



Department of Planning and Community Development

Melissa M. SantucciRozzi, Principal Planner
1 JFK Memorial Drive – Braintree, Massachusetts 02184
Phone: 781-794-8234 Fax: 781-794-8089

Joseph C. Sullivan
Mayor

APPROVED

PLANNING BOARD

Robert Harnais, Chair
Joseph Reynolds, Vice Chair
James Eng, Clerk
Darryl Mikami, Member
Erin V. Joyce, Member

Braintree Planning Board
June 23, 2015 – Cahill Auditorium

Present:

Mr. Robert Harnais, Chair
Mr. Joseph Reynolds, Vice Chair
Mr. James Eng, Clerk
Mr. Darryl Mikami
Ms. Erin V. Joyce

Christine Stickney, Director
Melissa SantucciRozzi, Principal Planner

Chairman Robert Harnais called roll call at 7:05PM

7:05 PM Major Modification to Special Permit/SPR (File #12-10)

280 Ivory Street

Applicant: Harvard Vanguard Medical Associates

Attorney Carl Johnson

Mr. Robert Calway, Senior Vice President for the South Region of Atrius
Mr. John Clarke, Director of Real Estate
Ms. Susan Robicheau, Practice Administrator for Braintree

Chairman Harnais read the legal advertisement

Attorney Johnson provided the Planning Board with a brief history since the issuance of the original Temporary Special Permit that was extended to January 31, 2015 and discussions with the administration over the last six months. Referencing the brochure given to the Planning Board members as part of the request demonstrates the growth of Harvard Vanguard Medical Associates (HVMA).

Commenting on two points raised in the staff report, the Fire Department needs to access beyond the gate and we will provide access. The second issue involved the property owner and the jersey barriers in the southwest corner between Carter Rice and Dunkin Donuts that blocks full access around the property, and we will have the property owner take these down.

Robert Calway provided members with information about HVMA noting it is the second largest health provider and has a little more than 300 employees--serving 40,000 patients--20% are from within the Braintree service area. Suggesting members look at Page 7, Summary, HVMA parks 70 cars a day M-F with staggered staff schedules (6:30 AM-8:00 PM) with no overnight parking and runs a shuttle in winter months. Mr. Calway commented they would like to continue to use this site for the interim future since there is presently merger discussion between HVMA and Atrius – A future master plan is underway for this region, and we want to

make a long-term presence in Braintree. We hope to have a master space plan completed internally by Sept 2015 – that would allow us to develop the plan for you and the Mayor as to our long term needs. Our interest is to maintain this as a short term option to meet the needs parking of the site on Grossman Drive.

Public comment – none

Member Joyce – So you basically want to continue the same use for parking? Are there any problems with it as to employees or issues with access? Mr. Calway answered there are no problems.

Member Mikami - So understanding there are no parking incidents, he commented that obviously the controversy with the island in the area has addressed those issues.

Susan Robicheau – Responded that there have been no problems with the island and it has improved traffic particularly the Dunkin Donut vehicle circulation. Member Mikami asked, based on the time schedule, you are requesting a year and you should have your analysis available by the winter? Mr. Calway responded we would have a clearer plan for our existing needs existing and future needs. Depending if we were to stay at the site or if we were to build, it would be a horizon of 2-2.5 years for selection and construction.

Member Eng, referring to the HVMA brochure, noted expected growth is 3% annually and asked how are you predicting that? Mr. Calway explained with historical information, new physicians planned at the site, development of programs and the proposed development of an urgent care center on the site. Member Eng asked, so you are asking for continued use but will grow at 3% -- what are your plans for expanding parking needs in the future? Mr. Calway explained they would either expand at the site or they would need to move to another geographical site. Another option is to move our primary patient component to Weymouth – we may be forced to do this because we are limited at the Grossman Drive site. To grow we will need to consider other areas with more expansion room.

Member Reynolds had no additional questions – no change from the previous permit.

With no further questions the Chair entertained a motion to close the public hearing.

Member Reynolds **MOTION** to close public hearing, seconded by Member Eng – unanimously voted.

Member Reynolds **MOTION** to accept the correspondence list seconded by member Joyce – unanimously voted.

