

WATERTOWN PLANNING BOARD

DATE: October 13, 2016 PLACE: Town Council Chamber TIME: 7:00 PM COMMENCED: 7:05 PM

PURPOSE OF MEETING: Regular Meeting

PRESENT: John Hawes, Chair, Jeff Brown; Janet Buck; Gary Shaw; Fergal Brennock
Steve Magoon, Director/Assistant Town Manager; Ingrid Marchesano, Clerk to the
Planning Board, Gideon Schreiber, Senior Planner; Andrea Adams, Senior Planner
(First part of Meeting only)

Chairman Hawes, announced a special meeting on October 20, 2016 for consideration of the Arsenal Project. Submission was not complete enough for a staff report, but the Petitioner will make a presentation.

ADMINISTRATIVE BUSINESS

Jeff Brown moved approval of the 9/22/16 Minutes.

Janet Buck seconded the motion.

Vote: 5-0 in favor.

PUBLIC HEARING

- **Zoning Amendment; Section 5.07: Affordable Housing**

Andrea Adams, the proposed Amendment originated with the Town Council as a result of consideration of the Regional Mixed Use zoning District (RMUD). The Town Council referred it to the Economic Development & Planning (ED&P) Subcommittee to question of whether or not the set-aside affordable units should be increased to 15% Town-wide, as it now is in the RMUD. The ED&P Subcommittee referred this question to the Watertown Housing Partnership (WHP), a policy advisory body whose members are selected by the Town Manager. The WHP met and considered the question, and the ED&P Subcommittee's meetings on it. The ED&P Subcommittee voted on the language of the proposed Text Amendment on June 27, 2016, and the Town Council then referred it to the Planning Board for a hearing. The proposed changes that the Text Amendment would make to Section 5.07 of the Zoning Ordinance, the rationale for each proposed change, and additional text corrections to Sections 5.08 and 9.07, were described.

Fred Reynolds, Chair, Watertown Housing Partnership, the Subcommittee and Housing Partnership unanimously approved the proposed Text Amendment. The two key changes are increasing the set aside percentage and deepening the affordability provisions to 65% of Area Media Income for larger projects. I encourage the Planning Board to adopt the proposed changes.

Tony Palomba, Councilor at Large, I am in favor of the proposed Text Amendment. The movement to 15% will help the Town achieve a significant set-aside and allow deeper affordability.

Jeff Brown motioned to recommend to the Town Council adoption of the proposed changes to Sections 5.07, 5.08 and 9.07 of the Zoning Ordinance.

Fergal Brennock seconded the motion.

VOTE: 5-0 In favor

CASES PENDING

- **Pleasant Street Utility Pole – Cellco/Verizon – PB-2016-07 - TCA Variance**

Jeff Brown motioned to continue petition # PB-2016-07 Pleasant Street (Utility Pole near Repton Cr Parking Lot) to the next Planning Board meeting.

Gary Shaw seconded the motion.

VOTE: 5-0 In favor

- **311 Arsenal Street – PB-2016-04 – Site Plan Review**

Steve Magoon, the project has been discussed for some time. After a Zoning Text Amendment to the Arsenal Overlay Development District, then submission of a Master Plan, there was an opportunity for the Town to comment on the Campus plan. Specific development proposals within the campus have to be consistent with the Master Plan. The Board was undertaking a Site Plan Review, which could not be denied, but could be conditioned. This type of Board Site Plan Review was a new review process in Watertown.

Mark Blair, Director, Athena Environment, described the proposed project. This was a Site Plan Review approval for the West Garage and Building #2. The Planning Board had approved a Master Plan three months ago. Various meetings that had been held between the Master Plan approval and this hearing. Progress has been made on the first phase of the development.

Bob Corning, Senior Principal and Landscape Architect, Stantec, provided a graphic showing the site and orienting the Board. Phase one was approximately 5 acres. The project consists of a new West parking garage that has had one floor removed, but also redesigned such that the lowest level could accommodate stackers (two vehicles stacked on top of each other). This had been done because of the aggressive Transportation Demand Management program, and related to the depth of the ground excavation. A 3-story retail on Arsenal Street, the open nature of the campus, and park adjacent to North Beacon Street. The site circulation, and redesign entrances to the campus. The bicycle and pedestrian connectivity between the site and adjacent streets and properties. The emergency and service access had been reviewed with and by the Fire Department and landscaping improvements were noted as well as off-site transportation improvements. Number of changes came out of the meetings with community groups: creation of new gathering and plaza spaces, and inclusion of movable furniture. Exterior treatments on the proposed West garage and landscaping were shown.

