

Conservation Commission
 One Liberty Lane
 Norfolk, MA 02056
 April 11, 2018
 7:00 P.M.

Commission Members	Other
John Weddleton – Chair ----- Present	Jim Wilson – Member ----- Present
Michelle Lauria – Vice Chair ----- Resigned	Janet DeLonga – Agent ----- Present
Patrick Touhey – Clerk----- Absent	Amy Brady – Administrative Assistant ---- Present
Thomas Norton – Member ----- Present	
David Turi – Member ----- Present	
Bruce Jacobson – Member -----Present	

The duly posted meeting of the Norfolk Conservation Commission convened at 7:00 P.M. in Room 124 at the Norfolk Town Hall. Mr. Weddleton announced that the meeting was being video- and audiotaped.

PUBLIC HEARINGS:

MBTA, NOI #240-599

Present were David Perry, Project Mgr., MBTA Capital Delivery Dept. – Addie Kim, HNTB Corp.

Plans and documents referred to were entitled “Franklin Double Track Project,” dated March 20, 2018, prepared by HNTB (7 pp); PowerPoint entitled “Franklin Double Track Project Overview, Draft: for discussion purposes only,” prepared by MBTA Capital Delivery Dept. (9pp)

Mr. Weddleton began by noting that the project is taking place primarily in a previously disturbed area, and has no impact on resource areas, but he wanted to go ahead with an overview of the project for the benefit of abutters.

Mr. Perry began with the PowerPoint presentation, and gave an overview of the history of the present line; it was built about a hundred years ago, and was originally a two track unit, until one set was removed in the 1950s; the right of way and basic railbed still exist. Having only one track is a constraint to operations; it reduces capacity and hinders reliability; if a train breaks down, another can’t go around. Franklin is one of the highest ridership lines, so MBTA wants to improve service; proposing to install 3-1/4 mi double track; it’s part of bigger program that will eventually go out to Franklin. This portion will go from Walpole West, where doubletrack already exists, for 3.372 miles to the Rockwood Road station in downtown Norfolk; the intent is to result in better operations, resiliency and flexibility. Mr. Perry showed the map of the map of area – new track will be 1.5 mi. in Norfolk, and 1.8 mi. in Walpole; will be on the North side of existing track. Mr. Perry mentioned a couple of considerations: the Positive Train Control (PTC) Project (a federally mandated project) will shut down the line on weekends in April & May. Because of the shutdown, Keolis (owner of the MVTA) will take advantage and do work on culverts in Walpole. At Seekonk Street, new grade crossing, gate arms, flashing lights, etc. will be installed. On the north side of Seekonk Street, roadway work will be done, and the grade will change. No changes to the number of trains, to the schedule, or to other operational issues are proposed. Three and a half miles of double track gives good operational benefits, but is not enough to increase the number of trains –that may be considered many years out, when 11 miles to Dean College is all doubletrack. The project will dead-end at Rockwood Road, near the convenience store across from station. At a location on Seekonk Street, looking west toward Norfolk, a ledge outcropping will need to be shaved, probably via

excavator and hammer, but blasting not ruled out. Mr. Perry has distributed his voicemail and email contact information, so anyone can get in touch with him.

Mr. Weddleton asked what resource areas work would take place in, and Mr. Perry pointed out the wetland areas, limits of disturbance, and buffer zones on the plans. Ms. Kim noted that if work is near a resource area, they will put in a wall. There will be some work on the south side near the Mann Pond culvert, but most will be on the north side. Plans show detail of erosion control measures where necessary. Drainage pipe in one area, terminating with a flared-end, stone riprap protected outfall.

Regarding scheduling, Mr. Perry said they are finishing up design and will be bidding out for construction over the summer – maybe September construction. The project is funded. Asked how long it will take to complete, Mr. Perry responded construction will take about 18 months; activating the double track will require replacing West Street Bridge in Walpole, so there will be a gap before putting in service. Contract will include plans, and a stormwater pollution prevention plan will be required from the contractor. They will be doing some borings near Highland Lake during the weekend shutdowns, to determine how to design retaining walls. Ms. DeLonga mentioned that MBTA has been known not to clean up erosion controls, and asked them to ensure that it gets done. Ms. DeLonga asked for assurance that the drainage pipe and swales will remain in the right of way (ROW), not discharging into resource or private property. Ms. DeLonga also asked for confirmation that a contact will always be available for questions from the Conservation Commission, as well as from neighbors. Mr. Perry responded that there will be a project engineer onsite, and that person's, as well as Mr. Perry's contact information will be available at all times. Ms. DeLonga summarized the project as work in previously disturbed areas, and moving in a fence in one area. Mr. Perry agreed, and said that extensive research into real estate property lines was done, and said no takings or encroachment is expected. This includes the fence which is currently at top of slope, and a new fence will be placed at the bottom of slope, still in row. File number was issued. In response to Ms. DeLonga, Ms. Kim said that the plan will be recorded at the Registry of Deeds. Specific sections will tell engineer any conditions (such as removing erosion controls), and there are standard specs that will be included as conditions of the contract. Mr. Wilson asked if any drainage is ending in anything other than sandy soil, where it might create problems for abutters. Ms. Kim responded that Highland Lake and Mann Pond Latera have been identified as flood plains by FEMA, and hydraulic calculations were run to ensure compliance with stormwater policy and 50 year storm data.

