

MINUTES OF THE TOWN COUNCIL

Town Hall Council Chambers

October 16, 2006

Present: Michael Smart, President
Paul J. Leary, Vice-President
Jack Carey
Kenneth J. DiFazio
Sue Kay
Thomas J. Lacey
Arthur E. Mathews
Michael Molisse
Patrick O'Connor
Gregory Shanahan
Kevin Whitaker

Not Present: George Lane, Town Solicitor
James Wilson, Chief Financial Officer

Also Present: Franklin Fryer, Town Clerk
Jane Hackett, Chief of Staff
Richard E. Swanson, Town Auditor

Recording Secretary: Janet Murray

President Smart called the Town Council Meeting to order at 7:30pm.

ANNOUNCEMENTS

Councilor Molisse announced that Representative Murphy will hold a meeting at the Teen Center on 10/10/06 at 2pm to discuss funding for repairs to the building.

The Veteran's Day Parade on 11/11/06 begins at 9:15am and there will be a ceremony at 11am at the Civic Center next to Town Hall.

Councilor Kay announced that the League of Women Voters will hold an educational legislative dinner on 10/27/06 at the Weymouth Elks beginning at 7pm. For more information, call 781-331-0048

Councilor Whitaker announced that the Stock our Shelves 2 mile walk will be held on 10/21/06. Pledge sheets are available by calling 781-331-7682

Councilor Whitaker stated that on 11/3/06 from 7-11pm a fundraiser will be held for Jake. Jake is fighting Leukemia. Tickets cost \$20 and proceeds will go to help with his medical costs. For more information, please call 617-510-3078.

Councilor Leary stated that the Mayor has announced the hours for Trick or Treat activities on 10/31/0. Halloween will be from 4-7pm. He urged all in town to abide by this time frame.

Citation Issuance-Joseph Walsh/American Legion Player of the Year-Councilor Lacey

Councilor Lacey recognized Joseph Walsh who received the American Legion Player of the Year Award. Councilor Lacey read a citation in honor of Mr. Walsh's receipt of this award.

MINUTES

Budget/Management Committee-9/14/06

A MOTION was made by Councilor Leary to ACCEPT the minutes from 9/14/06 and was seconded by Councilor Kay and UNANIMOUSLY VOTED.

Ordinance Committee-9/14/06

A MOTION was made by Councilor Leary to ACCEPT the minutes from 9/14/06 and was seconded by Councilor Kay and UNANIMOUSLY VOTED.

Budget/Management Committee-10/2/06

A MOTION was made by Councilor Leary to ACCEPT the minutes from 10/2/06 and was seconded by Councilor Kay and UNANIMOUSLY VOTED.

Town Council-10/2/06

A MOTION was made by Councilor Leary to ACCEPT the minutes from 10/2/06 and was seconded by Councilor Kay and UNANIMOUSLY VOTED.

OLD BUSINESS

South Shore Tri-Town Development Corporation Update-Terry Fancher/Executive Director

Mr. Fancher pointed out that he had distributed several documents:

- Traffic Review Update, Fitzgerald and Halliday, Inc.
- Role of the Corporation
- Massachusetts Area Planning Council (MAPC) Traffic Projections for South Weymouth NAS Redevelopment
- Traffic Monitoring Protocols
- Rizzo Associates comparison of MAPC and Central Transportation Planning Staff (CTPS) trip generation projections

Mr. Fancher stated that a number of individuals will appear before the Council; Karl Quackenbush and Scott Peterson from CTPS; Martin Pillsbury and James Gallagher from

MAPC; and Jeff Donahoe, Jeffrey Donahoe Associates (JDA), the Corporations peer reviewer on a number of issues- not just transportation.

Councilor Leary asked Mr. Fancher if he realizes that he does not work for LNR but for South Shore Tri-Town Development Corporation (SSTTDC). Mr. Fancher stated that he does understand this.

Councilor DiFazio asked who decides when a change is significant enough to require a review by the three towns. Mr. Fancher stated that a 10% change is one threshold; this change could be in square footage, recreation fields, number of units. The DDA is the document that dictates this. Mr. Fancher believes that the 10% was inherited from the previous DDA.

Councilor DiFazio asked about all of the smaller changes accumulating enough to warrant a review by the towns.

Councilor Leary commented that Mr. Fancher has not mentioned the creation of jobs. Mr. Fancher stated that he realizes the frustration of this issue, but it takes time.

