

PLANNING BOARD

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

Planning Director
Richard J. McCarthy, Jr.
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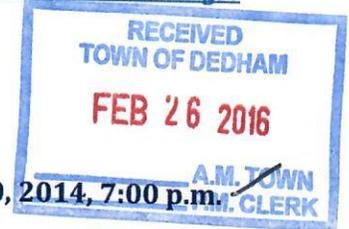
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**TOWN OF DEDHAM
COMMONWEALTH OF MASSACHUSETTS**

PLANNING BOARD MEETING MINUTES

Lower Conference Room, Town Office Building, Thursday, October 30, 2014, 7:00 p.m.



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

Mr. Bethoney called the meeting to order at 7:05 p.m. The Pledge of Allegiance was recited. Plans, documents, studies, etc. referred to are incorporated as part of the public record and are on file in the Planning and Zoning office.

Applicant:	James J. and Sarah V. Joslin
Project Address:	2 Burgess Lane, Dedham, MA
Property Owner:	James J. and Sarah V. Joslin
Property Owner Address:	145 Forest Street, Wellesley Hills, MA 02481
Case #:	ANR-10-14-1896
Zoning District:	SRA

The Joslins have signed an extension of time to act on their ANR application to December 31, 2014, as some issues need to be corrected. One property has land court boundary line; they need to go through Land Court to move the line to make sure there is no zoning violation. Mr. Steeves moved to accept the request for an extension to December 31, 2014, seconded by Mr. Aldous, and voted unanimously at 5-0. This will be heard on December 11, 2014. This discussion ended at 7:08 p.m.

Applicant:	Dedham Health and Athletic Complex and Lloyd Gainsboro
Project Address:	200 Providence Highway, Dedham, MA
Property Owner:	Dedham Tennis Assoc. Realty Trust
Property Owner Address:	c/o Racquetime, 200 Providence Highway, Dedham, MA
Zoning District:	Highway Business

The Applicant is seeking a determination of insubstantial change for installation of what is essentially a trailer that will generate power to run the business. It will be at the back of the

building, and will be screened. It is not in an existing parking space. Mr. Podolski made a motion to view this as an insubstantial change, and to allow installation of the container without triggering site plan review, seconded by Mr. Aldous, and voted unanimously at 5-0. The meeting ended at 7:09 p.m.

<p>Applicant: Project Address: Property Owner: Property Owner Address: Case #: Zoning District: Representative(s):</p>	<p>Div CMM Rustcraft, LLC, c/o The Davis Companies 100-280 Rustcraft Road, Dedham, MA Div CMM Rustcraft, LLC, c/o The Davis Companies 125 High Street, 21st Floor, Boston, MA 02110</p> <p>SITE-09-14-1880</p> <p>RDO</p> <ul style="list-style-type: none"> • Peter A. Zahka II, Esq., 12 School Street, Dedham, MA • Enrique Bellido, Senior VP of Development, The Davis Companies, 125 High Street, Boston, MA 02110 • Richard Kershaw, Project Manager, The Congress Group/Davis Companies. 33 Arch Street, Suite 1100, Boston, MA 02110 • Josh Swerling, Senior Project Manager, Bohler Engineering, 352 Turnpike Road, Suite 201, Southborough, MA 01772 • Anthony Donato, Civil Engineer, Bohler Engineering, 352 Turnpike Road, Suite 201, Southborough, MA 01772 • Stephen Schram, AIA, NCARB, Spagnolo Gisness & Associates, Inc., 200 High Street, Boston, MA 02110 • Scott Thornton, Traffic Engineer, Vanasse Associates, New England Business Center Drive, Suite 314, Andover, MA 01810-1066 <p>Town Consultant Steven Findlen, McMahan Associates</p>
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A brief review and history was given. Mr. McCarthy gave a brief overview of the site and what has happened to date. Direct abutters were notified of the meeting on October 9, 2014, per the Zoning Bylaw, and Mr. Zahka sent out a broader notice of this meeting to abutters for the full length of Central Avenue, the side streets along Central Avenue, Rustcraft Road, Ford Street, and the length of Elm Street. The scope of the traffic study was reviewed and agreed upon at a project review team meeting. The traffic report has been completed and submitted to McMahan Associates for review. Twelve issues were raised, all directly related to traffic. After discussion and response, the Applicant believes that it has adequately responded to all twelve issues. The Applicant has adequately addressed all the peer review issues relating to site parking. They met with the Conservation Commission, which closed its public hearing on October 16, 2014. A draft order of conditions will be signed at their next meeting. The Design Review Advisory Board reviewed and approved the façade changes and landscaping. They may have to go back to DRAB for one more point.

