Town of North Andover
PLANNING BOARD

Approved 8-16-16

John Simons, **Chairman**
Lynne Rudnicki
Peter Boynton

David Kellogg
Lora McSherry
Regina Kean (Associate)

Tuesday July 26, 2016 @ 7 p.m. 566 Main Street- School Administration Building, North Andover, MA 01845

Present: J. Simons, L. Rudnicki, L. McSherry, D. Kellogg, P. Boynton, R. Kean
Absent:
Staff Present: J. Enright, R. Oldham, B. Wolstromer

J. Simons, Chairman: The Planning Board meeting for Tuesday, July 26, 2016 was called to order at 7 p.m.

BOND RELEASE:
Stanton Woods, Michael Green: Requests final release of Roadway Bond.
J. Enright: Stanton Way was accepted as a Town Street at the May 2016 Town Meeting. All conveyances have been recorded along with the street layout plan. The DPW has signed off and the developer has submitted all required documentation. I recommend the full bond release of $49,800.
MOTION: L. Rudnicki made a motion to release the Roadway bond in full, $49,800 for Stanton Woods. D. Kellogg seconded the motion. The vote was 5-0, unanimous in favor.

PUBLIC HEARINGS:
NEW PUBLIC HEARING: 1210 Osgood Street, Forgetta Development LLC, Robert Bohlen: The Applicant proposes construction of approximately 40,000 square feet of commercial space contained within five (5) separate buildings, parking spaces, stormwater management facilities, landscaping, signage and other improvements to be located on a 4.3-acre portion of currently vacant 13.8 acre parcel. This project is within the B-2 Zoning District.

NEW PUBLIC HEARING: 1210 Osgood Street, Princeton Development LLC, Andrew Chapin: The Applicant proposes the construction of a market rate rental residential community to be known as Princeton at North Andover Apartment Homes, consisting of a total of 192 one- and two-bedroom units to be contained within four (4) separate four story, garden-style buildings, each having a building footprint of 15,050 square feet, along with a clubhouse/leasing management office, pool, parking spaces, stormwater management facilities, landscaping, signage and other improvements to be located on approximately 9.5 acres of land on a currently vacant 13.8 acre parcel. This project is located within the B-2 Zoning District.
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J. Simons: We have two public hearings; one on the commercial development of this property and one on the residential development. Both will go through the Site Plan Review process. However, the residential will also go through the Special Permit process asking for the use to be allowed in this district. This comes as a result of the Town Meeting vote establishing the Planning Board as the Special Permit Granting Authority for multi-family housing in the B-2 zone.
J. Enright: The parcel consists of approximately 14 undeveloped acres located between the existing Hokkaido restaurant and Forgetta Farm. All infrastructure is connected and the stormwater and civil review for both projects will be conducted concurrently. We are collecting Department and peer reviews and we will have those to share at the next hearing.
John Smolak, Project Attorney: The parcel has been vacant for 16 years. In 2000, the Planning Board approved a retail/office project in excess of 220,000 sq.ft. The original project was abandoned due to the downturn in the economy and departure of Lucent Technologies from 1600 Osgood St. We are presenting a redevelopment with a balanced mix of uses. Four acres will be retail/restaurant/commercial called "Endicott Plaza". The remaining ten acres will include 192, one- and two-bedroom, market rate rental units contained in four separate buildings. We

