



**TOWN OF WINCHESTER  
PLANNING BOARD MEETING  
TUESDAY, JANUARY 7, 2020 @7:00PM  
SELECT BOARD ROOM**

	<b>BUSINESS</b>
7:00PM	Open Planning Board Meeting, Updates, Local Historic District
7:05PM	ANR: Atlantic Gelatin/Kraft Foods (The Vale)
7:15PM	John Leavitt 10-16 Mt. Vernon Street
7:45PM	Ian Gillespie: 10 Converse Place
8:45PM	Highland Ave Guardrail redesign request
9:00PM	FY21 Budget Discussion/Goals and Objectives
9:35PM	19-35 River St 40B (Architecture and Design Discussion
10:00PM	New Business not known at the time of the posting
10:05PM	Adjourn

<b>CORRESPONDENCE</b>	
	<p>Winchester Historical Commission – 8 Webster Street ( Residence &amp; Garage)</p> <p>The Winchester Historical Commission held a public hearing regarding 8 Webster Street. Please do not delay issuing a permit for the demolition of such property.</p> <p>Winchester Historical Commission – 6 Plato Terrace – (Residence)</p> <p>Please proceed with issuance of the demolition permit for residence located at 6 Plato Terrace.</p>
	Town of Arlington – Public Hearings
	City of Woburn – Public Hearings

<b>2020 MEETINGS</b>	
Tuesday Jan 14th	7:00PM Master Plan Steering Committee, 8:30PM Planning Board Meeting, Select Board Room
Tuesday Jan 28th	7:30 Planning Board Meeting, Select Board Room



# TOWN OF WINCHESTER

## OFFICE OF PLANNING DEPARTMENT

**BRIAN SZEKELY**

**Town Planner**

71 Mount Vernon Street  
Winchester, MA 01890

### January 7, 2020 Planning Board Meeting

**ANR**

**2 HILL ST (WOBURN & WINCHESTER)**

Applicant seeks an ANR for portions of "The Vale" property that are east of Washington Street and located in portions of known wet areas. These lands are under discussion with Leggat McCall to place an alternate route of the Tri-Community Greenway so that it may connect more safely with the proposed development. It is unclear if this will happen, but the land is being divided now in order to potentially set up that land transfer.

The already subdivided lots along Forest Street that are currently being prepared for single family home development are not reflected on the plan. I alerted the applicant about this deficiency, and he assured me a new mylar will be ready for the meeting that reflects the subdivided land.

Lot B undoubtedly has many mature trees located within its boundaries and are not located on the plan. I feel it's unnecessary to document every single mature tree within the stand of trees located on the property, but alerted the applicant that some type of forested designation should be noted on the plan to make clear this is a forested area. The applicant assured me a new mylar will be ready for the meeting that reflects the forested land.

All other regulations are adhered to, so as long as the new mylar reflects the changes noted above, I recommend endorsing the ANR plan.

RECEIVED  
WINCHESTER ENG DEPT.

2019 DEC 18 AM 9:51

TOWN OF WINCHESTER  
MIDDLESEX COUNTY, MASSACHUSETTS  
PLANNING BOARD  
TOWN HALL  
WINCHESTER, MASSACHUSETTS 01890  
Phone: 781-721-7162 Fax: 781-721-7166

FORM A

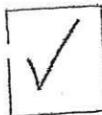
APPLICATION FOR ENDORSEMENT OF PLAN  
BELIEVED NOT TO REQUIRE APPROVAL

File one completed form with the Planning Board and one copy with the Town Clerk in accordance with the requirements of Section 4.

Date: 12/05/19

To the Planning Board:

The undersigned, believing that the accompanying plan of this property in the Town of Winchester does not constitute a subdivision within the meaning of the Subdivision Control Law, submits said plan for a determination and endorsement that Planning Board approval under the Subdivision Control Law is not required.  
(Check appropriate box.)

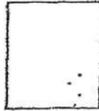


1. The accompanying plan is not a subdivision because the plan does not show a division of land; if there is a division of land shown, it is not a subdivision because every lot shown on the plan has frontage of at least such distance as is presently required by the Winchester Zoning Bylaw under Section 4.0 which requires 80 feet for the erection of a building on such lot. Every lot shown on the plan has such frontage on:

a. A public way, private way or a way shown on the plan that is either certified by the Town Clerk as maintained and used as a public way or a way endorsed in accordance with the Subdivision Control Law or a private way.



2. The division of the tract of land shown on the accompanying plan is not a "subdivision" because it shows a proposed conveyance/ other instrument, which adds to/takes away from/changes the size and shape of lots in such a manner so that no lot affected is left without frontage as required by the Town of Winchester Zoning Bylaw.



3. The division of the tract of land shown on the accompanying plan is not a subdivision because two or more buildings were standing on the plan prior to the date when the Subdivision Control Law went into effect (1953) and the buildings remain standing on each of the lots. The buildings are located on the accompanying plan.

4. Other reasons or comments:



\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

The owner's title to the land is recorded in Book 70003 Page 125 or Land Court Certificate Number \_\_\_\_\_

Assessor's Map and Parcel # MAP 1, LOT 30

Received by the Town Clerk

Date December 11, 2019

Signature [Handwritten Signature]

Applicant's Signature JCR [Handwritten Signature]

Applicant's Name J C Reynolds for Montvale Land LLC

Applicant's Address 10 Post Office Sq Boston MA 02109

Applicant's Phone Number and Email (17.422.2022) (Jc.R Reynolds@LMP.com)

Owner's signature and address if not the applicant or applicant's authorization if not the owner

Signature \_\_\_\_\_

Printed Name \_\_\_\_\_

FORM D

DESIGNER'S CERTIFICATE

December 5, 2019

To the Planning Board of the Town of Winchester.

I hereby certify that the accompanying plan, entitled "Approval Not Required - 2 Hill St Winchester - Webster, MA" Scale 1"=60' and dated December 5, 2019 is true and correct to the accuracy required by the Rules and Regulations of the Winchester Planning Board, and that all pertinent data are shown.



[Signature]  
Registered Land Surveyor

Registration No. 28416

\_\_\_\_\_  
Registered Professional Engineer

Registration No. \_\_\_\_\_

(Seal)



I HEREBY CERTIFY THAT THE ACCOMPANYING PLAN ENTITLED "APPROVAL NOT REQUIRED PLAN OF LAND" DATED 12/05/19, IS TRUE AND CORRECT TO THE ACCURACY REQUIRED BY THE RULES AND REGULATIONS OF THE WINCHESTER PLANNING BOARD AND THAT ALL PERTINENT DATA ARE SHOWN.

NOTES  
1. SEE SHEET 1 FOR NOTES & REFERENCES

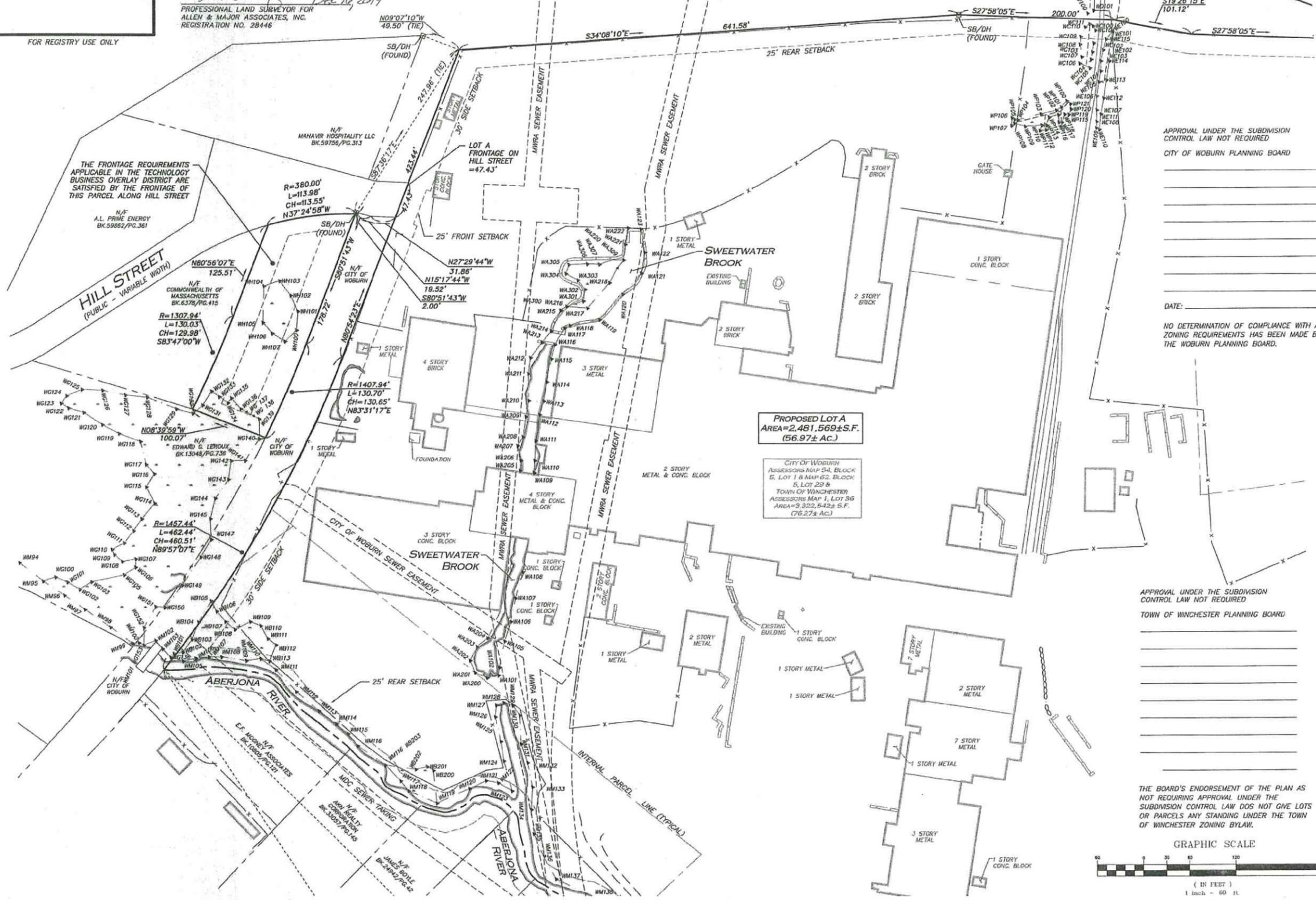
PROFESSIONAL LAND SURVEYOR FOR  
ALLEN & MAJOR ASSOCIATES, INC.  
REGISTRATION NO. 28446

Dec 16, 2019

FOR REGISTRY USE ONLY

**INTERSTATE 93**  
(PUBLIC - VARIABLE WIDTH - LIMITED ACCESS)

TOWN OF STONEHAM  
CITY OF WOBURN



APPROVAL UNDER THE SUBDIVISION  
CONTROL LAW NOT REQUIRED  
CITY OF WOBURN PLANNING BOARD

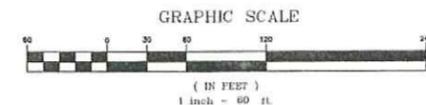
DATE: \_\_\_\_\_  
NO DETERMINATION OF COMPLIANCE WITH ALL  
ZONING REQUIREMENTS HAS BEEN MADE BY  
THE WOBURN PLANNING BOARD.

PROPOSED LOT A  
AREA=2,481,569±S.F.  
(56.97± AC.)

CITY OF WOBURN  
Assessors MAP 04, BLOCK  
5, LOT 1 & MAP 62, BLOCK  
5, LOT 29 &  
TOWN OF WINCHESTER  
Assessors MAP 1, LOT 36  
AREA=3,322,542± S.F.  
(76.27± AC.)

APPROVAL UNDER THE SUBDIVISION  
CONTROL LAW NOT REQUIRED  
TOWN OF WINCHESTER PLANNING BOARD

THE BOARD'S ENDORSEMENT OF THE PLAN AS  
NOT REQUIRING APPROVAL UNDER THE  
SUBDIVISION CONTROL LAW DOES NOT GIVE LOTS  
OR PARCELS ANY STANDING UNDER THE TOWN  
OF WINCHESTER ZONING BYLAW.