Frank Holmes, Principal, Stantec, discussed stormwater and utilities. Various PowerPoint slides to illustrate his point were shown. The Petitioner wants to include some visible stormwater management features, such as two cisterns behind the West garage, Low Impact Design raingardens, and a boardwalk in the drainage swale along North Beacon Street. The design will also include standard subsurface drainage structures, and that taken together, these measures will significantly reduce the amount of stormwater created on the site. The utilities would be upgraded, or replaced as needed, as shown in the Master Plan materials. Comments were received from the Watertown Department of Public Works, and were responded to.

Bob Corning, Stantec, addressed on-campus parking. There are now 1,958 spaces total, on site, with 1,130 to remain in the East garage, and surface parking would be reduced. About 1,000 new spaces would be provided. The new garage would be equipped with Smart Park technology, which has also already been implemented in the East garage. It uses a phone application to alert people as to whether the garages have parking available. He also described disabled accessible parking. The Petitioner will add one additional disabled accessible parking spot near Panera Bread. Bicycle parking; 151 covered and 51 open air. The new garage would include a bike repair room and secure bike parking.

Jake Carmady, Project Engineer, Vanasse & Associates, the off-site intersections and transportation improvements are shown as well as structural improvements at other intersection and road links. These include new traffic signals, addition of turn lanes, and moving curbs outward to accommodate pedestrians. These improvements had been discussed with the Department of Public Works, who had requested a plan showing all the planned improvements together, along the Arsenal Street corridor.

Gideon Schreiber, the proposed structural improvements had been shown previously as part of the Master Plan review, and they were conceptual in nature. The Petitioner's presentation provided some updates to the prior Master Plan presentation to the Board.

John Hawes, if members of the public want to see the geometric improvements in detail, they are available at the DCDP office, and also on line.

Bob Corning, the Petitioner had some perspective views of the proposed front of phase one development from Arsenal Street. This may help orient the commenter to the project, and the proposed structural transportation improvements.

Jake Carmady, touched on the interface of the Athenahealth project and the adjacent Hannover-Cresset project on Arsenal Street and described the proposed structural changes to the roadway, street trees, and public sidewalks.

John Hawes, suggested to the unidentified commenter that the Hannover-Cresset project also dealt with intersections and road links in the same area.

The unidentified commenter indicated the proposed roadwork would negatively impact him.

Charles Rose, project Architect, this is Phase one of the project. The renderings being shown to the Board are the final renderings, using drawings that would be submitted to the Building Department for a Building Permit. Various renderings are shown on the public access TVs. The DCDP Department has samples of the materials to be used, including the concrete, metal rods to shroud the garage, and color samples. The Petitioner also created study models made on a 3-D printer. The renderings include the designed landscape, particularly on Arsenal Street. Particular attention was given to massing and patterning of the phase one structures. A short video is shown using the renderings to create a street level travel to and around the new West garage, showing how the screening would work. The mechanical penthouses on the buildings would be screened.

Bob Corning, the Petitioner's lighting plan has been reviewed by the DCDP staff. The up lights have been removed from the proposed scheme. The proposed lighting conforms to zoning, images of the proposed lighting fixtures are shown, and it was all LED and was dimmable.

Mark Blair, one of the more challenging features of the campus redevelopment is losing around 300 spaces as a result of the construction, the Petitioner has been able to secure off-site lots and spaces for the construction period. He noted the shuttles would be taken various routes to get to the off-site lots, and that shuttles would generally run from approximately 7:00 AM to 10:00 PM every 15 minutes. Athenahealth has an aggressive work from home program.

Gideon Schreiber, this is a conceptual stage of the project. If people are interested in the project they can come to the DCD&P office and review the existing plans. Street lights, trees, will be added, curb line will be moved to provide more usable sidewalk. Location and type of street trees will be discussed with Tree Warden, crosswalk will be upgraded.

Charlie Rose, final rendering of Building 2 is shown tonight, including materials, samples of concrete for the garage, metal rods. The proposed color works well with color of bricks on Building 311, it makes the building look less of a garage. Construction drawings will be generated soon. Bridge between the existing building 311 and the proposed garage is shown. The concrete will be embossed with pattern. The mechanical equipment located on the roof will be screened.

