



**CITY OF CHELSEA**  
**PLANNING BOARD**  
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Chelsea, Massachusetts 02150  
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*Tuck Willis, Chair*  
*Shuvam Bhaumik, Vice Chair*  
*Indira Alfaro*  
*Joan Cromwell*  
*Olivier del Melle*  
*Mimi Rancatore*  
*Alejandra Rodriguez*  
*Todd Taylor*  
*Gladys Vega*

**CHELSEA PLANNING BOARD**  
**MEETING MINUTES**  
**TUESDAY, DECEMBER 18, 2018**

A meeting of the Chelsea Planning Board was called to order by Chair, William "Tuck" Willis, at 6:10 pm on Tuesday, December 18, 2018 at the Chelsea Senior Center, 20 Riley Way, Chelsea MA with the following members in attendance: Indira Alfaro, Shuvam Bhaumik, Joan Cromwell, Olivier del Melle, Mimi Rancatore, Alejandra Rodriguez, Todd Taylor, Gladys Vega and Tuck Willis.

Also present: John DePriest, AICP, Director of Planning & Development  
Lad Dell, Planner/ Land Use Administrator, Planning & Development

**APPROVAL OF MINUTES FROM THE NOVEMBER 27, 2018:**

On a motion by Shuvam Bhaumik and seconded by Gladys Vega, it was voted unanimously (9-0-0) to approve the minutes of the November 27, 2018 meeting.

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CITY OF CHELSEA  
PLANNING BOARD

**CASE # 2018-38**

**1 Forbes Street – YIHE Forbes, LLC**

*For Major Site Plan approval and Special Permit for Planned Development to construct six-hundred thirty (630) residential units and retail and office buildings with nine-hundred forty-nine (949) parking spaces.*

Paul Feldman, attorney for YIHE LLC, explained that the previous developer folded in 2008. In 2015, YIHE brought their first proposal to the Boards and it was denied by the ZBA and Planning Board because the project was too large and overwhelming. In 2018, the YIHE project team has been working with the Dept of Planning & Development, sought feedback from GreenRoots and engaged with the City's consulting architect.

The project now is half the size of the project 3 years ago. 60% of the units will be condos and 40% of the units will be rental. Feldman wanted to clarify the mixed use components of the petition: 10,000 sf for office space, 10,000 sf for retail/commercial, an 80 seat 5000 sf restaurant. Childcare and health center are for the residents as they are sensitive to creating additional demands on parking and traffic.

They are seeking parking relief: the project lies in the Waterfront district which requires 2 spots/unit, whereas elsewhere in city the requirement is 1.5/unit, this project is currently at 1.4 spots/unit. By using the shared parking table, they are now claiming to have 963 parking spaces as opposed to 949 parking spaces in their initial application.

Sean Selby, architect, of Arrowstreet Inc., stated he had two objectives: to take advantage of the waterfront and to make it accessible to residents and the public. Trying to save as many of the buildings as possible. Previous complaint was that the project was too big with too much traffic. New plans are much more scaled down. Entrance to the site has two separate and structurally independent bridges. One bridge is devoted to vehicles, bicycles and pedestrians. The other bridge is a pedestrian bridge that will have the capacity to serve as a right of way for emergency vehicles. All buildings are set back closer to the water and away from the neighborhood. There are no

gates so that it is open and welcoming. Open space/park area can be used for community programming. There will be public restrooms and public space. Plantings, bike and pedestrian friendly. Retail/commercial plaza. Closer to Forbes street the lesser the density of buildings and lower heights. Taller buildings are furthest away not to cast shadows. 4 phases of development. Elevation 32/22/12. Visual impact on the neighborhood was taken into account.

Jeff Dirk, of Vanasse and Associates, conducted a traffic impact study and had a peer reviewer from another traffic analysis firm. His goals were focused on mitigating impact on the surrounding community, addressing existing deficiencies and improving upon them. He claimed that traffic backup is dispersed as you move away from the development and that the impact is not great. Primary delays occur in the morning due to the nearby school. No delays exiting the site or queuing. Safety was key in planning and he reviewed 11 intersections. 2 were considered high-crash locations. Access point and site lines are not impeding or obstructing from the site. Pedestrian traffic. Public transportation access—no direct access. Broadway MBTA buses are 7 minute walk. Claims that Silverline stop is nearby. Incorporated future development projects into traffic study and incorporated 1% growth to forecast traffic impact. Estimate 200 peak hour trips from the project. Impacts are minor. Mitigation efforts- help City pay for signaling at Eastern/Broadway, making adjustments, will pay to conduct road safety audits at the two high-crash locations and fund a portion of the recommendations from the audit. Transportation Demand Management—work with City to facilitate MBTA bus routes, provide a shuttle service for residents and neighboring abutters to the MBTA stops on Broadway. Cabot/Carroll/Broadway intersection gets worse, as well as the intersection on Crescent with the school (50% higher during the week). Proposal to reconstruct sidewalks and install crosswalk at Cabot/Carroll/Broadway.