N:\PROJECTS\2219-01B\SURVEY\DRAWINGS\5-2219-01B-ANR.DWG  
TBL 1729 & 1734

WE HEREBY CERTIFY THAT:  
THIS PLAN IS THE RESULT OF AN ACTUAL ON  
THE GROUND SURVEY PERFORMED ON OR  
BETWEEN DECEMBER 30, 2015 AND AUGUST  
20, 2019.  
THIS PLAN WAS PREPARED IN ACCORDANCE  
WITH THE RULES AND REGULATIONS OF THE  
REGISTERS OF DEEDS DATED JANUARY 1, 1976  
AND REVISED JANUARY 12, 1988.  
THE ABOVE CERTIFICATION IS INTENDED TO  
MEET REGISTRY OF DEEDS REQUIREMENTS FOR  
THE RECORDING OF PLANS AND IS NOT A  
CERTIFICATION TO THE TITLE OR OWNERSHIP  
OF THE PROPERTY SHOWN. OWNERS OF  
ADJOINING PROPERTIES ARE SHOWN  
ACCORDING TO CURRENT TOWN OF WINCHESTER  
AND CITY OF WOBURN ASSESSOR'S  
INFORMATION.  
THE ABOVE IS CERTIFIED TO THE BEST OF  
MY PROFESSIONAL KNOWLEDGE, INFORMATION  
AND BELIEF.

ALLEN & MAJOR ASSOCIATES, INC.  
PROFESSIONAL LAND SURVEYOR FOR  
ALLEN & MAJOR ASSOCIATES, INC.



REV	DATE	DESCRIPTION
1	12/16/2019	REVISED PER TOWN COMMENTS

APPLICANT/OWNER:  
MONTVALE LAND LLC C/O  
LEGGAT MCCALL PROPERTIES, LLC  
TEN POST OFFICE SQUARE  
BOSTON, MA 02109

PROJECT:  
2 HILL STREET  
WOBURN & WINCHESTER, MA

PROJECT NO. 221901B DATE: 12/05/19  
SCALE: 1" = 60' DWG. NAME: S221901B.ANR  
DRAFTED BY: AIR CHECKED BY: NL

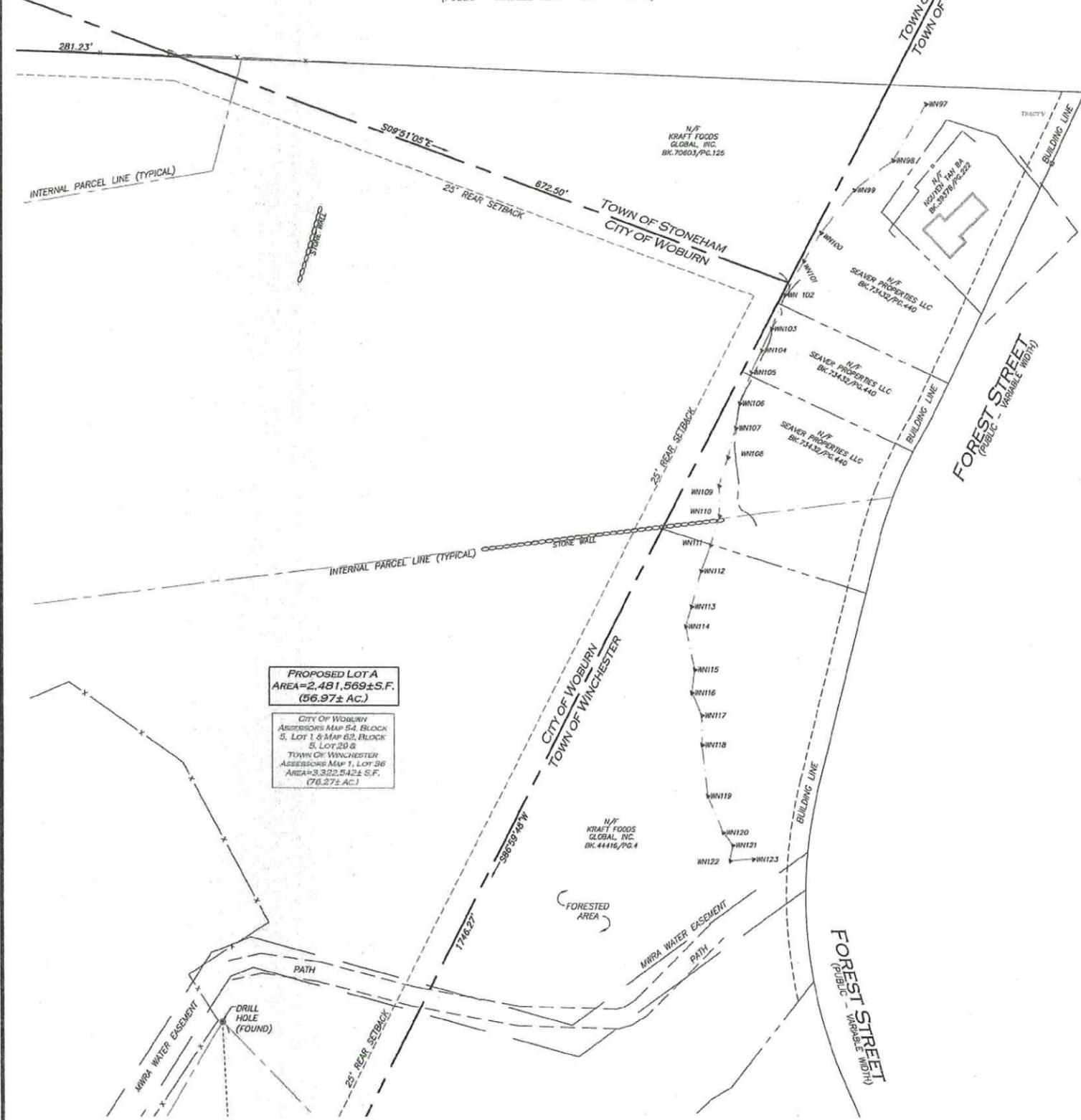
PREPARED BY:

**ALLEN & MAJOR ASSOCIATES, INC.**  
civil & structural engineering • land surveying  
environmental consulting • landscape architecture  
www.allenmajor.com  
100 COMMERCE WAY  
P.O. BOX 2118  
WOBURN MA 01888-0118  
TEL: (978) 935-8899  
FAX: (978) 935-9996

WOBURN, MA • LAKEVILLE, MA • MANCHESTER, NH  
THIS DRAWING HAS BEEN PREPARED IN ELECTRONIC FORMAT.  
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PROVIDED COPIES OF DRAWINGS AND SPECIFICATIONS ON MAGNETIC  
MEDIA FOR HIS/HER INFORMATION AND USE FOR SPECIFIC  
APPLICATION TO THIS PROJECT. DUE TO THE POTENTIAL THAT THE  
MAGNETIC INFORMATION MAY BE MODIFIED UNINTENTIONALLY OR  
OTHERWISE, ALLEN & MAJOR ASSOCIATES, INC. MAY REMOVE ALL  
INDICATION OF THE DOCUMENT'S AUTHORITY OR THE MAGNETIC  
MEDIA. PRINTED REPRESENTATIONS OF THE DRAWINGS AND  
SPECIFICATIONS ISSUED SHALL BE THE ONLY RECORD COPIES OF  
ALLEN & MAJOR ASSOCIATES, INC.'S WORK PRODUCT.

DRAWING TITLE: APPROVAL NOT REQUIRED SHEET No. 2

**INTERSTATE 93**  
(PUBLIC - VARIABLE WIDTH - LIMITED ACCESS)



**PROPOSED LOT A**  
AREA=2,481,569±S.F.  
(56.97±Ac.)

CITY OF WOBURN  
ASSESSORS MAP 54, BLOCK  
5, LOT 1 & MAP 62, BLOCK  
5, LOT 29 &  
TOWN OF WINCHESTER  
ASSESSORS MAP 1, LOT 36  
AREA=3,322,542± S.F.  
(76.27±Ac.)

LEGEND	
DRILL HOLE (DH)	⊙
STONE BOUND (SB)	□
IRON PIPE (IP)	○
IRON ROD (IR)	◊
WETLAND FLAG	▲A31
BUILDING	▭
WETLAND AREA	▨
CHAIN LINK FENCE	⊗
PROPERTY LINE	---
ABUTTERS LINE	---
TOWN LINE	---
NOW OR FORMERLY	N/F
BOOK	BK.
PAGE	PG.
LAND COURT	L.C.
LAND COURT CASE	L.C.C.

I HEREBY CERTIFY THAT THE ACCOMPANYING PLAN ENTITLED "APPROVAL NOT REQUIRED PLAN OF LAND" DATED 12/05/19, IS TRUE AND CORRECT TO THE ACCURACY REQUIRED BY THE RULES AND REGULATIONS OF THE WINCHESTER PLANNING BOARD AND THAT ALL PERTINENT DATA ARE SHOWN.

*[Signature]* Dec 16, 2019  
PROFESSIONAL LAND SURVEYOR FOR ALLEN & MAJOR ASSOCIATES, INC. REGISTRATION NO. 28446

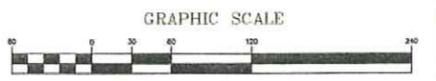
APPROVAL UNDER THE SUBDIVISION CONTROL LAW NOT REQUIRED  
TOWN OF WINCHESTER PLANNING BOARD

THE BOARD'S ENDORSEMENT OF THE PLAN AS NOT REQUIRING APPROVAL UNDER THE SUBDIVISION CONTROL LAW DOES NOT GIVE LOTS OR PARCELS ANY STANDING UNDER THE TOWN OF WINCHESTER ZONING BYLAW.

APPROVAL UNDER THE SUBDIVISION CONTROL LAW NOT REQUIRED  
CITY OF WOBURN PLANNING BOARD

NO DETERMINATION OF COMPLIANCE WITH ALL ZONING REQUIREMENTS HAS BEEN MADE BY THE WOBURN PLANNING BOARD.

**NOTES**  
1. SEE SHEET 1 FOR NOTES & REFERENCES



WE HEREBY CERTIFY THAT:  
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THIS PLAN WAS PREPARED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS DATED JANUARY 1, 1976 AND REVISED JANUARY 12, 1985.  
THE ABOVE CERTIFICATION IS INTENDED TO MEET THE REGISTRY OF DEEDS REQUIREMENTS FOR THE RECORDING OF PLANS AND IS NOT A CERTIFICATION TO THE TITLE OR OWNERSHIP OF THE PROPERTY SHOWN. OWNERS OF ADJOINING PROPERTIES ARE SHOWN ACCORDING TO CURRENT TOWN OF WINCHESTER AND CITY OF WOBURN ASSESSOR'S INFORMATION.  
THE ABOVE IS CERTIFIED TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION AND BELIEF.  
ALLEN & MAJOR ASSOCIATES, INC.

*[Signature]* Dec 16, 2019  
PROFESSIONAL LAND SURVEYOR FOR ALLEN & MAJOR ASSOCIATES, INC.



