

# Vote NO on the Proposed 500 ton Mello Transfer Station

Tracey Zadina <traceyzadina@verizon.net>

Mon 1/11/2021 1:37 PM

To: John Cashell <JCashell@georgetownma.gov>;

Mr. Cashell,

I want to begin by thanking you for your service on Georgetown's Planning Board. I genuinely believe it is the most critical board in Georgetown. Tasked with protecting and preserving our small town through orderly growth and development, the Planning Board holds the keys to Georgetown's future.

By way of background, I have been a resident of Georgetown for 20 years. I have raised my two children on its playgrounds, sports fields, and in its three schools. I feel incredibly fortunate to have found this small, quaint town, which has maintained its small-town values over the years and has always listened to its citizens when looking to its future. I have lived here through the proposed Target, soccer complex in a residential neighborhood, the new Penn Brook school, and more. The Planning Board's decisions have always echoed our town's best interests, our town's values, and the town people's wishes.

The proposal before you, the G Mello 500 Ton Transfer Station, might be the single most significant proposal to face the board in its history. If allowed, it will undoubtedly permanently change our town's character, stress the town's budget, and introduce numerous safety issues. I implore you to carefully consider the following matters and concerns and vote NO to allowing this mega facility to proceed.

1. Georgetown is a small, rural, and quaint town with great schools, affordable housing, and is incredibly safe. People are attracted to our town because it offers these things, and we have enjoyed years of success with this model and focus. A 500-ton transfer station would permanently change this.

- Approval would allow huge garbage trucks to clutter our streets, adding to the congestion we already experience.
- They would undoubtedly add litter to our town streets as they will inadvertently leak their trash as they pass through.
- They will add noise pollution as they stop, start, and barrel through our streets.
- I, for one, don't enjoy traveling behind garbage trucks with their odors and leakage. This would become a daily occurrence as hundreds of trucks traverse our streets.
- Why would we want to be known as the town with the big dump? Why would we want to be the town everyone's trash comes?
- Would people still be attracted to our town and want to live here? Could property values diminish?

Clearly, the landscape and character of our small, rural, quaint town would change forever.

2. Is our town able to support this business with our current budget and infrastructure? My understanding is that the added tax revenue to Georgetown is minimal. Would it cover the additional expenses the town would and could face?

- A constant flow of huge, heavy trucks would add to the wear and tear to our roads and undoubtedly expedite maintenance and repaving schedules. Can we afford this?
- Who is going to pick up the additional trash on our town streets?
- Will we need Police details to assist the traffic flow in and out of Carleton drive during peak times? The driveway into the new facility is shorter than the current G Mello drive, and traffic could increase up to 10 times at full capacity.
- Do we have the budget and experienced personnel in place to provide the necessary oversight of such a massive, potentially hazardous business?
- I feel that there is a good chance that other businesses on Carleton Way could be overwhelmed with the constant flow of trucks in and out of Carleton Drive. Could it negatively impact their businesses? Could they leave, shrinking Georgetown's tax base?
- Might this one business cause other businesses to not move into town due to the additional congestion it causes?

Allowing G Mello's proposed facility seems to be putting the cart before the horse. Orderly business growth and development within the town should mean our existing infrastructure would support a new business or have a plan to meet the unique needs it presents. I don't believe we have either. So, what would we have to say no to, pull from, or defer to handle this new fiscal stressor?

3. Can we continue to guarantee the safety of our town's citizens?

- What is to stop contaminants from being included in trash and sent to our town? Is Georgetown ready for possible hazardous chemicals seeping into our groundwaters or causing fires or explosions?
- These trucks will pass through the center of town, past schools, and already overly congested business areas. How do we ensure our children and citizens' continued safety from these heavy and hard to stop trucks in heightened congestion?
- How do we protect those traveling near or on Carleton Way when backups occur? Again, the driveway is shorter than the current driveway into Mello's existing facility. Backups onto the main road will undoubtedly lead to impatient drivers and potential safety issues.
- With increased congestion in town, will our emergency vehicles be able to provide the service and response times we currently enjoy?

I can't think of a single good reason to allow G Mello to proceed with the proposed facility. I firmly believe approval will negatively impact our town's character, budget, and safety. Please continue to hold the town's best interests, values, and wishes above all else and vote NO to the Mello 500 ton transfer station.

Thank you,

Tracey Zadina  
2 Stone Row

## PB approval meeting for Mello Transfer Station

Beth Reynolds <littlebridge@comcast.net>

Mon 1/11/2021 2:19 PM

To: John Cashell <JCashell@georgetownma.gov>;

Hello John,

It's been brought to my attention as a Georgetown resident that the 500-ton Mello Transfer station expansion is still being considered. I attended the Town meeting in November and the town voted unanimously to not allow processing of more than 50-tons. The residents spoke about the concern over increased car/truck traffic by 900 percent, the value of our properties and jeopardizing the character of our small town. What draw will we have to small businesses and potential residents if this expansion is passed? I certainly would not want to live in a town that will be inundated with traffic and garbage. Can a town our size truly accommodate all these increases? I would think not.

The residents of Georgetown spoke in November and I'm hopeful the Planning Board will listen.

Thank you for your time.

Beth Reynolds  
22 Londonderry Lane.

**beth reynolds**  
**617.462.7277**

  
**little bridge design**  
**22 Londonderry Lane**  
**Georgetown MA 01833**

## 500 Ton Transfer station

Brian McEvoy <bmcevoy27@gmail.com>

Mon 1/11/2021 2:52 PM

To: John Cashell <JCashell@georgetownma.gov>;

Hello,

I am reaching out to express my concerns about the planned 500-ton transfer station. A facility of this size will have a dramatic impact on our lovely small town. The main roads are already filled with large trucks and this will only increase that. I've looked through the traffic studies, and I think the impact to road infrastructure, surrounding property value, and noise are dramatically underestimated.

My wife and I moved here to start a family, and have loved our first year. However, the prospect of this type of facility has us reconsidering our decision and made the possibility of relocating to a different town a reality. I am hoping the recent vote showed town officials how strong the opposition is to this project and a decision will be made to stop it.

I appreciate you time and the hard work you dedicate to making this town great.

Best Regards,

Brian McEvoy

# Transfer Station

Aimee Daly <aimeesdaly@gmail.com>

Mon 1/11/2021 3:25 PM

To: John Cashell <JCashell@georgetownma.gov>;

Dear Mr. Cashell,

I have been following the progress of the proposed Transfer station to be built by Mello Corp on Carlton Drive and have some concerns that approving this project at its current proposed capacity size of 500-Tons/day transfer will have a negative impact on Georgetown.

As it stands now Mello isn't even meeting the 50 ton daily capacity it currently has, and to my understanding Georgetown's waste accounts for only a fraction of the daily trash intake at the station. As a weekly user of the transfer station I do see the need for an updated facility and signed the petition in favor of a new station. However, a ten-fold increase in size is unwarranted and allowing this exponential increase in size will make this transfer station the largest in Massachusetts, which will undoubtedly attract many many more users from all over Eastern Massachusetts and southern New Hampshire.

I am concerned that approving this proposal as it stands will:

\*\* Exponentially increase heavy vehicle traffic in and out of Georgetown from all directions, putting more wear and tear on our roads and causing backups at highway junctions and through town.

\*\* Cause property values to drop precipitously for neighbors and abutters to the station as well as impacting property values across town.

\*\* Deter new business who could bring more revenue and help continue to grow our local economy from deciding to open in Georgetown.

\*\* Cost the town and residents more money due to increased infrastructure costs to support the traffic, loss of property rental income, increased trash services costs, loss of tax revenue due to decreased property value, increased traffic/police detail costs, loss of home resale earnings, and more.

I ask you and the planning board to please reject this proposal at the current 500-ton daily capacity, as it will have myriad negative impacts on both the town and it's residents.

I am planning on attending the virtual meeting scheduled for January 13th and hope to see the planning board take the concerns of the Georgetown residents into careful consideration.

Sincerely,  
Aimee Daly  
60 Searle St.  
Aimee

1/11/2021

Mail - JCashell@georgetownma.gov

## 500 Ton Transfer Station Proposal by Mello

donnaallen51@verizon.net

Mon 1/11/2021 3:33 PM

To: John Cashell <JCashell@georgetownma.gov>;

Dear Mr. Cashell,

My husband, Bradford and I are very concerned about increasing the present 50 ton transfer station to a 500 ton transfer station.

