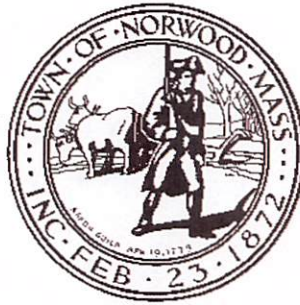


**Norwood Planning Board**  
Ernie Paciorkowski, Chairman  
Joseph F. Sheehan, Vice Chairman  
Alfred P. Porro Jr.  
Robert Bamber  
Brian Hachey



**Director of Community  
Planning and Economic  
Development**  
Paul Halkiotis, AICP

**Assistant Town Planner**  
Patrick Deschenes

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**NORWOOD PLANNING BOARD MEETING**

**AGENDA**  
**April 13, 2020**  
**7:00 P.M.**

**The meeting will be conducted digitally using GoToMeeting. Direction explaining how to join the meeting can be found immediately below the agenda items.**

Public Participation can be accessed through the email address: [CPED@norwoodma.gov](mailto:CPED@norwoodma.gov)

\*Emails can be sent in advance of meeting and will be read during the agenda item the email sender wishes to discuss.

7:00 P.M. Approval of Minutes from 3/30/20 meeting

7:05 P.M. Site Plan Review – Construction of a 7,200 S.F. hanger – 125 Access Road, Norwood Memorial Airport – Mark Ryan, Engineer/Applicant

**Planning Board Business:**

1. Town Meeting discussion
2. Department updates & other business

This listing of items are those reasonably anticipated by the Chairman and may be discussed at the meeting. Not all matters may in fact be brought up and other items not listed may also be brought up for discussion to the extent permitted by Law.

**Below is information about how to attend the meeting using GoToMeeting:**

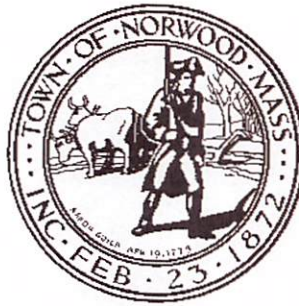
**Please join my meeting from your computer, tablet or smartphone.**  
<https://global.gotomeeting.com/join/718185669>

**You can also dial in using your phone.**  
United States: [+1 \(872\) 240-3212](tel:+18722403212)

**Access Code:** 718-185-669

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**Norwood Planning Board**  
Ernie Paciorkowski, Chairman  
Joseph F. Sheehan, Vice Chairman  
Alfred P. Porro Jr.  
Robert Bamber  
Brian Hachey



**Paul Halkiotis, AICP**  
Director of Community  
Planning and Economic  
Development

**Assistant Town Planner**  
Patrick Deschenes

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**NORWOOD PLANNING BOARD MEETING**  
**April 13, 2020**

**PRESENT:**

Joseph F. Sheehan  
Ernie Paciorkowski  
Alfred P. Porro Jr.  
Patrick Deschenes, Assistant Town Planner

**MISSING:**

Robert Bamber  
Brian Hachey  
Paul Halkiotis, Town Planner

**Please Note:**

The April 13, 2020 meeting was held remotely using GoToMeeting software. A remote meeting was held due to the 2020 Covid-19 pandemic State of Emergency issued by the Governor. Special Legislation was approved that relaxed certain requirements of the Open Meeting Law, specifically the requirement for in person public meetings.

**7:00 P.M.** The Planning Board meeting was called to order by Chairman Paciorkowski, a roll call of each member participating was conducted by the Chairman. The Chairman explained why the meeting was being conducted remotely.

**APPROVAL OF MINUTES**

**MOTION:** made by Mr. Sheehan to approve the minutes of March 30, 2020, seconded by Mr. Porro. The chairman called a roll call vote.

**VOTE:** 3-0 motion passed

**Site Plan Review – Construction of a 7,200 S.F. Hnager – 125 Access Road,  
Norwood Memorial Airport – Mark Ryan, Engineer/Airport Commission**

Norwood Planning Board  
781-762-1240 ext. 164

566 Washington Street  
781-278-3033 (fax)

Norwood, MA 02062  
phalkitois@norwood.ma.gov

August 7, 2020

Mr. Ryan explained that in April 2017, Norwood Airport gained approval to build a 60' x 120' hanger from the Conservation Commission. The hanger will be completed hooked up with gas, water, and sewer utility lines.

Mr. Ryan stated that they hope for construction to start in 6 months and will be having frequent meetings the conservation agent with respect to the abutting wetlands. ✓

Mr. Porro asked if the hanger would be visible from the street.

