QUINCY PLANNING BOARD

Quincy City Hall, 1305 Hancock Street, Quincy, MA 02169
(617) 376-1362 FAX (617) 376-1097
TTY/TDD (617) 376-1375

PLANNING BOARD MEETING MINUTES

Wednesday, December 11, 2013

MEMBERS PRESENT:	Chairman William Geary, Coleman Barry, Glen Comiso, James Fay, Richard Meade
MEMBERS ABSENT:	None
OTHERS PRESENT:	Dennis E. Harrington, Planning Director Christine Chaudhary, Planning Board Recording Secretary Kristina Johnson, Director of Transportation Planning

Meeting called to order and attendance roll call taken at 7:03 PM by Chairman William Geary.

7:05 PM VOTE TO ACCEPT NOVEMBER 13, 2013, PLANNING BOARD MINUTES
MOTION: by Member Barry to approve the November 13, 2013, Planning Board meeting minutes
SECOND: Member Comiso
VOTE: 5-0 MOTION CARRIES

PUBLIC HEARINGS (2):

Planning Director Dennis E. Harrington stated that the scheduled 7:10 pm Public Hearing is related to the Special Permit Granting Authority of the City Council. Over the years, as a courtesy, the Planning Board has held a Public Hearing on this type of matter, though technically not required to by MA Chapter 40A, the Director explained. The Director further explained that the Planning Board will vote to provide an affirmative or a negative recommendation.

The scheduled 7:20 pm Public Hearing is a proposed Zoning change, and the law does require a Public Hearing by both the Planning Board as well as the City Council. The Planning Board will issue an affirmative opinion or a negative opinion for consideration by the City Council after the Council conducts its Public Hearing, which is scheduled for 12/16/13.

The first matter must be handled before the second can proceed, explained Director Harrington. Attorney Robert Harnais, Harnais Law, 15 Foster Street, Quincy, represents the Applicant on both matters.

7:10 PM Public Hearing, City Council Order No. 2013-202, 55 Newport Avenue, Landowner's Request to Amend existing Planned Unit Development Zoning Decision Order No. 094097 Approved by the City Council, acting as Special Permit Granting Authority, on December 19, 1994.

Chairman Geary read the Notice of Public Hearing into the record: The Quincy Planning Board will hold a public hearing on Wednesday, December 11, 2013 at 7:10 PM in the new City Council Chambers, 2nd Floor, Quincy City Hall Annex, 1305 Hancock Street, Quincy, MA, to consider City Council Order No. 2013-202, an application filed under City Ordinance Title 17, Chapter 8, Sub-section 4 by The Stop and Shop Company and WJG Realty Company for an Amendment to existing 55 Newport Avenue Planned Unit Development Special Zoning Permit Order Number 094097 issued by the City Council, acting as Special Permit Granting Authority, on December 19, 1994.

The pending application proposes the following Amendment to the current Stop and Shop Company supermarket's Newport Avenue PUD: remove from the approved PUD project map Lot 5 as shown on a plan entitled "Plan of Land, Newport Avenue, Quincy, MA—Property Line Plan" dated July 17, 1995 drawn by Yunits Engineering Co., Inc. recorded with Norfolk Registry of Deeds as Plan No. 477 of 1995 in Plan Book 431 and described as follows: 38,442 sq. ft. of land with buildings thereon shown on City of Quincy Parcel Map No. 51 fronting on Fayette Street, Holbrook Road and Farrington Street, identified on Assessor's Map No. 6107 as Plot 29 - Lot 5.

Representing Stop & Shop, Attorney Robert Harnais, Harnais Law, 15 Foster Street, Quincy, MA, stated that Stop & Shop owns property on Newport Avenue including a piece of vacant property on Fayette Street. Attorney Harnais explained that they are seeking to amend the Special Permit from PUD to Residence "C" for the Fayette Street property so the property can be sold. Stop and Shop does not use nor need that piece of property and wants to sell it. Galvin Construction wants to buy it and develop it, Attorney Harnais stated.

Chairman Geary asked Mr. Harnais to describe the property in question. Mr. Harnais stated that the property is located on 39 Fayette Street, and is behind Stop and Shop. He said it is the location of the old foundry. There is no activity on that piece of land now. The condition of the property is abandoned, stated Mr. Harnais. There is an empty, below-average building on the property now. In response to the Chairman's questions, Attorney Harnais stated that Galvin Construction would like to build a multi-family townhouse there, and there is a Purchase & Sales Agreement between Galvin Construction and Stop and Shop. Attorney Harnais made it clear that he does not represent Galvin Construction. Attorney Harnais stated that he spoke with Councillor Coughlin, the Ward Councillor, who liked the idea. The blighted property would be much improved by the Galvin development. Chairman Geary asked if the area going west from the parcel in question is located from where Stop and Shop is, past the 99 Restaurant area, is predominantly residential; Attorney Harnais stated that it is. There were no further questions from the Board.

