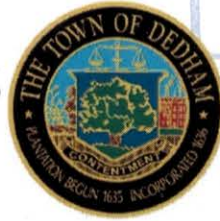


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TOWN OF DEDHAM COMMONWEALTH OF MASSACHUSETTS

PLANNING BOARD MEETING MINUTES LOWER CONFERENCE ROOM, TOWN OFFICE BUILDING THURSDAY, JANUARY 23, 2014, 7 P.M.

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

Mr. Podolski called the meeting to order at 7:08 p.m. The plans, documents, studies, etc. referred to are incorporated as part of the public record and are on file in the Planning and Zoning office.

HOUSING STUDY PRESENTATION, BARRY BLUESTONE, PHD

This report began at 7:08 p.m. Dr. Bluestone presented to discuss the second phase of the Housing Study. The study is part of a much larger set of studies. He said there are three areas to discuss:

1. Where the Town was in the past.
2. Where the Town might go based on new forecasts from the Metropolitan Area Planning Council (MAPC).
3. What are the implications and how to plan for housing, transportation, taxes, etc.

Graphs:

1. Population: Population increased during the baby boomer period, and suburbs began to grow. The Town continued to grow through 1990, stabilized, and resumed growth in 2010.
2. Comparison with the State: From 1930-1970, Dedham grew twice as fast as the State. From 1970-2000, growth declined faster than the rest of the State. From 2000-2010, Dedham grew faster but slowly.
3. Household Size: The average size of a household has declined steadily from 3.05 people to 2.5 people.

4. Ages: The 75+ population has grown from less than 5% in 1980 to 10.6% now. School age population is fairly constant.
5. Families as Percentage of All Households: This is declining. More than one-third of houses are occupied by people who are not families. A family must have two or more related individuals. This is only two-thirds today; it had been 80%.
6. Married Couples with Children Under 18: It was almost one-third in 1980; it is now one out of five.
7. Non-Hispanics: In 1980, it was 99% non-Hispanic white; it is now 88% non-Hispanic white.
8. Percentage Growth by Age: The older population grew by 22% from 1990 to 2010. The 20-34 year old population decreased tremendously.
9. Median Family Income: The average income has increased from \$67,000 in 1980 to over \$100,000 in 2010.
10. Housing Growth Via Permits: There was no multi-family housing until 2004. In 2005, 285 permits for multi-family housing were issued, and in 2007 there were 76 permits. Almost nothing has been issued since then.
11. Change in Number of Housing Units: From 1990-2000, 319 single family homes were built. There was a decline of 58 two to four family units (tear-downs). There were 15 multi-family units. From 2000-2010, there was a huge increase in single family homes (623) and a further decline in two to four family units. There was a multi family boom of 703 units.
12. Median Home Values: After 2000, median value for a single family dwelling escalated to \$388,100.
13. Single Family Home Median Selling Price: Dedham was a bit less expensive through 2007 than greater Boston. Beginning in 2007, Dedham was somewhat higher, but fell so that by 2013, the median selling home is a little bit higher.
14. Median Gross Rent: The average rent is now \$1,320. The demand for rental units is growing faster than the supply.
15. Census Tracts: Analysis of various areas, diversity, etc., was explained.
16. Owner-occupied housing units, population density, household income, married couples, and median age of population.

Dedham's Possible Demographic Future:

Dr. Bluestone examined trends, births, deaths, moving in, moving out, and immigration from other countries.

- Population is projected to increase slowly through 2040.
- Age distribution: The 65+ population is projected to be 30.3% in 2040. Younger ages are projected to decline.
- Projected percentage change in population by age increases for 65+ to 82.9%.
- The average household size projection decreases.
- The number of households is projected to increase.
- Projected household growth by age increases.
- The housing stock for the Town is 63% for at least three bedrooms, 27% for two bedrooms, and 11% for studio or one-bedroom.

Housing Projections

- There will be a greater shift in housing demand for younger households. The Town will need a greater supply of multi-unit housing since younger households tend to want to live closer to the city or centers.
- Baby boomers want to stay in Town, age, and remain near friends, but not in their current homes. Many will give up single family homes.
- Renter income will decline, and more affordable units will be needed. There should be some for low income families.
- There was a huge increase in housing permits since 2011: 41% single family and 54.7% for 5+ building units. Developers are already aware and have begun constructing these.

