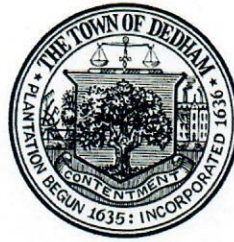


Planning Board

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

May 12, 2016, 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 7:03 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.

Applicant:	David Raftery
Project Address:	321 Washington Street, Dedham, MA
Property Owner:	Glencar Washington 321, LLC
Property Owner Address:	408 Whiting Avenue, Dedham, MA
Case #:	SITE-07-12-1572
Zoning District:	Central Business
Representative(s):	David Raftery, owner Michael McKay, AIA, 35 Bryant Street, Dedham, MA

Mr. Podolski said that Vice Chairman Bethoney recused himself from this meeting due to a professional relationship between the agency at which he works and the applicant. He did not participate in any of the previous meetings and in fact was not present for any discussion of the proposal. He was not in the building at the time of this meeting.

The project is substantially complete, and he is seeking an occupancy permit. Building Commissioner Cimeno is satisfied after a walk-through, and the project engineer has signed off on it. An as-built was submitted to Mr. Cimeno and the Board. The sign band was reconstructed to conform. There are still a few punch list items to be completed. DRAB recommended that the bays and the sign band be white. Mr. Podolski said that if it is built according to DRAB guidelines and noted on the plans, it is fine. Not much can be changed, and it is better than what was there. Off-street parking cannot be seen from the street. The project complies with the Zoning Bylaw. An ADA compliant sidewalk was installed recently. There are bollards on the right side of the building where the gas meters are. Mr. O'Brien said there may be a problem with dust from traffic on the white portion of the building. The Board agreed that they have done a good job. Mr. Steeves moved to approve the site plan as amended to reflect that the Board will agree with issuance of

an occupancy permit when approved by the Building Department, seconded by Mr. O'Brien. Vote was unanimous at 4-0.

Mr. Bethoney joined the Board at 7:13 p.m.

Applicant: Animal Rescue League
Project Address: 220 Pine Street, Dedham, MA
Property Owner: Animal Rescue League of Boston, 10 Chandler Street, Boston, MA 02116
Case #: SITE-06-15-1982
Zoning District: SRA
Representative: Bob Williams, Director of Facilities

Construction is nearly complete. The handicapped sign directly in front of the building will block the door. They would like to move the space to the right side of the loading aisle. The ADA recommends that off-loading be done to the right, but it is not mandated. Either way, a vehicle would still have to back out of the space. The Board agreed that this makes sense. Mr. Steeves moved to approve the request to swap the handicapped access lane from the left side to the right side, seconded by Mr. Bethoney. The vote was unanimous at 5-0.

Applicant: Noble and Greenough School
Project Address: 10 Campus Drive, Dedham, MA
Case #: SITE-03-13-1660
Zoning District: SRA
Representative(s):

- Andrew Jonic, AIA, LEED AP, William Rawn Associates, Architects, Inc., 10 Post Office Square, Suite 1010, Boston, MA 02109
- Paul Avery, P.E., Oak Consulting Group, P.O. Box 1123, Newburyport, MA 01950
- Mike McHugh, Director of Maintenance, Noble and Greenough School

Peer Reviewer: Steven Findlen, Senior Project Manager, McMahon Associates

The new two-story, 21,000 square foot library will have six classrooms, an office, and meeting rooms. The second story will be 4,000 square feet. They plan to renovate the Baker Science Building with a 3,600 square foot addition for labs and classrooms. There will be a pedestrian path on the east side. Three parking spaces will be added to the four existing spaces, including one that is handicapped accessible. There will be some plantings around the site.

Mr. Aldous said that one of the streets is wider in sections, particularly where the Fire Chief needs it wider. He asked if the whole street should be widened. Mr. Avery said the road will be variable in width, and the Chief is not concerned about the rest of the road. It will be a minimum of 20 feet up to the corner of the Shattuck building. Tests have shown that the ladder truck can access the castle and turn around, and there is a reinforced area for equipment.

