

**PLANNING BOARD**

Michael A. Podolski, Esq., Chair  
John R. Bethoney, Vice Chair  
Robert D. Aldous, Clerk  
James E. O'Brien IV  
Ralph I. Steeves



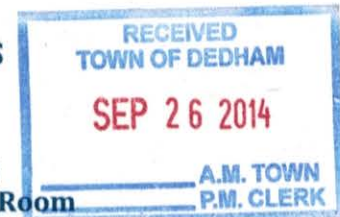
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**TOWN OF DEDHAM  
COMMONWEALTH OF MASSACHUSETTS**

**PLANNING BOARD MEETING MINUTES**  
**Lower Conference Room, Town Office Building**  
**Thursday, May 8, 2014, 7:30 p.m., Lower Conference Room**



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

Mr. Podolski called the meeting to order at 7:35 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.

<b>Applicant:</b>	<b>Town of Dedham Manor Fields</b>
<b>Project Address:</b>	<b>450 Sprague Street, Dedham, MA</b>
<b>Property Owner:</b>	Town of Dedham
<b>Property Owner Address:</b>	55 River Street, Dedham, MA
<b>Zoning District:</b>	LMA and GR
<b>Representative(s):</b>	Deborah Myers, Principal, Activitas, Inc., 16 School Street, Dedham, MA E. Patrick Maguire, Principal, Activitas, Inc. Brendan Ledley, Activitas, Inc. Daniel Dumas, MDM Transportation
<b>Town Consultant</b>	Steven Findlen, Senior Project Manager, McMahon Associates

This is a non-advertised public hearing. Notices were sent to abutters within 100 feet of the subject property.

*(Please note: Ms. Myers spoke very softly. Every attempt was made to hear her and transcribe her comments.)*

Mr. Bethoney made a motion to open the public hearing, seconded by Mr. Steeves. The vote was unanimous at 5-0. Mr. Podolski noted that the Board is required to take public input after testimony, peer review, and board comments have been obtained.

Ms. Myers explained that the project includes 25 acres on Sprague Street. There are large areas of wetlands and physical constraints on the site. They are currently in the process of review with the Conservation Commission. Mr. Podolski said that the Planning Board always incorporates the Conservation Commission's decisions in their Certificate of Action.

Ms. Myers gave an overview of the park. There is a 22 foot roadway that crosses wetlands via a bridge. There will be a one acre dog park, passive recreation, two basketball courts, and playground. There will be 173 parking spaces, some of which will be angled. There will also be two athletic fields of synthetic turf, and two accessory buildings. It will be a park-like setting with recreational components. In the first section, there are vegetated wetlands with the bridge, which will be eight feet wide and composed of timber. There is less synthetic turf and more grass turf on the dog park, which is comprised of two sections, one for small dogs and one for larger dogs. This area is one acre and has a bathroom. The second section has two lighted basketball courts with seating walls. The main field on the south side is in a sunken bowl that slopes back toward Capen Lane. The other side slopes up toward the playground. There is natural topography that follows the slopes and a retaining wall to protect the buffer. There will be natural stone wall seating by the parking lot. There will be no bleachers, just natural sloped seating. The Department of Public Works will bring snow in from the town for snow storage, starting at one end and stacking it over the parking lot. A small island will be removed to facilitate this. The groundwater is high, so they have increased the amount of porous asphalt on the site. The stormwater design helps with treatment.

The parking lot pavement will be conventional asphalt, and everything else on the site is porous, including the sidewalks. There will be a bioswale in the middle of the parking lot to channel drainage for treatment. There will be an informal area for bocce. Two sections show the transition to the neighborhood, where there will be a retaining wall with extensive landscaping. There will be a 16-foot wide, one-way loop road, an 8-foot wide walk, 9-foot parking spaces, and a walk to the fields. There will be natural seating on a 2:1 slope. The last section is through the residences along Sprague Street. A lot of the trails shown on the plan are existing trails. The neighbors along Sprague Street are at the top of the hill, and there is quite a bit of grade change down to the trail. Mr. Podolski asked if there is something to prevent people from jumping down or falling from the slope, i.e., a fence. Mr. Maguire said there is a lot of landscaping, so they do not technically need a fence if there is no walkway behind it.

