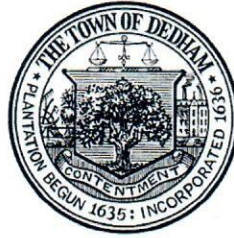


Planning Board

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

Planning Director

Richard J. McCarthy Jr.
rmccarthy@dedham-ma.gov



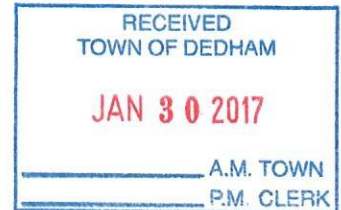
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**TOWN OF DEDHAM
PLANNING BOARD
MEETING MINUTES**

September 24, 2015, 7 p.m., Lower Conference Room



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

Call to order 7:05 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. Mr. Steeves was not present at this meeting, as he was out of the country.

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 Connelly, Dedham Country and Polo Club
Robert K. Carter, P. E., H. W. Moore Associates, Inc., 112 Shawmut Avenue, Boston, MA 02118
Town Consultant: Steven Findlen, McMahon Associates

7:05 -7:14 p.m. After meeting with the Conservation Commission, the paddle court was relocated further away from the wetlands. McMahon reviewed the revised plans, and all issues have been resolved. Mr. Podolski said he determined after discussion with Mr. McCarthy and Mr. Hampe that moving the court 35 feet did not affect parking, traffic, or other matters. All twelve parking spaces will remain as is. The handicapped space will be accessible with a ramp. The location of the court is not included in parking counts, so nothing is being taken away. Mr. Bethoney moved to approve the revised plan as presented, seconded by Mr. Aldous, voted unanimously 4-0.

Applicant: K & G Superstore
Project Address: 5 Stergis Way, Dedham, MA
Case #: SITE-08-15-2007
Zoning District: Highway Business
Representative(s): • 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
- Keith Hampe, Esq., 411 Washington Street, Dedham, MA

Town Consultant: Steven Findlen, Project Manager, McMahon Associates

7:14 – 7:42 p.m. McMahon Associates submitted a letter identifying issues at the last meeting. An additional handicapped space and additional site lighting to the entire parking lot have been added. The dumpster will be on an existing pad in a fenced-in area with a small recycling area. The other tenant has its own dumpster. The parking lot will be seal coated and restriped. Building size will remain the same. There is no increase in asphalt, and no change in color of the building. The main door will be expanded, and a glass front installed for a display area. The loading door will be changed from a roll-up door to a traditional door, and there will be a handicapped ramp. They added grass instead of pavement to make a more channelized road, and corrected the line of sight with lower plants. No mulch will be used per the Board's request. No landscaping is being removed. They request the same waiver that the Board granted for the previous tenant for perimeter landscaping and frontage strip landscaping. They will be working with Legacy Place to correct an area that is partially on the applicant's property and partially on Legacy Boulevard. They are requesting a waiver for parking; required is 108 and they propose 88 plus a new handicapped space.

The building is being converted to retail, which brings more people to the site. A report from Jack Gillen only focused on traffic generation. Mr. Findlen said that 88 spaces are satisfactory for the site over a ramped area if they parked at the back of the lot. If the lot is full during peak hours, people need to park elsewhere. Because there is no sidewalk along the roadway, there is concern about pedestrians walking through the site and over the ramped area. There is a raised island that is essentially a walkway with granite curbing that transitions to sloped granite curbs; this is not at parking lot grade and not handicapped accessible. There will be a higher number of vehicles for K & G using the lot. Mr. Podolski suggested a marked crossing area to access the K & G store. Mr. Aldous wanted a listing of plantings noted on the plan; all plantings are to be less than 40." This will be requested in the waiver.

Mr. Bethoney moved to approve the site plan as presented on plans dated 9/21/15, subject to the conditions discussed earlier, seconded by Mr. Aldous, voted unanimously 4-0. Mr. Bethoney moved to approve the previously existing waivers on site, seconded by Mr. Aldous, voted unanimously 4-0. Mr. Bethoney moved to approve the new waivers requested as listed on the applicant's submission with the understanding that the waiver relating to stamped landscaping plans will be revised to reflect the height of landscape bushes to be less than 40," seconded by Mr. Aldous, voted unanimously 4-0. A COA will be drafted for Board approval.

