

DOCUMENTS IN SUPPORT OF MY LETTER OF JUNE 25, 2025

1. Warrant Article 15- Annual Town Meeting- April 2, 1979- Adoption of the National Fire Protection Code-NFPA (This code is referenced by Fire Chief David Rave, February 24, 2021, BOS Meeting)
2. 1986 Southeastern Regional Planning and Economic Development District-SRPEDD Master Plan- Public Facilities-Police and Fire Department
3. Traffic Volumes- Fall River Ave. Rt. 114A- 4 locations- & Traffic Volumes-Fall River Ave. Rt.6, with supporting documents.

ARTICLE 13

To see if the Town will vote to raise and appropriate, or transfer from the Free Cash Account, or from other available funds a sum not to exceed \$2,262.62 for the installation of town water from Fall River Avenue to the home of Robert J. and Frances R. Mulhearn at 80 Leonard Street, further described as Lot 41 on Assessor's Plat 11. Or take any other action relative thereto.

ARTICLE 14

To see if the Town will vote to transfer a sum not to exceed \$5,000.00 from the Free Cash Account, or other available funds, to the Home Chore Account, as requested by the Council on Aging. Or take any other action relative thereto.

ARTICLE 15

To see if the Town will vote to adopt a fire code as described in the National Fire Codes of the National Fire Protection Association governing fire code enforcement within cities and towns for the protection of life and property of their residents. Or take any other action relative thereto.

ARTICLE 16

To see if the Town will vote to amend Article 6 of the Special Town Meeting of September 12, 1977 forming a Sewer Study Commission by increasing said Commission from seven to eight members. Said additional member shall be appointed from the community at large by the Board of Selectmen. Or take any other action relative thereto.

ARTICLE 17

To see if the Town will vote to adopt the following resolution relative to the medical bills of regular and special policemen and regular and call firemen:

RESOLVED: It is the policy of the Town of Seekonk that the Town shall pay all hospital, medical, surgical, nursing, prosthetic, pharmaceutical and related medical expenses of regular and special policemen and regular and call (volunteer) firemen which are the natural and proximate results of incidents occurring while the said persons are acting in the performance and within the scope of his or her duty; provided, however, that these payments would be only after the exhaustion of all other insurance coverage, including Blue Cross, Blue Shield, or other private insurance carriers; provided further that monies needed for payment are appropriated by Town Meeting. In addition, any such person who receives any benefits under this policy shall agree to reimburse the Town for any such payments of monies received as a result of claims against third parties or monies received for hospital, medical, surgical, nursing, prosthetic, pharmaceutical and related medical expenses from any other source. In the event the amount recovered is greater than the payment made by the Town then the excess shall be retained by such person. Or take any other action relative thereto.