7:16 PM
MOTION: by Member Barry to close the Public Hearing
SECOND: Member Meade
VOTE: 5-0 MOTION CARRIES

7:17 PM
MOTION: by Member Barry for an Affirmative Recommendation that Lot 5 be removed from the Stop and Shop PUD Permit No. 094097. Lot 5 is located on the northerly side of Fayette Street at number 39(-47).
SECOND: Member Meade
VOTE: 5-0 MOTION CARRIES

7:20 PM Public Hearing, City Council Order No. 2013-203, Landowner's Request to Rezone Lot 5 at 39 Fayette Street as shown on Map 6107, Plot 29, Lot 5, from Planned Unit Development (PUD) to Residence "C"
Chairman Geary read the Notice of Public Hearing into the record: The Quincy Planning Board will hold a public hearing on Wednesday, December 11, 2013 at 7:20 PM in the new City Council Chambers, 2nd Floor, Quincy City Hall Annex, 1305 Hancock Street, Quincy, MA, for the purpose of considering Council Order No. 2013-203 which proposes a change in Zoning District for the following parcel of land:

In Title 17, City of Quincy Zoning Ordinance, Chapter 2.0, Districts and Map 2.2 add the following: That land presently zoned PUD and shown on assessors' plan 6107 plot 29 be rezoned to Residence "C". Said land is located on the northerly side of Fayette Street at Number 39.

Representing Stop and Shop, Attorney Robert Harnais, Harnais Law, 15 Foster Street, Quincy, MA, stated that Galvin Construction entered into a Purchase and Sales Agreement with Stop and Shop back in April with a contingency related to re-zoning of the property to Residence "C". Attorney Harnais stated that Mr. Galvin's intention is to build multi-family units. City Councillor Coughlin had a neighborhood meeting where the proposal was well received, stated Attorney Harnais. The proposed development will improve the conditions greatly over existing conditions of the rundown piece of property, stated Attorney Harnais. Member Meade asked if the property in question is contiguous to another Residence "C" parcel; Attorney Harnais stated that he believed the area is mostly Residence "B". Attorney Harnais respectfully asked the Board to recommend to City Council that the parcel be rezoned from PUD to Residence "C". There were no further questions or comments from the Board.

7:23 PM
MOTION: by Member Meade to close the Public Hearing
SECOND: Member Fay
VOTE: 5-0 MOTION CARRIES

7:24 PM
MOTION: by Member Comiso to approve that land presently zoned PUD and shown on Assessors' Plan 6107 as Plot 29, Lot 5 be rezoned to Res "C." Said land is located on the northerly side of Fayette Street at number 39(-47).
SECOND: Member Meade
VOTE: 5-0 MOTION CARRIES

7:25 PM
BUSINESS MEETING:
Agenda Item #2. Presentation and Discussion of Transit Oriented Development overarching principles
Ms. Kristina Johnson, Director of Transportation Planning, used projector with slides while presenting (Slides attached as Exhibit A). Ms. Johnson explained the differences between Transit Oriented Development (TOD) vs. Transit Adjacent Development (TAD). The majority of development in the U.S. at transit stations is not TOD, but rather TAD, Ms. Johnson explained. TOD must be shaped by transit. Ms. Johnson contrasted the differences of two Quincy neighborhoods—near the Quincy Center T Station versus the area around the Quincy Adams T Station. The Development in the area of the Quincy Center T is more of an example of TOD—the area is walkable and is mixed use. MBTA Commuters run their errands on foot or use automobile alternatives such as biking to get around. The Quincy Adams T Station, Ms. Johnson explained, is designed for commuters who live outside of Quincy so they can park to take public transportation to work. The development in that area is what Ms. Johnson called suburban style development, not really convenient for walkers. Ms. Johnson explained the TOD scoring system, using the TOD concepts as defined by research from the Dukakis Center for Urban and Regional Policy, Northeastern University, as shown on slides (attached Exhibit A). Ms. Johnson reviewed the map showing the orientation of different neighborhoods around public transit stations—such as a TOD Scoring System orientation of Transit-Adjacent for the Quincy Adams T Station.

As outlined in her 12/11/13 memorandum to the Planning Board (attached), Ms. Johnson stated her recommendation is that the Quincy Planning Board adopt the following definition of Transit Oriented Development as general policy in its review of site plan and special permit applications: *Transit Oriented Development (TOD) consists of moderate to higher density compact mixed use development located within an easy five to ten minute walk of a major transit stop. TOD involves high quality urban development and/or redevelopment with a mix of residential, employment and shopping opportunities designed in a pedestrian oriented manner without excluding the automobile.*

Chairman Geary thanked Ms. Johnson. The Chairman summarized what he took from the presentation. Locations such as Quincy Center are highly dense with a lot of residential occupants, many who rely on the transit located very near where they reside and who frequent the local shopping and business establishments by foot. This is in contrast to the Quincy Adams transit station, which was designed to attract motorists, the Chairman stated. The Chair spoke about the 560 parking spaces at Wollaston T Station, and the larger parking lot at North Quincy Station—which usually has more parking availability than the Wollaston T

lot. There were over 800 parking spaces lost when the Quincy Station garage closed due to structural problems. In response to a question by the Chairman, Ms. Johnson stated that 85 percent of the people who park at the Wollaston T lot live within ½ mile of the station. The Chairman and Ms. Johnson agreed that both the neighborhood around North Quincy T and the neighborhood around Wollaston T qualify as TOD.

