

APPENDICES

CONSERVATION COMMISSION EASEMENTS

Costs and Funding of Braintree Circulation Enhancement Projects

Outlined below is cost information for a range of projects that might be considered by the Town. According to the cost estimates for the Washington Street and Union Street projects which were provided recently, construction costs for full depth reconstruction on these projects averaged approximately \$1.17 million per linear mile. As these projects are more complex than typical 2-lane roadways, it is anticipated that the Town should assume less complex roadway improvement projects will cost from \$600,000-\$700,000 per linear mile of work for full depth reconstruction.

In MHD District 4, bid prices for concrete sidewalks generally averaged approximately \$18.00 per square yard, while concrete sidewalk at driveways and wheelchair ramps generally averaged \$20.00 per square yard in 1996. Brick sidewalks, however, averaged \$84.00 per square yard. Pedestrian bus waiting shelters cost approximately \$5,000 each, should they be needed at high demand bus stops in Braintree.

Basically, there are four types of funding sources available to Braintree to make circulation enhancements:

Federal (ISTEA as amended with upcoming legislation) – administered by the State through EOTC, MHD, MBTA, MAPC, and CTPS)

These include the following programs (all split 80% Federal/20% local matching):

- Congestion Management/Air Quality (CMAQ) in non-attainment air quality areas.
- Bridge Replacement and Rehabilitation Program for bridges on the Federal aid system.
- Surface Transportation Program (STP-G) for roadways classified higher than Rural Minor Collector or Local. (STP-E) for landscaping, historic preservation, and stormwater mitigation. Another 10% of these funds must be spent for safety improvements.
- National Highway System (e.g., Route 3)
- Ferry Boat Discretionary (not applicable to Braintree)
- Transit Funding
 - Section 3 funds for capital expenditures (MBTA; not applicable to Braintree)
 - Section 9 funds for operating and capital expenditures (MBTA; not applicable to Braintree)
 - Section 16 formula for rural transit projects (not applicable to Braintree)
 - Section 18 discretionary funds for rural transit projects (not applicable to Braintree)

State (Non-Federal Aid or NFA bond bill, Rail Freight Funds state funds for rail line improvements, Chapter 90 funds, Public Works Economic Development)

Local (property taxes, special assessment districts created to address a particular area)

Private sector (infrastructure impacts to meet zoning or environmental impact requirements).

FACILITIES SUMMARIES

Facilities and Services Summaries

Braintree Electric Light Department

Potter Operations Center

100 Potter Road

This three year-old facility is considered to be in excellent condition and is adequate in meeting the needs of the Department. It is accessible. It is anticipated that need for this facility will remain at current levels, or possibly increase.

Potter Office Building

150 Potter Road

This six month-old, handicapped accessible, facility houses the offices of the BELD, and is deemed to be in excellent condition. It is considered to be adequate in meeting the Light Department's needs. It is also considered to be very effective in meeting community needs in that it can be used for meeting purposes by Town Departments. The Light Department anticipates that the need for this facility will remain the same over the Mater Plan time frame.

Lakeside (Churchill) Substation

South Shore Plaza Parking Lot

This six year-old facility serves as a Distribution Station. It is considered to be in excellent condition and more than adequate in meeting the Light Department's needs. It is not now, nor are there plans to make it handicapped accessible. This substation is expected to grow over the next few years. This refers to the fact, however, that the equipment will work harder, and *not* that there will be any expansions of the facility. A second transformer is anticipated at some point when the load increases.

Grove Street Substation

Grove and Columbian Streets

This forty + year-old Transmission Substation is considered to be in very good conditions and more than adequate in meeting the Light Department's needs. It is not now, nor are there plans to make it handicapped accessible. It is anticipated that the need for this facility will increase over the Master Plan time frame. BELD has plans to expand this substation within the next five years.

Main Street Substation

Main and Ivory Streets

This facility is 40+ years in age and is considered to be in very good condition and adequate in meeting BELD's needs. It is anticipated that need for this facility will remain the same throughout the planning period. BELD has plans to move this facility to the `Grove Street Substation within five years.

Middle Street Substation

Middle and Adams Streets

This Distribution Substation is twenty five years old and considered to be in very good condition, and more than adequate in meeting the BELD's needs. It is not accessible, and as it is not for public use. It is anticipated that need for this facility will remain the same throughout the referenced time period.

Allen Street Offices

44 Allen Street

These facilities are 60+ years old and considered to be in good condition. While the structure is deemed to be very sound, the building needs rood and plumbing work. It is currently vacant, as it was considered to be inadequate in meeting BELD needs, as the area was too small to conduct Light Department business. There was also not enough space between Allen Street and the river. One of the buildings is accessible, while the other is not. These facilities will not be needed by the BELD, and the Light Department is doubtful that they would be suitable for other community purposes.

Potter II

Generation Facility

Potter II is a 22 year-old, 96 MW combined cycle gas turbine facility. This facility is considered to be in very good condition. The normal "life of unit" is expected to be 2002. BELD anticipates making major improvements at that time to keep the unit commercial. This facility is considered to be adequate in meeting BELD's needs. There are not plans to make this facility accessible. It is expected that the need for this facility will increase between now and 2002, as there is currently a generation shortage in New England.

Potter I

Generation Facility

Potter I is a 12.5 MW generation (steam) unit of about 35+ years. It is considered to be in poor condition and less than adequate in meeting BELD's needs as it is too small. As with the other facilities, because of safety issues, there are not plans to make this facility accessible. As it presently exists, need for this facility will decrease. The property and building are very valuable for new generation which may be needed by BELD.

Library Department

Main Building

798 Washington Street

At the Braintree Annual Town Meeting in May, 1997, funding was approved for a new Main Library building. The existing facility is 44 years old, in good condition, but below code for ADA handicapped access, public bathrooms, library building standards; lacks HVAC; and contains asbestos. It is inadequate in meeting Library Department needs. At 17,294 gross square feet (gsf), it is well below the standard of 30,565 gsf appropriate to a population of 34,370. The building is subject to flooding and needs electrical and computer cabling updating.

Looking toward 2002, It is anticipated that the new facility will meet the increasing demands on the main library. Increasing in-house usage and circulation of materials indicates increasing need with heightened emphasis on the provision of digitized information. The library is continually evolving as a popular materials center, children's service center and information/reference/formal education support center.

Watson Park Branch Library

85 Quincy Avenue

This facility is 29 years old, and is considered to be in good condition. It is, however, expensive to operate the electrical heating system. It is considered to be less than adequate in meeting the Library Department's needs. There is inadequate book stack space, reader seats and computer workstations and staff workstations. The facility is partially handicapped accessible, i.e. from the parking lot to the lower level auditorium. There are no elevators between floors. The building is essentially effective in meeting community needs. However, multi-facility user patterns, i.e. East Braintree residents using the main building, has caused a decline in branch circulation of materials. This facility is only open three days per week. It is anticipated that need for this facility will decline over the planning period. The future of this branch is contingent upon the Department's operating budget, which has caused the reduction in operating hours since 1981.

Highlands Branch Library

250 Peach Street

The lower level was built in 1982, while the upper level was built in 1851, making it 145 years old. The building is considered to be in poor condition, with the wood exterior of the 1851 portion decaying. This building is inadequate in meeting Library Department needs. A proposed reading room for the lower level never materialized due to budget restrictions. The facility is partially accessible to the handicapped with regard to access to the lower level front entrance and the public bathrooms. This facility is considered to be ineffective in meeting community needs. It has been

The bulk of the individual building forms, 104 forms numbered 1 through 111 (some forms are missing, there is at least one duplicate), were completed in 1973 by the Braintree Historical Society and an organization known as Architectural Heritage, Inc. Using the checklist type of form, the buildings are generally described and all have been photographed. There is little demonstration of historic documentation on the reverse of the forms, although there appears to have been in-depth research completed for at least some of these properties, perhaps available in the files of the Braintree Historical Society. The bulk of the forms are individual buildings, primarily dating to the period before about 1830. They include an exceptional number of surviving colonial and early national period capes and federal period ell houses and double houses. The survival rate appears to have been exceptional in light of the town's rapid 20th century development. None of these forms meet current standards for inventory production. The inventoried properties will need to be reviewed for present integrity, accurately described and researched, and the correct form type prepared for those that remain well-preserved.

A smaller group of inventory forms were prepared later in the 1970s in anticipation of the formation of the Braintree Center Local Historic District. It includes nine of the properties that were included within this district in 1980 as well as properties that had been considered for a larger area, primarily in the 600, 700, and 800 blocks of Washington Street. This group includes 29 forms numbered 201 through 235 (again there are missing forms, and note the large gap between form #111 and #201). Like the forms described above these forms do not meet current standards and will need review and additional research.

The most recent additions to the Braintree inventory were prepared by Boston Affiliates in 1988 and included buildings within the Quincy Shipyard, ten buildings numbered 236 through 245. Because of their recent date of preparation, these forms are not likely to require replacement.

In addition to building forms, this survey effort included resources in the 800 series, a numbering series normally reserved for cemeteries, but here used for parks, and a tree, as well as archaeological sites. This group of forms was prepared primarily in the 1970s. The group includes ten forms numbered 807 through 893 and HA-1 (again there are missing forms). Regional surveys of resources related to the Commonwealth's bridges, water supply, and railway lines produced 900 series forms, primarily forms for bridges, including fifteen forms numbered 900 through 914. Other property types, including other structures,

objects, and parks and landscapes, are normally assigned 900s. Archaeological sites, both historic and prehistoric, have a separate numbering system, and the towns several sites should be reassigned to those numbers. All resources should be assigned correct numbers as well.

State Register of Historic Places: Braintree has a small number of properties listed in the state register. The town's Thayer Public Library (form #1 & 111, 2 JFK Memorial Drive) and the General Sylvanus Thayer Birthplace (no inventory form, 786 Washington Street) are listed on the National Register of Historic Places, in 1978 and 1968 respectively. A third individual property has a preservation restriction, the Asa French House (form #2, 766 Washington Street), and a staff eligibility opinion indicates its potential eligibility to the Register. Another individual property, the Josiah Loring House (form #11, 214 Quincy Avenue), has also been identified with a staff opinion as potentially eligible to the Register. The town established the Braintree Town Center Local Historic District in 1980, including seventeen properties at Thayer Academy and along Washington Street.

Reconnaissance Survey of Town

Once this material was reviewed, the consultant visited Braintree to review historic maps of the town and later to tour it with a member of the Commission, Ron Frazier. By driving and walking through the community, the consultant evaluated how well the existing material covers the surviving resources. Using available maps, the consultant identified areas appropriate for survey and later for potential NR listing.

Files of the Braintree Historical Commission

The inventory files of the Braintree Historical Commission were located late in this review process. Their reported number suggests that they represent an overlap with those forms on file at the MHC prepared in the-1970s. The Commission should compare the attached lists with their inventory forms to determine where the lists do not correspond. The Commission should then visit the MHC to copy forms they do not have and consider filing with the MHC any forms they have in their files but which are not available at the MHC. The Commission should also obtain copies of National Register forms and eligibility opinions for Braintree properties.

General Recommendations for Braintree Historical Commission Action

Renew preservation activities. Although the Braintree Historical Society and the Braintree Historical Commission made significant progress in the 1970s, completing inventory forms, listing properties in the National Register, and establishing a local historic district, the 1980s and early 1990s have not seen sustained effort to continue preservation activities. Now the Commission has resumed meetings and activities, ready to plan a sequence of preservation activities for the town. In preparation for these activities, Commission members should assemble the materials provided for local commissions by the Massachusetts Historical Commission, materials which outline the duties of the local historical commission, commonly gathered together in the Manual for Local Commissions. Commission members should review this material and add to it the special topic manuals also provided by the MHC including the Survey Manual, the Local Historic District Manual, National Register bulletins, among other documents. The MHC can assist the Commission in acquiring these materials. In the mean time, the Commission should be sure to meet regularly, take notes at its meetings, retain copies of correspondence and notes on telephone calls, and report its activities annually for inclusion in the Braintree Annual Report.

