TOWN OF DEDHAM
PLANNING BOARD MEETING MINUTES
Lower Conference Room, Town Office Building
April 8, 2009

TIME: 7:05 p.m.

PRESENT: Michael Podolski, Chairman
John Bethoney, Vice Chairman
Robert Aldous, Clerk
Ralph Steeves
James O'Brien

STAFF PRESENT:
Christopher Ryan, Town Planner
Susan Webster, Administrative Assistant.

CALL TO ORDER: Mr. Podolski called the meeting to order at 7:05 p.m. on April 8, 2009.

COSTCO PARKING SITE PLAN: Mr. Podolski announced that the Costco parking site plan has, at the request of the applicant, been continued to April 22, 2009.

MT. WILSON UPDATE:

Discussion took place regarding consultant reviews for the pending definitive subdivision plan for Mt. Wilson, or the Clerkin subdivision, off Westfield Street. Mt. Wilson's counsel, Peter Zahka, thought McMahon's price of $3,900 was too high. The Board determined that an outside peer review was necessary due to tremendous grade issues and drainage issues. It is the applicant's responsibility to submit bids, and they would pay for the review. Mr. Zahka requested that the Board have it priced by our other typical consultants. If approved by the Board, this will be the way it will be done. The case will be heard at the May 2009 meeting.

27 BRIDGE STREET UPDATE:

An initial public forum was held at St. Susannah's Church regarding the Federico Bridge Street project, which is represented by Attorney Kevin Hampe and James Susi, engineer. Mr. Podolski stated that the main issue is how the traffic is going to be directed in and out of the site onto Bridge Street and Needham Street. The Board has assigned the site and parking issues to Dr. Murphy, who has issued an initial draft. Mr. Podolski suggested that the Board determine whether to send the traffic component out to a consultant for a more intense review than what Dr. Murphy would do. Mr. Steeves agreed that someone else might be more beneficial for both parties. Mr. O'Brien offered to contact the town engineer, David Fields, who has a radar box that counts cars and speed. Concern was raised about egress, radii, left turn only, etc., and what would make the site feasible. Since the Town Planner would not be reviewing this, Mr. Bethoney suggested another consultant. He also requested that landscaping and lighting be added to the review. David Field of Engineering will be consulted regarding traffic counts, and Dr. Murphy will be asked if he can do more for the Board. The applicant's new plans have separate photometric, and they were aware that there should be no spillage into the neighborhood. Mr. Bethoney indicated displeasure that the applicant would object to the level of reviews based on his desire to get the project done in a timely fashion.

MBTA HEARING, APRIL 9, 2009:

A hearing had been scheduled for April 9 at 11 a.m. at 10 Park Plaza, Boston, on a request by the MBTA Railway Station to put up a new outside advertising display board at the end of Commercial Circle that would be 85 feet in the air and measure 14' x 48.' Mr. Keegan, Town Administrator stated that the meeting was in fact postponed, and that the Town would be notified when it was to happen.

MASTER PLAN UPDATE:

Mr. Podolski noted that the Board now has in its possession the April 2009 Master Plan draft, and that there would be a public hearing on April 22, 2009 at 7 p.m. to review the final draft. He asked the members to review the draft

so that it could be finalized in a May meeting prior to the May Town Meeting. He indicated that the draft is available on line, and he further asked the administrative assistant to download, copy, and distribute the draft to the two libraries, the Town Clerk, and the Planning Board office. He indicated that there would be an ad in the Dedham Transcript. He indicated that Bob Stanley would be contacted about posting a public hearing on the town website and that cable TV would also be informed so that it can run on the town channel.

95 BRIDGE STREET, PETER MacFARLANE: Mr. Podolski stated that the applicant was not present for the 7:15 hearing. Mr. Aldous asked Mr. Ryan to ensure that a letter from the Fire Department be made known to the applicant.

DESIGN REVIEW ADVISORY BOARD APPOINTMENTS:

Mr. Podolski indicated that two appointments to the Design Review Advisory Board needed to be made by the Planning Board under Section 9.6, which reads as follows:

> *"Two members qualify by education and training experience in design professions, appointed one each by the Board of Selectmen and the Planning Board, one member qualifies by education and training experience in historic preservation, design, or related field, one member who shall be a building contractor appointed by the Planning Board, one member only retail or commercial business appointed by the Board of Selectmen and the Planning Director is ex-officio."*

These positions are for the building contractor/engineer, currently Mollie Moran, and the architect/landscape architect/urban planner, currently Mabel Maria Herweg. The positions had been posted, and both applicants had submitted their letter of interest. There were no other applicants interested in the positions. The two open positions are for three years for the design professional, and two years for the contractor/engineer. Mr. Bethoney suggested that no appointments be made this evening until the Board has the opportunity to discuss the process they wish to use to appoint new members. Ms. Moran and Ms. Herweg will be thanked for their applications and told that the Board is formalizing the application procedure. They will be advised that they should re-apply as soon as the procedure is formalized. Mr. Ryan suggested that an interview process might be utilized to hear the various philosophies of the applicants, and the Board agreed. Mr. Bethoney asked Mr. Ryan to investigate the policy directive used by the Board of Selectmen on notification for available positions. The Board agreed that the positions be advertised and the applicants attend one of the Planning Board meetings. The current members will continue to serve until the process has been finished. The discussion ended at 7:47 p.m.

