innovation District has a maximum building coverage requirement of 25%, the project proposes 6% building coverage.

It is anticipated that the project will be constructed in phases. The first phase will involve the construction of the lot and building located off Spring Street. The following phase will include the construction of the 1,120 ft. roadway and infrastructure. The subsequent phase will conclude the construction of the light industrial buildings.

4. 15870 Plymouth Light Station Revetment (Plymouth) - The project site is known as the Plymouth Light Station and is located at the tip of Gurnet Point, in Plymouth, Massachusetts. The site is located at the north end of Cape Cod Bay. The historic Plymouth Light Station is located on the upland side of the project site, which is owned by the United States Government and managed by Project Gurnet and Bug Lights, Inc. The site has been listed on the National Register of Historic Places, as Plymouth Light Station, since March 1977.

The purpose of the currently proposed project is to limit the amount of future erosion along the coastal bank and to protect pre-1978 buildings and structures. The proposed armor stone revetment will extend approximately 720 linear

feet along the coastal bank. The crest of the revetment is proposed to be located at elevation +27.8 feet NAVD88, in order to minimize overtopping of the revetment by storm surge and waves that would further erode the bank. The top of the coastal bank is approximately at elevation +50 feet NAVD88 (+/-5 feet). The toe of the proposed revetment would be located near the Mean Higher High Water (MHHW) line (elevation +4.8 feet NAVD88). Note that significant efforts have been made to minimize any encroachment seaward of the MHHW line, while maintaining design integrity and long-term resiliency. The revetment has been designed to withstand the 100-year return period storm, and to have a 50-year design service life. Additionally, the design takes into account the projected 50-year sea level rise.

In accordance with the Town of Plymouth regulations, the proposed project will include a one-time sand replenishment. This replenishment will consist of placing beach-compatible sediment at the toe of the proposed revetment, in order to mitigate potential loss of sediment supply to the coastal system, as a result of the proposed armoring of the coastal bank.

In order to limit runoff as a potential contributing factor to the erosion of the coastal bank, selective treatment at the top of the bank, using native vegetation and regrading of soil is proposed. A vegetative buffer of native plants is proposed to be planted, as needed, to supplement the existing top of bank vegetation. In addition, where feasible, for example between the historic earthwork structures, the upland will be regraded to direct runoff inland and away from the coastal bank.