



Town of Groveland Zoning Board of Appeals

183 Main Street
Groveland, MA 01834

APPROVED NOVEMBER 6,
2019 MOTION: Kathy Franson
made a motion to approve the
October 2, 2019 meeting
minutes as amended. John
Stokes seconded the motion.
The vote was 3-0, unanimous in
favor.

Board/Committee Name: ZONING BOARD OF APPEALS
Date: WEDNESDAY, OCTOBER 2, 2019
Time of Meeting: 7:30PM
Location: TOWN HALL

Present: Kathleen Franson, Jason Normand, Chris Goodwin, John Stokes

Absent:

Staff Present: Rebecca Oldham; Amy Kwesell, KP Law, Town Counsel; Paul Haverty with Blatman
Bobrowski & Haverty, LLC, MHP Consultant;

Jason Normand, Chair: The Zoning Board of Appeals meeting for Wednesday, October 2, 2019 was
called to order at 7:30PM.

PUBLIC HEARING

CONTINUED: Application #2019-3, 4 Sewall Street, Groveland Realty Trust, LLC c/o William

Daley: requests a Comprehensive Permit pursuant to the provisions of M.G.L. 40B, §§ 20-23 and 760
CMR 56.00, to construct 192 apartment units in four (4) residential buildings, a clubhouse with
related amenities, such as a pool, and associated access ways, sidewalks, parking, utilities and
stormwater infrastructure located in the Industrial (I) Zoning District.

MOTION: Chris Goodwin motioned to OPEN the continued public hearing for Application 2019-3, 4
Sewall Street. Kathleen Franson seconded the motion. The vote was 4-0, unanimous in favor.

Heather Monticup with GPI: The traffic was reviewed for 192 units and four buildings. Traffic to the
site is currently going to be on Sewall Street at Salem Street. We looked at AM peak time and PM
peak time and we did look at Saturday peak hours as well. We collect the highest one hour of traffic
and then analyze. The counts were done on April 25th and 27th. We also looked at collisions and the
crash data. The highest crash location was Route 97 at Salem. We have reviewed the speeds out there
and the site distance and making sure it is safe to enter and exit the driveway. The Greenwood Auto
Shop does park in the ROW which does impede the site distance but if moved would not be an issue.
We also reviewed development in the area to see if there would be any additional impact. We
identified one, the Nelson Self Storage facility. This type of land use does not typically generate a lot
of traffic. The 192 units that were analyzed would result in 65 weekly AM trips 83 weekly PM trips
and 88 trips Saturday midday peak hours. Based on the information we calculated, the impact based on
no-build and build show that the project will not generate a traffic delay of more than 14 seconds. TEC
seemed to be in general agreement with our study and our findings but there are still some things that
we need to discuss and revise accordingly. One such issue being the cars in the ROW at Greenwood
Auto. They also asked for a signal warrant analysis. Since getting their letter we have done a warrant
which showed it was not warranted. But we will respond to those comments and add this information
accordingly.

Sam Gregorio with TEC, Traffic Peer Review Engineer: It is important when analyzing the impact of
the generated traffic by a residential development to look at the number of trips versus the number of
units. You want to look at patterns because not everyone leaves at the same time. Some people leave at
7AM in the morning, some people work at night and others work at home. As the study shows, there
does not appear to be an operational difference than what is currently in existence. Additionally, as
stated previously, is the issue with site distance at Sewall with the cars in the ROW at Greenwood
Auto. We did bring into the discussion sidewalks and the needs to accommodate school children, etc.

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We also discussed parking, internal signage and turnarounds within the site. Once we get into the civil review we can get into those items in more detail.

Kathleen Franson: I know that GPI was going to do a signal warrant analysis. Which was done, but not shared with TEC?

H. Monticup: We have prepared a warrant but we have not had a chance to send it to TEC for review. We intend to include the information in a formal response letter.

Amy Kwesell, Town Counsel: With regards to the Nelson Street. If the access was changed to include Nelson would any of the figures and traffic as forecasted change?

S. Gregorio: There looks like there could be potential for access to Nelson. However, the data would not change based upon the proximity to Sewall.

A. Kwesell: In regards to the parking. TEC reported that the Applicant has 32% more parking than they need. I thought the recommendation that the Applicant to reduce the parking to reduce the impervious area was interesting. On item 23A you recommend a stop sign, would that need permission from the abutter?

S. Gregorio: It would not, as long as it is in the ROW.

A. Kwesell: What if the Applicant cannot get an agreement with Greenwood Auto about the cars parked in the ROW? Would an option be to use Nelson?

S. Gregorio: If that was the case, there are other remedies. Such as, trying to get the speed limit changed or the area designated as a safety zone. It really depends on how it is all designed.

J. Normand: Is Nelson intended to be for general public travel?

Joel Kahn with Equity Alliance: It is not intended to be for general access. Only emergency access and the access would be gated.

K. Franson: The initial letter the Town had submitted to MassHousing. I was hoping we could address these in a formal format. Specifically, the need for improved pedestrian access and pedestrian connection to adjacent streets and sidewalks.

