



Town of Dennis

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187 DEPOT STREET

PLANNING BOARD SPECIAL REVIEW STAFF REPORT – MAY 28, 2025

APPLICANT:	Mackenzie Morrison of BSC Group on behalf of Francis Venuto of GLF Development LLC.
PROJECT ADDRESS:	187 Depot Street, Dennisport, MA 02639
MAP AND LOT NUMBER:	75-8
APPLICANT ADDRESS:	349 Main Street, West Yarmouth, MA 02673 (1.2 Acres)
OWNER	Property is owned by the Town of Dennis who issued an RFP for the development of up to 16 residential units on the property. The Applicant will develop and manage the site under a 99-year lease with the Town.
CASE NUMBER:	PBSP-25-4
ZONING:	DPVC AREA B; Partially in 500-Year Flood
HEARING DATE:	June 2, 2025

PROPOSAL	Municipally Sponsored Multi-family residential project on Town owned land.
PROJECT BRIEF	<ul style="list-style-type: none"> • Proposal to construct and manage sixteen (16) housing units within two, 2-story buildings on 0.63 acres of town-owned land under a 99-year lease with the Town. • Applicant was chosen respondent to a town issued Request for Proposals (RFP). Though town owned land, the applicant is a for profit developer and therefore the project is subject to Special Permit Review. • Special Permit is filed under Section 4.9 of the Bylaw to encourage Affordable Housing. • Project is in Dennisport Village Center Area B and subject to Design • The proposed site improvements include the demolition of the existing building, clearing and grubbing of the western portion of property, creation of 32 parking spaces, walkways, stormwater management facilities, site utilities, a pressure-dosed alternative septic system and landscaping. • Applicant will develop & manage the site under a 99-year lease with Town of Dennis.
HISTORY	<ul style="list-style-type: none"> • The Town purchased the property for Municipal Purposes at the Special Town Meeting on October 25, 1973 for \$25,000 from the Village Improvement Club of Dennisport. • At the Annual Town Meeting on May 2, 2023 the Town approved Article 34, <i>"... to authorize the Select Board to lease for a term of up to 99 years for the premises located at 187 Depot Street, shown on Assessor's Map 75 as Parcel 8 and shown on Land Court Plan No 15107-A, containing approximately .63 acres, for affordable housing purposes, on such terms and conditions, and for such consideration, which may be nominal consideration, as the Select Board deems appropriate, and to accept on behalf of the Town an affordable housing restriction thereon, enforceable in perpetuity..."</i> • On October 25, 2023 the Town issued a Request for Proposals (RFP) soliciting proposals to lease the property and construct and maintain up to 16 residential housing units with at least 25% being affordable to households earning 80% AMI. • The Town received two proposals and the preferred bid was from GLF Development. • Property was used for various purposes; served as a voting precinct for several years.

	<ul style="list-style-type: none"> • Site was most recently occupied by the South Shore Early Education Learning Center. • Site contains a one-story wood framed structure, a circular drive with two existing curb cuts and a large gravel parking area that surrounds the building on three sides.
PLOT PLAN	The Dennisport Crossings, 187 Depot Street, Dennis, MA: Binder Set consisting of 14 sheets including: Title Sheet; Existing Conditions Plan; Site Preparation & Erosion Control Plan, Layout & Materials Plan, Vehicle Turning Plan, Grading & Drainage Plan, Utility Plan, Septic Plan, Septic Details, Landscape Plan and Details. Prepared for GLF Development LLC, PO Box 4847, Framingham, MA 01704 by BSC Group 349 Main Street, Route 28, West Yarmouth, MA 02673. Plan dated April 30, 2025 stamped by Brian Yergatain
BUILDING PLANS	The Dennisport Crossings plans of 187 Depot Street in Dennisport, Massachusetts prepared for GLF Development LLC, by ERT Architects, 299 Whites Path, South Yarmouth, MA, 02664. Plan consisting of 6 Sheets with Basement, First Floor Plan and Second Floor Plan for Building 1, Basement Plan, First floor plan and Second Floor Plan for Building 2 Plans not dated.
OTHER	The Dennisport Crossings: Elevations of 187 Depot Street in Dennisport, MA. Prepared for GLF Development LLC, by ERT Architects, 299 Whites Path, South Yarmouth, MA, 02664. Consisting of 2 Sheets with Front, Left, Right, and Rear Elevations. Plans not dated.