have placed an emphasis on pedestrian connectivity on site. We have captured a "neo-colonial" commercial design, similar to Market Street in Lynnfield.
Joe Pezznola, Civil Engineer: There are two wetlands on site and a couple off-site that will impact our design. There is 20ft. of topographical relief along Osgood St.; there's 1100ft. of frontage on the 13.8 acres; and there is 45ft. of topographical relief from the high point at the northeast corner to the low point at the southwest corner which posed pedestrian and ADA challenges. We focused the commercial; four-building layout along Osgood St. There are four residential buildings to the rear; 48 units each; four stories tall; a leasing center and residential carports. We are providing 25% of the total residential parking via these "carports" as an amenity to the residents. Access is primarily at the south entrance which is fully aligned with Barker Street across the way and is the primary entrance for both residential and commercial. It will be configured with a single lane in; two lane exit. There will be an initial roundabout and leasing center with a clubhouse component. There are 3 exits off the proposed roundabout. There will be a two lane roadway around a branch bank and drive thru. The plaza landscaping and lighting will have a "spine feature" that connects the commercial and residential-running east/west, opening the corridors. Parking is distributed throughout the site. The north exit or secondary exit/entrance will be restricted to right- in and right-out only (accessed by heading south) and will be signed. There will be common infrastructure via cross easements. We are able to provide the required amount of parking spaces for the commercial component, however, we are 12 parking spaces short of compliance for the residential component and are therefore seeking a Parking Reduction permit. We have done a comprehensive grading plan. We do have planes where buildings are set down slightly from the roadway. The commercial plane rises softly northward and downward to the residential toward the west, to overcome the 45ft difference. The commercial buildings, residential buildings and leasing center, will be connected to municipal sewer. The back two residential buildings will feature a pump station. Utilities will be located underground.
Jeffrey Dirk, Principal Vanasse &Associates, Inc., Traffic Engineer: We studied three peak time periods; morning/commuter peak between 7 & 9 a.m., the highest traffic between 4 & 6 p.m. and we looked at shoppers on Saturdays between the hours of 11 & 2 p.m. Osgood Street accommodates approx.15,600 vehicles per day; two way traffic over 24 hours and Saturdays 12,500. 70% of vehicles are heading southbound and the same amount northbound in the evening. We've analyzed two conditions; Options A and B, (we are presenting Option A), both include 192 residential units; the mix and the size of the retail component differs. We propose to install a traffic signal at the Barker Street intersection. To install a signal we need to meet 9 "warrants" required by MassDOT for a state highway. Safety is the most critical element, speed of traffic, motor vehicle crash history, pedestrian and bicycle combinations. MassDOT has implemented the "Healthy Transportation Initiative"; all projects have to accommodate pedestrians and bicycles even if the corridor doesn't currently reflect those trends. A push button pedestrian crosswalk will be added across Route 125.
Mark Yanowitz, AIA, Principal of Verdeco Designs, LLC & Associate of JD LaGrasse & Associates: Showed images of site context along Route 125 Corridor; traditional New England vernacular, one and two story buildings, gabled roof articulation, suburban commercial businesses.
P. Boynton: Is this an accurate representation, because the first row of residential seems to be almost at the same elevation as the front commercial? There's no advantage of topography here in terms of lowering the profile of the first row of those four story buildings. I'm just reconciling what we were essentially told before which was that the topography would just allow you to see the roofline of the front row of commercial and because of the topography, the subsequent residential would "visually" be somewhat similar in height. What is the difference in elevation between the ground floor front row of the commercial buildings compared to the first two residential buildings?
M. Yanowitz: There is a topography drop. We are carving the two story commercial buildings into the site as we go north to keep the commercial plaza areas pedestrian friendly and ADA compliant.

Board and Applicants: Discussion regarding elevations of commercial and residential buildings, topography, grading changes, pedestrian connectivity and ADA compliance concerns, and a balance that needs to be struck to make the site work.
Rob Schaefer, R.A. & D.M. White Architects, LLC: Presented the "fly-by" video highlighting the Main Corridor between Buildings 3 & 4, retail, multiple finishes, i.e. board & batten, shingles, clapboards, gooseneck lighting, signage areas, and residential, etc.
L. McSherry: Is the traffic light a given? This project definitely needs a traffic light.
J. Dirk: Our analysis supports a traffic light and your peer review supports this as well. You would condition it in your Decision.
L. Rudnicki: How many cars will fit into the turning lanes, the left and right turning lanes?
J. Dirk: The lanes will be at least 100 feet long; somewhere between 4-5 vehicles that'll get processed. The lanes are sized based on our turning analyses. The design requirement is that it has to hold 1.5 times the maximum queue that's projected for the signal so we will meet that or DOT wouldn't approve it.
L. Rudnicki: Why only 5 parking spaces at the clubhouse? You'll have a lifeguard in the summertime, 1-2 employees at the leasing office, 1 handicap parking space which leaves only 1 space for a resident?
J. Pezznola: Our target is 1.75 and we are providing more than that. Employees would park internal to the site.
L. Rudnicki: Will you leave a sewer tie-in for the next property up?
J. Pezznola: There is currently an easement for that. It will be relocated.
L. Rudnicki: Regarding handicapped residential needs, what is the distance from the parking to the elevator, then to the units? Double loaded corridors, backtracking. Is the main entrance centrally located?
J. Pezznola: The entrances are at either end of the buildings.
D. Kellogg: Have you approached the FAA regarding your proximity to the runway?
J. Pezznola: We have had extensive conversations with the manager of the airport as well as the local FAA out of Vermont. We understand we are within the height limitations.
J. Simons: Quickly discuss hours of operation, how you will service the commercial and where you'll place the dumpsters?
J. Pezznola: We haven't formulated a formal plan as yet. Operating hours won't be unusual. The dumpsters will be integrated into the commercial site plan. There will be a single compactor that residents will drive to with their trash. There will be provisions for recycling and there will be a ramp for handicapped residents.
Brian Sibley, Prospective member of North Andover community: What percentage is required to maintain the viability of the property?
Jeff Brown, Princeton Properties: We have over 5K apartments throughout New England. Our average occupancy rate is 93 for sustainability.
Kathleen Colwell, Abutter, 253 Hickory Hill Road: The most important thing is the establishment of a traffic light at Barker Road and related pedestrian connections.
J. Simons: I do think a Saturday a.m. site visit is in order, provided staking of buildings, etc. is accomplished. The Board agreed to schedule that after the next meeting.
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DISCUSSIONS
70 Ogunquit Lane (Lot 1), Sandra Hafiz: Discussion on construction requirement of Utility and Access Easement and request for Certificate of Occupancy Permit for Lot 1.
J. Enright: Phase 2 of Rocky Brook Estates was permitted in 1998. There were two very long cul-de-sacs, Rocky Brook and Ogunquit Lane. The Definitive Subdivision approval included a condition for a Utility and Access

