

Special Meeting
Sewer Commission at Round Table
February 26, 2007

The Sewer Commission attended the Round Table meeting this morning to discuss the 1021 Kingston's Place Development with other Town departments. The meeting was requested by Kevin Donovan, Town Administrator. Members of the Board in attendance were Elaine Fiore and Peter Cobb.

Mr. Donovan began the meeting at 10:03 stating that he had called the meeting in order to have all departments in one room at the same time to review this project. He asked for the needs of each department, assuming that the project receives approval.

Mr. Geisinger reviewed the current sites for the WWTF and Transfer Station and a new entrance ramp to Rte. 3 and reconfiguration of Cranberry Road. The reconfiguration of Cranberry Road will improve access to the train station and the new southbound ramp. The ramp will be a low elevation around the back of the WWTF. The land adjacent to the WWTF would be leveled and become useful space. Mass. Highway (MHD) has asked for other options to Thorndike's preferred small loop ramp. The result was the larger ramp which still needs final approval. Two alternatives were considered preferred options. One proposed an on ramp and an off ramp at the current entrance to the WWTF and Transfer Station. District 5 of MHD said this option is highly unlikely to be approved. An Environmental Impact Report (EIR) has to be done for any ramp being proposed. A land swap has been discussed with MHD. They would swap the triangle of land adjacent to the WWTF for the land needed for the new entrance ramp. MHD has stated they prefer alternative 2, the larger loop ramp to alternative 11, the on and off ramps.

Work at the Transfer Station would involve reconstruction of the site, regarding, relocation of the compactors and repaving. Ms. Fiore mentioned that the Sewer Commission was working with Mr. Basler to relocate everything so that it works for both departments. Mr. Cobb said he felt the entrance, as shown, is a traffic problem waiting to happen. Both facilities are being enlarged, but only 1 entrance is being proposed. This could limit access into the WWTF. Selectman, Paul Gallagher, asked if the traffic could loop around by both sites so that traffic would be one-way and exit from a different spot than the entrance. Mr. Donovan asked what would be needed at the Transfer Station to allow for an increase in the Town's population. Mr. Basler said that the plans shows 2 lanes entering the Transfer Station on the main entrance road. This road will branch into 6 lanes, 2 for each compactor. A third compactor will be needed. Ms. Fiore asked what would be involved if Cranberry Road were moved. Weston and Sampson reported that there are 2 landfill sites. One has been capped with hazardous substances and the other has been capped with a liner. If the road were moved over these areas there could be considerable problems regarding testing and preservation of the liner, etcetera. Mr. Geisinger reported that even the road as shown does encroach slightly on the liner of the landfill by the WWTF. Ms. Fiore stated that DEP has already approved the Transfer Station site as a disposal field and that the Sewer Commission cannot afford to lose this disposal option. Mr. Svenson, Water Commissioner, asked why the curve for the new ramp could not be moved out further to allow more land for the WWTF. Mr. Geisinger said this might be possible.

Ms. Fiore addressed the proposed Smelt Brook leaching field. The purpose would be to preserve the flow in Smelt Brook when the new 1-86 well site goes online. This site is no longer

considered viable. An instance that occurred in Marshfield has resulted in a cost of \$4,000,000.00 to the Town. This site cannot be an option as the Town could not handle such an expense. Mr. Svenson discussed that the Water Commission's main reason for suggesting this site was to recharge Smelt Brook as the 1-86 well draws on Smelt Pond. If this option will create a costly problem then they would not want to pursue this option. Ms. Fiore continued that DEP has stated that they cannot make any decisions on such a site until modeling of the area is done. DEP rules and regulations are continuing to get stricter. They are discouraging siting disposal fields near waterways and wetlands. The Sewer Commission had proposed that the Town undertake any future costs that might occur if a disposal site was located here but the Town was not willing to agree to this concept. Mr. Donovan confirmed that in his opinion this site should not be considered. He asked if relocating the discharge site would be a problem and was told that it would not be a problem.

Mr. Donovan said he felt the Sewer Commission and Highway Superintendent needed to work out their site problems. Ms. Fiore agreed and said the Board would be working with Mr. Basler to resolve the problems.