There was a concern raised as to location of the outdoor area where salt/de-icing material was being stored. Under the Town of Dedham Zoning Bylaw, any commercial use is allowed to have, as a matter of right, an area equivalent to 20% of the floor area of the building as outdoor storage. The Board said it was visible coming around Rustcraft Road, so it has been relocated as shown on the plans. Conservation Commission has approved the location, and the Planning Board needs to approve it. Conservation Commission wanted it put as far away from the resource areas as possible, and direct run off into the treatment drains. Trees will screen it, plantings have been supplemented, and there are buffers along the street frontage, so the storage area will not be seen.

The tenants in the lower level will be relocating to the building on the east side. The existing spire, which contains wireless antennae, will be removed. A new spire will be erected on the far west end on the roof, approximately where the first driveway is, away from the front façade. It will be viewable coming around Rustcraft Road from Legacy Place after the trees. Renderings for different spires were presented. All are 85 feet tall, the same height as the existing spire. All are metal panel systems are consistent with the metal panel that will be used at the entrance. The nature of the antennae is that there cannot be any interference by metal. There is a special material that encloses them. The one the Board chooses will then go to DRAB. Mr. Schram said that the first and second options are more in keeping with the simplicity of the existing structure. The Board will see what the residents prefer. The only remaining items are traffic, relocation of the storage area, and the spire.

The traffic engineer, Scott Thornton, reviewed the Applicant's report. A standard traffic impact study was performed according to state and local guidelines. McMahan Associates agreed with the chosen areas to be reviewed: Providence Highway at Elm Street (signalized), Rustcraft Road at East Street (signalized), East Street at Wentworth Street, and Central Avenue at Rustcraft Road. The counts were performed when school was in session. There are five driveways, and counts were done at all the intersections and on Rustcraft Road to determine the traffic patterns. It is expected that a lot of the traffic will come by way of regional highways and down the East Street rotary, and some from Elm Street. Please see the Traffic Impact and Access Study for specific information.

One of the comments from a neighborhood meeting was that the site driveway should be offset from Central Avenue so employees exiting the site would not go straight across to Central Avenue to Wentworth Street. Mr. Thornton disagrees with this and explained his reasoning and design practices. There are entrances to the building on all three faces of it to accommodate access from all three parking locations and prevent overload. He explained the peak hour basis for every location, as well as the tables that he presented to the Board. The overall level of service does not change, and will be reviewed at a later time. He would like to return after six months' occupancy to monitor the Rustcraft Road/East Street intersection and the Providence Highway/Elm Street intersection to see if the conditions have changed and warrant modifications of the signals. They are committed to providing safe site distances at the driveways. Vegetation maintenance was discussed as a way to improve this. Site distance requirements were met at all driveways except #E. They will install a crosswalk on the west side of Central Avenue. They are looking at the TDM measures, including TMA (Neponset Valley Transportation Management Association) membership and obtaining a stop at the site for the proposed shuttle bus. Because the train

stops are in the town, it is a short trip to get to the station, and taking the train from Franklin to Endicott is a 45 minute ride. This would reduce the trip impact of the project.

Central Avenue and possible cut through traffic were discussed at the neighborhood meeting. Mr. Thornton said the counts did not show a large volume traffic that was considered cut through. Volumes were consistent with what would be expected from a 200-home neighborhood. The result was that they did not see any evidence of real cut through traffic. Mr. Zahka added that, when Central Avenue was evaluated, studies were obtained on Jersey Street for traffic issues in 2011 and 2012. These were identical. They also reviewed town studies on Wentworth Street. This does not suggest that there is cut through traffic; there is a normal amount of cut through traffic that would be expected in a neighborhood of that geographical size. With regard to impact at Rustcraft Road/East Street and Elm Street/Route 1. Mr. Thornton said that with the project and without any retiming, the level of services at Rustcraft Road/East Street goes from B and C under existing conditions to C and D with the project and without any retiming. They are able to retime the intersection so it goes back to B and C. There is no change at the other intersection. At Elm Street/Route 1, existing conditions are D; with the timing mitigation, it goes to D and E under peak conditions with the project.

