

Town of Norfolk
Zoning Board of Appeals
One Liberty Lane
Norfolk, MA 02056

December 20, 2017

Zoning Board Members	Others
Michael Kulesza –Chairman ----- Present	Amy Brady – Administrative Asst. - Present
Robert Luciano –Vice Chairman --- Present	Dan Hill – 40B Attorney
Christopher Wider – Clerk ----- Present	
Joseph Sebastiano –Full Member --- Present	
Donald Hanssen – Full Member ---- Present	
Devin Howe - Associate Member --- Present	

The duly posted meeting of the Zoning Board of Appeals convened at 7:13 P.M. in auditorium of the King Philip Middle School. Mr. Kulesza announced that this meeting was being audio and video recorded, and detailed where the video could be watched. Mr. Kulesza also announced that there was a stenographer present.

PUBLIC HEARINGS:

60 River Rd – Variance (cont'd from 11/9/16)

Mr. Wider made a motion to continue the public hearing to 1/3/18 at 7:45 P.M.; Mr. Hanssen seconded the motion; the vote on the motion was unanimous.

17 Lawrence St – The Preserve at Abbyville and Abbyville Commons – (hearings continued from 11/21/17)

- Present were Bill McGrath, Engineer, BETA Group; Dan Hill, Daniel C. Hill Law Offices; Jason Plourde, BETA Group Traffic Engineer; Sean Reardon, Tetra Tech; Thomas DiPlacido, applicant; Rick Goodreau, Engineer, United Consultants, Inc. (UCI); John Smolak, Smolak & Vaughan, LLP; William Scully, Green International Traffic Engineer.

Plans and other documents discussed were Atty. Smolak letter dated 12/19/17, to Norfolk Zoning Board of Appeals (ZBA); BETA letter to ZBA, dated 12/18/17, “Notice of Audit Findings;” BETA letter to ZBA dated 12/19/17, “Comprehensive Plan – Supplemental Stormwater Review;” BETA letter to ZBA dated 12/19/17, “Comprehensive Plan – Construction and Operations Management Plan;” United Consultants, Inc. (UCI) plan dated 12/19/17, “Stormwater Illustration Plan;” UCI plan dated 12/5/17, “Phasing Plan;” Tetra Tech letter to ZBA dated 12/19/17, “40B – Peer Review (Status Update);” UCI letter to ZBA dated 12/5/17, “The Preserve at Abbyville and Abbyville Commons” [response to Tetra Tech review comments dated October 26, 2017]; “Consolidated Construction & Operation Management Plan,” with appendices, dated 12/8/17, prepared by DiPlacido Development Corp. (DDC); UCI letter to ZBA dated 12/5/17, “The Preserve at Abbyville and Abbyville Commons,” [watershed analysis]; UCI plan dated 3/15/17, rev through 12/5/17, “Post-Development watershed Map;” Hydrogeologic Evaluation Report, prepared by GeoHydroCycle, Inc., dated 12/15/17; Norfolk MassWorks Project preliminary Causeway Cross-Section, prepared by Green International Associates (GIA,) Inc.; Chart, “Abbyville Phasing Timeline,” dated 12/16/17

Mr. Kulesza recognized Atty. Hill, who gave an update on progress since the last meeting. Atty. Hill reviewed the process for 40B approval, citing the ZBA’s responsibility to weigh the need for affordable housing against local concerns. There was a meeting Monday, 12/18/17, at Town Hall with Atty. Hill; Sean Reardon, Tetra Tech; Chris Wider, ZBA; Norfolk Town Planner, Rich McCarthy; the applicant, Tom DiPlacido; Atty. Smolak; Rick Goodreau, UCI; at which the town advised the applicant on what they considered to be outstanding concerns, and took feedback from the applicant as to how they planned to respond. There were no decisions made at this meeting; the goal was to streamline the flow of information at future meetings, given the approaching deadline. Atty. Hill stated that the main focus of tonight’s meeting would be the Construction Management Plan, which has been provided by the applicant, and reviewed by Tetra Tech.