The Chairman asked Ms. Johnson and the Members if adopting this recommendation could potentially impede the Board's deliberations or the potential for TOD if the competing perspective is with cities such as Cambridge, Boston, Somerville. Ms. Johnson explained that there are different definitions that exist, but Ms. Johnson stated she wrote a definition specifically for Quincy--which is a city of neighborhoods but a city much different than Cambridge, Boston and Somerville which are more dense. The goal, she stated is to not impede TOD, but to review development appropriately and not allowing a self-identification of development as TOD just because a development is proposed near public transit. The Chairman asked that if the Board were to adopt the recommendation, would the recommendation still be up to the Board to interpret? Ms. Johnson answered, "Yes". Member Barry asked if the Board were to adopt the recommendation, what benefits does that give the applicant—what hurdles are cleared more easily? Ms. Johnson stated that it's not about clearing any hurdles, but Planning staff could ensure that the project is reviewed and mitigated properly—becoming the best project possible. Ms. Johnson stated that what should be avoided is classifying projects as TOD in order to avoid parking requirements. Ms. Johnson used the 68 Beale Street TOD review process as an example. The scope of the review was different, especially what the traffic review consisted of, because of the TOD designation.

There was more discussion about the differences between TOD and TAD, and other examples of development such as Crown Colony were discussed. Ms. Johnson spoke about the importance of visioning for an area; it is hard to piece meal TOD, she stated. Member Comiso asked if there was a City push for TOD. Ms. Johnson stated that the Quincy Center project is a huge TOD project, and the Wollaston T area Re-Envisioning is a catalyst for economic development. Member Comiso asked if there were best practices in use by other cities/regions. Ms. Johnson noted Somerville, and its visioning in conjunction with the future Green Line extension--as well as practices used by Boston and Cambridge.

There were no further questions or comments from the Board Members.

Per the 12/11/13 memorandum to the Planning Board (attached), Ms. Johnson's recommendation is that the Quincy Planning Board adopt the following definition of Transit Oriented Development as general policy in its review of site plan and special permit applications: *Transit Oriented Development (TOD) consists of moderate to higher density compact mixed use development located within an easy five to ten minute walk of a major transit stop. TOD involves high quality urban development and/or redevelopment with a mix of residential, employment and shopping opportunities designed in a pedestrian oriented manner without excluding the automobile.*

The Chairman asked for a Motion to adopt the proposed definition as a guideline for consideration of those projects that come before the Board in the future which are designated as Transit Oriented Development and that the Board will use this definition as a guide for determining whether or not it actually is a Transit Oriented Development.

7:57 PM
MOTION: by Member Barry that the Board adopt the following definition: "Transit Oriented Development (TOD) consists of moderate to higher density compact mixed use development located within an easy five to ten minute walk of a major transit stop. TOD involves high quality urban development and/or redevelopment with a mix of residential, employment and shopping opportunities designed in a pedestrian oriented manner without excluding the automobile." as a policy guideline for considering future projects that may come before the Board that are represented to be Transit Oriented Development. The Planning Board will use the above TOD definition as our guide for determining whether or not the project is actually a qualified Transit Oriented Development.

SECOND: Member Comiso
VOTE: 5-0 MOTION CARRIES

CONTINUED PUBLIC HEARINGS (2):

7:59 PM Continued Public Hearing, 20 Fort Street, Special Permit-Site Plan Review, Planning Board Case No. 2013-17
Chairman Geary read into the record: In accordance with the provisions of Chapter 40A, Section 11 MGL and Title 17 of the Quincy Municipal Code, the Quincy Planning Board will hold a continued public hearing on Wednesday, December 11, 2013 at 7:30 P.M. (actual start time 7:59 PM) in the new City Council Chambers, 2nd Floor, Quincy City Hall Annex, 1305 Hancock Street, Quincy, MA, on the application of Austin Realty Proprietorship South, LLC, Steven Austin, Manager, for a Special Permit, Site Plan Review, Finding and Parking Waiver under Quincy Zoning Ordinance Title 17, Sections 5.1.17, 8.1, 8.3, 9.4 and 9.5. The proposed work site is located at 20 Fort Street and the proposal is to convert the existing 5,679 square foot office building into 14 studio apartments. The lot is 7,344 square feet. The land is within the QCD-10 District and Flood Plain Overlay District and is shown on Assessors' Map 1166 as Pt. Lot 6, Plot 44.

The Chairman noted that the petitioner requested a continuance, and Attorney Christopher Harrington submitted a letter to the Planning Board dated December 11, 2013.

8:00 PM
MOTION: by Member Comiso to continue the public hearing to a future designated date.
SECOND: Member Fay
VOTE: 5-0 MOTION CARRIES

8:01 PM Continued Public Hearing, 6-8 Old Colony Avenue, Special Permit-Site Plan Review, Planning Board Case No. 2013-16
Chairman Geary read into the record: In accordance with the provisions of Chapter 40A, Section 11 MGL and Title 17 of the Quincy Municipal Code, the Quincy Planning Board will hold a continued public hearing on Wednesday, December 11, 2013 at 7:45 P.M. (actual start time 8:01 P.M.) in the 2nd floor Conference Room, Quincy City Hall Annex, 1305 Hancock Street, Quincy, MA, on the application of RL Estate Development, LLC, for approval under the Quincy Zoning Ordinance, Site Plan Review under section 17.9.5.1, Special Permit under 17.9.4 and 17.5.1.17 related to parking requirements, for the conversion of an existing Three (3) Family building located at 6-8 Old Colony Avenue, Quincy, into a seven (7) unit residential building with parking for seven (7) vehicles and related improvements. The subject property is located within a Business C zoning district and shown on City of Quincy Assessors' Map No. 5091, Lot 124, Plot 3.