Councilor Whitaker stated that each presenter should provide the underlying assumptions of their reports.

South Weymouth Naval Air Station Traffic Analysis Presentation, CTPS, MAPC and JDA

Mr. Fancher stated that CTPS stands for Central Transportation Planning Staff. He introduced Rich Lyman of LNR to give an overview of the traffic monitoring.

Rich Kleiman spoke to traffic monitoring protocol. Mr. Lyman stated that the CAC met last Wednesday night. A specific request was made for a traffic monitoring protocol. Traffic counters and license plate counters will be used to determine if the studies are accurate. Supplemental mitigation may be required if the numbers were not accurate.

Councilor Mathews stated that the CAC did not have a chance to review this as a Committee. He stated that he is concerned about the 15% threshold for review. He questioned why this document differs from the Draft Environmental Impact Report (DEIR) threshold of 10%.

He also stated that he does not see anything in the document which monitors traffic counting. He reiterated that this document was not signed off on by the CAC.

Mr. Kleiman stated that a 10% threshold will be considered to align it with the DEIR.

Councilor Kay asked for clarification on the level of service (LOS) projections. She noted that an intersection may have a failing grade but in reality there are degrees of

failing. Mr. Kleiman replied that in many cases the LOS will be improved in the intersections to be modified to "D" or better.

Councilor Kay asked how often monitoring would occur. Mr. Kleiman stated that it would be at least every 3 years if not more frequently; as well as during each phase of development.

Councilor Lacey asked for clarification that there would be no LOS F intersections when this work is completed. SSTTDC and LNR are co-proponents. The co-proponents have made a commitment to off-site intersection mitigation. Mr. Kleiman stated that there is a set number of intersections that were agreed upon which would be improved. Sixty-six intersections were reviewed and approximately 18 were targeted for improvement. He stated that these intersections will be improved to at least an LOS D.

Councilor Lacey suggested that an independent body play a role in the oversight. Mr. Kleiman agreed that this is something worth considering.

Councilor Shanahan asked if this phased monitoring is a common activity. Mr. Kleiman stated that this project is not like most projects in that it is large and multi-phased over time. He noted that there are few if any projects to compare this to.

Councilor DiFazio asked if this protocol is in writing and who the parties would be. Mr. Kleiman stated that this was in the document which was filed with MEPA as both a comment as well as imbedded in the traffic mitigation section.

Councilor DiFazio asked what is used for a baseline. Mr. Kleiman commented that LNR was required, by the state, to use the CTPS numbers on which to base mitigation. Councilor DiFazio asked if the proponent will pay to analyze any future problems and to pay for the corrective action. Mr. Kleiman stated that the proponent is committed to doing this.

Councilor Whitaker asked for clarification; if there is an adverse affect in a specific area but it does not rise to the level of affecting the entire project. Mr. Kleiman stated that he believes that the monitoring protocol would pick this up. The protocol allows for movement of the monitoring if a particular part of town is identified as having more problems than expected.

Councilor Whitaker stated that this is a protocol where the co-proponents interpret and examine it. Whatever definition they give to the protocol is what it is. Reasonable supplemental mitigation are determined by the proponents and will ultimately determine what is reasonable and what is not.

Mr. Fancher stated that as part of the DEIR it is important for SSTTDC to be co-proponents with LNR. However, as more land is transferred from SSTTDC to LNR, the relationship will shift to regulator (SSTTDC) and regulated (LNR).

CTPS- Central Transportation Planning Staff

Scott Peterson and Karl Quackenbush made a presentation to the Council. Mr. Quackenbush stated that CTPS is the staff to the Boston Region Metropolitan Planning Organization (MPO). CTPS' client is Mass. Highway and the Office of Transportation Planning. Mr. Quackenbush stated that Mr. Peterson is the project manager.

Mr. Peterson stated that they have gone through several rounds of calibration, which is focusing in on the area of study, the site development and the local roadways. This is to ensure that it is replicating in the base year what is occurring at that time. They look at the transit too. Mr. Peterson gave an overview of the assumptions used and are based on information developed over time.

- Trip generation is the underlying demographics for the regions (master plan), employment, household information and population; this was estimated for 2011, 2014, 2017, and long term forecast for 2030.
- Trip distribution
- Mode choice: highway, transit, walking network
- Modeling process

Councilor Smart asked how projects in towns to the south of the base are accounted for. Mr. Peterson stated that MAPC would be better able to answer this question.

