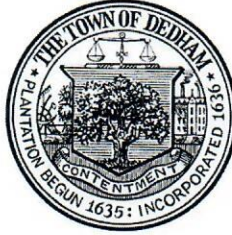


Planning Board

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

Planning Director

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**TOWN OF DEDHAM
PLANNING BOARD
MEETING MINUTES**

September 10, 2015, 7 p.m., Lower Conference Room



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

Call to order 7:00 p.m. The Pledge of Allegiance was recited. Plans, documents, studies, etc., referred to are incorporated as part of the public records and are on file in the Planning and Zoning office.

Board Reorganization, 7:01 p.m. to 7:04 p.m.

Mr. Steeves nominated Mr. Podolski for Chairman, seconded by Mr. O'Brien, voted unanimously 4-0. Mr. Aldous nominated Mr. Bethoney for Vice Chairman, seconded by Mr. O'Brien, voted unanimously 4-0. Mr. Steeves nominated Mr. Aldous for Clerk, seconded by Mr. O'Brien, voted unanimously 4-0. Mr. Steeves thanked Mr. Bethoney for his service as chairman, as did Mr. Podolski. Mr. Podolski assumed the Chair.

Introduction of John Sisson, new Economic Development Director

Mr. Sisson previously worked in the Commonwealth's Office of Business Development connecting growing businesses with helpful resources. His goal is a healthy business community that contributes to the quality of life for the town. He studying the business mix and vacancy rates to understand data on which to base planning and set goals. Learning the Board's position on redevelopment, small or large will allow him to know the direction to take. He said his job is to be a central point of contact in Town Hall for the business community. Karen O'Connell's business guide is a great resource but may be overwhelming.

Mr. Sisson is working with Mr. McCarthy on revitalization of East Dedham through Mass Works (formerly PWED), investigating sources of money and how the town could qualify. Re-zoning has been discussed. He will review unused commercial buildings and work with commercial brokers to determine how to bring people in. He has worked on grant writing, and will be going after grants that fit the vision of the town. It was suggested that he return to the Planning Board regularly for guidance.

Discussion: Transit Oriented Development (TOD)

Eric Halvorsen, Assistant Director of Transportation, MAPC, discussed Transit Oriented Development around the corporate center on Allied Drive, Legacy Place, and Providence Highway as recommended in the 2009 Master Plan. A meeting in April 2015 was attended by representatives from Legacy Place, Curtis Bryant, the Davis Companies, and Joseph Federico. A more general meeting at the end of May was not well attended. Opportunity was discussed, but there was also concern about the future. He gave a presentation looking to set a course. TOD connotes development, but does not discuss potential open space.

The number of households increased 16% from 1980-2010, but population declined by about 2%. There is a demand for smaller housing units and housing for residents as they age. Dedham has had an increase of 33% in residents over 65. There are a lot of amenities, i.e., the shuttle bus. Multifamily and single family housing production from 2000-2013 showed about 71% of developed as part of two projects. Single family housing has stayed relatively steady, 15-25% units per year. Dedham is becoming increasingly less affordable. Median single family homes are now \$388,000, and rent has doubled.

One of the holes in the Master Plan was the area around the Dedham Corporate Center, rail station, and Legacy Place. MAPC is looking at the area between Providence Highway to to Rte. 95, around Allied Drive, down Little Wigwam Pond and coming around Wigwam Pond. Mr. O'Brien said the Master Plan discussed development for a commercial area; he suggested discussion of a neighborhood development area around transportation. Mr. Halvorsen thought it would be interesting to discuss where the town is going and where MAPC thinks things should be going. Mr. O'Brien said that in the Master Plan, this area was looking more toward innovative commercial space, and thought Mr. Halvorsen wanted the space more utilized for a population that is not being served. Mr. Halvorsen said this is an option, but not the only one. There are other underutilized commercial and industrial spaces near Legacy Place. People want to talk about transportation improvements, or how to open access to Wigwam Pond.

Mr. Podolski asked him to return if he found anything in the Master Plan that could be re-evaluated. Mr. O'Brien said he would like the Town to have better opportunity and a better choice of style.