Attorney Henry S. Levin, Levin & Levin, LLP, 875 Southern Artery, Quincy, MA, submitted a 11/26/13 letter to the Planning Board requesting a continuance due to a series of new plan revisions that are necessary in response to a peer review report from the Planning Department's peer reviewer Beals & Thomas, dated 11/13/13. Attorney Levin was present, and he stated that the project will be ready for the January 2014 Planning Board meeting.

8:03 PM
MOTION: by Member Meade to continue the Public Hearing to a future designated date.
SECOND: Member Barry
VOTE: 5-0 MOTION CARRIES

BUSINESS MEETING:

Agenda Item #1.
Revisions to Planning Board Rules and Regulations, as adopted in December 2011, including but not limited to Site Plan Review Rules and Regulations

Ms. Kristina Johnson referred to the presentation Mr. Rob Stevens, Urban Renewal Planner, gave on this subject before the Board at its last meeting. Ms. Johnson stated that Mr. Stevens would be before the Board again at its January meeting. Mr. Stevens is meeting with the Chamber of Commerce's permitting committee on December 13th to gather comments on the proposed changes to the Planning Board Rules and Regulations. Mr. Stevens will update the Planning Board in January 2014.

Agenda Item #3.
Four (4) Planning Board Decisions were executed:

- 68 Beale Street, Special Permit-Site Plan Review, Planning Board Case No. 2013-15
- 188 Sea Street, Zamforia Industries, Special Permit, Planning Board Case No. 2013-12

- 44 Town Hill Street, Site Plan Review, Planning Board Case No. 2013-18

- 1369 (-1397) Hancock Street, Modification of an Existing Wireless Antenna Facility, Verizon, Site Plan Review, Planning Board Case No. 2013-19

8:06 PM
MOTION: by Member Meade to adjourn
SECOND: Member Barry
VOTE: 5-0 MOTION CARRIES

Christine Chaudhary

From: Dennis Harrington <dharrington@quincyma.gov>
Sent: Friday, December 20, 2013 3:10 PM
To: Mayor Koch; Jim Fatseas; jtimmins@quincyma.gov; Nicholas Verenis; MAUREEN GEARY; jduca@quincyma.gov; Robert Conlon; bcroall@quincyma.gov; Brian McNamee; Brian Palmucci; dgutro@quincyma.gov; Doug Gutro; Joe Finn; Kevin Coughlin; Kirsten Hughes; Margaret Laforest; Michael McFarland
Cc: Frank Tramontozzi; Kristina Johnson; 'Bill Geary'
Subject: Planning Board Adoption of Transit Oriented Development Definition
Attachments: TOD_PB Presentation_12-11-2013.pdf; TOD Policy Statement Recommendation.pdf; 12 11 13 EXCERPT TOD Minutes Planning Board.doc

All:

The purpose of this e-mail is provide notification that the Planning Board at its open public meeting held on December 11, 2013 adopted the following Transit Oriented Development (TOD) definition as a guideline for considering whether future projects coming before them are actually transit oriented:

> *Transit Oriented Development (TOD) consists of moderate to higher density compact mixed use development located within an easy five to ten minute walk of a major transit stop. TOD involves high quality urban development and/or redevelopment with a mix of residential, employment and shopping opportunities designed in a pedestrian oriented manner without excluding the automobile.*

\lso during this meeting, Kristina Johnson of my staff provided an informational presentation on the overarching principles of Transit Oriented Development.

For your information please find attached the following:

1) Transit Oriented Development Presentation
2) Transit Oriented Development Policy Statement Recommendation to the Board
3) Excerpt of the December 11, 2013 Planning Board minutes, which contains the unanimous vote to adopt the TOD policy guideline.