We believe this will be a big mistake for the Town of Georgetown. The traffic from big trucks driving through town as well as dispersing floating trash will make our town - number 1 unsafe for its residents and 2 an eyesore. If one travels anywhere on our main highways in Massachusetts, one can see litter. It is a disgrace to see our state so trash laden. Now, there's a proposal to bring in hundreds of tons of trash from all over the state to our little Town of Georgetown. This is a disaster for all who live in Georgetown, especially since we pay high taxes to enjoy a quiet, clean and peaceful life.

What is Mr. Mellos proposal to pick up the trash on the side of the roads created by a 500 ton transfer station? What is Mr. Mellos proposal to help insure that traffic will not be impeded by tractor trailers trying to make there deadline rushing to drop off or pickup trash? The scope of this project is outrageous. One mans money making business is taking precedent over the safety and welfare of Georgetown residents.

A decision such as this should not be made because of personal feelings for the Mello family. I'm sure they are a wonderful family but this decision belongs to the townspeople. Let the majority speak and let the right decision be made - Block a 500 ton transfer station from being built in Georgetown.

Sincerely,

Donna and Bradford Allen  
51 Thurlow Street

[Sent from the all new Aol app for iOS](#)

January 11, 2021

30 Searle Street  
Georgetown MA 01833  
978-478-8741  
[Jeandn6@gmail.com](mailto:Jeandn6@gmail.com)

Sent via email to [jcashell@georgetownma.gov](mailto:jcashell@georgetownma.gov) and [athibault@georgtownma.gov](mailto:athibault@georgtownma.gov) 2 pages total

Georgetown Planning Board

Dear Board Members,

I have reviewed the Site Plan Review Application and Plans submitted by G. Mello Disposal for the Carlton Drive Site. We are opposed to approval of this proposal.

I have read the Site Plan Approval Zoning Bylaw, Section 165.83, and I believe that the Application before you does not meet the criteria of the Zoning Bylaw as follows:

Section 165.83.A

*"Purpose and conditions of approval. The purposes of a site plan approval are to protect the health, safety, convenience, and welfare of the inhabitants of the Town of Georgetown as well as the natural resources that people depend upon by providing a comprehensive review of land use and development plans to insure that the following conditions have been met:  
[Amended 5-2-2011 ATM, Art. 40 (Amdt. No. 177)]"*

**Health:** I maintain that the health of the residents of the Town are not protected with this proposal. There will be greatly increased noise, odors, and fumes both from increased auto and truck traffic, and the type of trucks that will be entering and exiting the site, which will cause air pollution. I have seen the dump and rubbish truck on the roads billowing black and dark gray smoke—this is harmful to the air that we breathe.

**Safety:** the increased traffic at the site will cause accidents and dangerous traffic situations as people try to enter and exit onto Route 133. When there is a long line of cars and trucks waiting to get to the facility via the hairpin turn and inadequate road width of Carlton Drive, I am not sure how I will get off the exit ramp and around the queue to get home.

**Convenience:** In addition to traffic and safety concerns, a facility of this size will greatly reduce our property values not only in the immediate area, but throughout the Town. This transfer station will make it much harder to sell our homes at the values today if the transfer station is approved. I consider Georgetown now to be the marijuana capital of Essex County, and have lived with that so far. But being known as the trash capital of Essex County, or northern Massachusetts, is not an acceptable title.

**Welfare:** in addition to the elements of dealing with traffic and related stress, odors, noise, and air pollution, these items will prevent the peaceful enjoyment of our homes.

**Natural Resources:** as seen in the Application and Plans there will be a great disturbance of the site due to construction, creation of compensatory wetlands (which will result in tree cutting, earth disturbance). Please see review engineer Larry Graham's review of January 2, 2020, in which he stated on Page 8 that

"...a significant amount of fill, perhaps on the order of from 30,000 to 35,000 cubic yards, will have to be brought in to bring the site up to the proposed grade." Mr. Graham was addressing the statue of Carlton Drive here, but the comment indicates how much natural resources will be disturbed or buried.

165.-83. A.1: As proposed, the creation of compensatory wetlands on the site next to Route 95 and in other locations will cause extensive tree cutting and disturbance. The area as it exists today is a visual and noise buffer for residents in this area, including us. Cutting and disturbance such as this will cause the highway to be much louder, thus impacting the peaceful enjoyment of our homes and property for many.

165.-83. A.2: I do not believe that adjacent properties can be protected from nuisance caused by noise, fumes glare of lights, and visual features. These negative results will not only impact adjacent properties, but a large swath of other homes and businesses.

I have always considered this corner at the intersection of Route 133 and Route 95 as a gateway to Georgetown, and hoped that if development took place, something visually acceptable and representative of our Town character would be built here. Seeing this facility from the highway and the exit ramp will certainly impact our property values and destroy the image and character of Georgetown as a desirable community.

165.-83. A.3. As noted above, there will be an extensive amount of fill, modification of topography, tree cutting, and earth disturbance. The goals of Section 165.-83. A.3 will certainly not be met here.

165.-83. A.6. The nature and character of the Town will not be served by this enormous facility and the use proposed.

165.-83. A.7. A portion of the site is in the Water Resource District. A transfer station in this area, no matter how much it is stated the water resource will be protected and mitigated, is certainly likely to impact the stream and water quality in this area.

I have read the Minutes of the Board of Selectmen of December 16, 2019, and heard lots of talk (even from a current member of the Board of Selectmen, in support of this project in December, 2019!) From reading the Minutes of that meeting of December 16, I detect a distinct urging by a (now former) Selectman at an open and public meeting for all boards to approve this project due primarily to economic concerns. Speaking as a former Planning Board member and employee here and in other communities, in my opinion, this is not a standard by which an adjudicatory body should be directed to approve an Application. The Planning Board must act in accordance with the requirements of the Zoning Bylaw and any other relevant Town documents. There should not be undue pressure from other public officials to act prior to or during consideration of an Application. That should not be tolerated by the Planning Board or any other town entity.

Thank you for reading this letter.

Jean D. Nelson

Robert G. Nelson

cc: Board of Selectmen, Conservation Commission



## Planning Board Meeting for Mello Transfer Station

Joyce Copland <coplandnoe@gmail.com>

Mon 1/11/2021 4:09 PM

To: John Cashell <JCashell@georgetownma.gov>;

Dear Mr. Cashell,

As a 42-year tax-paying resident of Georgetown, I am very opposed to the proposed increase of the Mello transfer station. A ten-fold increase in size will negatively affect the future of our town -- an increase in traffic, certainly; a decrease in property values, inevitably; a threat to our fragile wet lands and environment, absolutely; and a serious reduction in quality of life in our town. Please do not approve it.

I have concern that approving a 500-Ton transfer station that will be 10 times the current size will have a negative impact on our small town. A 500-ton business cannot be supported by the town's infrastructure. The proposed 500-ton transfer station could increase trucks/cars alone by 900 percent (multiplying today's numbers by 10 since it's 10 times the size). Traffic is already an issue. The current transfer station driveway is 760 ft on 50 tons, 2 lanes in and it still backs up on 133 a public road. New 500-ton station is only a 400 ft and 1 lane in and out. Clearly, we would be donating Carleton Drive as Mello's own personal driveway. There is close to 1 million in real estate value on Carleton drive. That will certainly shrink. The town's character, safety of its citizens and budgetary constraints all play a part. The Safety and character will be impacted by the increase volume and spill over onto public roads, not to mention that the traffic will pass thru the center of town by our schools and our downtown. I understand there is a big push to revitalize and repopulate the downtown with good businesses, this could kill that plan. I also understand we have no budget for oversight at the current 50 ton station. Our town would be setting precedents because no other town our size has a regional transfer station this big. Not what Georgetown should be claiming a first for.

Respectfully,  
Joyce Copland  
33 Searle Street  
Georgetown

## G. Mello Expansion

Deb Molis <djmolis@verizon.net>

Mon 1/11/2021 1:21 PM

To: John Cashell <JCashell@georgetownma.gov>;

Dear Mr. Cashell,

I also agree with all of these points included below and feel that there is very little benefit to the town of Georgetown residents in having this expansion approved. The only benefit I see is a little more tax revenue. I don't believe the increase amount of taxes would make a big enough impact to our bottom line that would out way the negatives listed below to our community. I believe having this larger transfers station could lower our property values. Please don't change our quite and quaint town. We love this town as is.

I have concern that approving a 500-Ton transfer station that will be 10 times the current size will have a negative impact on our small town. A 500-ton business cannot be supported by the town's infrastructure. The proposed 500-ton transfer station could increase trucks/cars alone by 900 percent (multiplying today's numbers by 10 since it's 10 times the size).