Easement to run across Lot 1and a requirement for construction of the easement. The easement is intended to go across Lot 1 through to Bennett Road in Boxford. The construction requirements are defined in a note on page 6 of the Plans. This access easement has not been constructed. At the time, Peter Breen owned both lots and has since sold Lot 1, the lot conditioned in the Decision, and has sold Lot 7A the Lot in Boxford.
J. Simons: This is not compliant. Why aren't they in compliance?
J. Enright: Since the subdivision was permitted, the lot was sold and a contractor was hired to construct the house. The owner is now seeking a Certificate of Occupancy (CO) and have prospective buyers for the home. The construction of the easement is a condition prior to the issuance of a CO for Lot 1.
Attorney Goldberg, Representative of Current Property Owner: There was a Form J on this lot signed by all parties and this Board said this lot was compliant in all respects two years ago. It then went to the Planning Director who noticed it and sent it to Town Counsel.
J. Simons: I'd like to dig into the record a little more. Access is a big deal and that was the original intent.
BOARD: General discussion regarding letters submitted by the North Andover Fire Department and how much of the easement is currently constructed.
Attorney Goldberg: The North Andover side is somewhat completed. The Boxford side is wooded; with a barrier. The Lot in Boxford is registered land and does not have an easement on it. It is owned, registered, etc.
Bill McKay, Contractor: I built the house and these people are trying to move in. The elevation change is approx. ten feet with a guard rail. You couldn't put an easement there without fill. You can't do it with wood chips. That part of the land is in Boxford. Take the common sense approach; you can't put the easement in; just defer it.
J. Enright: There is a recorded easement on the Boxford Lot. The guardrail appears to not block the easement access.
J. Simons: Is everyone okay with having the Planning Director hold this until it's sorted out? If it is feasible to get this easement, I think we should do it. If not, you should send us a note explaining why it's not feasible and what the mitigation is.
J. Enright: I would ask that Attorney Goldberg provide whatever documentation he has on that Boxford Lot that indicates that there is no easement. I will discuss this documentation and any other documentation provided with Town Counsel.
[Continued to August 16, 2016]

351 Willow Street South, Bake 'N Joy: Request for determination of Insubstantial Change to Site Plan Review Special Permit
J. Enright: In February of 2015, Bake 'N Joy was an Applicant for a Site Plan Review Special Permit to add an 11K sq. ft. addition and a parking area. They were also granted a Parking Reduction Special Permit. Since 2015, they have not constructed that addition or the parking area. They have purchased an adjacent building and are now moving some of their operation into the adjacent building. They have three uses within the building: manufacturing, warehousing and office space and the distribution of space for those uses is changing. They still want to build the addition and the parking area. They are here to discuss changes to the plan.
John Morin, Engineer. Morin Cameron: Shortly after Bake 'N Joy received their Special Permit they purchased 160 Flagship. They still want to build the addition, but they have changed uses. Described the proposed changes to the site plan. By decreasing the amount of impervious coverage, the stormwater management design doesn't change. Within the building, an additional 700 sq. ft. is gained from the extension of the addition. Due to the move, they are reducing the amount of office space, resulting in a parking reduction. Also due to the move, they decrease their warehousing needs. They are increasing the amount of manufacturing. The required parking spaces originally was 214; now it is 206 spaces. At the time, we requested a 35% reduction in parking which we received

from the Planning Board, which took the spaces from 214 to 140. Now we go from 206 to 134 spaces. Proposed total spaces is still 142. We are required to have 6 bays and we are proposing 7. Some of this work is within the 100 ft. buffer zone so we will be going before Conservation.

