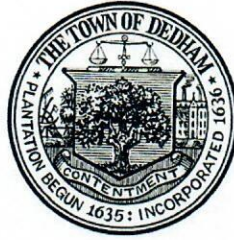


Planning Board

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 26, 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 7:05 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.

Applicant: Town of Dedham High School
Project Address: 140 Whiting Avenue, Dedham, MA
Case #: SITE-05-16-2100 - SCOPING SESSION
Zoning District: Single Residence B
Representative(s): Denise Moroney, Director of Facilities, Town of Dedham
James Carr, AIA, 1385 Cambridge Street, Cambridge, MA 02139

The applicant is here for a scoping session with the hope that full review will be unnecessary due to the limited nature of the scope. The area in the back by the lower gym entrance is not ADA accessible, and they want to correct this. Current access is via a sloping drive with parking on both sides. There are two sets of doors, one of which is central to both gyms. They want to provide accessible access with an "orangey" colored level landing outside that door, which will have push-button access on both sides. Two van accessible handicapped spaces will be adjacent to the doors. There is an existing catch basin at a low point relative to the door. Because of the drainage point and the need to raise the level of the parking lot at the door to get a level landing from the threshold, they will need to re-grade and bring in fill to raise and level the area. The rim of the catch basin will also be raised to meet the new grade. A secondary catch basin will be installed at the other end of the parking area to be sure there is enough slope. They discussed this with the DPW, who originally suggested that the Town Engineering Department can handle the catch basin. However, they instead wanted the applicant to bring in an outside engineer, Paul Lindholm, P.E. He has reviewed this and provided the Town with the calculations.

Neither the Building Department nor the Planning Board has existing site plans for the school, only the fields. A plan would be very costly because of the large size of the site, and they preferred doing a limited plan to provide the handicapped access. Mr. Podolski said he would not require the School Department to put together a site plan for the high school for one entrance to become ADA compliant. ADA requirement trumps anything, and there should be an ADA compliant gym. The Engineering Department cannot prepare and stamp plans. The plans before the Board are stamped by a professional architect, but the ZBL requires plans to be stamped by a professional engineer, which is why Mr. Lindholm was contacted. The detail on his plans would be more location specific, as opposed to creating an existing conditions plan for the entire high School. Ms. Moroney said the time frame is from June 20 to August 31, and requiring a full review would cause considerable delay. This proposal has been discussed with Ken Cimeno for a couple of years, and he has given verbal approval.

Mr. Bethoney said that the proposal to re-grade 90% of the lower level, add a new level landing in front of the doors, formalize the parking area on a plan, and add two handicapped spaces, all without a site plan on record, triggers that the site be reviewed and an entire site plan put in place. The applicant said there is not enough time for that. However, there is nothing to say that, after August, they cannot come back to the Board with a site plan proposal and put the site into current compliance. He is in favor of the proposal because it is a necessity. However, there are a lot of things on the site that are incorrect, i.e., landscaping requirements. He said he would overlook this for now.

Mr. Podolski suggested that the applicant start with the rear area of the site, and do the rest in sections. Mr. Steeves said that bringing landscaping into compliance is impossible. He was satisfied with doing the handicapped spaces and alterations wherever they are needed. Mr. Aldous wanted to see the whole plan. He said that there are only two handicapped spaces in front of the school; legally there should be 20, and these must be the nearest to the door. He was concerned that the State may become involved. The handicapped spaces at the Middle School are illegal because they are not the closest ones to the door. Mr. Podolski agreed with Mr. Aldous, noting that the Planning Board did not review the Middle School plans. Mr. O'Brien was fine with the proposal, but asked if the Fire Department could access the area with the ladder truck. The applicant will need to discuss this with the Fire Chief. The Board was in favor of the proposal, but asked for a list of how they will handle access to the area. They will return with an engineered plan and a picture of the entire site.

PUBLIC MEETING

Applicant:	Chick-fil-A
Project Address:	100 Providence Highway, Dedham, MA
Case #:	<u>SITE-02-16-2067 - 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 • Scott Goodson, Development Senior Supervisor, Chick-fil-A, Inc. • Anthony Donato, P.E., LEED AP BD+C, Project Engineer, Bohler Engineering • Scott Thornton, P.E., Traffic Consultant, Vanasse & Assoc.
Town Consultant	Steven Findlen, Senior Project Manager, McMahon Associates

The applicant continues to work with the Conservation Commission, and will return there on 6/2/16. No changes were made to landscaping at a meeting with DRAB last night. The outdoor seating area will be separated from the parking lot by a wall. The section from the end of the Stop and Shop site to the beginning of the self-storage facility is one of the last areas needing significant improvement. The landscape buffer along Providence Highway will be raised for a 2-3 foot berm, and will look like a continuation of the Dedham Mall landscaping. Mr. Donato showed the existing conditions plan with the lack of landscaping, and the new landscape plan. The sign was originally on one side of the driveway, but the landlord preferred placement on the other side. There will be a landscape bed around it. The sign itself was originally going to be two different signs, but it will now be combined on a new pylon. McMahon's comments have been addressed. The new site plan shows eleven employee parking spaces in the north corner. Deliveries will be accepted up until 8 a.m., before OSJL opens, to avoid conflict with truck traffic and customers. OSJL's deliveries will be from 5-7 a.m. four days a week. Tractor trailer deliveries will be in the back.