Member Reynolds **MOTION** to approve the major modification, seconded by Member Eng – unanimously voted.

7:25 PM Grading Permit - (File #15-12)
745 Washington Street
Applicant: Thayer Academy

Nate Cheal, Engineer from Tetra Tech
Bob Daylor, Trustee Thayer Academy and Engineer from Tetra Tech

Chairman Harnais read the Legal advertisement into the record

Nate Cheal introduced the project explaining it is the re-grading and reconstruct of two athletic fields on Thayer's existing campus; the existing baseball and field hockey fields. The existing grades are not level and have created drainage issues which result in subpar playing surfaces. Thayer wants to regrade the field hockey field and baseball field to create a girls softball field with an improved outfield and improve the baseball field. The work associated with the reconstruction of the ball fields involves stripping 6 inches of loam from the existing field area and stockpiling it, installing a sub-drainage system that also contains inlets along the shared property boundary with the dwellings on Central Avenue to capture additional stormwater runoff. Followed by the installation of a geotextile fabric and a sand layer, importing gravel borrow to level the fields, re-spreading the stockpiled top soil and installing sod or seed. It is also anticipated that some rock excavation will be required to install the sub-drain system. However, after meeting the Planning Staff the drainage scope of the project was extended further down Central Avenue back behind the track to help alleviate other abutter's drainage issues. There are some existing leaching basins that are within the track and we are connecting the outlet to the new system to improve the drainage. We propose to import approx. 4,000 CY of gravel to raise the field minimum of 1' foot to maximum 3' feet along with 2,000 CY of sand 7,000 CY of gravel to construct under grade drains. A small area is anticipated to have some ledge; we will work with a ram hoe or hammer as no blasting is proposed and further we will only export ledge material from the site.

Construction access will be through the gate on Tremont Street, due to the summer camp on the campus. The Camp is located primarily in the front of the campus and it is a safety concern if trucks were to navigate through that area. We also looked at trying to get around the operation center off Central Avenue.

Public Comments

Anne Murphy of 49 Hobart Avenue Braintree MA said she is interested in knowing the hours of operation and the number of trucks that will access the site. She expressed concerns with dust mitigation and questioned why construction/truck access can't happen through Central Avenue

instead of coming through a residential neighborhood via Hobart and Tremont. If you are coming in through Central Avenue near the operations center you will not travel by any residential uses.

Nate Cheal responded that the Construction hours are per the ordinance 7am – 8pm, dust mitigation is outlined in the SWPPP and contains all the contractors protocols, noting that the SWPPP requires the contractors use a wind screen, a gravel construction access and have water onsite. We are not sure if we are able to come in from Central Street as space is limited and we may not have the radius required to navigate the trucks.

Chairman Harnais interceded and asked what you mean by the day camp operation? Nate Cheal used the Grading Plan to demonstrate how the trucks would travel if they came through the front lawn area and commented that there would be a safety issue if they used that route given the Camp operations and drop off area. Chairman Harnais asked given the neighborhood concerns is there any way Thayer could move the drop off area temporarily for this season? How many trucks do you expect a day? Nate Cheal answered 15-20 trucks a day.

Paul Agnew of 37 Central Avenue Braintree, MA I understand there will be trees taken down for the construction of the drainage and would like to know what trees are actually designated to come down and what mitigation will be in place to provide the visual barrier those trees provide to us? The rest of Central Ave is residential, and there appears to be no other location proposed for heavy equipment. Nate Cheal said they we will be removing 5 trees and will plant 15 new trees to mitigate the removal. Once the trees are removed, the locations for the new plantings will be assessed and shown on a planting plan. Paul Agnew stated he didn't hear specifically what trees have been noted to be removed on the Plan.

Nate Cheal stated we have shown on the grading plan where the trees are located and pointed them out on the Plan. Mr. Agnew commented that I only see three trees to be removed, it was further clarified where and which ones.

Member Joyce added it would be helpful if you could answer some of the questions raised in the staff report with responses for the Staff and Board, as I share some of the same concerns.