Mr. Weddleton opened the hearing for public comment. Mark Waitkevitz, 7-9-11-13 Lincoln Road, asked if trees will be removed in the 300-400 yard stretch in front of his house; Mr. Perry responded that there will be tree removal in that area, as part of the PTC project, and Keolis's vegetation management plan, not subject to this filing. There are no plans to replace any trees or brush removed. Northern Tree is the company doing the work. When they come close to a house, they will come and talk to the abutter before starting work. Marcello Santone, 5 Lincoln Road, stated that there are current problems with noise and vibration, which he feels will get worse. Mr. Perry said that speeds are not increasing, and frequency is not increasing at this point; stabilizing and upgrading of the roadbed should actually improve condition of roadbed and the dynamic load encountered by trains. Mr. Perry said that the MBTA does not install sound barriers, and that trees and leaves can be a problem for trains, so the standard practice is to keep track clear of trees. Only trees within the ROW will be removed. Jack Tornebene, 8 Ware Drive asked if the railbed will be widened. Mr. Perry said that some sections at the top of the slope will have riprap added, but the toe of the slope will not be widened. In response to an abutter, he stated the fence is being relocated to from the top to the bottom of the slope from Rockwood Road eastward; asked if trash will be cleaned up – said he would take it back to Operations; told resident it would be helpful if they could email a picture. Steve Bassignani, 37 Campbell Street, said there are wetlands on his property, and asked how it will be protected; Mr. Weddleton answered that they are not working within any resource areas. Matt Awad, asked for clarification where water is discharging, and said it will add more water to his yard. He also asked where piles are being driven for retaining walls; Mr. Perry answered that the depth and design

of the retaining wall is not fully determined; it will probably be 3' of exposed wall. Options include driven sheetpiles, or concrete L-shaped structures, or a gravity wall – a lot depends on soil conditions. Mr. Perry will meet Mr. Awad after the meeting to further discuss concerns. Lynne Worley, 5 Malcolm Street, asked for a map that shows streets and intersections; Mr. Perry showed her on the PowerPoint presentation and said he will email that to her.

Mr. Turi made a motion to close the hearing; Mr. Wilson seconded the motion; the vote on the motion was unanimous. The hearing was closed at 7:49 P.M.

The Enclave at Norfolk, Village Green, NOI, #240-591 (cont'd from 2/14/18)

Mr. Turi made a motion to continue the hearing for The Enclave to May 16, 2018, at 7:05 P.M.; Mr. Jacobson seconded the motion; the vote on the motion was unanimous.

Columbia Gas of MA, Request for Determination

This is a connection to provide power to the source in Medfield; connecting 2 dead-end lines to improve the flow of gas, it has no utility for the residents of Norfolk, although the town did try to attain benefits.

Present were Chris Sanderson, Columbia Gas of MA

Documents presented and referred to were entitled “Wetland Delineation Overlay Plan, New Gas Main Installation, Seekonk Street, Norfolk, MA,” dated February 2018, prepared by Merrill Engineers and Land Surveyors

Mr. Sanderson concurred that this is a betterment project to optimize the flow of the gas. He continued that the company is proposing to install one mile route of 8” high density polyethylene gas main and 12” coated steel gas main. Referring to the plan referenced above, Mr. Sanderson indicated a delineated intermittent stream that passes through a buffer zone in an ADS plastic culvert, to a resource area. A 2’-3’ wide, 4’ deep trench will be dug with a backhoe, pipe installed, and the trench filled with excavated material. No open trenches will be left, no sediment or erosion controls will be left. Regarding the culvert, a representative from the gas company went out and to look at the culvert, and it was decided that the area will be dug by hand; no heavy machinery will operate in that area. Mr. Weddleton mentioned that it is a busy road, and Mr. Sanderson responded that, if necessary, work could be done at night. Ms. DeLonga asked how deep the culvert is, and how the pipe will bend around it, if it is more than 4’ deep; Mr. Sanderson responded that the trench will be 1’ below the culvert, and there are angle points where it can be bent around. Mr. Turi asked if the water needed to be stopped, and Mr. Sanderson responded that there may be dewatering necessary, which can be handled. In response to Ms. DeLonga, Mr. Sanderson responded that “absolutely not, no way” will they go into resource areas.