Chapter 40R and 40S Housing:

- 40B Projects: There needs to be 10% affordable housing in every town. If there is not the required amount, a builder can go to the State and get a comprehensive permit and build even if the Town does not want it.
- 40R Projects: In 2004, a new housing law was developed and passed by the Legislature. Cities and towns can establish what is called a special overlay zoning district (new zoning on top of old zoning) in areas where a town would like denser housing, particularly near transit, of 8 units per acre or more for single family homes, 12 units per acre for townhouses, and 20 units or more per acre for apartments. Of these, 20% must be affordable, which is 80% of the area medium income, and it should allow for mixed use. If a town decides to become a 40R community, the State will give the town money. Depending on how large the district is (there is no restriction) and how many units can be built, the State will pay the town up to \$600,000. There are no restrictions on how the money is spent. If the town can get a developer to come in and build the housing, every time the developer pulls a permit in a 40R district, the State pays another \$3,000 to the town. Many communities do not want this because they fear that young people with children would move in and tax the school system financially. In response to this, the 40S Project was created.

Mr. Podolski said the Town has a problem with acreage, as there is no large area in Town. Dr. Bluestone said that 40R projects can be practically any size, but the State prorates according to size. The Capstone program (Masters Degree candidates) will work the Town regarding overlay districts and how to support the tax base. The good news for the Town is that it is near commuter rail and buses. Mr. O'Brien felt that this idea is worrisome for so many seniors, how to support them as they age, and where the money would come from. Dr. Bluestone said there would be many active seniors, and this is something that needs to be thought through.

- 40S Projects: This creates school cost insurance, which covers the costs of educating students. If a town fulfills the criteria for 40R Projects and the cost of education amounts to more than 50% of the additional property tax generated by the 40R district, the State would pay 100% of the difference. Most communities want this. Mr. Bethoney asked what would bring younger families to town. Dr. Bluestone felt that people do not know what Dedham is. He has completed a study on the most

important factors to attract people and business, and said there are two factors: (1) how fast a project can get going, and (2) how aggressive and cooperative economic development marketing campaigns would be. Amenities in a community are important to younger people, i.e., arts and culture. Mr. Podolski expressed concern about renter income and rental costs, which are rising.

Council on Aging Director Laura Leventhal asked if there was any thought on how to make the older population a financial moneymaker. Fred Civian of the Master Plan Implementation Committee stated that if the Town does not do anything about affordability of housing, it will attract more low income apartments. This will be a challenge for the Planning Board as to how the Town will grow.

The bottom line for the Town is that it needs more attractive multi-family housing, which will likely attract current residents. Dr. Bluestone noted that his study group will be working with Microsoft so that communities can discuss these issues. He said that this is pretty much the final housing study report, but he would be available to assist the Board in the future. This discussion ended at 8:08 p.m. The Board took a break until 8:15 p.m.

PUBLIC HEARING

APPLICANT: PROJECT ADDRESS: PROPERTY OWNER: PROPERTY OWNER ADDRESS: CASE #: ZONING DISTRICT: DATE/TIME/LOCATION REPRESENTATIVE(S):	SSG Development II, LLC 10-24 Providence Highway, Dedham, MA Parkway Development Assoc., Norfolk Realty Trust 285 River Street, P.O. Box 98, North Weymouth, MA 02191 MNRP-09-11-1430 Highway Business January 23, 2014, 8:15 p.m., Lower Conference Room Peter A. Zahka II, Esq.
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Mr. Bethoney made a motion to open the public hearing, seconded by Mr. Steeves. The vote was unanimous at 5-0. Mr. Bethoney made a motion to waive the reading of the public hearing notices, seconded by Mr. Steeves. The vote was unanimous at 5-0. Mr. McCarthy stated that the public hearing was advertised in *The Dedham Times* on January 3, 2014, and January 10, 2014. Notification postcards were sent to abutters within 300 feet of the property, and the office received no written responses.

Mr. Zahka gave a brief history of the project, which was approved in 2013 as a Major Nonresidential Project for a self-storage facility. A condition of the Certificate of Action was for a fence to the rear of the property as shown on the plans because residents complained about people cutting through the Applicant's property onto their land; this was put in as a condition to help stop this practice. The Planning Board is the Special Permit Granting Authority, so the request for a Special Permit for a fence that is eight feet tall is coming before them.