Mr. Podolski asked how far the entrance will be from the existing entrance; this will be about 35 feet. He then asked if there is a buffer area at the entrances. Mr. Maguire said that there will be landscape and room between 480 Sprague Street and the entrance. This will basically be grass. A swath of invasive vegetation will be removed after consultation with



the Conservation Commission. The frontage along Sprague Street is very wet. The shallowest part is by the driveway toward the edge.

Mr. Dumas reviewed the site lines and the criteria, i.e., stopping site distance and site distance of cars exiting the site. He said that there is no issue with either criterion.

Ms. Myers met with Lt. Michael Huff of the Town of Dedham Fire Department about the site plan and to get his comments on the turning templates. The Fire Department ran a pumper truck and a ladder truck (42' long). These were fine. The loop road is closed in the winter, so the ability to make the turn is important so the trucks do not have to back out. They will be able to make the corner once the island is removed. The site will be open seasonally, spring to fall, and the field hours will be 3 p.m. to evening. During the winter, the loop road will be shut down. They have provided the photometrics for the lighting. The lights for the fields and the roadway will be quartz and on a timer. Plantings will help to shield the neighbors.

After discussion with the neighbors, five parking spaces have been removed and the driveway has been relocated ten to fifteen feet away, closer to the resource area. Mr. Maguire said that the purpose has been to get people coming to the park to do more passive activities so they can park nearer those areas.

With regard to a secondary means of access, there is a gate at the end of Capen Lane that would supply access. The residents had been concerned that their neighborhood could become a parking lot for the park. The road would be stone dust, and be a bit of an arc so that it does not appear to be a roadway. It would be for the purpose of an ambulance if it is necessary to get to the park. They currently show it to eight feet with 18 feet clear on both sides. The length would be 120 feet, but the grade would not be steep. Mr. Podolski said that this would not be wide enough for the Fire Department. They will re-address this with the Fire Department. There is currently a road in this location. It is more of a service access, as there are sewer and water lines that come through, and it is really for Town access.

Ms. Myers discussed the peer review process. There were 22 comments from McMahon with regard to concerns or questions that they had. They have responded to those, and those comments have been addressed. They had asked for additional striping to delineate the two-way roadways. There are some raised crosswalks, and they wanted these noticeable. Ms. Myers said that the main goal of the project is to keep it a park-like setting. They do not want the park drive to necessarily feel like a town road, but more of a driveway. They feel that it is fairly legible that the entrance drive coming in is two-way to the parking lot. The loop is signed with arrows stating that it is one-way. One of the comments was based on the signage meeting and the MUTCD standards. They would like to do something more park-like with the signage, which would be to Town of Dedham standards, approved by the Parks and Recreation, Department of Public Works, and Board of Selectmen. The lighting has been modified per McMahon's comments. The sports lighting is a proprietary system, so she cannot supply a stamped photometric plan for this.

Steven Findlen of McMahon Associates gave the timeline of the comprehensive peer review for the site and the traffic report provided by the Applicant. There were originally 22 issues in his letter, and there are currently seven still outstanding. He is awaiting the Applicant's response to these. The issues included:



1. Relocation of the driveway: McMahon had asked the Applicant to look at the possibility of consolidating the driveway. The locations of the two driveways were of concern due to the extent of activity. However, it does not should like consolidation is possible.
2. Site distance at the driveway: Operations in general were of concern. They are looking at the information now. Mr. Podolski asked if it would be possible for two cars to be coming out or going into both driveways. Mr. Findlen said there is nothing prohibiting left and right turns, so this is a concern. Mr. Podolski asked if there are any failsafe national standards on how far these types of entrances should be since they are only 35 feet apart. Mr. Findlen said that MassDOT requires minimum spacing between commercial driveways. He said it is more than 35 feet.
3. Fire egress: They were asked to provide fire turning templates, which they did. They were also asked about the secondary emergency egress, and asked to do autoturns to show that an emergency vehicle can officially get in and out. This has not been supplied yet.
4. Pavement markings: They were asked to comply with the national standards for pavement markings and signage to prevent free-for-alls.
5. Site lighting: McMahon had questions about this. They will reply formally.