Bob Corning, we have worked with the DCD&P staff preparing the project lighting plan. All LED lighting conforms to zoning. We made sure that all levels are appropriate.

Gideon Schreiber, staff met with the Tree Warden regarding the tree loss. After the neighborhood meeting, park plan for the N.Beacon area showing tables, seating and design is shown. Landscape has been conditionally met. Design and finishes are in keeping with the Master Plan, upgrading to future design. Further design components will be provided, parking plan is relying on other people properties and needs to be reviewed by DCD&P. Once the garage is completed, offsite parking will stop. The surface water final review will be done by DPW. The garage will be ready for solar ready. Gamble Associates provided review. Retail spaces are proposed for ground floor. Comments were received from the south side neighborhood. Staff believes that the project is in keeping with the Master Plan approval. Checklist is provided, the petitioner will coordinate with Town, signage guidelines updated, lighting on top completely screened.

Gary Shaw, is there onus on this Board to have the other pending approvals, such as under the Massachusetts Environmental Policy Act or Massachusetts Historical Commission finished before the Planning Board acts on the project? The Construction Management Plan is very good, but a website or other interactive source should be created that the community can use to understand the ongoing project. Would this tool facilitate two-way communication? Could the immediate abutters sign up for Email notifications of important milestones?

Gideon Schreiber, the Board could go ahead with its approval process, and any aspects of the project that required other approvals would be delayed until those other approvals were obtained. There is condition that speaks to this potentiality in the Master Plan approval.

Mark Blair, there is an Arsenal on the Charles website, which had a "*Construction*" tab included in it that would be activated and populated once the Board approval of phase one was obtained. The Petitioner would show the construction schedule, provide weekly updates, and blogs and might consider a mailing to those who may not be online. It could be incorporated into the website.

Gary Shaw, the Construction Management Plan said that all construction vehicle activity would be confined to the site, this may not be feasible. Has this been worked through? What was the backup plan, to prevent construction workers from parking in the neighborhoods?

Mark Blair, at most, there would be 50 construction workers on site. They would be required to keep their vehicles within the job site. One of the lots being considered was for contractor parking. These workers would have to be carefully policed.

John Hawes, the Petitioner should speak to Council Member Feltner, as she has been experiencing construction activities in her District, and the communication with the contractor has been spotty. She may have some thoughts about how to make that communication run more smoothly.

Gary Shaw, the existing trees will be replaced and new vegetation added. What caliper will they be? Why permeable paving is not included in the plans? Will the Petitioner be having more meetings with the neighborhood about the design of the pocket park?

Bob Corning, the sizes of the trees and other landscaping material are shown on the submitted plans, Most of the trees are 3-3.5 inch caliper in size at planting. The entire alley between the garage and Building 2 is permeable pavers, but not in the pocket park because that's mostly stormwater swales. The Petitioner could have additional meetings.

Gary Shaw, we need more information about the design of the new garage and Building 2, what materials will be used. Would they be "core 10" or painted? I have questions about the diagonal members, are they bracing? The parking could be expanded later, due to stackers. What happens if the eliminated parking spaces are needed, and the proposed stackers can't meet the need?

Charles Rose, the materials would be painted. The diagonals would be steel clad, it's in part in doors. the expansion of the garage, if it happened, would be without adding another floor or deck.

Bob Corning, an image to address Gary Shaw's question about how to deal with the potential for additional parking is shown. Building #6 can also be designed with stackers. A chart with the proposed parking spaces, broken down by phase, is presented. The stackers would provide room for expansion. The plan is only 100 less than the full parking plan, and I suggest that the aggressive Transportation Demand Management (TDM) Plan would assist in reducing the need for parking.

Gary Shaw, if things don't work out, how may Athenahealth manages its staff in terms of unstructured off-campus parking? What about complaints from surrounding neighborhoods? The expansion of the garage, if it happened, would be without adding another floor or deck. How will the various shuttles that Athenahealth would provide to remote lots and other places work?

Mark Blair, this would probably be driven by the TDM Plan. DCD&P staff would be monitoring Athenahealth's performance as the project proceeds, and post-occupancy. Traffic counts would have to be provided. Athenahealth would begin talking to staff about parking in the neighborhoods. Athenahealth hoped to incorporate its shuttle into the new Town wide system.