7 Ls AUTO, 243 MILTON STREET:

Present: John Ludvigsen, owner
Ronald Ludvigsen

Mr. Ludvigsen returned to ask the Planning Board to review off-street parking plans prepared by his architect, Harold McGonagle. Mr. Podolski asked the applicant to have an architect stamp the plans. The plan has been heard twice before. The applicant proposes gravel surface, but no curbing is indicated on the plan. No specifics relating to construction detail of the gravel surface were provided. The Conservation Commission is concerned about percolation of water, including vehicle fluids, through the gravel until compaction occurs, at which time there is a concern about sheet flow. The dumpster location does not have screening on the plan, and no snow storage area is identified. There is no specific lighting plan or reference to lighting on the plan, and there is no narrative describing how the lot is to be lighted for security purposes and for customer safety. This is required for the file. Either a waiver or a statement should be provided for the missing areas on the plans. The applicant says there is a utility pole in the front of the center of the lot with two floodlights on it, and there is another pole on the other side of the lot with another floodlight, all rented from NStar. The plans only note one light, not three, and they should face two different directions. NStar could provide the applicant with a lighting plan that shows the lumens every two feet.

The applicant states that drainage just infiltrates into the ground. He has not spoken with Conservation Commission about this, and was advised to do so. Mr. Bethoney expressed concern about approving a commercial facility on a gravel base and how it would comply with stormwater management. The applicant said that there was electric available now and water up to the property line; these must be noted on the plan. Mr. Ludvigsen does not want to go through the expense of paving at this time, but would do it eventually. Mr. Ronald Ludvigsen stated that there is some pollution on the property coming off the railroad, and that they would have to go through a Phase I. They are

asking for a hardship on paving the lot later. The Building Department would not issue a permit without a stormwater permit, so they need to go to the Conservation Commission. The Board will have to determine whether they would be required to pave.

The Board advised the applicant to return to the Planning Board with a fully vetted plan. Planning Board approval does not give him the right to sell cars. He was urged to have Mr. McGonagle review the rules and regulations and make the necessary changes, or to contact another architect to solve these problems. Approval for an unpaved parking lot will not be given. He was also advised to go to Conservation Commission, as State law mandates it. He also needs to supply landscape plans. The Board agreed that they could not offer relief unless the Conservation Commission was consulted.

APPLETON LANE SCOPING SESSION:

PRESENT: Paul Truax, GLM Engineering
Anthony Delapa, applicant

Mr. Truax described the property as an existing public right of way off East Street, single residence B (SRB) measuring about 200 feet long with an L-shaped configuration. At the end is a 25,000-plus square foot lot. There is an existing house with only the foundation remaining. They would like to expand the right of way and then carve off two lots. It is actually a one-lot subdivision, as there is an existing lot. The existing lot is 12,500 square feet and the second lot would be 9,500 square feet. The back of the lot drops down to a wetland, which is off the property. There is a hockey rink to the right. The existing pavement is not centered on the right of way, but they want to leave it because the neighbors do not want it changed and do not want to lose any of their own land to a new road. The width of the existing pavement is 22-23 feet. The entrance had recently been re-done, so there is new vertical curb on the side and a new sidewalk. They met with Don Yonika of the Conservation Commission. They had originally had conventional catch basins in the road, and Mr. Yonika advised them that they were eating up a lot of land in the buffer zone. He said there would be no major stormwater problems because the site in total is only one-half acre. He advised them to look at a drainage facility in the middle by removing the paving in the island, sump it down a bit, and tilt the pavement in the island inward. The run-off would drain down to the middle and infiltrate through the bottom, and catch basin overflow would be dumped out the back to the wetlands. There would be a stone apron all around as well. This would meet all the stormwater management requirements and would be really low impact. This would be like a rain garden with the proper draining soils and vegetation that would be in a low impact development. There would be a catch basin in the middle that was raised up a bit.