Neighbors from the Robinwood Road area had issues mostly related to excessive volume of people (not residents) cutting through the neighborhood to use the street as a U-turn. There is a left turn prohibition coming out of Legacy Place; people who want to use Rustcraft Road turn onto Robinwood Road. Mr. Thornton said the traffic from the site would not add to that movement. There are some things that could be done, i.e., remove the left turn prohibition, or make Robinwood Road a one-way street posted for residents only with a Do Not Enter Except for Residents sign and have enforcement there.

Steven Findlen, Senior Project Manager of McMahon Associates, has been hired by the Town at the Applicant's expense to perform a peer review of the application. He is the Town's engineering peer review representative for evaluation of the applicant's proposal regarding interior design, traffic proposal, ideas, and determinations. He was asked to look at the proposal for site compliance on the left, and rationale and accuracy on the right. He provided responses on the site plan to the applicant, who made the appropriate changes. He said that all the issues that he raised have been addressed and incorporated into the most recent plans. These included parking, access, safety, landscaping, and internal site distance. He believes that the plan is safe and efficient.

With regard to traffic, Mr. Findlen noted that that all items have been addressed, including traffic safety, trip generation, trip distribution, traffic analysis, and site access and safety. He explained how each issue was resolved. Mr. Bethoney asked Mr. Findlen if he thought that what the applicant provided was plausible and reasonable. He said it was. He said that McMahon Associates would have done the same thing if they were doing the project.

Joseph Findlen, 278 Central Avenue, asked what percent of overflow traffic would look for exits off Central Avenue in both morning and evening rush hours. He said that when Rustcraft Greeting Cards was operating, there was a lot of cut through traffic at those times. Stephen Findlen said this was a concern of his as well. Based on the information provided to

him, a high percentage (approximately 72%) of vehicles would be using Route 1. He agreed with the applicant's statement that a lower percentage of drivers go the other way.

Mary Findlen, 278 Central Avenue, said there has never been a driveway coming from the building right to Central Avenue. She expressed concern about safety because of an athletic field and children coming down Central Avenue. She said there is no reason for the driveway there. She wants the driveways kept on the ends where they are. Mr. Findlen has not really looked at this. He said that shifting the driveway over was not industry standard, and should not be done because it adds a conflict point. Mr. Bethoney asked about an "entrance only" at that spot. Mr. Findlen said he had not looked into an "entrance only," and was not sure the applicant had. Mrs. Findlen asked why exits could not be left as they are.

Marion Power, 259 Madison Street, said that typically only five cars can get through a cycle at Route 1 and Elm Street, and asked what would happen when the queue gets longer. Mr. Bethoney asked what the level of service would be at Elm Street and Route 1 after the project is up and running; it will be a D in the morning and an E in the evening. It should be kept in mind that this is a commercial development, and traffic patterns will be opposite in the morning and the evening. , The intersection will be rechecked in six months to see if the intersection needs to be re-timed by the State. Dominic Civitarese, 67 Wildwood Drive, said traffic backs up Eastern Avenue, down East Street, and to Endicott Circle in the morning, and the opposite at night. A lot of people cut down Central Avenue to Wentworth Street or Jersey Street. Traffic moves very fast, and there needs to be enforcement of the speed limit. Mr. Thornton said that traffic will be added on East Street, with an increase of one car per minute both ways. The peak hours would be 8:00-9:00 a.m. and 5:00-6:00 p.m. Mr. Findlen agreed with this.

At this point in the meeting, Mr. Aldous became ill and required an ambulance to be taken to the hospital. The meeting ended at 8:15 p.m., and will be continued on November 13, 2014.

Respectfully submitted,



Robert D. Aldous, Clerk
Town of Dedham Planning Board

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