1. PROJECT SUMMARY:

- a. Proposal to construct and manage sixteen (16) housing units within two, 2-story buildings on 0.63 acres of town-owned land under a 99-year lease with the Town.
- b. Applicant was chosen respondent to a town issued Request for Proposals (RFP).
- c. Site work includes demolition of existing building, construction of two identical 2-story buildings with a footprint of 3,748± sf each.
- d. Each building will include five (5) 1-bedroom units and three (3) 2-bedroom units. 22 BR total.
- e. Both buildings have full basements with ½ of 1 reserved for tenant storage, rest for owner (2)
- f. There will be two parking spaces per unit, for a total of 32 spaces.
- g. There will be a 10' wide natural buffer along the north, south & west property lines.
- h. There are three residential properties directly south of the property and one direct west. There are two businesses and two empty lots directly north of the property.
- i. The proposal includes a 6' tall vinyl (white) fence along the southern property line with the three residential abutters to the south to provide screening.
- j. There is a triangular confluence of Depot Street and South Street directly across the street from one of the existing and the proposed site driveway. A popular restaurant with unique and crowded parking is on the triangle directly across from the project site.
- k. removes existing circular driveway to construct a 24' wide driveway on se corner of property.
- l. Stormwater will be managed through BMPs. Two (2) subsurface stormwater infiltration systems proposed, one under western parking & a smaller system behind Building #2.
- m. The sewage design flow for the proposed site is 2,420 gallons per day (gpd), which requires the installation of a pressure-dosed soil absorption system. The Applicant is proposing the use of an alternative, drip dispersal system, known as Perc-Rite. This system has been approved for General Use by MassDEP and satisfies the requirement for pressure dosing. The system will be installed at the western end of the site, below the existing grade.
- n. Development will require domestic water and fire protection services, gas, electrical and telecommunications services. A Generator is proposed for emergency power.
- o. A dumpster will be provided for solid waste disposal. The concrete pad and enclosure will be located at the western end of the proposed drive aisle with a 6' high vinyl fence and gate.

- p. Plans show an extensive accessibility ramp on west of Bldg 2 to access the basement.
- q. **Traffic:** Trip generation should be minimal with app. 160 new vehicle trips per day (24 hours).
- a) **Parking:** Is adequate with 2 spots per unit.
- b) **Landscaping & Lighting:**
 - a. Landscaping Plan shows 8 street and shade trees including 2 red Maples, 2 Honey Locust and 4 Tupelo trees. Two Tupelo are in front of the building along Depot Street. The two Honey Locust are on either side of the driveway as you enter along Depot Street. Two Red Maples are on either side of the parking area in the middle of the site. Two Tupelo on the south property line along parking.
 - b. Design includes a variety of shrubs including: SUMMERSWEET, RED TWIG DOGWOOD, COMMON WITCH HAZEL, HYDRANGEA, INKBERRY HOLLY, WINTERBERRY, HOLLY, PIERIS, SAND CHERRY, AND RHODODENDRON YEDOENSE POUKHANENSE, AZALEA.
 - c. Plans show an approximately 100' long retaining wall on north side of Building 2.
 - d. No lighting plan at this time. Note per 8.10.6: *“All developments in the Dennisport Village Center shall use full cutoff light fixtures for exterior lighting. For the purpose of this section, a “full cutoff light fixture” is one in which no more than 2.5% of the total output is emitted at 90 degrees from the vertical pole or building wall on which it is mounted”*.
- c) **Built Environment/Design:**
 - a. Project appears to meet the Dimensional Requirements and most of the Design Guidelines of DP Village Center Area B.
 - b. Elevations show a fairly plain design with two cupolas on the roof, three dog-shed dormers on the third level facing Depot Street (short-side), and balconies on the rear. The two front entries are very non-descript. A note from the applicant says that on Building 1 they added a second set of basement egress stairs for code compliance and on Building 2 they reconfigured the ramp to make it more symmetrical. This is not shown on the current building elevations.
 - c. The exceptions (at this time) are:
 - i. *“...provisions of “public” areas such as landscaped greenbelts, sidewalks, patios or courts...”* Per § 8.10.2.
- d) **Zoning District Intent (§8.1):** *“To promote a more functional and attractive community through the use of recognized principles of urban design, the preservation of structures and open space, and by allowing developers and land owners considerable flexibility in land use and site design. The Village Center shall promote a variety of land uses and include design elements supporting pedestrian and vehicular accessibility. The Village Center shall provide landscaped public spaces directly accessible from the public right-of-way, appropriate night lighting, sidewalks and landscaped walkways through the parking areas. A high level of attention to site and building design is required to promote attractive, functional development that is more compatible with residential development than other commercial zoning districts in the Town of Dennis...”*