Review relationship with the Braintree Center Local Historic District Commission. Like most Commissions within the Commonwealth, Braintree's Historical Commission and its Local District Commission are separately constituted bodies. While this is the normal procedure for many large communities, it is a system that may not work as effectively in smaller ones, where the process of appointing interested and available individuals may be strained by the number required to fill both bodies. Braintree's Local Historic District Commission has not maintained a high profile in its relationship with the Massachusetts Historical Commission. The Braintree town clerk regularly reports its membership but no annual reports have been filed with the Massachusetts Historical Commission, so information about its activities and its review of construction and remodeling within the Braintree Center Local Historic District is unavailable. Based on the MHC files, it is unclear whether the Local Historic District Commission is at present properly constituted, that is if members have been appointed to serve current terms; the Commission should investigate this. Whether or not the Local Historic District Commission is in place, the Commission should open discussion with current and recent members about the possibility of overlapping some or all of their membership. Overlapping membership will allow the Commissions to pool talent and interest in historic preservation, and will lay the ground work for moving toward Certified Local Government status.

Become a Certified Local Government. Since the town of Braintree already has a Local Historic District, the Commission should consider applying to the Certified Local Government Program. Materials describing the program were enclosed with the preliminary report. CLGs are communities that have demonstrated their commitment to high-quality historic preservation programming and are rewarded with access to a special portion of federal funds for preservation projects. In Massachusetts, the program has been particularly successful for moderate-sized communities that are hoping to undertake a sustained program of preservation activities and which can demonstrate a local pledge to matching funds over several years. These communities can lay a strong foundation for preservation with the work that this funding can assist. To meet the requirements of the program, the Commission will need to review its membership for individuals meeting the qualifications outlined for the program, as well as reviewing the other requirements described. Overlapping membership for the Historical Commission and the Local Historic District Commission might accelerate this process.

Survey Recommendations for the Braintree Historical Commission.

The Commission's first substantive step must be to prepare a comprehensive inventory of the town's resources, the building block for any subsequent survey activities. Most of the existing inventory forms will need to be replaced with forms reflecting current conditions and standards. In addition, the inventory must be expanded to include later resources, those dating to the slow expansion of the 19th century as well as the more rapid growth of the town as an inner suburb of Boston. By 1940, Braintree's population had reached 16,378, suggesting a housing stock numbering over 3000 residences. To document a selection of these properties will take a sustained effort over several years, aiming at employing both individual and area forms to report on the total building stock.

The number of properties to be included in a comprehensive inventory varies from community to community, depending on local resources and finances. Several models can be found among recent community survey efforts. In Leaverett, survey has been slowly proceeding over several years, undertaken entirely by volunteers. Norwood, by contrast, has undertaken its multi-phase survey using only town funds to hire a consultant. In Concord, a multi-year effort combined volunteer work with some funding from the Massachusetts Historical Commission's Survey and Planning Grant program. In Swampscott, a single-year MHC-supported survey relied on the use of large-scale area forms to maximize coverage of their numerous late-19th and 20th century resources. A similar survey is underway in Dorchester in an effort to improve the information on that neighborhood available to the Boston Landmarks Commission. In Harvard and Grafton, CLG status was attained and followed by a sustained effort of planning have been

financed in part with this funding. Town funding matched resources from the Massachusetts Historical Commission to support three years of survey and National Register work in these towns.

The Commission may look to these models for suggestions about how to proceed with their own survey efforts. In light of conversations with Commission members, however, it appears that there is unlikely to be a large volunteer component in Braintree's survey effort. In addition, there appears to be at least a tentative commitment by the town selectmen and finance committee to support preservation activities. The survey plan devised, therefore, is one of some ambition, assuming combined funding from the town and contributions from the MHC. These recommendations suggest a three-phase effort at a total cost of about \$30,000. In each year, the survey will employ a two-pronged approach, combining coverage of exceptional individual resources as well as proceeding in a geographical fashion to cover the town's several neighborhoods.

Review properties in existing inventory and update forms for well-preserved examples. The early effort at documenting buildings in the town focused on early properties and these should remain a high priority. Examples have been demolished and undoubtedly altered since the survey so not all of them will be included in the new inventory. During the first year of the survey these properties should be reviewed and new forms meeting current standards should be prepared for those that retain outstanding integrity.

Locate town-owned buildings and prepare forms for well-preserved examples. Historical Commissions can often win support for the preservation through attention to the town's primary public buildings. Working closely with the town government can forestall losses of surplus schools and other public buildings and assure sensitive alterations and additions to others. During the second year of survey these properties should be located and forms prepared for them.

Locate town public buildings and prepare forms for well-preserved examples. Among the resources that contribute most to community character and identification are the churches, clubs, schools, and stores, clustered in commercial districts and scattered among town historic neighborhoods. Attention to these resources is important to winning public support to preservation planning because it helps personalize and democratize public perceptions of preservation and preservationists. These properties should be surveyed each year as the neighborhood surveys proceed.

Phase Braintree's Survey in Geographic Fashion. Braintree's high density suggests that dividing the town into large neighborhoods will do much to streamline and

organize a multi-year survey effort. Both the older historic villages of the town and the more recent suburban developments will be reviewed under this method. Relying primarily on area forms, the large number of resources that date to the town's period of rapid suburban expansion will be covered in an economical fashion; areas selected for inclusion will include intact subdivisions and well-preserved neighborhoods. Five neighborhoods have been tentatively identified for Braintree: Braintree Square, East Braintree or Weymouth Landing, South Braintree, Braintree Highlands, and North/West Braintree. High priority areas identified include South Braintree, recommended for survey during the first year, Braintree Square, recommended for survey during the second year, and East Braintree, recommended for survey during the third year. Braintree's periphery, located generally to the north of Common Street, to the west of Granite Street, and including the southernmost neighborhood of Braintree Highlands, represent lower priorities. These areas contain significant numbers of modern construction and review of them may be postponed and conducted only if time is available, if the town chooses to expand the proposed survey program, or by volunteers.

Survey Braintree's High-Priority Residential Neighborhoods. The three high priority areas identified within the town were the areas known generally as Braintree Square, South Braintree, and East Braintree. The village of South Braintree was one of the earliest clustered settlements in the town and this is the location of the Braintree Center Local Historic District. During the late 19th and 20th centuries the village was significantly expanded through suburban style development to the east and to the west of its Washington-Hancock street spine. These residential neighborhoods extend to the east of Washington Street, primarily between Pearl and Plain streets, and to the west in the area between Sunset Lake and the Richardi Reservoir. Braintree Square is located to the north also along Washington Street, with residential expansion to the west toward the Quincy Reservoir and to the east in a section located to the north of Elm Street and in a section of streets stretching off from Middle Street. East Braintree is Braintree's water-side neighborhood, located generally to the east of Commercial Street. Each of these neighborhoods should be surveyed in sequence, beginning with a refinement of the neighborhood boundaries, and a selection of both outstanding individual properties and well-preserved streets and subdivisions representing coordinated development and high levels of integrity.

Other Preservation Activity Recommendations

The Braintree Historical Commission has made the first steps necessary to achieving its goals of preservation in the town. Reconstituting the membership of the Commission, establishing a regular schedule of meetings, and submitting annual reports

to the town will all go a long way to raising the Commission's profile in the town. In addition, the Commission has applied for funding for a first year of survey from the Massachusetts Historical Commission. Funding is scarce, so the Commission may not be successful in its first attempt, but the MHC will be pleased to see a renewal of efforts in Braintree. Should this application be unsuccessful, the Commission should consider applying the town funds toward a small beginning of the survey, assistance in coordinating Commission and Local Historic District Commission activities, and eventually in establishing a Certified Local Government. Although many towns prefer the multiplier effect that survey and planning grants provide, in a period of reduced funding, it would be a mistake to lose momentum and possible resources by waiting too long to proceed.

As the survey proceeds the Braintree Historical Commission should be sure to open communications with other town boards to be sure they are aware of activities that may have an impact on the town's historic resources. While the Commission has no regulatory power, good communication with the building inspector, planning board, conservation commission, and other town bodies can assure that the voice of preservation is heard in the debates about town development. Establishing a closer relationship with the Local Historic District Commission will be critical to this effort as well. If overlapping membership seems appropriate and feasible, the pooling of interested members will strengthen both Commissions. Then a concerted effort by dedicated volunteers can return preservation to its rightful position within the complex of factors that will shape Braintree's future.

GOALS AND OBJECTIVES

Comprehensive Plan for the Town of Braintree Goals and Objectives

The Town of Braintree is preparing a Comprehensive Master Plan which will help guide Town actions, improvements and regulations over the next five years. The Master Plan will be based on goals and objectives that express the consensus of the Town regarding its vision for the future. The following is a preliminary list these goals and objectives which have been assembled for review and discussion. "Goals" represent general intentions; "objectives" consist of more specific elements that the Town wishes to achieve. The objectives are arranged according to the categories or elements that will compose the Master Plan.

This list has been prepared by the consultant team that is assisting the Planning Board in the formulation of the Master Plan, led by the firm of Cecil & Rizvi Inc. It is based on discussions with the Planning Board, community input through a workshop that was held on January 30, 1997, and through a series of interviews and discussions with community leaders, officials, and administrative personnel. The draft goals and objectives are offered for discussion and revision. This list will be revised several times during the course of the planning process. The final list of goals and objectives will serve as the policy basis for more specific recommendations. Comments or suggestions regarding this list may be forwarded to Mr. Peter Lapolla, Director of Planning and Conservation for the Town of Braintree for consideration by the Planning Board.

Goals

Braintree should provide for orderly growth and development aimed at enhancing Braintree's quality of life, which recognizes the natural characteristics of the land, its suitability for development, the availability of existing and proposed public services and facilities and the fiscal ability to provide such services. To achieve this Comprehensive Plan, Braintree should...

- Implement an overall growth management plan for all uses so that desirable uses and intensities are achieved in an orderly pattern that can be adequately served through minimal changes in the infrastructure that serves the Town.
- Undertake actions that enhance the quality of life for residents by retaining the scale and character of a town rather than becoming a city.
- Take advantage of its strategic location that protects the livability of its residential neighborhoods while providing a strong tax base through commercial uses.
- Ensure the quality of Braintree as a business location through actions that support appropriate uses and locations for new businesses, and reinforce the quality of this location for existing businesses.
- Recognizing that open space is a key asset of Braintree; the environmental qualities and recreational opportunities of open space should be enhanced.

- Undertake a coordinated capital improvements plan to ensure the timely provision of services and utilities to match changes in land use and the needs of the residents and businesses of the community.

Land Use Objectives

- Promote a balanced pattern of land uses that reduces conflicts that damage the quality of life or value of the land.
- Establish desirable patterns of development through appropriate land use controls on land that is undeveloped or likely to be redeveloped within the time horizon of this plan.
- Ensure that future development protects and enhances abutting or important open space resources that cannot be replaced.
- Reinforce the identity and quality of neighborhoods as the “building blocks” of Braintree’s resident population.
- Reinforce vital neighborhood and district commercial centers that primarily serve the needs of residents and local businesses.
- Enhance the image of Braintree by requiring attractive organization of sites, provision of appropriate landscaping, and through high quality building design.

Housing Objectives

- Preserve and enhance single family neighborhoods as the core of Braintree’s housing resource.
- Encourage the provision of the range of housing opportunities for all ages of Braintree residents.
- Protect the relative affordability of Braintree as a community with quality housing.