Mr. Findlen, hired by the Planning Board to perform peer review at the expense of the Applicant, said there were originally 16 issues; only site lighting has not been resolved. Although it meets standards, he is still waiting for a stamped, signed lighting plan. Mr. Jonic said that the lighting plan was done by a lighting designer, not an engineer, and requested a waiver for that. Mr.

Findlen was otherwise satisfied with the plan, saying the entire site meets regulations (other than the site lighting issue), works well, and is safe and efficient.

The old library would be demolished in the winter of 2018 after the new building is completed. Landscaping will be done in the spring of 2019. Mr. Podolski said that the Certificate of Action will state that the old building must be taken down. Mr. Aldous asked if the transformer would be hidden by trees. A landscape architect will screen it with shrubs, although the species is not known. Mr. McHugh said he will make sure it is not an eyesore. Mr. Bethoney asked if there was a landscape plan, specifically for the campus clearing and any other major work area, as the Board did not have renderings. Mr. Jonic said there is a technical drawing for the work area and the campus clearing, no rendering thus far. Mr. Findlen said it was reviewed, issues were resolved, and complies with the Zoning Bylaw.

Mr. Steeves moved to approve the minor site plan review as proposed and revised through May 2, 2016, subject to a mutually agreed upon Certificate of Action and a waiver request for lighting certification. Mr. Aldous seconded the motion. The vote was unanimous at 5-0.

Applicant:	Chick-fil-A
Project Address:	100 Providence Highway, Dedham, MA
Case #:	SITE-02-16-2067 – <u>SCOPING SESSION</u>
Zoning District:	Highway Business
Representative(s):	<ul style="list-style-type: none">• Peter A. Zahka II, Esq., 12 School Street, Dedham, MA• Anthony Donato, P.E., LEED AP BD+C, Project Engineer, Bohler Engineering• Scott Thornton, P.E., Traffic Consultant, Vanasse & Assoc.

Mr. Zahka gave a brief history of the company, its menu, and hours of operation. Ocean State Job Lot owns and shares the lot with the proposed restaurant. The building will be 4,960 gross square feet and 4,600 net square feet, and will have 152 seats including 16 patio seats. The proposal was submitted as a major site plan review because there is an outbuilding that brings them up to approximately 5,000 square feet. A Special Permit for a drive-thru was approved by the ZBA on 1/20/16. The applicant went to the Design Review Advisory Board, and will be returning to them for a more in-depth review of the landscaping. A Notice of Intent has been filed with the Conservation Commission. It will have peer review, and then they will return to Conservation Commission. Departmental review was performed, and the applicant has responded to Engineering's comments.

Existing conditions shows a 36,000 square foot Ocean State Job Lot (OSJL) retail store on the site. An area behind the proposed building, owned by the Wilder Company, is not included in the project. There are 249 parking spaces, many not utilized. Access is off VFW Parkway or as a cut through via a 30 foot right of way from Dedham Mall to Boston. An MWRA sewer line crosses the site on the east. A water main services Stop and Shop and connects to OSJL. There are no wetlands within 100 feet. Water sheet flows toward Stop and Shop. There are a couple of dry wells on the site. There is no significant landscaping. The applicant will try to bring the site into compliance as much as possible, as there are a number of nonconformities on site.

They propose shared parking for 228 spaces. At the request of Building Commissioner Kenneth Cimeno and Steven Findlen, who was hired by the Planning Board to perform peer review at the expense of the Applicant, they have provided a connection for the shared parking in front of OSJL. Landscaping has been substantially increased with 600 plantings including grass, shrubs, and

trees. Landscape islands will be added to the parking area, and additional plantings added along the back after pavement is pushed back. On the Chick-fil-A (CFA) site, entrance is in a counter-clockwise direction. The drive-thru is in the back of the site. There will be an option to go right or left. Traffic calming measures, i.e., speed tables and signage, will be added at the request of the departmental review meetings and peer review consultant. Parking spaces will be restriped white, and signage and arrows added with yellow striping. Operations will be from 6:30 a.m. to 10 p.m. Deliveries will be from 5:00 a.m. to 9:00 a.m. during off-peak hours. Stormwater management will be significantly improved. There will be a wall to separate the patio from the parking lot.