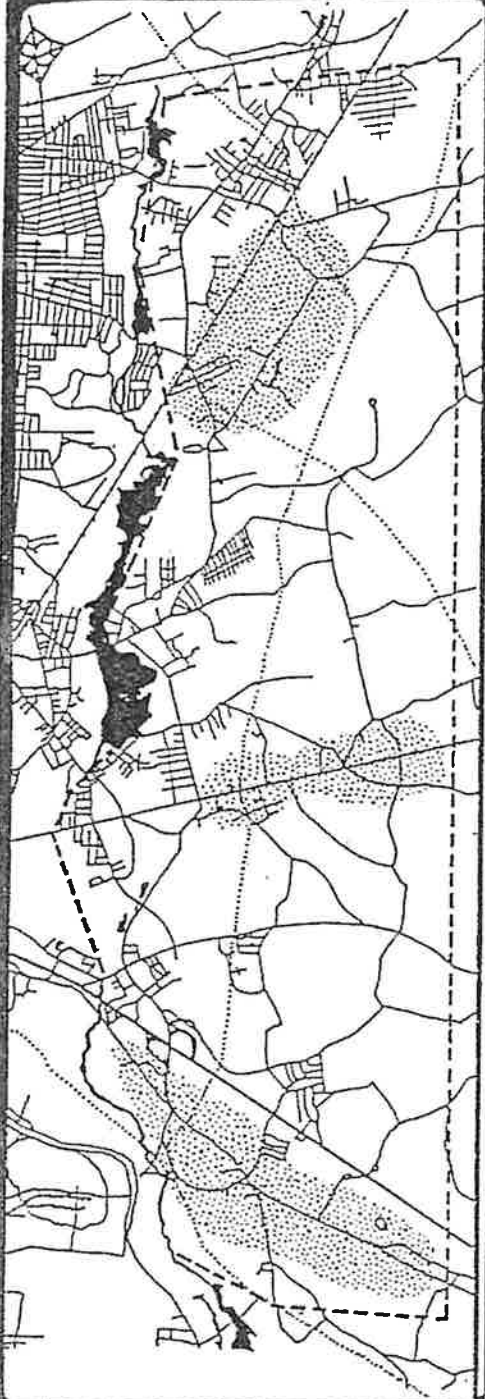
ARTICLE 18

To see if the Town will vote to approve public transportation for the fiscal year July 1, 1979 through June 30, 1980, between the Town of Seekonk and the City of Attleboro as provided by the Greater Attleboro-Taunton Regional Transit Authority. Or take any other action relative thereto.

ARTICLE 19

To see if the Town will vote to raise and appropriate, or transfer from available funds, or from Revenue Sharing Funds, a sum not to exceed Twenty thousand dollars (\$20,000.00) to purchase and equip one truck cab and chassis, 5 to 7 cubic yard capacity, for use by the Department of Public Works. Or take any other action relative thereto.

1986



A MASTER PLAN FOR THE TOWN OF SEEKONK

Review
and
Update

Prepared by

SOUTHEASTERN REGIONAL PLANNING AND
ECONOMIC DEVELOPMENT DISTRICT

1. PUBLIC FACILITIES

POLICE AND FIRE DEPARTMENT

The master plan finds the town's public safety services as adequate, needing only small improvements. Recommendations include a six year capital improvement program for fire department equipment and expansion or replacement of the central fire station along Newman Avenue. At the time of the master plan preparation, the police had just moved into the Old Town Hall and physical facilities were adequate.

With the recent rapid intensive development in the Route 6, Route 114 and I-195 area, and the resulting increased traffic congestion, the situation has altered since the master plan was prepared.

Response time is a critical factor in determining the adequacy of police and fire protection, and the new commercial development has resulted in measurably higher levels of traffic congestion and measurably longer response times, especially during peak travel periods. The new development has also brought with it an increase in the demand for public safety services, such as more traffic accidents requiring police and sometimes fire department response.

Fire apparatus responding to a call in south Seekonk from Station 1 on County Street must anticipate the congestion along Route 114A or travel through residential neighborhoods. A similar situation exists for the police department, whose headquarters on Route 44 are farther removed from south Seekonk. With few simple alternatives available to solve the traffic problem, the town should look to moving the police and fire personnel and equipment closer to the area where the demand for services is greater.

It is, therefore, recommended that Seekonk build a new fire station or public safety building (incorporating the police) on the eastern portion of Route 6 within a half mile of the Lechmere/Heartland Shopping Center. This location would enable the fire and police departments to better serve the needs of the

commercial development along Route 6 as well as the residential development in the southeastern portion of town. These are the areas with the greatest growth in demand for services.

Estimated cost for a public safety building housing both police and fire in south Seekonk is \$680,000.

Proposed improvements to the water system should alleviate water pressure concerns in south Seekonk that were mentioned in the 1979 master plan (see Water Supply section).

SEWAGE DISPOSAL

Seekonk currently has no public sewage collection or treatment system in town, although the Attleboro sewage treatment plant is located in north Seekonk. Responses to the townwide survey indicate that most residents feel that their on-site disposal systems are adequate, although there are identified trouble spots in certain parts of town.

The 1979 master plan does not address the issue of sewage disposal.

