



Office of
Kingston Planning Board
Town House
26 Evergreen Street
Kingston, Massachusetts 02364

PLANNING BOARD September 25, 2006
Planning Board Meeting Minutes

Members Present: Thomas Bouchard, Susan Farrell, Mike Ruprecht, Joel Michaud, Dennis Randall, and Thomas Bott

7:05 p.m. – Meeting opened

7:10 p.m. - 40R Traffic Study

Present for Thorndike Development was: Lloyd Giesinger, Kara Brewton, Matt Kealy, Randy Hart (VHB traffic engineer)

Thomas Bouchard addressed the members and public about a series of meetings in the coming weeks to educate the board and the people of Kingston of the benefits and drawbacks of 1021 Kingston Place. He explained that the meetings would be televised to give the public an idea of what the project was about. Dennis Randall wanted to clarify whether it was a public hearing and would the public be allowed to ask questions. Thomas Bouchard said it was not a public hearing, but an informational meeting. No questions would be taken from the public at this time. There would be a hearing at a later date where the public could participate, but this was just a conceptual project at this time, and the developer would be presenting an overview of the project and concepts to the board. Dennis stated that there was no potential for opposing views or questions. It would be like buying a wedding dress before choosing a spouse. Showing pictures of the plan made no sense when nobody could participate in the process by asking questions. Thomas Bouchard stated they would be moving forward with the informational meeting at this time.

Randy Hart of VHB Transportation Services prepared a traffic impact study for the Board. He gave an overview of the proposed project. The project is a mixed-use development with office retail and residential components at the MBTA station, with approximately 730 residential units, 50,000 sq. ft. of retail space and 250,000 sq. ft. of office space. They are evaluating present and future traffic conditions at the site. Tests were conducted at 7-9 am; 4-7 p.m. – daily traffic; and Saturday 11 a.m. – 2 p.m. to determine retail activity. As a result of retail activity, Smith's Lane traffic study consisted of 14k vehicles, Marion Drive 4k vehicles and the Rt. 3 southbound entrance 45k vehicles on any given day. They also conducted an accident report at 14 locations. All locations fell below the state average. All 14 operate within acceptable parameters, except Rt. 44 off ramp. Queuing is a problem in this area; another problem area is Cranberry Rd. to Gallen Rd. between 4 and 7 p.m. – 165 vehicles left to travel onto Rt. 3 South, 82 vehicles left to travel to Rt. 44 West. Evaluation of existing traffic conditions indicates that vehicle queuing is problematic at times and can temporarily limit traffic flow in this area. Many of the improvements planned as part of this project are focused on significantly improving this

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condition. The improvements are contingent on the project proponent being able to obtain all necessary permits.

The objective, according to the traffic report, is to enhance the existing operations by managing queuing conditions, reduce vehicle delays and vehicle queuing lengths, provide convenient access to Rt. 3 south to prevent a major public traffic generator, increase capacity at the specified intersections and increase traffic efficiency at critical locations. Specifically, Thorndike has proposed these 3 major improvements to the addressed problems.

1) A new Rt. 3 Southbound Ramp at Exit 8

Thorndike has committed to construct a southbound on-ramp to Rt. 3 directly from Cranberry Rd. This will allow direct access to Rt. 3 from the existing MBTA station, Water Treatment Plant /Transfer Station and the Cranberry Rd./Marion Dr. businesses. Thorndike has committed to completing this ramp prior to any occupancy on the site. The ramp will allow non-Kingston commuters especially those heading south and to the west to quickly leave Kingston and get on Rt. 3, significantly reducing commuter traffic egress in the area of Smith Lane.

2) Cranberry Road Extension and Enhancement

Thorndike is proposing to extend Cranberry Rd. to Marion Drive This effort includes expansion and an enhancement to the existing Cranberry Rd. to become a well-designed two-way local roadway as well as providing provisions for pedestrian's accommodations and street trees along the entire section. The result will create a more direct and sustainable access to the rail station and the treatment plant/transfer station and access the proposed site.

3) Intersection Improvements/ Enhancements

To further enhance operations, improvements are proposed at several intersections in the area to improve existing conditions and provide queuing management strategies.

Smiths Lane at Cranberry Rd/ Rt. 3 Southbound Ramp- widen Rt. 3 off ramp northbound to provide an exclusive right-turn lane. Widen Smith's Lane westbound approach to provide additional through lane. Modify traffic signal phasing to provide an exclusive left-turn phase for the northbound and southbound approaches.

Smith Lane at Rt. 3 northbound ramp – widen Smith's Lane eastbound approach to provide 2 exclusive left-turn lanes and a through lane. Widen Smith's Lane westbound to lengthen the existing right-turn lane.

Independence Mall entrance at Cranberry Rd. – optimize traffic signal timing to ensure efficiency of the coordinated system.

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Independence Mall entrance at William Gould Jr. Way – optimize traffic signal timing to ensure efficiency of the coordinated system.