Traffic is already an issue. The current transfer station driveway is 760 ft on 50 tons, 2 lanes in and it still backs up on 133 a public road. New 500-ton station is only a 400 ft and 1 lane in and out. Clearly, we would be donating Carleton Drive as Mello's own personal driveway. There is close to 1 million in real estate value on Carleton drive. That will certainly shrink.

The town's character, safety of its citizens and budgetary constraints all play a part. The Safety and character will be impacted by the increase volume and spill over onto public roads, not to mention that the traffic will pass thru the center of town by our schools and our downtown. I understand there is a big push to revitalize and repopulate the downtown with good businesses, this could kill that plan. I also understand we have no budget for oversight at the current 50 ton station.

Our town would be setting precedents because no other town our size has a regional transfer station this big. Not what Georgetown should be claiming a first for.

Thank you for time and consideration in regards to this matter.

Sincerely,

Deb Molis  
9 Chaplin Hills Rd.

Sent from my iPhone

# [Georgetown MA] Proposed 500 Ton Transfer Station PB Meeting (Sent by Patty Slack, slackpatty@yahoo.com)

Contact form at Georgetown MA <cmsmailer@civicplus.com>

Mon 1/11/2021 4:37 PM

To: Andrea Thibault <athibault@georgetownma.gov>;

Hello athibault,

Patty Slack ([slackpatty@yahoo.com](mailto:slackpatty@yahoo.com)) has sent you a message via your contact form (<https://www.georgetownma.gov/user/46/contact>) at Georgetown MA.

If you don't want to receive such e-mails, you can change your settings at <https://www.georgetownma.gov/user/46/edit>.

Message:

Hi Andrea, CAN YOU PLEASE MAKE SURE THIS GETS TO THE RIGHT PERSON SO IT CAN BE READ INTO THE MINUTES AT THE UPCOMING PLANNING BOARD MEETING? THANKS.

January 12, 2021

Dear Planning Board Members,

I am writing again to let you know how concerned we are about the Mello Site Plan that is before the Board. I believe that a 500 ton transfer station is much too large for our Georgetown community.

I understand the mission of the Georgetown Planning Department is to ensure the orderly growth and development of the Town. I honestly do not see how a 500 ton transfer station falls under this mission of orderly growth for a town our size.

Some of my concerns are:

The increased traffic throughout our town (specifically 133 where the traffic is already overcome by large trucks). If you have ever walked down the sidewalks of 133 or tried to cross the streets at a crosswalk or at a light during the day, you know exactly what I mean.

The increased noise of the heavy truck traffic that would be coming through all of our roads of Georgetown and the operation of heavy-duty facility equipment that residents of our small town would have to endure and the negative impact on our roads.

The impact this proposed transfer station would have on our wetlands on and around the proposed site. I believe there may be vernal pools that could be upset.

The odor and litter of all that additional garbage coming through our town and the impact it will have throughout our town and the impact it will have for nearby neighbors.

These are only some of my concerns for the proposed 500 ton transfer station coming to our town.

As a resident of Georgetown for almost 26 years, I am all for change, but for good change for to our community but not for a 500 ton transfer station that I honestly feel is a negative change for our wonderful Georgetown community.

Thank you all for taking the time to think about these concerns.

Respectfully,  
The Slack Family

1/11/2021

Mail - athibault@georgetownma.gov

6 True Lane

## AGAINST Georgetown 500 ton Transfer Station

E <timetics@gmail.com>

Mon 1/11/2021 5:05 PM

To: John Cashell <JCashell@georgetownma.gov>;

To whom it may concern,

I recently moved to Georgetown. As I meet my neighbors and fall in love with my new home, I have been learning about the proposal for the new 500-ton transfer station.

This shocks me. That such a small town would even consider such a large transfer station seems illogical. It would increase traffic, impact the environment, and the people of this town would not benefit. It would seem to only benefit those who own the transfer station.

As my neighbors passionately talk to me about why the people of Georgetown are against this new dump, I must agree. I cannot see any reason why this would be good for Georgetown or its people. I hope that the profit of a few does not outweigh the will of the many.

Thank you,

Emma Driskill and Conor Powers-Smith

3 Spaulding Road

## Concern about Transfer Station

Scott Brown <SBROWN@tdgarden.com>

Mon 1/11/2021 5:12 PM

To: John Cashell <JCashell@georgetownma.gov>;

Cc: Debra Brown <debrab@cmhwealth.com>; Debra Brown <debrabrown1164@yahoo.com>;

Dear John,

I am writing in strong opposition to the 500-ton transfer station being considered in our small town. I'm sure you have seen all the compelling data points from many of my fellow residents illustrating the overwhelmingly negative impacts this will have on our community. Frankly I'm not sure how this initiative even got to this point other than being an agenda pushed by the narrow interests of a select few in our town. It was pushed forward under the cover of darkness is one way to put it.

My wife and I have lived in this town for over 20 years, and have proudly raised our 3 teenage children here. We moved here for the sense of community and for everything this small town provides. The fact that our elected leaders think a "500-ton dump" is the best way to enhance town revenue is appalling to say the least.

I am writing to you in advance of tonight's zoom with the hope that we can count on you to do the right thing by our citizens. Clearly we will be grateful for your advocacy against any others still supporting this project being railroaded into our town. We are better than this, and we are grateful for leaders like you who will be with us in opposition.

We will be watching to see how this plays out. We hope and pray you are with us on this, and that this will go the way our residents wish ... NO DUMP in Georgetown!

Thanks for your time and consideration, John!  
Scott



**Scott Brown**

Senior Director, Corporate Partnerships

Boston Bruins – TD Garden

Office: (617) 624-1844 | Mobile: (617) 851-3940

100 Legends Way, Boston, MA 02114

[sbrown@bostonbruins.com](mailto:sbrown@bostonbruins.com)

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## Concern about the Transfer Station

Debra Brown <debrab@cmhwealth.com>

Mon 1/11/2021 5:56 PM

To: John Cashell <JCashell@georgetownma.gov>;

Dear John,

I am writing in strong opposition to the 500-ton transfer station being considered in our small town. I'm sure you have seen all the compelling data points from many of my fellow residents illustrating the overwhelmingly negative impacts this will have on our community. Frankly I'm not sure how this initiative even got to this point other than being an agenda pushed by the narrow interests of a select few in our town. It was pushed forward under the cover of darkness is one way to put it.

My husband and I have lived in this town for over 20 years, and have proudly raised our 3 teenage children here. We moved here for the sense of community and for everything this small town provides. The fact that our elected leaders think a "500-ton dump" is the best way to enhance town revenue is appalling to say the least.

I am writing to you in advance of tonight's zoom with the hope that we can count on you to do the right thing by our citizens. Clearly we will be grateful for your advocacy against any others still supporting this project being railroaded into our town. We are better than this, and we are grateful for leaders like you who will be with us in opposition.

We will be watching to see how this plays out. We hope and pray you are with us on this, and that this will go the way our residents wish ... NO DUMP in Georgetown!

Thanks for your time and consideration, John!  
Debbie Brown

# Mello Station

Kyle MacNichol <kyle.macnichol.aa@redfin.com>

Mon 1/11/2021 6:13 PM

To: John Cashell <JCashell@georgetownma.gov>;

Hi John

Long time Georgetown resident here, with my parents also in town as well. I just wanted to write to say how much in favor I am if the 500ton transfer site project Mello is pushing for.

I believe firmly that we should support our local businesses. The Mello family is multi generational and has contributed immensely to this town. I would love to see that continue. I grew up playing sports in town and have noticed first hand the support they have given to local community teams. They also donated directly to myself to aid with my Eagle Scout project when I was younger, at the Trestle Way Housing community, to assist the residents that live there. They were thankful for my project and I could not be more thankful for local businesses like Mello that contributed.

I also think the concerns of residents opposed to the transfer site are unfounded. I would not want to see a business be hurt from concerns that have been proven to be untrue. For example, a traffic study was done by a professional company citing minimal effects of traffic caused by the transfer site. It will not hurt traffic congestion, and I believe will improve traffic based on a better location with easier in/out and trucks coming from the highway and not through town.

I also would like to see the Highway Department have the opportunity to expand in their current location, as would be an added benefit.

To be frank, Georgetown has not the best history of business in town, with many that have come and gone. It is a difficult adventure, and the businesses that are thriving should have our fullest support and be able to thrive and expand to the best of their ability. I would like to think having thriving businesses would be a vision of Georgetown as we paint our future. This particular business has numerous benefits for the town and have time and time again come through to offer their services and donate services to this town and community.