REV	DATE	DESCRIPTION
1	12/16/2019	REVISED PER TOWN COMMENTS

APPLICANT/OWNER:  
MONTVALE LAND LLC C/O  
LEGGAT MCCALL PROPERTIES, LLC  
TEN POST OFFICE SQUARE  
BOSTON, MA 02109

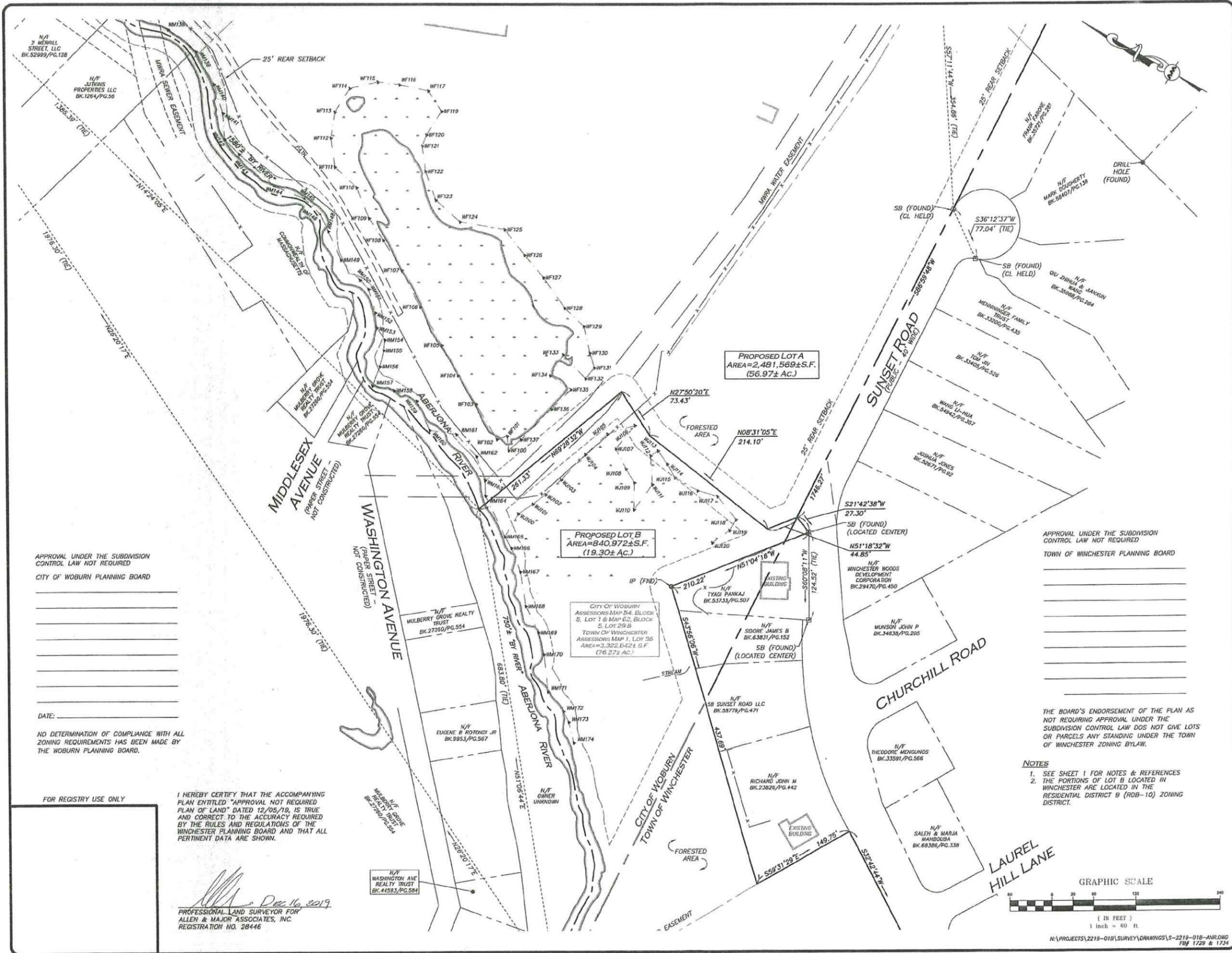
PROJECT:  
**2 HILL STREET**  
WOBURN & WINCHESTER, MA

PROJECT NO. 221901B DATE: 12/05/19  
SCALE: 1" = 60' DWG. NAME: S2219-01B-ANR  
DRAFTED BY: AJR CHECKED BY: NL

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environmental consulting • landscape architecture  
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WOBURN, MA • LAKEVILLE, MA • MANCHESTER, NH

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DRAWING TITLE: APPROVAL NOT REQUIRED SHEET No. 3



WE HEREBY CERTIFY THAT:  
 THIS PLAN IS THE RESULT OF AN ACTUAL ON THE GROUND SURVEY PERFORMED ON OR BETWEEN DECEMBER 30, 2015 AND AUGUST 20, 2019.  
 THIS PLAN WAS PREPARED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS DATED JANUARY 1, 1976 AND REVISED JANUARY 12, 1986.  
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 THE ABOVE IS CERTIFIED TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION AND BELIEF.  
 ALLEN & MAJOR ASSOCIATES, INC.

*Allen & Major*  
 PROFESSIONAL LAND SURVEYOR FOR  
 ALLEN & MAJOR ASSOCIATES, INC.



REV	DATE	DESCRIPTION
1	12/16/2019	REVISED PER TOWN COMMENTS

APPLICANT/OWNER:  
**MONTVALE LAND LLC C/O  
 LEGGAT MCCALL PROPERTIES, LLC  
 TEN POST OFFICE SQUARE  
 BOSTON, MA 02109**

PROJECT:  
**2 HILL STREET  
 WOBURN & WINCHESTER, MA**

PROJECT NO. 221901B DATE: 12/05/19  
 SCALE: 1" = 60' DWG. NAME: S221901B.AIA  
 DRAFTED BY: AIR CHECKED BY: NL

PREPARED BY:

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DRAWING TITLE: APPROVAL NOT REQUIRED SHEET No. 4

APPROVAL UNDER THE SUBDIVISION CONTROL LAW NOT REQUIRED  
 CITY OF WOBURN PLANNING BOARD

DATE: \_\_\_\_\_

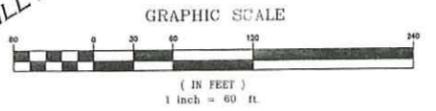
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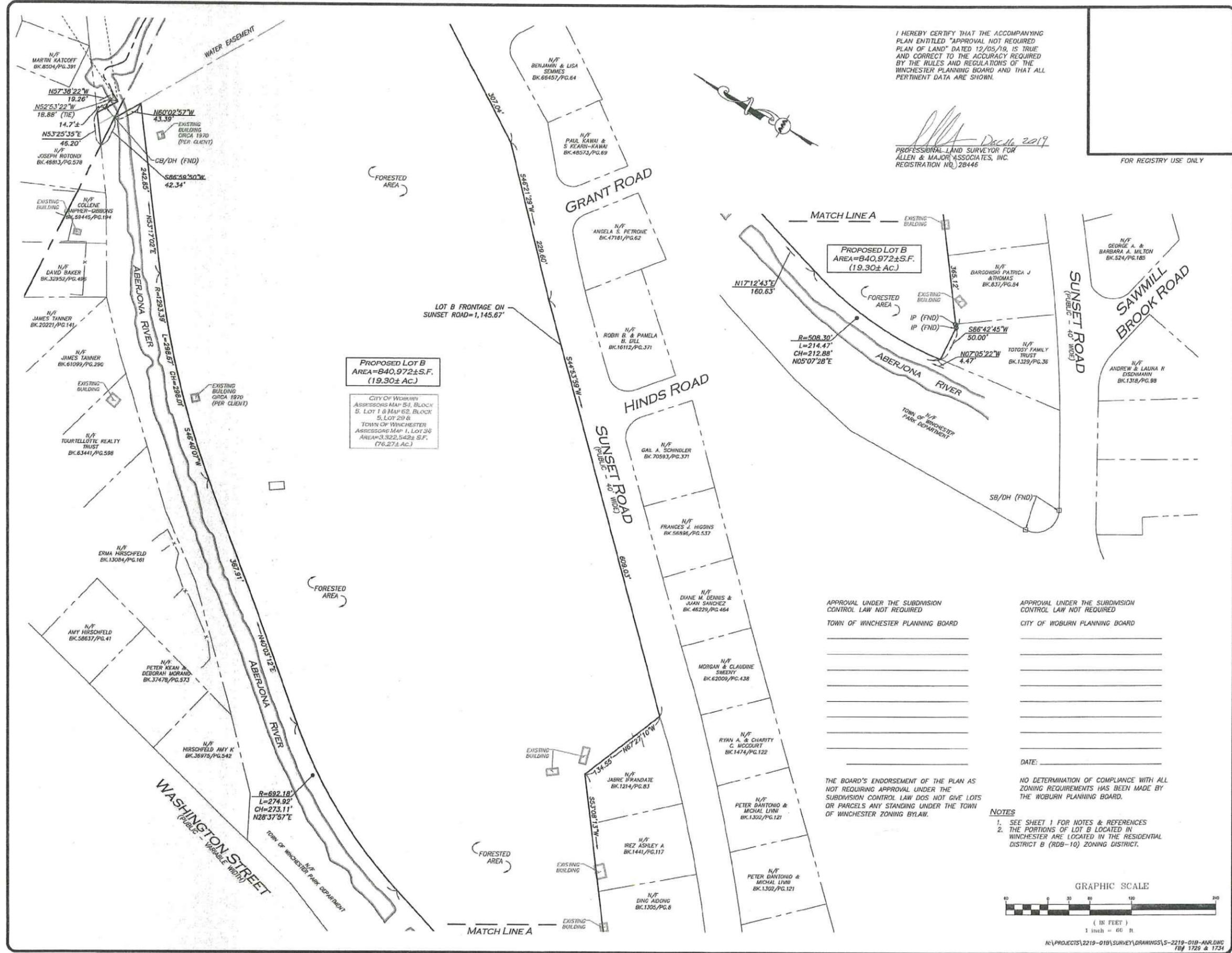
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*Allen & Major*  
 PROFESSIONAL LAND SURVEYOR FOR  
 ALLEN & MAJOR ASSOCIATES, INC.  
 REGISTRATION NO. 28446

APPROVAL UNDER THE SUBDIVISION CONTROL LAW NOT REQUIRED  
 TOWN OF WINCHESTER PLANNING BOARD

NOTES  
 1. SEE SHEET 1 FOR NOTES & REFERENCES  
 2. THE PORTIONS OF LOT B LOCATED IN WINCHESTER ARE LOCATED IN THE RESIDENTIAL DISTRICT B (RDB-10) ZONING DISTRICT.





I HEREBY CERTIFY THAT THE ACCOMPANYING PLAN ENTITLED "APPROVAL NOT REQUIRED PLAN OF LAND" DATED 12/05/19, IS TRUE AND CORRECT TO THE ACCURACY REQUIRED BY THE RULES AND REGULATIONS OF THE WINCHESTER PLANNING BOARD AND THAT ALL PERTINENT DATA ARE SHOWN.

*[Signature]* Dec 16, 2019  
PROFESSIONAL LAND SURVEYOR FOR ALLEN & MAJOR ASSOCIATES, INC. REGISTRATION NO. 28446

FOR REGISTRY USE ONLY

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THE ABOVE IS CERTIFIED TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION AND BELIEF.  
ALLEN & MAJOR ASSOCIATES, INC.

*[Signature]* Dec 16, 2019  
PROFESSIONAL LAND SURVEYOR FOR ALLEN & MAJOR ASSOCIATES, INC.

*[Seal]* 12/16/19

REV	DATE	DESCRIPTION
1	12/16/2019	REVISED PER TOWN COMMENTS

**APPLICANT/OWNER:**  
MONTVALE LAND LLC C/O  
LEGGAT MCCALL PROPERTIES, LLC  
TEN POST OFFICE SQUARE  
BOSTON, MA 02109

**PROJECT:**  
2 HILL STREET  
WOBURN & WINCHESTER, MA

**PROJECT NO.** 2219-01B **DATE:** 12/05/19  
**SCALE:** 1" = 60' **DWG. NAME:** 5-2219-01B-ANR  
**DRAFTED BY:** AJR **CHECKED BY:** NL

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**DRAWING TITLE:** APPROVAL NOT REQUIRED **SHEET No.:** 5





October 31, 2019

Town of Winchester  
71 Mount Vernon Street  
Winchester, Massachusetts 01890

Attention: Mr. Brian Szekely  
Town Planner

Reference: Abby Road Project  
Changes to Proposed Roadway Guardrail

SENT VIA EMAIL ONLY

WDG Project No: P0294-60

Dear Brian:

On behalf of Five Points Development, LLC, I am writing today to request a change in what was approved for the proposed guardrail on the above referenced project.

In the course of reviewing possible changes to the timber guardrail (specifically a reduction in the timber post sizes) we just recently became aware that MassDOT does not allow the use of timber guardrail on any of their state owned or controlled roadways. In talking with MassDOT about this, they report that all timber guardrail systems cannot pass and have not passed the standards and requirements as outlined in the AASHTO Manual for Assessing Safety Hardware (MASH), the second edition of which was published in 2016. According to MassDOT, because timber guardrail systems (such as the one originally proposed by this project) cannot pass MASH standards, MassDOT does not use or allow them on any state owned, managed, or controlled roadways regardless of the roadway's size, volume, or classification.