Councilor Leary asked for clarification on who CTPS works for. Mr. Quackenbush stated that CTPS works for the Boston Regional MPO.

The internal capture rate is projected to be 16% of the total number of trips. These are trips which are generated on the base and never leave the base. Councilor Leary noted that the base internal capture rate has been predicted from 16% to 50%. Mr. Quackenbush stated that he was not certain what prior forecasts were based on.

Two hundred households were surveyed in Abington, Rockland, and Weymouth as a basis for calculation of trip counts.

Councilor Leary commented that this project is designed as smart growth meaning that many people are expected to live and work on the base.

Councilor Whitaker asked what the base year is. Mr. Peterson stated that the base year for the model is 2000.

Councilor DiFazio asked what the total number of trips per day, externally, 50,000 person trips, which translates into 40,000 vehicle trips. Councilor DiFazio asked if this model has been used on other projects of this size. Mr. Quackenbush stated that they have worked on a previous project of this size.

Councilor DiFazio asked what the number of transit trips would be. Mr. Peterson stated that there are projected to be 800 daily transit trips.

Councilor DiFazio asked how many people will walk. Mr. Peterson stated that it is assumed that if a trip is less than one mile the person will walk.

Mr. Quackenbush stated that walking more than six or seven miles is not likely, but it has been included in the model based on the survey.

The difference from MAPC is methodology, person trips vs. vehicle trips, and ranges of development. These differ such as a different mix of land use.

Councilor Leary stated that there are 2,855 houses, and 2 million square feet of commercial space proposed at the base. He asked where there is another project of this size. Mr. Quackenbush stated that models have been developed based on data from geographic areas.

Councilor Lacey asked who CTPS was representing this evening. Mr. Quackenbush stated that their client is Mass. Highway.

Councilor DiFazio asked if there is a point where the model states that this project won't work even with mitigation as the total number of trips per day is too much. Mr. Quackenbush stated that he has had projects where the traffic generation would be overwhelming.

MAPC- Metropolitan Area Planning Council

Martin Pillsbury stated that MAPC stands for Metropolitan Area Planning Council which is a regional planning agency. MAPC published a peer review in January 2005 and a peer review of the LNR Master Plan published in April of 2005. The idea was to have an outside, independent agency review the project.

Jim Gallagher of MAPC gave an overview of the methodology that he used which is very different from CTPS. The Institute of Transportation Engineers (ITE) Traffic Trip Generation Manual is typically used by developers. Mr. Gallagher stated that an issue with this method is that you need to choose rates based on preset projects. An example would be low-rise condominiums vs. luxury condominiums, each of which would produce different trip generations.

Mr. Gallagher stated that he used 25% as the reduction for internal capture.

Councilor Mathews asked Mr. Gallagher for his opinion as to why his numbers are different from CTPS. Mr. Gallagher stated that they based their calculations from two completely different assumptions and he would be surprised if they had matched.

Councilor DiFazio asked if the total trips per day without internal trip generation is 68,841. Mr. Gallagher stated that this number is at the high end. Councilor DiFazio stated that this number is close to the number from the previous Mills Plan proposed for the air base. Mr. Gallagher stated that he was not aware of this.

Councilor DiFazio noted that LNR was prodded into taking a bedroom count and that they had also voted to increase the commercial space from 1.3 million square feet to 2 million. He noted that this change increased the traffic by 40%. He asked Mr. Gallagher about LNR's projection of 20,000 external trips generated. Mr. Gallagher stated that he was aware of the number discrepancies and he believes that is why he was hired.

Councilor Leary stated that by using the daily vehicle trips, the low estimate would be 54,410 and this would not include the 25% internal capture rate. He asked if the 25% would be applied to commercial as well as residential properties. Mr. Gallagher stated that it would. He also stated that 25% is a reasonable estimation.

Councilor Whitaker asked if there is a similar project that MAPC has worked on. Mr. Gallagher stated that there is not a like project that he is aware of.

Councilor Kay stated that the Council has many sets of numbers before them. She asked what happens when Mass Highway reviews these numbers. Mr. Gallagher stated that he believed that Mass Highway would look at CTPS numbers since they had hired them.

