

Steven Davey, Chair  
John Haven, RLA, ASLA, Vice Chair  
Paul J. Corey  
Bryce Gibson

Richard J. McCarthy, Jr.  
Director of Planning  
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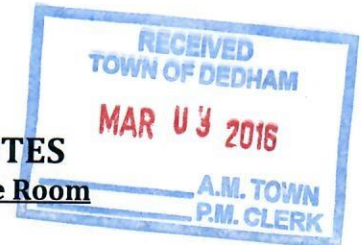


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**TOWN OF DEDHAM**  
COMMONWEALTH OF MASSACHUSETTS

**DESIGN REVIEW ADVISORY BOARD MINUTES**  
**Wednesday, January 6, 2016, 7 p.m., Lower Conference Room**



**Present:** Steven Davey, Chair  
John Haven, RLA, ASLA, Vice Chair  
Paul Corey  
Bryce Gibson  
Richard J. McCarthy, Jr., Planning Director

Mr. Haven called the meeting to order at 7:00 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. Mr. Davey arrived a little after 7:00 p.m.

**Applicant:** John's Auto Body  
**Project Address:** 10-20 Cliff Way (150 Milton Street), Dedham, MA  
**Case # and Zoning District:** DRAB-12-15-2049, LMA  
**Property Owner/Address:** Armen Galaian, 20 Cliff Way, Dedham, MA  
**Materials Submitted:**

- DRAB application
- Photographs of new sign, empty sign cabinet, and site

Start 7:01 p.m. The applicant was not present. This is a refacing of a previous sign that is already in place. There was no sign permit for this, but one has since been obtained. It was noted that there are fluorescent tubes in the sign cabinet, although lighting was stated to be LED. It is possible that these were taken out prior to the photograph. Mr. Gibson commented on how the sign reads. Mr. Corey said the lettering does not work. Conversation briefly turned to discussion of various signs throughout town that do not comply with the Sign Code. Mr. McCarthy said the application will automatically be approved on January 7, 2016, because the 20-day deadline will have passed. Mr. Davey said that if the applicant had come through properly, the Board may have made minor suggestions, but he did not think it is hurting anything. The DRAB fee was paid, but the permit was not paid until Mr. Cimeno saw the sign.

Mr. Corey moved to take no action, seconded by Mr. Haven, voted unanimously 4-0. End 7:11 p.m.

**Applicant:**  
**Project Address:**  
**Case # and Zoning District:**  
**Property Owner/Address:**  
**Materials Submitted:**

**Solid Body Fitness**  
**123 Stergis Way, Dedham, MA**  
DRAB-12-15-2050, HB  
SIP Trust, 80 Boxford Road, Rowley, MA 01969-2420

- DRAB application
- Letter of permission from Helen Bryant, owner
- As-built plan dated June 24, 2009
- Rendering and specifications for proposed sign

Start 7:11 p.m. The proposal will go before the Zoning Board of Appeals on January 20, 2016, for two waivers from the Sign Code for an off-premise (#1) banner that will be in place for more than 30 days (#2). The Board said this would set a precedent. The length of time also indicates that it will become a permanent sign. It is not very attractive, and looks like something that would be on Route 1. It is distracting to an intersection that is already a mess with pylons coming out of Whole Foods. Mr. Corey would recommend against this, and wants to make sure that the letter to the ZBA has all the statements made by the Board and why it does not think it should be there, i.e., the precedent, the flapping, the diminishing of the color over a period of time, etc. Mr. Gibson acknowledged that it is a difficult location, but the banner is not a very elegant way to direct traffic. Mr. Davey said that, by definition, it is a billboard because it is off-premise and free-standing. Mr. McCarthy said this does not qualify with the definition in the Sign Code. Mr. Corey moved that the Board recommend that ZBA not approve the waiver for the reasons noted, seconded by Mr. Gibson, voted unanimously 4-0. End 7:16 p.m.

**Applicant:**  
**Project Address:**  
**Case # and Zoning District:**  
**Property Owner/Address:**

**Chick-fil-A**  
**100-140 Providence Highway**  
DRAB-12-15-2056, HB  
OSJ of Dedham, LLC, 375 Commercial Park Road, North Kingston, RI 02852

**Materials Submitted:**

- DRAB application with petition letter, GIS maps
- Letter of permission from John D. Conforti, Manager, OSJ of Dedham, LLC
- Survey prepared by Control Point Associates, Inc., 352 Turnpike Rd # 201, Southborough, MA 01772 dated 5/30/15
- Overall site plan prepared by Bohler Engineering, 352 Turnpike Rd # 201, Southborough, MA 01772 dated 11/5/15
- Elevations and specifications for proposed building, and exterior finishes
- Signage Key Plan prepared by Anchor Sign, 2001 Summerville Ave, North Charleston, SC 29405
- Sign Layout Detail prepared by Anchor Sign
- Photographs of existing conditions
- Renderings of locations of signs