Because of this new (to us) understanding, we feel we have no choice but to change course and only install what has been endorsed by the Commonwealth's authority on roads and safety. I am attaching a copy of Drawing Numbers 400.1.3 through 400.1.6. of the MassDOT Construction Standards. On each, I have circled the direction that we plan to use. The proposed change would be a steel I-beam post with steel W-beam panel designed specifically as shown on the attached pages so as to be in full conformance with the state standard.

While we understand that there is a municipal process associated with a change to the approved design drawings for this project, we do not believe that the time needed for formal hearing notification is required in this case. There are no other options or discretionary elements to any aspect of this change. The state body who governs and establishes the legal requirements for roadside safety elements is singularly clear that timber (as it was proposed on our Town approved drawings) is not allowed and we are suggesting that this project's proposed guardrail be aligned with that which the state does allow. No amount of public notice, debate, or deliberation will or should alter these important facts. As a result, we respectfully request that this change be reviewed by the Planning Board at your next regularly scheduled meeting, with the appropriate input from the Town Engineer and others internal to the Town as may be needed. The time involved in extending this to

# WDG | Waterfield Design Group

public debate is unnecessary from a content perspective and is irrelevant from an outcome perspective. These unnecessary delays will adversely impact our project's intended closings which will have significant (and unnecessary) financial impacts on both sides of the planned sale closing transactions. It will also unnecessarily extend the length of time that the contractor's work can be completed up against much more challenging weather conditions, some of which can be detrimental to the conclusion of the project, if delayed.

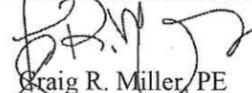
If the lengthy process described to me is unavoidable, we respectfully request that the installation proposed herein be allowed to proceed within 2 weeks of the date of this letter and that the municipal process side of this matter proceed in a separate but parallel track. As noted herein, from a safety and liability perspective, we do not know of an option outside of what we are suggesting herein. Our company and Five Points Development LLC are not willing to be at risk over the physical and/or economic lifespan of this product for something that we now know today is less than what is required by the state and federal standards that govern this element.

For each of the above reasons, we respectfully request that this request be reviewed as soon as possible.

If you have any questions, please do not hesitate to contact me directly.

Very truly yours

**THE WATERFIELD DESIGN GROUP, INC.**



Craig R. Miller, PE  
President

cc: Beth Rudolph, PE, Town Engineer (via email only)

**From:** San Antonio, Jacob [mailto:JSanAntonio@VHB.com]  
**Sent:** Friday, November 8, 2019 2:19 PM  
**To:** Rudolph, Beth <brudolph@winchester.us>; Lizewski, Ryan <RLizewski@VHB.com>  
**Cc:** Szekely, Brian <bszekely@winchester.us>  
**Subject:** RE: [External] FW: Abby Road guardrail

Hi Beth,

I spoke to my roadway folks. They said they would base guardrail design for a subdivision road on the *AASHTO Roadside Design Guide, 4th edition*. They would recommend either a steel guardrail as Craig is proposing, or a Steel-Backed Timber guardrail if the planning board wants the same aesthetics.

Here is a link to the design guide.

<http://imantaraddod.com/wp-content/uploads/2017/07/AASHTO-Roadside-Design-Guide-4th-ed-2011.pdf>

I hope this is helpful.

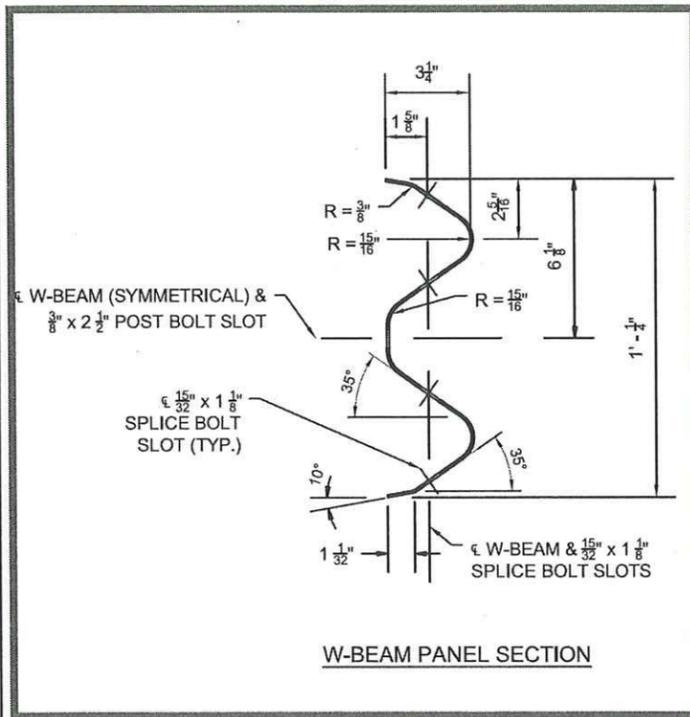
Jake

**Jacob San Antonio**  
Managing Director – Environmental

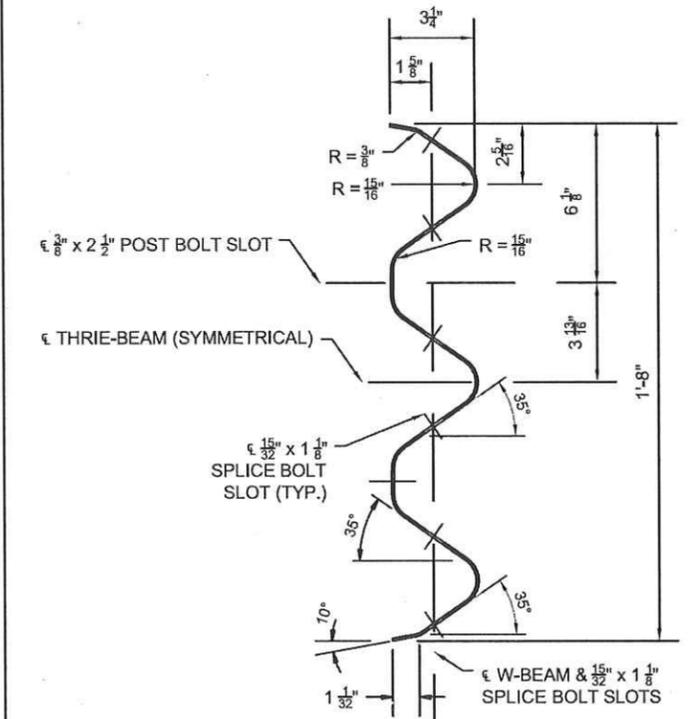
P 617.607.2710  
www.vhb.com

Best,

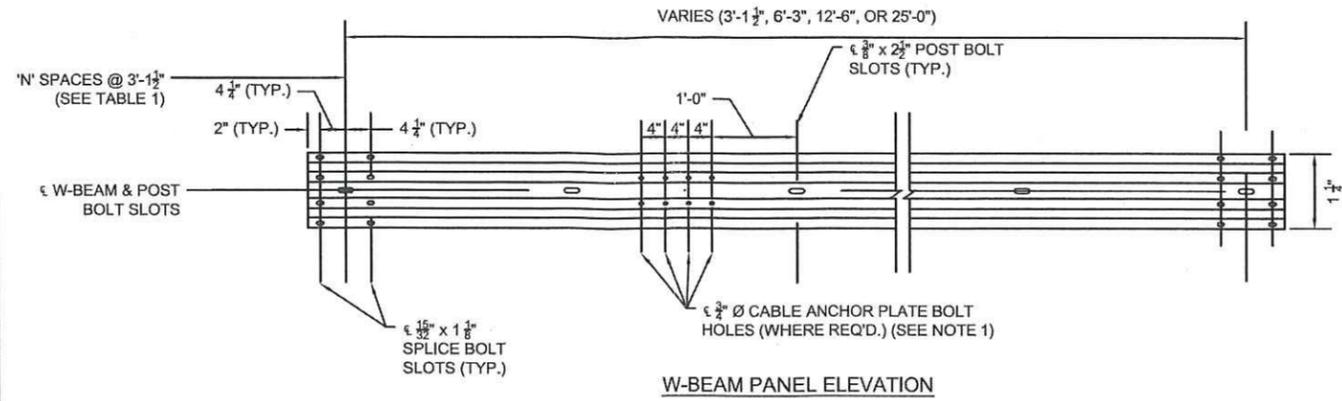
Brian Szekely  
Winchester Town Planner  
71 Mt. Vernon Street  
Winchester, MA 01890  
(781) 721-7162  
[bszekely@winchester.us](mailto:bszekely@winchester.us)



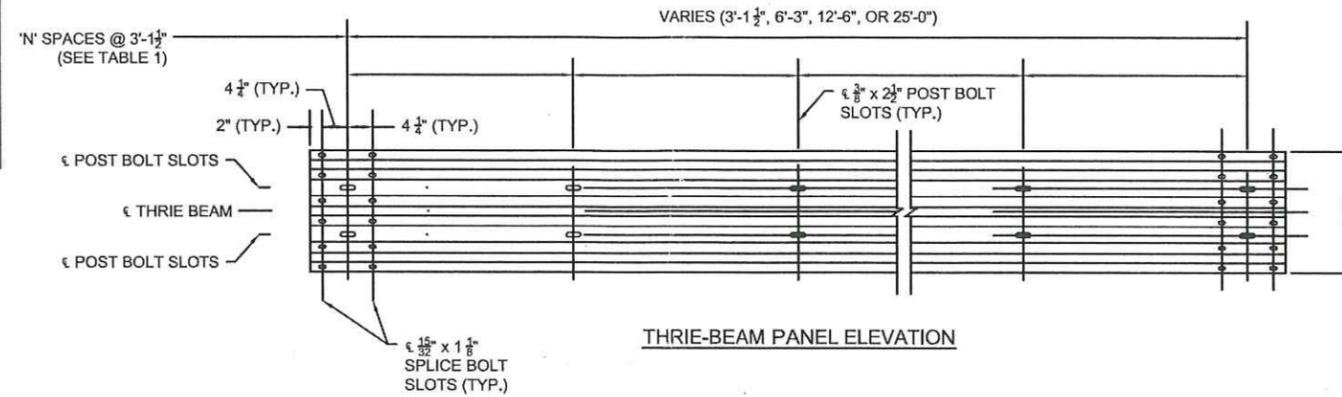
W-BEAM PANEL SECTION



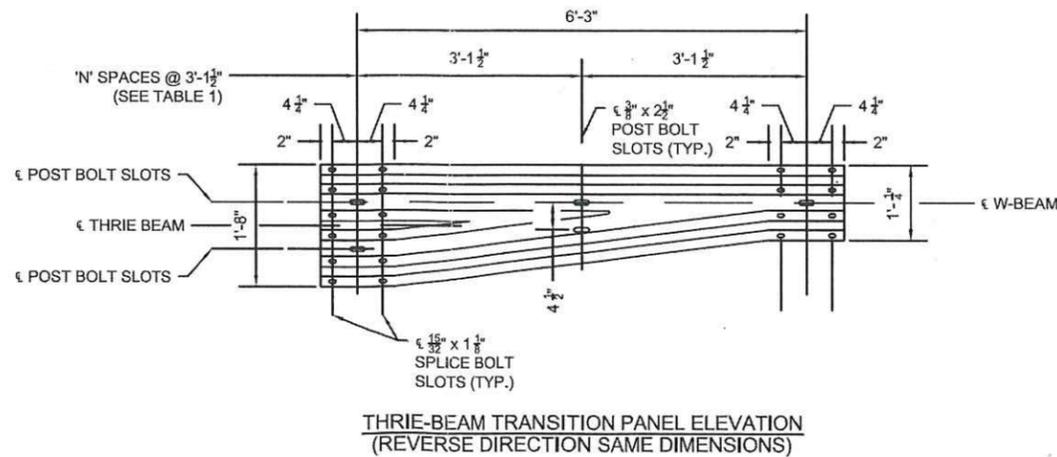
THRIE-BEAM PANEL SECTION



W-BEAM PANEL ELEVATION



THRIE-BEAM PANEL ELEVATION



THRIE-BEAM TRANSITION PANEL ELEVATION  
(REVERSE DIRECTION SAME DIMENSIONS)