The Certificate of Action condition is as follows:

"A fence shall be erected along the rear property line as shown on the Record Plans. Prior to issuance of an occupancy permit for the project, Applicant shall make application for a Special Permit to allow said fence to be a height of 8 feet. Subject to approval of such Special Permit, an 8 foot high fence shall be erected, provided, however, in the event of failure of approval of such Special Permit, a 6 foot high fence shall be erected. Nothing herein is intended to prevent Applicant from obtaining building permits and commencing construction while pursuing approval of the Special Permit."

He said that the neighbors had been consulted regarding the height, and they wanted it to be eight feet high. The fence will go from the property line to the Waves Car Wash, and will connect to their existing fence. Mr. Steeves was unhappy because part of the fence would cover the shrubs that the Board approved in the Certificate of Action. Mr. Zahka said that the shrubs will not be seen from the highway or the access road, but can be seen from the Dedham side. This is what the decision required the Applicant to do. No one from the public had any comments.

Mr. Bethoney made a motion to close the public hearing, seconded by Mr. Steeves. The vote was unanimous at 5-0. Mr. Bethoney made a motion to approve installation of an eight foot fence as depicted on the plans, seconded by Mr. O'Brien. Mssrs. Podolski, Bethoney, Aldous, and O'Brien voted to approve. Mr. Steeves voted present. The meeting ended at 8:26 p.m.

APPLICANT:	RK Associates, Inc.
PROJECT ADDRESS:	450 Providence Highway, Dedham, MA
PROPERTY OWNER:	RK Associates, Inc.
PROPERTY OWNER ADDRESS:	P.O. Box 111, Dedham, MA
CASE #:	SITE-01-14-1776
ZONING DISTRICT:	Highway Business
DATE/TIME/LOCATION	January 23, 2014, 8:27 p.m., Lower Conference Room
REPRESENTATIVE(S):	David Baker, RK Associates, Inc. Forrest Lindwall, Executive Vice President, Mistry Associates, Inc.

The Applicant presents for minor site plan modification. Mr. McCarthy said that Building Commissioner Kenneth Cimeno contacted him because parking lot lighting was being installed without Planning Board approval of modification of the existing site plan. Landscaping had also been modified by Mass. Highway during the bridge project, but it also never came before the Planning Board. Mr. Baker and Mr. McCarthy had discussions about the lights, and because of the question of safety for patrons, RK Associates, Inc. ("RK") continued work at their own risk. Landscaping is not on the plan that was presented, and must be addressed.

Mr. Podolski asked if they had been able to get the photometric plans stamped. Mr. Lindwall explained that the photometric plans were provided by the manufacturer, but it was not a

general standard for these to be stamped, and it is unlikely that this will be done. With regard to restoration of the landscaping, Mr. Baker said that the center two islands were the only ones were disturbed when putting in the underground conduit. Because they were not modifying any parking spaces, he assumed that modification was unnecessary. He said that the gravel in the landscaped beds was spreading onto the pavement when patrons crossed the islands. His landscaper complained that this was a maintenance burden. When they re-plant the island in the spring, they will put in mulch that will stay below the curb and will no longer spill onto the parking lot. The last approved parking plan had shrubbery, and they propose restoring that with roses and sea junipers to match the front.

Mr. Baker and Mr. Cimeno have had an ongoing debate with regard to the Liberty Tax sign and the frontage. Mass. Highway's construction of Route 1 and the bridge was essentially a governmental taking through eminent domain for which RK was paid a construction easement and a taking fee. Mr. Cimeno went to Mass. Highway, telling them that the parking lot was altered and was thus out of zoning compliance. Mass. Highway said they did not need a permit. Mr. Cimeno then told RK that they were responsible because they are the owner. Mr. Baker argued and contacted Mass. Highway, who cited the Building Code saying that the State did not need to get a permit to move signs. Mr. Cimeno accepted this, so the Liberty Tax sign was moved back. Mr. Cimeno then said that RK would have to deal with the landscaping, which Mass. Highway had ripped up without remediation.

Mr. Baker said RCN, a tenant on the lower level in the back, has had vandalism of its trucks' windows because of the lighting issue. There have also been a number of rocks thrown through the windows at the former Daddy's Junky Music facing the soccer fields. In an attempt to solve the issue, he determined that the lighting was not good enough, and instructed his electrician to pull a permit to install new lighting. He then instructed his maintenance people to take the gravel out of the islands. He met with Mr. McCarthy and committed to re-planting the islands in the spring, and has a proposal from his landscaper for this. He said that he can probably pay to have the photometric plan stamped, but the report says there is no glare off-site; Mr. McCarthy agreed with this. Both Mr. Cimeno and Mr. McCarthy asked that an existing conditions plan be submitted that showed what Mass. Highway did; this has been done. The parking plan really did not show any change other than the light poles in the islands. Mr. McCarthy then said it would be a minor site plan modification.