Existing Nonconformities:

1. Parking space size and aisle width (new plan shows compliance)
2. Restriping parking spaces to white and fire lanes to yellow
3. Parking or directional signs (full compliance when complete)
4. 15% interior landscaping required trees (full compliance when complete)
5. Internal radii will be improved to 12' around the restaurant. The parking field closest to OSJL will be less than 12,' so this will be a waiver request.
6. Loading area not screened other than by the building. This will be a waiver request.
7. A 20' frontage landscape buffer zone is required in HB. Most of the frontage will comply with significant additional plantings. The buffer zone tapers off as you get to the building, and cannot be brought into compliance because of the 30' right of way. The area between there and the roadway will remain at almost 20.' They cannot comply due to location of the building, so this will be a waiver request. There is a landscape buffer of 5' around the property line on the north and the east, but a waiver request is submitted for the existing condition for the north property line behind the property. There is an abandoned street with vegetation.
8. The shared parking arrangement with OSJL requires 249 spaces. They propose 228 spaces and request a waiver for 21 spaces for the combined site. At peak capacity, 28% of parking spaces were used (75 parking spaces). They believe there is plenty of space for a waiver of the 21 spaces on the site.

Outstanding Peer Review Issues and Proposals:

1. MassDOT permitting: what was done and permits issued are not clear. A condition of the COA will be that the applicant will continue to pursue any MassDOT permitting and report back. If a change is triggered, the applicant will return to the Board for a minor modification. If anything needs to be done, it will probably need to be done in the bypass lane. They plan to use the existing curb cut; this may be amended.
2. Traffic: A speed table was implemented extending into the parking spaces as a traffic calming measure. Two parking spaces will be eliminated. OSJL has not yet given permission to do this. The applicant is trying to address that creatively.
3. Parking Utilization: A condition will be that during holiday season, employees of both OSJL and CFA will park in the rear of OSJL, where there are 40 parking spaces. They do not plan to put up a sign because this would not be year-round.
4. Trash Loading: Hours will be from 5:00 a.m. to 9:00 a.m.

Mr. Bethoney noted that cars parked along the roadway toward VFW Parkway would need to back straight out into the roadway, causing a driver to go into aisle lane to go in either direction. He favored angled parking so that a driver would only be able to back out one way into his/her own lane. Mr. Donato said angled parking takes up more space and encroaches into the landscaped area. Mr. Bethoney said the speed table is too close to the drive-thru exit. There is a stop

sign at the exit, and vehicles leaving the drive-thru would stop and turn left onto the speed table. Mr. Findlen said the intention is to slow traffic down. Mr. Bethoney asked them to consider landscaping in the shaded areas on the corners. There will be a flagpole in front of Chick-fil-A in the landscape island. Mr. O'Brien asked about merging from the drive-thru; he was concerned about people fighting to see who goes in first. The route of the double drive-thru with double order boards was shown. The time from ordering to pick up allows six cars per line. Mr. Steeves said that the parking for OSJL has a 14-16" space on either side so there is room to leave the vehicle when doors are opened. This is not on the plan. Stop and Shop has an 18" strip on each side of the parking space. Legacy Place does not have this, which makes it very difficult to get in and out of a space. Mr. McCarthy said he believes the spaces are 9,' but are striped as guides. The widths will be checked, as well as the method of measurement. Mr. Steeves said that the applicant must do what Stop and Shop does.