2. TOWN DEPARTMENTS COMMENTS:

- a. **NATURAL RESOURCES:** Property is not within Conservation jurisdiction.
- b. **HEALTH:** BOH approval at 4/10/2025 hearing. Pending signed/recorded variance paperwork and complete septic application.
- c. **ENGINEERING:**
 - Engineering recommends the plans be revised to include a design for a pedestrian sidewalk along the Depot Street frontage.

- Plans propose a walkway from the main building sidewalk extending down to an area just above the existing road edge. At the end of walkway, spot grades indicate a 0.9' drop from the walk to the road edge. This elevation drop (if correct) does not provide a compliant slope or landing, which may cause an unsafe condition for pedestrians at the road edge.
- With the number of residential units proposed at this site, it is reasonable to assume there will be an increase in pedestrian volume exiting the site, with the goal of reaching the sidewalk infrastructure located to the north on Route 28.
- At a minimum, a sidewalk should be provided along the frontage of Depot Street, with compliant access from the on-site walkway. This would allow pedestrians to reach Depot Street safely and be separated from vehicular traffic as they travel along the road edge north to Route 28, or spot to cross Depot Street to access the sidewalk along South Street.
- The plans provide routine spot elevations along the existing sidewalks and at access locations to the proposed buildings. These walkways appear to meet ADA/AAB requirements, however the design of all surfaces, ramps, and landings where accessible access or routes are required, should be reviewed with the Building Department for compliance.
- The applicant and design engineer should also investigate alternatives for access from the site to Route 28 which may include:
 - Extending the sidewalk from the site frontage, north along Depot Street to Route 28;
 - Providing an accessible crossing from the sidewalk along the site frontage, to the existing sidewalk on the east side of South Street;
 - Acquisition of a pedestrian easement over properties to the north, permitting travel over a narrow strip of land, from the site to the sidewalk on Route 28;
- A chart is provided on the plans with the parking calculation indicating proposed parking area meets or exceeds the minimum property line setbacks. Dimensions should be shown on plan.
- A road opening permit will be required for the new access driveway.
- The proposed driveway access is substantially in the same location as the southern curb cut to the existing site. This location affords adequate sight distance in both directions (sight triangles and distances are shown), and is likely the most appropriate location for access, to accommodate the proposed parking layout. The existing northern curb cut will be eliminated which is beneficial to reducing the access points along the road.
- At this location however, it appears the driveway access does not meet the following zoning requirements, and may require waivers or variances as deemed necessary by the Board.
 - Section 3.1.6.4: The proposed driveway access width exceeds the maximum requirement of 30ft. at the street line. A width of 43'+/- is proposed. To accommodate two-way traffic and maintain the required drive radii of 25ft. with existing road sideline geometry, this width appears unavoidable and is acceptable.
 - Section 3.1.6.4: The proposed driveway access sideline is located less than 50ft. to the existing driveway access on Parcel 9 (to the south). A setback of 25'+/- is proposed. It should be noted that the sideline of the existing curb cut at this site is located 15'+/- from the existing driveway on Parcel 9. The proposed driveway sideline has been shifted north 10'+/-, which will increase the separation to the existing driveway on Parcel 9, and is an improvement over existing condition.
- The plans propose a parking lot and access drive material section consisting of a 1-1/2" top pavement course, a 2" binder pavement course, and a 12" compacted gravel borrow base. The parking standards set forth under Zoning Section 3.1.6.2 require 1" top pavement course, 1-1/2" binder pavement course, and a base aggregate layer of 2" processed stone over 4" gravel. Engineering is satisfied that the section proposed equals or exceeds the minimum

