

PLANNING BOARD

John R. Bethoney, Chair
Michael A. Podolski, Esq., Vice Chair
Robert D. Aldous, Clerk
James E. O'Brien IV
Ralph I. Steeves

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TOWN OF DEDHAM
PLANNING BOARD MEETING MINUTES
Thursday, June 25, 2015, 7 p.m., Lower Conference Room



Present: John R. Bethoney, Chairman
Michael A. Podolski, Esq., Vice Chairman
Robert D. Aldous, Clerk
James E. O'Brien IV
Ralph I. Steeves
Richard J. McCarthy, Jr., Planning Director

Call to order 7:08 p.m. The Pledge of Allegiance was recited. Plans, documents, studies, etc. referred to are incorporated as part of the public record and are on file in the Planning and Zoning office.

Applicant: SSG Development
Project Address: 10-24 Providence Highway, Dedham, MA
Case #: SITE-09-11-1430
Zoning District: Highway Business
Representative(s): Gordon Wells, SSG Development

SSG was required to plant 96 arborvitae in back of the property, but the species is unavailable. A landscape architect recommended a different type of arborvitae that is 12 feet tall. If any should die, they will be replaced. SSG requests three speed bumps in front of the building to slow traffic, and elimination of the gate at the front loading dock, as it will cause congestion. The power company asked for a 15 foot double drive gate so it can access power lines on the right side of the fence. The Board had no issue with the requests. Speed humps were suggested instead of bumps; they have the same effect, but are wider, more gradual, and easier to plow. The humps will be marked. The owner of the adjacent car lot will be paving in the next few weeks. Mr. Bethoney said that the mitigation should be put on the plan.

Mr. Podolski moved that the changes be considered insubstantial, and moved to accept them subject to presenting a plan with the date, speed humps, and new trees. Mr. Steeves seconded the motion, unanimously voted 5-0. End 6:58 p.m.

PUBLIC HEARING

Applicant:	Concinnitas Corporation/Gregory Carlevale
Project Address:	255 West Street, Dedham, MA
Case #:	SITE-12-14-1930
Zoning District:	Single Residence A
Representative(s):	<ul style="list-style-type: none">• Peter A. Zahka II, Esq., 12 School St., Dedham, MA• Greg Carlevale, 21 Boulevard Road, Dedham, MA• Scott Henderson, Project Engineer, McKenzie Engineering, 150 Longwater Drive, Suite 101, Norwell, MA 02061• John Haven, AIA, Keith LeBlanc Landscape Architecture, 535 Albany Street, #5A, Boston, MA 02118-2500

Mr. Podolski moved to open the Public Hearing, seconded by Mr. Aldous, voted unanimously 5-0. Mr. Podolski moved to waive the reading of the public notice, seconded by Mr. Aldous, voted unanimously 5-0. The Public Hearing was advertised in the Dedham Times on June 5, 2015, and June 12, 2015. Notices of the Public Hearing were also mailed to the property owner abutting the property. Procedures for review are the same as a Definitive Subdivision plan.

Mr. Zahka gave a history of the project to date:

1. Planning Board reviewed the comprehensive concept plan and unanimously approved.
2. Town Meeting unanimously approved.
3. Planning Board to review and approve a detailed site development plan conforming to the concept plan.

The property abuts the Charles River and will have 7 units across 4 buildings. Access will be through an existing driveway expanded to 22' wide. There will be 48% dedicated open space. Peer reviews are underway, and the applicant will respond to McMahon's comments. They are awaiting a decision from Conservation Commission regarding stormwater issues. Run off will be captured on driveways and flow to the center of the site where it is contained, treated, and infiltrated into the bio-retention center. Overflow will be discharged to the back of the site to the Charles River. Buffers are approved. Fire trucks can access the site. Fine details are being worked out with Chief Spillane, including hydrant locations. The woodland will be preserved as a vegetated buffer. The retention basin will be one of the main features of the site. There will be shrubs and deciduous trees. There will be a continuous evergreen screen buffer and 200 feet of river-front shrubs. The buildings will be about 25 feet in height. The closest house to West Street will be about 60 feet to the edge of the property, and the roadway is 30-35 feet from the edge of the property. This is a plus to a Planned Residential Development. The entrance/exit is across from Route 128, but offset. MassDOT approved the layout and the curb cut. Blasting is not anticipated, although there may be ledge. The applicant was encouraged to claw, not blast. Mr. Findlen had no comments at this time.