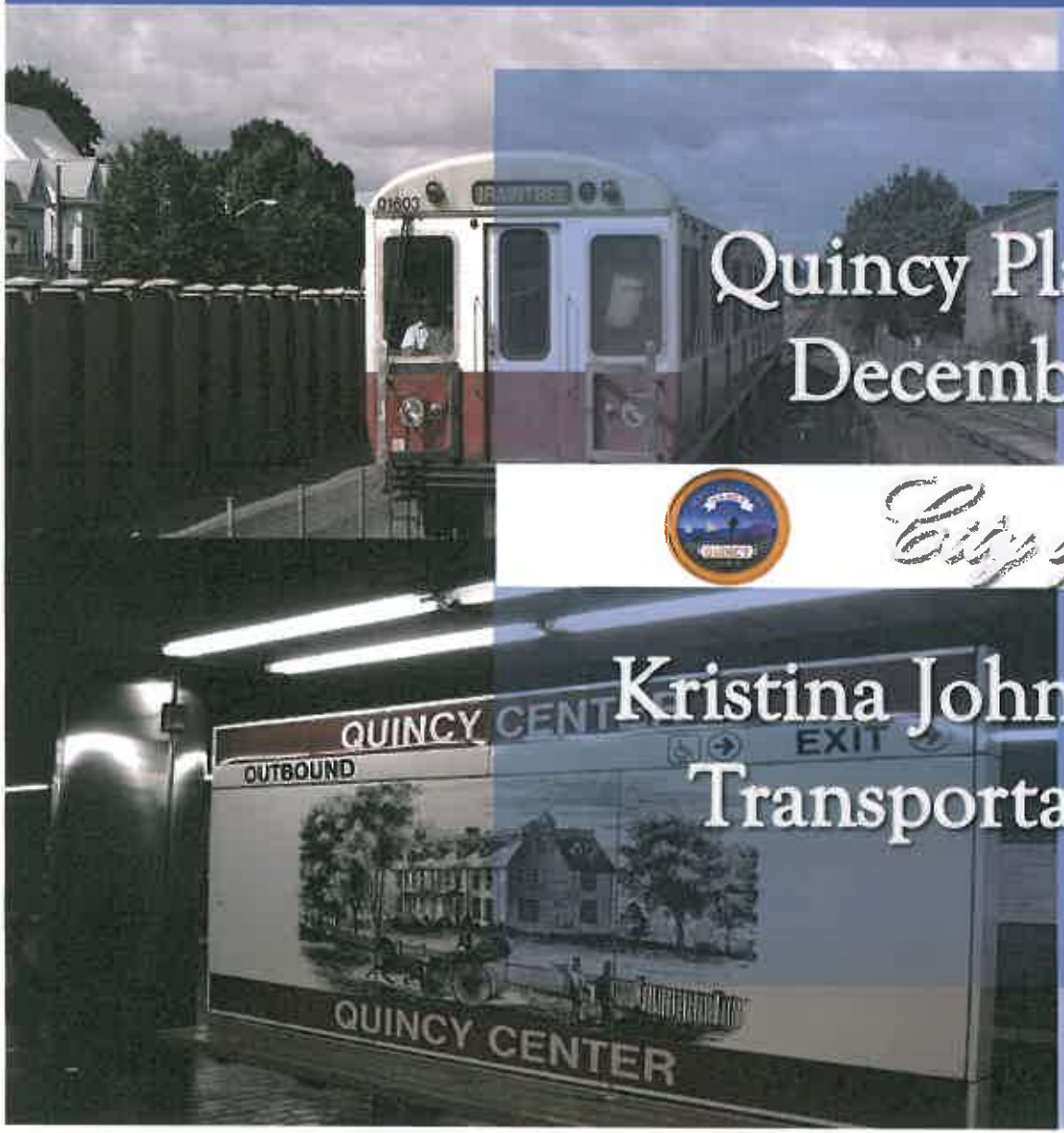
Please feel free to contact me should you have any questions regarding the above.

Best,

Dennis

Dennis E. Harrington
Director of Planning & Urban Redevelopment
City of Quincy
1305 Hancock Street
Quincy, MA 02169
Phone 617-376-1362
Fax 617-376-1097
dharrington@quincyma.gov

Transit Oriented Development



Quincy Planning Board
December 11, 2013

City of Quincy

Kristina Johnson, Director of
Transportation Planning

TOD or TAD...that is the Question

Transit Oriented Development or

Transit Adjacent Development

- Majority of development in the U.S.at transit stations is not TOD

- Not sufficient to be located next to transit, must be shaped by transit

Photo by Michael Day

Shaped by Transit...

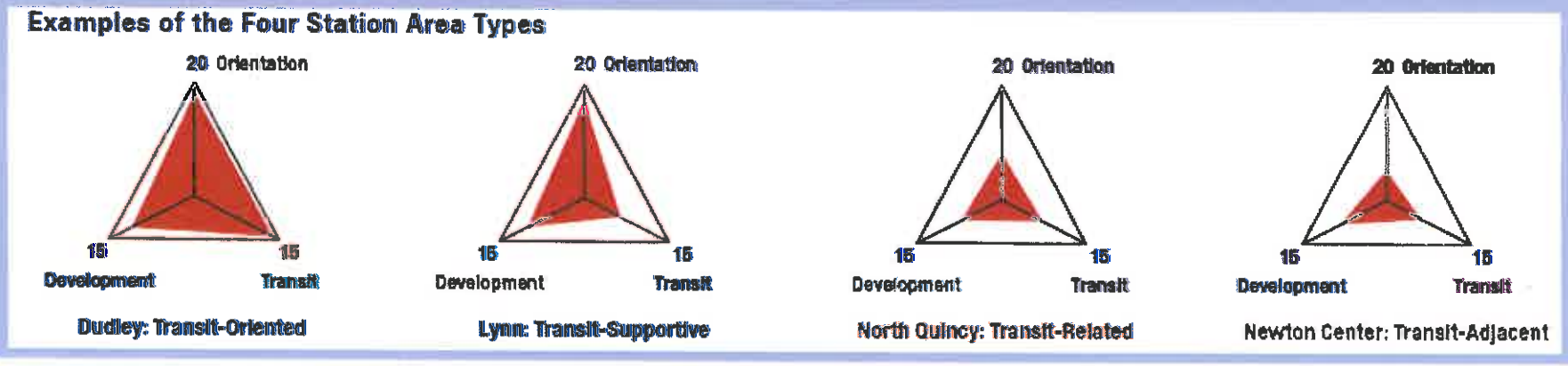
- Greater Density
- Limited, managed parking
- Better public realm
- Mix of uses
- Very walkable
- Alternatives to the car