The town falls into two drainage basins: The Ten Mile River in the northern half and the Runnins River drainage basin in the southern half. The Ten Mile River contains many municipal and industrial discharges throughout Plainville, North Attleborough, Attleboro and Seekonk, including the Attleboro treatment plant located in the northwest corner of Seekonk. The Ten Mile is classified "B" and "C" where it passes through Seekonk. The Runnins River, on the other hand, has no point discharges and is classified "A" in Seekonk, and is an anti-degradation segment, which means that future surface discharges are not allowed.

In Seekonk solutions for sewage disposal that involve septic systems or land disposal must be carefully designed and engineered to ensure that the town's aquifers and drinking water supplies are protected.

Alternative for sewage disposal in north Seekonk differ considerably from the southern part of town. Unfortunately, a simple technical solution to sewage disposal exists in north Seekonk, while the existing and potential problems are mostly found in the south.

North Seekonk--The Attleboro sewage treatment plant could, if needed, be utilized to treat sewage flows from the north part of town. Not only does the

TRAFFIC VOLUMES-FALL RIVER AVE- RT. 114A- 4 LOCATIONS ONLY

1. Darling Properties- 938,934,940-Fall River Ave.	*7,051 trips/daily increase of 3204	
Pass-by	1,402 “ “	1402
2. New Wyndham Hotel-761 & 767-Fall River Ave.	**585 trips/daily	585
Pass-by	??	
3. Greenbrier Apartments-800 Fall River Ave.	***1,000 trips/daily-	1,000
Pass-by	??	
4. *Hyundai Dealership-810 Fall River Ave.	****215 trips/daily-	215
Pass-by	??	

Totals 10,253 Increase 6,406

The total of 10,253 represents the estimated total of full build-out at the four (4) listed locations; an increase of 6,406 trips/day Saturday midday peak. (most listed in report) BSC. Group- January 2024-TRAFFIC IMPACT ASSESSMENT*7,051 trips/daily reflects full-buildout- an increase of 3204 from previous occupancies **No current traffic data available for this Location- assuming similar Hotel Information ***Trips Daily estimated by Town Planner, John Aubin. ****No traffic data available for the Hyundai Dealership. Using the data from the Beta Group, December 2022 for Tasca Mazda, with the average peak per hour of 21.5 cars per hour X 10 hrs. per day. A conservative number for the Hyundai Dealership is 215 trips/daily.

TRAFFIC VOLUMES-FALL RIVER AVE-RT6.

The proposed development of 100 Commerce Way; demolition of the Showcase Cinema includes the construction of a MARKET BASKET SUPERMARKET, and two additional occupancies. Based on the Trip Generation Report from the BSC Group for Whole Foods Supermarket at 940 Fall River Ave, of 4,285 trips/daily-Saturday midday peak; with the addition of two additional occupancies, I believe we can conservatively expect another estimated 6,000+/- trips/daily, for this redevelopment location.

The potential future development of the “Fantasy Land “12+/- Acre parcel at 1300 Fall River, Ave., would conservatively add another estimated 6,000+/-, Saturday, mid-day peak trips/daily. Any developments are undetermined currently; but possibly within the next 12-18 months. Based on zoning, the most likely use is retail occupancies.

At full buildout of all these LOCATIONS, it is reasonable to assume the Rt.114A & Rt.6 corridor receive an additional **18,000+/-** trips/daily based on current available data, and reasonable assumptions within the next 12-18 months. This projected growth, reinforces the findings and recommendations of SERPED- 1986 MASTER PLAN, 40 YEARS AGO!!