There are many citizens and families that give the Mellos and this project their FULLEST SUPPORT. And we hope you and other town officials do as well.

Thank you very much for your time and efforts within the Georgetown community.

Best,

Kyle MacNichol

Sent from my iPhone



# G Mello Proposal

Michael Irons <michaelirons123@gmail.com>

Mon 1/11/2021 6:23 PM

To: John Cashell <JCashell@georgetownma.gov>; Michael Irons <michaelirons123@gmail.com>; Mo Irons <5-irons@comcast.net>;

Mr. Cashell,

As a resident of Georgetown closely located to the proposed 500-Ton transfer station for G Mello (10 times the current size), I am very concerned that this will have a negative impact on our small town. Our current town infrastructure is barely able to handle the existing traffic including G Mello's current transfer station, as evidenced by significant delays for many roads and byways in the eastern end of the town. As noted by those reviewing the current plan, the proposed 500-ton transfer station could increase traffic volume tenfold, with larger slower moving vehicles occupying much of this increase.

I currently witness backups onto 133 many times with its current volume of 50 tons on a 760 ft, two lane road, it doesn't appear in any way viable that the new proposal, with 10 times the volume, half the driveway distance, and only one lane in and out, would work without much more significant backups on any roads nearby to Carleton Drive, where it is to be situated. I'm sure this would also have a significant negative impact on the business's and properties on Carleton Drive.

In addition to impacts to our infrastructure, the general character of the town, certainly the safety of its citizens due to increased traffic are a major concern. This will affect not only the immediate area of this large development, but also will likely spill over into the main roads and any traffic passing through our town center and to our schools. Any businesses in town (or potential future businesses) would also be negatively affected due to traffic; this is a focus for our town in terms of revenue and creating a more vibrant and active downtown area. Who hasn't been in several very long delays either getting out of side streets or at our town center on a regular basis?

On top of this, given that there are no other towns in our area that have a regional transfer station nearly this big (or with such a large proportion of waste being from out of town), I would strongly recommend that this is not approved. Thank you for your time and consideration.

Sincerely,

Michael & Maureen Irons  
5 True Lane  
Georgetown, MA 01833

CHRISTINE FLOT <christinflot@comcast.net>

Reply|

Mon 1/11, 10:53 PM

John Cashell

Flag for follow up. Start by Wednesday, January 13, 2021. Due by Wednesday, January 13, 2021.

You replied on 1/13/2021 2:36 PM

Hi,

My husband and I have lived in Georgetown for the past 27 years. We raised 3 children in this community and feel blessed that we found a place where families are important. We have great concerns that approving a 500-ton transfer station will significantly impact the health and feeling of our small town. There is already significant traffic going through town to Groveland and Haverhill. This will become a greater problem when residents are trying to drive down Rt133 thru town or to the schools. At the current size of the transfer station, there is already cars lining up along the road. While I understand we have limited business presence in town, bringing this type of business would permanently damage the quality of life in Georgetown.

Sincerely,

Christine and Bob Flot

12 Waldingfield Road

January 11, 2021

John Cashell, Town Planner  
Town Hall  
One Library Street  
Georgetown, MA 01833

**RE: Mello proposed transfer station**

Dear Mr. Cashell:

We write to express our strong opposition to the proposed 500 ton transfer station at Carleton Drive. We have resided on True Lane for over twenty-one years and believe that the additional expected traffic of approximately 900 trips per day to an already overburdened area would create a hazardous condition. Our concern is for the safety of both pedestrians and motor vehicle occupants that travel in this area of Route 133. Moreover, the substantial increase in traffic involving trucks is unwarranted since the current facility is far below capacity for Georgetown residents. Traffic will be disrupted each day and the accident rate will increase.

We are also concerned, given the enormous size and scope of the project, of the impact on the environment, since the proposed site is in a Water Resource District. The expansion will also bring additional noise and diesel fumes.

We moved to Georgetown due to its well deserved reputation as a small town that prioritizes the health and safety of its families. The reason that no other town of Georgetown's approximate size is willing to host a 500 ton transfer station seems obvious. The successful future of any town depends upon the careful scrutiny of projects as to size, use and location. Georgetown does not need a Transfer Station that exceeds 50 Tons and Route 133 cannot withstand another 900 vehicle trips per day. In short, the proposal is incongruent to our community in every respect.

A Transfer Station that will utilize less than four percent of Georgetown's trash is certainly not worth the detrimental health and safety consequences that will be experienced for years to come. The harmful impact of this supersized project is predictable and preventable.

Thank you very kindly for your consideration of our concerns.

Respectfully,

Michael and Mary A. Norton  
3 True Lane  
Georgetown, MA

German Iosif <giosif@verizon.net>

Reply

Tue 1/12, 9:34 AM

John Cashell

Flag for follow up. Start by Wednesday, January 13, 2021. Due by Wednesday, January 13, 2021.

You replied on 1/13/2021 2:34 PM

GOOD MORNING FELLOW GEORGETOWNER

We would like to clearly express our great concerns about and strong opposition to the proposed \*500-ton\* transfer station that the G. Mello Corporation proposes to build at the end of Carleton Drive.

Sincerely,

ARLENE IOSIF

GERMAN IOSIF MD

2 DAVIS LANE

GEORGETOWN

ELisabeth Tollman <etollman@hotmail.com>

Reply|

Tue 1/12, 12:04 PM

John Cashell

Flag for follow up: Start by Wednesday, January 13, 2021. Due by Wednesday, January 13, 2021.

You replied on 1/13/2021 2:37 PM.

Hi John,

My husband and I would like to voice our strong opposition to the proposal of a 500-Ton transfer station here in town.

Our grave concerns are rooted in the historic safety violations of the current transfer station, the unprecedented unreasonable size of the proposed transfer station in the heart of a small town like ours, the tremendous increase in traffic, in particular commercial vehicles, and with it the ultimate cost to our traffic infrastructure as well as traffic safety. Finally, the lack of a fair and relevant business income of the current as well as the proposed transfer station make this proposal costly and non-advantageous for Georgetown.

A 500-Ton transfer station in the middle of our town would clearly be a disadvantage, a significant stain on this town's identity, its appeal and its property values.

Sincerely,

Elisabeth and James Tollman

28 Londonderry Ln

Steph Cannata <stephcannata@yahoo.com>

Reply

Tue 1/12, 10:56 PM

John Cashell

Flag for follow up Start by Wednesday, January 13, 2021 Due by Wednesday, January 13, 2021

You replied on 1/13/2021 2:32 PM

Dear John,

We have lived in Georgetown for over 20 years and have loved all the opportunities, friendships and suburban advantages we have had to raise our family. We have seen improvements in town, our school systems, and also in our real estate values. We have a huge concern that as soon as we allow G. Mello to expand to a 500 ton transfer station (10x what is currently here!), everything we have come to know and love will be diminished. Over time, the perceived value of the town, its reputation and its real-estate values will decrease exponentially. It would be a shame to see our quaint, yet up and coming town to be known for it's dump. We believe a 500 ton transfer station will also cause road damage, further traffic—including a huge influx of trucks, and potentially a smell – you get it, the list goes on. Our town budgets are already stressed, and we do not have the money nor infrastructure to support this proposed transfer station expansion.

The reputation of the whole town will be negatively affected by the addition of one large transfer station that only benefits ONE business owner, Mello Disposal. We do not mind people or companies making profits and being successful, but when they do it at the expense of the town that's where we have issue. What about all the other residents, business owners and small business entrepreneurs in Georgetown that will suffer the consequences of Mello's unnecessary expansion? Think about all the resident that have lived here for many, many years, and all the young families that just moved here. This is not what they had envisioned for their home town.

We are truly shocked that this process has progressed this far, and believe there has been a lack of transparency about exactly what is going on and what this means to the town. If the residents understood the implications, they would NEVER agree to this business deal. The lack of information and

communication is the reason this has moved along this far. The only beneficiary in this deal is Mello.

The residents of Georgetown need and love this town WAY more than G. Mello needs or loves this town. We are invested in our future, they are not. Please do not think that a few dollars from them today (and way too few) will benefit the near-term or long-term future of our town, our homes, our residents and our community as a whole. Please do not let this transaction go through. For the good of our town and our future.

Please commit to preserving the character, safety, future and fiscal responsibility of Georgetown by keeping the transfer station to 50 tons and no more. We can do better.

thank you.