TOD Scoring System

Dukakis Center for Urban and Regional and Policy
Northeastern University

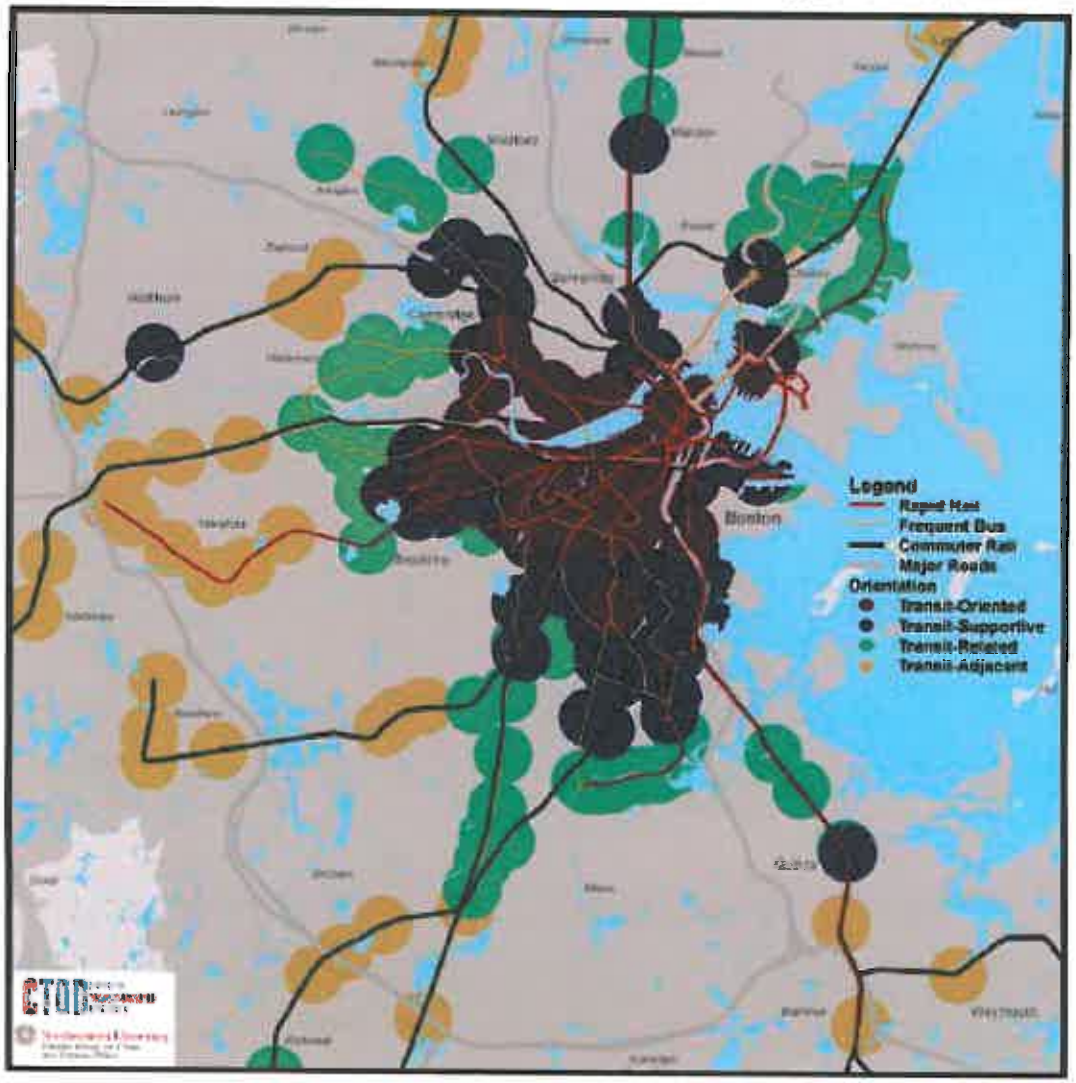
Premise is that successful Transit Oriented Development focuses in on the three concepts in the **TOD** acronym

- Availability, quality, and use of public transit (as well as other non-motorized uses)
- Orientation towards oriented neighborhood—core transit riders
- Characteristics of development in the neighborhood surround the transit station