Nate Cheal agreed that they will have a written response to the Staff Report and will revise the Plans. The issue of the datum conversion is a major cost problem for us and we would like to remain on the Braintree Sewer datum. He explained that the drainage system from the site goes from the fields and travels to the parking lot out in front of the Performing Art Center to the front of the site, crosses Washington and then down Union Street. No test pits were completed on site because the field will be a fill area and the drainage is about a foot below the proposed grade. The installation of a new drainage system will slow down the rate that the new stormwater enters the system due to the surface material of the field verses parking lots further downstream. The project does not propose any new impervious coverage on site.

However, we did analyze the pipe capacity of the existing system to ensure it would be able to handle the additional stormwater runoff, noting that there is some infiltration and because of the pipe size, slope and long pipe run there is no capacity issue.

Melissa SantucciRozzi informed the Board that in 2008 an Operations and Maintenance Plan was put in place and at this time she has requested Maintenance Records from the Applicant. Nate Cheal explained that he will work with the school to get the Maintenance Records that were requested and will update Operations and Maintenance Plan as referenced in the Staff Report.

Nate Cheal went on to respond to other items in the Staff report and commented that the Plans will be revised to include the detail of the small versa lock wall on the plans. A wind screen will be added to the existing fence to buffer the residents along Central Avenue. We will submit a copy of the SWPPP required for the NPDES permit which will include all the dust protocols that will be followed. The limited rock/ledge removal will not require any explosives/blasting. No erosion controls are proposed along the properties on Central Avenue because the existing Stone Wall will prevent any erosion onto other properties. We agree to plant 15 Trees in place of the five that will be removed and agree to meet in the field with Staff and fine tune where they will go for a fall planting. Two additional cross sections as requested will be provided. Thayer designed and chose Tremont Street as a construction access based on safety related to the day camp, but we will look into other access methods and protects for all curbing. There is an additional pipe in the area of the track that will be capped to ensure the drywells inside the track are redirecting into the new drainage system. Nate Cheal further stated that Thayer will prepare a snow storage plan to ensure that no snow is stored over the inlets – no storage over inlets. All existing barbed wire fencing will be removed and Thayer is agreeable to install uniform black chain link fence.

Member Joyce asked a question on the proposed 18 inch solid drainage pipe, is the intention to pick up surface water? Nate Cheal responded we intentionally did not perforated that pipe, we only perforated the laterals to assist is correcting residential cellar flooding that occurred in the past. There will be distinct low point inlets in the solid pipe to capture overland stormwater flow from the fields.

Member Mikami commented he would like a formal schedule of construction, including the number of trucks, size and timeframes. He agreed with the Chair that Thayer is asking us to decide between their day camp and the resident concerns. He also raised the issue of overflow parking for events and to what extent the fields are and could be used. Nate Cheal responded that the fields do get used for overflow parking during large events. Is it clear there is a problem with parking and it seems logical that we should come back at some point and discuss. This is a problem we will work together on to resolve.

Member Eng asked, have you checked all of your existing drainage system? As proposed it is all eventually directed into one pipe, can it handle all of this? Nate Cheal responded that in 2008 the newly installed pipe had a lot of capacity with a good slope, we recently cleaned out the leaching basins inside the track this spring at the request of the neighbor. We believe the system is adequate to handle all of the run-off. Members Eng and Joyce asked that Thayer provide capacity calculations with confirmation that the system is capable of additional volume and will not result in additional standing water. Member Eng questioned why is there is always standing water along Tremont Street, will you correct that, will it be gone? Nate Cheal responded that we are not extending drainage that far with this project. Member Eng asked if Nate Cheal could bring this back to Thayer Academy because the cars for events park there and have created a depression/swale. Nate Cheal questioned if that area is within the layout or on Thayer property. Member Eng asked who will manage the job to ensure mitigation and complaints' are addressed and handled. Nate responded that during construction the Thayer Academy personnel will be the project manager and he would be on the site periodically as well checking for compliance.

Member Reynolds commented he was glad the project was happening and likes the concept and as a Board we perform a lot of due diligence for solutions and mitigation. He is fully aware of the historical issues with the Central Ave abutters and water in the basement and he hopes that the problem will be alleviated, as New England weather can be fickle. The Art Center area is where the drainage you will be tying into is located, and I see the Staff had asked about past O/M Reports. I am interested in the performance of that system and how well it has worked. How long has it been since the leaching field was cleaned out? How long have they been there? Nate responded by saying more than 15 years ago and cleaning routinely happens after school gets out. We understand that maintenance is needed to guarantee performance.