**Representative**

Anthony Donato, P.E., Bohler Engineering  
Peter A. Zahka II, Esq., 12 School Street, Dedham, MA  
Scott Goodson, Chick-fil-A home office

Start 7:17 p.m. Scott Goodson from Chick-fil-A home office explained the company, its philosophy, and its locations. The 5.2 acre lot currently operates as Ocean State Job Lot (OSJ). Chick-fil-A proposes construction of a restaurant at the south end of the site with a drive thru around the building, a seasonal outdoor seating area with tables and canopies, and a service area and a pick-up window on the north side. There will be dual stacking lines for the drive-thru. There is a surplus of parking in front of and behind the building with accessible parking in front of the main entrance. They have a traffic consultant. There is an existing driveway off Providence Highway, as well as a 24' wide driveway easement that allows vehicles to travel across the site (*unintelligible*). Delivery access to Chick-fil-A will be with smaller delivery trucks. OSJ will use another access, which was discussed. There is a 24-foot wide deeded right of way running from Boston by Waves Car Wash all the way down to the intersection of the Dedham Mall. The whole site will become compliant as much as possible. The Applicant will go before the ZBA on January 20, 2016, for a Special Permit for the use of a restaurant, the drive-thru, and signage waivers.

A preliminary meeting on the basis of shared parking analysis was held with the Planning Board. The Planning Board's peer reviewer will review the auto turn for 18-wheelers and the largest fire truck the Town has. It will be one parking lot for both the applicant and OSJ, who bought the building; Chick-fil-A will be a sub-tenant. Planning Board regulations state that if the site is touched, the applicant "owns" the site from one end to the other. There will be waivers for parking and a little bit of the landscaping. Anything to do with the parking lot will be handled by the Planning Board.

There is very little landscaping in front other than a small grass strip. They propose almost 400 plantings throughout the lot. Part of the pavement will be cut back to provide the required buffer at the property line. There will be cluster plantings along the front, similar to that of the Stop and Shop building, and a tree canopy for aesthetics and to screen parking. Pavement will be removed in the interior of the lot, and new landscaped islands with trees will be put in. They will return to DRAB with the detailed plantings and signage. Mr. Haven had comments regarding location of parking spaces near the outdoor seating, and advised some green between it and Route 1; alternatively, he suggested that these spaces not be in this location. With regard to the landscape buffer along Route 1, he recommended grading or berming for contour and as a visual buffer. Mr. Zahka spoke about the required number of parking spaces for OSJ and Chick-fil-A. They do not have this number, but the Zoning Bylaw provides an opportunity to convince the Planning Board that shared parking will meet it. There was further discussion regarding landscaping, parking issues, and making aesthetic changes to separate the outdoor sitting area from the parking lot. The building will have full sized bricks.

Mr. Haven did an audit of various versions of Chick-fil-A architecture. Mr. Goodson explained architecture, full brick, natural lighting, even in the kitchen, and materials used. The Board discussed the locations and visibility. Mr. Haven asked if this is the best style for the site and if cost was a factor; he has seen more "exciting" designs. The site is a big factor, making the building narrow, and this option makes the kitchen layout work. Because the site is narrow, they are bound with OSJ, which wants the parking between the two buildings. Mr. Haven showed examples of styles of their buildings and what he would prefer. Mr. Davey disagreed, saying that the architecture seems to fit with the Stop and Shop plaza and the storage building. Mr. Gibson agreed with Mr. Davey. Mr. Haven, noting that he was just expressing his opinion, acknowledged that it is a nice looking building, and he liked the materials and everything else. He said it is a huge improvement to the area. He wanted

to be sure the Board got this absolutely right, and for Chick-fil-A to get the most impact out of its building.