TABLE 1 : PANEL SUMMARY

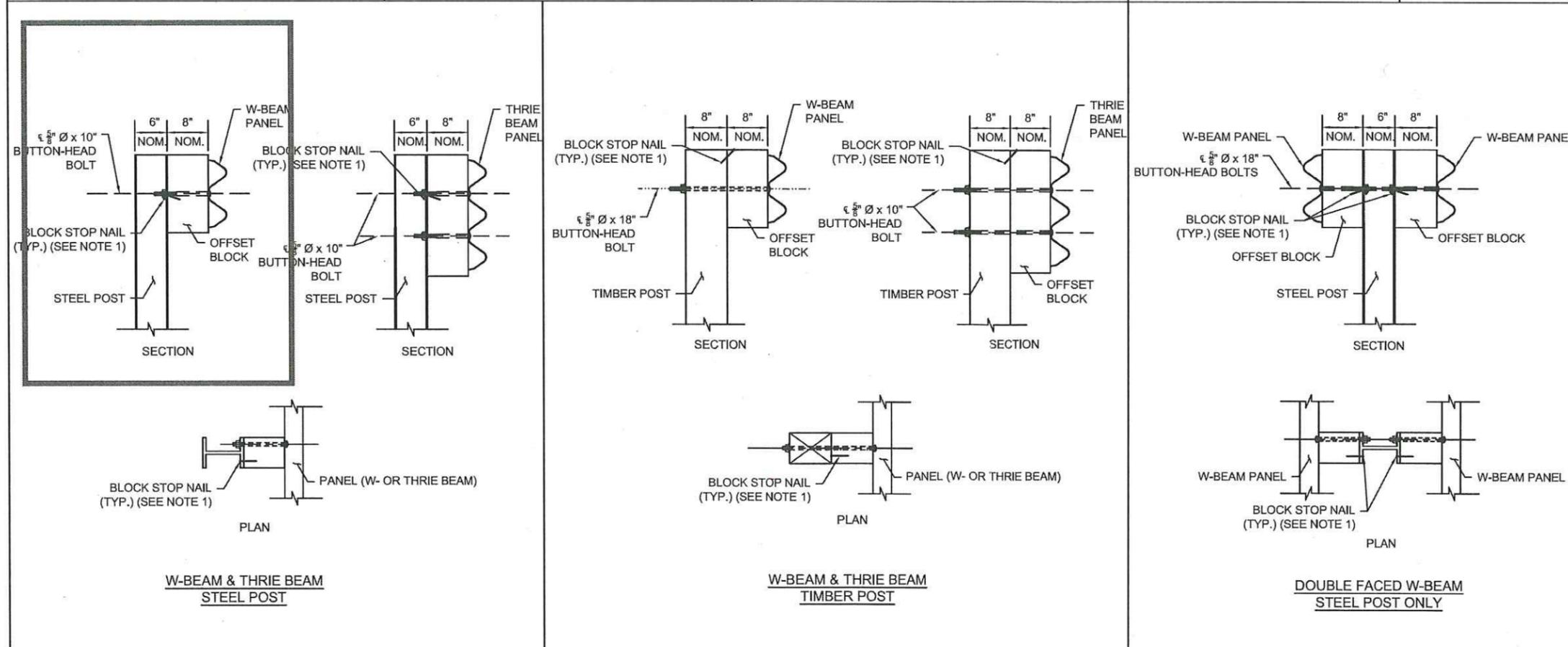
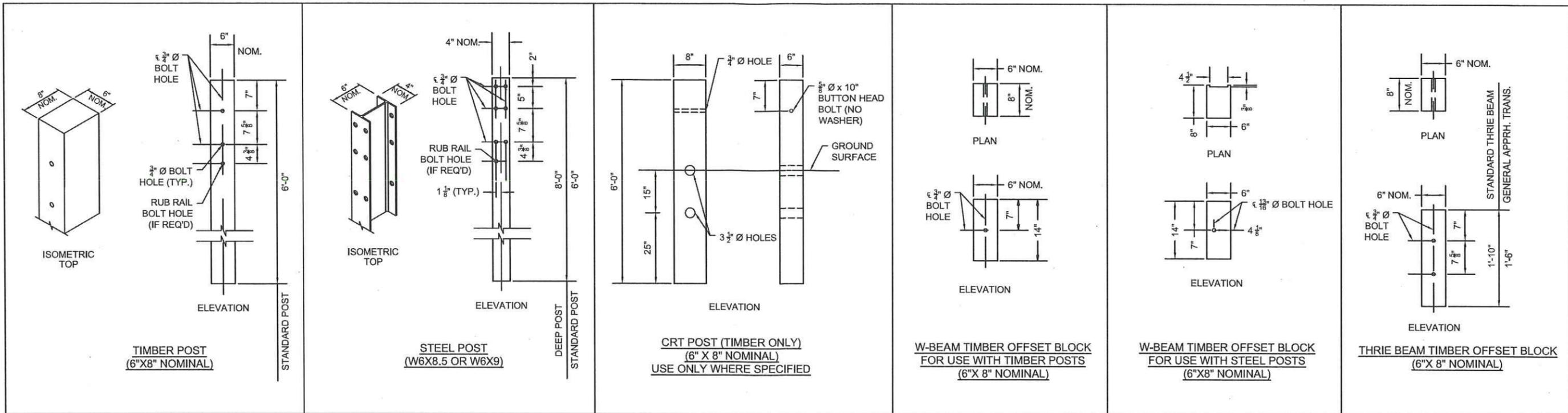
PANEL TYPE	NUMBER OF SPACES 'N'	GAUGE
6'-3" W-BEAM	2	12
9'-4" W-BEAM	3	12
12'-6" W-BEAM	4	12
25'-0" W-BEAM	8	12
12'-6" THRIE-BEAM	4	12
25'-0" THRIE BEAM	8	12
THRIE-BEAM TRANS.	2	10

TABLE 2 : 5/8" BUTTON-HEAD BOLT LENGTHS

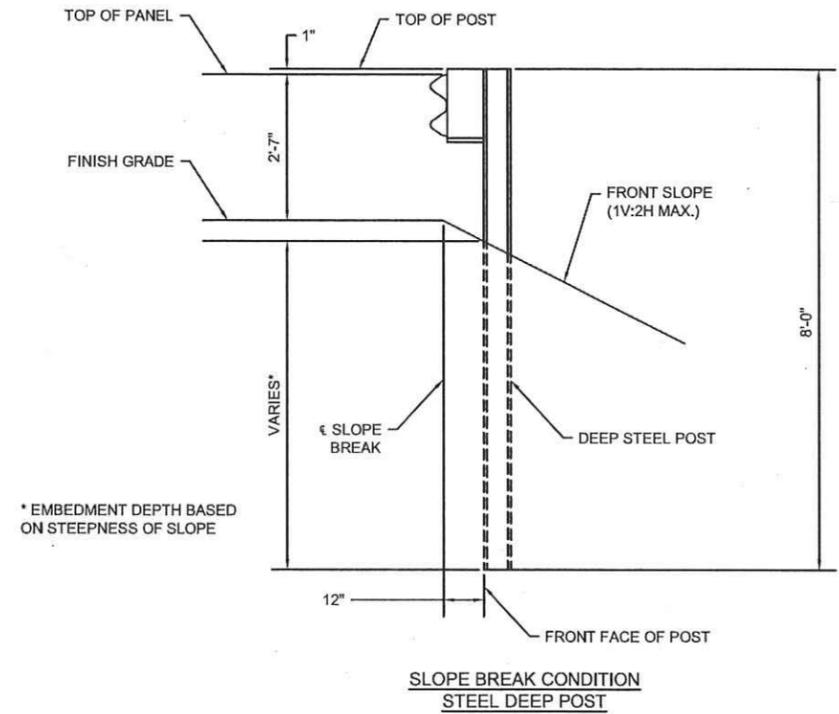
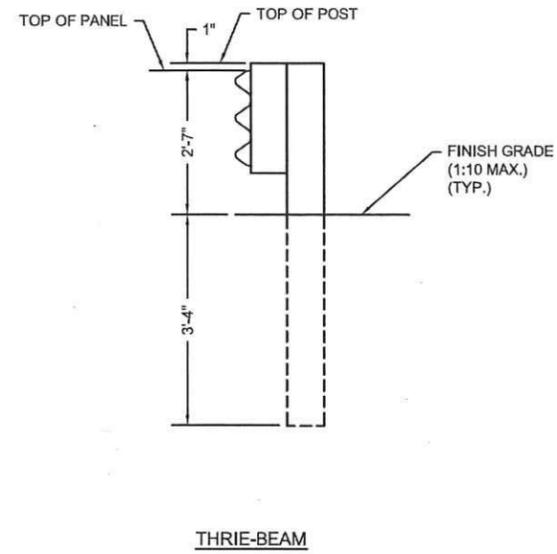
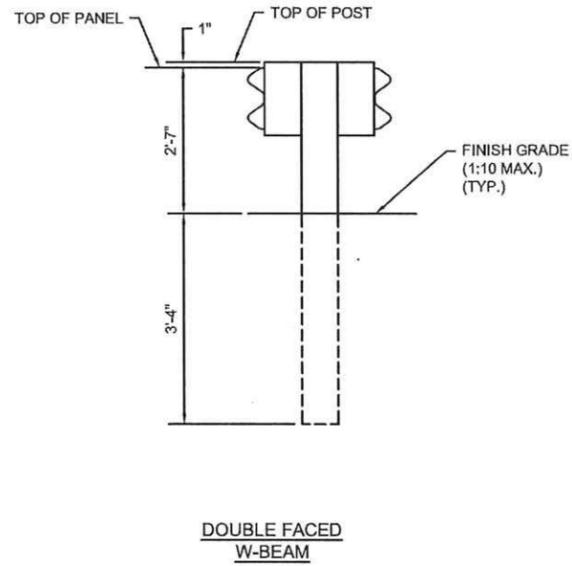
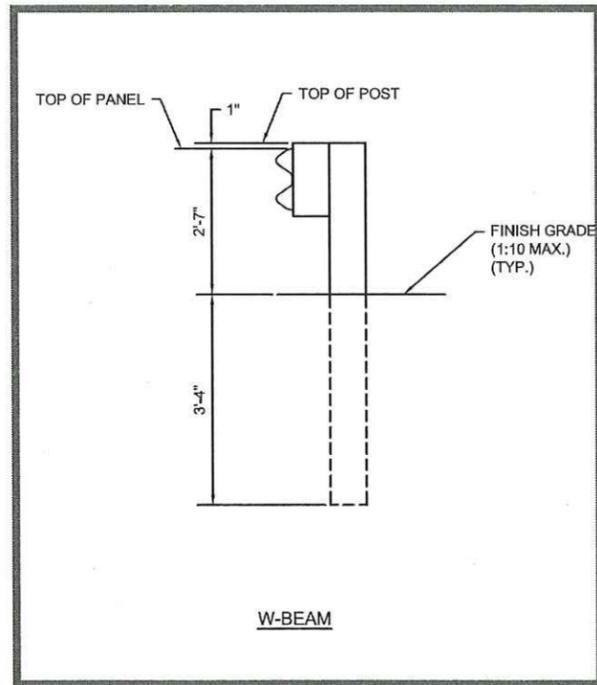
APPLICATION(S)	LENGTH 'L'	MIN. THREAD LENGTH
PANEL SPLICE	1 1/2"	FULL LENGTH
STEEL POST MOUNT - SINGLE FACED	10"	4"
TIMBER POST MOUNT - SINGLE FACED	18"	4"
STEEL POST MOUNT - DOUBLE FACED	10"	4"
TERMINAL CONNECTOR SPLICE	2"	FULL LENGTH

NOTES:

1. INCLUDE 3/8" Ø CABLE ANCHOR PLATE BOLT HOLES ONLY WHERE REQUIRED FOR THE INSTALLATION OF THE CABLE ANCHOR PLATE SHOWN ON 400.4.1 AND 400.4.2.
2. INSTALL BUTTON-HEAD BOLTS FOR POST MOUNTS AND SPLICES, AS REQUIRED. BOLT LENGTHS SHALL CONFORM TO TABLE 2 UNLESS OTHERWISE INDICATED. PLACE WASHERS UNDER NUTS; WASHERS ARE OPTIONAL AGAINST STEEL FLANGES. DO NOT PLACE WASHERS BETWEEN BOLT HEADS AND PANELS UNLESS OTHERWISE INDICATED.