Atty. Smolak updated the Board on matters addressed and submittals made since the last meeting on November 21. Revised stormwater design plans have been submitted, as have design plans for the Lawrence Street bridge and causeway, and Consolidated Construction & Operation Management Plan (CMP), and a Hydrogeologic Evaluation Report (HER), and a letter from Atty. Smolak dated 12/19/17. The HER was also submitted to Mass DEP and Horsely-Witten on 12/15/17. Regarding the Mass DEP audit of the work performed by current owner in 2001, which identified two deficiencies to be responded to by the owner within 180 days of the date of the letter. The first item regarded legal language deficiencies related to the AUL; the second item was that there was not a Stage I Environmental Screening for the site; this screening is to confirm there is no risk to site habitat. The applicant has submitted a Scope of Work prepared by IC Environmental Management, designed to respond to those items; the Board's peer review consultants will examine the Scope of Work to ensure that it is consistent with what is required in order to correct the identified deficiencies. Atty. Smolak turned the discussion over to Mr. Goodreau for an update on stormwater who will be followed by Mr. DiPlacido discussing unit counts and proposed offsite improvements, and walk through the CMP.

Mr. Goodreau stated that the original stormwater plans submitted were reviewed by the Board's peer review engineer, and based on BETA's letter of 11/20/17, were found to be in compliance with town and state standards. Since that time, revisions have been made, including the design of the roadway, pavement and right-of-way widths, and elimination of cul de sacs; site grading and housing layouts were revised as well. There are currently 148 single-family house lots proposed. Referring to the Stormwater Illustration plan, Mr. Goodreau pointed to the three watersheds on the site, and stated that they found when analyzing these revisions, that the three watersheds and impervious areas were reduced. Results provided to the peer review consultants. With regard to the Phasing Plan, Infiltration Basin (IB) 1, will be constructed along with Phase I, and IB2 with Phase II and IB3 with Phase IV.

Mr. McGrath stated that BETA did go through an extensive stormwater review, and as of the last meeting on November 21, they felt that the design could meet all state and town requirements. There have been some changes since then, but BETA did not feel it warranted an entire new submittal; they did want the applicant to examine the watersheds that drain to the IBs, which they did, and BETA reviewed (see letter 12/19/17). BETA feels that the stormwater plans are complete, and there is no further review necessary.

Atty. Hill discussed balancing the need for the Board to have a comfort level with the drainage design, against the reality that the plans are not final until after the permit's been issued. Atty. Hill stated that typically, a condition is put in the permit that requires the applicant to submit final, fully-engineered plans to the Board before issuance of any building permits.

Mr. DiPlacido began discussion of the phasing plan. The plan consists of 148 single-family homes: 32 (2) bedroom homes, 60 (3) bedroom homes, and 56 (4) bedroom homes. Duplexes have been eliminated, and more space created between homes. There are 56 rental homes proposed: 12 (1) bedroom units, 36 (2) bedroom units, and 8 (3) bedroom units. As such, the development will add 93 homes to the town's affordable housing inventory. Mr. DiPlacido next addressed some of the improvements on Lawrence Street. Noting the area that involves the town's MassWorks grant, Mr. DiPlacido stated that his company is paying for the engineering, although the engineers are working for the town of Norfolk. Proposed is reconstruction and widening of the bridge and causeway to 24'; sidewalks and cantilevered boardwalk through the causeway; water main installation; drainage and stormwater installation to improve the quality of runoff, and to keep it from going into the wetlands. The Norfolk Board of Selectmen will be holding a meeting in January to discuss this, as it is a town project. Next Mr. DiPlacido discussed the portion of Lawrence Street from where the town project ends, up until about Brett's Farm Road, which is part of a development agreement with the town of Norfolk. Reconstruction of Lawrence Street and widening in areas where it is currently less than 24', is propose. Water main will also be installed with gate valves to Brett's Farm Road, Eagle Drive, and Cranberry Meadow, in case water is ever brought to those streets; water services will also be brought up to the property lines on Lawrence Street.