Economic Development Objectives

- Create an economic climate that increases quality job opportunities and enhances the Town’s economic well being.
- Favor development strategies that produce secondary benefits to the Town in addition to enhanced tax base such as employment opportunities for residents and support for existing businesses.
- Provide initiatives that take encourage redevelopment and improvement of underutilized parcels of land for more productive enterprises.
- Enhance the business climate within the Town’s local commercial districts.

Natural and Cultural Resources Objectives

- Develop specific programs to interpret and protect the Town's natural, historic and cultural resources
- Undertake actions that enhance the identity and importance of the historical buildings and locations within Braintree.
- Support the cultural institutions that serve the various age groups and community organizations throughout the Town.

Open Space and Recreation Objectives

- Provide for increased opportunities for active recreation to match changing demand within the Town.
- Provide for increased facilities where they can cost-effectively enhance the quality of life of residents.
- Develop additional recreational opportunities for children.
- Provide for the adequate maintenance of all public open space.
- Provide for an increased appreciation and understanding of the existing open space resources to further their use and enjoyment.

Services and Facilities Objectives

- Upgrade, repair and maintain the infrastructure systems to ensure high standards of service.
- Improve the Town's water supply, distribution and sewer systems.
- Maintain and enhance the quality of the Town's school system through appropriate capital investment to match the changing school-age population.
- Enhance accessibility in public facilities and in all public improvements.

Circulation and Transportation Objectives

- Ensure that future street and roadway improvements are consistent with the land use and other goals of the Master Plan.
- Provide a comprehensive approach to future development mitigation to reinforce Town-wide priorities for traffic, parking and circulation.
- Establish strategies for reducing through-traffic; this traffic is neither conducive to livable neighborhoods nor is it helpful to businesses in Braintree.

- Support regional and local actions that increase transit ridership and reduce unnecessary automobile traffic within the Town.
- Minimize any indirect negative impacts due to improvements in the regional commuter rail system.
- Enhance opportunities for safe and convenient circulation by pedestrians and bicyclists.

Implementation Objectives

- Ensure that land use goals are implemented through enforceable growth management mechanisms.
- Ensure that existing land use controls are properly enforced.
- Ensure that the Town's land use regulations and decisions are consistent with the Master Plan.
- Improve communication among Town departments and the citizenry on issues addressed by the Master Plan.
- Establish a clear timetable and allocate responsibilities and resources to ensure implementation of the Master Plan.

MAIN STREET PROGRAM

Facts About the National Trust's National Main Street Center

MainStreet

"Since the 1970s there has quietly emerged a program that brings this revitalization process on a wide scale to communities seeking alternatives to devastating change. With impressive results that defy standard measuring criteria, the Main Street Project of the National Trust for Historic Preservation has slowly grown since its inception in 1976 into one of the most successful national redevelopment programs.... It is a program that offers useful directions instead of easy answers, that values instincts of citizens as highly as expertise of professionals, that respects the inseparability of the economic and physical environment, the accumulated character of place...."

— Roberta Brandes Gratz, *The Living City* (Simon & Schuster, 1989)

What's happened to Main Street?

Main Street has changed. Once the vibrant center of a community's civic and commercial life, Main Street began experiencing difficulty several decades ago. Faced with tough competition from shopping malls and confronted with profound changes in consumer lifestyles, geographic mobility and shoppers' expectations, Main Street fell behind. The increasing vacancy rate downtown triggered a cycle of disinvestment, as downtown buildings fell into disrepair and citizens gradually lost confidence in Main Street's vitality.

But there are answers to these complex problems. Throughout the nation, hundreds of cities and towns are proving that getting back to basics, working cooperatively, and incorporating a historic preservation ethic — an ethic of conservation — into their planning decisions, is breathing new life into Main Street.

What is the Main Street program?

In 1977 the National Trust for Historic Preservation, concerned about continuing threats to Main Street's historic commercial architecture, launched a pilot program — the Main Street Project — to develop a comprehensive revitalization strategy that would stimulate economic development within the context of historic preservation. It worked— and, in 1980, the National Trust created the National Main Street Center to help communities throughout the nation conserve their most significant economic and civic resources, their historic commercial buildings. Today, the



National Trust for Historic Preservation



Main Street program is working in hundreds of cities and towns of all sizes, helping community leaders find new economic options for their important historic resources.

The Main Street program's success is based on a *comprehensive* strategy of work, tailored to local needs and opportunities, in four broad areas — the Main Street Four Point Approach:

- **Design:** Enhancing the physical appearance of the commercial district by rehabilitating historic buildings, encouraging supportive new construction, and developing sensitive design management systems
- **Organization:** Building consensus and cooperation among the many groups and individuals who have a role in the revitalization process
- **Promotion:** Marketing the traditional commercial district's assets to customers, potential investors, new businesses, local citizens and visitors
- **Economic restructuring:** Strengthening the district's existing economic base while finding ways to expand it to meet new opportunities.

Finally, the Main Street program must have strong support from both the public and private sectors, with professional management and active volunteers.

What services does the National Main Street Center provide?

The National Main Street Center serves as the nation's clearinghouse for information, technical assistance, research and advocacy on preservation-based commercial district revitalization.

- **Advocacy:** The National Main Street Center represents the interests of traditional and historic commercial districts across the country. Whether it's through meetings with federal officials and representatives of national organizations or through forging strategies for national action, the National Main Street Center works to make downtown revitalization a national priority.
- **Technical assistance:** The National Main Street Center provides on-site technical assistance to communities through a network of state and regional Main Street programs and independent services to individual downtown and urban neighborhood commercial districts on a fee-for-service basis. The National Main Street Center's services include basic revitalization training, advanced training in such topics as market analysis and historic preservation planning, assistance with organizational development, evaluation of the local revitalization process, and strategic planning for long-term downtown management.

for the walkway. The walkway would offer opportunities to walk and bike along the river's edge, fish from piers and enjoy the scenery.

Specific Neighborhood Recreational Needs

Certain areas in Braintree have been identified as being most in need of formal recreational space. A particular deficit was noted by the Parks Department in the north and northwest areas of Braintree. Additionally, a Braintree Master Plan prepared in January 1985 specifically noted deficiencies in the following neighborhoods, related to the availability of neighborhood recreational facilities and access to town-wide parks.

- the Fore River section of northeast Braintree
- the Shaw Street/Hayward Street/Commercial Street area
- the Skyline Drive apartment complex area
- Braintree Square
- East Braintree (Elliot, Williams and Sterling Streets)
- south of South Braintree Square

large portions of central Braintree from the Lakeside school area to South Braintree Square and west to the end of Pond Street at the Braintree-Randolph town lines.

Handicapped Accessibility

It should be noted that any planning for new recreational facilities or improvements to existing facilities will need to address requirements to provide for handicapped accessibility.

PROPOSED ZONING AMENDMENTS

List of Proposed Amendments to the Braintree Zoning By-Law

A series of amendments to the Town's Zoning By-Law are recommended including the following:

1. Compliance with the Master Plan of other Town regulations and relevant actions;
2. Consistency with the Master Plan in granting variances;
3. Limited Commercial Redevelopment Zones;
4. Wireless Communication Facilities;
5. Tree Protection Policy;
6. Landscape and Buffer Zones;
7. Proposed Changes in the Table of Principal Uses;
8. Site Plan Review (SPR) of Multiple-family, Apartment, Business and Commercial Developments;

TOWN OF BRAINTREE
ANNUAL TOWN MEETING
MAY 1998

Article XXX. Amend General By-Laws as follows:

Insert new Section XXX as follows:

All Zoning, Subdivision Rules and Regulations, Health and other Land Use regulations, as well as the Town's Capital Budget shall be consistent with the Master Plan. Any Town Board or Agency having responsibility for adopting regulations to implement the Master Plan shall either adopt such regulations or submit to the Town Meeting proposed regulations within twelve months. Capital Budget Committee shall propose to the Town Meeting a strategy for Capital Investments to be made by the Town that are consistent with the Master Plan.

PURPOSE

To further ensure the implementation of the Master Plan's Goals and Objectives, this article, if adopted would require compliance of regulations with the Master Plan. This article seeks to ensure that the policies, procedures and decisions of the various offices of Town Government are consistent with the Master Plan.

TOWN OF BRAINTREE
ANNUAL TOWN MEETING
MAY 1998

Article XXX. Amend Zoning By-Law as follows:

Insert new Section XXX as follows:

The Board of Appeals, in granting variances, and the Special Permit Granting Authority in granting Special Permits, shall make the additional finding in writing that their actions are consistent with the Master Plan, or do not interfere with the Master Plan, or how such a permit actually furthers the Master Plan.

Before granting any variance from the requirements of this By-Law, the Board of Appeals must specifically find all of the following:

That owing to circumstances relating to the soil conditions, shape or topography of the Lot or Structure in question, and especially affecting such Lot or Structure but not affecting generally the zoning district in which it is located, a literal enforcement of the provisions of this By-law would involve substantial hardship, financial or otherwise, to the applicant; and that desirable relief may be granted without substantial detriment to the public good and without nullifying or substantially derogating from the intent or purpose of this By-law. In deciding whether the requested variance nullifies or substantially derogates from the intent or purpose of this By-law, the Board of Appeals shall consider whether the granting of such variance is consistent with, or does not interfere with, or furthers the purpose and intent of the Master Plan. In its decision to grant a variance, the Board of Appeals shall make written findings describing how such variance is consistent with the Master Plan, or how such variance does not in any way interfere with the Master Plan, or how such variance does enhance the Master Plan.

PURPOSE

To further ensure the implementation of the Master Plan's Goals and Objectives, this Zoning article will require that the Special Permit Granting Authorities and the Board of Appeals ensure that a special permit or variance is consistent with the intent and purpose of the Master Plan. It will require the SPGA and the Board of Appeals to produce specific findings describing how the granting of a special permit or variance is consistent with, does not interfere with, or actually enhances the Master Plan.

**TOWN OF BRAINTREE
ANNUAL TOWN MEETING
MAY 1998**

Article XXX - Amend Zoning By-Law and Zoning Map - Rezoning of Certain Parcels of Land on Granite Street between West Street and Bay State Drive; and from Roc Sam Park Road south to the Randolph line.

Those parcels indicated as Area 3 on the Conceptual Land Use Map
Rezoning from Commercial to Limited Commercial Redevelopment Zone Overlay District, all of the parcels currently zoned as Commercial, as indicated on Plat Map 1032 and 1033.

Those parcels indicated as Area 4
Rezoning from commercial to Limited Commercial Redevelopment Zone Overlay District, all of the parcels currently zoned as Commercial, as indicated on Plat Map 1059.

With such re-designation the following uses currently allowed, either by right, or special permit shall no longer be allowed, including:

Commercial Open Storage of Boats and Recreational Vehicles
Contractor Yard
Heliport
Marine Dependent Uses
Parking Facility, Commercial
Public Utility or Public Works Storage Yard or Repair Shop
Quarry Operation
Solid Waste Disposal Facility
Transportation Terminal

PURPOSE

Like many other older communities, a significant potential exists in Braintree for the re-development of currently underused commercial parcels for more intense uses. The extent of this potential is difficult to assess. There are two areas in particular, however, which are likely candidates for this type of redevelopment which are located in the immediate vicinity of residential neighborhoods, indicated as Areas 3 and 4 on the Master Plan's Conceptual Land Use Plan. This amendment seeks to minimize any negative impacts on these neighborhoods resulting from the intensification of use, or the location of uses more onerous to neighboring communities, but allowed under current zoning.

**ARTICLE XVI
WIRELESS COMMUNICATION FACILITIES**

135-1601. PURPOSE

The purpose of this section is to promote the health, safety, convenience and welfare of the inhabitants of Braintree by providing for controlled placement and operation of certain wireless communication facilities and towers within the Town. The objectives of these regulations are:

to minimize adverse impacts of wireless communication facilities on adjacent properties and residential neighborhoods;

to minimize the overall number and height of such facilities to only what is essential;

to promote the shared use of existing facilities to reduce the need for new facilities.

