



APPLICATION NARRATIVE

247 DRIFTYWAY, SCITUATE, MA

In General.

The applicant, Drew Company, Inc. (“Drew”), of 2 Seaport Lane, 9th Floor, Boston, Massachusetts is proposing a mixed-use project, including retail, commercial and residential uses on the existing east parking lot at Greenbush Station located at 247 Driftway, Scituate, Massachusetts (the “Project”).

The entire property contains 4.46 acres of land and is currently owned by the Massachusetts Bay Transportation Authority (“MBTA”) and is currently under agreement to be sold to Drew (the “Property”). The MBTA will continue to own the Greenbush Station property and parking lot to the west of Old Driftway. As part of the Project, Drew will provide the MBTA with a permanent, perpetual easement in the Property to operate, maintain, repair and use 196 surface parking spaces, together with associated easements for (i) vehicular ingress and egress from the parking area to a public way; (ii) pedestrian access from the parking area to Greenbush Station; and (iii) utility and drainage easements to accommodate the MBTA’s utility and drainage needs associated with the parking area ¹.

The Property is situated in the Commercial and Village Business Overlay Districts under the current version of the Town of Scituate Zoning Bylaw.

The Project consists of 78 residential rental apartments located in four three-story buildings (Buildings B, C, D and E) with covered garage parking on the first floors of the buildings and approximately 10,500 square feet of retail and commercial space located in Buildings A, B and C. The 78 residential units are a mixture of twenty-seven (27) one-bedroom and fifty-one (51) two-bedroom units. Each of the proposed residential buildings/units and the retail and commercial spaces will have dedicated parking spaces that meet or exceed the minimum parking thresholds. Approximately 80% of the parking appurtenant to the residential units in Buildings B, C, D & E is located on the first level of the buildings below the buildings in a covered garage area accessed from the ways and lanes to be constructed as a part of the Project. As a part of the proposed

¹ Sixty three (63) parking spaces will be created off the North Road at the northerly portion of the Property, one hundred thirty-three (133) parking spaces will be created in an area easterly of the proposed Project in an area depicted as the East Lot on the Project plans, and forty-four (44) spaces are proposed on the Town land at the easternmost portion of the Property. All public parking for the MBTA is accessible from the Old Driftway and Driftway.

Project, Drew proposes to reconstruct the Old Driftway to provide for additional seventeen (17) spaces of parallel parking within the layout of the street.

The retail and commercial uses are centered in Buildings A and B closest to the existing MBTA train station and is proposed with retail use on the first floor of Building A, commercial use on the second floor of Building A, and retail use on a portion of the first floor of Building B. The so-called “coffee shop” is located in the southeasterly corner of the Property shown as Building F and is designed to accommodate a drive-thru window.

The Project will present a much-needed rental housing option in a thriving transit-oriented community where residents can live comfortably with easy access to impactful retail options. The site as designed will be connected via a series of internal site drives and sidewalks, will be improved with indoor and outdoor sitting areas, and will be landscaped all in an effort to create a sense of place that will appropriately buffer the proposed community from its abutting properties and segment the Project’s mixture of retail, commercial and residential uses, all in an effort to foster a village community setting and provide benefit to the Town.

Requested Zoning Relief. Special Permit and Site Plan Approval.

Drew is seeking a Special Permit under Section 560.4 of the Scituate Zoning Bylaws (Village Business Overlay District Special Permit) and Site Plan Review in accordance with Section 770 of the Bylaw (required by Section 560.9.B) in connection with a proposed mixed-use development described above containing a mixture of retail, commercial and residential uses. In accordance with Section 560.4, Drew proposes two mixed use buildings, Building A (commercial use over retail use) and Building B (residential over retail use), three other buildings containing multiple dwelling units, and a coffee shop building.

Drew submits that has been meeting with the town officials including the Board of Selectmen and the Planning Staff to ensure that the proposed project and its design complies in all respects with the conditions set forth in Section 560.4. In accordance with the Bylaw’s requirements, fifteen (15%) percent of dwelling units will be affordable to low- and moderate-income households as defined in Section 560.7 B, Affordability Standards, Rental or Sales Price.

Significant improvements providing public benefits are provided in the form of the reconstruction of the Old Driftway to add seventeen (17) new on-street parking spaces within the layout of the street, the addition of extensive network of sidewalks connecting the Project and its amenities to the MBTA Station, improvements on the MBTA parking lot, the addition of new open space and landscaped buffer areas on the site of the existing parking lot. Additionally, Drew participated in the recent \$2.2 million dollar MassWorks Infrastructure Grant application by engaging at its cost and expense, the civil engineering firm, Horsley Witten Group, Inc., to prepare a Inflow and Infiltration (“I&I”) remediation plan which, when implemented, will restore significant public sewer design capacity to allow Scituate to advance two development projects that expand housing choices, diversity of housing stock, and increase affordable units. In

addition to paying for the cost of the remediation plan, Drew has committed to providing a substantial cash contribution of \$229,000 towards the town's cost for infrastructure improvements.

As will be demonstrated during the public hearing process, the proposed buildings have been laid out by a professional civil engineer to meet the dimensional requirements of the Bylaw and have been designed by Drew's experienced team including a registered professional architect that listened to the input from town officials and designed the buildings and open spaces in a manner which satisfies the Design Review Standards of Section 560.8 of the Bylaw. Drew and its design and engineering team have met on several occasions in a series of Pre-Application Meetings encouraged by the Bylaw to exchange ideas and concepts all leading to the present plans for consideration by the Planning Board.

All stormwater associated with the site will be managed so as to reduce the generation of stormwater, reducing impervious surfaces, and provide for required treatment and disposal of stormwater in accordance with the MA DEP Stormwater Management Regulations and the requirements of the Bylaw.

Drew further submits that the proposed Project meets the standards required for the Planning Board to favorably consider the proposed site plan since the proposed plans demonstrate the following:

1. Required protection of adjoining premises against detrimental and offensive methods of utilizing the site by screening and buffering the uses on abutting properties which are commercial and industrial and not adversely effected by the establishment of residential uses.
2. Appropriate traffic safety and ease of access at the Old Driftway and Driftway entrances and exits and all access driveways, taking account of traffic volume, grades, sight distances and distances between such driveway entrances, exits and the nearest existing street intersections and times of peak traffic flow.
3. Proper safety and adequacy of driveway layout, pedestrian safety, off-street parking and loading sites, minimizing glare from headlights and light intrusion, sufficiency of access for service vehicles such as electricity, gas, fuel, telephone, laundry, rubbish removal, water, sewer, fire, police, ambulance or other routine or emergency vehicles.
4. Adequate methods of disposal for sewage, refuse and other wastes resulting from the proposed mixed uses proposed on the site, safety and adequacy of water supply and distribution, and of fire-fighting facilities on the site.
5. Proper surface and storm-water drainage and proper snow storage, removal and snow-melt runoff within and from the site, including but not limited to all walkways, driveways, buildings, parking and loading areas.
6. A minimization of the volume of cut and fill, soil erosion, and destruction of other natural features.

7. Parking areas that are adequately buffered and shaded using native vegetation and outdoor lighting, including lighting on the exterior of a building or lighting in parking areas that is arranged to minimize glare and light spillover to neighboring properties.
8. Safe, functional, and convenient pedestrian, bicycle, and where practical transit access, and continuity of the pedestrian and bicycle network within the property and to nearby pedestrian and bicycle facilities and trip generators.