Board Comments:

- Mr. Aldous reiterated that a stamped photometric plan is necessary for the files to protect the Town. He agreed that there was no spillage according to the submitted plans, but this was a condition of the Certificate of Action. He said he would not vote or sign off on anything until he saw a signed plan. Mr. Podolski said this will be a condition of approval.
- Mr. Bethoney had many questions:
 1. Is what is on the ground now on the approved plan on file? Mr. Baker said it was not. The last approved plan was in April 2000, prior to the Mass. Highway work.

2. Was RK compensated for the eminent domain taking? Mr. Baker said they were paid for the property when Mass. Highway took it.
3. When did Mr. Baker originally meet with Mr. Cimeno? Mr. Baker said it was probably in 2010 after the Mass. Highway improvements, although he does not remember the date.
4. After Mass. Highway finished work and the site was left out of compliance with the approved plans, what were RK's intentions? Mr. Baker said they had no intention to do anything. Mr. Bethoney countered that the site changed completely. Even though it was not RK's fault, RK was compensated for the taking, and was responsible for bringing the site back into some sort of compliance regardless of who did it. Mass. Highway did it under a contract with RK, paid them, and took the property. Therefore, it is RK's responsibility to bring the site back into compliance.
5. Mr. Bethoney pointed to Section 5.1. in the Zoning Bylaw:

Modification of Existing Lots. Any modification to an existing parking lot, whether subject to an existing parking plan or not, shall be subject to the requirements of this Section 5.1. When such modification is requested, the applicant shall, to the extent feasible, eliminate all prior existing parking nonconformities, unless the Planning Board makes a written finding that site conditions render literal compliance with the provision of this Section 5.1 impracticable or infeasible for some or all existing nonconforming parking areas.

He said that it does not matter if the parking is changed. The bylaw is very specific about a site becoming subject to complete review if there are any changes to the site. Mr. Baker said that this was explained to him, and that is why he presented this evening.

6. Does the parking plan as presented meet all requirements of the bylaw, i.e., lighting, landscaping, handicapped accessibility, egress and access, etc.? If it does not, have they presented waiver requests with the reason for the requests? Installation of the new light poles triggers those requirements. There are also more than nine spaces on the lot. Any lot in the Town with nine or more parking spaces that comes in for review automatically requires an outside consultant to review the proposal for conformity with the regulations at a cost to the Applicant.

Mr. Lindwall, the site engineer, said RK was instrumental in the temporary widening of Eastern Avenue to alleviate congestion problems. On behalf of the Town and RK, his company went to Mass. Highway to request that this signalized intersection be included in the bridge job. The present plan shows a shaded landscaped area along the frontage where over 200 shrubs were planted. On the interior islands these were noted, numbered, and shaded for future work this spring. What is not included is the proposal for trees within those interior islands because the islands are not wide enough to comply with Section 5.2.2. He said that this is the nonconformance; Mr. Bethoney asked if it was nonconformance from the bylaw or the approved plan. Mr.

Lindwall determined how many parking spaces were needed for the uses, so it would be nonconformance from the current bylaw. He said that the availability of parking is more than sufficient on the basis of all the uses of the tenant mix throughout the entire building, including 62 Eastern Avenue. Mr. Lindwall said he probably did not go through Section 5.1 in its entirety, but he did review the landscaping portion.

Mr. Bethoney asked Mr. McCarthy about his determination of a parking lot of more than nine spaces that is being modified per Town regulations, and whether it requires an outside consultant to review the plan and make recommendations as to level of conformity and peer review. Mr. McCarthy said he had not given any thought to peer review, but did say that the bylaw requires this for sites over nine spaces.