Gary Shaw, I have questions about the proposed retail parking in the new garage. Would the garage be mechanically vented, based on the loss of the lower level? If so, what noise abatement measures would be used to address noise impacts to abutters?

Mark Blair, will there be short term parking in the West garage, and how will it be monitored. The lower level would still need to be vented, as one and one half of the stories would be underground. The fans and vents have acoustical boots on the system, and the Petitioner is working on the design to address noise issues.

Gary Shaw, I was heartened that Athenahealth was committed to LEED Silver, but I question why the Petitioner was not going for full LEED Certification.

Charles Rose, it's in part the expense and headache of getting the building certified. The certification is now more complicated, and does not provide the value for the dollars expended. The goals are more important, long term. Our office is one where LEED Certification is a waste, based on post-occupancy evaluations and checkups.

Gary Shaw, I am familiar with LEED, including having done buildings recently at the Platinum level. A client of mine wanted to be "certifiable," but that in the context of where the country is headed, certification is best. It forces the owner to follow through on building maintenance, use of healthier cleaners, etc., a level of rigor is lost, if the project is not held accountable long term. I suggest that a health care company should take more of a commitment. The Petitioner should do more than just "strive" to not use CFC-containing refrigerants. There are products available to replace CFCs.

Janet Buck my first question relates to the garage screen. It appears there is a variation in the color pattern. Is this true, or is it interplay of the light on the surface? I suggest that the variation in color

is more desirable. The Channel Center garage, which has painted metal screening. The garage uses back lighting.

Charles Rose, the renderings are light-adjusted. The material is all the same. A sample is provided, which is uniform in color, and painted. The color variation could be considered. The exterior lighting in the Zoning Ordinance is relatively restrictive.

Janet Buck, have the uses in Building #2 been solidified. Would there be community use, convenience stores and uses for employees, or more "open" users?

Charles Rose, the use of this building had not been refined. The uses would be open to the public.

Janet Buck, questioned the wording of the conditions, particularly with respect to LEED certification versus certifiable. Certifiable and keeping track of things is still valuable. The condition that reads "prior to Certificate of Compliance" is too late.

Charles Rose, the condition was written this way because the project has an on-going tracking sheet. The project has a higher number now than required, things change over time. The actual results meet the actual number of points.

Gideon Schreiber, this project is required to be LEED Certifiable. A checklist would be submitted at the time of Building Permit, and then again at Certificate of Use and Occupancy. The condition could reflect that there would be a 2-step process: Submit the checklist prior to Building Permit, and finalize prior to Certificate of Use/Occupancy.

Janet Buck, where is the Proponent in terms of readiness to submit the next steps?

Mark Blair, we are ready to submit very soon.

Jeff Brown, I am bothered by the front design. Are there still 4 lanes in front of the building?

Gideon Schreiber, there is a West-bound turn lane. The two lanes in front of Lexus is being extended slightly, and a road narrowing, with the same number of lanes. The four lanes go East a bit, to allow the transition to occur sooner.

Jake Carmady, described the Petitioner's road improvements in that area. There is maybe a 50-100 foot shift in the area where the transition occurs.

Jeff Brown, the Petitioner needs to submit plans that show the improvements more clearly. The trees in front, the Sycamores - will they be lost or replanted? Will the trees on the North side be negatively affected by the shading?

Bob Corning, the Petitioner had Bartlett Tree do an assessment of all of the trees on the site. The company looked at the condition of all trees in terms of transplanting. Their assessment was that the risk of loss of the trees was too great, based on the cost of transplanting. They had been planted when the campus had been redone in 2000. The trees immediately on the North side are shade-tolerant ornamentals. We are hopeful that the street trees, Tupelos, are also shade-tolerant, and are far enough away from the building that they won't be significantly affected.

Jeff Brown, the garage plan does not address the materials of the West garage. The construction of this building is important. The building is 60-foot single and double "Ts". How long will the Petitioner need the temporary parking sites?

Mark Blair, 14 to 15 months, beginning around October, 2017. Half of the company is less than 30 years old, and many walk or bike to work. This would be more closely tracked going forward. The company would start building those programs.