Other Issues:

- Roadway width is sufficient. The road is 22 feet on the two-way portion and 16 feet on the rest. The road at the two-way bridge is 22 feet, and the road at the one-way bridge is 16 feet. Pedestrians have their own walkways. Ms. Myers will provide pictures of the bridges, which will have railings.
- The bridges are wooden and can hold fire trucks and weights up to 80,000 pounds. The Fire Department's heaviest truck right now is 50,000 pounds, although a new truck would be 70,000 pounds. The life span is indefinite and wood lasts longer than concrete in wet soil.
- Mr. Findlen said there are 173 spaces, and this is adequate, even for tournaments, although Ms. Myers said that are not proposing tournaments or all day activities. If they decide to have these, parking would have to be re-visited by the Board. There are no connections between 480 and 450 Sprague Street in the event of a large spectator event. Mr. Podolski suggested asking the owners of 480 Sprague for the ability to use their property. Mr. McCarthy said there have been staff discussions about shared access, and there have been some concept plans. However, this has been a slow process. He also noted that they are considering making changes to their site.
- Landscaping has been updated to McMahon's requests. Mr. O'Brien asked that the silver maples be removed from the site. Mr. Maguire also noted that there is a lot of burning bush, which is invasive. He wondered if there could be a community project to remove some of this. He will note the maximum height of the proposed bushes on the plan. Bushes are not planned at the openings to the parking areas.
- They are working on road signs and marking. The signs will be wooden in keeping with the park-like atmosphere. Mr. Podolski asked about putting markings on raised crosswalks. Ms. Myers said that they do not necessarily want to stripe and paint. They can put a chevron to indicate the sidewalks, rather than striping it. Mr. Aldous



asked if there would be signage at the gate on Sprague Street to prevent cars from using the lot when it is closed, and Ms. Myers said this has not been proposed yet. They will discuss this with the Manor Fields committee.

- Mr. O'Brien asked about the heights of the retaining walls on the side street and how far they go down. He is concerned about someone falling if he/she goes off the trail. Ms. Myers said they will re-visit this. Mr. Steeves noted that if the walls are over four feet, they require fences on top.
- Mr. Steeves asked about the parking for the dog park. There will be five spaces off the driveway measuring 9' x 22,' and there is a large parking lot with a pathway. There are handicapped spaces distributed throughout. There will be a small accessory building there, and another storage building with restrooms by the fields. Mr. Podolski asked how someone could be kept from parking by the road and taking a dog to the dog park. Mr. Maguire said that probably enforcement via the curb would stop that. He said this may have to be revisited. Mr. Podolski suggested something like wooden posts along the road may help.
- There will be a bituminous berm at the end of the roadway, and the sidewalks will be porous asphalt, which will have the same life expectancy as regular asphalt.
- Mr. Findlen said that site circulation is as safe and efficient as it can be. His suggestions have been incorporated.
- There will be no signalization at the crosswalk on Sprague Street. Mr. Bethoney noted that the crosswalk on Sprague Street heading toward Hyde Park is right on the bend of the road. He asked if there could be a flashing light delineating the crosswalk. Jason Mammone, P.E., Town of Dedham Director of Engineering, said that this will be part of the town's "Gateway to the Manor" project. They anticipate flashing beacon pedestrian lights as soon as the park is open.
- Mr. Bethoney asked about the impact of sound on the neighbors. Mr. Maguire said he has done studies before, and the amount of noise generated was no worse than background noise. There will be no loudspeakers on site, and none are anticipated. Mr. Podolski said this would be a condition of the approval to protect the neighborhood.
- Mr. Bethoney explained photometrics, noting that neighbors can potentially see lights. He advised them that there should be no spillover onto neighboring properties. Mr. Maguire said that if you look at the field, you will see lights, but if you are sitting in your living room, you will not see them.
- Mr. Bethoney asked how many access points there will be to the site. Mr. Maguire said only Capen Lane for vehicular traffic. With regard to pedestrian access, Ms. Myers said there is one on Sprague Street at the principal entrance, one at the boardwalk on Sprague Street, an existing access from Capen Lane, an existing path off Tarbox Street, and a path that comes from Crane Street. The pedestrian access will stay the same. Neighbors may use a cut through.
- Robert Stanley, Director of Parks and Recreation, said the park would be open until 10 p.m., possibly 11 p.m. Games would be from 9 p.m. to 10 p.m., with an occasional game after 10 p.m.

