

**Westwood Planning Board
Meeting Minutes
November 21, 2011
7:30 PM**

**Fairbanks Ballroom at the Hilton Boston/Dedham Hotel
25 Allied Drive, Dedham, MA**

Board members present: Ch. S. Rafsky, S. Olanoff, B. Montgomery, J. Wiggin and C. Chafetz
Staff present: N. Loughnane, Town Planner and J. Barba, Planning & Land Use Specialist, recorded the minutes.

Dedham Planning Board: Robert D. Aldous, John R. Bethoney, James E. O'Brien IV, Michael A. Podolski and Ralph I. Steeves
Dedham Planning Staff: Richard J. McCarthy, Jr., Planning Director and Susan Webster, Administrative Assistant

Continuation of the Public Hearing for Consideration of Flexible Multiple Use Overlay District (FMUOD) Special Permit and Consolidated Approvals, including but not limited to, Major Business Development (MBD) Special Permit, Earth Material Movement (EMM) Special Permit, and Environmental Impact and Design Review (EIDR) Approval - 40 Allied Drive, Dedham and Circumferential Highway/Route 128, Westwood

John Bethoney vice Ch. of the Dedham Planning Board called the meeting to order at 7:33 P.M. and welcomed the Westwood Planning Board. He introduced his board members and the Dedham Planning staff.

Ch. Rafsky introduced himself, the Westwood Planning staff and each Board member introduced themselves.

Ch. Aldous, Dedham Planning Board reopened the public hearing upon a unanimous vote of the board and read the legal notice of public hearing.

Ch. Rafsky, Westwood Planning Board reopened the public hearing at 7:38 P.M. and read the legal notice of public hearing.

Mike Jaillet was present this evening to again serve as the moderator for the meeting. He explained the following format for the meeting:

- Applicant's Presentation
- Questions and Comments from Board members, and the General Public
- Continuation of Dedham Planning Board Meeting
- Continuation of Westwood Planning Board Meeting

Peter Zahka, Attorney for the Applicant, Greater Boston Musculoskeletal Center Real Estate Co., LLC began the presentation. (A copy of this presentation is included with these minutes.) Mr. Zahka introduced the development team:

- Shields Health Care – Stephen McCarthy
- VHB, Inc. - Chris Lovett -Principal/Senior Project Manager, Griffin Ryder –Site / Civil Engineering; Vinod Kalikiri, P.E., PTOE –Traffic Engineer

Mr. Zahka thanked the staff and boards from both towns for facilitating the continuation of the joint public hearing.

Mr. Zahka began with a review of the Project Description:

- Demolish existing 34,000 square foot building
- Construct new 66,000 square foot state of the art health care facility
- Health care facility will provide services that include, outpatient surgery, physical therapy, diagnostic services, medical offices, general office & café

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The next slides depicted an aerial view of the site; existing conditions; and the illustrative site plan (plantings, etc.).

Mr. Zahka said that the focus of tonight's presentation will be to address traffic concerns shared at the first hearing by both town's Planning Board members.

Vinod Kalikiri, P.E., PTOE from VHB, Inc. said he reviewed the comments of peer review consultant Steve Findlen from McMahon Associates and has incorporated his suggestions into this presentation on the traffic analysis.

The presentation included: Traffic Analysis Summary; Hourly Traffic Flow on Allied Drive; Trip Generation Comparison; Vehicular Trip Distribution; Peak Hour Trip Increases on Area Roadways; Rotary Volumes AM Peak and PM Peak; and Traffic Improvements.

The Traffic Analysis summary included:

- Analysis of existing and future conditions, with and without the project
- Existing condition, revised no-build condition and build condition
- Project traffic spread over the course of the entire workday vs. being concentrated during the peak commuting hours.
- Analysis incorporates detailed data from the Proponent relative to their operations and demographics.
- Analysis shows existing rotary operations are congested.
- Crash data suggests rear-end collisions are a common occurrence.
- Study documents the additional impact caused by the Project.
- Coordinating with the Peer Review Consultant and the two Planning Departments to identify potential improvements; changes with the rotary will need to be approved by MassDOT.

Trip Generation Comparison:

- Weekday daily: Increase due to project: 960
- Morning Peak Hour: Increase due to project: 120
- Evening Peak Hour: Increase due to project: 150

Mr. Kalikiri stated additional information has requested on these numbers and the data will be provided to McMahon Associates.

Rotary Volumes AM & PM Peak Hours:

Volumes were identified by existing traffic, no-build traffic and site generated traffic.

The Traffic Improvements included:

- Traffic signage improvements for improved way finding
- Pavement marking improvements for better channelization of traffic
- On-and off-site pedestrian improvements
- Promote use of commuter rail to reduce vehicular trips to the site
- Bicycle racks
- Membership at Neponset Valley TMA
- On-site service such as a café to reduce midday trip making
- Accommodate trips to the site by shuttle vans from local councils on aging

This concluded the presentation on traffic.

Mr. Zahka said he would respond to the Peer Review Consultant report comments.