Rick Salvo, of Engineering Alliance, describes 18.1 acre parcel, Crescent Ave is at elevation 32, the plaza level is at elevation 22 and the seawall elevation varies between 8-12-14. 100 year floodplain is at elevation 10 and they will raise all retaining walls to elevation 11. Circulation of the site includes two bridges at the entry with full access to the site for emergency vehicles. Storm water drains from north to south with deep sub catch basins that will capture runoff and treatment of water. 8 inch water main is looped around the site, 10 inch pipe is adequate to handle 2 million gallons.

Feldman—Chelsea City Ordinances require 15% of units be designated affordable housing at 80%AMI. The petitioner is proposing 10% of units (63 units) be designated affordable at 30/50% AMI to better match the needs of the Chelsea community. Affordable units will be built in proportion with the phases of development.

Questions from the Planning Board:

Mimi Rancatore—why are there no 3 bedroom units that would be more welcoming to families? Feldman- we are open to incorporating 3 bedroom units. Will work with the City.

Mimi Rancatore- will you retest the soil? Feldman- There is an AUL (activity and use limitation), in the last 3 years they have on a quarterly basis tested the soils to ensure compliance.

Gladys Vega- extremely concerned about the traffic impact on Clinton, Crescent and the surrounding community, also that there are two bridges next to each other is troubling. Feldman- mentions Granada Hills/ Altitude complex in Malden/Revere. Single access point works for these complexes. We explored extending to route 16 or to route 1A but they were not feasible. 630 units is bigger in our minds than in reality.

Gladys Vega- aren't you required to provide public access? Feldman- Yes, just an asphalt path, but we are investing \$3 million in the waterfront park, also providing 90 public parking spaces.

Feldman—fiscal impact on the City: +\$1million in municipal services, \$2.7 million in real estate taxes. Yes, we are trying to make a profit, but also help the community at the same time.

Joan Cromwell- two adjacent bridges are of great concern, we had two great fires in the City of Chelsea. The amount of people on this site (2000 people) is too much for this space. Feldman—FAR is half of what zoning requires (.89). What we are proposing is much less dense than other projects.

Indira Alfaro- capacity of parking? How will you ensure parking for visitors? Feldman- 963 parking spaces provided (90 spaces are available to the public). Parking for the public will be reserved and dedicated.

Indira Alfaro- How are you addressing climate change? Feldman- We are building seawall at elevation 12, whereas a 100-year storm is at elevation 10.

Mimi Rancatore- could you make each bridge one way and a pedestrian bridge in the middle or a pedestrian bridge on a second level. Feldman- we will take it into consideration with our engineer?

Todd Taylor- I was here for the original proposal, this proposal addresses many of the criticisms of the previous plan. You've listened. My main concern is access to the site, particularly for the Fire Department. Also, traffic is a huge concern. I like this project though. Mitigation by offering shuttle service for residents and the community is appreciated. Commitment to improving Crescent? Feldman- we will support the infrastructure.

Olivier del Melle- what has been done with the MBTA? Commuter rail stop? Bus service? Feldman- We convened a 15 group meeting with MBTA, #1- MBTA will not add a stop unless project meets market demand criteria #2 tracks are used for commercial freight and cannot accommodate a stop. Rerouting a bus? Not currently feasible, but we will continue to explore possibilities.

#### Public Hearing:

Councilor Joseph Perlatonda: not on board with the project, need more access points, lives on Clinton and traffic is atrocious, parking is still an issue, complete bottleneck.

Councilor Damali Vidot: concerns about density, not catering to families w/o 3 bedroom units, access point is a main issue, appreciates the affordability component, doesn't feel impact on community is being addressed fully.

Chris Assante, 38 Hawthorne Street: supports project, having seen the plans and visiting the site changed his mind, public access to waterfront, increased home ownership opportunities.

Tom Ambrosino, City Manager- I am a "qualified supporter": requests two conditions: 1—it's too dense. Reduce it to under 600 to 550. 2--- impose the 10% affordable at 30-50% AMI. Condos can have 80% AMI component. Please keep in mind that if it weren't for the parking relief, the petitioner could build by right without any conditions. Proponent of home ownership component and significant and robust public access to the waterfront.

Maureen Cawley, 150 Captains Row- agree with issues about egress, agree with City Manager, need more 3 bedroom units for families.

#### Additional Questions from Planning Board and Staff:

Alejandra Rodriguez- concerned about traffic with 630 units, getting in and out of Chelsea has become increasingly difficult.

John DePriest- conditions from the Department of Planning & Development: 550 units, 30/50% AMI for affordable units, Crescent Avenue improvements, rental period of no less than 12 months, pathway created to establish access to 295 Eastern Avenue parcel.

Feldman- we have been presented with many suggestions tonight. We would ask that the case be continued so that we can address and try to accommodate the Board's conditions.

Todd Taylor- this is the second time I've sat through a 2+ hour meeting this year for this case and I want to make it clear that I would like everything clarified before the next meeting.