135-1602. DEFINITIONS

For the purposes of this Section the following words shall have the following meanings:

BUILDING MOUNTED WIRELESS COMMUNICATION LINK shall mean any outdoor wireless communication device mounted or erected on, and solely supported by, an existing building or structure used primarily for other purposes.

INDOOR WIRELESS COMMUNICATION LINK shall mean any indoor wireless communication device mounted or erected inside and solely supported by an existing building or structure used primarily for other purposes.

WIRELESS COMMUNICATION FACILITY shall mean any and all materials, equipment, storage structures, towers, dishes and antennas used by a commercial telecommunications carrier to provide telecommunication services.

WIRELESS COMMUNICATION FACILITY ACCESSORY BUILDING shall mean a structure designed to house wireless communication transmission and reception equipment that is placed at a wireless communication facility.

WIRELESS COMMUNICATION SERVICES shall mean the provision of the following types of services: cellular telephone service, personal communications and enhanced specialized mobile radio service.

WIRELESS COMMUNICATION TOWER shall mean a wireless communication monopole, including antenna and accessory structure, if any, which facilitates the provision of wireless communication services.

135-1603. JURISDICTION

No wireless communication facility shall be erected or installed except in compliance with the provisions of this Section.

A. INDOOR WIRELESS COMMUNICATION LINK

1. An Indoor Wireless Communication Link may be installed in any existing structure or building, except for schools, hospitals, convalescent and nursing homes and residential dwellings.
2. Application fees for an indoor mounted wireless communication link shall be as required by Section 135-1611.

B. BUILDING MOUNTED WIRELESS COMMUNICATION LINK

1. A building mounted wireless communication link may be located on any municipal building or structure or any building or structure located in a Highway Business or Commercial Zoning District. No building mounted wireless communication link shall be allowed on schools, hospitals, convalescent and nursing homes and residential dwellings.
2. Application fees for a building mounted wireless communication link shall be as required by Section 135-1611.
3. A building mounted wireless communication link may be placed on the roof or facade of a building or structure without regard to setback requirements unless the wireless communication link is within 500 feet of a school, hospital, convalescent and nursing home or residential dwelling.
4. The height of a building mounted wireless communication link shall not exceed 10 feet above the existing height of the building.

5. A building mounted wireless communication link shall be situated on, or attached to, a building or structure in such a manner that it is screened, painted or otherwise configured to blend in with the structure or building in a manner that minimizes the visibility of the communication link.

C. WIRELESS COMMUNICATION TOWER

1. AUTHORIZATION

- a. A wireless communication tower may be constructed in a Highway Business Zoning District.
- b. In all cases, a Special Permit is required from the SPGA for the construction of a wireless communication tower.
- c. Any proposed extension in height, any addition of cell antennas or panels, or any construction of a new or replacement tower shall be subject to a new application of a Special Permit.

2. PERFORMANCE STANDARDS FOR WIRELESS COMMUNICATION TOWERS

- a. Wireless communication towers shall be free standing monopoles, with associated antenna and/or panels. Lattice style towers and similar facilities requiring three or more legs and/or guy wires for support shall not be allowed.
- b. There shall not be a tower located within two miles of a proposed tower unless the applicant demonstrates to the satisfaction of the SPGA that placing the tower closer will result in a significantly lower tower, significantly more uses on the tower or will significantly improve protection of the viewshed of the Town of Braintree.
- c. In the event of conflicting applications, the SPGA shall make a judgement as to which proposed wireless communication facility, if any is most suitable.

Proposed Warrant Article

STM - Wireless Communication Facilities

- d. The size and height of a tower shall be the minimum necessary to accommodate the proposed and anticipated future uses with the following provisions:
 - 1. The tower height, including any appurtenant equipment and devices, shall not exceed 60 feet above the average grade of the existing terrain at the tower's base, unless the SPGA, by unanimous vote, determines that a higher tower will result in significantly fewer towers or a significantly improved protection of the viewshed of the Town of Braintree.
 - 2. In no event shall the tower height, including appurtenant equipment and devices, exceed 100 feet.
- e. To the extent feasible, all wireless communication facilities shall be co-located on a single tower. Towers shall be designed in all respects to accommodate the maximum number of uses technologically practical and an applicant shall agree to permit other service providers to co-locate on the tower with commercially reasonable terms.
- f. All towers shall be designed so that, if additional users require said location, the existing tower can be expanded on or replaced with the minimum of technical difficulty and disturbance to the neighbors. The maximum configuration shall be determined during the permitting process.
- g. A tower shall not be erected closer to any property line than a distance equal to the vertical height of the facility (inclusive of any appurtenant devices) measured at the mean finished grade of the facility base.
- h. A tower shall be erected a minimum distance of 500 feet from any school, hospital, convalescent or nursing home, playground/athletic field, residential lot line.

- i. Siting of a tower shall be such that the view of the tower from adjacent abutters, residential neighbors and other areas of the Town shall be as limited as possible. All towers shall be painted or otherwise colored or camouflaged so that they will blend in with the landscape on which they are located. A different coloring scheme shall be used to blend the tower with the landscape below and above the tree line.
- j. Existing on site vegetation shall be preserved to the maximum extent practicable.
- k. To the extent technological feasible, all network interconnections for the tower shall be via land lines.
- l. Fencing shall be provided to control access to towers. Said fencing shall be compatible with the scenic character of the Town and shall not be razor wire. Metallic fencing shall have vegetative screening.
- m. There shall be no signs except for announcement signs, "No Trespassing" signs and a required sign giving a phone number where the owner can be reach on a twenty-four hour basis. All signs shall conform with the Sign Bylaw (Article IX of the Braintree Zoning Bylaw).
- n. Traffic associated with the tower and accessory facilities and structures shall not adversely affect abutting ways.
- o. Night lighting of the facilities shall be prohibited.
- p. There shall be a minimum of one parking space for each tower to be used in connection with the maintenance of the tower and the site. Said space shall not be used for the permanent storage of vehicles.
- q. All towers shall comply with all current and future FAA and FCC rules and regulations.

135-1604. APPLICATION FOR SPECIAL PERMIT

All applications for a wireless communication tower shall be made and filed on the application forms for Special Permit and Site Plan Review in compliance with the Braintree Zoning Bylaw. In addition to the requirements for Site Plan Review under Section 135-711 and the requirements for Special Permit under Section 135-503 the following information shall be submitted for an application to be considered complete:

- A. The applicable fees as noted in the Section 135-1611.
- B. A locus plan at a scale of 1" = 200' which shall show all property lines, the exact location of the proposed structures, street, landscape features, residential dwellings and neighborhoods and all buildings within five hundred feet of the tower.
- C. An elevation drawing of the proposed tower showing all details of its appearance, including height, shape, materials, antennas, wires and accessory building and showing the tower as it would appear on the landscape for each of its four sides.
- D. The following information prepared by a professional engineer:
 1. A description of the facility and the technical, economic and other justifications for the proposed location, height and design,
 2. Confirmation that the facility complies with all applicable Federal and State standards,
 3. A description of the capacity of the facility including the number and types of panels, antennas and/or transmitter receivers that it can accommodate and the basis for these calculations,
 4. If applicable, a written statement that the proposed facility complies with, or is exempt from, the applicable regulations administered by the FAA, FCC, Massachusetts Aeronautics Commission and the Massachusetts Department of Public Health.
- E. A copy of the applicant's FCC License to operate the proposed system.
- F. A copy of the applicant's coverage map detailing the applicant's plans for providing wireless communication services to the Town of Braintree and neighboring communities.

Proposed Warrant Article

STM - Wireless Communication Facilities

- G. Certification that the applicant is in compliance with the National Environmental Protection Act and the Massachusetts Environmental Policy Act.
- H. Proof that there is no existing, approved or proposed tower which can accommodate the wireless communication equipment planned for the applicant's tower. For the purposes of this paragraph, a proposed tower shall mean any tower for which an application for Special Permit has been filed with the SPGA.
- I. Proof that the proposed tower will not interfere with signals sent or received by any other facility which transmits or receives signals via wireless means.
- J. Proof of ownership of the proposed site or proof of a contract or lease with the owner of the site establishing the applicant's right to construct a tower on the site. The application must be signed by the owner of the property and the company[s] proposing to erect the tower.
- K. A description of the soil and surficial geology at the proposed site.
- L. The projected future needs of the carrier and how the proposed tower fits with future projections to serve the Town and adjacent towns.
- M. A copy of a leasing agreement should another carrier desire to co-locate on the tower.
- N. Between submittal of the application and the date of the public hearing on the application, the applicant shall, on two different dates, place a balloon or crane at the location and height of the proposed tower, in accordance with the following requirements:
 - 1. The balloon or crane shall be of a size and color that accurately reflect the appearance of the proposed tower to the extent possible.
 - 2. The balloon or crane shall remain in place at for least eight hours.
 - 3. One of the trials shall take place on a week day. The other trial shall take place on a Saturday. All trials shall begin at 8:00 am.

4. Prior to each trial, the applicant shall post notices of the time and place of the trials at the Town Hall at least two weeks prior to the first trial and shall publish the notice in a local newspaper of general circulation. The notice shall set a rain date in the event weather would delay or impact the results of the trial.

135-1605. FINDINGS

In addition to the findings required by the Section 135-503, in granting a Special Permit for wireless communication tower the SPGA shall find:

- A. that the applicant has demonstrated to the satisfaction of the SPGA that it has complied with the requirements of this Section;
- B. that the size and height of the tower is the minimum necessary;
- C. that the proposed tower will not adversely impact scenic views;
- D. that there are no feasible alternatives to the location of the proposed tower, including co-location, that would minimize its impacts;
- E. that the applicant has exercised good faith in permitting future co-location of facilities at the site.

135-1606. ACCESSORY BUILDINGS

Accessory wireless communication buildings shall be no larger than 300 square feet of total floor area and 12 feet high. They shall be designed to match other accessory buildings on site, and shall be used only for the housing of equipment related to the particular site.

135-1607. USE OF TOWN LAND

- A. For all wireless communication facilities located on municipal property, a Certificate of Insurance for liability coverage in amounts determined by the Town Counsel shall be provided naming the Town as an additional insured.

Proposed Warrant Article

STM - Wireless Communication Facilities

- B. For all wireless communication facilities located on municipal property, an agreement shall be executed whereby the user indemnifies and holds the Town harmless against all claims for injury or damage resulting from or arising out of the use or occupancy of the Town-owned property by the user.
- C. For all wireless communication towers located on municipal property, evidence of contractual authorization from the Town of Braintree to conduct wireless communication services on municipally owned property shall be provided as part of the Special Permit application.

135-1608. ABANDONMENT/REPAIR

- A. All unused wireless communication facilities or parts thereof or accessory facilities and structures which have not been used for one year shall be dismantled and removed at the owner's expense.
- B. For all wireless communication facilities, an agreement shall be executed with the property owner whereby the user shall, at its own expense and within thirty days of termination of the lease, restore the premises to the condition it was at the onset of the lease and remove any and all wireless communication facilities thereon.
- C. For all towers, a bond shall be issued to the Town in an amount equal to the cost of removal of any and all wireless communication facility and for the repair and restoration of the premises on which the tower is located to condition that the premises was in at the onset of the lease, said amount to be determined by the Town. The amount of the bond shall be the total of the estimate by the Town plus an annual increase of three percent for the term of the lease. The term of the bond shall be for the full term of any lease plus eighteen months. The Town shall be notified of any cancellation or change in the terms or conditions in the bond.
- D. In the event of damage to a Tower, all repairs shall be made within one month.

135-1609. ANNUAL CERTIFICATION

For all wireless communication facilities an annual certification demonstrating structural integrity and continuing compliance with the standards of the FCC, FAA and the American National Standards Institute shall be filed with the Building Inspector and shall be reviewed by a licensed professional engineer hired by the town and paid for by the owner of said facility.