Signage was discussed at great length. There is 814 feet of frontage, which allows for 1,628 square feet of signage. The materials presented include all the signage on the site, including the existing signage for OSJ on the building and the free-standing sign. The presented 942 square feet of signage is significantly less than what is allowed. Signage is internally LED lit, but the free-standing signs are compact fluorescent. Mr. Davey asked about the sign below the OSJ sign vs. the stand-alone Chick-fil-A sign. Mr. Donato said the existing sign is the OSJ sign. They would like to put the free-standing sign on the other side. Chick-fil-A would not be underneath the OSJ sign. Mr. Zahka said the only sign relief needed from the ZBA has to do with free-standing signs. The rest of the sign package meets the Sign Code. They requested that the site have four free-standing signs. Menu boards, to him, are not signs, but if the menu board can be seen from the street, the Building Commissioner may make a different determination. Two of the three free-standing signs have to do with menu boards. With regard to the other free-standing signs, Chick-fil-A's preference is to have its own free-standing sign. Under the Sign Code, despite having 800 feet of frontage, one free-standing sign is allowed per lot; it is written as though there is one building on one lot. The Sign Code does not address places such as the Dedham Mall. In this case, the site consists of three separate lots. The relief for which they are asking is for a second free-standing sign, which would be Chick-fil-A by itself. OSJ's existing sign is 120±, so they need double relief: a second free-standing sign, and the total amount of free-standing signage on the lot. Included in the number is 260 square feet, which took in the OSJ free-standing sign, proposed Chick-fil-A free-standing sign, and the two menu boards. The free-standing sign with both businesses is their fall-back position; they do not think it is as clean, however. Mr. Zahka said the reader board is included in the sign area.

Mr. Corey asked if they would lose visibility of the sign coming from Boston with the trees. The OSJ sign is on the right side, and a tree blocks it. This is the issue with adding more landscaping, although Mr. Corey said another type of landscaping could be used to prevent loss of visibility. Mr. Haven asked if the sign is so small because of the square footage limitation. Mr. Zahka said it was the best way they could figure out to get it on that; again, this is the fall-back position. Mr. Haven asked if they had explored removing the OSJ sign and having something that contains both. He sees more combined signs on Route 1 than single free-standing signs. He would prefer a study of a combined sign that could use both signs. The OSJ sign is terrible and out of proportion. He prefers the opportunity of replacing that sign with a combined sign. This will be investigated.

Mr. Corey suggested approving the building as presented, and do landscape and signage later. Mr. Goodson asked what the thoughts of the Board would be if OSJ is not in favor of creating new signs and says no. Mr. Corey said they would vote to approve what was shown. Mr. Davey said that part of DRAB's job is to look at the whole and clean it up. Mr. Haven made an excellent suggestion to combine them; this is also very much preferred by the Board, and was discussed at great length. Mr. Zahka said he would have to push and word it in such a way at the ZBA that they get the relief, but it's sort of conditional relief. Mr. Corey said it is conditional on OSJ agreeing to help clean up the property by modernizing their sign in both locations. What the Applicant needs is for DRAB to agree with the waiver. They will return to DRAB for location and design.

Mr. Zahka suggested that if the relief is obtained from the ZBA, there must be wording that they must pursue and report to DRAB for design evaluation. The Applicant is willing to talk with OSJ about the dual sign. *Discussion took place, although everyone was talking at once.* Mr. Goodson said they prefer to have a reader board (this also states that the restaurant is not open on Sundays).

Mr. Haven made a motion to approve the architectural design and building signage as shown on the plans. The recommendation on the site plan is to consider more landscaped green around the outdoor seating area. It was also recommended to remove a parking space or two in the immediate front of the building adjacent to the outdoor seating area if there is an opportunity to pull parking away from the site. In addition, the Board recommends that the applicant consider a berm or grading the landscape strip between Route 1 and the parking lot, as was done in front of the neighboring parcel at Stop and Shop.

For the freestanding identifier signage, the Board recommended that the applicant approach OSJ to design a solution that combines a new OSJ and Chick-fil-A sign with a reader board as a single unit. The Board's second preference is to use the existing OSJ sign with the addition of Chick-fil-A and to add a reader board to that structure. In either case, the Board strongly recommended having the two businesses be combined on one signage structure. Mr. Corey added that the Board recommended that the ZBA grant a variance for the square footage needed to do the signage. Mr. Corey seconded the motion. The vote was unanimous at 4-0. End 8:15 p.m.

<b>Applicant:</b>	<b>Supreme Development (Petruzziello Properties)</b>
<b>Project Address:</b>	<b>346-350 Washington Street, Dedham, MA</b>
<b>Case # and Zoning District:</b>	DRAB-05-15-1965, CB
<b>Property Owner/Address:</b>	Supreme Development, 21 Eastbrook Road, Dedham, MA
<b>Representative:</b>	Michael McKay, AIA, 37 Bryant Street, Dedham, MA Giorgio Petruzziello, Supreme Development

Start 8:16 p.m. The drawings have been refined since the last meeting. The front of the building is flatter with precast being more in line with the storefront, which will be recessed. The plan is basically the same, but the internal parking has been changed and the lobbies have been designed better. The residential lobby is off Harris Street. The site drops down from approximately 100 at one end to 93 feet, and has not really changed other than recessing the entry door by 3'8." A major change is a stone patio as discussed at the last meeting. At a minimum this will be 6'6," in some cases as much as 8', whereas the original design was only 4 feet. The wall has been pushed back, as has the recess on the second floor.