Mr. DiPlacido next explained the 5 planned phases of construction, explaining that phasing reduces the amount of open area, minimizing erosion, stormwater concerns, potent for dust, leaves more vegetation and tree cover during construction, and provides time to revegetate with lawns and plantings before moving onto the next phase. There will always be a continuous loop of roads for safety. Phase I involves 14.7 acres, 3,000 l.f. of road, and 33 units of home ownership housing; Phase II involves 11.6 acres, 1,500 l.f. of road, 19 units ownership housing & 28 units rental housing; Phase II involves 8.7 acres, 1,200 l.f. of road, 17 units ownership

housing & 28 units rental housing; Phase IV involves 3.7 acres, 2,500 l.f. of road, 44 units ownership housing, Phase V involves 12.5 acres, 2,000 l.f. of road, and 35 units ownership housing.

Hours of operation for onsite construction are proposed for 7:00 A.M. – 6:00 P.M., Monday – Friday, and 7:00 A.M. – 4:00 P.M. on Saturdays. Off-site earth removal activities are proposed for 8:30 A.M. – 2:15 P.M. Regarding construction truck access to the site, Mr. DiPlacido pointed to the original paved entrance for the Buckley Mann operation, stating that would utilize about 1,000' on Lawrence Street up to Park, eliminating truck between that entrance and the development entrance. There would be a construction office in that area, and a stabilization pad for cleaning trucks before leaving the site; there would be a waiting area, so that no trucks would ever be parked on Lawrence Street; this would also be a staging area. The start and end times of 8:30 A.M. – 2:15 P.M. were determined with input from Holmes bus company. Truckload would be limited to 60 per day (120 trips) maximum, with the average expected to be 45 loads/90 trips. S.M. Lorusso & Sons and Thos. W. DiPlacido Corp. would be the only two entities allowed for earth removal; Tetra Tech suggested a placard on the tailgates identifying the trucks, such as a red triangle with "AB SML #12," so people could call in complaints, and the trucks identified. The construction office will have 24 hr voicemail that connects to cell phones. The staging area also makes it possible for trucks to bring material in, on their way back from exporting material, thereby cutting down on truck traffic. Stumps can be ground and stored on site and used for storm management, frost blanket, and other uses, also reducing truck trips from the site. Any naturally occurring material that can be used onsite, will be used. Referring to the Phasing Plan Chart, Mr. DiPlacido detailed the timeline for construction of each phase, noting that earth removal finishes up during Phase IV. Comments were received from BETA and Tetra Tech, and there were no issues with incorporating those comments into the Construction & Management Plan.

Mr. Reardon addressed the earlier difference in truck trip numbers, and stated that numbers presented tonight were based on methodology they both agreed on. Revision to the grading plan numbers have been validated, and the project is still at about 900,000 c.y. of removal with a 70% cut and 30% fill ratio, which is within a reasonable range (original proposal was 90% to 10%). Mr. Reardon also talked to the DPW, who always prefer roadways and utilities be in cut sections, not fill sections. The CMP was also looked at closely, particularly with how material was being managed, more that how much or what material was being managed. Mr. Reardon stated that of particular concern in this case is the causeway. It is expected that construction to be completed by the end of next year, before any earth removal operation can or will take place; Mr. Reardon suggested that this needs to be memorialized in the Decision. The other critical area of concern was school children, and the developer was requested to speak with the bus company, which he did, as stated above; similarly, the separate construction entrance for earth removal was suggested and acted upon by the developer. Mr. Reardon noted that it's important to verify what's been done on the site, by way of requiring a slip for each truck trip stating what, where, when and who. A periodic compliance review is also recommended to ensure the CMP is being adhered to.

Atty. Hill addressed the feasibility of 60 truckloads per day; Mr. Reardon said that the fact that trucks won't return empty reduces a whole cycle of trips. Mr. Reardon confirmed that the Phasing Plan Chart shown was using 45 truckloads per day (the average quoted earlier).