MOTION: D. Kellogg made a motion to approve the Insubstantial Change to the Site Plan Review Special Permit for 351 Willow Street South, Bake 'N Joy. L. Rudnicki seconded the motion.

MINUTES APPROVAL

MOTION: P. Boynton made a motion to approve the July 5, 2016 minutes, as amended. L. Rudnicki seconded the motion. The vote was 5-0, unanimous in favor.

ADJOURNMENT

MOTION: P. Boynton made a motion to adjourn the meeting. The motion was seconded by L. Rudnicki. The vote was 5-0, unanimous in favor. Meeting adjourned @ 9:20 p.m.

MEETING MATERIALS: Planning Board Meeting Agenda July 26, 2016; DRAFT Planning Board Minutes July 5, 2016; Stanton Woods: Bond Release Memo, Stanton Way Bond Spreadsheet; 1210 Osgood Street, Forgetta Development LLC, Robert Bohlen (Commercial): 1210 Osgood Street Elevation Animation, 160726 Site Location Map (1), 160726 PB Meeting Presentation, **Civil Review**: TEC Civil Review 20160722; **Commercial**: Commercial Stormwater Report_160622, Exhibit F Commercial_Fiscal & Community Impact 160618, Submitted Commercial Application 160622, **Plans**: Elevations-160714 La Grasse-Princeton @ No. Andover (Color Perspective), 160714 REVISED Elevations and Site Plan(PERMIT SITE PLAN), 2016.06.21-Forgetta Farms_Schematic Streetscape Elevations, p1 First Floor Plan, p2 Elevations Side Front, p3 1st Floor Plan, p4 Elevations side front, p5 Elevations left side street; Site Plans- 19770 EC Existing Conditions Plan, 19770SP-DT Site Details, 19770SP-ESC Erosion and Sediment Cont., 19770SP-GD Grading and Drainage, 19770SP-L-1 Conceptual Landscape Plan, 19770SP-L-2 Conceptual Lighting Plan, 19770SP-LM Layout and Materials, 19770SP-TS Cover, 19770SP-UT Utility Plan; **Residential:** 160719 Fiscal and Community Impact Analysis-Residential, Residential Stormwater Report_160622, Submitted Residential Application, **Traffic Study:** 160715 Appendix 0716 Traffic Count Data, 160715 Transportation Impact Assessment 0716, 160726 Osgood Street Traffic Layout; 1210 Osgood Street, Princeton Development LLC, Andrew Chapin (Residential): **Civil**: T0652.02_Princeton Apartment Homes …Peer Review #1_7-22-2016, **Commercial:** Commercial Stormwater Report_160622, Exhibit F Commercial_Fiscal and Community Impact, Submitted Commercial Application, **Plans:** Elevations-160714 La Grasse-Princeton @ No. Andover (Color Perspective), 160714 REVISED Elevations and Site Plan, 2016.06.21-Forgetta Farms_Schematic Streetscape Elevations, p1 First Floor Plan, p2 Elevations Side Front, p3 1st Floor Plan, p4 Elevations side front, p5 elevations left side street, Site Plans-19770 EC Existing Conditions Plan, 19770SP-DT Site Details, 19770SP-ESC Erosion and Sediment Cont., 19770SP-GD Grading and Drainage, 19770SP-L-1 Conceptual Landscape Plan, 19770SP-L-2 Conceptual Lighting Plan, 19770SP-LM Layout and Materials, 19770SP-TS Cover, 19770SP-UT Utility Plan, 160714 REVISED Elevations and Site Plan, **Residential:** 160719 Fiscal and Community Impact Analysis-Residential, Residential Stormwater Report_160622, Submitted Residential Application, **Traffic Study:** 160715 Appendix 0716 Traffic Count Data, 160715 Transportation Impact Assessment 0716; 160726 Osgood Street Traffic Layout ; 70 Ogunquit Lane (Lot 1), Sandra Hafiz: Definitive Subdivision Plans note on page 6, Definitive Subdivision Decision, Hafiz Quit Claim Deed, Hi-Lited Easement Area, Land Court Plan Lot 30, Locus, Lot 1 Ogunquit Lane Form J Lot Release, Misc. Correspondence, Utility and Access Easement, Lt. Bonenfant's Letter 20160726; 351 Willow Street South, Bake 'N Joy: 150217 Notice of Decision SPR, Insignificant Change Letter (2), Insubstantial Sketch Plan (1), Locus, Parking and Loading Bay Tables (1), 160726 REVISED Parking & Loading Bay Tables.