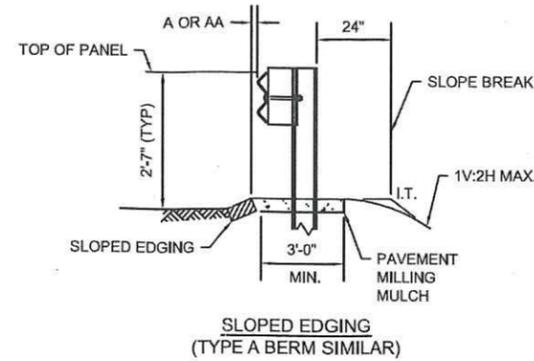
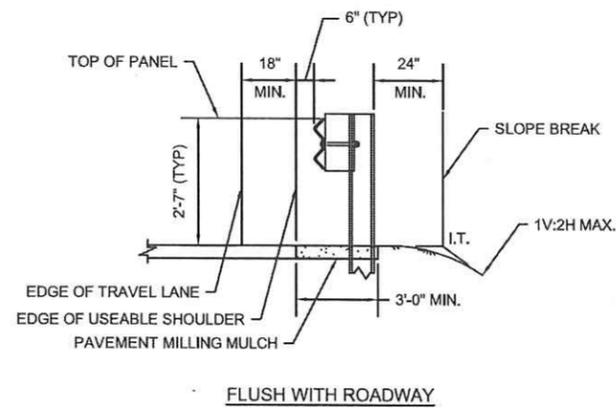
- NOTES:**
- DRIVE ONE NAIL PER W BEAM TIMBER OFFSET BLOCK TO PREVENT BLOCK ROTATION. USE ASTM A153 HOT DIP GALVANIZED STEEL 3 1/2" TYPE 16D NAILS. FOR STEEL POSTS, DRIVE THE NAIL THROUGH THE UNUSED FLANGE BOLT HOLE AND BEND THE NAIL SO ITS HEAD CONTACTS THE FLANGE.
  - DEEP STEEL POSTS SHALL ONLY BE USED WHERE INDICATED IN THESE STANDARDS OR THE PLANS.
  - WHERE BACK OF POSTS ARE EXPOSED AND PLACED WITHIN 2'-0" OF A SIDEWALK, SEPARATED BIKE FACILITY OR SHARED-USE PATH, TIMBER POSTS SHALL BE USED. ALTERNATIVELY, STEEL POSTS WITH A TIMBER BACKING, PER 400.5.1, MAY BE SUBSTITUTED AT NO ADDITIONAL COST. WHEN TIMBER POSTS ARE USED, ONE OF THE FOLLOWING SAFETY TREATMENTS IS REQUIRED FOR ALL BOLTS PROTRUDING FROM THE BACK FACE OF THE POST:
    - AFTER TIGHTENING THE NUT, TRIM THE PROTRUDING POST BOLT FLUSH WITH THE NUT AND GALVANIZE PER M7.04.11;
    - USE 15" POST BOLTS AND COUNTERSINK THE WASHER AND NUT BETWEEN 1" AND 1 1/2" DEEP INTO THE BACK FACE OF THE POST; OR
    - USE 15" POST BOLT SLEEVE NUTS AND WASHERS.
- END TREATMENTS AND TRANSITIONS, WHERE SPECIFIC MATERIAL TYPES ARE SPECIFIED, ARE EXEMPT FROM THESE REQUIREMENTS.



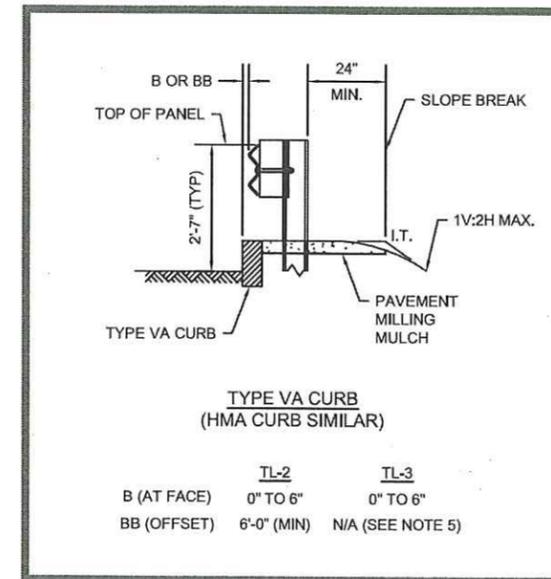
**NOTES:**

1. CONSTRUCTION TOLERANCE FOR PANEL HEIGHT =  $\pm 1"$ .

**SINGLE FACED:**

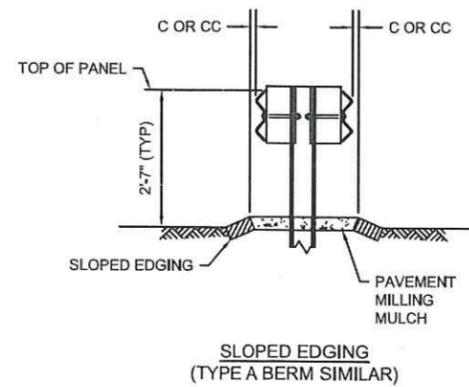
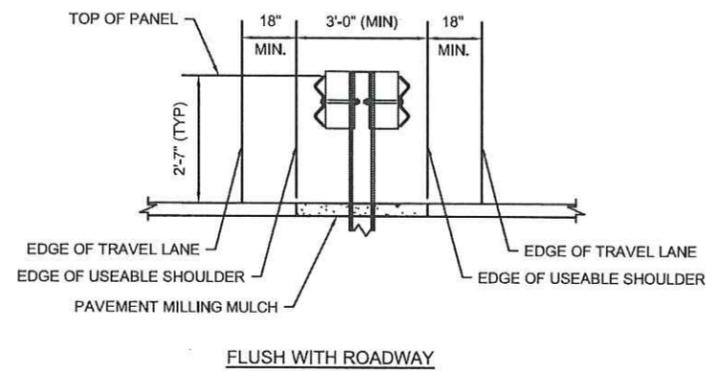


	TL-2	TL-3
A (AT FACE)	0" TO 6"	0" TO 6"
AA (OFFSET)	6'-0" (MIN)	N/A (SEE NOTE 5)

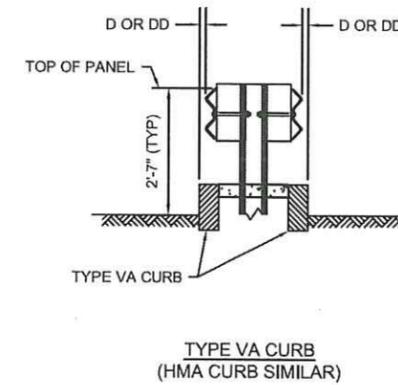


	TL-2	TL-3
B (AT FACE)	0" TO 6"	0" TO 6"
BB (OFFSET)	6'-0" (MIN)	N/A (SEE NOTE 5)

**DOUBLE FACED:**



	TL-2	TL-3
C (AT FACE)	0" TO 10"	0" TO 10"
CC (OFFSET)	6'-0" (MIN)	13'-0" (MIN)



	TL-2	TL-3
D (AT FACE)	0" TO 10"	0" TO 10"
DD (OFFSET)	6'-0" (MIN)	N/A (SEE NOTE 5)

**NOTES:**

1. TYPE VA CURB PER E 106.3.0.
2. HMA CURB PER E 106.2.0.
3. SLOPED EDGING PER E 106.5.0.
4. TYPE A BERM PER E 106.1.0.
5. TL-3 GUARDRAIL SHALL NOT BE OFFSET FROM VERTICAL CURB AND SINGLE FACED TL-3 GUARDRAIL SHALL NOT BE OFFSET FROM SLOPED EDGING UNLESS OTHERWISE SHOWN IN THE PLANS OR THESE STANDARDS.
6. IN ORDER TO FACILITATE DESIGN AND CONSTRUCTION, THE OFFSET FROM THE CURB TO FACE OF GUARDRAIL DOES NOT HAVE TO BE SYMMETRICAL BETWEEN SIDES. ONE SIDE MAY BE LOCATED AT THE FACE OF CURB AND THE OPPOSITE MAY BE OFFSET.



# TOWN OF WINCHESTER

## OFFICE OF THE PLANNING DEPARTMENT

BRIAN SZEKELY  
TOWN PLANNER

71 Mount Vernon Street  
Winchester, MA 01890

August 27, 2019

Re: 19-35 River Street Application for Site Eligibility

The following is a review of the Comprehensive Permit Application for a 5-story, 147 rental-unit mixed-income deed-restricted project with 37 affordable units and a total of 221 surface parking spaces, located at 19-35 River Street. The project application lists a density of 46.7 units/acre. The height is proposed for 70'. Representatives of the project for SLV River Street, LLC are Geoff Engler and Justin Krebs.

### **Project Eligibility Letter**

The Applicant received Project Eligibility from MassHousing on May 17, 2019 with a number of comments outline in the response from MassHousing. Most notably are the comments below:

*“The Applicant should be prepared to address concerns relative to the height and density of the Project, its impact on the character of the surrounding neighborhood, and to fully describe the proposed measures to address and mitigate these concerns. Particular attention should be given to mitigating impacts on nearby single-family homes. It is recommended that the Applicant further study the design through sectional, view corridor and perspective studies/renderings.”*

*“The Applicant should be prepared to provide and respond to data assessing the capacity of River Street to meet the future demand, improve traffic flow and safety at the intersection of Cross Street and explore ways to mitigate the impact of traffic on the surrounding development. Consideration should also be given to connecting with larger multi-modal networks in the vicinity and the Applicant should ensure safe pedestrian connectivity to sidewalks at Cross Street.”*

The 37 Affordable units proposed are for income levels at 80% of the Area Median Income (AMI), and since this is a rental project, all of the 147 units would count towards the Subsidized Housing Index (SHI). 7,920 housing units exist in Winchester, and counting the 96 units on Cambridge Street, we are at 3.1% on the SHI or 244 units. If this project is built with the proposed number of units, we would jump to 4.8% but would be eligible for a 2 year Safe Harbor from other 40B applications.

### **Concerns**

**Site Context and Design-** Currently, Uses on the site consist of a 25,000 SF factory building, a 15,000 SF industrial warehouse and a 2,500 SF tented storage area and associated parking. Current zoning district is in the Light Industrial (IL) zone. River St has 8 structures on it and is adjacent to

an 80-unit multi-family housing complex known as the Village. Conant Road, just east of River St is also the site of a 70-unit multi-family housing complex known as the Willows. Additionally, on River St is the location of a kids gym, a Veterans of Foreign Wars club, and an insurance agency.

At 70', the proposed structure does not fit in with the character and materials of the "old mill" style they are trying to re-create. Having a brick-faced or at least portions that are brick-faced would work better with the surrounding building environment. The scale and design of the proposed structure does not fit into its context on the street nor in Winchester. I believe a large scale building will work on this site, but the materials used do not exemplify what the neighbors or the rest of town feel is appropriate. It looks like many of the other new structures with cementitious "Hardy plank" clapboards and cream and grey colored paneling that we see throughout Eastern Massachusetts. More brick would be a welcomed change.

*Vegetative Buffer:* The vegetative buffer to the west of the Project Site appears to be planned for removal. This is undesirable both from the Town and from MassHousing. More care should be given to either save or enhance the vegetative buffer.

*View Corridors:* The Applicant has stated in the past that the view corridors from the single-family development to the west of the Project Site will not be completely out of scale due to the articulation of the building having "fingers" rather than a massive wall for the neighborhood to view. No change in the design has occurred between the Project Eligibility letter and then Comprehensive Permit Application. Renderings from each of Wendell St, Kirk St, and Lochwan St. were supposed to be submitted with the Comprehensive Permit Application. Although there are elevation drawings, they do not show how each of the view will actually look from the streets named above. Taking an entire floor off would decrease the number of units by approximately 25 for a total of 122 units. I recommend exploring this as an option with the Applicant, as at 70' this would be one of the tallest buildings in town.

