

# OLD COLONY PLANNING COUNCIL

Frank P. Staffier  
*President*  
70 School Street  
Brockton, MA 02301-4097



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DUXBURY, MASS.

Pasquale Ciaramella  
*Executive Director*  
Telephone: (508) 583-1833  
Fax: (508) 559-8768  
Email: [information@ocpcrpa.org](mailto:information@ocpcrpa.org)

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## NOTICE OF MEETING

You are respectfully requested to publicly post this notice and agenda of a meeting of the Old Colony Planning Council in accordance with the Law Regulating Meetings of Governmental Bodies, Chapter 397 of the Acts of 1976, Section 23 B. Said notice should be posted in the Clerk's Office or on the principal official bulletin board of the municipality.

### MEETING OF THE OLD COLONY PLANNING COUNCIL

DATE: November 29, 2017

TIME: 7:00 PM

PLACE: Old Colony Planning Council  
70 School Street  
Brockton, MA 02301

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Frank P. Staffier". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Frank P. Staffier, President

**Old Colony Planning Council  
Agenda**

**Agenda for Meeting No. 542  
November 29, 2017**

**Old Colony Planning Council  
70 School Street, Brockton, MA 02301**

*The listings of matters are those reasonably anticipated by the Chair, which may be discussed at the meeting. Not all items listed may in fact be discussed and other items not listed may be brought up for discussion to the extent permitted by law.*

- 1. Call to Order, 7:00 PM**
- 2. Roll Call of Members**
- 3. Minutes of October 25, 2017 Meeting**
- 4. Financial Report for October 2017**
- 5. Staff Report**
- 6. Regional Clearinghouse Reviews**

**Mr. Frank P. Staffier, President  
Mr. Fred Gilmetti, Secretary  
Mr. Fred Gilmetti, Secretary  
Ms. Christine Joy, Treasurer  
Pat Ciaramella, Executive Director**

**Industrial Revenue Bonds**

None

**Environmental Notifications**

See Attachments

**7. Old Business**

- A. Report and update on the District Local Technical Assistance (DLTA) Program. Pat Ciaramella, Executive Director.

**8. New Business**

- A. **Presentation – Old Colony Planning Council (OCPC) Regional Pavement Management Program.** The Old Colony Regional Pavement Management System (PMS) was developed in response to the guidelines and requirements of federal highway legislation. OCPC developed a region wide PMS in cooperation with the Massachusetts Department of Transportation (MassDOT). The PMS specifically includes roads that are eligible for federal aid. Therefore, the PMS is essential in ensuring that resources are allocated in the most effective and efficient manner. Ray Guarino, Senior Transportation Planner
- B. Review and consideration of the recommendations of the Personnel Committee concerning staff salaries. Mr. Eldon Moreira, Chairman, Personnel Committee.

**9. Community Concerns**

**10. Other Business**

**11. Visitors Comments/Questions**

**12. Adjournment**

*FUTURE MEETINGS: January 31, 2018, February 28, 2018, and March 28, 2018  
(Executive Committee Meeting would be convened in the absence of a Council quorum)*

## Attachments

### Industrial Revenue Bonds (Council Action)

None

### Environmental Notifications (Information only)

**i. Kingston - EEA # 15775 - Tall Timbers Estates (Phase V) (ENF)** - Tall Timbers Phase V is proposed as a 34 lot development comprised of single family homes to be permitted in accordance with Massachusetts General law MGL Ch. 408 § 20-23. Twenty-five (25) percent of the units will be designated as affordable units that will be dispersed throughout the development. The project consists of the construction of a roadway totaling approximately 1,070 linear feet to provide access to the single-family home lots. The lots proposed under this development range in size from 13,367 s.f. to 23,766 s.f. with an average lot size of 16,813 s.f. The lot frontage ranges from approximately 322 feet to 26 feet with an average of approximately 96 feet. A 20 foot no disturb buffer is proposed along the northwestern and western boundaries of the property. In addition, approximately 11.29 acres have been designated as open space.

The project will access utility infrastructure located on South Street including electric, telephone, and cable television. The lots will be served by individual subsurface sewage disposal systems and connections to the municipal water system which will extend from South Street to Fountain Knoll Lane. All stormwater management facilities will be designed to mitigate peak rates of runoff, provide renovation of stormwater and meet the requirements of the DEP's Stormwater Management Regulations.

A Traffic Impact Assessment prepared by Green International Affiliates, Inc. concluded that traffic generated by the project would have a negligible impact on traffic operations on South Street and adjacent intersections. The report states that adequate site distances will be provided that meet AASHTO standards and that new trips can be accommodated without any significant effect on local traffic conditions. The report states that the project will not affect the level of service at the adjacent intersections.

**ii. Plymouth - EEA # 15777- Brownfield Redevelopment - Former Revere Copper Site (ENF)** - The project is located on a 1.16-acre site on Water Street; along Plymouth Harbor, approximately one-half mile north of Plymouth Rock, in Plymouth, Massachusetts, and is commonly known as the Former Revere Copper site (the Site). In the early 1900s, waste from the Revere Copper Plant (located across Water Street) containing high concentrations of metals was used to fill the Site. The Site is currently used as a municipal parking lot and includes a paved walking path providing a connection to waterfront restaurants and shopping areas.

The waste has been contained beneath the paved parking lot and behind a 3 to 4-foot stone revetment separating the waste material from the beach/harbor which is beginning to fail. Under Massachusetts regulations, the site currently is managed under a temporary solution with the implementation of an Activities and Use limitations (AUL)/ or the regulated waste, and is revisited every five years until a permanent solution is feasible.

Since 2007, the following significant changes have occurred.

- A new master developer - LStar Southfield LLC - has purchased the site. Following site acquisition, LStar spent a year soliciting input from residents of the three Host Communities (Abington, Rockland, and Weymouth) to determine what kind of development made the most sense in the region.
- Based on feedback from the Host Communities and other stakeholders, LStar developed a new Master Plan that conforms to what the local residents preferred.
- While LStar was working with the Host Communities, the Massachusetts Legislature enacted new legislation (2014 Legislation) replacing the 2007 legislation and addressing the communities' current desires for redevelopment of the Project site. Among other things, the new legislation eliminated the requirement for residential and commercial development to proceed in tandem.
- To allow LStar's development plan to proceed, new zoning was proposed in each of the three Host Communities. The zoning changes were approved unanimously at Town Meetings in Abington and Rockland and by the Town Council in Weymouth.
- Uses, such as a nursing home/assisted-living facility and stadium, which were not contemplated in 2007, are now included in the proposed development program for Union Point.
- A notice of Project Change to address the updated master plan was submitted on February 28, 2017. The Secretary, on April 28, 2017, issued a Certificate on the NPC and Scope for a Draft Supplemental EIR. LStar anticipates filing supplemental Draft and Final EIRs in the near future.

Based on the foregoing, this NPC proposes three interim changes:

- That to be consistent with the new 2014 Legislation, the linkage between residential and commercial development be eliminated;
- That mitigation requirements be linked to environmental impacts rather than to the number of residential units and the square footage of commercial space, as described in Table 3, below; and,
- That the exact same mitigation measures required in 2007 still be required, but that the timing of those measures be triggered by the number of vehicle trips generated instead of the square footage of land uses constructed.

Assuming that implementation of the Project and its mitigation measures proceed on that basis, development has not yet reached the point at which previously-identified Phase 1 mitigation measures would be required. Fewer than half of the vehicle trips anticipated to be generated by 2007 FEIR Phase I development are being generated today.