Stephanie and Tim Cannata

Jeffrey Litch <jeff.litch@gmail.com>

Reply|

Wed 1/13, 9:31 PM

John Cashell

Action Items

Hello Mr. Cashell,

As there was not any time for public questions, please consider my list of questions for the next meeting:

1. Regarding the Traffic study presentation, it was stated that Mr. Mello will direct large tractor trailers to come from route 95. My question is as that is a verbal agreement, how will that be enforced. It seems to be quite important that this agreement be binding, and the Mello Corporation should be held accountable and subject to fines if trucks are found to be coming from the center of town. How will this agreement be enforced? Also perhaps signage should be required to restrict trucks at certain times.
2. Can residential customers be restricted to residents of Georgetown only?
3. Not a question, but a comment: The number of trucks reported is not as important as the size of the trucks. There will be many more very large trucks. I believe the number was 60. These trucks will cause a major traffic and safety issue on Carlton Drive in my opinion.
4. Regarding the Level of service "F" (wait time). Was this measured with cars or tractor trailers? Tractor trailers will exponentially increase the wait times.

Very Respectfully,

Jeffrey K. Litch

jeff.litch@gmail.com

(978) 476-2322 (Cell)



# Fw: 1/13/21 Planning Board approval meeting for Mello Transfer Station

Tracy Lasquade <trajack29@yahoo.com>

Reply|

Wed 2/24, 2:28 PM

Harry LaCortiglia;

John Cashell

You forwarded this message on 4/1/2021 5:37 PM



Download

Action Items

Hi John and Harry,

Hope all is well and your staying safe.

Just following up on the status of the independent traffic study. I want to make sure the following will be addressed

**Sunday hours included**-at least once during the DEP process the Sunday hours were left off

**COVID and the timing of study**-reduction in traffic in general as a result of COVID and the impact is is having on industries that would be using the transfer station

**Packer trucks**-these trucks (attached and currently being used) were not included in the Mello traffic study counts.

Please confirm this is a **study** and not a review of the applications numbers. Our residents want transparency and to know the planning board is putting the interest of the town first. If you simple have a review of a study, how can you confidently attest that increasing a transfer station by 450 tons per day does not increase traffic as the applicant study was trying to allude to. How can you confirm that the applicants numbers are accurate? I would assume that best case scenario is what was presented by the applicant, who presents worst case?

Best,  
Tracy

On Monday, January 11, 2021, 12:41:36 PM EST, John Cashell <jcashell@georgetownma.gov> wrote:

Dear Ms Lasquade:

Thank you for your letter concerning the proposed Mello Disposal Corp. transfer station at the end of Carleton Drive. I will forward your letter to the Planning Board for their review prior to the public hearing Wednesday night. Please also note that your letter will be included into the file for this project.

Sincerely,

John Cashell,

Town Planner

---

**From:** Tracy Lasquade <trajack29@yahoo.com>

**Sent:** Friday, January 8, 2021 5:24 PM

**To:** John Cashell

**Cc:** Peter Kershaw; Douglas Dawes; Charles Durney

**Subject:** 1/13/21 Planning Board approval meeting for Mello Transfer Station

Hello John,

I have concerns that approving a 500-Ton transfer station that will be 10 times the current size will have a negative impact on our small town. A 500-ton business cannot be supported by the town's infrastructure. The proposed 500-ton transfer station could increase trucks/cars by 900 percent (multiplying today's numbers by 10 since it's 10 times the size).

Traffic is already an issue. The current transfer station driveway is 760 ft on 50 tons, 2 lanes in and it still backs up on 133 a public road. New 500-ton station is only a 400 ft and 1 lane in and out. Clearly, we would be donating Carleton Drive as Mello's own personal driveway. There is close to 1 million in real estate value on Carleton drive. That will certainly shrink.

The town's character, safety of its citizens and budgetary constraints all play a part. The Safety and character will be impacted by the increase volume and spill over onto public roads, not to mention that the traffic will pass thru the center of town by our schools and our downtown. I understand there is a big push to revitalize and repopulate the downtown with good businesses, this could kill that plan. I also understand we have no budget for oversight even at the current 50 ton station.

Our town would be setting precedents because no other town our size has a regional transfer station this big. Not what Georgetown should be claiming a first for.

Thank you

Tracy Lasquade

1 True Lane

Andrea Thibault

Reply|

Thu 1/14, 10:54 AM

Harry LaCortiglia - Personal <hlacortiglia@comcast.net>;

jcashell@comcast.net;

Bruce Fried;

+3 more

planning board 1-13-21.docx

14 KB

Download

Attached please find a resident letter re: last night's meeting. He requested that I forward his compliments to Bruce. I will include this in the correspondence file along with the compiled batches of all letters.

---

**From:** MICHAEL BIRMINGHAM <mikebirmingham63@gmail.com>

**Sent:** Thursday, January 14, 2021 9:35 AM

**To:** Andrea Thibault

**Subject:** letter to Mr Fried

Hi Andrea,

Wanted to pass a letter to Mr Fried.

Just a comment on last night's meeting. Thought the board did a good job. Mr Fried was definitely on his game. Had perfect questions. Hoping it continues. If you can toss this in his bag, I'd appreciate it.

Thanks

Mike

Hi Bob,

I'd like to applaud your statements yesterday at the 1/13 planning board meeting regarding the need to have a 3<sup>rd</sup> party traffic review and that Carleton drive itself should be protected. Every

property owner in town should have the right to have fair and equal access to and from their property without another business impeding their ability to do so.

I would like to ask that the board ensure that the independent company performing the study have no affiliation or relationship to the Mello corporation or owner. That type of relationship would infer collusion, right or wrong, and put the town's ability to truly serve the town and its inhabitants into question. Maybe this could be a question on the request/bid form.

I found a few interesting points in the traffic study last night. One was their expert's statement about the current site flow and capacity vs the new one. I am certain she has never been at our site from her description or I haven't been dropping my trash off at 203 east main but she had some interesting points. The building and our current covered area both will only service 6 vehicles at a time. That's quite a statement considering the tonnage difference. Their expert also mentioned the new site has those 10 extra resident drop off spots(16 total) but didn't mention that the current site also has approx. 8 spots to the right when you drive in. there is a giant roll off to toss trash in and the recycle machines. It was also odd she pointed out one lane in. Unless they are giving me special rights to enter, I know there are 2 lanes in about 380 ft into the driveway. Note that 380 ft is half way into the old side whereas 380 ft in the new site is their entire length(400 ft). current site: 760 ft driveay for 50 tons. New site: 400 ft driveway for 500 tons. Seems illogical.

It would also be beneficial to the town if we knew the true volume during work hours and only for the station's traffic. Their statement that we will see 1% increase from the west and 2% from the east on 500 tons is rather disingenuous. The truck traffic alone will increase anywhere from 200%(186 net trucks from 96 original) to 900%(if you multiplied the current numbers out.) those hours are also during the school pick up and drop off times. If you took the middle of the 200-900 percent, you would end up with 78 transfer station associated trucks an hour somewhere on main street coming or going, east or west. There are 2 businesses on Carleton which have real estate values combined of 9 million. I am hesitant to believe that those values will hold up and the town will lose significant tax revenues. Maybe the board could bring those owners into the meeting so they could speak to their concerns.

Sorry...getting too long. However, just wanted to say that it was a good board meeting and , unlike the ZBA, it appeared to voice town concerns. Hoping it continues.

Thanks

Mike Birmingham

Contact form at Georgetown MA <cmsmailer@civicplus.com>

Reply|

Thu 1/14, 11:49 AM

John Cashell

Flag for follow up: Start by Friday, January 15, 2021. Due by Friday, January 15, 2021.

Hello jcashell,

Andrew McLaughlin 17 Lisa Lane (amclaughlin5@comcast.net [1]) has sent you  
a message via your contact form (<https://www.georgetownma.gov/user/43/contact>  
[2]) at Georgetown MA.

If you don't want to receive such e-mails, you can change your settings at  
<https://www.georgetownma.gov/user/43/edit> [3].

Message:

Hello John,

I was on the Zoom call yesterday and had a couple of questions. In regards to  
the presentation about the traffic flow and specifically about the Que time,  
could it be asked to study the impact for que time at the intersections of  
Tenney and True Lane?

Tenney especially is a challenge now. Waiting to get out or in depending on your direction and time of day, having to cut across streaming traffic.

Also had there been any other discussions about the speed limit coming down

133. There is a speed detector right next to Carlton drive but cars are usually exceeding the limit and this will only add to unsafe conditions.