Applicant: Petruzziello Properties
Project Address: 346-350 Washington Street, Dedham, MA
Case #: *SITE-04-15-1958*
Zoning District: Single Residence A

7:43 to 7:45 p.m. **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 7:43 p.m. and did not participate in any part of this meeting or consideration of the proposal.** Mr. Aldous moved to open the Public Hearing, seconded by Mr. O'Brien, voted unanimously 3-0. Mr. Podolski said that, due to Mr. Steeves' absence, it has been agreed with the applicant to continue the Public Hearing to Thursday, 10/1/15 at 7:00 p.m. Mr. Steeves is aware of this. Mr. O'Brien moved to establish a meeting on 10/1/16, seconded by Mr. Aldous, voted unanimously 3-0.

Applicant: Dedham Real Estate Development, LLC
Project Address: 750 Providence Highway, Dedham, MA
Case #: *SITE-09-14-1882*
Zoning District: Highway Business, Flood Plain Overlay District, partially in the Aquifer Protection Overlay District,

7:46 to 7:48 p.m. Mr. Bethoney rejoined the Board. Mr. Podolski said that, due to Mr. Steeves' absence, it has been agreed with the applicant to continue the Public Hearing to Thursday, 10/1/15 at 7:00 p.m.

Applicant: Dedham Realty Ventures
Project Address: 865-875 Providence Highway, Dedham, MA
Case #: *SITE-04-15-1957*
Zoning District: RDO
Representative(s):

- Peter A. Zahka II, Esq., 12 School Street, Dedham, MA
- Michael Argiros, owner
- Justin Ferris, Owner's Development Team
- James J. DeVellis, P.E., DeVellis Zrein, Inc., Project Engineer, P.O. Box 307, Foxborough, MA 02043
- Jim Lee, AIA, LEED AP, Prellwitz Chilinski Associates, 221 Hampshire Street, Cambridge, MA 02139
- Kenneth Cram, P.E., Traffic Engineer, Bayside Engineering, Inc., 600 Unicorn Park, #17, Woburn, MA 01801

Town Consultant: Steven Findlen, McMahon Associates

7:50 -9:26 p.m. Two existing buildings, located on two parcels owned by two people, will be demolished and two new buildings built within the footprint of the old buildings. The new buildings will have in excess of 5,000 square feet in total, although the existing floor area will be decreased; this requires Major Site Plan Review. The average height is 22 feet, and average floor area is 11,500 square feet. The buildings have been moved closer to Providence Highway per discussion at the scoping session on 4/16/15. The ZBA, in Decision *VAR-05-15-1973*, granted a Special Permit for the change, alteration, extension, or enlargement of pre-existing, non-conforming buildings and parking lot, the demolition of the existing buildings and construction of new buildings with a front yard setback of 5 feet instead of the required 30 feet, frontage landscape buffer of 5 feet instead of the required 20 feet, adoption of the landscaping in the State right of way, and a parking lot for more than 20 vehicles to be within 40 feet of a residential zoning district line (including in and on the residential district), for retail uses, uses requiring a common victualler license (limited to use by a coffee shop, i.e.,

Starbucks), for a drive-through facility (limited to use by a coffee shop, i.e., Starbucks), and for a free standing sign with a front yard setback of 5 feet. Any change will need to go back to the ZBA.