Mr. Podolski moved to continue the Public Hearing to July 8, 2015, seconded by Mr. Steeves, voted unanimously, 5-0. End 7:29 p.m.

Applicant: Ursuline Academy
Project Address: 85 Lowder Street, Dedham, MA
Case #: SITE-06-15-1981
Zoning District: Single Residence A
Representative(s):

- Peter A. Zahka II, Esq., 12 School Street, Dedham, MA
- Rosann M. Whiting, President, Ursuline Academy
- Timothy Lawlor, Vice President, Ursuline Academy
- Robert Corning, Stantec, 226 Causeway Street, 6th Floor, Boston, MA
- Mark Dolny, AIA, Principal, Architectural Resources Cambridge, 501 Boylston Street, Suite 4101, Boston, MA Kevin Hines, Hines Project Management, LLC, 90 Highland Avenue, North Falmouth, MA 02556

Town Consultant: Steven Findlen, McMahon Associates

This is a non-public hearing, but direct abutters were notified. The applicant held a neighborhood meeting, and tried to contact those who could not attend. The ZBL exempts educational/religious centers from site plan review, but allows minor site plan review.

A 39,000 square foot athletic/convocation center with classrooms and a gym is proposed. The small arts building and the maintenance building will be demolished; the maintenance building will be rebuilt and have access to the existing lot on the lower level. A new interior access driveway will connect to the existing vehicular circulation for two-way connector to Lowder Street. Net increase in parking is 17 spaces. They currently have 188 spaces; 96 are required, exceeding ZBL requirements. Pedestrian access to all buildings will be connected. Additional shade trees are planned around the building, and evergreens will provide screening. A rain garden will treat roof and rain water. Lighting includes low level bollard lights, three 18" LED pole lights, and building mounted lights on the egress walkway and at the maintenance building, where dumpster and recycling will be located. These will be emptied prior to school hours. The project is not in buffer zones, so there is no Notice of Intent. Submission was made to Conservation Commission for stormwater permit. No issues have been raised thus far by their consultant, Lisa Eggleston. Their next meeting is on July 9, 2015. Design will tie into the existing brick architecture. Mechanical equipment will be screened, and it will deflect noise. The maintenance building is three stories at main level, but only two will be seen. Trees will be maintained between the building and the street to shield light.

Event parking will be adequate for athletic events. A detailed parking strategy for major events was explained, and a traffic plan has been submitted. Buses transport a lot of students. Neighbors are notified of every upcoming event, and maintenance people ensure proper parking. Reciprocal arrangements have been made with Dedham Country Day School for parking and shuttles; this will be furnished to the Board. Mr. Podolski would like a plan for major events, i.e., Grandparents Day, which is the largest event, and athletics. Mr. Bethoney said neighbors will be concerned about large additions and where people will park, so they need to show that the impact of these events is negligible. There are no future plans for the vacant convent. Mr. Steeves asked why it could not be torn down to supply more parking; he said that if the site cannot handle parking, there is a problem. The applicant believed it could adequately handle parking for busy athletic events, but if it cannot, there is a plan to move cars to a different location. Mr. Podolski advised them to come up with a crystal clear plan in writing to address high-impact events, i.e.,

checking with teams on how many people will be coming, or arranging shuttle buses from schools such as Catholic Memorial.

Mr. Findlen was hired by the Planning Board at the expense of the applicant to perform full site plan review. He will be reviewing traffic management. Five issues remain, including adequate lighting. As proposed, no lighting spills beyond the property line. James McGrail, 82 Lowder Street, lives directly across from the school. He applauded the school for how they handle parking in relation to neighbors. Meetings are held, and people who were not in attendance were called. Temporary signs are put up saying "No Parking" on Lowder Street. He said he would be surprised if there was a parking issue for events. He supported the proposal, and said his neighbors feel the same way.

The application was continued to the July 8, 2015, meeting, at which time a Certificate of Action will be reviewed and written waivers submitted. End 8:35 p.m.