There are six outstanding issues. Mr. Findlen is coordinating with the Fire Chief about access. The applicant will be looking at autoturns, specifically in the front lot. Plans will be revised to eliminate conflicts. Pavement markings and signing are proposed for the right of way lines, which will be cleaned up to reiterate that people must take a right to exit; there is no MassDOT signage there. A STOP line and STOP bar will be added. This location could definitely be improved. The left turn lane at the signal leaving the site and headed toward Boston has a "sneak" lane used to bypass the signal. It is now closed, leaving a dead area that could be used more efficiently. Queueing in the left turn lane can accommodate it, but the current striping may cause issues with cars jetting out into the thru lane; this needs to be addressed before the restaurant opens. The applicant proposes 136 feet of queueing; this area could be used for that. The State has to make that decision, and the applicant will work with both them and the Town. Plans show that snow storage will be put on several trees and landscape islands. Dead vegetation will be replaced in the spring. If there is an excessive amount, it will be trucked off site. Mr. Donato will discuss this with the landscape architect. Mr. Podolski suggested that the snow storage be put elsewhere. Mr. Aldous said the lighting plan is good. He reminded the applicant that there are residences on the back of the property, and to be aware of any light spilling over. Mr. Zahka said there is a cemetery behind the building. Further down is a neighborhood, and they are not changing the existing conditions.

McMahon reviewed the traffic study, and found eight issues. Mr. Thornton explained what was studied and trip generations during peak hour. For specific figures, please see the entire traffic study. There is really no change in level of service at the intersections with the exception of the intersection to the Dedham Mall/Stop & Shop driveway with Providence Highway. The left turn into the mall has a lot of delay. They plan to monitor this after the project is open. The Mother Brook interceptor project is also underway, and MassDOT will probably want to look at the time at the intersection after the project is done. Parking counts showed the peak demand was 75 spaces out of the existing 269, with peak time being midday on Saturday. Evening was about 56 spaces. OSJL uses between 21 and 28% of their total supply. With the construction of CFA and the landscaping, they will lose 41 spaces, bringing it to 228 spaces. About 34 spaces are dedicated to use by CFA, leaving 119 shared spaces available for the site. The drive-thru will likely not be an issue because of the efficient operation with the double line. Mr. Findlen said that most of his comments have been addressed. Queueing will be examined closely, but he did not foresee any issues. The meeting will be continued to 5/26/16.

The Board took a five-minute recess.

Applicant:
Project Address:
Case #:
Zoning District:
Representative(s):

Dedham-Westwood Water District (DWWD)
538 Bridge Street, Dedham, MA
SITE-06-16-2107 – SCOPING SESSION
Single Residence B

- Eileen Commene, Executive Director, DWWD, 50 Elm Street, P.O. Box 9137, Dedham, MA 02027-9137
- James Cray, P.E., Wright-Pierce, 40 Shattuck Road, Suite 305, Andover, MA 01810
- Richard Protasowicki, P.E., Wright-Pierce, 40 Shattuck Road, Suite 305, Andover, MA 01810
- Robert Lexander, Production Superintendent, DWWD
- Ronald Willey, Clerk, DWWD

DWWD would like to upgrade and modernize the existing water treatment plant, which was built in 1880, by replacing dated equipment and making exterior repairs. Ms. Commene explained that wells have been replaced over the years, the oldest being c. 1960-1970. They would also like to construct a new, one-story, 3,950 square foot building to be used to house pumping and filter equipment. It will be built on a slab and will not have a basement. He gave a brief overview of the location, which is along the Charles River on one side. A rendering of the new building was shown that matched the aesthetics of the existing building. A couple of pine trees will need to be removed from the site, and there are a couple of abandoned wells that will be removed. The existing bathroom in the old building needs to be brought up to code, and they may add another one due to the size of the building, which would require extension of the back of the building. This will be reviewed by the Building Department, not the Planning Board. Access to the property will remain the same, but will be upgraded to improve the entrance. This is an equipment building, not a public facility, and only a shed (well house) will be demolished. The project is considered minor site plan, and all requirements have been explained. They will go before DRAB for the new building. Architectural review will need to be done by the Board. Parking on the site will need to be reviewed by McMahan. A traffic report will not be needed. The applicant will return to the Board when they are ready to submit.