Mr. Geisinger said his project would be looking into using storm water to recharge Smelt Brook. This would not be a steady source of recharge but it would help.

Fire Chief, Robert Heath, said his department cannot reach the buildings with his 75-foot ladder truck. The department will need to purchase a 110-foot ladder truck and will need to enlarge Station House #2 on Smith's Lane.

Police Chief, Joseph Rebello, stated that the expected population and added retail space will require more police officers to patrol the area. He will need to add another district car, which means 2 new district cars and 4.5 new officers. The police department would need to renovate or build a new station house.

John LaBrache, Treasurer, stated that the costs associated with these needs would be \$825,000.00 for a 100-foot ladder truck, 1.1 million dollars for the fire station, \$60,000.00 for 2 police cruisers, 1.3 million dollars for the police station renovation or 5.2 million dollars for a new police station and \$120,000.00 for a new compactor for the Transfer Station.

Chief Rebello stated that a traffic signal would need to be added to the intersection at Marion Drive and the new Cranberry Road at full build out. The lights at the mall intersection need to be upgraded to help the synchronization problem that already exists.

Mr. Gallagher mentioned that 650 units will be built at Cordage Park in Plymouth and most of this traffic will be using Smith's Lane to access the train station. Something need to be done about the highway bridge on Smith's Lane. The train only goes to Cordage Park during off peak hours for tourism. The MBTA has said they cannot increase the train schedule to this station.

Mr. Donovan asked for the full build out schedule for 1021 Kingston's Place. Mr. Geisinger stated that the schedule is for 10 years. It will take 2 years for permitting and 8 years for construction. Mr. LaBrache stated that his cost analysis had considered the number of employees needed but it also included \$750,000.00 for a new ladder truck that Mr. Geisinger is stating that they have not agreed to fund.

Mr. Donovan asked when the Town would see the first benefits of funding. Mr. LaBrache stated that the Town would see the first funds included in the budget for 2009 and that the estimate is for the last year of funding to be 2016. About \$600,000.00 would come to the Town in 2008 for use in FY 2009. If the money is not used then it has to be returned to the State within 3 years. The request can be delayed, but the Town would lose interest on the money. It would be an asset in the stabilization fund and would require a 2/3 vote to remove it from this fund. It would be considered a liability as well since it might need to be returned if the project does not move forward.

Tom Bott, Town Planner, stated that the Developers Agreement has nothing to do with the 40R Zoning article. Mr. Donovan added that the agreement would be recorded and run with

the land once Town Meeting approves the 40R Zoning article. Mr. Bott stated that he would have to check with Town Counsel, but he believes it would run with the land. The highway ramp would have to be completed before any occupancy permits can be issued.

Paul Armstrong, Building Inspector, said that the Town could set conditions to any agreement but that the Department of Housing and Community Development (DHCD) could review it under appeal and determine that the restrictions are too stringent. Mr. Geisinger stated that Thorndike would write and sign a letter to DHCD stating that the agreement does not unduly restrict. DHCD would issue a letter referencing the zoning and the letter from Thorndike would be binding. Towns that are not working with a developer as part of their 40R approval process might not receive approval of their restrictions because a developer has not been part of the process. The proposals of the Town might be unduly restrictive to potential developers.

Mr. Svenson asked what would happen if the development is started and MHD determines they cannot have the ramp. Mr. Bott replied that they would have to go through the EIR process first. If the roadway is not approved then they cannot start the development. Mr. Geisinger commented that they could add to the agreement the statement that no buildings would be started until the ramp is approved.

Mr. Gallagher asked if the Sewer Commissioners had looked into utilizing land on the other side of the proposed highway ramp. An observation was made that this area would also be located close to wetlands.

Mr. Cobb asked if there was a guarantee that 10 years from now that funding from the State will still be available for the Town. Mr. Donovan replied that he did not know where the funds stand at this point. Hopefully Therese Murray will be able to provide information to the Town at Town Meeting. Mr. Gallagher added that he understood there was \$600,000.00 once the project was approved and then the Town would receive \$3000.00 per unit. The 40S money would need to be approved annually. Kingston probably would not qualify for that. Mr. LaBrache commented that even if there were no money from the State that the Town would be in the positive.

The meeting ended at approximately 11:00 am.

Suzanne Richards
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