requirements set forth in Zoning. However, as it differs from the required standard, a waiver or variance to Section 3.1.6.2 may be required as deemed necessary by the Board.

- Any requirement for a dedicated fire hydrant or building connection should be confirmed with the fire department, and a location shown on the plans.
- A separate lighting plan, or additional information on the utility plan, should be provided to detail the fixtures proposed for the exterior building and parking lot lighting. The plans as presented include a light post base detail, but no details for the building or parking lot fixtures.
- An analysis should be provided to ensure any proposed lighting properly illuminates areas of the site for the safety of its residents, but does not shed onto the abutting residential properties. When planning site lighting, the applicant should consider that the site is at a slightly higher elevation than the surrounding properties, and that no site lighting currently exists. As building and parking footprint is expanded with the proposed design, the resulting degree of site lighting has the potential to significantly change the appearance of the site.

STORMWATER COMMENT:

- Requires Stormwater Management Permit to be obtained prior to issuance of Building Permit.
 - Generally, the proposed stormwater collection and recharge system shown on the Plans, and as detailed in the Engineered Stormwater Report, appears adequate for the site. The current design reflects changes and additions requested by Engineering Department staff during prior consultation with the design engineer of record on March 7, 2025.
 - Additional information as summarized below will need to be finalized and submitted for review by Engineering in advance of the issuance of a Stormwater Management Permit for project.
 - A DEP Stormwater Checklist, stamped by a registered PE, will need to be prepared and incorporated into the Engineered Stormwater Report.
 - Supporting information to complete Appendix A through Appendix E will need to be incorporated into the Engineered Stormwater Report.
3. **§ 1.4.2.1 Special Permit Granting Authority:** Special permits may be granted only upon a finding by the Board that the proposed use will not create a nuisance, hazard or congestion, or other significant harm to the neighborhood, nor cause derogation from the general purpose and intent of the By-Law, the stated district intent or applicable use criteria. The following criteria must be met:
- a. The use is allowed by special permit in the district in which proposed, pursuant to §2.2.2 - Use Regulations Schedule; **Use is allowed by Special Permit in DPV Area B in §2.2.2.**
 - b. Suitability of the site for the proposed use in light of the applicable district intent, as provided in §2.1.5; **Site is suitable per intent of DPVD Area B intent and guidelines.**
 - c. Adequacy of management of traffic flow within the site as well as in relation to adjoining streets and properties, so as to minimize unsafe or harmful *impacts of the use*; **Adequate sight lines and parking and removal of a curb cut. Increase in traffic minimal compared to past uses.**
 - d. *Compatibility of the proposed use with surrounding land uses, so as to minimize harmful impact or conflict with existing desirable neighborhood character, including views, vistas and other aesthetic values*; **Applicant was chosen respondent to a town issued Request for Proposals.**
 - e. *Adequacy of provision of utilities and other necessary or desirable public services*; **Adequate.**
 - f. *Adequacy of control of artificial light, noise, litter, odor or other sources of nuisance or inconvenience to adjoining properties, public ways and neighborhoods*; **Need lighting plan.**
 - g. *Adequacy of protection from degradation and alteration of the natural environment, including but not limited to slopes and other topographical features, vegetation, wetlands, groundwater and water bodies and wildlife habitat.* **Slope in back is being reduced a bit. No wetlands. Landscaping is adequate except details on 10' vegetated buffer. Urban location.**
4. **§ 4.1.2.5 Design Objectives:** The following design objectives (*italics*) in addition to any standards elsewhere in the Zoning By-Law, shall be used by Planning Board in considering all site plans.

