



## CITY OF CHELSEA

### PLANNING BOARD

City Hall, 500 Broadway, Room 101  
Chelsea, Massachusetts 02150  
Tel: (617) 466-4188 | Fax: (617) 466-4195  
Lad Dell: Staff

Tuck Willis, Chair  
Shuvam Bhaumik, Vice Chair  
Joan Cromwell  
Olivier del Melle  
Todd Taylor  
Gladys Vega

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#### CHELSEA PLANNING BOARD MEETING MINUTES TUESDAY, SEPTEMBER 25, 2018

A meeting of the Chelsea Planning Board was called to order by Chair, William "Tuck" Willis, at 6:30 pm on Tuesday, September 25, 2018 at the Chelsea Senior Center, 20 Riley Way, Chelsea, MA with the following members in attendance: Shuvam Bhaumik, Joan Cromwell, Olivier del Melle, 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 August 28, 2018:**

On a motion by Shuvam Bhaumik and seconded by Gladys Vega, it was voted unanimously (6-0-0) to approve the minutes of the August 28, 2018 meeting.

#### **CASE # 2018-37**

##### **69 Eleanor Street - McDougal Architects, Inc.**

For Special Permit for a driveway opening which does not meet current minimum zoning requirements for front yard setbacks, and also being within five (5) feet of property line and structure.

Beth McDougal, architect for the petitioner, described the project for 3 parking spaces and the need for relief with regard to side yard setbacks. House was built in 1890. Tuck asks if there was ever a garage. Shuvam had questions about gradation. Todd asks whether this project slopes towards the neighbor. McDougal explains that a retaining wall will be constructed and neighbor is supportive and will likely do the same.

On a motion by Todd Taylor and seconded by Shuvam Bhaumik, it was voted 5 yes (Bhaumik, del Melle, Taylor, Vega, Willis) -1 no (Cromwell)-0 to **recommend approval of the special permit with standard conditions.**

#### **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.

Gavin Cockfield of Davis, Malm & D'Agostine, P.C. on behalf of Paul Feldman gives a brief overview of the entire project and defers entire traffic presentation to next meeting.

Shaun Selby, architect, gives a history of the site and how it compares to previous plan from 3 years ago. The two bridges will be rebuilt, 3 parcels owned by YIHE on Crescent Ave, buildings are in bad disrepair today, massing proposed 3 years ago was too dense and too much, new plan is considerably scaled down, less dense, less tall, more permeable. Allowable FAR 1.5: current plan is 400,000 ft less of FAR. Explains importance of waterway (historical: Revolutionary War), trying to save some buildings because of masonry. There is considerable gradation of land: 33 crescent ave- 22 plaza level - 11 sea wall level, access to site over two bridges (one for vehicular traffic, 2<sup>nd</sup> bridge is pedestrian traffic/or emergency vehicles). Wants this to be a welcoming place, bridges are placed near each

other to provide a welcoming access point. More trees and more greenery. Emphasis on public space and open space, pergola for movie nights...open to not just the residents but those from the neighborhood. Sightlines from a distance are not looming buildings. Most of the parking is underground at level 11, coffee shops and retail are accessible and open to all, farmers market/ food trucks, "no gates: it's open and public", access to the creek. Taller buildings are built towards the back at level 11. (7-8 years to build entire project) Describes fire truck access around perimeter of property.

Rick Salvo, engineer, has been involved with this project since 2008. 18 acres total, seawall 12-elevation 8. Has been to ZBA once and Conservation Commission. Plan to align the bridges to Carroll Street for better traffic flow. Max density is 35 units/acre and proposal calls for 34.8 units/acre. Setbacks, usual open space, from a zoning and dimensional aspect the project meets almost all requirements. Both bridges can accommodate emergency vehicles, elevation and drainage leads towards Chelsea creek/river, water treatment project prior to entering Chelsea River, promote ground water recharge, sewer line will hook to city line.