Marion Drive at proposed Primary Site driveway/Cranberry Road Extension – extend Cranberry Rd. from its existing terminus to Marion Dr., forming a four-legged intersection with the proposed Primary Site Driveway.

The developer also brought up the fact that the retail stores in the development will cut down on traffic. There would be less traffic leaving the area, as ATM's, convenience stores and banks will alleviate traffic. In the future they also hope to have bike paths and trails to access retail stores and into the school complexes.

Dennis asked when the data was collected for the traffic study. Randy said in June before school ended for the summer. He also asked about school buses and bus stops and what impact that would have on traffic. Randy said that there are more trucks in the area than buses, but it would be assessed, and that most of the traffic for bus stops and general traffic would be inside the residential area itself. It would be an internal delay, and not impact Marion Drive. Susan Farrell asked for a letter grade for now and for the future. Randy said a c or b Grade now, future plans would have no degrading of the plan. (?) Dennis asked what would happen if they could not get the ramp approved. Randy said the developer has stated that if there was no ramp, there would be no plan. Dennis asked when they would be getting an answer from the state, and Randy said they are meeting with the state in 2 weeks. Dennis said that the meeting should be open to the public for comments. Thomas Bott said if someone had comments, the Board would pass it on to the developer.

The board then discussed the schedule for the next few meetings. They decided not to meet on October 16th and meet on the 23rd instead. The Design Standards, scheduled for the 16th would be moved to the end of the series of meetings.

7:50 p.m. – Special Permit Accessory Housing - Gosselin

Susan Farrell read the notice for the Special Permit. The property belongs to the McKays, and they were represented by Bob Gosselin. The house is 36 x 28 and has an open breezeway and a 2 car garage, and a family room in the basement which is 900 sq. ft. There would be a 24 x 24 ft. addition on the back of the garage. There would be 1 or 2 bedrooms over the garage. They will maintain the colonial style of the house, with the same pitch as the main house. The breezeway would be closed in and heated, the floor level would be changed so they would match the existing floors, and a deck would be built off the breezeway. Thomas Bott said that they are still waiting to hear from the Board of Health. They are meeting with Henny Walters on October 4, to discuss putting in a new septic. Bob Gosselin said they are in an R40 zone and they meet all the requirements. The board moved to continue until October 23rd at 7:30 p.m. when the BOH will have signed off on the plan.

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8:05 p.m. – Stoneybrook Falls

Bill Jeffries, Peter Conant and Fred Carroll were present. They would like the board to send a support letter to the ZBA in regards to their request for a variance from the inclusionary housing by-law for affordable houses added to their plans. They stated that the inclusionary by-law was incurred after the Special Permit was approved, and had they known this, they would have done things differently. As it stands without the variance from the ZBA, the project would not be feasible. They stated that they had already given 755k to the town, and various other incentives, including a Senior Center. The board asked them to come back before the board showing why the project would not be monetarily feasible. They will come back before the board on October 23, 2006 at 7:45 p.m. with that information, although they said there were many unforeseen expenses that may be placed on the project from MEPA and other agencies and boards in town. Fred Carroll said it was unfair to have a retro-active application of a by-law.

8:55 p.m. – The Bog – minor modification

Thomas Bouchard recused himself as he is working at the project site. Brian Cook and Brad McKenzie were present for the Bog. Brian gave an overview of the minor modification, which he stated would be temporary. The septic system in the upper parking lot is an issue and they are not able to tie into town sewer at this time therefore they need to reconfigure the parking lot temporarily. He showed the board the plan which depicted the handicapped parking lot, the lighting and islands on the parking area which would be LP 3 light panels, and they are working with a lighting consultant. They are using grading for the handicap parking and the drainage patterns are fine. Paul Armstrong has given them a temporary certificate of occupancy. The board moved to approve the temporary modifications.

Motion: Joel Michaud

2nd – Susan Farrell

Unanimous

4-0-1

Thomas Bouchard present but not voting.

Mr. Bott reminded the applicant he needs 4 copies of the plan.

9:10 p.m. – The board approved August 28 and September 11, 2006 minutes.

Thomas Bott presented bills for the board's signature.

PAC-TV - \$40.00

Concord Development - Review of 40R - \$4463.86 (reimbursement from the State)

Concord Development – Review of 40R - \$4019.91

Coler and Colantonio – The Bog - \$2744.16

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Discussion regarding a traffic consultant for Thorndike Development project. There were 3 replies to the proposal for engineering work at the site for a traffic study. Judith Nitsch Engineering, Inc. (\$22,500); Greeman – Pedersen, Inc. (\$6500.00), and Vanasse and Associates, Inc.(\$7500.00). Thomas Bott recommended Vanasse and Associates, as Nitsche Engineering bid was too high, Greeman Pedersen had been used on another project at the site. The board agreed to recommend Vanasse and Associates for the traffic study at 1021 Kingston Place.

Dennis Randall questioned some items on the Concord Square bill. Thomas Bott said he would look into some of the charges and have them removed if necessary.

The meeting adjourned at 9:50 p.m.