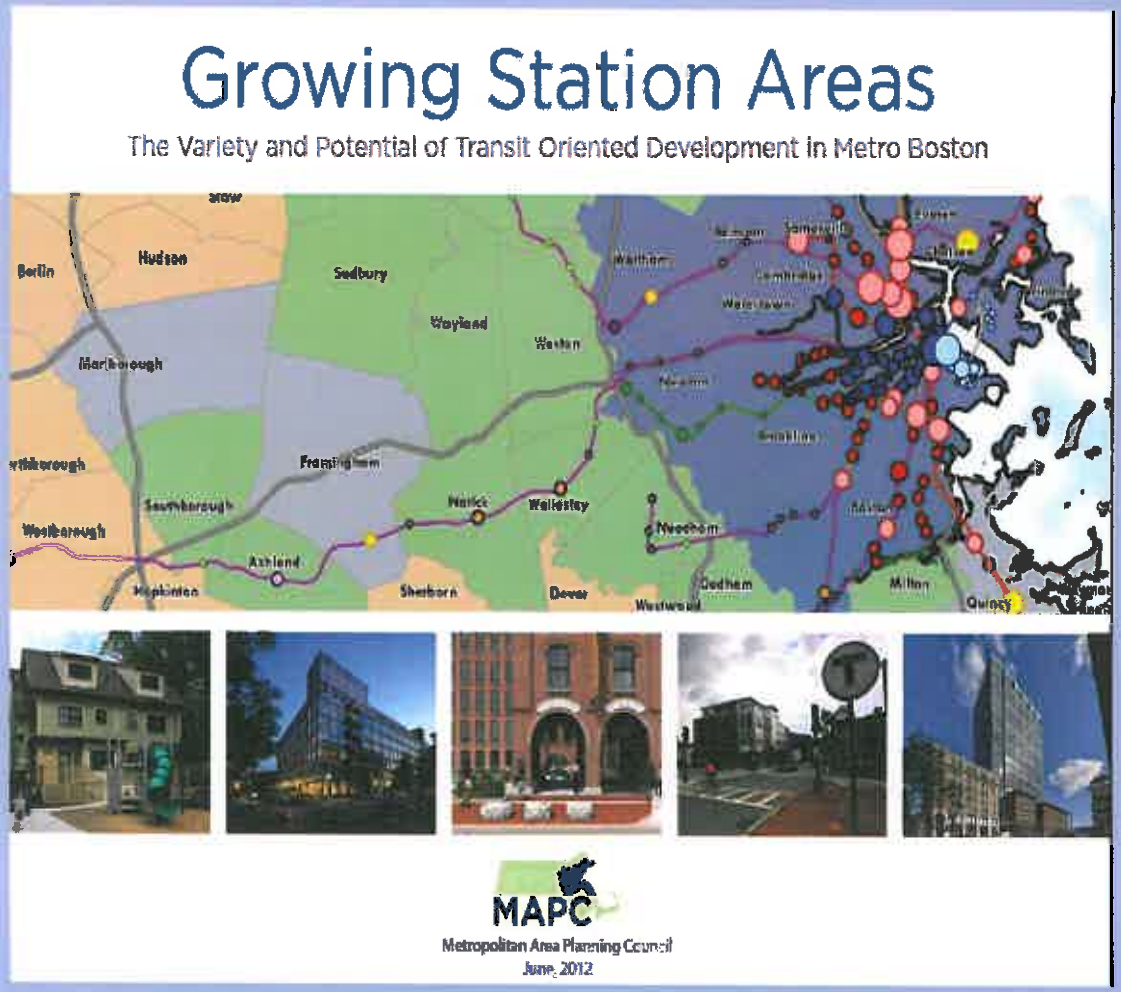


TOD Scoring System

MBTA Stations: A Closer Look



TOD Potential in the Region



"Imagine you are riding on a subway or commuter rail train, somewhere in the MBTA's 3,200 square mile service area. You arrive at a station and the door opens. Where are you? The Financial District, or a traditional town center? A bustling urban neighborhood or a quiet park-and-ride station? A streetcar suburb or a suburban industrial park?"

TOD Definition for Quincy Site Plan and Special Permit Applications

Moderate to higher density compact mixed use development located within an easy five to ten minute walk of a major transit stop. TOD involves high quality urban development and/or redevelopment with a mix of residential, employment and shopping opportunities designed in a pedestrian oriented manner without excluding the automobile.

Department of Planning and Community Development
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DENNIS E. HARRINGTON
Director

THOMAS P. KOCH
Mayor

TO:	Planning Board Members
CC:	Christine Chaudhary, Planning Board Recorder
FROM:	Kristina Johnson, Director of Transportation Planning
DATE:	December 11, 2013
RE:	Recommendation- **Policy Statement on Transit Oriented Development**

It is my recommendation that the Quincy Planning Board adopt the following definition of Transit Oriented Development as general policy in its review of site plan and special permit applications. .

Transit Oriented Development (TOD) consists of moderate to higher density compact mixed use development located within an easy five to ten minute walk of a major transit stop. TOD involves high quality urban development and/or redevelopment with a mix of residential, employment and shopping opportunities designed in a pedestrian oriented manner without excluding the automobile.

KJ

QUINCY PLANNING BOARD

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PLANNING BOARD MEETING MINUTES – TOD EXCERPT

Wednesday, December 11, 2013

MEMBERS PRESENT: Chairman William Geary, Coleman Barry, Glen Comiso, James Fay, Richard Meade

MEMBERS ABSENT: None

OTHERS PRESENT: Dennis E. Harrington, Planning Director
Christine Chaudhary, Planning Board Recording Secretary
Kristina Johnson, Director of Transportation Planning

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7:05 PM VOTE TO ACCEPT NOVEMBER 13, 2013, PLANNING BOARD MINUTES
MOTION: by Member Barry to approve the November 13, 2013, Planning Board meeting minutes
SECOND: Member Comiso
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TOD EXCERPT

7:25 PM
BUSINESS MEETING:
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research from the Dukakis Center for Urban and Regional Policy, Northeastern University, as shown on slides (attached Exhibit A). Ms. Johnson reviewed the map showing the orientation of different neighborhoods around public transit stations—such as a TOD Scoring System orientation of Transit-Adjacent for the Quincy Adams T Station.