Thanks

Andy McLaughlin

Sandra Meninno <smeninno@cambridgeport.net>

Reply|

Wed 1/20, 2:50 PM

John Cashell

Flag for follow up: Start by Wednesday, January 20, 2021. Due by Wednesday, January 20, 2021.

You replied on 1/21/2021 9:38 AM

Hi John

I hope all is well and you are staying healthy! I was contacted by someone in town to ask about the conditions of trucks pulling in and out of Carleton Dr. I was surprised to hear that they have video of trucks pulling in coming off 95 while a truck is exiting Carleton Drive! We have been here a little over 2 years and I can tell you this is not true at all!!! We have numerous complaints from truck drivers about that corner. It is also very difficult to get out of Carleton Drive and head back towards 95 due to traffic. I was asked for videos and testimonies from truck drivers that we use. I am also concerned with the amount of back up this is going to cause on Carleton Dr. What about the businesses that need to have deliveries and there is a line going down Carleton to get to the Mello property? What I also find interesting is that someone I know was going to purchase the same land that Mello is looking to develop on and they were told by some in the town, that trucks could not make the turn properly on to Carleton dr from 95. So why can they now? This seems odd and I am working on getting the town officials name that turned down the proposal due to the traffic issue.

I hope for the businesses on Carleton Dr's sake, that this is given more thought and a truthful traffic study is done with actually people who use the street now

Thank you

Sandra Meninno

President

Cambridgeport Air Systems

4 Carleton Dr

Georgetown Ma 01833



THEODORA CAPALDO <tcapaldo@aol.com>

Reply|

Thu 1/21, 8:59 AM

John Cashell;

Andrea Thibault

You forwarded this message on 1/21/2021 9:58 AM

Planning Board Follow up to Jan 13  
mtg CAPALDO.docx  
36 KB

Download

Action Items

**Apologies.**

**Can you please correct the figure on page 5, #5 from 370,400,000 to 270,400,00 pounds.**

**Would you please forward the correction to the entire board.**

**Attached is a copy of the same document with this correction made if that is easier for you.**

**Thank you.**

**Theodora Capaldo**

**Theodora Capaldo, Ed.D**  
**111 West Street**  
**Georgetown MA 01833**  
[tcapaldo@aol.com](mailto:tcapaldo@aol.com)  
(c) 617 413 0611  
(h) 978 352 8175

January 18, 2021

To: Mr. John Cashell

*please forward to:* Chair H Lacortiglia, R Watts, B Fried, G Comiskey, J Laut

Re: January 13, 2021 Planning Board meeting

Dear Mr. Cashell, et al,

I am writing to ask for clarification of several questions that came up at the 1/13 Tuesday night Planning Board Meeting. The first regard procedural matters; the second, the substance of the traffic report presented on behalf of the applicant.

#### PROCEDURAL

1. Given the length of time the Mello Transfer Station 500 tons proposal, and most matters, take before the Planning Board, I would appreciate follow up on a question asked by Mr. Watts. Can our attorney be directed to answer that question by inquiring further into the Open Meeting laws to see if "missing" a meeting versus being newly appointed and, therefore, not present at previous meetings, are treated differently by state law. It seems that if the miss two rule is applied to a new board member, appointed after initial consideration of a project, then new board members would not be able to participate in discussion nor vote on many matters before the board, essentially making any new member a lame duck for some important issues. I am wondering if in the case of a newly appointed board member, the Chair may have a right or obligation to present to him/her all received materials on an application

to which the Board had access, without the need for the applicants' approval. I am confused by the power this need for approval confers upon an applicant. It grants the applicant the power to essentially "allow" newly appointed members to participate if they anticipate support, and to silence those they feel may not be inclined to approve the project. This, in practical terms, allows the applicant a virtual vote on the decision. Can we please make certain the missed meeting rule applies to both existing and newly appointed members of the board? If the latter, is there any other remedy?

2. Clarifying this seems especially important given that there are a number of issues related to this discussion that didn't make sense. Nancy McGann stated that if they had to start over again, it would be the 3<sup>rd</sup> time – an undue burden. What she did not mention is that the applicant themselves asked for the 1<sup>st</sup> restart. Though there was an issue with the recording, that is not what triggered the restart. I understand that they did not like the way the hearing began and wanted to re-present and were able to do so since there was no recording of their original presentation. After saying no to this latest 1/13 request, (the applicant was not willing to restart), both the Chairman and the planning board's clerk, an official document keeper, stated they would like to start from the beginning since it had been 10 months. They noted that it was a complex request and that they had fuzzy memories of what had transpired. Nancy obliged by providing a summary essentially going back over everything, but the board did not go back and reconsider allowing Mr. Comiskey to vote, even though they too wanted to hear the facts from the beginning. The rather convoluted nature of the discussion needs to be carefully assessed re whether or not all board members should now be allowed to participate and vote on this particular project. It seems that while the applicant refused the request that they did actually do just that---provide the information again.
3. Given the interruption of COVID on the ability to meet in person or in a timely manner, Mr. Watts asked that he be provided with all the materials the applicant submitted to date. That request was not responded to by the Chair. I would think that if a board member required certain materials in order to fulfill his/her role that it would be a mandate that it was provided. Also please see #2 above as it flushes

out even more of the confusion regarding what the board members recall, requested and have a right to access and vote on.

4. Since the Chair noted that he was unfamiliar with the most current site plans, what is the implication of this in terms of the process moving forward? It is now not clear whether there is incomplete or inaccurate information before the board, or that the Chairman didn't recognize the plan before him at the 1/13 meeting. Either case, however, seems to be more reason and perhaps even proof that as noted above, the process needs to be restarted since it's clear the Chairman (and likely others) have no good memory of what has occurred.
5. With the high degree of confusion that needs to be sorted out as to specifics of the applicants written materials or recall of such by specific board members, combined with the direction of the board to do an independent traffic study, is a February next meeting time frame realistic or doable? Is there in town or state regs any requirement for an amount of time that plans be submitted prior to the board discussing or acting on a vote? Are there temporal guidelines re clarifying the confusion on board members parts as to the specifics of an application? If so, what would the site plans before the board mean in terms of the applications' timing and responsibilities moving forward if individual board members did not recognize them or admitted not being familiar with the specifics?
6. If Mr. Watts is given the materials requested, if the Chair was offered an verbal update along with a resubmission of the site plan to clarify any confusion he has re past submissions, can it be assumed that Mr. Comiskey may also review such materials? If he is so informed, would he not be able to then participate in discussion, raise questions, etc., and wouldn't the applicant's verbal presentation and resubmission of written material to the chair be, in essence, allowing the "missed" board member to receive materials upon which his questions and decision and vote be made? Would their "no" to the chair's request on Mr. Comiskey's behalf, given all of the re- providing to two other board members, be therefore deemed prejudicial and therefore, not hold?
7. Will the submitted public comments be made available prior to the next meeting? Will verbal public comments be taken then? What will be the criteria re who the Chair permits to comment, given that he is allowed discretion as to who and how many and even if the public can ask

questions? I would hope that given the controversial nature of this expanded project with significant impact on the town, that the Chair would permit as many questions and comments as possible. Allowing ample time at the next meeting to do so seems prudent given the sentiments for and against this type of project in our town.

## TRAFFIC STUDY

1. From a research and data collecting perspective it appears that there were several flaws and potential biases in the Mello traffic study. Will the town's independent traffic study have access to the one presented 1/13 as well as public comments as to the areas of concern, the areas of possible inaccuracies, and documentation that many things may be other than presented in the Mello traffic study?
2. The biases of that study are several. They include but are not limited to: the chosen hours to conduct data collection; the video presentations as to what is and is not safely doable by the large transfer tractors and others; the non-existence of packer trucks where documentation attests to their frequency to and from the current site; the near ignoring of specific data re the impact on downtown including the number of large trucks both from Mello traffic as well as from other surrounding industries that use Rte 133 and Rte 97 as a corridor to Rte 95; the omission of substantive data re the already high volume of transfer trucks, containers, packers and other industrial related vehicles going in and out of town and/or in or out of the current transfer station.
3. Logic seems to have been defied in the presentation of certain facts that would likely not be shown to be true, including but not limited to their suggesting that the overnight holding facility in North Andover has a direct route via 114 to Rte 95. In all probability, all of those trucks pass along Rte 133 (Boxford and Georgetown) to go through our center of town to get to Rte 95. This is what can be documented as already happening including other commercial vehicles as well from surrounding towns. To suggest there is a direct 114-95 route may be sleight of hand. To argue those No Andover trucks would circumvent Georgetown by going through Middleton (another route from 114 to 95) could not possibly hold any validity. It would mean these trucks were willing to