Applicant:	EG/GP3 480 Sprague Street, LLC, c/o Griffith Properties
Project Address:	480 Sprague Street, Dedham, MA
Case #:	SITE-05-14-1844
Zoning District:	Limited Manufacturing A
Representative(s):	<ul style="list-style-type: none">• Peter A. Zahka II, Esq., 12 School Street, Dedham, MA• John Mannix, Principal, Director of Acquisitions, Griffith Properties, 260 Franklin Street, Boston, MA 02110• Douglas Hartnett, Managing Principal, Highpoint Engineering, Inc., 45 Dan Road, Ste. 140, Canton, MA 02021
Town Consultant:	Steven Findlen, McMahon Associates

A Certificate of Action issued to the previous owner in June 2014 required it to file an application for modification of the westerly site driveway within 6 months; it was submitted on 12/9/14. When the Manor Fields project went through site plan review, the peer reviewer wanted the Town to move its driveway, but it could not. He then asked if the owner could move it to accommodate the Town. Abutters were notified of the meeting. Peer review was done, and a final report from Mr. Findlen stated that all issues were resolved.

There are two tenants now, and 60,000 square feet is being negotiated for lease. The proposal is to relocate the westerly driveway to create distance from the Manor Fields driveway to address potential conflict between the two driveways. The plan reflects relocation in another area. The new owner wants to expand the property to maximize leasing potential and provide on-site trailer storage. Emergency vehicle access turning studies with fire apparatus was approved. Additional traffic markings were put in.

Their waiver request is to land bank and defer construction until the tenant mix changes and the applicant deems that the truck parking is required. Evergreen screening was added in back, sides, and in front, and stop signs installed. The applicant will provide amenities to the abutter at 502 Sprague Street to improve conditions, i.e., bollards, infilling of evergreens on both sides, a 6" precast concrete berm with a radius from the top of the abutter property to where bituminous berm exists, and replacement of damaged portions of chain link fence with like kind. Mr. Bethoney suggested running the concrete from the top to the bottom. Ramps into the building are provided for vehicular access inside for loading purposes. Four parking spaces have been relocated, but there are still 203 spaces. Two other independent phases are proposed: potential

expansion for trailer parking, and significant expansion of the back for trailer parking. The driveway will be relocated when Manor Fields is built.

Waiver requests are historic and have been on the last several approved site plans. New waiver requests are identical, but also ask for the right to land bank and delay construction. This was discussed in detail and noted on the plans. Parking numbers remain the same. The owner wants to provide additional truck parking if the tenant mix changes. Mr. Aldous did not think there should ever be any truck parking there at all. The Town and the owners have had a working relationship that allows Town trucks to bring soil to the back of the site. There was a temporary easement that expired years ago; it has been extended by handshake. A proposal was submitted to formalize that; Town Counsel is in the process of reviewing that. The applicant has agreed to move the driveway. Construction of other areas in the parking lot has been deferred until Manor Fields opens with terms and conditions: if Manor Fields goes on line to the public within 10 years of the Planning Board's decision, the applicant is to be given notice 12 months in advance of the intended opening. The applicant, at his own expense, will undertake relocation of the driveway. If it does not occur within the second 10 years, the owner will grant to the Town the continued rights for an additional 10 years at the Town's expense. If it has not been done within 20 years, the right terminates and renegotiation would be necessary. In summary, there will be no build out of the land banked areas.

The Board received letters from tenant John Pucillo, Fazenda Coffee Roasters, and Donna Greer, Dedham TV, with concerns about idling trucks. There will also be no idling on site, and tenants would be notified of this. This and the amenities will be conditions of approval. Richard Cimeno, owner of 502 Sprague Street, was happy with the plan as presented, although he was concerned about trucks backing into his property. Mr. Bethoney noted that the proposed curbing will prevent this, but the applicant will replace anything that is damaged.

Mr. Podolski moved to approve the six waivers as noted on a memorandum dated October 9, 2014, seconded by Mr. Steeves, voted unanimously 5-0. Prior to the new ownership, there were meetings with James Kern, Town Manager, Joe Flanagan, DPW Director, and the assistant building inspector to work out licensing so that the DPW project can continue. A license agreement needs to be finalized. Terms are agreeable, but there are a couple of points, i.e., including insurance questions, that Town Counsel will review. Mr. Podolski moved to approve the land banking proposal and the Manor Fields 10-year, 10-year proposal subject to mutual agreement on the Certificate of Action, seconded by Mr. O'Brien, voted unanimously 5-0. With regard to Mr. Cimeno's concern about the fence. The applicant knows that the fence needs work. The Board is not in a position to ask for additional mitigation. If the fence is bad, he should fix it himself. End 9:20 p.m.