Chairman Harnais commented that he understands that you will bring this back to Thayer Academy and the concerns about run off from the fields, as with any entity, should be addressed to be a good neighbor.

Member Reynolds asked the Staff if they need further clarification on any items. Ms. SantucciRozzi answered he has addressed the comments sufficiently and confirmed that he will provide it in writing. I have listened to the discussions around construction access and will further address that in the draft conditions. If the Board wants to move forward tonight, as Thayer would like to move forward before the students return, I would default to the Board's opinion on moving forward. We can work at a staff level to address these issues, revisions and revised plan.

Member Reynolds added there is additional information on the drainage needed and other concerns with the access. I am still interested in the due diligence to see the drainage maintenance records. I want to have the option to review them.

Nate Cheal suggested that could that be provided prior to granting the As-Built Approval and suggested we defer the drainage issue for it to be handled by then. Chairman Harnais commented, no matter what performance guarantee is in place, it is not an alternative to requested material and he remains concerned with the construction access.

Bob Daylor – Introduced himself as Trustee of Thayer Academy and professional engineer, Chair of the Grounds and Facilities Committee. None of the leaching catching basins discussed are tributary to the proposed drainage system. The fields are graded towards underdrains and it tends to slow the water through the ground which lengthens the time of discharge. He rises to not continue the hearing; we are on a time crunch, it is almost July and we only have a couple of months to do this work. We have chosen this construction access because it is gated with a curb-cut and it is away from summer camp activities. However, we intended to use Hobart Street to Tremont Street as it is the least disruptive path. He believes with the reconstruction of Tremont that the puddling issue has been resolved. Bowditch Excavating is the contractor and the school personnel (Paul Pantano) will be the project manager and we will provide the names of other personnel if required too. We would like the hearing closed and conditions issued.

Member Reynolds expressed his discomfort as to flooding with the properties along Central Ave and not having the information requested in the Staff Report. Nate Cheal responded that we have a drainage system that is working and we need time to gather the O/M records; it is a time issue for us. Member Reynolds stressed that you are adding capacity to the existing system and we want the ability to comment. After discussing different storm events Nate Cheal added that by the 15th of September we need to have the sod down. Member Joyce added her concerns with the truck access and the public should have the ability to see the information you were providing.

Member Reynolds **Motion** to continue the public hearing to **July 14th at 7:40 PM** seconded by Member Mikami – unanimously voted.

8:35 PM Site Plan Review/Special Permit (File #15-11)

19, 19A & 37 Commercial Street

Applicant: Landing Apartments LLC

Josh Katzen, Applicant
David Kelly, Engineer from Kelly Engineering
John Connery – Fiscal Economist

Attorney Frank Marinelli
Hugh Russell – Architect for the project –
Dan Dumay – Traffic engineer

Josh Katzen noted that they were last before the Board on May 12th and made an extensive presentation, and they are here tonight to hear from the board and the public.

Attorney Frank Marinelli re-introduced the Landing Apartments consisting of 173 market rate apartments and 12,000 SF of commercial space as a transient orient development. This is over a 30 million dollar investment of a project – single structure vertical construction ideal for a smaller site development in the proximity to the Greenbush line and the Landing. He introduced the team present tonight who were available to speak to any concern or issue; he commented Representative Marc Cusack had sent a letter of response and the other department head letters have all been favorable. Attorney Marinelli explained that the process comes to the Board tonight with some urgency to be able to move on to the next steps of securing financing and permitting to begin construction. It has been over two years of working with the Mayor's office, staff and holding public meetings for input into the development.

Public comment:

Kay Lorenze/Craft Beer, 28 Commercial Street – As the owner of Craft Beer I have come to speak in support of the project. As a business across the street from the development, it would be great for the landing, and personally we purchased a house in the Landing because of the future potential for this area.

Sean Conway, 100 Howie Road – As a Braintree resident and a potential construction project worker, I would suggest to the Board they use a local workforce. This would be beneficial to many residents, give construction jobs locally and the amount of traffic anticipated with the project would give police details.