Councilor DiFazio noted that the LNR 50% internal capture rate is unreasonable and not likely. MAPC had the rate at 25%. Councilor DiFazio asked if LNR overemphasized the capture rate which would drive down the overall traffic rate. Mr. Gallagher agreed and stated that it was not likely that MEPA would approve of the 50% number.

JDA-Jeff Donahoe Associates

Jeff Donahoe is the peer consultant for SSTDTC. Mr. Donahoe stated that he had been hired in 2005 to conduct a peer review of traffic. He noted that although the presentation is dated as a number of the issues have already been addressed, he would still review the issues.

Mr. Donahoe stated that he was hired to look at the real estate and economic side of the development plan, tax revenue estimates and the viability of the development as a whole. He was also hired to review the traffic; he hired Fitzgerald & Halliday, Inc. to assist him.

Mr. Donahoe stated that he has looked at the 44,000 trips with a 50% capture rate. He noted that he was not comfortable with this number. He also agreed with Mr. Gallagher that determining the internal capture rate is difficult.

Mr. Donahoe stated that a review was prepared by the Beta Group. This review was analyzed. It recommended that an accident history be included, an LOS analysis by

movement type be completed, Saturday movements are reviewed, and the East/West Parkway be completed as soon as possible.

Mr. Donahoe noted that the slide on the screen states consider opening Union Street. He noted that from a traffic perspective it was recommended that it be considered. He also noted that he is not recommending it.

Councilor Leary asked for whom Fitzgerald & Halliday, Inc. works. Mr. Donahoe stated that they were a subcontractor to his firm, JDA. Councilor Leary asked if Ms. Manning was a traffic engineer. Mr. Donahoe stated that he believes that she is, but will confirm this.

Mr. Donahoe stated that this project creates less traffic than previous plans.

Councilor DiFazio asked what Mr. Donahoe bases his opinion that traffic on Route 18 is better. Mr. Donahoe stated that it is his own personal opinion based on his travels to SSTTDC and to Abington.

Councilor Whitaker asked what amount of internal capture rate he has seen on previous base reuse projects. Mr. Donahoe stated that he is in real estate and economics, primarily. He did note that he had seen in Florida a 30-40% internal capture rate but the project was not of the same size as this one. He stated that he believes that the 50% rate is too high; however he did not feel qualified to provide a specific number.

Councilor Whitaker asked if Mr. Donahoe would counsel SSTTDC to accept the 16% capture rate. Mr. Donahoe stated that he has not read the two other reports so he did not feel comfortable answering the question. Mr. Donahoe stated that he has not been asked to provide any updated information at this time.

Councilor DiFazio asked Mr. Fancher if SSTTDC has considered decreasing the commercial space back to 1.3 million. Mr. Fancher stated that he did not envision this happening at this point.

Councilor Leary made a MOTION to draft a letter to the Secretary to extend the comment period by 15 days and was seconded by Councilor Mathews.

Councilor Mathews made a SUBSTITUTE MOTION to draft a letter to the Secretary to extend the comment period by 30 days and was seconded by Councilor Leary and was UNANIMOUSLY VOTED.

REPORTS OF COMMITTEES

Public Works Committee-Chairman Mathews

Flooding Issues on Lee Street

Councilor Mathews stated that the Committee met this evening. DPW Director Robert O'Connor appeared before the Committee to discuss the issue of chronic flooding on Lee Street. A design plan is being developed to determine what storm water management issues could be initiated.

Councilor Mathews noted that he has asked Mr. O'Connor to report back to the Committee once a list of chronic flooding spots around town is developed.

Councilor Lacey made a MOTION to ACCEPT the report of the Public Works Committee and was seconded by Councilor Kay and was UNANIMOUSLY VOTED.

NEW BUSINESS

06 154-Renewal of Town Auditor Contract

A MOTION was made by Councilor Leary to REFER item number 06 154 to Budget/Management and was seconded by Councilor Mathews and was UNANIMOUSLY VOTED.

06 155-Call of the State Election

A MOTION was made by Councilor Carey to TAKE UNDER 2-9B measure number 06 155 and was seconded by Councilor Kay and UNANIMOUSLY VOTED.

A MOTION was made by Councilor Leary to APPROVE item number 06 155 and was seconded by Councilor Kay and was UNANIMOUSLY VOTED.

ADJOURNMENT

At 10:15pm there being no further business, Councilor Leary MOTIONED to adjourn and Councilor Kay seconded and was UNANIMOUSLY VOTED.

Approved by: _____
Michael Smart, President