Table 4 Trip Generation Summary

Use	Existing Conditions						Proposed Conditions											
	Hotel	Restau- -rant	House	Auto Shop	Existing Total (Gross)	Internal Capture ^a	Pass- by ^b	Existing Total (Net)	Hotel Rooms	Super- market SF	Restau- -rant SF	Bank SF	Urgent Care SF	Proposed Total (Gross)	Internal Capture ^a	Pass- by ^b	Proposed Total (Net)	Net Added Trips
Size	125 Rooms	5,000 SF	1 Unit	2,000 SF					94 Rooms	38,000 SF	3,000 SF	3,000 SF	3,000 SF					
Weekday Daily AM Peak Hour	931	536	15	33	1,515	56	218	1,241	595	3,708	1,402	200	74	5,979	943	1,232	3,804	2,563
Enter	31	0	0	3	34	2	0	32	23	65	69	18	2	177	19	56	102	70
Exit	24	0	1	1	26	2	0	24	17	44	65	12	1	139	19	56	64	40
Total	55	0	1	4	60	4	0	56	40	109	134	30	3	316	38	112	166	110
PM Peak Hour																		
Enter	34	28	1	2	65	3	18	44	22	170	52	32	3	279	47	118	114	70
Exit	31	17	0	2	50	3	18	29	20	170	47	31	2	270	47	118	105	76
Total	65	45	1	4	115	6	36	73	42	340	99	63	5	549	94	236	219	146
Saturday Daily	885	612	11	33	1,541	63	250	1,228	585	4,285	1,848	259	74	7,051	1,217	1,402	4,432	3,204
Midday Peak Hour																		
Enter	52	29	1	2	84	4	23	57	40	192	85	41	3	361	80	138	143	86
Exit	40	27	0	2	69	4	23	42	31	192	81	38	2	344	80	138	126	84
Total	92	56	1	4	153	8	46	99	71	384	166	79	5	705	160	276	269	170

^a Calculated using internal capture rates from NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments^b Calculated using ITE pass-by rates, see Table 5

PROPOSED (10 Bay Service)

	Description	Enter	Exit	Total
<u>Weekday AM Peak Hour</u>				
ITE Land Use Code 840	Automobile Sales	13	7	20
<u>Weekday PM Peak Hour</u>				
ITE Land Use Code 840	Automobile Sales	10	13	23

As previously noted, the proposed redevelopment of the *Tasca Ford-Mazda Seekonk* facility includes replacing an existing *Mazda* dealership building that has been operating on the site for decades, with a new modern building to provide a facility with an improved buying and service experience for its customers. As such, the volume of daily and peak hour site trips entering/exiting the upgraded dealership is anticipated to be similar to or slightly higher than what was previously generated by the business as a result of the proposed facility improvements. As can be seen in the table, this type of business is not a high volume generator and the expansion should result in a minor increase due to the additional capacity of the service department, but due to limited size, should remain a low generator of hourly traffic entering and exiting the site, that are distributed across multiple driveways. Based upon the redevelopment condition of updating and modernizing an existing business, it is anticipated that there should be a negligible impact to traffic operations along Taunton Avenue (Route 44) and Fall River Avenue (Route 114A) in the immediate project area, and specifically at the site driveway intersections.

Conclusions and Recommendations

In summary, the study has shown that the proposed automobile dealership redevelopment project access and circulation plan has been designed to maintain a desirable level of traffic safety and efficiency on the servicing roadway system. Based upon our analysis of the existing roadway conditions on Taunton Avenue (Route 44) and Fall River Avenue (Route 114A), there appear to be no traffic safety or operational issues that currently require mitigation at the existing site driveway locations.

In addition to safety, the commercial redevelopment is estimated to add a minor volume of additional traffic during the daily peak hours as indicated. These new vehicles will not change or negatively affect the good operating conditions that presently exist along Fall River Avenue and this four-lane section of Taunton Avenue. It should also be noted that this section of Taunton Avenue, including the signalized intersection with Fall River Avenue will be upgraded by the MassDOT within the next several years as it is presently in the design phase. This roadway project should provide the necessary safety and operational improvements at the traffic signal that have been identified under their HSIP program. In addition, the reconstruction of this section of Taunton Avenue should address accommodations for all modes of transportation with a context sensitive design consistent with current design guidelines and department policies to provide a safe and efficient transportation system.