Fergal Brennock, questioned construction methods:

- Stationary tower crane or crawling?
- Precast materials – where coming from?
- How to stage materials? East of Charles River Road? He said this had to be carefully done.
- Will North Beacon Street still be open to employees?
- Will there be a Police detail to help the precast materials move into the site?
- Mix of Union and Non-union site workers and trades issues?

Mark Blair, the crane would be a tower crane. With respect to Union and Non-union workers on the site, we expect the Construction Manager would understand this, and deal with it appropriately. The precast materials delivery routes and staging areas are still being discussed. As soon as the precast units are delivered, they will be installed. The Police detail would be used at the delivery gate.

John Hawes, the design is complex, and the desire is to have as few parking spaces as possible. Meanwhile, the Zoning Ordinance has a variety of parking ratios, including shadow parking. The last time that stacked parking was proposed, the Board voted them down, out of a concern that they wouldn't work. Are these stacked spaces critical? Will they work in practice? Clearly a concern about parking off the site. How do the Board Members feel? He clarified his concern was the functionality of the stacked spaces, not whether they conformed to the Zoning Ordinance or not.

Steve Magoon, the stacked parking is not critical. The site as proposed is in excess of what the Ordinance requires, and the aggressive TDM program will help negate the need for parking. The Board could choose to make this option conditional on further and future Board review, including a design review.

Mark Blair, the stackers are planned for the below-grade level, and will have to be supervised by an attendant.

Janet Buck, it seems that stacked parking is "if necessary." The Petitioner was only designing the space to accommodate stacked parking, and I am comfortable with this.

Jeff Brown, what if there wasn't an option for stacked parking? It is prudent to plan for this as a potential "last resort."

Mark Sideris, Town Council President, this proposed project is consistent with the Master Plan. The Petitioner is working with the neighborhood on the design of the pocket park. Athenahealth wants to be part of Watertown. Approval of the project is important. Planning for use of stacked parking is prudent.

Gideon Schreiber, the proposed stacked parking would be similar to more traditional "shadow parking," which is commonly used only if needed.

David Leon, I am excited about the transformation of the entire area. Accessibility is a concern. Navigation and circulation around the campus is a challenge. The petitioner need to make the campus

accessible to the widest range of uses. The Commission on Disability got a presentation from the Petitioner. Particular concern about accessible surface parking. Accessible spaces have been reduced from 32 to 27. Key is where the spaces are located, more than the quantity of accessible spaces. I am asking the Petitioner to consider an additional space on Kingsbury, close to where the activity center is. West garage only has a lift on the bridge that goes over the Building 311. This is the least desirable and workable option for those needed access. I request that the Petitioner can find a better option for this. Retail space in Building 2 should have accessible parking spaces close by.

Elaine Goldrickt, in the pocket park boardwalk, there does not seem to be an indication of the edge, or handrails. Visual impaired people need this cue. Path is winding, and suggested adding an edge or handrail would be helpful.

Bob Corning, the at-grade walkways would be differentiated from landscaping by curbing. The boardwalk has a curb as well along the edges.

Cathy Santoian, neighbor across from the proposed garage, Neighbors are not here, because they feel as if it's a "done deal." The garage is massive, we already have to deal with the traffic, and the traffic backing up. Projects on Arsenal Street are causing an outsized impact on the neighborhood. When is this going to stop? Infrastructure problems are proliferating. All of the projects are piece-mealed. People park in front of my house, and become abusive when we ask them to move. One hour parking on the street is not enforced. This is a difficult and frustrating situation. People feel the Town is not listening to them. I would like to thank the Board for the detailed questions, and following up on compliance if the project is approved. The wrought-iron fence is a disaster along North Beacon Street. Perhaps include a condition that Athenahealth will maintain the entire fence around the site?

Libby Shaw, Trees for Watertown, Bob Corning met with Trees for Watertown. I am interested in the Sycamores, how will the trees be protected during construction, and how will the new trees be planted to ensure a long, healthy life. Impermeable surfaces are one of the biggest challenges in an urban environment. I am sorry to hear that the DCD&P is not going to try to retain at least some of the Sycamores. I am concerned that the Tupelos will become spindly and wan, because they won't get a lot of light. The five black Tupelos will be in small planting areas, with narrow zones of structural soils. Need better soil and more permeability of nearby sidewalks with additional structural soils. This will allow the trees roots to grow deep as opposed to laterally, and create a potential problem with the sidewalk. The plans do include a chain link fence to protect some of the trees. I ask if the Board had received a letter from Mr. Lauricella. I asked for a comment that 5 of the Sycamores were included in the approved Master Plan, therefore these trees were not to be removed.