#### Audience Comments/Questions

*William Carroll, 50 Poplar Street:* His house is closest to the park. He asked how far the road will be from the properties. Ms. Myers said it would vary and she would have to confirm



this, but they moved it 15 feet further away, so it may be 30 feet. Mr. Carroll said it was still too close. Mr. Podolski suggested landscaping, and Mr. Carroll said that was all right if it was the only option. He said that parking will take away from green space, and the road should be left natural and open. He asked why the loop was necessary, and Ms. Myers said it was part of the traffic pattern, creating a park-like feel. It allows people who are unable to walk can drive to the park. There is enhancement for stormwater treatment, and that is why the road goes around. Mr. Maguire commented that the drainage comes from most of the neighborhood into pipes, and this will help with drainage and erosion. Mr. Podolski asked if the Applicant had met with the neighborhood. Ms. Myers said that they were invited to the last Manor Fields meeting in April, and James Maher, a Parks and Recreation commissioner, also reached out to them. Mr. Podolski asked the Applicant if they could pull the road back or do away with the road since Mr. Carroll does not care about stormwater and does not want the road close. Mr. Findlen said he was not aware of this as an issue. Mr. Maher said they listened to the neighbors and had public meetings at the Capen School. They moved the road over by 15-16 feet, making it 30 feet from the property line. He said they made an effort to address the concerns of the neighbors. Mr. Carroll will make copies of a photograph he presented of the 30-foot distance from the property line.

Mr. Podolski asked if the Applicant expected traffic to go out the two-way road instead of looping around. Ms. Myers said they could go either way, but the shortest way out is the two-way road. Mr. Carroll said that people will not use the loop, but will take the shortest way out. Mr. Podolski agreed with him. Ms. Myers said there are places where use of the loop will be required.

Ms. Myers will respond to McMahon's comments within the next few days. Mr. Steeves made a motion to continue the hearing to May 22, 2014, seconded by Mr. Bethoney. The vote was unanimous at 5-0. Mr. Podolski advised the neighbors to check the town website or call the Planning office for any questions. The public hearing ended at 9:08 p.m.

<b>Applicant:</b>	<b>Kelly Clerkin, Trustee of Wilson Mountain Realty Trust, 383 Westfield Street, Dedham, MA</b>
<b>Project Address:</b>	<b>383 Westfield Street, Dedham, MA</b>
<b>Property Owner</b>	Kelly Clerkin, Trustee of Wilson Mountain Realty Trust
<b>Property Owner Address:</b>	383 Westfield Street, Dedham, MA
<b>Case #:</b>	<b>SITE-02-14-1790</b>
<b>Zoning District:</b>	Single Residence A, Map 85, Lot 6
<b>Representative(s):</b>	Kelly Clerkin, Trustee of Wilson Mountain Realty Trust Peter A. Zahka II, Esq., 12 School Street, Dedham, MA Scott Henderson, McKenzie Engineering
<b>Town Consultant:</b>	Steven Findlen, Senior Project Manager, McMahon Associates

This is a non-advertised public hearing for major site plan review. Notices were sent to abutters within 100 feet of the subject property. Mr. Bethoney made a motion to open the public hearing, seconded by Mr. Steeves. The vote was unanimous at 5-0.