S. Gregorio: It really depends on how the Town wants to work with the Applicant to design the project and accommodate for those connections that the Town deems a priority.

K. Franson: The big question in the letter was whether or not the Applicant had the ability to improve Sewall Streets, since it is a private ROW.

J. Kahn: We did submit information to MassHousing proving that we have the right to make those improvements to the ROW.

A. Kwesell: The Applicant will be widening Sewall street?

J. Kahn: Yes, we will be widening the road.

K. Franson: Traffic signage at the location. What else would TEC recommend?

S. Gregorio: At the intersection we would want to see stop signs and stop lines, pedestrian crossings, crosswalks and we would want to see that at a site plan level which the Applicant has not provided yet.

J. Kahn: We would also have ADA signage and speed signs, etc.

K. Franson: You mentioned in your letter fire access issues. This is a big concern. Access to all sides of the building and proper turnarounds for the fire trucks.

S. Gregorio: At the civil review this will be discussed in detail. Without the additional details on the plan it makes it hard to say with certainty. So that is why those comments are in the letter because they should be shown on the plans.

PUBLIC COMMENT

Michael Wood, 8 School Street: I read through the report and I am underwhelmed. There are some fancy numbers but the real world problems are trying to get to Georgetown and trying to get to Groveland during those peak hours. Realistically when you start adding those numbers the quality of life will be impacted. I would encourage the Board to take that into consideration. The police do not



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89 have enough members to police the roadways currently and you are going to add an addition 78 cars a
90 day? I urge the Board to take that into consideration. Even though the reports are good, I think it
91 undercuts what the real impact will be.

92 K. Franson: Chesterton. They have three shifts and I am concerned about the impact of those shift on
93 the intersection in relation to the project.

94 S. Gregorio: That will depend on the actual shift hours.

95 K. Franson: Does the study also take into consideration school buses?

96 S. Gregorio: Yes, those would be included in the review.

97 H. Monticup: The shift hour at Chesterton will actually complement the car movements at the
98 intersection. One will be headed into the site and the other will be existing.

99 J. Normand: Besides this volume, is there anything that would trigger traffic signals?

100 S. Gregorio: There are general highway guidelines for pedestrian crossings and a lot of
101 recommendations are based on the volume, the width of the lanes, the speed, etc. It also depends on
102 the general acceptance by the town. What that means is, that when you start to add too many traffic
103 features people stop paying attention.

104 J. Kahn: Heather will develop a response letter to TEC's comments as soon as possible.

105 **BOARD**: November 6th will be a civil review and November 20th will be the follow-up to the civil
106 review and traffic review.

107 Town Planner: We have received an updated proposal for Architectural Review from Saam Architects
108 and we have also received a proposal from Cube3 Architects. Cube3 came in a little higher than Saam
109 but they also included attendance at a meeting and Saam did not. They also included a meeting with
110 the Town Planner which would not be necessary.

111 **BOARD**: Discussed the exclusions in the Cube3 proposal. Need clarification on 40B compliance and
112 impact on ZBA compliance. Saam would result in better coordination with the civil review.

113 **MOTION**: John Stokes motioned to approve the scope of services provided by Saam Architects to
114 perform architectural review for the proposed project. Kathleen Franson seconded the motion. The
115 vote was 4-0, unanimous in favor.

116 **MOTION**: Kathleen Franson motioned to CONTINUE the public hearing for Application 2019-3, 4
117 Sewall Street until November 6, 2019. Chris Goodwin seconded the motion. The vote was 4-0,
118 unanimous in favor.

119 120 MINUTES APPROVAL

121 **MOTION**: Chris Goodwin made a motion to approve the September 4, 2019 meeting minutes as
122 amended. Kathy Franson seconded the motion. The vote was 4-0, unanimous in favor.

123 124 OPEN DISCUSSION

125 Town Planner: The Town of Groveland is conducting a study of the of economic development in the
126 downtown area, including market conditions and revitalization activities. The study is being funded by
127 a \$15,000 grant award from the Massachusetts Downtown Initiative Technical Assistance Program,
128 and seeks to help inform future economic development efforts in the Elm Square Business District.
129 This is a really exciting opportunity to examine how we can better support economic development in
130 Elm Square, and we're encouraging everyone to participate in the survey to share their thoughts,
131 opinions and ideas. Anyone who frequents Elm Square, including residents, visitors and those who
132 work in the area, is encouraged to submit their input about the downtown. The link can be found on
133 our webpage and also on our social media pages. Responses will remain anonymous, and the survey
134 takes about five minutes to fill out.



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136 **INVOICES:** Approval of outstanding invoices.

137 **MOTION:** Kathleen Franson made a motion to approve the outstanding invoices for TEC's review of
138 Application #2019-3, 4 Sewall Street. Chris Goodwin seconded the motion. The vote was 4-0,
139 unanimous in favor.

140
141 **ADJOURNMENT**

142 **MOTION:** Kathy Franson made a motion to adjourn the meeting. The motion was seconded by Chris
143 Goodwin. The vote was 4-0, unanimous in favor. Meeting adjourned at 9:04PM.