The Board took a brief break at 9:20 p.m. and returned at 9:27 p.m.

Applicant:	New Cingular Wireless/AT & T Mobility
Project Address:	110 Elm Street, Dedham, MA
Case #:	SITE-06-15-1976
Zoning District:	RDO
Representative(s):	Brian Allen, KJK Wireless, 12 Old Tavern Lane, Sutton, MA 01590
Town Consultant:	Steven Findlen, McMahon Associates

Applicant proposes replacement of 6 antennae at 177 feet and 3 at 116 feet on the lattice tower. An existing surge arrestor at 116 feet will be replaced, and 2 DC power and 1 fiber cable will be added. McMahon Associates has reviewed the project and all concerns have been addressed. Mr. Aldous said the grounding wire should be AWT 2, and explained how the wire is measured. Mr. Podolski moved approval of the plan as submitted, seconded by Mr. Aldous, voted unanimously. End 9:41 p.m.

Applicant: R & R Realty Associates, LLC
Project Address: 81 Legacy Boulevard, Dedham, MA
Case #: SITE-06-15-1990
Zoning District: Highway Business
Representative(s): Peter A. Zahka II, Esq., 12 School Street, Dedham, MA
Ron Priore, Jr., on behalf of owner, 32 Tamarack Road, Westwood, MA
Thien Din, Lux Nails and Spa

The site was approved for a waiver of 3 spaces (26 spaces) in 2013; required was 29. Lux Nails and Spa wants to occupy the vacant space with 70 nail stations; the other space is occupied by Rev'd Indoor Cycling. Under the ZBL, 23 spaces are required, but less parking would be required for this use. Mr. Bethoney said this needs to be looked into. The breakdown would be 14 spaces for Rev'd and 9 spaces for Lux. The tenants will be on site together for only three hours in a day. The Building Department asked that this be brought before the Planning Board for discussion as to whether it meets the letter of the bylaw.

A picture of the site, as well as the 50's Diner (controlled by the same landlord), was given to the Board. A full operation, there will be 15 employees who are picked up and brought to work. If the Planning Board prefers, all employees of Lux could be required to park on the south side of the 50's Diner after 3 p.m.; this is vacant after the diner closes. There are 10 spaces available. There are already 5 approved employee spaces that are marked on the pavement along the side of the building. A proposed floor layout showed 70 stations (seats) in 1,800 square feet. Mr. Podolski asked why they need 70 stations, saying that they are overloading the building and there is not enough parking. He suggested starting with a reasonable number such as 50. This will be revisited in six months. Mr. Priore clarified the stations, which in actuality are seats. Mr. Zahka said they overestimated on purpose, and would be satisfied with 15 employees being the maximum on site at one time. An agreement was reached on 40: 15 employees and 25 customers. Landscaping was briefly discussed.

Mr. Podolski moved to approve subject to a mutually agreed upon Certificate of Action prior to the next meeting on July 8, 2015, seconded by Mr. O'Brien, unanimously voted 5-0.

Applicant: K & G Superstore
Project Address: 5 Stergis Way, Dedham, MA – *Scoping Session*
Zoning District: Highway Business
Representative(s): Kevin F. Hampe, Esq., 411 Washington Street, Dedham, MA
Charles Riley
Curtis Bryant, SIP Trust

SIP Trust will be leasing 5 Stergis Way, a 15,000 square foot building in the HB zoning district, to K & G Superstore. They will need to move from Westwood by the end of September 2015. The applicant asked if it can supply information regarding the use of the lot at Whole Foods, as the

Board is familiar with the intersection, and other projects have supplied traffic studies. McMahon Associates has their information. The site has 54 parking spaces; 75 spaces are required. They do not have interior plans, but the building may have less square footage. He is therefore requesting that no traffic study be required. The applicant agreed to commit to doing a full traffic study if the Board determines that it needs more information. Mr. Steeves moved that a traffic study does not have to be done, seconded by Mr. Aldous, voted unanimously 5-0. End 10:11 p.m.

Mr. Aldous moved to adjourn, seconded by Mr. Steeves, voted unanimously. The meeting ended at 10:15 p.m.

Respectfully submitted,



Robert D. Aldous, Clerk

/snw