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1. MassDOT Indirect Access Permit – *New regulations have passed that no longer require this permit.*
2. Traffic Impact Study should include the entire East Street rotary – *The traffic analysis provided this evening was augmented with data from the MassDOT for the East Street rotary.*
3. Investigate crashes along East Street rotary to determine if corrective mitigation measures can be applied to Allied Drive. – *Crash data was sought and received from the Westwood Police Department for the past 3.5 years and utilized.*
4. Was the Allied Drive intersection with Carematrix Driveway included in the traffic impact study area? – *This intersection was not part of the traffic study data collection.*
5. Identify comparable existing facilities to the proposed project and provide traffic data from these facilities to verify the trip estimates provided in the Traffic Impact Study. – *A similar facility has not been located in Massachusetts in which to make a comparison.*
6. Modify the Unsignalized Intersection Capacity Analysis Summary in the Traffic Impact Study to include results for the project site driveway. – *The data has been included and inadvertently missing a label.*
7. Clarify any impacts to sight distance related to existing vegetation and trees north of the site driveway, to trim any overgrown vegetation within the Allied Drive right of way, and to insure that landscaping proposed near the site driveway does not interfere with available sight distances. – *Mr. Zahka said this will be taken care of.*
8. Suggested that Applicant add pavement markings and supplemental guide signs and supplemental signing for Allied Drive within the East Street Rotary. – *Mr. Zahka said the applicant will work with the town planners from each town to address this.*
9. Applicant must revise the calculation of parking spaces required, and provide assurances that the proposed parking complies with the minimum parking requirements under the bylaws of both communities. – *The number of parking spaces in Westwood was reduced by ten spaces. The applicant will work with each of the town planners to ensure compliance with the bylaw or a waiver will be requested.*
10. Requested that the applicant either revise the parking layout to meet parking design standards for both communities or request a waiver from the Town of Westwood from parking design standards. – *The applicant will work with the town planner to revise this or a waiver will be requested.*
11. Request that the applicant consider using arrow pavement markings and stop lines to clarify vehicular circulation and right of way on site. – *Mr. Zahka said this will be done.*
12. Applicant should consider providing pedestrian crosswalks at key desired line locations within the parking areas, particularly near the building entrances. – *Mr. Zahka said a crosswalk and a sidewalk are proposed at the building entrance.*
13. Applicant should consider a pedestrian connection along Allied Drive from the access drive to the commuter rail station. – *The applicant is considering this and other alternatives. More information will be provided.*
14. Applicant must clarify the location of available snow storage areas on the property. – *Mr. Zahka said this has been clarified in the storm water management report which will be submitted to and reviewed by the Conservation Commission.*
15. Applicant must modify the landscaping plans to comply with the Town of Westwood zoning bylaws as noted, or request a waiver for relief from parking lot landscaping standards. – *Mr. Zahka said changes have already been made and are shown on the illustrative site plan.*
16. Applicant must include the CRI for all proposed luminaries on the polar diagram. – *Mr. Zahka said this would be done.*
17. Applicant must clarify the impacts of the high water table on the stormwater design. – *Mr. Ryder said this has been clarified for with the proposed bio-retention area.*

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18. Off-site mitigation & Traffic Signals– *Mr. Zahka said the applicant will formally respond to this item in writing.*

Questions & Comments:

Westwood Planning Board Questions & Comments:

Ms. Chafetz requested that the applicant identify on the plans, where the proposed sidewalk is planned. *Mr. Ryder identified the sidewalk and crosswalk on the plans.* Ms. Chafetz asked what kind of mitigation is used to prevent rear-end crashes. *Mr. Kalidiri said a combination of way finding signs and pavement markings could be used.*

Mr. Montgomery commented that before the rotary was repaved there were pavement markings and asked if two lanes could be marked on the pavement. *Mr. Kalidri said having two lanes marked can be unsafe when vehicles are traveling around the rotary at a high rate of speed. He suggested narrowing the width of the lane so as to create only one lane.*

Mr. Montgomery asked if the percentage of the land development in each town will be maintained if the total building square footage is reduced. *Mr. Zahka said it the percentage would remain the same in each town.*

Mr. Olanoff asked the applicant to identify the three parking spaces that were moved and relocated. *Mr. Ryder identified the spaces on the screen.* Mr. Olanoff also asked why there are no plantings in the area where the transformers are located. *Mr. Ryder said the transformers require a significant amount of space and a waiver from the requirement for plantings in that area would be requested from the Town of Dedham.*

Mr. Olanoff suggested eliminating a parking space and using it to add more plantings to make up for the loss where the transformers are located.

Dedham Planning Board Questions & Comments:

- A member commented that he concurred with the applicant's proposal for crosswalks and sidewalks.
- A member commented about the increased daily trips to the site and asked if the State could do something with the rotary.
- A member asked if the applicant could mitigate traffic to a neutral point. *Mr. Zahka said an attempt will be made to have traffic flow be smoother and safer. He said this traffic problem is pre-existing.*
- A board member asked if the applicant would consider changing its hours of operation.

Comments of the Peer Review Consultant Steve Findlen, McMahon Associates:

- Steve Findlen said he will continue to work with the applicant to find solutions to off-site mitigation.

Comments of the General Public:

- There were no comments from the general public.

Mr. Olanoff commented that any traffic fixes would be difficult to achieve, and the only likely improvement would be by reducing the auto trips through encouraging the use of the commuter rail. He therefore thinks that the applicant should join the TMA and consider subsidizing commuter rail tickets for its employees.

This concluded the question and comment period.

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Upon a motion by Mr. Montgomery and seconded by Mr. Olanoff, the board voted unanimously in favor to continue the public hearing to January 17, 2012 at 7:30 P.M. at the Dedham Hilton.

Upon a motion by Mr. Montgomery and seconded by Mr. Olanoff, the board voted unanimously in favor to adjourn the meeting at approximately 8:55 P.M.

The next meeting of the Planning Board is Tuesday, November 22, 2011 at 7:30 P.M. in the Champagne Meeting Room.

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List of Documents, Materials and Exhibits

Allied Drive Power Point Presentation by Peter Zahka, dated November 22, 2011

Letter from McMahon Transportation Engineers & Planners dated November 17, 2011 re: Proposed Medical Facility Review, 40 Allied Drive