The parcels have a combined total of 56,920 square feet with just under 350 feet of frontage, and are directly across from Legacy Boulevard; there is a traffic light that allows crossing from Wilson Avenue. 875 Providence Highway is in the RDO zoning district, but a sliver of the site is in the Single Residence B zoning district. 865 Providence Highway has a little over 17,000 square feet of land and 139 feet of frontage on Providence Highway, with a 6,000 square foot parcel off this property. 875 Providence Highway has just under 30,000 square feet of land and over 209 feet of frontage, with a 4,000 square foot parcel directly behind it. The paved parking lot is accessed by curb cuts on Providence Highway and from Wilson Avenue, across Orchard Street. There is no through traffic to the highway, but people do use the site to get out of the neighborhood. There is no defined curb cut in that area. St. Paul's Bookstore and Dalco are located on either side, and residential properties are located to the rear. The undeveloped property to the north, owned by Dalco, has a lot of wetlands. There are two existing free-standing signs on the property; the ZBA granted relief on the setback.

Review by McMahan Associates, hired by the Planning Board to perform peer review at the expense of the Applicant, identified 25 issues, none of which was major. All issues have been resolved. No waivers are requested, but if any are necessary, it will be in response to additional commentary from the project review team. A Notice of Intent was submitted to the Conservation Commission because of wetlands on adjoining sites that are within 100 feet. This will encompass stormwater management. An application to the Design Review Advisory Board will be submitted tomorrow.

There will be one entrance onto the site that will go around the site to the only exit onto Route One. Starbucks, one of the tenants, will have a drive-thru out onto Providence Highway. Existing sidewalks on Route One will be improved. There will be full landscaping from the existing sidewalk to the building on both sides. Parking complies with the ZBL requirements. The location of the 12' x 18' dumpster and transformer were shown and lighting was reviewed. There is a small retaining wall. The drainage system is in compliance with DEP guidelines for new development. There will be one common victualler license on the site. The dumpster will be furthest away from Starbucks, and they may not like being that far away. The ZBA decision said that the dumpster should be put away from the residential properties to the extent reasonably possible, and they are pushing Conservation Commission to allow the new location. If it is not approved, it will remain in the present location, and a waiver will be requested for two parking spaces. There will be a section of 8' fence as approved by the ZBA. Landscaping will be increased from almost nothing to 19% as shown on the landscape plan. There will be a 6' high full cedar fence so it cannot be seen, and behind it will be an 8' fence; this was a condition of the ZBA approval. If the Building Department does not accept this, they will have to return to the ZBA for relief. Any wall signs visible from residential properties have to be non-internally illuminated per the ZBA. The frontage landscape buffer will be 5' to the property line, and 10' to the sidewalk. The bylaw requires 20 feet of landscaping in front of the building; ZBA granted a variance for this. It does not comply with Planning Board regulations, however, and would be a waiverless but noncompliant plan. Mr. Zahka noted that there was a waiver for the landscape buffer with the condition that the State right of way be adopted.

A major neighborhood concern is the traffic on Orchard Street and Wilson Avenue. Much of it is cut through traffic because cars cannot get down Washington Street through the Elm Street/Highland Street intersection. Speed counts were done on Orchard Street and Wilson Avenue; these will be given to the neighbors, and the applicant will continue to work with the neighbors as to what they can do, i.e., Transportation Advisory Committee and traffic calming. Opening Wilson Avenue was discussed, but this is a neighborhood issue. Alleviation of some of the delay and queuing on Washington Street might ease this concern. For this project, the applicant is not touching Wilson Avenue.

On the existing conditions plan, the property line at the rear of the two buildings is straight across, but on other plans, the proposed property line jogs. Mr. Zahka said there is a Purchase and Sale agreement with Dalco to acquire a piece behind 865 Providence Highway. Orchard Street was only partially taken as a public way. Only three people have rights: two residents and Dalco. As part of the applicant's agreement with Dalco, they are buying out all of Dalco's interests in that section. The house behind it uses it as a driveway. As part of the project, the applicant will swap deeds to clean up any title issues, and deed Lot 32 to the resident, Frank Beers. The Applicant will keep the lower part of the lot.

There is a sidewalk in front of the building. The site cannot be entered from the back. Fire Chief Spillane was satisfied with radii for fire trucks. The sidewalk is closer to Providence Highway, and will remain in place. The only entrance to the site will be two-way and will have pavement markings. There will be parking spaces along the access/egress road; backing into an entrance/exit roadway would be allowed as long as adequate aisle width of 24' is provided, although queueing could back up significantly. There are no spaces across from these. Alerting people when they enter the driveway was discussed, i.e., making these spaces for long-term parking. The Wilson Avenue side will have a fence, and grass will meet the street with a granite curb. The existing sidewalk will remain on Wilson Avenue and will be tended by the applicant from the edge of the sidewalk to the property.