Mr. Hanssen referred to Tetra Tech's letter 12/19/17, and asked Mr. Reardon to elaborate on the section that says "The CMP agrees to defer earth removal trucking until improvements to the Lawrence Street causeway section have been completed and suggests appropriate measures should the reconstruction of Lawrence Street be delayed." Mr. Reardon said that any deviation from expectations must be properly reviewed, and all stakeholders will need to reconvene. Mr. Sebastiano asked if the CMP addressed the direction of traffic on Park Street, and Mr. Reardon deferred to Mr. DiPlacido. Mr. DiPlacido said that preparation is made to roadways (vegetation, signage, etc.) are done before any trucking begins. Mr. Sebastiano asked the percentage of truck traffic going out to Rte.140, as opposed to going to Main Street to the town center; Mr. DiPlacido responded that a 50-50 split was proposed. In response to a question from Mr. Hanssen, Mr. DiPlacido stated that the DPW Director, Bob McGhee, has not expressed concern with truck traffic traveling around the traffic circles in town center. In response to a question from Mr. Sebastiano, Mr. DiPlacido said that the ultimate destination goal of trucks traveling on Main Street will be the S.M. Lorusso facility in Walpole, and another location in Wrentham. Mr. Reardon reiterated the recommendation that trucks have an identifying placard so they are readily recognizable as Abbyville export material trucks.

Regarding hydrology, Atty. Hill stated that the applicant had filed a report completed by Steven Smith of GeoHydroCycle, with DEP last week, with a copy to the Zoning Board; it has been forwarded to Neal Price of Horsley-Witten. The primary goal of this review is to see if there are any concerns raised by the proposed wastewater treatment plant. Atty. Hill stated that this was a more environmentally friendly solution than individual septic, as the effluent would be treated to a much higher degree, but there are still concerns, such as nitrogen impacts, direction of groundwater flow, and potential interference with the Activity Use Limitation (AUL) area. In addition, Mr. Price will study any potential impact on private wells in the area.

Regarding the Mass DEP Audit Letter received, Atty. Hill stated that the applicant has been asked to provide a letter from a Licensed Site Professional (LSP) explaining how the applicant is going to respond to the letter.

Mr. Kulesza stated that one of the next meetings will be dedicated primarily to hydrology and landscape & architecture; January 3 was deemed too early to have a written report from Horsley-Witten, so January 17 was decided upon for this discussion. Mr. Kulesza then opened the hearing to questions from the public regarding the Construction Management Plan.

Dave Buckley, Camden Way, Franklin, asked if there has been any alternative analysis performed in regard to the necessity of the level of grading/export, stating that a difference of about 6" could create a balanced condition, eliminating the need for any export. Sean Reardon responded that that has been the focus of Tetra Tech's work; they have found that a change of about 5' would reduce the export by about a half-million c.y. Mr. Reardon referred to the heat maps presented at a previous meeting, which showed a "balance site" by raising it about 10', but due to construction management reasons presented at the previous meeting, raising the site 5' was considered the better option. He elaborated that one of this site's challenges is the very steep grade changes over very small distances, resulting in the needs to move a lot material, which results in the need to open the entire site, precluding the measured phase approach. In response to a question from Atty. Hill, Mr. Reardon said that ideally roadways and utilities are installed in "cut" areas, to eliminate or reduce compaction issues that you would have in "fill" sections. Areas with many feet of fill cannot generally be compacted properly within just a few years, which creates the eventuality of road and utility structures sinking in the future.

Lawrence Wilson, 22 Lawrence Street, noted that the phasing plan seemed to show elimination of a parking space for visitors to the pond; Mr. DiPlacido responded that the parking space will not be disturbed. Mr. Wilson asked about the discrepancy between the current 120 truck trips per day, as compared to Mr. Reardon's previous estimate of 4-600 truck trips per day. Mr. Reardon stated that in a typical construction activity, you would expect a mass of activity in the very early phases, so the developer could get through the more costly activity of earth removal, and get to the more profitable activity of house production. The CMP now puts a limit on the number of trucks per day. In response to Mr. Wilson, Mr. DiPlacido confirmed that 60 loads per day would never be exceeded. Mr. DiPlacido further elaborated that in many construction projects, many trucks might be employed to carry export from one site to another, in order that the developer can dispose of or utilize it quickly; in this case, the developer has contracted with a gravel plant, so that export can be managed in a more organized manner.