Questions from the Board:

Olivier—plan for the windmill? Gavin—no concrete plans for it yet, interested in community and board input

Todd- 60% ownership 40% rental? Gavin- strong desire for home ownership from mtgs in Chelsea

Gladys- affordable units? Gavin—93 units

Gladys- define community space? Gavin: community room for all to schedule and book, visual inviting and open space (no gates), park-like entrance

Gladys- total open space? Salvo—26% of property 200,000 sq feet

Joan- safety regarding heavy rain drainage, public ways and access for emergency vehicles

Olivier- any public parking? Gavin- parking for restaurant (not really much parking set for the public visitors)

Shuvam- Dedicated parking spaces for residents? Gavin- no deeded spots for condo owners

Gladys- very congested area and traffic will only get worse

Todd- not just Crescent Ave, but all the other streets that will be affected because of this increase

Gavin- covers various traffic mitigation efforts and proposals.

Todd- did you talk to the State about Route 16? Gavin- MBTA, commuter rail, Route 16

Shuvam- phases of construction? % of ownership/rental

Todd- will Crescent Ave be expanded since Paul Feldman mentioned this during site visit?

Shuvam- snow storage? Salvo- we have 4 acres for snow storage/removal

Shuvam—flood plain, concern for climate change and larger storms? Salvo- studies by FEMA and DEP

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Public Portion:

Councilor Perlatonda- are there any changes from last meeting? Same numbers of units? Affordable levels? Same entrance? If there is a fire?

Mimi Rancatore, 44 Beacon St—how do people evacuate in the event of a fire? Gavin: Roads will still be open and enough room to evacuate.

Councilor Perlatonda- parking and two-way traffic is unrealistic, school in session.

Mimi Rancatore- 10 inch pipe, why is the project not green? Solar? LEED? Gavin- not sure

Councillor Avellenada: originally all rental, grateful that there is an ownership component, traffic problem—streets will be congested, schools, Eastern Ave as a cut-through, this neighborhood has no direct public transportation, providing a bus shelter by MBTA would be great, commuter rail stop would cost around \$24 million, wants a commitment for a commuter rail stop with a financial commitment from the developer

On a motion by Todd Taylor and seconded by Gladys Vega, it was voted (6-0-0) to **continue the case to the October 23, 2018 Planning Board meeting at 6pm.**

**CASE # 2018-39**

**1001 and 1005 Broadway – 1005 Broadway, MM, LLC**

For Major Site Plan approval and Special Permit recommendation to construct a four (4) story structure with proposed forty-two (42) residential dwelling units and one thousand one hundred thirty-one (1,131) square feet of

retail space which does not meet minimum zoning requirements for rear yard setbacks, number of off-street parking spaces and which also exceeds maximum lot coverage.

Tuck Willis recuses himself from this case since he is a board member of TND, Shuvam assumes the chair

David Traggorth: 10 years in Chelsea, Atlas lofts, Box District. We are committed to Chelsea. We plan to be here and involved for a very long time. Original owner of the parcel came to Traggorth. Site has been cleaned up over the course of three years (formerly Midas Muffler). Environmental issues. Numerous community mtgs. DEP—Chapter 91 field tidelands.

42 units, 33 affordable. Initially all affordable, but community input asked for some market rate units. 1100 sq ft of “neighborhood retail”, originally a community room. 3000 sq ft of open space. 42 parking spaces (32 spaces are shared public parking spaces 7am-7pm ) 5 stories along Broadway. 3 stories along Clinton. Clinton street facing blends with the other houses on Clinton. Open space: seeking community input.

For the Acadia affordable development there were 3598 applications for 34 units, 1273 apps from Chelsea. (25 units)60%/(8 units)30% AMI (70% preference to Chelsea residents).

Questions from the Board:

Olivier: trees along the creek are invasive. Response: not part of the parcel.

Todd: parking requirement: 32 public access parking spaces, how do the residents park? Steve (TND): based on their other properties, they average 2 cars/3 apartments. Sees parking as adequate.

Todd: hard-pressed to give out parking relief, based on past Board experience; we have to start saying no.

Gladys: there is plenty of parking spaces in the area, love affordable housing component.

Joan: loves affordable housing aspect, concerned about how busy the intersection is and safety issue.