Angled parking was investigated as requested at the scoping session. Angled parking would make the parking stall lengths longer and cut into the landscaping and right of way. They have left the parking as originally shown. They would like to give people the option of heading either way. The speed table was relocated to in between the stop sign and the existing speed table. This makes it more of a traffic calming measure. The two spots located over the speed table have been relocated, and a 4' wide painted area with a speed bump has been created. The carriage corral has been relocated to the other side. Parking spaces measure 10' from center to center. Changing it would cause loss of 10% of the parking. The applicant has asked for a waiver to keep the spaces at 9 feet, as well as a waiver for 18 parking spaces. The applicant has requested that the speed table be put in front of CFA, as that OSJL's preferred location. They feel that it would be more of a traffic calming issue at that location, and they prefer it close to the intersection for their operations. Additional landscape islands were shown. Snow storage was removed from one of the islands per the Board's request. They shrunk the landscape on the Dedham Mall side so there is an adequate turning radius for the ladder truck. The American flag will be in front of CFA and is on the plan.

Mr. Findlen, hired by the Planning Board to perform peer review at the expense of the Applicant, reviewed the six outstanding items from the last meeting.

1. He requested a condition in the Certificate of Action that the Board stay involved in the process with MassDOT, and that any mitigation recommended by the State be coordinated through the Town.
2. The speed table location shown on the current plan is fine, although moving it to the drive-thru exit would also be fine. He recommended the location shown on the plans.
3. Coordination with the Fire Department. The Chief asked for widening of the area with the overhang so trucks can maneuver, and this has been done.
4. Designation of specific employee spaces has been done. These will not conflict with loading operations.
5. OSJL loading: Signage is a nonissue.
6. CFA loading: The hours have been revised to coordinate with OSJL's opening. There will be deliveries three times a week via trailer truck. Bread and produce will be delivered daily via a box truck and brought into the building by hand.

Mr. Findlen said he is still receiving last minute information, but he believes all issues have been resolved. He said the site is as compliant and as safe as it can be. He said the double drive-thru will not be an issue. Mr. Bethoney said the plans have come a long way from the first submission. He agreed that it is a safe and efficient site plan and meets as many regulations as reasonably possible considering the constraints there. All public safety officials have signed off on the plan.

Waivers Requested

1. Waiver for 18 parking spaces, from 249 spaces to 231 spaces
2. 12 foot radii internally
3. Screening for the OSJL loading area in back; the building screens this
4. 20 foot landscape buffer: one section cannot comply
5. 5' perimeter landscaping at the east (rear) of the property

Mr. Bethoney explained why he wanted landscaping at the corners of the parking spaces is to delineate the area. These spaces are not used often right now, and people use them as part of the roadway, driving right over them from the carwash to the other end of the Dedham Mall. This will prevent that and keep cars in the roadway. Mr. Goodson hoped that CFA would open during the first quarter of January 2017. Hours of operation will be 6:30 a.m. to 10:00 p.m. As stated previously, deliveries will be done prior to 8:00 a.m. There will be one pickup/pay window at the drive-thru. Connection to sewer will be permitted through the Town. They are working with Nathan Buttermore from Engineering on this.

Mr. Steeves noted that they cannot make the parking spaces larger because they would lose a lot of them. He was pleased that they were measured and that they have larger spaces because cars are getting wider. Mr. Podolski said their hands are tied with regard to the size of the parking spaces because they are tenants on the site. Mr. Steeves understood, but said that in the future, there will be a restriction on areas of parking spaces. Mr. Bethoney asked for clarification that the spaces at Stop and Shop measure, from outside line to outside line, 11 feet. He wondered if the parking plan that Stop and Shop proposed had 11 foot spaces, or whether there are fewer spaces on the ground than what was on the approved plan. He asked Mr. McCarthy to look at that and to check the size of the spaces. He also asked if there was a Certificate of Action on OSJL's operation, as their operations do not reflect the Board's typical restrictions in a Certificate of Action.

Mr. Zahka will circulate a draft Certificate of Action, and the Board will vote on it on 6/9/16.

Old/New Business

- The Board will be meeting with the Design Review Advisory Board on 6/1/16 to discuss architectural peer review and development of design guidelines. Mr. Steeves will be late to that meeting.
- Dunkin Donuts' flag: Mr. Bethoney did not attend any of the meetings regarding Dunkin Donuts. Chris DaCosta is determining the location on an island.

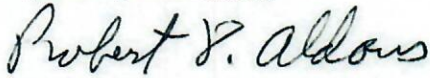
Review of Minutes

- April 2, 2015: Mr. Bethoney's standard recusal statement will be added to page 4. The vote will be corrected to 4-0. Mr. Steeves moved to approve the minutes pending these changes, seconded by Mr. O'Brien, and voted unanimously 5-0.

- April 2, 2015 Zoning Articles: Mr. Bethoney moved to approve as presented, seconded by Mr. Steeves, and voted unanimously 5-0.
- April 16, 2015: Mr. Bethoney did not vote on these minutes because he did not attend this meeting. Mr. Aldous moved to approve as presented, seconded by Mr. Steeves, and voted unanimously 4-0.
- May 14, 2015: Mr. Bethoney's standard recusal will be added to page 6, as he was not in the building for the meeting or the adjournment. The vote will be corrected to 4-0. Mr. Steeves moved to approve the minutes pending these changes, seconded by Mr. O'Brien, and voted unanimously 5-0.

Mr. Bethoney moved to adjourn, seconded by Mr. Steeves, and voted unanimously 5-0. The meeting ended at 8:15 p.m.

Respectfully submitted,



Robert D. Aldous, Chair

/snw