Mr. Lucid, 18 Quincy Ave – I have no objection to the project, but is it true that 23 municipal parking spots on the Braintree side have been sold to the developer? He expressed his opinion that we should sell all the parking spots within the municipal parking because you will need far more than the existing parking spaces if this approved. Many merchants in the area are unaware of this meeting. If you go through the landing, there is very little parking.

Mark Brobreau, attorney on behalf of the TRIO Restaurant at 19A Commercial Street, commented that it sounds like a great idea, but there is only one thing it is premature. He informed the Board that the applicant does not have site control citing there is a lease with TRIO Restaurant for next 8 years on the property, and there has been no agreement or purchase of these rights. To try and work around TRIO questions the rights in the lease as to adequate buffering and utilities. The basement under 19 Commercial Street holds the grease traps and is required to be there under the lease. This is all preliminary and this is a big problem for the Planning Board where the proponent has no site control.

Chairman Harnais asked Attorney Brobreau, wouldn't it be at the applicant's peril to address these issues, and couldn't you say that you don't have control of utilities until the deed is passed? Attorney Marinelli commented that his client has a signed purchase and sales agreement. Christine Stickney added that the application requires it to be signed by each owner, and Mr. Quirk signed the application. Chairman Harnais asked, wouldn't a tenant's right be protected no matter who the owner is? They purchase the lease and they have to work it out; they can't arbitrarily throw the tenant out, which gives the tenant leverage. Attorney Brobreau says the Planning Board cannot make findings and therefore it can't be accomplished and not before the Board.

Barry Kaddi, Business Agent for Plumbers Union Local 12, said he was asked to come before the meeting tonight and said he likes the Landing apartments and agrees the Landing needs something to be done but cautions that rushing into something because it is time sensitive is not a good thing. I am concerned with the unions, citing the Lowes project in Quincy, Developer's use out of state contractor, and the type of people they have come to these towns is not good. Our members live and work in the area, and a good project starts with good contractors.

Lee Dingee of 211 Glenrose Avenue, longtime resident of East Braintree recalled that in the past there were many shops; the recent decline was concerning as a member of the Town Council, so we passed the village concept for the mixed use to give a sense of shopping and living. As you heard one business previously speak in favor of the project, and these new residents don't want to go to South Shore Plaza but rather just go downstairs to the shops below. There is a housing issue here in Braintree; we need more young professionals. For people like me that are retired and living in these type of developments, what is better than being next to the train station. The Greenbush mitigation was part of the whole sell to get infusion of life into the Weymouth Landing. People who live in this type of housing do not want to have two cars. Look at the current controversy of Uber and the demand for these services. There was a trend a year ago with shopping plazas meeting their neighbors and having a local feel; that is the type of development we need here, and this is a good shot in the arm.

Marko Piro Fani, owner of 4 Square Restaurant in The Landing, recalls being fortunate to get out of Albania, come to the USA and dream of owning a business. He met Bob Hedlund, pooled their life savings started renovating 4 Square in 2011. We made our investments and took our chance and over time we were encouraged to lease another, which is TRIO across the street. At the time we were seeking permits, Mr. Katzen approached us with his proposal and we told him if he paid the for the legal costs, engineering and the rent forward we would consider selling the building to him. It was a very long process and frustrating and then we opened and were approached by Mr. Katzen about this development which included tearing down TRIO. He can't reimbursement us after we opened, and he approached us again with a verbal offer that was less than 1/3 of what was put out, and we would be out of business for 2 years. This was an

offer that no sensible business person would take, and since then he has engaged in threats. So I ask what protection the Planning Board can offer us as a business in the Landing.

Ann Pollard of TRIO restaurant stated that she has a vested interest in the business. When TRIO opened last fall we were committed and excited in the investment to the Landing but the progress should not come at the cost of the business and residents. The existing businesses must have adequate parking, and that has been a challenge. How will the parking and traffic be managed during construction? It was a very long harsh winter with financial impact. Looking ahead with a major construction and the proponent not making a good faith issue, we have the interest of TRIO to protect. The landing has tremendous potential, and these existing businesses have made a large investment. I hope the Planning Board will ensure there will be adequate parking and traffic mitigation during construction. The Planning Board and Mayor Sullivan need to work together as the project is being introduced; there was a comment that Mr. Katzen is injecting revenue into the town which is obviously a good thing but give fair treatment to TRIO.