Discussion: Alternate Member of Master Plan Implementation Committee

The Master Plan Implementation Committee currently consists of nine members. Two people have applied for the open position but were not chosen. The committee has asked to amend the structure of the Board by having nine members and adding two alternates. The alternates could participate in meetings, but would not have voting rights unless a regular member was absent. The openings will be posted, and one person will be appointed by the Planning Board and the second by the Board of Selectmen. Mr. Steeves moved to amend the Master Plan Implementation Committee to expand by an additional two alternate members with the stipulation on voting as noted above, seconded by Mr. Bethoney, and voted unanimously 5-0.

Discussion with John Sisson, Economic Development Director: East Dedham Square Design Guidelines

An invitation to bid went out to five consultants, including MAPC, and should be received by the end of May. It would be a public process. The previous charrette recommended development of design guidelines for East Dedham Square so that, as redevelopment occurs, there would be a vision of how the Town wants it to look. The wish is to honor history, topography, and the waterfront, and to bring back elements of the village square that was lost in the 1960's with urban revitalization. Buildings that could be impacted by the new design guidelines would include the

East Dedham Fire Station, which still has horse stalls in the basement, the building in front of Family Dollar, which was constructed in the mid-1800's, and all of the mill housing. The goal is to raise historical awareness of the significance of East Dedham. The project would take about six months, and they will do community outreach. Raising historical awareness of the area is a priority, and they are in discussions to get Mother Brook nominated for the National Register of Historic Places. It is the oldest man-made canal in the country, and it is intact. A consultant from the Historical Architectural Engineering Record, which is a national register for bridges, dams, and canals, said it is nationally significant. Mr. Sisson has been seeking input from the community about this. It will probably take at least year-and-a-half. The design guidelines will honor the history of Mother Brook.

The guidelines are non-regulatory and only advisory. The Planning Board could decide that some of it should be codified in the Town's best interests, so it would need to go through Town Meeting. Mr. O'Brien cited rebuilding according to what a private developer wants vs. removing the plaza in East Dedham and rebuilding according to the East Dedham Guidelines, which reflect the old way in which buildings are built closer to the street. Fortunately, the Planning Board works well with developers in relaying how the Town should be. Mr. Bethoney supports the design guidelines as long as they are not completely regulatory. This would give developers an idea of what the Town would like to see rather than drive them away because of the lack of flexibility.

Mr. Sisson said that one of the goals is to make development more predictable for everyone involved in the process so that the community is able to express its vision and the developer has a very good understanding of what the vision is and what the community supports. Mr. O'Brien said that East Dedham has particular issues, noting the apartments and condominiums built on the corner of the Square. He suggested that Mr. Sisson look at historical photos of what was present then. Mr. Podolski said that this is a wonderful idea and can only help.

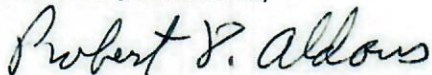
Old/New Business

- Brothers Roast Beef and Pizza, 356 Bridge Street: The landscape plan is different from what was approved. Instead of grass, there are now plantings that are already in the ground. Mr. Bethoney moved to approve the change as presented, seconded by Mr. Aldous, and voted unanimously 5-0.

The Board presented Mr. Bethoney with a card and a gift certificate to the Outback. Everyone is very happy that he is on the mend after his surgery.

Mr. Bethoney moved to adjourn, seconded by Mr. Steeves, and voted unanimously 5-0. The meeting ended at 9:32 p.m.

Respectfully submitted,



Robert D. Aldous, Clerk

/snw