135-1610. EXEMPTIONS

The following shall be exempt for this bylaw:

1. Wireless communication facilities used for town or state emergency services.
2. Amateur radio towers used in compliance with the terms of any amateur radio service licensed by the FCC and used solely for that purpose. Said towers shall be less than 45 feet in height. Towers in existence at the time of the adoption of this Section shall be allowed to continue in their current configuration.
3. Wireless communication facilities used expressly for home television reception and not exceeding the height limitation for the Zoning District in which they are located.
4. Medical facilities solely for the transmission of clinical information.

135-1611. FILING FEES

The following zoning fees shall apply to any application for the installation of a wireless communication facility:

1. INDOOR WIRELESS COMMUNICATION LINK: \$10,000
2. BUILDING MOUNTED WIRELESS COMMUNICATION LINK: \$10,000 plus \$1,000 per foot for every foot a communication device extends above the existing roof line of a building or structure.
3. WIRELESS COMMUNICATION TOWER:

tower height of 60' or less	\$30,000
tower height of 61' to 80' for every foot above 60'	\$30,000 plus \$3,000
tower height of 81' to 100' for every foot above 80'	\$90,000 plus \$5,000

Conservation Commission Regulation - approval voted 2/26/98

TREE PROTECTION POLICY

A. Purpose

The excessive cutting and destruction of shade, ornamental and evergreen trees causes barren and unsightly conditions, increases surface drainage problems, increases municipal costs to control drainage, contributes to problems with soil erosion and negatively impacts property. The excessive cutting and destruction of trees adversely affects the health, safety, environment and general welfare of the residents of the Town of Braintree.

B. POLICY

It is the policy of the Conservation Commission to allow no loss of trees of four inches [4"] in caliper or greater for any activity subject to the Commission's jurisdiction [Notice of Intent, Request for Determination of Applicability].

1. An applicant shall replant on site one tree for every tree 4" in caliper or greater removed during site work and/or construction. The trees to be replanted shall be a minimum of 3" in caliper.
2. Should an applicant not have sufficient area to replant all the trees required by this policy, the applicant shall make a monetary contribution to the Commission's Tree Planting Fund. Said contribution shall be made according to the following schedule:

<u>NUMBER TREES NOT REPLANTED</u>	<u>CONTRIBUTION</u>
1 - 100	\$100 per tree
101 - 200	\$10,000 plus \$50 per tree for every tree over 100
201 +	\$15,000 plus \$25 per tree for every tree over 200

*Maximum payment under this policy shall be \$20,000.

C. SUBMISSIONS

As part of any application subject to the Commission's jurisdiction, an applicant shall clearly indicate the location and the number of trees 4" in caliper or greater to be removed. Both the location and quantity of said trees shall be verified by the Staff of the Department of Planning and Conservation as part of its project review on behalf of the Commission.

135-811 LANDSCAPING AND BUFFER ZONES.

A. PURPOSE.

It is the purpose of this section to establish certain regulations pertaining to the landscaping that must be provided in connection with the buffer zone and landscape plan requirements of Site Plan Review. These regulations provide standards and criteria for landscaping which are intended to enhance the value of property, provide buffers between dissimilar uses, improve the physical appearance of the Town and maintain an ecological balance. Maintaining and re-creating an ecological balance is of increasing concern because of land coverage of pavement and structures. These impervious surfaces create an increase in air temperatures, water runoff, flooding, erosion, water pollution and ground water depletion. Vegetation effectively alters these imbalances through oxygen replenishment, water absorption, and abatement of noise, glare and heat. Landscape methods which conserve water through the use of drought-tolerant plants and planting techniques are encouraged.

B. APPLICABILITY

The standards and criteria contained within this section are deemed to be minimum standards and shall apply to all proposed development which will require Site Plan Review.

C. SUBMISSION REQUIREMENTS

Landscape Plans.

a. The Landscape Plan may be submitted concurrently with the site plan, if required by the SPGA. The SPGA shall review such plans and shall approve them if the plans are in accordance with criteria in this section. If the plans are not in accord, they shall be disapproved and shall be accompanied by a written statement setting forth the changes necessary to bring the plans into compliance.

b. Landscape Plans shall contain the following information:

1. Scale and north arrow;
2. Title block with applicant's name and the name and address of the design professional who prepared the plan (s);
3. the proposed site development plan showing existing and proposed building footprints, walls, fences, parking spaces, loading bays, driveways, walks, storage areas, public rights-of-way, easements and the location of structures on, and the uses of, abutting properties;
4. a plan and plant schedule giving botanical and common names of plants to be used, size at time of planting, mature size, rate of growth, quantity of each, location and method of any excavation and soil preparation, and the spacing and location of all proposed trees, shrubs and ground covers;
5. Location and name of streets abutting the development;
6. Location of all trees in and within fifty (50) feet of any area to be graded, and the location of any trees to be removed;

7. Proposed landscaping details including location, species, size and number of trees, shrubs, ground cover and structural landscaping elements;
8. A minimum scale of one (1) inch equals forty (40) feet;

D. STANDARDS

The following criteria and standards shall apply to landscape materials and installation.

1. The Landscape Plan shall provide, to the maximum extent practicable, for the preservation of existing trees, per the Conservation Commission Regulation - (approval voted 2/26/98) TREE PROTECTION POLICY. It is the intent to discourage the practice of removing all existing trees in the improvement or development of properties within the Town. A Landscape Plan which provides for clear cutting of existing trees shall be approved by the SPGA only if the developer or contractor establishes by clear and convincing evidence that the prohibition of clear cutting substantially and unreasonably restricts his ability to develop the property, and that the development will not be economically viable unless clear cutting is permitted.

2. Landscape methods which conserve water through the use of drought-tolerant plants and planting techniques (known as xeriscape) are encouraged.

3. Maintenance. The owner of the property shall be responsible for maintaining, in a neat and orderly manner at all times, the landscaping required by this Article. Plant materials shall be maintained in a healthy and growing condition that is appropriate for the season of the year. Plant materials which die shall be replaced with healthy plant material of similar variety and meeting the size requirement of this section.

4. Quality. All trees and shrubs used in conformance with the provisions of this Article shall have well-developed leaders and tops, and roots characteristic of the species, cultivar or variety and shall show evidence of proper nursery pruning. All plant materials must be free of insects, diseases, mechanical injuries and other objectionable features at the time of planting.

5. Coverage. Grass, ground cover, shrubs and other living landscape materials shall be used to cover all open ground. Landscaping materials, such as mulch, bark, etc., can be incorporated into a Landscape Plan where appropriate.

6. Trees. Trees referred to in this section shall be of a species common to or adapted to this area of Massachusetts, on a tree list provided by the Tree Warden or as approved by the Conservation Commission. Caliper measurements shall be taken six (6) inches above grade. Trees shall have the following characteristics:

a. Canopy trees shall be deciduous trees that have a minimum height of thirty (30) feet at maturity. All canopy trees shall have a caliper width of one (3-3 1/2) inch at time of planting.

b. Under-story trees shall be deciduous trees that have a maximum height of less than thirty (30) feet at maturity. All under-story trees shall have a caliper width of three-quarter (1-1/2) inch at time of planting.

c. Ornamental trees shall be flowering deciduous trees. All ornamental trees shall have a caliper width of one-half (1/2) inch at time of planting.

d. Evergreen or conifer trees shall have a minimum height of twenty (20) feet at maturity. All evergreen or conifer trees shall be at least four (5-6) feet high at time of planting.

7. Shrubs and Hedges. Shrubs shall be a minimum of eighteen (18) inches in height when measured immediately after planting. Hedges, where installed, shall be planted and maintained so as to form a continuous, unbroken, solid, visual screen which will be at least three (3) feet high within one (1) year after time of planting.

8. Ground Cover. Ground covers used in lieu of grass in whole and in part shall be planted in such a manner as to present a finished appearance and reasonably complete coverage within one (1) year after time of planting.

9. Lawn Grass. Grass areas may be sodded, plugged, sprigged or seeded except that solid sod shall be used in swales, berms or other areas subject to erosion.

E. MAINTENANCE REQUIREMENTS

1. All newly planted vegetative material shall be guaranteed to meet minimum American Standard for Nursery Stock Standards at time of planting and for one year thereafter.

2. Any agreement for long-term maintenance of any landscaping project must be negotiated prior to approval of the site plan based on the following criteria:

- a. Vegetation replacement
- b. Irrigation
- c. Pruning, fertilizing, insect and disease protection
- d. Litter/debris clean-up
- e. Drainage, tree protection if grade change

3. A maintenance program shall be established. Pruning should be started early, and kept up at regular intervals. Trees should be pruned and shaped to avoid splitting later in life. Broken tops and branches should be removed as soon as possible after injury. Broken, weak or diseased branches should be removed first, dead branches second and healthy branches last.

4. Trees and shrubs should be protected against damage incurred with lawn mowers and garden equipment. Keeping grass away from tree trunks with the use of mulch is recommended.

5. Avoid or minimize the use of road salt around the trees and shrubs.

6. Required landscaped areas shall be routinely maintained free of debris and litter and in good condition, with regular mowing of grass, so as to present a neat healthy and orderly appearance. Maintenance shall include the replacement of all dead plant material within the guaranteed contract period.

BUFFER ZONES

APPLICABILITY

A. In Commercial Districts and Highway Business districts no building, structure or part thereof shall be erected or placed within 100 feet of any Residential or Open Space and Conservancy District Line.

B. In General Business Districts no building structure or part thereof shall be erected or placed within 10 feet of any Residential District line.

C. Any building in a Residence A or B District shall be set back at least 30 feet from the Open Space and Conservancy District; and in the case of Residence C District, at least 50 feet.

Further, the required buffer strips described in A, B, and C above shall not be used for parking or for any other accessory structure or use except for access.

Landscaping and screening of parking areas shall be provided in accordance with Section VIII.

COMPOSITION OF BUFFER ZONES

A buffer zone shall consist of a landscaped strip and may include fences, walls or berms which shall serve to provide an effective year round visual screen at the time of installation.

HEIGHT OF SCREENING

Visual screening comprised of a mixed planting of deciduous and coniferous trees and shrubs and walls or fences shall have a minimum overall height of six feet at the time of installation except in a required front yard where the maximum height shall not interfere with sight distance.

SIGHT DISTANCE

In order to provide an unobstructed sight distance for motorists, there shall be a triangle which is at least 30 feet on two sides of the intersection of a street with a driveway or an interior drive that shall be clear of visual obstructions. The triangle shall be measured from the point of intersection of the street with the driveway or interior drive for a distance of at least 30 feet along the street line;

along the side line of the driveway or interior drive for a distance of at least 30 feet; and by a third line connecting these two points. Within this triangle so described, nothing shall be erected, placed, planted, or allowed to grow in such a manner as to impede vision for motorists between a height of two and a half feet and ten feet above the grade of the center lines of the street and the driveway or interior drive.

TYPE OF PLANT MATERIALS

a. A variety of plant materials shall be selected to provide an effective visual screen, to be maintained at a minimum height of six feet. Plantings shall be a mixture of deciduous and coniferous trees and shrubs for the screening to maintain its effectiveness throughout the winter months.

b. Ground cover, grass, mulch or other equivalent landscape treatment, shall be provided in all landscaped buffer zones. Where the width of a transition area exceeds twenty feet, and where existing vegetation is used as the required planting, no ground cover, grass, mulch or equivalent treatment shall be required, provided all man-made debris has been removed from within the buffer zone.

c. The substitution of artificial plant materials is not permitted.

d. Existing vegetation in a healthy condition which provides an effective year round visual screen may be used as the required planting provided it is approved by the SPGA who may require supplemental planting.

SIZE OF PLANT MATERIALS

All trees required by this section shall have a minimum caliper of (2 - 2/12) inches at the time of planting. All conifers shall be a minimum of (5-6) feet.