- Mr. Steeves asked about the lighting in the back of the building, noting that the Applicant said there had been vandalism there. The plan only shows the front of the building. Mr. Lindwall said that this is shown on the existing conditions plan. There are no photometric plan because there will be no change. Mr. Bethoney said that just because it is not changing does not mean it cannot be reviewed for current conformity. Mr. Baker said he did what he was asked to do. Mr. Steeves said the lights in back are not depicted on the plan. Mr. Lindwall said there are two utility poles that should have been marked. He will fix this.
- Mr. O'Brien expressed sympathy for the situation, but the problem is that the Applicant did not do what is dictated in Section 5.1. The incident happened three years ago, and asked when the Board was going to get updated plans. Mr. Baker said the work that Mass. Highway did was on their plans. The existing conditions plan for this meeting shows the current conditions. He said that no work is proposed. They can add the floodlight notations in the rear to the plans and contact the lighting manufacturer to stamp the photometric plans. The only change was adding the two light poles in the islands and putting the landscaping back. He said that he is happy to make those adjustments.
- Mr. Podolski said that, at minimum, the Applicant will have to revise the plan to call out whatever they are asking for waivers. The plan should also state the landscaping reduction and the reason for this, and they need to furnish a stamped photometric plan.

Mr. Podolski then asked the Board its thoughts on whether to require peer review of the entire parking and traffic plan. Mr. Aldous said a peer review is not necessary since nothing has radically changed. They do need a waiver on the plan to omit that, as well as for landscaping and lighting. Mr. McCarthy said the waivers required were for no peer review, landscaping requirements, and a lighting plan for the entire site. He said he will need to do a more comprehensive review to make sure that is everything. The Applicant will need to sit down with Mr. McCarthy to develop proper plans.

Mr. Bethoney said the bylaw is designed to have a peer review without Mr. McCarthy doing the work. The trigger has been met. Without a peer review, the Board would be asking Mr.

McCarthy to do outside consulting work. He understood the site and the constraints and potentials for waivers. The regulations call for a peer review, and it should be done.

Mr. Steeves does not want to see a landscaping waiver. He could accept a waiver if the trees do not fit. He wants to see the poles marked on the plans. He wants to go by the book, so outside peer review is necessary.

Mr. O'Brien said that he agreed with Mr. Steeves and Mr. Bethoney, saying that this is no different because of the State work. An outside peer review is necessary.

Mr. Podolski informed the Applicant that a peer review is required. Mr. McCarthy will contact them about the specifics. This meeting ended at 9:04 p.m.

APPLICANT:	Jack Audy
PROJECT ADDRESS:	33 McDonald Street, Dedham, MA
PROPERTY OWNER:	33 McDonald Street, LLC
PROPERTY OWNER ADDRESS:	5 Powder House Road, Medfield, MA
CASE #:	SITE-01-14-1777
ZONING DISTRICT:	Limited Manufacturing A
DATE/TIME/LOCATION	January 23, 2014, 9:04 p.m., Lower Conference Room
REPRESENTATIVE(S):	Ed Morini Nick Audy, Owner

The site contains a residential dwelling and a garage for an auto body shop. The previous plan was approved by the Planning Board in 1988, and had ten parking spaces, three of which were inside the building. The Applicant wants to change the interior of the building to put in a spray booth. Mr. McCarthy told Mr. Audy and Mr. Morini that they needed to come in to the Planning Board for minor modification to the site plan because the booth affects the location of the parking spaces. The site has less than nine parking spaces and does not require outside peer review. There are supposed to be three parking spaces in one area according to the 1988 plan; these are not there. There is also supposed to be a parking space on the other side of the residential building, but this is on paper only and is not feasible. Mr. McCarthy suggested that the Applicant come in to "clean up" the old plan to reflect the current nonconformity and modify the existing conditions plan. The proposed plan requests waivers to have seven spaces; nine are required, seven for the auto body shop and two for the residential dwelling. The site is on the zoning boundary line, so there is not a lot of room for additional parking. Mr. McCarthy showed the locations of the current parking spaces.

Mr. Podolski asked if people park next to the house as shown on a picture, noting that they should not. Mr. Audy said that these cars were most likely towed in and put there temporarily. There are normally six to seven cars on site. Mr. Podolski said that the fire lane needs to be modified, and Mr. Steeves does not want parking against the house. It was suggested that this be posted as no parking during working hours, but emergency drop-offs at night would be acceptable. Technically, the Applicant needs nine spaces, but Mr. McCarthy did not think they needed that many. Mr. Steeves asked whether space 7 on the

plan is legal. Mr. McCarthy said this may be worth waiving because it gets tight, and Mr. Podolski agreed. He said that tenant parking would work. Mr. Aldous made a site visit, and said space 3 would be good for storing a car while waiting for parts to come in.