Daniel Dunn – working with GND Realty in the Weymouth – I have a client in Weymouth who is an abutter. He has gone to great lengths to go back and redesign his project, and only thing I would like to know is regarding the daylighting originally proposed for both projects. My client has been doing his part.

Patrick Mulchern, a Braintree resident, expressed his concern with parking and that he feels this will be a great project. He would like local guys employed and expressed the need to keep the job site drug free. He also agrees with TRIO and you need to work something out.

Chris Lamarano, who lives in Braintree and plans to raise a family in Braintree, agreed about the need for a good drug free contractor and local help for the construction.

Eric Cohen, a resident of Allen Street, commented that he moved recently to The Landing and frequents the businesses. The other side of the street is a disaster. Saying “no” is easy; you can be the reason for this not happening or you can do the opposite and be part of something.

Eric Dighton – Director of the South Shore Chamber of Commerce – we are familiar with Mr. Katzen, and both the Braintree and Weymouth local Chamber of Commerce have been involved with getting something going in The Landing. We did the PWED grant to stimulate something and to generate the business interest, and now we have a quality developer and a quality project other communities would want.

Gerry Frazier of Brookside Road noted he moved recently to the area and he wants to thank you for investing in my neighborhood – I do want to see that the owner of 4 Square, Marki Piro Fani, would get some help.

Dorothy White – Beachwood Road – I am a member of the East Braintree Civic Association and grew up in the Landing with a lot of family history in the Landing. I believe, with some amicable arrangement, good intentions and a reasonable approach, this will be a good thing for the Landing.

Mike Wilcox, President of the Braintree Chamber of Commerce, commented that this project represents vibrancy for an area that has long been blighted. It has been a cumulation of a lot of planning, leverage funding and addition of the commuter rail station. I am confident he will be able to come to agreement with the tenants, and we encourage this project.

Jeff Thayer, from Weymouth/Commercial Street, stated that Mr. Katzen deserves to be commended for the outreach to create a dialogue, and my concern as an architect is that this is a six story building in what is two-story village; it represents a tremendous shift in design. We are so anxious to see something good happen in the Landing that we tend to forget the PWED money spent. Small businesses opening are making some positive turns; however, we still have a stubborn owner on the Weymouth side. I would suggest reduce the massing on the commuter rail side of the building as it won't be good looking at that side. The other concern is, where the building is at a lower grade level development in the back and is residential not commercial, there is no effort to tie into the commuter rail station. He suggests a Starbucks in the rear side because of vehicle traffic on Frank Lloyd Wright way. Where those are allocated as residential, with fenced in landscaping which would be hidden by the individual units, they should be more open for people coming from that direction at least one way. I have suggested to reduce the massing on that side from the second story back and set it back 10' to make softer façade. Mr. Thayer, using the plan, imagines this whole block is eliminated and a water view, there will still be private court yard two stories up. Something should be considered along those designs, something more with the building of this mass. We just spent how many tens of millions dollars on that commuter rail station and to be faced with an industrial flat wall would not be good.

Councilor Chuck Kokoris/District 1 Councilor – Having been involved for a long time in government and the former industrial commission, we obtained the PWED with our former state representative, Mayor Joseph C. Sullivan. That is why the Mayor's change in the zoning is an excellent idea. That change is what is bringing this development to the Landing along with transportation that was in place from this exact government, and the Landing looks beautiful from the street view but is it sustainable. I wouldn't open a business down there today but this type of draw will bring customers to work and live in this area giving it sustainability. We look for developments with fewer cars, living and working in the same area. The whole process is the way it should happen. I am in complete support of it, and I have heard about leases etc. This should not prohibit the board from moving forward; it should be approved. It would be wonderful if we have something positive in The Landing. Just go down the street, and there is not such good activity. It is time to redevelop The Landing. Tax revenues from this

development, but more so the on the beginning, will support the project. We can do it sooner than later, and I hope the process can be moved forward.