Mr. Ryan stated that it will not block any views from the street.

Mr. Paciorkowski asked if there were would be any fuel storage associated with the project.

Mr. Ryan stated there was no proposed fuel storage with this project.

Mr. Porro asked what would be stored inside the hanger.

Mr. Ryan stated that it would likely be helicopters.

Mr. Deschenes stated that from the Town Planner's review of the plan, they would like any landscaping and additional parking to be shown on the revised plan.

**MOTION** made by Mr. Sheehan to approve the project with the Planner's conditions, seconded by Mr. Porro.

**VOTE: 3-0, motion passed**

Mr. Hachey joined the meeting late.

**Board Business:**

Mr. Deschenes updated the Board on the current state of Town Meeting and explained how all zoning related material will have to be held off until the fall special Town Meeting.

**ADJOURNMENT**

**MOTION:** to adjourn by Mr. Porro, seconded by Mr. Sheehan.

**Vote: 4-0**

**Meeting adjourned at 7:30 PM**

**Next Meeting: April 27, 2020 7:00 PM**

**Respectfully submitted by Alyssa Catalano**

## NORWOOD CONSERVATION COMMISSION

### Meeting Agenda\*

April 5, 2017

Town Hall Room 12 at 7:30pm\*\*

1. **New Business**
2. **7:30 pm Request for Extension** – Gill Pond Realty Trust, N2006-05 (town order only), project location: 61 Endicott Street, Norwood, MA.
3. **7:35 pm Notice of Intent** – Glossa Engineering, Inc. representing Peter Celona / River Ridge Ltd Partnership, DEP File No. 251-0486, N2017-04, project location: 100 River Ridge Drive, Norwood, MA.
4. **7:45 pm Notice of Intent** – Town of Norwood/DPW representing Town of Norwood, DEP File No. 251-0485, N2017-03, project location: Access Road, Norwood, MA.
5. **8:00 pm Notice of Intent** – Epsilon Associates representing Norwood Airport Commission, DEP File No. 251-0484, N2017-02, project location: 125 Access Road, Norwood, MA.
6. **Treasurer's Report**
  - a. 2016 Aquatic Management Program @ Ellis Pond
7. **Conservation Agent's Report**

\*Agenda is subject to revision up to 48 hours prior to meeting. Please check website for any changes: [www.norwoodma.gov](http://www.norwoodma.gov).

\*\*Meeting start time subject to delay.

### Remaining Meetings for 2017

|   |   |
|---|---|
| April 19 <sup>th</sup>                      | August 2 <sup>nd</sup> & 16 <sup>th</sup>   |
| May 3 <sup>rd</sup> & 17 <sup>th</sup>      | September 6 <sup>th</sup>                   |
| June 7 <sup>th</sup> & 21 <sup>st</sup>     | October 4 <sup>th</sup> & 18 <sup>th</sup>  |
| July 19 <sup>th</sup>                       | November 1 <sup>st</sup> & 15 <sup>th</sup> |
| December 6 <sup>th</sup> & 20 <sup>th</sup> |   |



**Norwood Conservation Commission**  
**Regular Business Meeting**  
**April 5, 2017**

**7:45 pm Notice of Intent** – Town of Norwood/DPW representing Town of Norwood, DEP File No. 251-0485, N2017-03, project location: Access Road, Norwood, MA.

**PRESENT:**

John Gear, Chairman  
Lee Leach, Vice Chairman  
Peter Bamber, Treasurer  
Cheryl Doyle  
Joseph DiMaria  
Carol Fishman  
Al Goetz (staff)  
Mark Ryan, DPW  
Russ Maguire, Airport

**Absent:**

None

John Gear: Notice of intent, Town of Norwood DPW representing the Town of Norwood DEP file 251-0485 N2017-03 project location Access Road, Norwood, Mass.

Mark Ryan: Good evening, everyone. Mark Ryan, Norwood Airport Commission, town engineer, Director of Public Works.

Mark Ryan: I have Russ Maguire here, airport manager, who's working at the airport day to day that can answer any questions as we go along. This is the Norwood Airport Commission's proposal to construct an airport aircraft hanger at Norwood Memorial Airport. Norwood Airport has been in existence since 1946 and after it was a training facility for US Navy during World War II and was eventually gifted to the town. It's a municipal airport run by the town of Norwood.