SPACING OF PLANT MATERIALS

The arrangement of plant materials shall consider the relationship of plants in size, form, texture and color. The configuration and combinations of plant materials shall be in accordance with sound horticultural and landscape architectural practices.

PROTECTION OF LANDSCAPING AND SCREENING AREAS

Wherever required landscaping, transition or screening areas are adjacent to parking areas or driveways such areas shall be protected by curbing or wheel stops to avoid damage to the plant materials and other structures by vehicles.

STRUCTURES WITHIN BUFFER ZONES

a. Walls or fences may be erected within a transition area to supplement the required planting to provide an effective visual screen as determined by the SPGA.

b. When walls or fences are required by the SPGA, they shall be of the following type:

1.a solid masonry wall faced with visually attractive materials on the side which faces the residential or less intensive use.

2.a wood stockade or other opaque wooden fence installed so that the attractive side faces the residential, or less intensive use. Between such fence and the lot line there shall be planted a minimum of one shrub or vine per ten linear feet, and a minimum of one small deciduous tree per 40 linear feet.

3.a fence or wall of an alternate material which may be appropriate to the site which may be proposed by the applicant's landscape architect.

c. Walls or fences may not be substituted for plant materials to reduce the required width of a transition and screening area. A wall or fence may be added only where a mass of plant materials would not provide an adequate screen or where required by the SPGA.

EARTHEN BERMS

- a. The SPGA may require that earthen berms be constructed within a transition area as part of a residential development adjacent to an arterial street or limited access highway. The berms shall be planted. Whenever a wall or fence is required in addition to a berm, the wall or fence shall be located between the berm and the higher intensity use in order to improve sound absorption.
- b. The use of earthen berms and similar grading techniques in combination with the standard landscaping requirement is encouraged.
- c. Berms shall be constructed of earth and shall be between three to six feet in height.

USE OF BUFFER ZONES

Only necessary driveways or interior drives shall be located across a required transition area. No structure, parking area, play area, interior street or driveway may be located in this transition area.

A transition area may be used for passive recreation; it may contain pedestrian, bike or equestrian trails, provided they do not reduce the effectiveness of the transition area as a year round visual screen. No other uses are permitted in transition areas.

EXCEPTIONS, SPECIAL PERMITS

Where, due to the size, shape or topography of a lot, the strict provisions of this section would reduce the usable area of a lot so as to preclude a reasonable use of the lot, the SPGA may grant a special permit to modify the transition area requirements where the side of a building, a barrier and/or the land between the building and the lot line has been specifically designed, through a combination of architectural and landscaping techniques, to minimize potential adverse impacts on abutting lots.

The application for a special permit must demonstrate, in detail, the problems imposed by these requirements and provide an effective alternative.

Any modification of the required transition areas may be made subject to such conditions as are determined by the SPGA to assure adequate screening and buffering between particular uses. In determining what, if any such conditions are necessary, the SPGA shall consider:

- a. the proximity to a residential development;
- b. the topography of the site and of adjacent property;
- c. the nature of the use and/or activity on the site;
- d. the land use of adjacent property;
- e. the width and use of all abutting public rights-of-way;
- f. the potential for impact of any nuisance activities such as noise, light or glare.

MAINTENANCE

The owner of the lot shall be responsible for the maintenance, repair and replacement of all landscaping materials installed in accordance with the approved landscaping plan.

All plant material shall be maintained in a healthy growing condition, replaced when necessary and kept free of refuse and debris. After the initial planting, all plant materials not

surviving after the first winter and through the following growing season shall be replaced in kind.

Fences and walls shall be maintained in good repair. Gates or openings may be provided where necessary for access to an area for maintenance.

PROPOSED CHANGES IN THE TABLE OF PRINCIPAL USES

A number of changes are proposed to the Use Table for the purpose of promoting the quality of life of Braintree residents through the increased management of the growth and development potential and pressures that the Town has been realizing.

It is recommended that the Planning Board review the Use Table annually, and assess the continued applicability of the designations. Proposed expansions and adjustments would then be brought to annual Town Meeting for approval.

The proposed changes to the Table of Principal Uses are indicated on the table in bold print. In addition to the expansion of several categories of uses, the following new categories of use are proposed.

HIGHWAY BUSINESS 1 (OFFICE) and HIGHWAY BUSINESS 2 (RETAIL)

PURPOSE

The purpose of further refinement of the Highway Business category is to maximize the Town's ability to control commercial retail activities, and their resultant impacts, by concentrating regionally-oriented retail in specifically designated areas, i.e. the South Shore Plaza area and Grossman Drive.

ALLOWED USES

The uses permitted under each category are indicated on the Use Table.

ADDITIONAL CATEGORIES OF USE

In order to provide the Special Permit Granting Authority (SPGA) with greater regulatory power in line with supporting the Master Plan, a number of categories have been either added or further refined within the Use Table. Such changes allow the table to be more responsive to the changing pattern of land use within the Town.

The proposed changes are as follows:

- Community Center (addition)
- Congregate Living Facility (addition)
- Automotive Repair Service (further refinement of automotive services)
- Business/Professional Office (< 30,000 square feet) (further refinement)
- Business/Professional Office (30,000 square feet or greater) (further refinement)
- Garden Center (addition)
- Free Standing Exterior Kiosks (better defines former "Kiosk, retail")
- Motor Vehicle Lease and Sales (further refinement of automotive services)
- Service Station (further refinement of automotive services)
- Shopping Center (addition)
- Shopping Center, Regional (addition)
- Commercial Open Storage has been eliminated as a category of use
- Printing, Commercial (addition)

35-601. TABLE OF PRINCIPAL USES (Cont.)

USE	RA	RB	RC	C123	GB	HB1	HB2	C	OSC
AGRICULTURAL Agriculture, Horticulture, Floriculture	Y	Y	Y	Y	Y	Y	Y	Y	Y
BUSINESS									
Amusement or Assembly: Place of	N	N	N	N	Y	Y	Y	SP	N
Animal Clinic or Hospital	N	N	N	N	N	Y	Y	Y	N
Automotive Repair Service	N	N	N	N	Y	Y	Y	Y	N
Bank	N	N	N	N	SP	Y	Y	SP	N
Business/ Professional Office (<30,000sf)	N	N	N	N	Y	Y	Y	SP	N
Business/ Professional Office (30,000sf or greater)	N	N	N	N	SP	SP	SP	SP	N
Catering Service	N	N	N	N	SP	Y	Y	Y	N
Commercial Recreation	N	N	N	N	N	SP	SP	SP	N
Day Care, Commercial	Y	Y	Y	Y	Y	Y	Y	Y	Y
Essential Service	Y	Y	Y	Y	Y	Y	Y	Y	Y
Factory Outlet Store	N	N	N	N	N	SP	SP	SP	N
Fast Food Establishment	N	N	N	N	SP	Y	Y	N	N
Funeral Home	N	N	SP	N	Y	Y	Y	SP	N
Garage, Nonresidential	N	N	N	N	SP	Y	Y	Y	N
Garden Center	N	N	N	N	N	Y	Y	Y	N
Hotel or Motel	N	N	N	N	SP	Y	Y	N	N
Free Standing Exterior Kiosks	N	N	N	N	SP	SP	SP	SP	N
Medical Center/ Clinic	N	N	N	N	Y	Y	Y	SP	N
Motor Vehicle Lease and Sales	N	N	N	N	SP	SP	Y	Y	N
Office Park	N	N	N	N	N	SP	SP	SP	N
Restaurant	N	N	N	N	Y	Y	Y	N	N
Retail Store and Service Not Elsewhere Classified (<30,000sf)	N	N	N	N	Y	N	Y	N	N
Retail Store and Service Not Elsewhere Classified (30,000sf or greater)	N	N	N	N	N	N	SP	N	N
Service Station	N	N	N	N	SP	Y	Y	Y	N
Shopping Center	N	N	N	N	N	N	SP	N	N
Shopping Center, Regional	N	N	N	N	N	N	SP	N	N
Training School	N	N	N	N	SP	Y	Y	Y	N

135-601. TABLE OF PRINCIPAL USES (Cont.)

USE	RA	RB	RC	C123	GB	HB1	HB2	C	OSC
COMMERCIAL									
Autobody Shop	N	N	N	N	N	SP	SP	Y	N
Contractor Yard	N	N	N	N	N	SP	SP	Y	N
Hazardous Waste Facility	N	N	N	N	N	N	N	N	N
Hazardous Waste Transfer Station	N	N	N	N	N	N	N	N	N
Heliport	N	N	N	N	N	SP	SP	SP	N
Junkyard	N	N	N	N	N	N	N	N	N
Light Manufacturing	N	N	N	N	N	SP	SP	Y	N
Marine Dependent Use	N	N	N	N	N	SP	SP	SP	N
Modular Storage	N	N	N	N	N	N	N	SP	N
Parking Facility, Commercial	N	N	N	N	SP	SP	SP	SP	N
Printing, Commercial	N	N	N	N	N	Y	Y	Y	N
Public Utility or Public Works Storage Yard or Repair Shop	N	N	N	N	N	N	SP	Y	N
Quarry Operation	N	N	N	N	N	N	N	SP	N
Research Facility	N	N	N	N	SP	Y	Y	Y	N
Solid Waste Disposal Facility	N	N	N	N	N	N	N	SP	N
Transportation Terminal	N	N	N	N	N	SP	SP	SP	N
Warehouse	N	N	N	N	N	SP	SP	Y	N

NOTES:

Y = Allowed by Right; N = Not Allowed; SP = Allowed by Special Permit

RA = Residence A; RB = Residence B; RC = Residence C; C123 = Cluster I, II, III; GB = General Business; HB = Highway Business; C = Commercial; OSC = Open Space and Conservancy

SITE PLAN REVIEW (SPR) OF MULTIPLE-FAMILY, APARTMENT, BUSINESS AND COMMERCIAL DEVELOPMENTS.

DEFINITION

SITE PLAN: an accurate plan at a scale of at least one (1) inch to one hundred (100) feet which covers at least one (1) lot and specifies the site, proposed use, exact structure locations, structure (including sign) elevations and dimensions, pedestrian and vehicular circulation, parking facilities, loading facilities, lighting, proposed grading (topography) at a maximum of one (1) foot contour levels and proposed schedule for development; and shall include surrounding existing conditions within fifty (50) feet beyond the property lines so as to show existing grades and contours, vegetation, retaining walls, and other man-made and physical features which may affect the proposed development. Similar, related data may be required when relevant to the Town's evaluation. Site Plan Review extends beyond the physical dimensions of the Site Plan, as referenced below.

A) PURPOSE

It is the goal of the Town to utilize the Site Plan approval provisions of this By-Law to encourage innovative design and construction of residential, business and commercial developments in the Town. It is the goal of Site Plan review to ensure that the design and construction of developments will not create detrimental impacts to the neighborhood or the environment and to ensure that a development will be in harmony with surrounding areas, and to ensure compliance with all the requirements set forth in this Ordinance.

It is the goal of the Town to evaluate the potential impacts on the Town of each proposed multiple-family, apartment, business and commercial development and require that any resulting negative impact be minimized. In particular, it is the goal of the Town to minimize the adverse impacts of development by requiring that every such development approved by the Town meet the following criteria:

(1) Impacts on Natural Features:

It is the goal of the Town that the impacts of development on valuable natural resources and unique natural features, including but not limited to, aquifers and aquifer recharge areas, prime deciduous and prime coniferous tree stands, marshes and other wetlands, steep slopes, flood plains, poor soils, and such other features as review of a particular site may indicate are worthy of preservation or special protection, shall be minimized by the developer of a proposed development through sound environmental planning and careful implementation thereof; it is specifically the goal of the Town that wherever possible plans be developed in such a way as to avoid development on portions of the site with such natural features.