Councilor Sean Powers –Councilor at Large who represents all of Braintree – We are talking about progress, and we have seen some success stories in other areas of Town. Empty nesters are making homes available. It works very nicely, and we need to support and encourage the dialogue with the tenants for a reasonable end result. I would ask, as a courtesy, that local union labor be utilized, and I appreciate the efforts of the Planning Board.

Councilor Thomas Bowes/ East Braintree Councilor – I have been dealing with this for over 8 years since joining the Council. I assisted with our representatives getting the PWED grant, but I was getting nervous and at times wondered if anything would happen. However, I am in full support of this, and hopefully they can come to some type of agreement. It is an opportunity for a drug free labor force with union shops. Parking is an issue that will need attention; the young folks today don't drive a car, they shop in a local area. A final concern is working something out regarding the daylighting; it is an ideal time to work something out.

Nicha Ricker, of Sterling Street and a 50 year resident of Braintree, has watched the Landing change several times. The developer gave us a rendition early on and it would keep and retain the village use; however, he should take Jeff Thayer's comments into the design. I am very concerned about parking not just for residents but shoppers. The development in the neighboring cities (Quincy & Weymouth) means more traffic and transportation through East Braintree. We need to remember Quincy Avenue is the gateway to the South Shore. I also I hope TRIO is treated fairly; they had the courage to open a business when no one else did.

Member Joyce asked what the action we are taking tonight, and Chairman Harnais said to ask any questions that members may have. Member Joyce asked if there are technical questions on the daylighting; if not, is there sufficient information for it.

Member Mikami commented that the intent of tonight is to hear from the residents, and this is our first time to ask questions. The entire project is all in Braintree? Mr. Katzen responded yes. Member Mikami noted that he had expected more public comments about the size and density of the project. It seems your outreach has helped. So does the density in your opinion work? Is it a marginal or a homerun project? Mr. Katzen answered that if he was building in 2008 it would be a great project; however, it is a good long range project. He is confident it will be always filled. Member Mikami asked that by making an investment and making a long term owner shows concern because we have had other projects that have defaulted. However, is your financing in place? Mr. Katzen answered we have not selected which bank. We hope to work with local banks; we like relationships with large and small banks. Member Mikami said we heard about sustainability, and given the building standards today that are greener, is this highest and best use of materials? Mr. Katzen asked Hugh Russell to comment.

Mr. Russell answered that the project is not completely detailed designed. We are trying to do everything we can that is sensible to make it creative and sustainable. We did this with Southfield; the buildings were silver LEED to Gold LEED certified. In another project we have, it was built the same way; apartment buildings tend to be greener than office buildings. He explained with examples of the standards that will go forward with this building and the best practices. Member Mikami asked about the daylighting and urges that we all work together. There was another question about security, and Mr. Katzen answered there is a leasing office open and there is a gated situation to the garages.

I believe other members do have other questions. Traffic is still an issue, assuming a 24 month construction plan, transition/preliminary plan at maximum construction? Mr. Katzen responded yes there will be instances we will be working right at the street and the traffic flow must be maintained. We have also discussed the number of anticipated workers parking over at Allen Street. There will be interference with the sidewalk, and we will need to protect pedestrians. Member Mikami heard of local persons concerned for where there would be parking, rush hour traffic and if there would be extra details. It is all critical for that area. Mr. Katzen did note, as part of the parking analysis, that an inventory of 850 spaces is available in the area, and the MBTA lots are under-utilized. We have begun discussions with the MBTA to regarding this matter. Member Mikami agreed a creative approach and working on this issue with the Town would be a good thing.

Member Eng commented at the number of apartments and the number of bedrooms. How did you come up with those numbers and why was it a first decision not to have 3 bedrooms? Mr. Katzen responded that they are looking for empty nester and young professional needs in the market. In our last apartment project in Natick, we were surprised how popular the studios are. Member Eng continued that earlier when everyone was there have you done an analysis to determine the parking. Mr. Katzen responded that MAPC had completed a parking inventory in the Landing and had found there was sufficient inventory but that most people were underutilizing it, like the municipal lot. Member Eng questioned further if you are complying with the number of stories per the zoning bylaws, and Mr. Katzen, citing the bylaws, said anything over 2.5 stories requires a Special Permit; the front of the building is a 3 story building and at the rear it is 6 stories in the back. Mayor Sullivan had suggested brick façade with an old Boston style, and Hugh Russell has done this with the design.