Mr. Zahka explained the history of the project, noting that Town Meeting approved a Zoning Bylaw that allowed for multi-family residential complex, allowing large lots in the Single Residence A zoning district to develop no more than six dwelling units on one site to protect open space. To do this, an Applicant has to go to the Zoning Board of Appeals for a Special Permit, which was granted on January 23, 2013. The bylaw is very specific as to what can and cannot be done.

The Applicant had been granted approval for a six lot conventional subdivision in 2009, but is before the Board for a multi-family residential complex instead. There are two existing structures on the property: a 17,000 square foot house and a 7,300 square foot carriage house. The plan is to convert the house into four condo units, retain the carriage house, and build one new house. This eliminates the previously approved 40 foot road and the amount of earthwork that would be required. The new plan will meet all bylaw requirements, and will look the same from the road except for the new house.

Mr. Henderson explained the existing conditions, location, and the proposed project. The main house will be renovated into four condo units, and will include a small addition and two four-car garages onto the building. The carriage house will remain a single family dwelling. A two car garage will be co. The new single family house will have a two-car garage as well. All buildings will comply with dimensional regulations. The site slopes downhill to Westfield Street, and the rear of the site drains to a wetland located along the rear property line. Subsurface soil explorations indicate very shallow ledge in most places and relatively poor soils with respect to drainage. There are currently no stormwater management controls on the property except for two cobblestone swales running down the sides of the driveway.

A new 18-foot wide driveway composed of crushed stone or pervious surface will be in the center of the site and the new structure and renovated main house. The maximum grade will be 15% at the steepest point, equal to the existing steepest grade. A portion of the existing driveway will be re-used for the carriage house. Excess pavement will be removed for stormwater purposes. There will be a hammerhead for trucks and emergency vehicles. The Zoning Bylaw requires 1.5 spaces per unit for a total of nine parking spaces required. The proposal is for 12 spaces located within the garages for the three buildings. The bituminous pavement at the top of the site will be replaced by crushed stone or another pervious surface for stormwater purposes. These will not be official parking spaces, but will function as guest parking.

They will need a stormwater permit from the Conservation Commission, and will be filing with them. They propose infiltration detention to the maximum extent practicable. There will be an area at the rear of the site that will provide some infiltration of runoff from the driveway and parking areas, as well as a portion of the roof of the main house. The drainage on the front of the site will be a closed drainage system to detain water, treat it, and discharge it off site. The existing drainage patterns on site will be more or less the same. There will be a sprinkler system in the main house, and there will be typical water and septic systems for use by the three buildings.

Mr. Zahka reviewed the eight criteria set forth in the Zoning Bylaw, and noted that the Applicant has either attained or surpassed each one. A peer review has been performed by



McMahon Associates, and there was a conference call this past week. There were several issues that have been addressed:

1. Existing vegetation at the driveway has been removed for site distance purposes.
2. The driveway will be increased from 16 feet to 18 feet as requested.
3. An autoturn analysis was performed for the Fire Department's pumper truck, ladder truck, and large delivery trucks, and there is adequate space.
4. They have provided a sufficient parking aisle at the rear of the site for guest parking.
5. They will provide figures for the interior site lines, as the landscaping impedes the site distance at the carriage house. They will also finalize the landscaping.
6. Outdoor parking has been eliminated for the 15% minimum interior landscaping requirement, and they have enough to satisfy the requirements.
7. They were asked to provide an alternative driveway layout for a maximum grade of 8%. This is not feasible, and the proposed driveway is no steeper than the original. There will be a condo association for snow plowing, sanding, and salting, which they believe is in tune with the Zoning Bylaw.
8. Trash disposal is adequate.