(2) Impact on Public Facilities and Services:

It is the goal of the Town that adverse impacts of new development to public facilities such as transportation systems, drainage systems, sewage disposal systems, water systems, recreational facilities, educational facilities, police, fire, and other publicly provided systems, services and facilities shall be minimized through careful planning by the developer of a proposed development to accurately predict such adverse impacts and to take reasonable actions in cooperation with the Town to mitigate such adverse impacts.

3) Site Planning, External Relationships.

Site planning shall provide protection of the development from potentially adverse surrounding influences, and protection of surrounding areas from potentially adverse influences within the development. In particular:

i. Principal Vehicular Access Points.

Principal vehicular access points shall be designed to encourage smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. Merging and turnout lanes and/or traffic dividers shall be required where existing or anticipated heavy flows indicate need. Minor streets shall not be directly connected with other streets by internal driveways or roads in such a way as to encourage use of such minor streets by substantial amounts of through traffic.

ii. Access for Pedestrians and Cyclists.

Access for pedestrians and cyclists entering or leaving the site shall be by safe and convenient routes. Sidewalks or similar safe and convenient walkways shall be constructed for pedestrian access. Such access need not be adjacent to or limited to the vicinity of access points for automobile vehicles. Where there are crossings of pedestrian ways and vehicular routes at edges of sites, such crossings shall be safely located, marked and controlled; and where such ways are exposed to substantial automobile traffic at edges of sites, safeguards including fencing may be required to prevent crossings except at designated points. Bicycle paths, if provided, shall be so related to the pedestrian system that street crossings are combined.

iii. Protection of Visibility for Automotive Traffic, Cyclists, and Pedestrians.

Where there are pedestrian or bicycle paths from within the development to a street at its edge, no material impediment to visibility shall be created or maintained within areas appropriate to the circumstances of the case.

iv. Yards, Fences, Walls, or Vegetative Screening at Edges of Site. Yards, fences, walls, or vegetative screening shall be provided at edges of the site where needed to protect residents from undesirable views, lighting, noise, or other off-site influences or to protect residential occupants of other sites from adverse influences within the site.

In particular, off-street parking areas, service areas for loading and unloading vehicles other than passengers, and areas for storage and collection of refuse and garbage shall be screened.

(4) Site Planning, Internal Relationships.

The site plan shall provide for safe, efficient, convenient, and harmonious groupings of structures, uses, and facilities, for appropriate relation of space inside and outside buildings to intended uses and structural features.

i. Drives, Parking, and Service Areas.

Streets, drives, and parking and service areas shall provide safe and convenient access to dwelling units and general facilities, and for service and emergency vehicles. Drives shall not be so laid out as to encourage outside traffic to traverse the development on minor streets, nor occupy more land than is required to provide access as indicated, nor create unnecessary fragmentation of the development into small blocks.

ii. Vehicular Access to Streets. Vehicular access to streets from off-street parking and service areas shall be so combined, limited, located, designed, and controlled as to channel traffic from and to such areas conveniently, safely, and in a manner that minimizes marginal traffic friction and promotes free flow of traffic on streets without excessive interruptions.

iii. Ways for Pedestrians and Cyclists; Use by Emergency or Service Vehicles. Walkways shall form a logical, safe, and convenient system for pedestrian access, appropriate project facilities, and principal off-street pedestrian destinations.

Walkways to be used by substantial numbers of children as play areas or as routes to school or other destinations shall be so located and safeguarded as to minimize contact with normal automotive traffic. If substantial bicycle traffic is anticipated, bicycle paths shall be coordinated with the walkway system. Street crossings shall be held to a minimum on walkways, and bicycle paths shall be located and designed to promote safety, appropriately marked, and otherwise safeguarded.

Pedestrian ways and bicycle paths, appropriately located, designed and constructed, may be combined with other easements and used by emergency and service vehicles, but shall not be used by other automotive traffic, including motor bikes and motorcycles.

(5) Additional Conditions.

In addition to the specific design standards and criteria applicable to a development as set forth in this Ordinance, the Town may establish and impose reasonable additional regulations and conditions for particular site plans, which conditions shall do all the following:

- i. Be designed to protect natural resources, the health, safety, and welfare, as well as the social and economic well-being of those who will use the land use or activity under consideration, residents and landowners immediately adjacent to the proposed land use or activity, and the community as a whole.
- ii. Be related to the valid exercise of the police power and purposes which are affected by the proposed use or activity.
- iii. Be necessary to meet the intent and purpose of the zoning regulation; be related to the standards established in this Ordinance for the land use or activity under consideration; and be necessary to ensure compliance with those standards.

B. APPLICABILITY

A site plan review shall be required prior to the issuance of a building permit for (1) all Special Permits as required under this Ordinance (2) all multi-family or apartment developments, and (3) all developments where the area of any new structure or extension of an existing structure is 500 square feet or more excluding single and two family homes that are not subject to Special Permit and related accessory structures. (ARTICLE 55 ATM 5/3/93)

C. PROCEDURE FOR APPLICATION

1. Each application for a SPR shall be filed with the Special Permit Granting Authority (SPGA) in accordance with the provisions of Article V of this Chapter and with any rules and regulations as adopted by the SPGA.

2. Each application for a SPR filed with the SPGA shall be administratively processed in accordance with the provisions of Article V. of this Chapter and with any rules and regulations as adopted by the SPGA. Approval of a Site Plan Review shall require the affirmative vote of at least four (4) members of the SPGA. (Art. 56 ATM 5/11/94)

3. The SPGA may at the Pre-application conference, reduce the data required to be filed if the scope and impact of the proposal warrants such modification.

PRE-APPLICATION CONFERENCE. Prior to filing a formal site plan application, the applicant is required to attend a pre-application conference with the SPGA or its designee. The purpose of the pre-application conference shall be to assist the applicant in bringing the site plan into conformity with these and other regulations applying to the subject property and to define the specific submission requirements for site plan application. Each applicant shall meet in this preliminary consultation to determine those particular areas of study to be conducted by the proponent with regard to the proposed development. At the least each applicant shall be required to submit to the Preliminary Site Plan Approval process and Final Site Plan Approval process as described below.

PRELIMINARY SITE PLAN APPROVAL. The purpose of the Preliminary Site Plan Approval is to determine the conformance of a proposed development to the Town's land use policies and the standards of this Chapter, and the probable impact of the proposal on its surrounding neighborhood and on public facilities and services. Preliminary approval involves technical review and analysis by staff, a public hearing before the SPGA and public review and ultimate action by SPGA. Preliminary approval signifies that the Town finds the nature and design of the proposed development acceptable, subject to any conditions of approval and the conformance of the development to all relevant local policies and regulations.

(1) Submission Procedure. Applications shall be submitted to SPGA in accordance with the provisions of Article V. of this Chapter and with any rules and regulations as have been adopted by the SPGA and shall include the following items:

(a) A letter requesting Preliminary Site Plan Approval, signed by the owner and the prospective developer of the property;

(b) Five (5) copies of the site plan materials specified below.

(2) Initial Review. Upon receipt of a complete submission, the SPGA shall review the proposal with respect to the Master Plan, other local land use policies, the requirements of this Chapter, and accepted design principles. They shall also initiate the review of the proposal by others:

(a) The SPGA shall transmit copies of the site plan materials to other departments and agencies which have review or operational responsibilities relevant to the proposal. Written reports on the proposal from the departments and agencies shall be submitted to the SPGA within 35 calendar days of their receipt of the site plan materials.

(b) The SPGA shall schedule a public hearing on the proposal in accordance with the Board's Bylaws.

(c) The SPGA shall prepare a preliminary report on the proposal. The report shall include: a description of the proposal; a review of its conformance to the Master Plan and to applicable regulations and standards in this Chapter; a review of impact on traffic and public facilities and services; and the reports received from other departments and agencies.

(3) SPGA Review. Following the Public Hearing, the SPGA shall advise the applicant and staff of issues which need further study and of changes to the plans which should be considered.

(a) Any revisions to the plans shall be prepared by the applicant and submitted to the SPGA. Five (5) copies of the revised plans shall be submitted.

(b) If proposed revisions to the plans may affect the conclusions and recommendations of other departments or agencies, the SPGA shall refer the revised plans to them for additional review.

(c) After receipt of the revised plans and additional comments from other departments and agencies, if any, and upon completion of further study, the SPGA shall prepare a final report and recommend action on the proposal, including any conditions deemed necessary to ensure the proposal's compliance with local policies and regulations.

(d) The SPGA may recommend approval or denial of the proposal as submitted, or it may recommend approval subject to conditions deemed necessary to ensure the proposal's compliance with local policies and regulations. Actions on the Preliminary Approval of a project should be filed in the Office of the Town Clerk, and to the applicant, and to any Town Boards which have submitted comments on the proposal.

(5) Time Limit of Approval.

(a) A Preliminary Site Plan Approval shall remain valid for a period of 24 months from the date of approval by the SPGA.

(b) If an application for Final Site Plan Approval has not been submitted within the above 24 month period, the Preliminary Approval shall become null and void.

(c) Upon written request from the applicant, at least thirty (30) calendar days prior to the expiration of the eighteen (18) month period, the SPGA may grant one (1) extension of the Preliminary Approval for a period not to exceed twelve (12) months.

REQUIRED SITE PLAN MATERIALS FOR PRELIMINARY APPROVAL. An application for Preliminary Site Plan Approval shall include five (5) copies of the following drawings and information.

(1) A preliminary site plan showing the proposed size and location of buildings, parking, and access facilities and other facilities to be constructed or installed on the site; and the proposed use and treatment of other areas on the site.

(2) A topographic survey and boundary description of the site, drawn at the same scale as the site plan, showing:

- (a) the exact dimensions and size of the site and any easements, rights-of-way or other physical encumbrances on the site
- (b) the location, size, and composition of all existing buildings, paved areas and other facilities
- (c) existing contours at one (1) foot intervals
- (d) the location and type of all existing trees which have a caliper of six (6) inches or more, and the location and general composition of major clusters of trees and shrubs, including those to be retained and removed
- (e) the location of watercourses, depressions, ponds, and marshes with the previous flood elevations of these areas as determined by survey and one hundred (100) year records, if available, and
- (f) the location and size of all existing utility lines, manholes, catch basins, and fire hydrants on or near the site which may be used to serve the site
- (g) soil profile with depth to groundwater
- (h) landscape features such as fences, walls, walks and lighting
- (I) site drainage and drainage calculations
- (3) A preliminary landscape plan, drawn at the same scale as the site plan or larger, showing the location and size of areas to be landscaped, and proposed berms, fences or other screens to be erected, in accordance with Section 135.711. An existing trees protection plan in accordance with Section XXXX.
- (4) An exterior lighting plan.
- (5) Preliminary building plans, drawn at a scale of 1/8" = 1' or larger, showing:
 - (a) interior floor plans showing the arrangement and use of rooms for each type of unit; and
 - (b) building elevations showing the size, height, architectural style, and exterior materials to be used for typical buildings
- (6) A descriptive text which addresses the following items:
 - (a) the impact of the development on natural features, as described herein
 - (b) a traffic impact study performed to criteria established by the SPGA either by the owner or by the SPGA at the expense of the owner. Based upon the study, the SPGA may require the owner to take any action necessary to ensure adequacy and safety of transportation facilities (including without limitation: highways, traffic signals, etc.) that are affected by the proposed improvements and may require the owner to enter a public works agreement, secured by a suitable guarantee, which implements any requirements of the SPGA or may require the owner to contribute into a fund to be used to upgrade the transportation facility which is determined to be inadequate on a basis that pro rates the effect of the development on the facility.