*Traffic Corridor Study by Toole Design:* A traffic calming study was performed by Toole Design for the entirety of Cross Street from Main St to Washington St and approximately \$1.5M of projects were recommended for the corridor, with a number of them in close proximity to 19-35 River Street. The Executive Summary of recommendations is below. The Town should be using this corridor study to help mitigate the increased number of cars that are anticipated from the proposed project. Sidewalk repair is the largest cost as part of the mitigation. Additionally, the proposed conceptual intersection of Holton and Cross should be discussed further with Toole, as it is possible that a signalized intersection may make more sense here. It is unclear if Toole didn't recommend this based on the potential available funds of the Town or otherwise.



## Construction and Materials Cost Estimate

Construction and materials costs associated with the proposed conceptual traffic calming modifications along Cross Street are provided below. These estimates are meant to guide the Town, at a conceptual level, as they advance discussions related to traffic calming measures along the corridor. The elements of the various cost estimates correlate to conceptual figures provided within this assessment, by location. It is important to note that certain aspects of the design for traffic calming measures recommended as part of the conceptual traffic calming plan presented may require some additional engineering study to establish final design elements and details. These costs are all subject to a 30% contingency.

Table 5: Conceptual Cost Estimates of Treatment Options

Item Description	Unit	Estimated Price	Amount	Price
<b>Cross Street at Main Street</b>				<b>\$1,500</b>
Pavement Markings & Signs	LS	\$ 1,500.00	1	\$ 1,500
<b>Cross Street at Wendell Street</b>				<b>\$36,500</b>
Raised Crosswalk	EA	\$ 36,500.00	1	\$36,500
<b>Cross Street at George Road/Kirk Street</b>				<b>\$44,000</b>
Curb Extension	EA	\$ 6,500.00	1	\$6,500
RRFB	EA	\$18,750	2	\$37,500
Raised Crosswalk	EA	\$ 36,500.00	1	\$36,500
<b>Cross Street at Loring Avenue</b>				<b>\$1,800</b>
Pavement Markings & Signs	LS	\$ 1,800.00	1	\$1,800
<b>Cross Street at Verplast Avenue/River Street</b>				<b>\$26,000</b>
Tighten Intersection (4 Curb Extensions)	LS	\$ 26,000.00	1	\$26,000
<b>Cross Street at Holton Street</b>				<b>\$139,000</b>
Pavement Markings	LS	\$ 1,500.00	1	\$1,500
Intersection Realignment & Sidewalk Reconstruction	LS	\$ 137,500.00	1	\$137,500
*Street Tree Planting and Green Infrastructure Drainage Not Included				
<b>Rail Bridge Underpass &amp; Washington Street Bridge</b>				<b>\$500</b>
Signage	LS	\$400	1	\$500
<b>Tri-Community Greenway Crossing</b>				<b>\$13,500</b>
Curb Extension (with Landscaping)	EA	\$ 10,000.00	1	\$10,000
Two-Way Protected Bike Lane (Flexpost, Pavement Markings, Enhanced Crossing)	LS	\$3,500	1	\$3,500
<b>Corridor Wide (Not including intersections)</b>				
Parking Lane Chicanes (Pavement Markings, Signs)	LS	\$ 14,500.00	1	\$14,500
Daylighting	LS	\$ 3,000.00	1	\$3,000
Bike Lanes (Main Street to Tri-Community Greenway)	LS	\$ 18,000.00	1	\$18,000
Sidewalk Construction (Areas Missing Sidewalk)	LS	\$ 143,500.00	1	\$143,500
Sidewalk Reconstruction (Areas with Poor Sidewalk Quality)	LS	\$ 770,000.00	1	\$770,000
Sidewalk Reconstruction (Areas with Poor or Missing Granite Curb)	LS	\$ 243,000.00	1	\$243,000

**Transit Management Association:** The Lowell and Haverhill rail lines are both 1.4 miles away from the site. The 134 bus line is west of the site approximately 0.5 miles, does not have frequent service throughout the day, and at times is over an hour between buses. None of the listed surrounding land uses/amenities in the Project Eligibility Application are available by public transportation either.

Cross St is a local collector street through town and the intersections of Cross/Main and Cross/Holton will need further study (and in the case of Cross/Main further discussion with Woburn, MA) to determine what treatments/improvements are necessary to accommodate the vehicles entering and existing the Project Site. The Applicant has shown an interest in working with the Town and possibly the Winchester Hospital shuttle in order to start Winchester's first Transit Management Association in order to have a public shuttle system to link town center and the train with local hospitals, grocery stores and other amenities. The Transportation Demand Management section that the Applicant provides is inadequate and relies on the dissemination of information to the residents rather than actual transportation services.

Application states that the project "reduces dependence on private automobiles (eg. Provides previously unavailable shared transportation). There does not appear to be a specific idea on how a new shuttle system would work, who would run it, what the route would be etc. I believe a shuttle system is necessary as part of the project that connects River Street with the Winchester Hospital network, the Town Center, Jenks Center, Stop/Shop and 416 Cambridge Street (if approved). Connecting parts of town through a shuttle service has been floated around before but I believe this project should be the catalyst to actually making it happen. It's possible that money could be used to expand the existing Winchester Hospital employee shuttle or it could be a new stand-alone service that could be paid by-ride or through other means. I feel looking into this further is very important, and considering the applicant has said they plan to do a micro-transit or other type of service anyway makes all the sense in the world to make this transit service the best it can possibly be.

**Density:** The density is not as high as other 40B projects in town (416 Cambridge St is essentially 100 units/acre while River St is 50 units/acre), but is higher than nearly every other multi-family with more than 5 units in town. For comparison, the largest density project for a site over 1 acre is Parkview at 318 units on 8.21 acres, for a density of 38.7 units/acre.

I do not believe that the area is blighted according to the Applicants, but River Street has potential for denser development, is near other multi-family and is not right in the middle of a single-family neighborhood. In general, the site is a good one for multi-family, however the density proposed may be too high for what River St or Cross St can handle. After further analysis of the traffic, storm water, fire protection, and other infrastructure, we will have a clearer picture of how to mitigate any negative effects of the project. More rental housing is necessary in town and the proposed project does fill a need for many older residents wishing to downsize.

*Green space:* The outdoor space is somewhat inviting but does not appear to be large enough for 147 units, 13% of which have 3-bedroom units. It is anticipated that 88 school-aged children would be part of this project according to the School Committee's projections. McDonald Field is rather close to the Project Site but generally there is not a lot for younger kids in the form of playgrounds other than the tot lot area. A large portion of the landscaping plan is shown as private ground level yards or private ground level decks. I believe that goes against the purpose of shared green space and having connections with your neighbors. Although there appears to be a lot of greenspace on site, the programming of much of the space is not conducive towards fostering a sense of community. Also, it is unclear if any of the Affordable Units will have private yards or if it will just be the market rate units.

**Recommendations:**

-A shuttle service connecting multiple points of town should be examined to deal with the potential traffic impacts of this site on Cross St and in particular the Cross St/Main St and Cross St/Holton St intersections. Future commercial or residential developments on Holton Street are possible and therefore any improvements to the traffic flow on Cross St would help the residents and businesses in this area. I do not know what the end result would look like, but there has been a documented need for micro-transit in town both for the younger and older demographics. Coupling with the Council on Aging shuttle and potentially the Winchester Hospital employee shuttle system could be potential solution to the lack of public transportation within town. Toole Design's traffic study corridor should be used as a traffic calming handbook for this Project Site. A balance between what is called out in the corridor study and any future shuttle system through a TMA should be explored. Looking at other towns, many require a robust TMA plan to deal with projects more than 50 units, some as low as 25.

-Renderings should be provided that show multiple points of view from the neighborhood west of the Project Site. Subsequent designs (and possibly a smaller project) should be pursued if the views are out of character with the surrounding neighborhood.

-More traditional colors and materials such as brick should be used more readily rather than cream and grey paneling. Much of what is seen is fiber cement clapboard that stands out due to the large scale of the project. The south elevation is nearly entirely void of traditional materials.

**-WAIVERS REQUESTED**

1. **Section 3.1**, Multi-family not allowed in IL zone. I recommend granting this waiver.
2. **Section 4.1.1**. I recommend granting the waiver for front yard setback. The number of stories and the height of the building should be explored further. I do not recommend those waivers under the current design. Further open space designs should be pursued to see where additional space could be found.

3. **Section 4.1.2** Yard adjacent to Residential district. I do not recommend granting this waiver. A 25' buffer should be maintained.
4. **Section 4.2.1** FAR. I recommend granting a waiver that would be larger than the required 1.0.
5. **Section 5.1.3** Mid-rise apartments. I recommend granting a waiver for 1.5 spaces instead of the required 2.0.
6. **Section 5.1.6**. I recommend granting a waiver that would allow a 18' depth instead of the required 19'.
7. **Section 5.1.6**. Parking provided without the need to move any other car. Parking lifts will be provided for a limited number of spaces. I recommend granting this waiver.
8. **Section 5.1.6** Vehicles parking in the setback. Due to the elevation change between the rear of the property and the surrounding neighborhood, I recommend granting a waiver for parking to be allowed in the rear setback. I also recommend granting a waiver for parking to be allowed in the front setback.
9. **Section 5.1.7** Vehicles parking within 10' of a habitable space within a building. I don't see why the 10' regulation needs to be encroached upon and don't recommend this waiver.
10. **Section 5.1.9** Drainage. I urge the applicant to plant at least the required 2% in order to help with parking lot drainage and for aesthetic appeal. For spaces that are covered, this is obviously does not make sense, but for the surface parking lots, section 5.1.9 should be followed.
11. **Section 5.1.11** Outdoor Lighting. More information needs to be supplied by the applicant to determine what will be seen from neighboring properties.
12. **Section 6.3.1** Earth Removal. I recommend granting a waiver for earth removal to be conditioned on the Comprehensive Permit rather than a separate Special Permit process.

-OUTSIDE CONSULTANTS: I recommend that the ZBA engage the services of outside consultants (53G) to complete peer reviews for the project related to

- Floodplain analysis and stormwater/drainage review
- Water and sewer infrastructure
- Traffic mitigation through the use of a Transportation Management Association as well as traffic calming measures and other improvements.
- Architecture and Design



Massachusetts Housing Finance Agency  
One Beacon Street, Boston, MA 02108

Tel: 617.854.1000  
Fax: 617.854.1091 | [www.masshousing.com](http://www.masshousing.com)

Videophone: 857.366.4157 or Relay: 711

May 17, 2019

Geoffrey Engler  
SLV River Street, LLC  
257 Hillside Avenue  
Needham, MA 02494

**Re: 19-35 River Street  
Project Eligibility/Site Approval  
MassHousing ID No 1029**

Dear Mr. Engler:

This letter is in response to your application as "Applicant" for a determination of Project Eligibility (Site Approval) pursuant to Massachusetts General Laws Chapter 40B ("Chapter 40B"), 760 CMR 56.00 (the "Regulations") and the Comprehensive Permit Guidelines issued by the Department of Housing and Community Development ("DHCD") (the "Guidelines" and, collectively with Chapter 40B and the Regulations, the "Comprehensive Permit Rules"), under the New England Fund ("NEF") Program ("the Program") of the Federal Home Loan Bank of Boston ("FHLBank Boston").

SLV River Street, LLC has submitted an application with MassHousing pursuant to Chapter 40B. You have proposed to build 147 units of rental housing (the "Project") on approximately 3.15 acres of land located on River Street (the "Site") in Winchester (the "Municipality").

In accordance with the Comprehensive Permit Rules, this letter is intended to be a written determination of Project Eligibility ("Site Approval") by MassHousing acting as Subsidizing Agency under the Guidelines, including Part V thereof, "Housing Programs In Which Funding Is Provided By Other Than A State Agency."

MassHousing has performed an on-site inspection of the Site, which local boards and officials were invited to attend, and has reviewed the pertinent information for the Project submitted by the Applicant, the Municipality and others in accordance with the Comprehensive Permit Rules.