Mr. Zahka noted that the Zoning Bylaw is very specific. Travel ways are not considered streets or ways. He also said that Ms. Clerkin has met with the two immediate abutters, who have written letters of support of the project as submitted.

Mr. Findlen gave a timeline for the project. The Applicant has responded to his issues, and he needs to review this in detail. He hopes to get the issues resolved by the next hearing. He did have concerns with the grade as proposed, which he noted in his letter to make the Board aware of it. Mr. Podolski asked if he had reviewed the response regarding landscaping, and had not yet had the opportunity. Mr. Zahka said that this bylaw does not contain the requirement for 15% landscaping; that applies to any proposed outdoor parking lot of more than ten spaces. Thus, this is not applicable to the project since there are no outdoor parking spaces and this is not a parking lot. Mr. Podolski asked Mr. Findlen to re-address this. He agreed that it did not look like a parking lot, and the site is heavily wooded anyway. He said his biggest concern is the grade, and asked if emergency vehicles could get up the driveway in a bad storm. Mr. Findlen and Mr. Henderson said that Acting Fire Chief William Spillane could address this better. Mr. Zahka said they would be meeting with him before the next meeting. He said that the Board needed to have a condition that the first issue is snow removal and de-icing.

Mr. Steeves wanted the road to be 20 feet wide because he did not feel that 18 feet was wide enough for emergency vehicles. Mr. Zahka said he would discuss this with Chief Spillane, noting that the standard width is 18 feet since this is similar to a three-lot subdivision. Mr. Steeves wanted a letter from the Chief to this effect. He also noted that there is no fire hydrant on the plans. Mr. Henderson said they are not proposing one. Mr. Steeves told him to talk to the Chief about this as well, as dragging a hose up the driveway would be tough. Mr. Aldous hoped that the Applicant would talk to Engineering about ice. He is not as concerned about going up the hill as he is about coming down. He is also concerned about the property across the street in case someone could not stop.



Mr. Bethoney said that ultimately Chief Spillane will have a big input on how the project proceeds. He said that this project is far better than the previously approved plan, which would have been significantly invasive and required extensive earthwork. A condominium association will be more controlled with regard to roadway maintenance, rather than six new dwellings with six new owners pointing the finger at each other to handle safety issues. The road will be professionally maintained, so that is a reasonable compromise, as long as Chief Spillane says it will work for the Fire Department. He and Mr. Podolski said it is a tremendous re-use of the property.

Audience Comments

Polly Pierce, 354 Westfield Street, asked about the sewer since she said there is no sewer line. Mr. Henderson said that there are three locations on the property for septic systems. She was also concerned about how icy the street gets, noting that there is a drainage issue at the bottom. Mr. Podolski said that the Applicant will be required to deal with stormwater on the site under the Conservation Commission's stormwater management program. The Planning Board will include this verbatim into its decision.

Mr. Steeves made a motion to continue the public hearing to May 22, 2014, seconded by Mr. Bethoney. The vote was unanimous at 5-0. The public hearing ended at 9:58 p.m.

<b>Applicant:</b>	<b>Liana Estates</b>
<b>Project Address:</b>	<b>1056 East Street, Dedham, MA</b>
<b>Property Owner:</b>	Ukrainian American Youth Association 50% Int Ukrainian American Heritage Foundation 50% Int
<b>Property Owner Address:</b>	1056 East Street, Dedham, MA
<b>Case #:</b>	<b>DSUB-04-14-1829 - SCOPING SESSION</b>
<b>Zoning District:</b>	Single Residence B
<b>Representative(s):</b>	Peter A. Zahka II, Esq. Giorgio Petruzzello, prospective owner, 21 Eastbrook Road, Dedham, MA John Glossa, Glossa Engineering, 46 East Street, East Walpole, MA