- a) **Landscaping:**
 - a. Every effort shall be made to minimize removal of existing vegetation and to integrate existing mature trees and vegetation into the landscape plan. **2 existing trees on Depot being removed, replaced with 4 trees. Unclear existing trees on southern border.**
 - b. Natural buffers ... shall be maintained whenever possible.
 - c. Landscaping shall include masses of trees and vegetation around/near buildings to reduce perceived scale and set them into the landscape. **Landscaping, by and large, appears adequate on street and south side of property around parking. North side is unclear. Narrative states will maintain 10' vegetated buffer but none exists now and site plan and landscape plan are not consistent.**
- b) **Circulation:** With respect to vehicular and pedestrian circulation, including entrances, ramps, walkways, drives, parking and loading areas, special attention shall be given to
 - a. Location and number of access points to the public streets: **Improved from 2 to 1.**
 - b. General interior circulation: **Adequate**
 - c. Separation of pedestrian and vehicular traffic: **Adequate within site but should add sidewalk or some improvement to additional pedestrians exiting the site.**
 - d. Delineation of parking stalls and loading zones: **Adequate**
 - e. Access to community facilities: **Adequate**
 - f. Accommodations for the handicapped: **Adequate**
- c) **Surface Water Drainage: Requires a Stormwater Management Permit**
- d) **Building Location:** Proposed structures shall be integrated as much as possible. **Adequate.**
- e) **Building Design:** The design of proposed buildings, structures and additions shall complement, whenever feasible, the general setback, roofline, arrangement of openings, color, exterior materials, proportions and scale of existing buildings in the vicinity. **Adequate...Could use some additional architectural features, especially the entries and facing Depot Street.**
- f) **Special Features:** Exposed machinery, utility structures and areas for parking, loading, storage, service and disposal shall be screened from adjoining properties and streets. **Adequate**
- g) **Safety** - All open and enclosed spaces shall be designed to facilitate building evacuation and maximize accessibility by fire, police, & other emergency personnel and equipment. **Adequate**

CONDITIONS	<ol style="list-style-type: none"> 1. The lot owners shall apply for all required permits and will comply with the intent of the Dennis Stormwater By-law, all requirements of the Dennis Conservation Commission and Board of Health and any other permits that are required. 2. Construction shall not commence before 7:00 am nor continue after 7:00 pm Monday through Friday and shall not commence before 7:00 am nor continue after 5:00 pm on Saturdays. No construction shall occur on Sundays. 3. The addition shall not generate new light, noise, litter, odor or other sources of nuisance. Any new lighting shall be restricted to downward-shielded motion sensitive security lighting that is "Dark-Sky" compliant. 4. Failure to comply with all conditions in the Board of Health Permit shall be deemed cause to revoke the Special Permit. 5. Any changes to the site plan shall require the applicant to return to the Planning Board for approval of the modifications prior to their implementation except as related to storm water system modifications directed by the Dennis Engineering Department. 6. A Stormwater Management Permit shall be obtained prior to issuance of Building Permit. 7. A final landscaping and lighting plan shall be submitted to the Planning Board for review and approval prior to receiving a Certificate of Occupancy.
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