Norwood Airport many years ago, in the 70s it was more of a recreational airport. A lot of single engine, piston driven aircraft down there. People who love to fly, a lot of training was going on there for people. Northeastern used to operate out of there so it was a very busy airport recreationally. There were on average, back in the 1970s, an average of 200,000 operations per year at Norwood airport. So it was a very busy facility and as time has gone on, Norwood airport to this date we're talking about 70,000 operations per year. So almost one third of what went on back in the 70s. And part of that is recreational aircraft aren't recreational anymore. They're a very expensive item to own so you don't see many purchases of recreational aircraft. Fuel prices are a lot more expensive so you don't see that desire to own an aircraft and fly it.

What Norwood Airport has become is more of a corporate, business setting. And what you see down at Norwood Airport now is more jets coming in, for bringing in CEOs and different business people wanting to come to the greater Boston area and to avoid Logan Airport. It's a great facility down here and we're getting a lot of activity and a lot of aircraft owners want to base at Norwood Airport. The one drawback we have is the lack of space to store aircraft. The aircraft that these businesses and CEOs own are multimillion dollar pieces of equipment and leaving them outside is not really the desired

**Norwood Conservation Commission**  
**Regular Business Meeting**  
**April 5, 2017**

atmosphere for them, especially in New England. So as outlined in a 2007 airport master plan, Norwood Airport is really deficient in aircraft hangers. So what we are proposing tonight is a 6,000 square foot hanger.

We have Access Road along this way here and we have what we call gate one, the first gate when you get here, Taso's restaurant is right here. Doctor [Rayard] is right here and then the airport business park is right here. So as you come through gate one and take a right, we have an aircraft apron here. This facility is the town owned SRE building. SRE stands for Snow Removal Equipment building and that's where we house our snow removal equipment, lawnmowers, and different tractors. Just to the south of it we're proposing a 60 foot by 100 foot hanger – the optimal size would be 120 foot long by 60 foot deep hanger. As we went through the environmental part of it we scaled it back to 100 foot long by 60 foot deep hanger. The reason being that there is a border vegetated wetland to the south. A very large one that was flagged by Epsilon Associates. Also identified by Epsilon is an isolated vegetative wetland that doesn't meet the jurisdiction of the state wetland bylaw but it does meet your local bylaws. So we have a 1400 square foot wetland right here and to build this hanger we're going to have to disturb about 415 square feet of that isolated vegetative wetland. As far as replicating that, what we've proposed in this project is to build this 60 by 100 foot structure, have a segmental retaining wall separating the development from a wetland area. In this wetland area, we're going to maintain the isolated wetland and also construct wetland replication. So the total replication will be 2850 square feet. We added 415 square foot alteration, 2850 square feet of replication.

We have provided some storage for flood plain because this is, the vast majority of the airport is in the flood plain elevation, 47.1. and that cuts through the building in that fashion. So we've carved out in area in here to provide for flood plain compensation.

The building will be served by a sewer that's existing. We will be tapping into that sewer and we will also have an oil water separator because there will be four drains in this building. We will have town water provided to this building, town electric, and we're working with the national grid as far as the capacity of the natural gas line to service the building.

All in all, we think it's a great project for the town for a number of reasons. As an airport we're trying to be competitive with other airports. We want to try and keep good tenants here at the airport. In the past we've lost tenants, for example the State Police Air Wing was stationed at Norwood Airport and because they couldn't get a hanger appropriately built for them, they went to Plymouth so we've lost that tenant.

We want to keep these corporate aircraft here and we want them to keep visiting Norwood. We want them to buy the fuel at Norwood. So it's good for the airport to have that, it's good for the town of Norwood because all the revenue we generate at Norwood Airport doesn't go to Norwood Airport it goes back to the town of Norwood General Fund. All the revenue that comes into Norwood comes in and then how it works, police, fire, school, conservation committee, we're all benefit of that. So it's good for the town of Norwood, good for the airport, and I think we're doing a better job environmentally of

**Norwood Conservation Commission**  
**Regular Business Meeting**  
**April 5, 2017**

providing a more viable wetland, a larger wetland, and something that will work well at the airport.

Russ Maguire works very closely with the conservation agent on projects and on any activities on here and I think I can say he's a great steward of the environmental of Norwood Airport. So hopefully you'll look favorably on this project and I'll be more than happy, Mr. Chairman, to answer any questions.