On a motion by Todd Taylor and seconded by Joan Cromwell it was voted (9-0-0) to **continue the case to the January 22, 2019 Planning Board meeting at 6:00pm.**

**CASE # 2018-54**

**54 Webster Avenue - Julialisa Papagno**

*For Special Permit to construct a second and third story with proposed change of use to two residential dwelling units and garage with maintenance worker space which does not meet current minimum zoning requirements for rear, front or side yard setbacks, open space, lot size, frontage, also exceeds floor area ratio, density, maximum lot coverage and does not meet required minimum number of off-street parking spaces.*

**REQUEST FOR CONTINUATION BY PETITIONER TO JANUARY 22, 2019 MEETING**

**CASE # 2018-55**

**560 Washington Avenue - Nazneen Khan**

*For Special Permit seeking approval for the use of the premises as a convenience store with the sale of beer and wine.*

Erik Hagstrom, attorney on behalf of the petitioner, stated that his client received approval in March 2018 from the Licensing Board and began selling beer and wine. They didn't realize that they needed change of use approval from the ZBA until they received a cease and desist order from ISD. They have included a signed petition of support from 80 customers from the neighborhood.

On a motion by Mimi Rancatore and seconded by Todd Taylor, it was voted (9-0-0) to **recommend approval of the special permit with standard conditions.**

**CASE # 2018-56**

**157 Crescent Avenue - M & M Realty Trust**

*For Special Permit to construct a two story structure with the proposed use of a trade shop, including accessory office space which does not meet current minimum zoning requirements for aisle width and number of off-street parking spaces.*

Peter Blaisdell, engineer, on behalf of Mark Meade, owner of RapidFlow gave a description of the project. The structure is being built for the storage of his trucks for his sewer cleaning business and to house related administrative offices. Trying to keep all trucks off the city streets and on his lot. He explained that there is gradation from the railroad to Crescent Ave. Zoning requires 25 parking spaces, so he needs relief for number of spaces, location of spaces and driveway aisle width. He said that he has 8-10 office employees and they only require 6-8 parking spaces.

On a motion by Gladys Vega and seconded by Todd Taylor, it was voted (9-0-0) to **recommend approval of the special permit with standard conditions.**

**CASE # 2018-57**

**94 Central Avenue - Deivid Sanchez**

*For Special Permit to change non-conforming use as an office to another non-conforming use as a barbershop on first floor.*

The petitioners seek a change of use from an insurance company to a barber shop. They have been barbers in the City for over 11 years working at other barbershops. They would like to go out on their own and manage their own business. They anticipate have a 5-chair barber shop. Hours of operation will be Monday-Saturday from 9:00am-7:00pm and Sunday from 9:00am-4:00pm.

On a motion by Todd Taylor and seconded by Gladys Vega, it was voted (9-0-0) **recommend approval of the special permit with standard conditions and submission of a signage plan.**

#### **OTHER BUSINESS:**

*Proposed 40R Smart Growth Zoning District- Innes Apartments, Central Avenue: public hearing to consider submission of an application for Preliminary Determination of Eligibility for 40R Zoning to the Massachusetts Department of Housing and Community Development.*

John DePriest explained that Chapter 40R Smart Growth Zoning districts encourage communities to create mixed-income residential districts with a high percentage of affordable housing units, at a higher density with close proximity to transit stations.

Al Ewing, Director of Chelsea Housing Authority, gave an overview of the Innes Apartments. They were built in 1950 through State housing funds. Years of chronic underfunding from the State have created backlogs of repairs. The Innes Apartments are not currently ADA compliant, do not provide elevator access, have outdated appliances, have poor ventilation and have deteriorating walkways and sidewalks. The building needs to be torn down and replaced. Unfortunately, the State does not have adequate capital funds for redevelopment.

Ronnie Slamin, project director from Corcoran Companies, described this public-private partnership. The project would help keep the affordable housing stock in the City and also bring in financial incentives from the State for adopting this new zoning. Eligible for 40S payments that would reimburse the City for any net costs for additional students to the school system.

The project calls for 330 units, 96 of which will be affordable units (29%) and 226 onsite parking spots (.68 ratio) with 50 additional offsite parking spaces. Building design will be 3 stories high and increasing to 6 stories near the parking structure. As income earnings increase for the residents, they will not be displaced for exceeding a threshold. There will be 194 market rate units, 40 middle income units and 96 public housing affordable units. A daycare facility will be onsite and the hope is that the retail space will have a grocery component to it as the area is a food desert.

#### **Public Hearing:**

Damali Vidot- what does 40R have to do with parking? Great project, but really concerned about parking. Wants a condition that residents of this project will not participate in the residential parking program.

Joe Perlatonda- this project does not have the same parking issue as Forbes, less impact on traffic. How will phasing affect parking allocation?

Gladys Vega- strongly supports the project and appreciates that they have been engaged with the community.

**Approval Not Required (ANR)- 235 Marginal Street – Molly Corporation**

**ADJOURNMENT:**

On a motion by Todd Taylor and seconded by Mimi Rancatore, it was voted unanimously (9-0-0) to adjourn the meeting at 9:38pm.

  
Minutes approved

2019 JAN 23 P 12:35  
MIMI RANCATORE  
OFFICE