Mr. Bartlett of Franklin, referred to Mr. Reardon's stated opinion that the site should not be completed opened up at the outset, and his own opinion of how much area would need to be opened in any event during Phases II & III, in order to use the designated stockpile area. Additionally, on the issue of settlement, Mr. Bartlett stated that areas could be compacted in one foot lifts, so that really should not be an obstacle in pushing the engineers to get the amount of export even further reduce. Mr. Reardon responded that there is room there, but questioned what you would need to give up in order to do that. Mr. Reardon disagreed with Mr. Bartlett's opinion of how much of the site would need to be opened in the individual phases, and stated that to process materials onsite would require opening more of the site.

Mike Guidice, Eagle Drive, questioned the number units, stating that the original application showed 196 units, which was then increased to 216, and now stands at 204. Citing the aspect of 40B that would allow denial of a project over 200 units within the first 15 day, Mr. Guidice questioned the potential for developers to come in just under, and then raise it. Atty. Hill noted that the Board chose not to exercise its right to consider denying the project based on the number of units. Atty. Smolak noted that these are two separate projects, discussed with Mass Housing as such, and neither could have triggered a large project action by the Board in any event.

Mr. Guidice noted what he deemed a few inconsistencies in the CMP. The first, on page 3, section 1.3, references 52 acres of the site being disturbed, but the chart on pages 5 & 6, broken down by phases, adds up to 61.2 acres. Mr. Reardon said he showed 60.7 acres in his analysis. Mr. DiPlacido said it is a little over 60 acres that will be disturbed on the site, and the 52 acres refers to the acreage for the housing and rental units; the remaining is open space and common areas.

Mr. Guidice noted section 2.1 on page 5 refers to a preconstruction meeting which will be held 14 days prior to construction, and immediate abutters will be notified no later than 7 days prior to construction commencement; Mr. Guidice requests that more than just immediate butters be notified, perhaps including those on Park and Main along the truck routes, and 7 days is not sufficient notice, in his opinion. Regarding page 6, section 2.3.2, off site gravel removal hours of operation, Mr. Guidice notes that it states "truck traffic specifically related to earth removal from the premises will be kept to exiting the site between the hours of 8:30 AM to 2:15 PM, Monday through Friday," implying that trucks could enter the site before 8:30 AM; and in addition, questioned why it refers only to earth removal trucks, and not other construction trucks. Mr. DiPlacido responded that trucks cannot enter the site outside of those hours, and they will correct the wording. Mr. DiPlacido confirmed that the hours stated do apply specifically to earth removal vehicles, and other construction/delivery vehicles will comply with the 7:00 AM to 6:00 PM hours stated in section 2.3.1. Mr. Guidice asked that the Board reconsider those hours, and further noted there is some inconsistency within the document, as it says 5:00 PM in other places.

Mr. Guidice noted, with regard to stockpiling in Phases III & IV, and stripping in the leaching area, that some of the activity seems to overlap phases, indicating opening more than what is projected on the phasing plan. Mr. Guidice commented on the truck trip average of 45 loads per day, and if you add up the duration of each of the earth removal activities, it totals a truck every 4 minutes for 4 years. The maximum of 60 loads per day equals one truck every 3 minutes. On page 16, the CMP discusses alternatives, if the MassWorks grant work on the bridge and causeway is delayed; Mr. Guidice believes that while one-way traffic controls would mitigate the width issue, it does not mitigate the weight issue of 80,000 trucks driving over the bridge over 7 or 8 years. On page 17, section 3.1.4 estimates 113-144 trips per day for workers and deliveries; added to 90 trips per day for earth removal would result in 230 trips per day, or one vehicle every minute and a half over the course of the 8 year project. In response to Mr. Guidice's query, Mr. Reardon responded that he had looked at those numbers for workers and deliveries, and stated that due to so many variables, there is no real metric to judge those numbers, it is really just an educated person's best estimate; he believes they are an adequate representation of what to expect.