Al Goetz: After looking at the site several times, my guess is the reason that wetland is there and isolated is because when the sewer line was put in the contractor didn't grade it out properly. It's wetland now, it's vegetated with sedges and grasses that like wetland conditions and some things that most people would consider weeds but are important for wetland areas. It's stable at the present time. There's no erosion going on, there's no bare earth or mucky things that are undesirable. There's no mosquito pools but it is a wetland and it's possible to make the wetland better, if you want to think of it in those terms, by expanding it because small little isolated wetlands don't have much habitat value and they don't propagate good plants and things. But it is a disturbance, it is a filling of a small amount of wetland to do this project and I think we have to look at the issue of, is making it a little bigger better for the wetland to make it more sustainable for the future?

Al Goetz: When I first looked at the site, my first comment was "Well before you start thinking about building a hangar here, get your wetland consultant to flag the wetland and find exactly what's there and how big it is before they go any further." Which they did, so that's why they're here with this project because they found there's some wetland but not the whole area was wetland.

Joe DiMaria: I'm not happy with the plan. What I'd like to see is, and it may well be that this particular wetland, as an isolated wetland, was made because of other changes in the airport. Frequently, in all the little wetlands that are in the islands between the taxiway and the runways and all of that, those were put in because of the need to replicate wetlands. I would prefer to see this wetland not replicated where they're choosing to replicate it, but replicate it along the bank of the existing large wetland so it's no longer an isolated wetland but a continuous wetland from the existing wetland kind of right along the area where they have the waddles shown.

Joe DiMaria: In that case, what I would suspect that we could do is replicate the whole wetland out there and allow them to make the building the size they really wanted to make it. And I know that would be a change in plan but isolated wetlands are very, very difficult to keep going. But if you take an existing wetland and you expand it, and we're not talking about a whole lot of lateral expansion on that. You've got a very long bank, you're only looking for six or seven hundred square feet so it would be easier and much easier to sustain if in fact that's the way it was done. I would think that what we would do is improve the quality of the wetland by making it elsewhere.

Peter Bamber: I think that's a very good idea.



**Norwood Conservation Commission**  
**Regular Business Meeting**  
**April 5, 2017**

Carol Fishman: You have the whole area of snowplows, I'm sure somewhere in town there are other places where you could store that equipment and have that building, your hanger, further over out of the wetland or further away from the wetland.

Mark Ryan: That's a town building. It was funded by the FAA and Mass DOT. It would not go out to a private entity, it has to stay in its function, what it was designed for. So turning that into a hanger, FAA would not allow that.

Joe DiMaria: It's not regular plows, that's plows specially made for the airport.

Carol Fishman: Oh I'm sorry, you're saying they store plows so I thought it was town plows.

Mark Ryan: Not DPW but this is right. Airport equipment.

Peter Bamber: I just think Mr. DiMaria's comments about taking that fairly weak isolated wetland and expanding over to the right there a healthy wetland and making it even bigger is just a far better idea. And so it's a "win-win."

Joe DiMaria: And the other side of the coin is that you really are not supposed to be using wetland that you make as flood storage. They're sort of incompatible kinds of purposes. So this would now say that you're not going to use it as flood storage because you don't need to use it as flood storage. We really haven't addressed the flood storage issue. It's really a very small amount of compensatory storage that you need. It's only the base of the building, it being only slightly higher than the flood level for the finished floor grade.

Joe DiMaria: What I am concerned about in the airport is that the amount of land that you can replicate for a wetland is limited to 5,000 square feet. That's not 5,000 square feet per project, that's 5,000 square feet per wetland. And it's really unfair because if you have a two acre plot and you replicate 5,000 square feet it seems reasonable. But if you have a square mile plot and you're only allowed to replicate 5,000 square feet that seems very unfair. So I think by expanding it, although you are replicating it, I wouldn't consider that a separate replication. I would consider that not having a replicated wetland.

John Gear: Called for additional comments, questions or a motion.

Joe DiMaria: I'd like to continue the hearing to our next meeting to see if, in fact, the airport commission would like to accept those changes.

Mark Ryan: Absolutely. We can work that out. We'll go back to the drawing board and calculate those square footages and the flood compensation and I believe we can meet your requests.

Al Goetz: You know, Joe, one of the reasons we went with this is the minor change in shrinking the building was because of your objections to other projects at the airport. So when we were talking about that project we were thinking of making it something that you would be willing to accept that it wasn't going to be big. But I absolutely agree that little small isolated wetland patches, as I said, it doesn't have much value.



**Norwood Conservation Commission**  
**Regular Business Meeting**  
**April 5, 2017**

Peter Bamber: When you do come back with a new plan be prepared to explain where the roof drainage water will go.