As outlined in her 12/11/13 memorandum to the Planning Board (attached), Ms. Johnson stated her recommendation is that the Quincy Planning Board adopt the following definition of Transit Oriented Development as general policy in its review of site plan and special permit applications: *Transit Oriented Development (TOD) consists of moderate to higher density compact mixed use development located within an easy five to ten minute walk of a major transit stop. TOD involves high quality urban development and/or redevelopment with a mix of residential, employment and shopping opportunities designed in a pedestrian oriented manner without excluding the automobile.*

Chairman Geary thanked Ms. Johnson. The Chairman summarized what he took from the presentation. Locations such as Quincy Center are highly dense with a lot of residential occupants, many who rely on the transit located very near where they reside and who frequent the local shopping and business establishments by foot. This is in contrast to the Quincy Adams transit station, which was designed to attract motorists, the Chairman stated. The Chair spoke about the 560 parking spaces at Wollaston T Station, and the larger parking lot at North Quincy Station—which usually has more parking availability than the Wollaston T lot. There were over 800 parking spaces lost when the Quincy Station garage closed due to structural problems. In response to a question by the Chairman, Ms. Johnson stated that 85 percent of the people who park at the Wollaston T lot live within ½ mile of the station. The Chairman and Ms. Johnson agreed that both the neighborhood around North Quincy T and the neighborhood around Wollaston T qualify as TOD.

The Chairman asked Ms. Johnson and the Members if adopting this recommendation could potentially impede the Board's deliberations or the potential for TOD if the competing perspective is with cities such as Cambridge, Boston, Somerville. Ms. Johnson explained that there are different definitions that exist, but Ms. Johnson stated she wrote a definition specifically for Quincy--which is a city of neighborhoods but a city much different than Cambridge, Boston and Somerville which are more dense. The goal, she stated is to not impede TOD, but to review development appropriately and not allowing a self-identification of development as TOD just because a development is proposed near public transit. The Chairman asked that if the Board were to adopt the recommendation, would the recommendation still be up to the Board to interpret? Ms. Johnson answered, "Yes". Member Barry asked if the Board were to adopt the recommendation, what benefits does that give the applicant—what hurdles are cleared more easily? Ms. Johnson stated that it's not about clearing any hurdles, but Planning staff could ensure that the project is reviewed and mitigated properly—becoming the best project possible. Ms. Johnson stated that what should be avoided is classifying projects as TOD in order to avoid parking requirements. Ms. Johnson used the 68 Beale Street TOD review process as an example. The scope of the review was different, especially what the traffic review consisted of, because of the TOD designation.

There was more discussion about the differences between TOD and TAD, and other examples of development such as Crown Colony were discussed. Ms. Johnson spoke about the importance of visioning for an area; it is hard to piece meal TOD, she stated. Member Comiso asked if there was a City push for TOD. Ms. Johnson stated that the Quincy Center project is a huge TOD project, and the Wollaston T area Re-Envisioning is a catalyst for economic development. Member Comiso asked if there were best practices in use by other cities/regions. Ms. Johnson noted Somerville, and its visioning in conjunction with the future Green Line extension--as well as practices used by Boston and Cambridge.

There were no further questions or comments from the Board Members.

Per the 12/11/13 memorandum to the Planning Board (attached), Ms. Johnson's recommendation is that the Quincy Planning Board adopt the following definition of Transit Oriented Development as general policy in its review of site plan and special permit applications: *Transit Oriented Development (TOD) consists of moderate to higher density compact mixed use development located within an easy five to ten minute walk of a major transit stop. TOD involves high quality urban development and/or redevelopment with a mix of residential, employment and shopping opportunities designed in a pedestrian oriented manner without excluding the automobile.*

The Chairman asked for a Motion to adopt the proposed definition as a guideline for considering in the future those projects coming before the Board which are designated as Transit Oriented Development that the Board will use this definition as a guide for determining whether or not it actually is a Transit Oriented Development.

7:57 PM
MOTION: by Member Barry that the Board adopt the following definition: "Transit Oriented Development (TOD) consists of moderate to higher density compact mixed use development located within an easy five to ten minute walk of a major transit stop. TOD involves high quality urban development and/or redevelopment with a mix of residential, employment and shopping opportunities designed in a pedestrian oriented manner without excluding the automobile." as a policy guideline for considering future projects that may come before the Board that are represented to be Transit Oriented Development. The Planning Board will use the above TOD definition as our guide for determining whether or not the project is actually a qualified Transit Oriented Development.

SECOND: Member Comiso
VOTE: 5-0 MOTION CARRIES

8:06 PM
MOTION: by Member Meade to adjourn
SECOND: Member Barry
VOTE: 5-0 MOTION CARRIES