Mr. DiPlacido expanded on the methodology, stating that it is based on over 25 years of accurate, historical counts of what a house generates through the various phases of construction, including developments where people are living during construction. Generally, starting one house every 8 days results in 10 houses under construction at any given time, in turn resulting in completion of about 29 houses per year. The timeline and vehicle trips are based on these numbers, and take into consideration the various stages of each house, such as site work, pouring foundation, framing, roofing, etc.

Margaret Kahaly, Cranberry Meadow Road, asked if the bedroom count had gone up, potentially affecting the traffic study; Mr. DiPlacido responded that the bedroom count is now the same as that originally submitted, although configuration between the number of rentals and single units has changed.
(SEE NOTES)

Atty. Hill asked Mr. Plourde if trips generated should be looked at again. Mr. Plourde responded that ITE standards look at numbers of units, not numbers of bedrooms, so there would be no change from the original 204 their study was based on. Mr. Sebastiano asked if the potential for a traffic light at Park and Main has been eliminated, and Mr. Plourde reiterated that studies showed the intersection was one vehicle short of warranting a traffic signal, and he had recommended that a monitoring study be done after build-out. Mr. Sebastiano stated to Mr. Kulesza, that the Board had not ruled out a traffic control signal at that intersection, and that it still needed to be discussed.

Mr. Guidice stated that he believed the original traffic study was based on 196 units, not 204. Mr. Scully responded that the original was 196, it then went to 216, and that was analyzed in review comments. Now it's down to 204 and an updated trip generation report has not been done.

Karen McCabe, Lawrence Street, questioned if any areas will need to be blasted, and asked what kind of blasting material would be used, and what the ramifications would be on air quality, water quality, etc. Ms. Lawrence stated that she had requested in the last meeting that the developer put up a cash bond for abutters and abutter to abutters, for potential damages to wells and foundations. Ms. McCabe also asked about the houses that are shown on the phasing plan to be under the staging areas in Phase I. Mr. DiPlacido stated that blasting is not in the CMP; they do not expect any blasting, and will be filling around outcroppings of ledge, however, a management plan will be prepared to cover blasting in the eventuality that it is required. Mr. DiPlacido also stated that the area in Phase I will still be used for entry and staging of construction vehicles, even if it means a house cannot be built there until the end of the project, but it will not be used for staging of material being brought into the site after Phase I is built; instead that material will be stockpiled closer to the stage currently under construction at that time. Ms. McCabe asked what is happening to the acreage that is not being developed, especially the AUL land; Mr. DiPlacido answered that the acreage would be controlled by a homeowners' association (HOA); there is an option for the town to take it, if they want. Ms. McCabe expressed confusion due to the statement that duplexes had been eliminated, but still seemed to appear on the plan. Mr. DiPlacido clarified that all ownership units have been changed to single family units, but the rentals are still duplexes. Ms. McCabe stated her belief that the affordable homes should be indistinguishable from the others, and Mr. DiPlacido confirmed that they are.

Mr. Howe asked if the AUL was sealed, and Mr. DiPlacido responded that there is a cap on it, over 3' of sandy fill, and elaborated that there will be no work near it. Mr. Howe asked, if any blasting were necessary, could it cause the AUL protection to fail, and Mr. DiPlacido said he would look into it.