Steve Magoon, the Master Plan was not intended to represent retention or replacement of existing trees. The Sycamores were shown on the Master Plan, it's at the level of building massing and placement, not individual trees.

Jose Caraskeo, 303 N. Beacon St, this past week 5 new cars parked in front of my house. The lights from the Harvard book building shine from inside the building directly into my house. It makes it very hard for me to sleep, and because of the light problems, he now has to now live and sleep in the basement.

Angie Kounelis, Town Councilor, it is good to know that there is communication between the Petitioner and the neighbors. Staff indicated that after the construction period, the off-site parking lots would be discontinued. I hope that the other equipment that is owned by the Petitioner will be contained on site, such as snow plows, etc. I have also experienced overnight parking in my neighborhood, across from my house. Tufts is taking aggressive actions to prevent or ameliorate employee parking in the

neighborhood. I recommend that the Petitioner establish a method for residents to communicate problems to Athenahealth without having to contact the Watertown Police Department. I support the stacked parking as a preventative measure should additional parking be needed. The metal screen around the garage – it is fading and pitting of the metal needs to be ensured.

Gary Shaw, the garage floor to floor height was increased, to accommodate stacked parking. Did this affect the overall height, particularly with respect to impacts on the community? The new plantings need serious attention, and take into account Best Practices to ensure that the trees flourish.

Mark Blair, the building height did not change, it would slightly decrease in height. The note on the plan identifies the changes with respect to the five Sycamores.

Gideon Schreiber, the Master Plan required that each Phase would call out the specific landscaping, and would be part of each Phase. As part of this approval, the landscaping for this Phase would have to be included and approved. The West garage design has changed, and the final iteration affected the Sycamores. The Community Meetings showed the various designs, and I suggest that the iteration produced in July for the Master Plan show the impacts to the street trees. The Site Plan Review plans are the ones being discussed tonight.

John Hawes, the Arsenal Project plans have perhaps even less detail at the Master Plan phase than those provided for Athenahealth. We need to focus on the plans and materials that are the topic of tonight's discussion.

Gary Shaw, we are enduring an onerous problem with off-site parking. I suggest that it would be reasonable for the Board to include a condition that requires Athenahealth with the burden to discourage off-site parking.

Jeffrey Dirk, Vanasse & Associates, the Planning Board was forward-thinking with the Master Plan approval. The Petitioner worked with DCDP staff to include parking in the TDM Plan. The Plan requires monitoring of on and off-site parking. It also requires the results of the monitoring be submitted to the Town, and include penalties if the off-site parking is not addressed.

Gideon Schreiber, the TDM Plan requires Athenahealth to monitor off-site parking by employees. The exact method has not been worked out, but will have to be developed, or the potential penalties will be applied. The incentives that the Petitioner was also providing, and off-site parking defeats those incentives, which does not help on the TDM goals.

Jeffrey Dirk, one way to implement this would be to have employee vehicle registration numbers, or perhaps windshield stickers to identify employee vehicles.

John Hawes, there is also a role for the Town to play in this issue. I would not necessarily expect Athenahealth to monitor every neighborhood street. All the parties need to be in communication.

A member of the public asked about trucks on Charles River Road. Using this road for staging of construction vehicles wouldn't work, this road is only supposed to be for passenger vehicles.

Elodia Thomas, the Town should have a residential vehicle sticker program, so anyone can easily identify local residents' cars. This would help figure out who should be parking on the streets, long term. I suggest that Athenahealth employees should have a windshield sticker identifying them.

Steve Magoon, the program system appears to be simple, but is not. The administration of such a program is complicated. An example such as the City of Gloucester, Massachusetts. The majority of the time in that program was spent determining who was entitled to a vehicle sticker.

John Hawes, a resident vehicle sticker program was one for the Traffic Commission to discuss. The gentleman with the concern about the lighting should discuss his situation with Athenahealth to find a workable solution. Athenahealth should take note of all of the discussion, including the fence around the property. Because some is Town property, this could be something that Athenahealth could assist with, but should not be only their responsibility.

Jeff Brown suggested a small mockup of the garage exterior would be helpful.