**Prior to the beginning of the meeting, Mr. Bethoney made the statement that he is recusing himself from this meeting. He explained that the agency at which he works has a professional relationship with Giorgio Petruzzello and Supreme Development, the potential buyer of the property. He left the meeting room at 10:02 p.m. and did not participate in any part of this meeting or consideration of the proposal.**

Mr. Zahka noted that the Applicant has not formally filed, but is here for a scoping session regarding a three-lot subdivision at 1056 East Street. In 1999, a three-lot subdivision, known as Eastgate Acres, was approved and a Certificate of Action issued, and an amendment was granted a couple of years later. The decision was not filed with the Registry of Deeds, and no construction was done. This proposal is for a new subdivision.



Mr. Glossa gave an overview of the property, which contains 109,000 square feet of land. He said the plan is similar to the 1999 plan. There is a man-made pond subject to flooding on the property; this would not be disturbed. It is fed by groundwater, and still has a 12-inch pipe. The level fluctuates; it is higher in the spring and lower in the summer and fall. This is the lowest spot on the lot. It is under the jurisdiction of the Commonwealth's wetlands laws. An alternative plan would create rain gardens adjacent to it to capture the run off. The street is proposed to be 18 feet wide. The existing house will be removed, and three new lots created. The driveway would be moved away from the abutting house. There is a bike lane, and if it is used for site distance, there is no problem. This can be studied to confirm this. The road would be tied back into the existing driveway, which would be widened. He said the guardrail will remain in its present location. He asked the Board if there was a consensus to approve the proposal, and what the important concerns would be.

Mr. Zahka said they believe they could do a conventional subdivision, but it would take removal or relocation of the pond and place a significant amount of pavement in the middle of a three-lot subdivision. Realistically, he said it could almost be called a two-house subdivision if a driveway is put off East Street for the house at the front of the property. This would be 130 feet from Southgate. From the perspective of the Applicant, the surrounding area, and a stormwater management, this seems to be the better choice. The second alternative, to the Applicant, appears to be the better alternative. There would be three lots either way, and it would save the pond in its existing form. Enough would be submitted to the Board to show the conventional subdivision, and then a more detailed plan would be the one that they would like the Board to approve (the 18-foot road without the large cul-de-sac).

Mr. Aldous said that a lot of land would be lost with a hammerhead vs. a cul-de-sac. Mr. Steeves said that it is better not to change the pond, as the water naturally runs off it. He is not a fan of hammerheads, and said that at the end of the road, it is 30 feet wide, which is plenty of room for fire trucks. Mr. Glossa said they have not yet talked to Acting Fire Chief William Spillane. Mr. Steeves said he will be fine with this if the Chief is. Mr. Podolski agreed that he would abide by the Chief's decision as well. He preferred that the pond not be filled.

Mr. Podolski noted that this is a scoping session only, which means that it is not formally before the Board. The Applicant brought the plan in for the Board to look at and give initial comments. No votes have been taken, nor have positions been taken other than to tell the Applicant that it prefers that it did not put in the required cul-de-sac with a 60 foot radius of asphalt. The Board would likely be willing to waive this as long as the roadway that is constructed is of significant width so that emergency vehicles can get in and out per the Fire Department. He suggested that the residents give Mr. Zahka their information so he can keep in touch with them.

#### Audience Comments

Brendan Maloy, 38 Southgate, said there is a steep hill right behind his property that contains a lot of trees and seems to be made mostly of rock. He presented a letter and pictures of the area. He is concerned that the project will remove the hill, and that blasting could cause damage to the homes. He also said that houses will displace a lot of the existing wildlife, and asked that an environmental study be performed. Mr. Podolski said the Board



does not yet know what the Applicant will be doing as far as excavation is concerned, and that an impact study is not required by the Zoning Bylaw on this small a project. The topography will be addressed at the next meeting.