Applicant:	Petruzzello Properties
Project Address:	346-350 Washington Street, Dedham, MA
Case #:	SITE-04-15-1958
Zoning District:	Single Residence A
Representative(s):	<ul style="list-style-type: none">• Peter A. Zahka II, Esq., 12 School Street, Dedham, MA 02026• Giorgio Petruzzello, Petruzzello Properties, 21 Eastbrook Road, Dedham, MA• Matthew Smith, Norwood Engineering Co., Inc., 1410 Route One, Norwood, MA 02026• Cram, P.E., Traffic Engineer, Bayside Engineering, Inc., 600 Unicorn Park, #17, Woburn, MA 01801• Michael McKay, AIA, 35 Bryant Street, Dedham, MA
Town Consultant:	Steven Findlen, Project Manager, McMahon Associates

Prior to the beginning of the meeting, Mr. Bethoney made the statement that he is recusing himself from this meeting. He explained that the agency at which he works has a professional

relationship with the Applicant. He left the hearing room at 7:45 p.m. and did not participate in any part of this meeting, voting, or consideration of the proposal.

Mr. Aldous moved to open the Public Hearing, seconded by Mr. Steeves, voted unanimously 4-0. Public Hearing notices were published in the *Dedham Times* on December 18, 2015, and January 1, 2016, and notices were sent to abutters within 300 feet of the property. Notice was posted on the town website and outside the Planning/Zoning office. Mr. Steeves moved to waive the reading of the Public Hearing notice, seconded by Mr. O'Brien, voted unanimously.

The applicant requested a Special Permit for a major nonresidential project in Central Business at the intersection of Harris Street and Washington Street for a mixed use, 52,000 square foot building with 20 one-bedroom apartments on the second, third, and fourth floors (total of 60 apartments), ranging from 750 to 1,000 square feet. There will be 6,400 net square feet of commercial space on the first floor for a restaurant with a liquor license (transferred as part of the purchase of the property). They will request a Special Permit for a common victualler license. The first floor will have full service restaurant, requiring a Special Permit, with up to 3,000 net square feet of floor area and seating for 100 patrons. A Special Permit has been requested to allow the height of the building to be measured from Washington Street due to the contour of the property. A full traffic study was submitted on 7/21/15. McMahon Associates identified 18 issues; five issues remain, three are minor. The application for a Stormwater Permit is pending. There will be a one-level garage for residents accessed from Harris Street. The residential lobby of the building is on Harris Street. There is a 15' long right of way on the adjoining parcel approximately 50 feet from the building, and one building in back on the adjacent parcel has a deeded right of way. The underground infiltration system is below Harris Street with pipes carrying rainwater off the premises to the existing drainage system. The building was pushed back 3-5 feet from Washington Street and it is 6-7 feet from the road at the rotunda. The lower level parking lot can hold 48 spaces and the upper level 26 spaces. The design and landscaping were reviewed. DPW does not want landscaping along Washington Street because it does not flourish there. There is handicapped access from the lobby. Real brick will be used and sidewalks will be concrete. A 3-5' wide sidewalk on Washington Street and a 6-7' wide sidewalk at the rotunda were suggested. There is no designated parking for the restaurant; a Special Permit has been requested. Height along Washington Street will be 38'6" and 44.6' in the back. The Fire Department requested a 9'6" entrance off Washington Street.

No occupancy permit can be issued until the Board receives a complete parking arrangement for the restaurant; this would be a combination of spaces available above and beyond what the apartment dwellers would need, and using municipal parking. Opening the bridge area on the Harris Street side has been discussed; the Town had not allowed parking under a major roadway after the 9/11 attacks. Arrangements with other property owners could be made. The Applicant understands that making parking arrangements will be a condition of approval. The site meets or exceeds all dimensional requirements; the only question is the manner in which the height of the building is measured. There is a grade change of six feet; the allowable height is 40 feet measured around the perimeter of the building within 20 feet of the wall. The applicant requested measurement from Washington Street, not the back of the building. A Special Permit is requested for this.