John Hawes, Gary Shaw expressed a concern that the only method of addressing the off-site parking was the TDM Plan. This might already be covered by Athenahealth's approvals.

Steve Magoon, this concern is addressed by the Master Plan, and additional proposed conditions. The condition could be re-worded.

Jeff Brown noted that the Planning Board is the Special Permit Granting Authority in this case, and that this project will not be going to the Zoning Board of Appeals.

Jeff Brown motioned that the Planning Board approve the Phase I of the Arsenal on the Charles Campus Master Plan in accordance with Sections 5.12 & 9.03 of the Watertown Zoning Ordinance based upon the finding that it meets the criteria and conditions set forth in the staff report.

Fergal Brennock seconded the motion.

Vote: 5-0 In Favor.

- **45 Bacon Street & 60 Howard Street – Riverpark Lofts – PB-2016-03** – Amendment to Special Permit

Douglas Annino, Annino Associates, presented the project, Riverpark Lofts and described the amendment request. The project was originally granted a Special Permit approval in November 2013. The change was to create an amenity (fitness) space and connector between the two proposed buildings, #1 and #5. There are not many public/private spaces in the project as originally designed. Large Site Plan and interior floor plans mounted on foamcore to orient them to the proposed project changes, both on the exterior and interior. This describes the proposed fitness space, new roof terrace, and façade changes.

Gideon Schreiber, this proposal diminishes the perception of large building. This is a proposal to create a 2-story interior recreation space between buildings #1 and #5, rooftop deck of 37 feet long by 19'6" wide. The roof terrace will replace an area with skylight and green roof. A 2-family abutter is situated directly next and the proposal will not have direct impact. This project was approved prior to PSCD, all criteria have been satisfied, and this is a minor amendment.

Gary Shaw, is there a landscaped buffer between the two-family structure and one of the project's blank walls? Is the required Building Code egress acceptable through the proposed fitness center?

Douglas Annino, there is a planted, landscape buffer. This aspect of the project has not changed and it is compliant with Building Code, because the occupancy is so low, and the building is fully sprinklered.

Jeff Brown, are the pools lap pools? Why not join them together?

Douglas Annino, they are "endless pools," where swimmers work against constant water current. The desire was to maintain an open center area.

Fergal Brennock, why is the project construction taking so long? Timing in project construction is often critical, given the embedded time limits in Special Permits, and the impacts to surrounding neighbors.

Douglas Annino, the owner is his own contractor. The largest problem is to get above grade because of the need for specialty concrete forming. The impacts to the surrounding area, and the cost to the Petitioner, are a major factor

John Hawes, the original approval was given about 3 years ago.

....., abutter, the work crew is generally very small, working sun-up to sun-down. One of the most critical issues is that the neighbors brought up during the original review was parking. There is no parking at all along Howard Street. We are excited to get a new restaurant, but concerned about overflow parking on the street, and affecting the neighborhood. The outcome was creation of two parking lots. Will they be used efficiently, if there is no way to travel through the site, to get to the restaurant? I am concerned about the work-live spaces and businesses having access to the parking lots and about people walking through the site.

Gideon Schreiber, the commenter was highlighting the two municipal lots, one of which was a condition of the 2013 approval. It has taken time to get permitting from Cambridge. There would be a parking lot on Main Street, by the Halfway Café, and a new lot nearer to the project that would be connected by a Community Path. It would run along the old rail corridor.

Steve Magoon, parking for the restaurant is provided on site. The parking areas that Mr. Schreiber was describing were not for the restaurant. I acknowledge the abutters' concerns, but these parking areas were not changing as a result of the amendment request. DCD&P staff would be happy to discuss any concerns.

Jeff Brown motioned to approve the request for Amendment to Special Permit PB-2013-05 under Section 5.02(g) granted 11/236/13 based upon the finding that it meets the criteria set forth in the Zoning Ordinance subject to conditions set forth in the staff report.

Fergal Brennock seconded the motion.

Vote: 5-0 In Favor

Fergal Brennock motioned to adjourn the meeting at 10:15 PM.

Jeff Brown seconded the motion.

Vote: 5-0 In Favor.

MEETING ADJOURNED: 10:15 PM MINUTES APPROVED: _____
For more detailed Minutes see the DVD dated 10/13/16 available in the DCDP office.