- spend more time, more money and more employee and mileage costs to go the longer route.
4. It was also interesting that in looking at where the outgoing trailers travel, the applicant's study showed only points north on 95 and south toward Boston. In prior presentations, they stated the processed waste would also be taken to facilities along 495 South & West of Haverhill. Clearly those would travel through town to get to 495, since as we all know there is no other route. Why this was not reiterated is concerning.
  5. Presenting a view of Carlton Dr's potential road damage as an easy fix of 2" of asphalt rather than an entire re working of the street to necessary highway standards, seemed a "hope they will miss this." The math is as follows: 500 tons a day x 5 days a week plus 50 tons a day x 2 days a week = 270,400,000 pounds trucked on the road each and every year. 2" of topping on a deteriorating roadway will not last the first year, much less multiple years. What is the plan to maintain the road after year 1? The disruption of such massive and on-going repairs is unfair to residents of Carlton Dr., unfair to the residents of Georgetown whose tax dollars will be footing the costs, and un fair to our highway department which is already over stretched in its capacity to do all that the town needs.
  6. The logic defying conclusion, (an example of how studies can be made to show what you want rather than what is), suggesting that a 900% increase in allowable use in the proposed new facility will only lead to a .2-2.2% increase in traffic along Rte. 133 must be recalculated.

As I am becoming more and more aware of the enormous amount of large tractor trailer/truck traffic through town, the traffic study MUST include data on the already existing toll large vehicle traffic is taking on our roads, businesses and traffic safety. I am under the impression that given that Rtes 133 and 97 are state highways and that Georgetown center is the fastest route to Rte 95, there is little we can do to divert such traffic. (I hope I am wrong.) However, we can take a position, as a town, that adding to that traffic by allowing a *private* business to operate in a manner that would increase and accelerate our problems is something we can and must prohibit. Town boards exist as protectors of the town. They are not there to allow an individual (even those with connections to and a history with the town), to expand an existing business with far more down sides to our town than any positives.

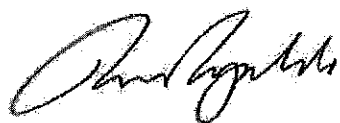
I am proud that the board requested their own independent traffic study and that the data presented by Mello was seen to be insufficient to allow a decision by the board re the impact that project will have on the future of Georgetown. I am glad that the board is paying close attention. As such, I would encourage and hope that your directive will stipulate that any independent study on behalf of the town needs to begin with the myriad and divers business assumptions NOT provided by the applicant.

I would hope that, in a similar manner, the Planning Board, whose responsibility to the residents includes adhering to the Master Plan, will not cut short the importance of how the traffic study's results will impact the quality of life and the historic and quaint nature of the town center. The traffic study has implications far beyond the importance of traffic flow and the integrity of our roads. It has major implications for the quality of life in Georgetown. Every decision made by every town board is another piece to the puzzle of who we are and how we represent that in the physical nature of our town. The choices we make through our elected and appointed officials either preserve or compromise our history and either enhance or limit our vision for the future.

Thank you in advance for setting important parameters to the independent traffic study. And, thank you for realizing the seriousness of the magnitude of this proposed business expansion for our small town called. The residents spoke clearly at the town meeting. While the timing of that vote may be off, the sentiment remains spot on.

I look forward to our traffic study and hope that it considers all of the above as well as the well thought out, intelligent and accurate data other residents are putting before the board to help them in their decision to do right by our town.

Respectfully,

A handwritten signature in black ink, appearing to read "David Reynolds". The signature is fluid and cursive, with the first name "David" being more prominent than the last name "Reynolds".

Theodora Capaldo



Steven Sadler <steve.sadler@me.com>

Reply|

Sun 1/24, 3:24 PM

Harry LaCortiglia;

Carl Shreder;

Jeffrey Moore;

Charles Durney;

Douglas Dawes;

Gary Fowler;

Peter Kershaw;

+5 more

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ionMaking.pdf

511 KB

Show all 4 attachments (1 MB) Download all

Action Items

Good afternoon,

I wanted to forward this email I sent ConCom as these serious violations should be considered before any decision is made about any of G.Mello's proposed projects. I sent some of these violations to various boards in early summer last year.

Also, I am learning that G. Mello is STILL not in compliance with storm water management regulations at the current east main street transfer station.

Perhaps I missed it, but I have yet to hear any board member ask G. Mello about these violations? When will your board start asking the tough questions?

Thanks,

Steve

7 Hillside Drive

617.797.3270

Re: [Georgetown MA] Traffic Study Carleton Drive follow up (Sent by Kathy Birmingham, kathybirmingham@gmail.com)

Kathy Birmingham <kathybirmingham@gmail.com>

Reply|

Fri 2/19, 2:17 PM

John Cashell;

Jonathan D. Eichman <JEichman@k-plaw.com>

John - I just re-watched the video and the motion is made at 1:54 where Bruce Freid requests an independent traffic study specifically to understand the impact to Carleton Drive with regard to the pavement - how long will it stand up to the weight of the trucks and he wants the numbers confirmed by an independent study.

Re: [Georgetown MA] Traffic Study Carleton Drive follow up (Sent by Kathy Birmingham, kathybirmingham@gmail.com)

Kathy Birmingham <kathybirmingham@gmail.com>

Fri 2/19, 1:48 PM

John Cashell;

Jonathan D. Eichman <JEichman@k-plaw.com>

Hi John - Jan 13 2021 the discussion by you was for a peer review for the intersection itself after watching video, where you pointed out that the truck was as far over as possible. The motion requested by Bruce Fried was for an independent traffic study [see approx 2:00 into the meeting]. The concern is that the applicant's traffic engineer is basing this on the assumption that the truck traffic from 495 will go through Amesbury. The reality of the situation is that independent contractors are not obligated to follow the path suggested by Mello. The other piece missing from the traffic study is Carleton Drive traffic - I believe that was stated by Larry G but would need to rewatch the video. The current driveway for the transfer station is 750 feet, the proposed driveway is 400 feet - are we allowing a private company to use Carleton Drive as their driveway?

[Georgetown MA] Traffic Study Carleton Drive follow up (Sent by Kathy Birmingham, kathybirmingham@gmail.com)

Contact form at Georgetown MA <cmsmailer@civicplus.com>

Reply|

Wed 2/17, 9:05 PM

John Cashell

Hello jcashell,

Kathy Birmingham (kathybirmingham@gmail.com [1]) has sent you a message via

your contact form (<https://www.georgetownma.gov/user/43/contact> [2]) at

Georgetown MA.

If you don't want to receive such e-mails, you can change your settings at

<https://www.georgetownma.gov/user/43/edit> [3].

Message:

Hi John - I am following up on the independent traffic study for the Mello project. I watched the Planning Board meeting and I heard you collected 3 bids. We would like to see the traffic study cover Carleton Drive, 133 and 97.

Given the overwhelming concern the citizens have presented to the planning

board we would like to see all 3 bids in their entirety to confirm that our concerns will be addressed before the study rather than after the fact to be assured that it will address the concerns of the Georgetown residents. Can you also please include the request for proposal.

Thank you for your assistance.

[1] <mailto:kathybirmingham@gmail.com>

[2] <https://www.georgetownma.gov/user/43/contact>

[3] <https://www.georgetownma.gov/user/43/edit>

John Cashell

Tue 3/23, 6:38 PM

Jean Nelson <jeandn6@gmail.com>;

Andrea Thibault

ANSWERS TO YOUR QUESTIONS ARE PROVIDED IN BOLD PRINT BELOW.

**From:** Jean Nelson <jeandn6@gmail.com>

**Sent:** Tuesday, March 23, 2021 1:56 PM

**To:** John Cashell <JCashell@georgetownma.gov>

**Subject:** Mello Disposal Transfer Station

Dear John,

I have some questions regarding the Mello hearing:

1. The continued Public Hearing was on the Agenda for March 24th, now it is not. Can you tell me why not? If this is due to the independent traffic study, when is that to be received by the Board? **ANSWER: The Traffic Peer Review Contract was delayed for over 3 weeks from when it could have been activated. As such, the vendor could not complete the study in its entirety in time for the 24 MAR meeting.**
2. At the January meeting, an extension was granted by the Planning Board to March 30th. Has a new extension been granted, and if so, when, and to what date? **ANSWER: Yes, thru June 30, 2021.**
3. I see there have been invoices from Larry Graham. Are there any new responses or reports from Larry which are not posted on your website? If so, can you please email them to me? **ANSWER: NO!**
4. Can you please email me all correspondence between Town Counsel/Planning Board/Nancy McCann/G Mello Corp. regarding this matter? **ANSWER: I will have my Asst. forward to you all correspondence.**

Thank you,

Jean Nelson

John Cashell

Reply all|

Tue 4/13, 2:17 PM

Jean Nelson <jeandn6@gmail.com>;

Andrea Thibault

Jean: The remaining answer to your 4 questions is provided in bold print below.

