

SOUTH PLEASANT STREET FORUM II
AUDIENCE NOTES – March 29, 2011

MICHAEL'S NOTES

BOUNDARIES

- Higher buildings at Town Yards
- Zoning Changes – height
- Shaws is Waverley Square! Along with car wash and BP gas station
- Incorporate Waverley triangle with Shaws, car wash and BP gas station
- Utilize air rights between Waverley triangle and car wash
- Height at Water Department yard ok
- Larger triangle is going to be a terminus for bus and railroad to feed McLean development – need to guard against destroying that opportunity
- Address of Shaws should dictate where Shaws belongs – if on Trapelo Road then Waverley, if on Pleasant Street then that district
- Increase zoning to maximize tax revenue
- Do we want to create barriers between Waverley and Pleasant Street or encourage connections and foot traffic?
- Bus stop half way down district
- Is there a chance to keep former car dealership as historic renovation?
- Address larger triangle with zoning change

ALLOWED USE GROUPS

- Suggestion that in the Center of Pleasant Street district have no restrictions. What would objections be to height – 8 stories, etc.?
- Excessive height would create a barrier to neighborhoods

- If residential use is considered then economic impact study must be done
- Keep commercial for tax base
- Don't mandate mixed use but leave it up to the developer
- At what height does a project become viable
- Height will be determined by parking
- Fifty foot high snow piles could not be viewed from side streets
- What is the maximum tax revenue?
- Don't let this drag!

JENNY'S NOTES

BOUNDARIES

- Higher across from Town Yards – wider properties in that section
- 2 or 3 different zones
- Shaws = Waverley Square
- Waverley zoning should continue up Trapelo
- Air rights development from triangle to car wash site?
- Zoning sets a long term pattern
- Height in middle properties – no shadow or sight line problems
- Transportation terminus feeder for McLean development – busy space – valuable properties
- Connections to trains and buses need to be planned – development could make barriers to connections to transit
- Possibility of bus terminal somewhere in triangle

- Need to enhance revenue for the Town
- What kind of connections should be maintained?
- No current visual connection currently to car dealership property
- Bus service to Pleasant Street to support new development
- Should there be thought to preserving the existing car dealership building?
- Waverley zoning should be addressed at the same time – give developers clarity
- Suggestion – Zone 1: Shaws and triangle to Waverley Landscape
Zone 2: Waverley Landscape to Flett
Zone 3: Flett north

ALLOWED USE GROUPS

- Middle section – no use restrictions? No height? What would downside be? Good idea? Help to tax base. Fit with higher development at McLean
- Would change character of Pleasant Street?
- Now essentially a ‘pass through’ – concern about more cars
- Viewscape concern with more height – would make Pleasant Street a barrier
- If residential component included need economic analysis of tax base/service use effect
- Keep this area commercial
- Allow mixed use as a developer’s choice
- Zoning incentives?
- What is the mission or role of the Planning Board? How can the Planning Board lead in a way that moves in directions in the best interests of the Town?
- Pay attention to all interests – 50 year opportunity to set vision
- Planning Board should have interests of whole Town in view especially tax base questions and implications

- What needs to change to incent new commercial development?
- Most developers want as much height as possible, most neighbors want as little height as possible – where is the right compromise?
- Height will be limited by parking requirements
- What do the property owners want and/or expect? Open the zoning and see what comes
- Taxes and purchase price require significant development but must be aesthetically pleasing and acceptable to the Town
- Need to have clarity about what the Town will allow and wants
- Difficult conversation because no context – question how commercial does the Town want to be – 6%, 20%, etc? How much of the tax base should be commercial? A decision would help this process and have significant implications for the outcome.