Larry Clark, 130 Seekonk Street, asked what side of the street the lines are going up; Mr. Sanderson said it would be determined after the utilities are laid out; Mr. Weddleton said it would be on the opposite side of where you can see water gates. Mr. Clark asked why the 2 different sized pipes are being use, and wanted to confirm that both are being run at residential pressure; Mr. Sanderson did confirm this. Tris Carpenter, 121 Seekonk Street, asked where the power lines are located, in order to orient the scope of the area in question, and asked for confirmation that it is only to connect dead-end lines, which was confirmed. Mr. Carpenter also asked for confirmation that one size pipe will lead into another, and both will not be laid in the same trench. Ms. Clark asked if the road will be patched, and Mr. Sanderson responded that they are working with the DPW, since it is new pavement, and it will be more of an overlay; Mr. Weddleton confirmed that it will be determined in conjunction with the DPW. In response

to Mr. Carpenter, Mr. Sanderson responded that the timeline will be to start in the next couple of months, and based on 80'-300' l.f. per day, it should take about a month.

Mr. Norton made a motion for a Negative #2 Determination; Mr. Turi seconded the motion; the vote on the motion was unanimous.

ACTION ITEMS/ORDER/EXTENSIONS:

Conservation Restriction, Norway Farms

Mr. Turi made a motion to approve and sign the conservation restriction for Norway farms; Mr. Norton seconded the motion; the vote on the motion was unanimous.

60 River Road, Request for OOC

Mr. Weddleton informed a representative for the applicant that new plans would not be accepted; the Public Hearing was closed at the request of the applicant at the last hearing, and no new plans can now be accepted.

Mr. Norton made a motion to approve and sign the Order of Conditions for 60 River Road; Mr. Turi seconded the motion; the vote on the motion was unanimous.

CORRESPONDENCE:

Letter from abutter regarding 144 Seekonk Street Zoning Board Hearing

Mr. Weddleton reviewed the Conservation Commission case for 144 Seekonk Street, in which a Request for Delineation was filed on one small aspect of a small state-governed resource area on the site; the applicant did not request delineation of resources controlled by Town of Norfolk Bylaws, nor for vernal pools or other state controlled resources that might appear elsewhere on the site. The applicant has filed with the ZBA for a Comprehensive Permit at this site. After preliminary work was begun on the site, a Stop Work Order was issued by the Building Commissioner for perceived violations. Upon appeal of the Stop Work Order by the applicant, Mr. Weddleton stated that the Zoning Board of Appeals (ZBA) had a review of the entire site done, which found a number of infractions had occurred pertaining to the local Conservation bylaws. Mr. Weddleton stated that he informed the applicant that, although it has been filed as a 40B project, it has not reached that status yet, and no waivers from local bylaws have been granted. In addition, a Request for Departmental Action has been filed, and the State DEP is due to come out and do further review to look at the extent of damage that has been done to the local wetlands. Mr. Weddleton has forwarded to the ZBA a request that no further work be approved on the site before all of the outstanding matters have been addressed. After receiving a report from DEP, the Norfolk Conservation Commission will then decide on remediation. Mr. Weddleton stated that a seasonal stream on the property that passes into an abutter's property, has been crossed over with a cart path, making what was potentially a state-governed wetland area that would be subject to the 40B process, into a disconnected, locally-governed wetland area. Mr. Weddleton noted that the abutter is the daughter of the applicant.

NEW BUSINESS:

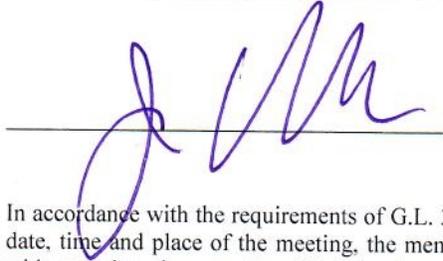
Possible Wildlife Signage at City Mills: Mr. Weddleton stated that the Board of Selectmen should be contacted before any signs are erected.

Volunteer Opportunities: Mr. Turi suggested coming up with a list of volunteer opportunities on Conservation Land around town, and Mr. Weddleton put Mr. Turi in charge of coming up with a list for review.

Mr. Turi will also come up with a sign to present at the next meeting regarding unleashed dogs.

Mr. Turi made a motion to adjourn the meeting; Mr. Norton seconded the motion; the vote on the motion was unanimous.

The meeting was adjourned at 8:30 P.M.



In accordance with the requirements of G.L. 30A § 22 approval of these minutes by the Board constitutes its certification of the date, time and place of the meeting, the members present and absent, the matters discussed, and the action taken by the Board with regard to those matters (if any). Any other information contained in these minutes is included for context only. Notes memorializing deliberation or discussion of any matter are in the summary form and may include inaccuracies or omissions. Where proof of the content of a statement is required, a tape recording or transcript should be consulted, if available.