Mr. Cram explained the results of a full traffic impact and access study. Counts were done in June while school was in session, and intersections were studied. Two other projects, 321 Washington Street and 333 East Street, were added into projections. Analysis was done both with and with-

out a restaurant. Details are in Mr. Cram's report. In general, everything works pretty well, although the High, Ames, and Court Street intersection is a bottleneck. There is significant queuing on High Street into Dedham Square. A right turn lane at Washington Street/ Harris Street cannot be installed. Studies will be done on High Street, and rotary timing will be discussed with MassDOT. The applicant will be contribute to a future study of High, Ames, and Court Street. There is a timing issue at Harris Street/Washington Street. Cars are queued on Washington Street, backing up traffic from Harris Street. There is a "Do Not Block Box" on the pavement, which should allow better flow. A letter from the Town is needed to get the State to look at this area. Mr. Zahka reviewed the fiscal impact of the project; please see the report prepared by Conery Associates, 19 Parker Street, Melrose MA 02176. There will be very little impact on the schools, fire, police, or ambulances.

The applicant has responded to the five outstanding issues. Three issues are on the plans. An audio signal has been added to the plan for cars leaving the underground parking. The trash issue is been resolved. Loading operations for deliveries are resolved; a van will go into the garage for small deliveries, and larger deliveries will be early morning or late night. Mr. Findlen, hired by the Planning Board to perform peer review at the expense of the Applicant, agreed that there were five remaining issues. He did a quick review of the applicant's response, which shows that these have been addressed. Impacts have been addressed with mitigation; the applicant has offered to look for improvements. Peak hours need to be addressed further, particularly at the Marine Rotary. The only zoning issue is the height of the building; nothing else in the Zoning Bylaw prevents the building from being constructed.

Mr. Podolski said the radius at the entrance/exits on Harris Street looks too straight and cars might go up on the curb. Mr. Zahka said that Joe Flanagan requested that they maintain it as it was done during the Dedham Square improvement project. Mr. Podolski asked them to try to make a smaller radius. Mr. Findlen said it is tight, but fine. Mr. Podolski asked how many spaces would be needed if parking was required for the apartments. Mr. Zahka said that if it was not Central Business, 60 would be needed. If the entire first floor was used as retail or office, 32 spaces would be required, and 69 spaces would needed for a restaurant. They will return to discuss parking arrangements, at which time they will have a complete parking plan; consideration may be given to valet parking. Additional parking the Square was discussed. The applicant has been in contact with Rep. Paul McMurtry and Mr. Kern regarding the bridge; this would require State approval. The queue on Harris Street will hopefully be addressed by light timing at the Marine Rotary and reinforcement of the "Do Not Block Box" on the pavement. Re-timing the light at High, Ames, and Court Street will hopefully address the queue in the Square in the morning.

The building will not be LEED certified, but all requirements have been met for Energy Star certification, particularly because it is in a town center. The transformer on Washington Street cannot be removed because of the cost. Amy Haelsen, Executive Director of Dedham Square Circle, voiced support of the project. Michael Columbo, 541 High Street, said the project would negatively impact his family and shadows from the building will affect his gardens. There will be no utilities on the roof, and the mechanicals, which will be the size of suitcases and set back on the roof, will not have an impact. There will be no problems per shadow studies. The easement will be used for trash pickups, but business dumpsters will have to be moved for access. The applicant cannot build on Mr. Columbo's property. It was agreed that it is a nice looking building, but traffic will be an issue.

Mr. Steeves moved to continue the hearing to September 24, 2015, at 7:30 p.m., seconded by Mr. Aldous, voted unanimously 4-0. The Board took a short break and resumed at 9:23 p.m. Mr. Bethoney joined the Board.

Applicant: Dedham Country and Polo Club
Project Address: 124 Country Club Lane
Case #: SITE-07-15-2003
Zoning District: Single Residence A
Representative(s): Kevin F. Hampe, Esq., 411 Washington Street, Dedham, MA
John Connolly, Dedham Country and Polo Club
Robert K. Carter, Dedham Country and Polo Club

The applicant wants to modify the site plan for a new paddle court. The Conservation Agent has asked for alternative locations. They will investigate this and return to Conservation Commission next Thursday. Once approved, they will return to the Board on 9/24/15.