Shuvam: entry and exit flow for property, enter only through Broadway and exit onto Clinton?

Shuvam: has any traffic study been done? This is an extremely dangerous intersection.

John DePriest: Smart signals will be installed down Eastern Ave. In 2021, Broadway from City Hall to Revere will be reconstructed.

Public Portion:

Councilor Perlatonda: getting out of Clinton onto Broadway is a disaster, Tibetan/Irish club, Mace housing, parking, traffic. Can't you build condos instead of rentals?

Councilor Avellenada: request denial of project, we need more home ownership. TND has only been building affordable rentals. Highest voter turnout comes from Admiral's Hill and Prattville where homeownership is highest in the city.

Councilor Robinson: exclusive parking after 7pm, what if I don't live there and want to enjoy the creek? There is too much parking relief being requested, the density is too high and they want a waiver of CITF.

City Manager Ambrosino: in full support of the project because there is not nearly enough affordable housing available. Of all the requests and concerns that come across my desk, the one that arises the most is the dearth of affordable housing. The benefits of this project far outweigh the cons (parking, congestion).

Maureen Cawley, 150 Captains Row: I live in section 8 housing, I could never save up for a down payment. 30%AMI is truly affordable, make more of the units in this range.

Traggorth: Affordable homeownership- there is no state money for it. It is not financially feasible.

On a motion by Todd Taylor and seconded by Olivier del Melle to **recommend denial of the Special Permit**, it was voted 2 yes (del Melle, Taylor) – 3 no (Bhaumik, Cromwell, Vega) - 0. **The motion FAILS.**

On a motion by Gladys Vega and seconded by Joan Cromwell to **recommend approval of the Special Permit**, it was voted 3 yes (Bhaumik, Cromwell, Vega) – 2 no (del Melle, Taylor) – 0. **The motion PASSES.**

On a motion by Gladys Vega and seconded by Joan Cromwell to approve the Site Plan, it was voted 3 yes (Bhaumik, Cromwell, Vega) – 2 no (del Melle, Taylor) – 0. The motion PASSES.

**CASE #2018-40**

**235 Marginal Street – Molly Corporation**

For Special Permit seeking approval for the storage of vehicles for hire or return.

Harold Kalick, owner, explained that Enterprise Car Rental bought the adjacent properties. No change to the building, just needs a curb cut. New use will lease to Audi (40 cars indoors/ 10-20 outside) rentals for the airport.

On a motion by Todd Taylor and seconded by Olivier del Melle, it was voted (6-0-0) to recommend approval of the special permit with standard conditions.

**CASE # 2018-41**

**208 Spencer Avenue – OPC Development 1, LLC**

For Special Permit for the construction of a nine residential unit dwelling structure within a five thousand (5,000) square foot lot which does not meet current minimum zoning requirements for number of stories, building height, and number of off-street parking spaces.

On a motion by Todd Taylor and seconded by Shuvam Bhaumik, it was voted (6-0-0) to continue the case to the October 23, 2018 Planning Board meeting at 6pm.

**CASE # 2018-42**

**117 Grove Street (approx. location) – James S. George for N.B.C. Extenet Systems**

For Special Permit for the installation of cell backhaul equipment and antenna on an existing utility pole to extend existing cell service.

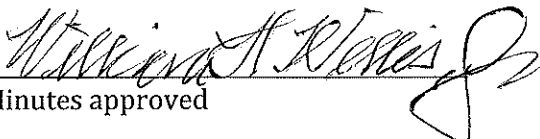
James George explains this is the first of many cases he will bring before the Board, electricity from overhead wires, coaxial cables, existing small cell on the street, densify the area for cell signal—to increase bandwidth and backhaul, outside of the wireless overlay district.

On a motion by Olivier del Melle and seconded by Gladys Vega, it was voted (6-0-0) to recommend approval of the special permit with standard conditions.

**I. Other Business**

**II. Adjournment**

On a motion by Todd Taylor and seconded by Shuvam Bhaumik, it was voted unanimously (6-0-0) to adjourn the meeting at 9:40 PM.

  
Minutes approved

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