Sandra Myatt, Eric Road, asked how dust mitigation would be done if blasting were necessary and there was no water on the site. Mr. DiPlacido answered that in some projects, tanker trucks have been brought in, and in some others, point wells have been utilized. Ms. Myatt referred to Tetra Tech's comment that the most earth removal would occur in the final phase, but Mr. DiPlacido had stated there would be no earth removal in the final phase; Mr. DiPlacido confirmed that there would be no earth removal in Phase V, the heaviest would be in Phase IV. Ms. Myatt expressed concern that the processing of materials on site would make it like a commercial operation, and asked about machinery and noise; Mr. DiPlacido responded that they have their own screening plant for screening loam onsite, which makes no more noise than a loader, and is more efficient and more environmentally friendly than hauling it off site. Atty. Hill asked if there will be stone crushing on site and Mr. DiPlacido responded that there will not.

Ron Ober, 69 Main Street, requested that the truck route be "tweaked." He stated there are 80 houses on Main Street between the prison and the bridge on Main Street, and they have a tough time getting out of their driveways; Mr. Ober asked that trucks coming down Main from Park, take a right at the rotary and proceed on Union to North Street, and follow Route 115 to 1A.

Ms. McCabe expressed concern about dust and air quality, and asked about air quality meters, which had been brought up in a previous meeting. Mr. Kulesza stated that the Board is currently doing research on this subject, and it will be addressed.

Jon Godin, 34 Lawrence Street, asked if air quality meters are used, that the results be made readily available. Gary Searle, 245 Warren Drive, referred to the 3 infiltration basins, and wondered if the topography was such that water would run off into those basins, and where those basins overflow to in the event of, for instance, a 100-year storm. Mr. Searle noted that he understood that more water could not run off of the site post-development than did pre-development. Mr. Goodreau responded that all of the flow is directed toward the basins, which are designed to provide infiltration of the stormwater into the ground; there is not discharge out of the basin through an overflow or any other means besides infiltration.

Dave Dimond, Brett's Farm Road, questioned how long the first staging area might be there, and what kind of equipment would be operating there. Mr. Dimond also noted that he was pleased to read that the beeping of trucks backing up could be controlled, and he wondered if "no jake brake" signs might be utilized. Mr. DiPlacido answered that the stockpile area would still be vegetated to create some screening, and the stockpile would come and go, and they would look at moving it out sooner rather than later; Mr. DiPlacido stated he is not opposed to jake brake signs, and with regard to the backup beeping of trucks, it is a state law that they beep, but he has heard there are ways to mitigate it, and will look into it.

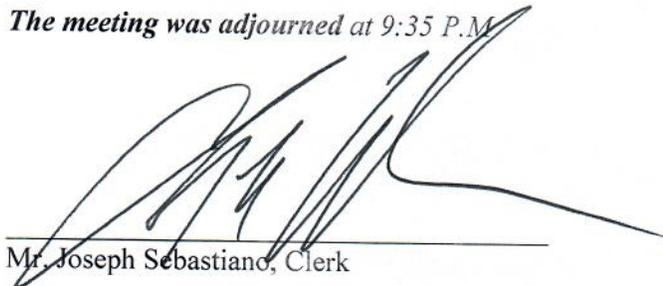
Mr. Kulesza stated that the objective for the meeting on 1/3/18 will be to cover hydrology if that's possible, or else that will be on the 17th; the other two topics will be architecture and landscaping. Mr. DiPlacido stated that he had checked with his landscape and architect engineers, and they would likely have plans ready to submit and present at that time, but they will not have had time to have them reviewed.

Mr. Guidice asked if the plans for Lawrence Street and the bridge reconstruction could be discussed on the 3rd, and it was clarified that those plans are being prepared for the town, not for either of the Abbyville LLCs. Mr. DiPlacido noted that the Board of Selectmen would have a meeting in January to discuss those plans.

Mr. Wider made a motion to continue the hearings to January 3, 2018, at 8:00 P.M.; Mr. Sebastiano seconded the motion; the vote on the motion was unanimous.

Mr. Wider made a motion to adjourn the meeting; Mr. Luciano seconded the motion; the vote on the motion was unanimous.

The meeting was adjourned at 9:35 P.M.



Mr. Joseph Sebastiano, Clerk

In accordance with the requirements of G.L. 30 § 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.