Applicant: Liana Estates
Project Address: 1056 East Street, Dedham, MA
Case #: DSUB-04-14-1829 – Scoping Session
Zoning District: Single Residence B
Representative(s):

- Peter A. Zahka II, Esq.
- Giorgio Petruzzello, Principal, Supreme Development
- Matthew Smith, Norwood Engineering Co., Inc., 1410 Boston Providence Turnpike, Norwood, MA 02062

Prior to the beginning of the meeting, Mr. Bethoney made the statement that he is recusing himself from this meeting. He explained that the agency at which he works has a professional relationship with the Applicant. He left the hearing room at 7:45 p.m. and did not participate in any part of this meeting, voting, or consideration of the proposal.

The project was previously approved for a three-lot subdivision. The pond is now gone, so they are seeking a six-lot subdivision. The pond was not ground fed as previously thought; instead, a Town pipe underneath had collapsed. The Town drain line runs from Southgate parallel with East Street across a neighbor's property, Liana Estates, onto East Street. It was connected but clogged and filled the pond. Conservation Commission ruled that the pond is now gone. The applicant has offered to fix the pipe, which is owned by the Town.

The applicant wants the road to be accepted by the town as a public way. Engineerign will not accept the road as a 28' wide road if rain gardens or swales are used. Stormwater can be treated under the grass or the sidewalk if the road goes down to 24.' Jason Mammone, P.E., Town Engineer, approved this. The six lots will meet all zoning requirements. The only waiver request would be for roadway construction of a 24' asphalt road with an offset of four feet to allow room for the pipe underneath. This meets stormwater management requirements and would be acceptable for a public way. They request a sidewalk on one side of the road with a three foot grass strip. They ask not to have a corner rounding for the right of way, but there will be standard corner roundings for the roadway. The land flares out in that section and in the corner near Southgate. The radius will not comply. There will be the required radius on the street.

The applicant will go through the Public Hearing process since it is a new subdivision. No homeowners association will be necessary if the road is accepted as a town road. A letter will be sent to Mr. Mammone letting him know the road has been approved.

Approval of 255 West Street Covenant: Mr. Bethoney moved to approve the covenant, seconded by Mr. Aldous, voted unanimously 5-0.

Applicant:	K & G Superstore
Project Address:	5 Stergis Way, Dedham, MA
Case #:	SITE-08-15-2007
Zoning District:	Highway Business
Representative(s):	<ul style="list-style-type: none">• Kevin F. Hampe, Esq., 411 Washington Street, Dedham, MA• Nick Facendola, P.E., Level Design Group, 249 South Street, Plainville, MA 02762• Kenneth Cram, P.E., Traffic Engineer, Bayside Engineering, Inc., 600 Unicorn Park, #17, Woburn, MA 01801• Chuck Kennedy, Project Manager, K & G Superstore
Town Consultant:	Steven Findlen, Project Manager, McMahon Associates

The Applicant will be opening a 15,000 square foot retail/commercial business requiring a change of use. At a scoping session on 6/25/15, they asked the Board to waive a complete traffic study, and just present numbers as to the use of the site. This has been supplied to the Board. McMahon Associates originally had 22 outstanding issues. There are now 5-6 issues that need more information, and revised plans are needed. Chief Spillane had no issues, and the Design Review Advisory Board approved the signage and the facade. A parking plan was approved in 2010, but they are requesting a 20 space waiver, as well as for the setback on landscaping, which will remain as is. There are 89 spaces on site and a shared parking area to the north of the site. There will be no major site modifications, or change to landscaping, infrastructure, or drainage. Two handicapped spaces will be relocated from the front to the southern portion of the lot because the main entrance is being reworked. There will be two main entry points at the existing garage driveways. Handicapped accessible pathways, curb cuts, and parking are provided. A waiver is requested for an existing access ramp on the north face of the building that will be modified for loading. Deliveries are via UPS before the store opens. Zoning requires 108 parking spaces; the existing site has 89, and they propose 88 spaces. Aisle width is 8 feet. There are five handicapped accessible spaces: two for the fertility clinic and three for K & G. Mr. Aldous suggested having two in back, and Mr. Facendola said that can be done.