Mr. McKay showed samples of all the materials that will be used. These include a bluestone patio, a ledge of Boston Blend fieldstone, a wrought iron railing measuring 42" high, sloping to 1 foot. The precast grout joints will have a chamfer detail, similar to Citizen's Bank at Legacy Place. The only other change is internal parking. New elevations show the rotunda area to curve down Harris Street. There will be a ledge of Boston Blend fieldstone. The windows will be recessed, and will be dark bronze exterior finish. The real brick will be 3 5/8" thick, and the precast manufactured by Arriscast will also be 3 5/8." The rotunda cap will be EIFS as shown on the plans. The mechanical equipment is low, maybe 30" high, and the rotunda will partially hide this. Columns will be precast and recessed, approximately 30."

The back will have brick panels up top. The garage is open with a very slight ramp. There will be two precast towers with EIFS. A concrete wall will be covered with the same Winter Eve Limestone stucco finish. He gave a summary of materials to the Board, and showed samples, i.e., the chamfer. He showed a rendering of similar setback to what there would be at the residential entrance and the entrance where the precast piers are. These will be 3.5 to 4 feet from the property line. The residential entrance is almost four feet. The secondary commercial entrance will be three feet at the secondary commercial entrance off Washington Street. There will be transoms over the storefront, which will have an aluminum storefront window system. Specific materials and their locations on the building are shown on the plans that were sent to the Board. The red brick will have color variations. There are two types of stucco colors: Dryvit #131 Gull Gray in a smooth Limestone finish, and Dryvit #617a Winter Even in smooth Limestone finish. Samples were shown, and the Board discussed each one. Signage will be discussed at a later date, but Mr. McKay is hoping to get Dedham Square letters that are back lit into that. They want to be sure that this can be executed properly first. The mason doing the project is highly skilled, having done residential work as well as commercial.

Mr. Haven about the previous concept of it appearing as though there are multiple buildings. The windows all appear the same. He asked if consideration had been given to adding a grid on some of them. Mr. McKay said they could, for example, delete muttons to change the look. Mr. Haven said the portion that will be all precast feels the oldest. Mr. McKay said that is the intent. Mr. Haven wondered about playing with it to reinforce the concept more. Some windows will be frosted because there will be functions going on behind them, as well as a view of the garage.

Mr. Davey agreed with the changes, but disagrees with the material, saying it was a texture too far; he would consider something smooth. Everything other than the rotunda has different but related texture, and he does not think it works. Mr. Haven cited the wall on the Keystone lot, and wondered if this could be done, perhaps mixing it with smaller stones. Mr. Davey was not sure of that. Mr. Haven felt that it was a detachment from the building, and should not be another layer of building material. The color pulls grays and beiges and colors that are being used on the building, and he is happy with that. Mr. McKay pointed out a retaining wall that is not part of the building, and said this is small because the building gets quite high. Mr. Davey mentioned the far side with the pillars. He said that having the open pillars changes the dynamic of the building to make it feel like it was very horizontal. The cornices are beautiful and detailed, and he wants the pillars to finish that wall somehow. He felt that the building went from something grand on one side to something that is so horizontal. Mr. McKay did not agree and explained his reasoning. The proposed sconces were briefly discussed; these will be discussed at the next meeting.

There will not be much landscaping. Mr. Haven thought the one tree in front of the building will look strange. He would like at least two to help balance the other tree. Mr. Petruzzello said he would put as many trees as the Board wants on town property, but it has to go through Joe Flanagan at DPW. He is taking more trees out than he is putting in. Mr. Haven suggested that he figure out where he wants trees, and then speak with Mr. Flanagan. He also asked Mr. McKay to make sure that detailing conforms to the rest of Dedham Square. He asked him to consider switching the material at the doorways, i.e., pavers, flat granite, or something like that. It reinforces the storefront, and acts as a welcome mat for the door. It will improve the quality of the building as well. They will return for this and the landscaping.

Mr. Corey made a motion to approve the design as presented with thanks to the gentlemen for listening and incorporating previously discussed items. Mr. Haven suggested that they may consider switching the windows to reinforce the design concept, and that the Applicant will come back with the streetscape and street tree plans for further review. Mr. Gibson seconded the motion. The vote was unanimous at 4-0. End 7:15 p.m.

**Review of Minutes:** Postponed to February 3, 2016. Mr. Davey's computer is down and he did not receive them. In addition, Mr. Corey said he sent corrections to Ms. Webster; Ms. Webster, however, never received them.

Motion to Adjourn: Mr. Corey

Second: Mr. Gibson

Vote: 4-0, Unanimous

End: 9:20 p.m.

Respectfully submitted,



Steven Davey  
Chairman

/snw