Mr. Findlen said this is a good plan, and the applicant has added all of McMahon's issues. He agreed that the plan is waiverless with the exception of the variances already approved by the ZBA. Handicapped spaces are sufficient. He did not like the parking spaces along the access/egress road, and suggested removing landscaping along the access/egress roads, and replacing it with signage at the driveway for additional safety measures. He will work with the applicant will work to come up with solutions. The Starbucks employees will park inside the lot. Lighting is being evaluated with the applicant. Mr. Findlen had asked for a plan that is signed and stamped by an electrical engineer. Lighting levels are also an issue, although Mr. McCarthy said it is not over-lit. Mr. Zahka said that the area in question is the back walkway in front of the stores (in back), and it will be addressed by building lighting, which is tenant-specific. Materials for the buildings were discussed by Jim Lee, AIA. There will be various veneers including porcelain tile, stone, and reclaimed wood. The spaces not yet leased will be changed as tenants come in. Gooseneck lighting will be used for signage.

Alphonso DeBenedictis, 50 Orchard Street, said he was fine with the dumpster, but was concerned about traffic going up Orchard Street. The Board will set a time for trash to be picked up, usually no later than 6 a.m. Mr. Podolski suggested signage at St. Pauline's. Abandoning that end of Wilson Avenue was discussed in detail. If they want to proceed with

this, they should speak with the Board of Selectmen. It is possible to control Washington Street with better timing of the lights at Washington Street and Elm Street. Some neighbors want Wilson Avenue open because they feel trapped in the neighborhood with the dense traffic on Washington Street. The Sisters of St. Pauline, who use Wilson Avenue to get to the store, wondered if a curb cut could be installed for a portion so they will have access to two or three parking spaces. A bollard system or something to eliminate traffic cutting through into the residential neighborhood could also be installed; the applicant would assist in doing this. Mr. Podolski said that if the road is abandoned as a public way and becomes a private way, they could do whatever they want on their side of the private way.

Mr. Cram explained his traffic study, and said there are pros and cons to abandoning Wilson Avenue. He suggested that the State be contacted to see if a clearance phase could be done during peak periods. The traffic volumes on Wilson Avenue are typically 900 cars per day and those on Orchard Street are 1,100 cars per day; this is mostly cut through traffic. A temporary speed pump was discussed with neighbors. It would not change the amount of cars; however, to get one, over 15% of cars need to be above the speed limit. There is a process for the Transportation Advisory Committee, which studies the conditions (speed, volume, crash), makes a recommendation to the Board of Selectmen, and requires everyone on the road to agree. He said that 90% of residents choose flagmen. Mr. Bethoney, chair of the committee, said that this will qualify for volume, but not speed. Mr. Podolski agreed that the queuing on Washington Street is a major issue. The curb cut would need to be kept on the private way, not the public street. It was suggested that, since the Town has the resources and there have been a lot of requests, if the applicant assisted, they would consider using the applicant's traffic report. Mr. Bethoney said it would definitely expedite the process.

With regard to traffic, Mr. Findlen said that everything has been done in accordance with the Town requirements, and they were very helpful. The applicant has provided the additional information and clarification requested, and has addressed all his comments. They will attempt to coordinate with MassDOT for curb cuts. Mr. Podolski said that if neighbors have further comments, they should either call or e-mail Mr. McCarthy. The plan is pretty compliant, and he anticipated approval at the next meeting on October 8, 2015.

Covenant for 255 West Street: The Board signed the covenant for this property.

Mr. Bethoney moved to adjourn, seconded by Mr. Aldous, voted unanimously 4-0. The meeting ended at 9:30 p.m.

Respectfully submitted,



Robert D. Aldous, Clerk
Town of Dedham Planning Board