Mr. Cram compared this site with their site in Westwood as to how the project generates traffic and what the parking needs are. The Westwood site had a large parking lot that was underutilized, although Frugal Fanny used some of their spaces. Peak hours were explained in detail. The Westwood building was 26,000 square feet, and this building is 14,800 square feet. Mr. Cram presented a traffic report to the Board and answered their questions. Mr. Findlen said there were initially 22 issues. He received a letter and plans yesterday, and has just begun his review. There are issues he wanted to discuss with the applicant. He reviewed the traffic memo. A lot of comments on the memo were to ask for additional information. A lot of the issues identified were regarding safety, site distance at the driveway, and shared parking. He wanted to review the Travelers parking numbers and make sure the uses are still applicable compared to 2010. He will continue conversation with the applicant. He was satisfied with Mr. Cram's analysis.

Mr. Podolski said the parking demand and traffic will not lessen just because the new store is a smaller. On Mr. Cram's analysis, it seemed that there was sufficient parking even with the waiver. Mr. Podolski thought a men's store would be a more intense use than Travelers; this will be reviewed. Mr. Bethoney said the average consumer will not know the size of the building. He thought the applicant was on a slippery slope by comparing 26,000 square feet with 14,800 square feet. No one would know the difference or not go to the store because it is smaller. This is a shared parking arrangement, and he asked what the building typically required for parking. He did not concur with the small building/less parking need. Mr. Hampe felt there was ample parking for any overflow.

The existing Travelers waivers listed on the plan will stay the same, as will landscaping. Additional waivers requested are for 88 spaces instead of 108 and one loading space. Existing conditions photos and renderings of proposed changes will be submitted. Materials will be listed. A detailed photometric plan is needed, although there is no change to the lighting outside. The applicant will return on 9/24/15.

Discussion re: Zoning Amendments: Change in Zoning District: The proposal is to convert the General Business district in East Dedham to Central Business with all the requirements for that. Organizations involved in revitalization of the area agreed that this is an appropriate change of use to further invigorate the East Dedham corridor along Bussey Street, Sawmill Lane, etc. It will require a Public Hearing for input, discussion with the Master Plan Implementation Committee, and abutter notification. The Board will sponsor the article if it determines it is in the best interests of East Dedham and the Town in general. It might be on the warrant, but a lot of input is needed between the warrant (which closes on 9/11/15) and Town Meeting in November. The Board can always propose reduction of the zone is too large, with it still being valid at Town Meeting. Mr. Steeves moved to place the article the warrant for the November 2015 Town Meeting, seconded by Mr. Aldous, voted unanimously 5-0. A resident at 9 Pond Place wants his property rezoned as General Business and excluded from the rezoning. The residences around him are all General Residence. If everyone wants it, it would be fine, but The Board was not happy with this. His property is in the Arts Overlay District, so he still has options.

Discussion re: Zoning Amendments: Subsidiary Apartment Amendments: Subsidiary apartments will be renamed Mixed Use and would require one parking space per residential dwelling unit. There is presently no requirement in CB for residential parking, but there is for commercial; this should be opposite. Commercial parking will still be required, could be waived if appropriate. Mixed use is defined as the ratio of commercial to residential, 90% residential, 10% nonresidential. The proposal would require a Special Permit from the Planning Board (Special Permit Granting Authority) for all districts. It is currently by right in the General Business, Local Business, and Central Business unless the project is over 25,000 square feet. They would be defined by area, not by bedrooms, and size would be 400-1,000 square feet per Town Counsel. The Board will seek input and may have a scoping session on an agenda, but decided to wait on this until the May 2016 Town Meeting.

The Davis Companies, 180 Rustcraft Road: They want to make façade changes to the front vestibule as noted on the material given to the Board. The Board had no problem with it.


Whiting Avenue, LLC, 333 East Street: The proposed brick was shown for approval. Mr. Steeves said the brick is fine, but he is not happy with the rest of the building.

Mr. O'Brien left the meeting to go to work.

General Dynamics, 100 Rustcraft Road: The building is not yet complete. They are asking the Board to recommend a temporary occupancy permit. Tree planting, landscaping, grading/seeding, seal coating, striping, island construction, and existing lighting are not done; this is about \$95,000 worth of work. Mr. Podolski said the temporary occupancy permit will expire on 10/31/15. They must complete the work by then or return to the Board. They will need to post \$95,000 (not a bond).

Mr. Bethoney moved to adjourn, seconded by Mr. Aldous, voted unanimously 4-0. End 10:36 p.m.

Respectfully submitted,


Robert D. Aldous
Clerk

/snw