John Cashell

Dear John,

I have some questions regarding the Mello hearing:

**4. Can you please email me all correspondence between Town Counsel/Planning Board/Nancy McCann/G Mello Corp. regarding this matter? ANSWER: All correspondence legally eligible to be made public is available on the Planning Board's webpage, as well as all correspondence in the future as it becomes available. Please note, as advised by Town Counsel, all correspondence provided by Georgetown's Town Counsel is confidential to parties such correspondence is addressed to.**

Thank you,

Jean Nelson

978-478-8741



## [Georgetown MA] Mello Transfer Station-Letter of Support (Sent by Scott Perry, scott.perry00@yahoo.com)

Contact form at Georgetown MA <cmsmailer@civicplus.com>

Fri 4/23, 10:24 AM

Andrea Thibault

Hello athibault,

Scott Perry (scott.perry00@yahoo.com) has sent you a message via your contact form (<https://www.georgetownma.gov/user/46/contact>) at Georgetown MA.

If you don't want to receive such e-mails, you can change your settings at <https://www.georgetownma.gov/user/46/edit>.

Message:

Dear Planning Board,

As an informed citizen with a great deal of knowledge of solid waste and transfer stations as well as a regular user of the Mello Transfer Station, I would like you to know I fully support their move to the new facility on Carleton Drive. I hope your board and others in town hall are working to make this move happen.

The Mello Family has been operating a safe, clean and efficient Transfer Station for decades. I appreciate the convenience of having this facility in Georgetown and I understand the need for the move. Losing the Transfer Station would be a major inconvenience and expense for the town. Not to mention how much the Mello Family has done for the community. I am also having a hard time understanding the complaints from people about the transfer station moving over to the highway. This seems more ideal than having it in the center of town. If the smooth operations of the current location have not bothered these people, why would a move with potentially an even smoother operation cause such an uproar.

Unfortunately, trash is not going anywhere. North Andover has a large, 650 TON PER DAY transfer station as well as a 1500 TON PER DAY incinerator. Does anything think "TRASH" when they think North Andover? In fact, I hope that a

portion of these nonMello trash trucks that drive through the center of our town will utilize the new Mello facility eliminating them coming through our town. I would like to think that would make residents happy.

Please count me as a Transfer Station user and Georgetown resident who strongly supports approving Mello's new location and allowing them to move to the new facility.

---

[Georgetown MA] Letter of Support (Sent by Lisa Sanborn,  
samie6783@gmail.com)

Contact form at Georgetown MA <cmsmailer@civicplus.com>

Reply all|

Fri 4/23, 4:22 PM

Andrea Thibault

Hello athibault,

Lisa Sanborn (samie6783@gmail.com) has sent you a message via your contact form (<https://www.georgetownma.gov/user/46/contact>) at Georgetown MA.

If you don't want to receive such e-mails, you can change your settings at <https://www.georgetownma.gov/user/46/edit>.

Message:

Dear Planning Board \_\_,

I'm a Georgetown resident, taxpayer and voter who has used the transfer station since I've lived here. I support the proposal to move the station from downtown to the site next to I-95. From what I know about the Mello company, I can't imagine they would propose something that would harm the town or the environment.

It sure sounds like opponents are just trying to find something to be opposed to. I've never heard complaints about the current location, its operation, its noise or its harm. If I had, maybe I'd feel differently, but it seems like the only issue with the current location is that the state says it doesn't meet updated regulations— new regulations that I assume protect the environment. So if the state says the new proposal is meets it requirements, we as a town shouldn't second-guess that. I don't want to have to drive to another town or pay to have my trash picked up commercially.

Please approve this and stop delaying just to pacify noisy residents who oppose this for no good reasons.

Thank you

Lisa Sanborn

Brendan Beaver  
54 Searle Street  
Georgetown MA 01933

April 25, 2021

Town of Georgetown  
Attn: Planning Board  
1 Library Street  
Georgetown MA 01833

Re: Proposed Transfer Station

As a resident of Georgetown, I am writing in support of the G. Mello project. I have a background in land surveying and engineering and I currently work in the waste industry. I feel a lot of the opposition to the project has been generated through scare tactics by a small group of people with no experience in the waste industry.

G. Mello is requesting a 500-ton daily limit and this number is just that, a limit. The trash market varies greatly during the year. There are highs and lows depending on the weather and the building industry. Many in opposition have suggested G. Mello keep their 50-ton limit instead of their proposed 500-ton limit. G. Mello is going to be making a significant financial investment to build this new state of the art facility. This facility will provide vast improvements in dust control, noise reduction, fire prevention and general loss of trash into the environment vs. the current open-air facility. It would not be feasible to operate such a facility with a 50-ton limit. I don't think that anyone with any business sense could expect them to spend millions of dollars to build a new facility and operate within their existing tonnage limit. The facility needs to process and recycle enough tonnage to cover its operating costs. I feel that a 500-ton limit is a reasonable request for the type of facility being designed. It is far less than other similar facilities such as Champion City in Brockton which has a 1000-ton daily limit. As with most facilities, G. Mello charges by the ton for disposal and they also pay by the ton to dispose of the collected material. They need the tonnage in order to produce the income to build, maintain and operate the new state of the art facility. They are essentially upgrading from a large shed exposed to the elements to a new state of the art facility that will protect from and prevent fire, noise and dust hazards.

The idea of a transfer station is not new to the Town of Georgetown. G. Mello has operated their transfer station in town for nearly 40 years and is a well-established business in town. The Mello family has proven themselves to be responsible business owners, while being respectful to the town and its people. I don't feel it makes much sense to chase a respectable business out of town because of their effort to bring their facility up to current State mandated standards.

It has been suggested in town that the existing location is not ideal for a newer facility due to traffic concerns and traffic backing up on Route 133. G. Mello was advised to seek out a new site and I feel they found an ideal location on Carleton Drive. The location is further away from the heart of town and abuts Route 95. It is in an industrial area and further away from residential homes than the current facility. The design of the site faces the openings of the building towards Route 95 which will direct any noise and/or dust in that direction and further away from town. Most of the heavy truck traffic will be from trucks hauling material out of the town in 100yd trailers. These larger trucks will not be hauling in-bound and most of the incoming traffic will be smaller vehicles and roll-off trucks, similar to how the existing facility operates. The close proximity to Route 95 will allow these larger trucks to safely enter and exit from Route 95 keeping these trucks out of town. G. Mello has also stated publicly that they will mandate these trucks to access and leave the facility via Route 95.

Many have expressed environmental concerns on the site. This site has already been molested by several prior owners and is not in a natural state. G. Mello has shown plans to plant trees and shrubbery as well as to replicate wetlands. Additionally, they are only planning to use a small portion of the 14-acre site which will allow the remaining acreage to remain as open space and/or habitat for wildlife. Whether it's a transfer station, a marijuana facility or some other type of business this land will eventually be developed, and the same environmental concerns will arise. The Mello family has proven themselves to be attentive to the town and I feel the land would be better developed by their family vs. someone else down the line that would not have such strong feelings for the town. There are no guarantees that any future plans by a different developer would choose to use such a small portion of the parcel. G. Mello shouldn't be singled out because of the type of business they are operating. They have shown that they are prepared to address any environmental concerns in a responsible manner.

In closing, I'd like to say that I feel G. Mello has provided invaluable services to the Town by collecting trash from public buildings at little or no charge compared to market rates. If the town has to contract these services with another private contractor, it will have a negative financial impact on the town and its residents via increased taxes. The cost of waste disposal increases every year and will continue to do so. This past year in particular has shown a drastic increase with more expected to follow. Many other towns in Eastern Massachusetts are struggling to deal with the drastic increases in waste disposal and how to fit these costs into their budget. By continuing to offer the first trash pickup at each municipal building at no charge G. Mello is allowing the town to "lock-in" their rate for the majority of their disposal without fear of increase. This is a great benefit to the Town of Georgetown.

Sincerely,

Brendan Beaver