Mr. Steeves made a motion to approve the plan subject to it being re-submitted, seconded by Mr. Aldous. The vote was unanimous at 5-0. This meeting ended at 9:19 p.m.

INFORMAL DISCUSSION RE: 19 COURT STREET

PRESENT: Peter A. Zahka II, Esq.
Peter Smith, Oxbow Partners

This discussion began at 9:22 p.m. Mr. Zahka gave a brief history of the property. They are here for an informal discussion to let the Board know what they propose for the building, and to receive any comments that they may have.

The building is located at 19 Court Street. It is in the Single Residence B zoning district and the Historic District, and is on the National Register of Historic Places. It was built in 1801 and has had a number of uses over the years, including an inn and a tavern. There have been a number of developers who were interested in the property, which has been vacant for many years. Mr. Smith said he has a proposal for the building, noting that his company restored 10 Pearl Street, another historic property, with the use of historic tax credits. This is the approach that he would use for 19 Court Street. In terms of renovation of the building, the historic tax credits require preservation of the exterior of the building and lots of historic fabric. The market for people wanting to live in the Square is high; he rented the apartments on Pearl Street in two days. He believes that this is what would happen with Court Street. It would be rented for five years per requirements for historic tax credits, and thereafter it would be condominiums of about 1,500+ square feet. Mr. Smith briefly explained the historic nature of the building, including its architecture, its importance in transportation, political history, and the activities that occurred there, i.e., music, ballrooms, etc.

Mr. Zahka said that the property is unique. It contains a little over 20,000 square feet of land with 120+/- feet of frontage on Court Street. It is three-and-a-half to four stories and has almost 16,000 square feet of gross floor area. It was built in 1801 and has had a number of uses over the years, i.e., a tavern and an inn. It is in the Dedham Historic District and it is in the National Register Dedham Village Historic District. The proposal is to convert the building into six individual dwelling units. The Dedham Bylaw does not have a provision for historic preservation or adaptive re-use of properties; Mr. Smith is proposing a zoning amendment for Town Meeting for a Historic District Preservation bylaw. They would like comments from the Board, Building Commissioner Kenneth Cimeno, and Stanton Lyman, chair of the Dedham Historic District, to see if this could work with other properties in the future. Mr. Smith has spoken with neighbors and is pleased with the level of support, enthusiasm, and interest in his proposal.

Mr. Zahka said that this proposed bylaw would apply to other buildings that meet the eligibility requirements (being in the Dedham Historic District, on the National Registry,

appropriate age, building size, lot size, and architecture). It would require a Special Permit for the use and would need to undergo site plan review. Nothing would be done as of right. The bylaw would need to address the number of dwelling units, parking (1.5 spaces per dwelling unit), and setbacks. There would be no massive expansion of a building. Mr. Aldous thought parking may be an issue, and commented that it would have been nice to have use of the lot behind the building. Mr. Smith said this is owned by the church.

Mr. Smith has a purchase and sale agreement that is contingent on Town Meeting approval, and is requesting support from the Planning Board. The Board thought this was a wonderful idea. This informal discussion ended at 9:44 p.m.

OLD/NEW BUSINESS

MEDICAL MARIJUANA OVERLAY DISTRICT BYLAW: Mr. McCarthy has made some changes to this, and Town Counsel has agreed with the locations proposed. The Planning Board would be the Special Permit Granting Authority. The Board will review this and comment at the next meeting.

BUDGET: Mr. McCarthy said the proposed budget will be level funded with the exception of raises.

CAPITAL PLANNING COMMITTEE: Mr. McCarthy said that this committee is looking to put together a five-year capital plan. For the Planning Board, the two requests would be for the updated Master Plan and the updated Open Space and Recreation Committee plan.

REVIEW OF MINUTES

May 21, 2012: Mr. Aldous made a motion to approve these minutes as presented, seconded by Mr. O'Brien. The vote was unanimous at 5-0.

April 26, 2012: Page 2: Change "part" to "park on either side of Pottery Lane..." Page 2: Change "The challenge is that the sideway..." to "The challenge is that the sidewalk..." Mr. Bethoney made a motion to approve the minutes as amended, seconded by Mr. Aldous. The vote was unanimous at 5-0.

The Board postponed review of the minutes from December 5, 2013, and December 19, 2013.

Mr. Bethoney made a motion to adjourn, seconded by Mr. Steeves. The vote was unanimous at 5-0. This meeting ended at 9:55 p.m.

Respectfully submitted,



Robert D. Aldous
Clerk