Thomas Quinn, 52 Southgate, said he walks to the Endicott train station and cars drive close to the sidewalk, particularly during the winter when the road has snow on it, and this is dangerous. He was also concerned about turning left onto East Street. Mr. Podolski said there would be a condition that site lines are shown on the plan. The Applicant is proposing to move the entrance away from Southgate to give better site lines. The Board will evaluate this.

Mr. Podolski said that there is nothing in writing right now, and the applicant has work to do. He said that residents should stay in touch with the Planning office and/or Mr. Zahka. This **scoping session** ended at 10:29 p.m.

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Mr. O'Brien left the meeting at 10:31 p.m. Mr. Bethoney returned to the meeting room at 10:31 p.m.

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<b>Applicant:</b>	<b>Little Sprouts</b>
<b>Project Address:</b>	<b>280 Bridge Street, Dedham, MA</b>
<b>Property Owner:</b>	Bridge Realty Trust
<b>Property Owner Address:</b>	c/o Keypoint Partners, 1 Burlington Woods Drive, Burlington, MA 01803
<b>Case #:</b>	<b>SITE-04-14-1826</b>
<b>Zoning District:</b>	Limited Manufacturing A, General Residence
<b>Representative(s):</b>	David Silverman, AIA, Silverman Trykowski Associates, 21 Drydock Avenue, Boston, MA Alicia Busconi, Vice President of Property & Asset Management, Keypoint Partners, Burlington Woods Office Park, 1 Burlington Woods Drive, Burlington, MA

Mr. Silverman explained the location, which contains 280 Bridge Street and 270 Bridge Street. Little Sprouts will be on the second floor of 280 Bridge Street. They are not doing anything with the parking at either address. The change of use requires additional parking per the Town of Dedham Zoning Bylaw parking tables. Twenty nine spaces are required for office use on the second floor, and 39 are required for a child care center. There will be 20 employees, and there needs to be one space for every six children. There is an empty garage on the site. At the last meeting, they discussed the potential for adding parking to satisfy the number of spaces. One proposal might be to not do these right away. The thought is that if someone wanted to use the garage for loading docks, this may be a deterrent to renting that space. He said this is really the only other place for parking. They are working with Ms. Busconi on this issue. The playground will be between the two buildings; this area currently contains existing landscape and trees. They plan to build a corridor from the lobby of 280 Bridge Street to the playground area, and they are considering putting in a pathway for people to get from the parking area to the lobby. This is a sort of shared parking condition



that allows for adequate parking for both buildings. There is no drop-off for the center, but there are five designated spaces close to the entrance. There is handicapped parking in this same area. He submitted elevator information to the Board.

Mr. Bethoney advised Mr. Silverman to be careful with the campus idea. If they roll everything together, they need to figure out how much is needed for both 270 and 280 Bridge Street, then build it out and provide it all. Mr. Silverman has met with Mr. McCarthy several times, who explained that the allowable parking at 270 Bridge Street is 110 spaces. Mr. Silverman counted the spaces and there are 120 spaces at 270 Bridge Street. At some point, 10 spaces were added, possibly due to the layout of handicapped spaces. He proposed that there are 10 additional spaces, and they need ten spaces. It is all one site and everything sits within one set of lot lines. Mr. McCarthy said they understand that.

Mr. Aldous said there is a ton of parking on the site, and the drop-off area is perfect for the children. He said this is a good idea, and they should do it. Mr. Bethoney said he was happy with the plan. Mr. McCarthy noted that an as-built plan is necessary for the Building Department. What is on the ground now does not match the plan filed. The lot is striped now with the exception of one small area.

Mr. Podolski polled the Board, which agreed 4-0 that they should proceed. Mr. McCarthy will write the decision. This meeting ended at 10:45 p.m.

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### **Old/New Business**

This item was postponed to the next meeting.

Mr. Steeves made a motion to adjourn, seconded by Mr. Bethoney. The vote was unanimous at 4-0. The meeting ended at 10:46 p.m.

Respectfully submitted,



Robert D. Aldous, Clerk  
Town of Dedham Planning Board