(c) the impact of the development on public facilities and services, as described herein, including, but not limited to, the following: schools, public water and sewer facilities, police protection, roads and traffic control devices, storm drain facilities, emergency service facilities and solid waste disposal facilities. The SPGA may consider and may use the failure of any agency or agencies to certify the adequacy of any public facility or facilities to serve a proposed site as a basis for disapproval of a site development plan.

(d) the fiscal and economic impact of the proposed development

(e) the conformance of the proposed development to the objectives and policies in the Master Plan

(f) the design principles and land use statistics reflected in the proposed plans, and

(g) the proposed staging of the development

(h) evidence as to the status of all permit applications for the project to other local, state and federal agencies

(i) other information as may be requested in the Preliminary Scoping Consultation with the SPGA

FINAL SITE PLAN APPROVAL. The purpose of Final Site Plan Approval is to review the final design details of a proposed development to ensure that it conforms to the Preliminary Approval and to all applicable local regulations. Final approval involves technical review and analysis by staff and public review and ultimate action by the SPGA. Final Approval signifies final acceptance of details of the site plan by the Town and allows the developer to seek the necessary permits to begin construction.

(1) **Submission Requirements.** Application shall be submitted to the SPGA and shall include the following items:

(a) a letter requesting Final Site Plan Approval, signed by the owner and the prospective developer of the property

(b) five (5) copies of the site plan materials specified below, and

(c) evidence of approval of any variance or waiver required for the proposed development

(2) **Initial Review.** Upon receipt of a complete submission, the SPGA shall review the proposal with respect to its conformance to the details and conditions of the Preliminary Approval. They shall also initiate the review of the proposal by others.

(a) The SPGA shall transmit copies of the site plan materials to the relevant Town Offices for review. Within eight (8) working days of their receipt of the plans, such offices shall respond to the SPGA in writing and either:

(1) indicate they approve the plans as submitted, or

(2) provide a list of inaccuracies or deficiencies in the plans with respect to local regulations

(b) If there are inaccuracies or deficiencies in the plans, the SPGA shall notify the applicant within ten (10) working days of the submission. The applicant is then responsible for

making necessary changes and submitting revised plans to the Official before the review proceeds further.

(4) SPGA Review and Action. The SPGA shall review the Final Site Plans at a regular meeting and shall approve them as submitted if they conform to the Preliminary Approval and all applicable local regulations, or if the necessary variances or waivers have been granted. If the plans do not conform, the SPGA shall act in one of the following ways:

(a) The SPGA shall approve the plans, with additional conditions, if necessary, if they conform to all local regulations and they are consistent with local land use policies, or

(b) The SPGA may disapprove the plans if they do not conform to all local land use policies and regulations

(c) Before acting, the SPGA shall schedule and hold a public hearing on the revised plans, in accordance with the SPGA's Bylaws, if the SPGA determines that the proposed changes may have significant impact on the neighbors of the development

REQUIRED SITE PLAN MATERIALS FOR FINAL APPROVAL. An application for Final Site Plan Approval shall include five (5) copies of the following drawings and information.

(1) A site plan, as defined in this Chapter, the topographic survey, boundary description and preliminary building plans as specified above.

(2) A detailed utility plan, drawn at the scale of 1" = 30' or larger, except as may be approved by the Town Engineer, showing:

(a) the location, size, and inverts of all existing and proposed utility lines to serve the development

(b) the location and size of all manholes, catch basins, water retention areas, and fire hydrants, and

(c) the location and size of proposed trash compaction or storage containers, and the size and construction of required screening and pad for such containers

(3) Detailed plans and specifications for all proposed public streets, drive approaches, and sidewalks showing their locations, size, and construction

(4) A detailed landscape plan which conforms to the requirements of Section 135 XXX.

CONFERENCES AND MODIFICATIONS DURING REVIEW. While reviewing such application, the SPGA may, or at the request of the applicant shall, meet with the applicant for such conferences concerning the proposed site plan as may be appropriate and may accept amended plans in substitution of those originally submitted. Submission of amended site plans shall constitute a new complete application, and the SPGA shall have forty-five (45) days to review the application from the date of submission of the amended site plan.

D. CRITERIA FOR APPROVAL

Prior to approving a SPR, the SPGA shall ensure that there will be a reasonable use of the site subject to the following criteria:

1. Adequacy of the capacity of local streets to accommodate the traffic to be generated by the proposed use. In addressing this criteria, the SPGA may consider projections of increased traffic volumes due to the proposed development and their impacts on existing streets.
2. Adequacy of the public infrastructure to service the project and the area in the immediate vicinity of the site. The public infrastructure includes the Town's water distribution system, its sewage collection system and fire protection.
3. Relationship of structures and open spaces to the natural landscape, existing buildings and other community assets in the area.
4. Protection of adjoining property against serious detrimental uses by providing for adequate site drainage, sound and sight buffers and the preservation of views, light and air quality.
5. Convenience and safety of vehicular and pedestrian movement within the site, the location of driveway openings in relations to traffic or to adjacent streets and, when necessary, compliance with regulations for the handicapped.
6. Adequacy of the arrangement of parking and loading spaces in relation to the proposed uses on site.
7. Adequacy of the methods of treatment, service and disposal of water, refuse and other wastes resulting from the uses permitted on the site.
8. Compliance with all the requirements set forth in this Chapter.

SCOPE OF WORK - 10 YEAR TRANSPORTATION PLAN

SCOPE OF SERVICES 10-YEAR TOWN-WIDE TRANSPORTATION PLAN

The Scope of Services which follows is intended to develop a 10-year comprehensive transportation management plan for the Town to initiate implementation of the Town's Master Plan recommendations.

Background Information

Braintree is a suburban community of 33,800 persons located 12 miles south of Boston and bordered by Randolph on the west, Quincy on the northwest, Weymouth on the east, and Holbrook to the south. Incorporated in 1640, Braintree has a strong residential character with a rich history and a promising future. Braintree is a regional employment center with nearly 28,200 jobs in the wholesale and retail trade, services, and manufacturing, transportation and communication, and government sectors. Braintree is approaching full development. Both the South Shore Plaza and Union Street retail areas have experienced major development during the past few years.

Located at the junction of Routes 3 and 128, Braintree is served by regional rapid transit (Red Line), commuter rail (Old Colony service), and local bus services. In part due to its great location, the Town is fraught with ever-increasing traffic from regional and local development.

The Town recently updated its Master Plan and believes that one of the best ways to address transportation infrastructure deficiencies and congestion problems is to identify specific ways for the community to manage its ever-increasing traffic. Specifically, measures to improve safety, to reduce congestion, and to protect and enhance its precious neighborhood resources from the adverse effects of through traffic need to be identified and pursued. As such, a communitywide traffic management plan must work with the neighborhoods to identify options and expectations, and to identify funding resources to implement recommended actions.

Phase I. Community Coordination and Outreach

1. Working with Town officials, organize a community outreach program to monitor the comprehensive traffic management study. To assist in the outreach program, a study monitor group should be established (or an existing group charged with monitoring the study). Representatives of the study monitor group should be diverse and representative of government elected officials, professional Town staff, emergency officials, senior citizen, conservation, and business interests. The group should 1) assist in the development of goals and objectives at the outset of the study; 2) be the clearinghouse of study products; 3) should help organize study public meetings and neighborhood outreach efforts which will be needed; and 4) become the principal proponents of study recommendations.

2. Organize meeting agenda and assist in educating the study monitor group and the public on the pros and cons of alternative transportation management strategies.

Phase II. Evaluate Existing Conditions

1. Gather and organize existing available traffic count information collected for projects throughout the Town during the past three years. Building on the Braintree Master Plan information gathered, compile a comprehensive, up-to-date traffic data base for the Town's arterial and collector system including:

- (a) Granite Street (State Route 37);
- (b) Union Street;
- (c) Plain Street
- (d) Pearl Street
- (e) Grove Street
- (f) Columbian Street
- (g) Washington Street
- (h) Hancock Street
- (i) Elm Street
- (j) Liberty Street
- (k) South Street
- (l) Commercial Street
- (m) Hawthorne and Cedar Streets
- (n) Independence Avenue
- (o) West Street
- (p) Town Street
- (q) Middle Street
- (r) Cleveland Street
- (s) Commercial Street
- (t) Park Avenue
- (u) Wildwood and Park Streets
- (v) Ivory Street/John Maher Highway
- (w) Tremont Street
- (x) Central Avenue

Collect average weekday information on peak hour and daily volumes, speeds, vehicle classifications, and gap information on the above streets where information is unavailable within the past three years. Identify deficiencies in the spacing and design of driveway curb cuts along these corridors. Conduct AM and PM peak period turning movement counts at key intersections of the above streets where recent where information is unavailable within the past three years. Collect Saturday peak hour data for intersections close to the Braintree South Shore Plaza and Marketplace development sites from existing traffic monitoring programs.

Review historical traffic volume data and document recent trends in weekday and weekend traffic volumes.

2. Provide a description of the Town's existing traffic signal control devices including a description of the type and age of equipment, its potential for enhancements, and its compliance with current edition of the Manual on Uniform Traffic Control Devices. Inventory the Town's existing and programmed public transportation services including MBTA rapid transit, commuter rail, and bus services, privately operated bus services, and senior citizen transportation services. Include change-of-mode (i.e., parking and feeder bus services) facilities, if provided or programmed.
3. Obtain available historical traffic accident data for the most recent three-year period and identify the highest accident locations and corridors during the three-year period.
4. On the basis of available Town records and discussions with police and Town officials, identify existing locations where residents have complained about through traffic problems on the street system defined as local and residential collector streets. Classify in terms of heavy, moderate, or low complaints.
5. Prepare displays that summarize the results of the existing conditions analysis highlighting safety, capacity, curb cut deficiencies, and neighborhood cut-through deficiency areas. Collect volume and speed information on 5 to 10 neighborhood cut-through routes identified by the Town as having 'heavy to moderate' complaints.
6. Describe those elements of the arterial and collector transportation infrastructure in need of improvements with existing conditions and the relative distribution of land uses along the corridors.

Phase III. Project Future Conditions

1. For a ten-year horizon, project future AM and PM peak hour traffic conditions on the arterial and collector roadway system. Employ land use information contained in the Master Plan and update, if necessary to identify major new Braintree trip generators. Identify programmed roadway or transit improvements that will be implemented by the horizon year.
2. Identify those locations expected to be most deficient in capacity and safety for the ten-year horizon with programmed improvements.

Phase IV. Recommend Action Plan

1. Using information collected during Phases II and III, work with Town staff and officials through the community outreach program established under Phase I to develop communitywide actions along the corridors and neighborhood traffic control areas evaluated. Recommended physical improvements shall include a concept sketch illustration. Alternative actions and their consequences should also be identified and evaluated where appropriate.

2. Recommended actions shall include consideration of corridor safety improvement actions, access management guidelines for various functional classifications, traffic signal coordination strategies, neighborhood traffic controls, lane utilization modifications, etc. The emphasis of recommendations should be on preserving the quality of life in Braintree's neighborhoods by keeping traffic on the arterial and commercial collector system and, to the extent possible, off the local and residential collector systems.

Recommended actions should be listed by categories:

- ✓ Policies (including the development of standards for applying 'quality of life' traffic volume increase criteria to the Town's local and residential collectors)
 - ✓ Traffic flow improvements on arterials and commercial collectors including consideration of Advanced Traffic Management Systems (ATMS).
 - ✓ Neighborhood traffic controls including through traffic or speed reduction measures
 - ✓ Safety intersection improvements
 - ✓ Enhanced public transportation and intermodal connections for Braintree residents
 - ✓ Pedestrian improvements (sidewalks consistent with Federal and State accessibility requirements)
3. Develop a strategy for implementing recommended actions including an evaluation of potential State and Federal funding resources. At minimum, at least three action periods should be specified:
 - ✓ Immediate action (0-2 years to implementation);
 - ✓ Short-term (2-5 years to implementation); and
 - ✓ Long term (5-10 years to implementation).