Al Goetz: I agree with that kind of a solution here.

John Gear: Are we in agreement on that? Do we need to vote on that?

Peter Bamber: Second.

John Gear: Okay, all in favor?

Motion to continue the hearing until the next meeting by Joe DiMaria. Seconded by Peter Bamber. Vote 6 to 0. Unanimous, motion passed.

No further action was taken.

## NORWOOD CONSERVATION COMMISSION

### Meeting Agenda\*

April 19, 2017

Town Hall Room 12 at 7:30pm\*\*

1. **7:30 pm Notice of Intent (cont. from April 5, 2017)** – Town of Norwood/DPW representing Town of Norwood, DEP File No. 251-0485, N2017-03, project location: Access Road, Norwood, MA.
2. **Sign Order of Conditions (Town approval; State denial)** – Norwood Airport Commission, DEP File No. 251-0484, N2017-02, project location: 125 Access Road, Norwood, MA.
3. **Sign Extension** – Gill Pond Realty Trust, N2006-05 (town order only), project location: 61 Endicott Street, Norwood, MA.
4. **Sign Order of Conditions** – Peter Celona / River Ridge Ltd Partnership, DEP File No. 251-0486, N2017-04, project location: 100 River Ridge Drive, Norwood, MA.
5. **New Business**
  - a. Fishing Derby 2017
6. **Treasurer's Report**
7. **Conservation Agent's Report**

\*Agenda is subject to revision up to 48 hours prior to meeting. Please check website for any changes: [www.norwoodma.gov](http://www.norwoodma.gov).

\*\*Meeting start time subject to delay.

### Remaining Meetings for 2017

May 3<sup>rd</sup> & 17<sup>th</sup>

September 6<sup>th</sup>

June 7<sup>th</sup> & 21<sup>st</sup>

October 4<sup>th</sup> & 18<sup>th</sup>

July 19<sup>th</sup>

November 1<sup>st</sup> & 15<sup>th</sup>

August 2<sup>nd</sup> & 16<sup>th</sup>

December 6<sup>th</sup> & 20<sup>th</sup>

**Norwood Conservation Commission  
Regular Business Meeting  
April 19, 2017**

**PRESENT:**

John Gear, Chairman  
Lee Leach, Vice Chairman  
Peter Bamber, Treasurer  
Cheryl Doyle  
Joseph DiMaria  
Carol Fishman  
Al Goetz (staff)  
Mark Ryan, DPW

**Absent:**

None

John Gear: Good evening, this is Norwood Conservation Commission meeting for April 19, 2017. This meeting is being recorded, if you have any recording devices please let us know.

Opening roll call – all members present responded.

Meeting called to order by Chairman John Gear at 7:30pm.

**7:30 pm Notice of Intent (cont. from 4/5/17) – Town of Norwood/DPW representing Town of Norwood, DEP File No. 251-0485, N2017-03, project location: Access Road, Norwood, MA.**

John Gear: Notice of intent, Town of Norwood DPW representing the Town of Norwood DEP file 251-0485 N2017-03 project location Access Road, Norwood, Mass.

Mark Ryan: Good evening, everyone. Mark Ryan, Norwood Airport Commission, town engineer, Director of Public Works.

Mark Ryan: Thank you for having me back. We revised the plans in accordance with the discussions of the last meeting. Initially we had a proposal of a 60' by 100' aircraft hangar and now we've increased that to 60' by 120', rather than try to produce an isolated vegetated wetland we took your advice. We provided 1,670 square feet of a wetland replication to replace the 1,412 square feet of the isolated vegetated wetland. We also provided for the stormwater basin here for the roof drains - that will handle more than a hundred year storm. It also provides a one to one replication of bordering land subject to flooding area. The area to the south of it will be vegetated and back here in the basin will all be vegetated and the wetland replication, there is a plan by Epsilon Associates, which provides a number of stipple bush, button bush and meadow stein and New England wet mix they have recommend for the wetland replication. Are there any questions?  
Comments?

Members reviewed the materials and plans. There were no additional comments or discussion.

Joe DiMaria: Move we approve the project and issue the order.

Cheryl Doyle: Second.

John Gear: All those in favor? All those opposed?



**Norwood Conservation Commission**  
**Regular Business Meeting**  
**April 19, 2017**

Motion to approve the project and issue the order by Joe DiMaria. Seconded by Cheryl Doyle. Vote 6 to 0. Unanimous, motion passed.

No further action was taken.