Attorney Marinelli explains the process that has been underway in designing the development and utilizing the bylaw that followed some of the MAPC guidelines. The Braintree bylaw is different from Weymouth in that it allows residential parking at .8 per unit, and we have parked at even a higher ratio. Citing the Frazier development in South Braintree Square, it is a comparable parking at .8 and is intended for people to use rapid transit. He further spoke of enhancements to the station and the river that would be symbolic of a pedestrian walkway.

Member Eng asked if you have someone who wants to rent a one bedroom apartment and they have two cars are you telling me that there is sufficient parking? Do you have a contingency plan in place for this type of situation for additional parking? Attorney Marinelli referred back to the MAPC inventory report. Mr. Katzen commented that they will not tolerate parking out of the garages from residents either on street or the municipal lot, and our goal is to open the MBTA lot for other use.

Chairman Harnais expressed his feeling that there should be true efforts to work with the tenants. The Planning Board cannot protect tenants, and we cannot protect people that have leases and become involved in that private negotiation. Chairman Harnais said it is an interesting argument that the TRIO lawyer makes. Mr. Katzen commented that they have three tenants we have to deal with and we are doing our best. Chairman Harnais commented that he didn't want to get into it as well as the union issue. I think it is a good project, and I hope all of this can be worked out.

Frank Marinelli stated for the record that they do not agree with the site control argument made, and as staff pointed out the property owner signed the application. Chairman Harnais answered we are very well aware of the process and I will leave it at that it.

Member Reynolds comment that the Planning Board prides ourselves with due diligence. He asked for a breakdown of the different unit bedroom allocation. Hugh Russell explained the different layouts of the units. Member Reynolds asked about the parking situation based on the hand out – do all residents have parking onsite? Do these numbers include the municipal lot and what about on street parking? Mr. Katzen added that out front on Commercial Street we do not know the exact number because the commercial uses are not assigned as of yet, but on a technical basis we meet the bylaw.

Member Reynolds asked: Is part of your plan to utilize those 39 municipal lot spaces for the retail use? Mr. Katzen, no we have sufficient parking in our garage for our retailers. As the Weymouth lot is redeveloped, there is a municipal lot in the back available to the public area but may need re-striping. Member Reynolds questioned if there are restrictions on it, and Mr. Katzen responded that we replied to the Town's RFP and were given conditions on the municipal lot as to what can and can't be done. Member Reynolds questioned whether the type of building space to be along the connector road will be residential for all six stories. Mr. Katzen answered only the commercial is only on Commercial Street. Member Reynolds commented that Jeff Thayer's idea is interesting. Mr. Katzen agreed but said their retail broker experts looked into that, and it sounds like it makes sense to have commercial to the rear; however, they felt there was not enough traffic to support those uses. Member Reynolds asked that there will be no parking along the retail front? Mr. Katzen said probably not; we will have to build a temporary sidewalk.

Member Reynolds believes the daylighting will never happen at the Sarras property. Mr. Katzen said he believes that Weymouth is a bit ahead on that issue, but explains the issues with daylighting and what opportunities there are in the area for it to happen in the future.

Member Joyce asked about the parking and if the garage was solely for residents. Mr. Katzen responded yes and it is restricted entry access. Member Joyce stated with the new retail street fronts there will be limited access and parking for handicap accessibility. Mr. Katzen showed the sloping walkway and stated the archway will provide easier parking from the municipal lot to the street stores on Commercial Street. Member Joyce asked about the new retail parking, and Mr. Katzen showed on the plan options for parking.

Member Reynolds **Motion** to continue the public hearing **8/18/15 at 9pm** with staff preparing draft conditions second Member Eng – Unanimously voted

Member Mikami **MOTION** to approve the minutes of May 12, 2015, seconded by Member Reynolds- unanimously voted.

Member Reynolds **MOTION** to adjourn, seconded by Member Mikami – unanimously voted

Meeting adjourned at 10:30 PM

Respectfully submitted,

Christine Stickney, Director
Planning and Community Development