The radius of the cul-de-sac will be 60 feet all the way around with a 22-foot path all the way around. There is water and the existing houses are serviced by that. Sewers are also existing in the road and are stubbed off per the Water and Sewer Department, although they do not know where it is. The applicant will take that stub and continue it into the property. The existing houses have individual sewer lines, although no one knows where they go. They propose to give the existing houses new 8-inch taps when they bring the water line in, and there will be a hydrant on the site. They would likely have to re-do the street out to East Street because of the new work. The applicant would have to put up some type of screening to facilitate selling the property. The Board suggested trees rather than a fence. The patrons of the skating rink will not be able to access Appleton Lane. There would be a drop-off between the properties, which would cause cars to get stuck. There would be no curb, for which they are requesting a waiver. The reason they are not putting a berm in is that it is to be sloped and there are no catch basins, so the water will go from pavement to stone, which does not trap the water. They are contemplating a partial waiver for curb waived on the inside, but not on the outside. The use of a special machine that adds berm simultaneously, so it blends in with the top coat, was suggested.

Maintenance of the cul-de-sac regarding re-stoning or cleansing of the sediments periodically was discussed. It takes two houses to make an association for maintenance, and they will probably suggest that this be put in the deeds. It is not a private road, but an extension of a public way. .

In closing, Mr. Podolski asked Mr. Truax to obtain all the required information and present the board with a letter listing the waivers that they are requested or put it on the plan itself. The discussion ended at 9:00 p.m.

DEDHAM PLAZA PARKING PLAN SCOPING SESSION:

PRESENT: Michael Kelleher, Director of Asset Management for Federal Realty
Larry Gill, Tenant Coordinator

The meeting began at 9:05 p.m. The façade at the back of the Plaza has been re-done, and now has an EFIS façade. It is not a walkway. They are also planning to replace some signage. The columns themselves have been recast. They would like to replicate this on the front of the Plaza as well. They are also coming before the Zoning Board of Appeals to replace the smaller nonconforming pylon and the larger pylon. They have also done a lot with landscaping. There is a proposal from Planet Fitness to occupy the former Pier One space. The proposal from Planet Fitness will bring more traffic to that end of the Plaza. There would be just over 15,000 square feet involved. There has been a parking ratio with the Plaza, and they now have space that they do not lease because of that. The measurement issue with a fitness club is determined by the equipment, and the use would be less than what it was with Pier One and FYE. The number of pieces of equipment that would be brought in will be monitored, but it was expected that the Board will make recommendations on the amount Planet Fitness could have. The floors would be taken up and reinforced prior to Planet Fitness occupying the space. There is nothing currently planned for the Tweeter. The Volvo dealership uses spaces from the Plaza.

The question of noise from Planet Fitness was raised, as the neighborhood was upset with the noise the previous fitness club brought. There will be extra language in the lease about quiet enjoyment, and that Planet Fitness would risk defaulting with the owners if they produce too much noise outside of their space, or cause any issues with the Town, neighborhood, or fellow merchants. They do not use music. There will be 141 pieces machinery such as bikes, treadmills, and elliptical machines. Reinforcement of the floor will make a difference in the noise level. Maximum capacity for Planet Fitness is 141 people. They will be obtaining a study with regard to peak hours, parking, and traffic. The back door of the Plaza is on a main street and the front is on a highway, so there is a huge amount of traffic first thing in the morning and in late afternoon. They were asked to determine the hours of operation and how many days a week it would be open. Mr. Bethoney asked if the use is allowed as a matter of right in that location. Mr. Kelleher stated that they have to go to the Zoning Board of Appeals for a special permit. Mr. Bethoney suggested that be done before they go through the Planning Board. He reminded them that, even though the Zoning Board of Appeals might approve it, it does not mean that the Planning Board will agree, as they will look at the overall impact of the use.

Mr. Aldous expressed concern about the traffic, particularly on Washington Street, as he feels it is too traffic intense and at the wrong time. Mr. Kelleher explained that there will be a restricted area for the gym that will not be near the center. Mr. Steeves indicated that many people use the Plaza as a shortcut to Washington Street from Route One, which is also a great concern. Mr. Kelleher inquired whether speed bumps would help, and Mr. Steeves and Mr. Aldous said they would until the neighbors started complaining about the noise from the bumps. They also brought up the prior health center and the difficulties they had with steroid use, needles, unsavory people, etc. Mr. Podolski reminded the Board that it was a management issue that will have to be added to Planet Fitness' control. It will be added to the lease, and that if such issues occurred, tenants would be in default of their lease.

In closing, Mr. Podolski suggested that Mr. Kelleher see the Zoning Board of Appeals and get his permit, and then return to the Planning Board for further discussion. He reminded him that he should have the information on traffic ready for the Zoning Board of Appeals hearing. The hearing ended at 9:19 p.m.

Mr. Bethoney made a motion to adjourn the meeting. Mr. Aldous seconded the motion. The vote of the Board was unanimous, and the meeting concluded at 9:20 p.m.

Respectfully submitted,

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Robert D. Aldous
Clerk

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