#### **Municipal Comments**

The Municipality was given a thirty (30) day period in which to review the Site Approval application and submit comments to MassHousing. Winchester's Town Manager Lisa Wong submitted a letter regarding the Application dated April 23, 2019 summarizing general comments from municipal staff and officials. Letters from the Municipality's Planning Department, Planning

RECEIVED  
WINCHESTER ENG DEPT.

2019 MAY 22 PM 3:13

Board, Conservation Commission, Design Review Committee, and Engineering Department were attached to the letter as addenda, providing additional comment.

In summary, while the Municipality suggested support for the development of affordable housing on the Site, they have significant concerns related to the Project's height, density, traffic, and environmental impacts. Accordingly, the Municipality requests that the following specific concerns be addressed in any subsequent Comprehensive Permit application to the Winchester Zoning Board of Appeals ("ZBA").

- The Municipality is concerned about the Project's density and requests that the building height be decreased and that additional design efforts be made to mitigate visual impacts on the neighborhood, particularly the single-family residential neighborhood to the west.
- The Municipality is concerned about potential contaminants on the Site given its history of industrial use and requests that a Phase I Initial Site Investigation and Phase II Comprehensive Site Assessment under the Massachusetts Contingency Plan (310 CMR 40) be conducted by the Applicant.
- The Municipality referenced a recent traffic study that was conducted for Cross Street and requests that the Applicant respond to its recommendations and requests for mitigation. The Municipality also referenced an Eversource project in the area and encourages the Applicant to consider the traffic impacts from that work during construction.
- The Municipality expressed interest for alternative transportation options in conjunction with the Project. The Municipality noted bike racks, car sharing, and possibly shuttle service in particular.
- The Municipality has concerns about pedestrian deficiencies on and around the Site, noting that there are no sidewalks on River Street between the Site and Cross Street, and that there are limited crosswalks across Cross Street.
- The Municipality notes that because a portion of the Site is located within a floodplain, it must meet the performance standards for development within a floodplain and will require review from the Conservation Commission under the Wetlands Protection Act.
- The Municipality is concerned about whether existing sewer and water systems on the Site are adequate and notes that the Applicant will be required to investigate and demonstrate sufficient capacity and pressure within the existing lines.
- The Municipality is concerned about the amount of impervious surface in the proposed Project and recommends additional green infrastructure and low impact development solutions.
- The Municipality is concerned with the potential noise impacts for abutting neighbors that may be created from large gatherings on the proposed roof terraces.

**Additional Comments**

MassHousing received a letter from Winchester's Housing Partnership Board unanimously recommending approval of the Site for the construction of multi-family rental housing, noting that it is one of a small number of locations in Winchester having a high potential for this type of development. The Housing Partnership Board also noted previous efforts taken to meet local affordable housing needs, which are outlined in further detail on Attachment 1 hereto. While the Housing Partnership Board's review of the application identified a number of concerns relating to traffic impacts, architectural impacts, and financial feasibility, they believe these concerns can be effectively addressed as a part of a subsequent Comprehensive Permit public hearing process.

While MassHousing did not receive comments from area residents directly, the Municipality summarized their solicitation of comments from residents, which were collected via email, over the phone, in person, and during a public information session held on April 11<sup>th</sup> at Winchester High School in conjunction with the Applicant. Over one dozen emails were received and approximately 75 people attended the information session, which was broadcast live on the Municipality's public access channel and recorded to be available online for viewers at home. Concerns were primarily directed at the size and scale of the Project, requesting that the developer consider the visual impact of the building, mitigate traffic increases from the Project, address pedestrian safety concerns, and consider the impact on area flooding.

**MassHousing Determination and Recommendations**

MassHousing staff has determined that the Project appears generally eligible under the requirements of the Program, subject to final review of eligibility and to Final Approval under the Comprehensive Permit Rules. As a result of our review, we have made the findings as required pursuant to 760 CMR 56.04(1) and (4). Each such finding, with supporting reasoning, is set forth in further detail on Attachment 1 hereto. It is important to note that Comprehensive Permit Rules limit MassHousing to these specific findings in order to determine Project Eligibility. If, as here, MassHousing issues a determination of Project Eligibility, the Developer may apply to the Zoning Board of Appeals of the Municipality for a Comprehensive Permit. At that time, local boards, officials and members of the public are provided the opportunity to further review the Project to ensure compliance with applicable state and local standards and regulations.

Based on MassHousing's consideration of comments received from the Municipality, and its site and design review, the following issues should be addressed in your application to the ZBA for a Comprehensive Permit and fully explored in the public hearing process prior to submission of your application for final approval under the Program:

- Development of this Site will require compliance with all state and federal environmental laws, regulations and standards applicable to existing conditions and to the proposed use related to building construction, stormwater management, wastewater collection and treatment, and hazardous waste safety. The Applicant should expect that the Municipality will require evidence of such compliance prior to the issuance of a building permit for the Project.
- The Applicant should be prepared to address concerns relative to the height and density of the Project, its impact on the character of the surrounding neighborhood, and to fully

describe the proposed measures to address and mitigate these concerns. Particular attention should be given to mitigating impacts on nearby single-family homes. It is recommended that the Applicant further study the design strategy through sectional, view corridor and perspective studies/renderings.

- The applicant should explore retaining and enhancing the existing vegetative borders at the site boundaries. Landscaping should be used to bring the residential buildings to the human scale and to activate the ground level. In particular, plantings should ensure privacy at ground level units, buffering them from the street and from adjacent ground level outdoor areas.
- The Applicant should be prepared to provide and respond to data assessing the capacity of River Street to meet the future demand, improve traffic flow and safety at the intersection of Cross Street and explore ways to mitigate the impact of traffic on the surrounding development. Consideration should also be given to connecting with larger multi-modal networks in the vicinity and the Applicant should ensure safe pedestrian connectivity to sidewalks at Cross Street.
- The Applicant should engage with local fire officials to review the plans, ensure adequate emergency vehicle access, and address any other public safety concerns.
- The Applicant should be prepared to provide detailed information relative to proposed water and sewer use, potential impacts on existing capacity, and appropriate mitigation, including Low Impact Development (LID) techniques.
- The Applicant is encouraged to incorporate additional sustainability features into the Project. Possible features may include renewable energy sources, building envelope improvements, and green infrastructure enhancements.

MassHousing has also reviewed the application for compliance within the requirements of 760 CMR 56.04(2) relative to Application requirements and has determined that the material provided by the Applicant is sufficient to show compliance.

This Site Approval is expressly limited to the development of no more than one hundred forty-seven (147) rental units under the terms of the Program, of which not less than thirty-seven (37) of such units shall be restricted as affordable for low or moderate-income persons or families as required under the terms of the Guidelines. It is not a commitment or guarantee of financing and does not constitute a site plan or building design approval. Should you consider, prior to obtaining a Comprehensive Permit, the use of any other housing subsidy program, the construction of additional units or a reduction in the size of the Site, you may be required to submit a new Site Approval application for review by MassHousing. Should you consider a change in tenure type or a change in building type or height, you may be required to submit a new site approval application for review by MassHousing.

For guidance on the Comprehensive Permit review process, you are advised to consult the Guidelines. Further, we urge you to review carefully with legal counsel the M.G.L. c.40B Comprehensive Permit Regulations at 760 CMR 56.00.

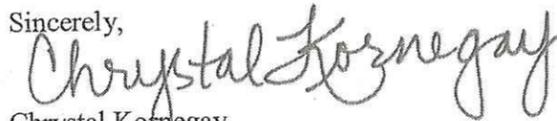
This approval will be effective for a period of two (2) years from the date of this letter. Should the Applicant not apply for a Comprehensive Permit within this period this letter shall be considered to be expired and no longer in effect unless MassHousing extends the effective period of this letter in writing. In addition, the Applicant is required to notify MassHousing at the following times throughout the two-year period: (1) when the Applicant applies to the local ZBA for a Comprehensive Permit, (2) when the ZBA issues a decision and (3) if applicable, when any appeals are filed.

Should a Comprehensive Permit be issued, please note that prior to (i) commencement of construction of the Project or (ii) issuance of a building permit, the Applicant is required to submit to MassHousing a request for Final Approval of the Project (as it may have been amended) in accordance with the Comprehensive Permit Rules (see especially 760 CMR 56.04(07) and the Guidelines including, without limitation, Part III thereof concerning Affirmative Fair Housing Marketing and Resident Selection). Final Approval will not be issued unless MassHousing is able to make the same findings at the time of issuing Final Approval as required at Site Approval.

**Please note that MassHousing may not issue Final Approval if the Comprehensive Permit contains any conditions that are inconsistent with the regulatory requirements of the New England Fund Program of the FHLBank Boston, for which MassHousing serves as Subsidizing Agency, as reflected in the applicable regulatory documents. In the interest of providing for an efficient review process and in order to avoid the potential lapse of certain appeal rights, the Applicant may wish to submit a "final draft" of the Comprehensive Permit to MassHousing for review. Applicants who avail themselves of this opportunity may avoid significant procedural delays that can result from the need to seek modification of the Comprehensive Permit after its initial issuance.**

If you have any questions concerning this letter, please contact Katherine Miller at (617) 854-1116.

Sincerely,



Chrystal Koznegay  
Executive Director

cc: Janelle Chan, Undersecretary, DHCD  
The Honorable Jason M. Lewis  
The Honorable Michael S. Day  
Lance R. Grenzeback, Chair, Board of Selectmen  
Kevin Sarney, Chair, Zoning Board of Appeals  
Lisa Wong, Town Manager  
Brian Szekely, Town Planner

## Attachment 1

760 CMR 56.04 Project Eligibility: Other Responsibilities of Subsidizing Agency  
Section (4) Findings and Determinations

### 19-35 River Street, Winchester, MA #1029

MassHousing hereby makes the following findings, based upon its review of the application, and taking into account information received during the site visit and from written comments:

*(a) that the proposed Project appears generally eligible under the requirements of the housing subsidy program, subject to final approval under 760 CMR 56.04(7);*

The Project is eligible under the NEF housing subsidy program and at least 25% of the units will be available to households earning at or below 80% of the Area Median Income, adjusted for household size, as published by the U.S. Department of Housing and Urban Development ("HUD"). The most recent HUD income limits indicate that 80% of the current median income for a four-person household in Winchester is \$89,200.

The 37 affordable units will have rent levels of \$1,371 for the 8 one-bedroom units, \$1,635 for the 24 two-bedroom units, and \$1,885 for the 5 three-bedroom units, plus assumed utility costs of \$126, \$195, and \$239, respectively. MassHousing's Appraisal and Marketing Division (A&M) have reviewed proposed affordable rents and report that they accurately reflect current affordable rent levels for the Boston-Cambridge-Quincy HMFA under the NEF Program.

The Applicant submitted a letter of financial interest from Cambridge Savings Bank, a member bank of the FHLBank Boston under the NEF Program.

*(b) that the site of the proposed Project is generally appropriate for residential development, taking into consideration information provided by the Municipality or other parties regarding municipal actions previously taken to meet affordable housing needs, such as inclusionary zoning, multifamily districts adopted under c.40A, and overlay districts adopted under c.40R, (such finding, with supporting reasoning, to be set forth in reasonable detail);*

Section IV-A (3) (a) of the Guidelines provide guidance to Subsidizing Agencies for evaluating a municipality's actions intended to meet affordable housing needs.

MassHousing carefully reviewed the information provided by the Municipality describing previous municipal actions intended to provide affordable housing. Specific examples cited by Winchester's Housing Partnership Board include:

- Negotiating an inclusionary component of five mid-sized and larger multi-family housing developments.
- Purchasing a two-family house and a three-family house for adaptation to affordable First

Time Home Buyer housing.

- Incorporating an inclusionary housing provision into the recently adopted new zoning for the town's Central Business District (CBD). Discussion at this Spring's Town Meeting will consider a warrant article that would expand the coverage of this inclusionary zoning provision to cover North Main Street between the CBD and the Woburn town line.
- Working positively and cooperatively to support approval by the Zoning Board of Appeals of the Chapter 40B Comprehensive Permit Application for 416 Cambridge Street.
- Undertaking the preparation of a Housing Production Plan, which was approved in February 2019. The adopted and approved plan identifies twenty-four strategies that could be effectively implemented by the town.
- Consideration of a proposal at Spring Town Meeting to implement a Municipal Affordable Housing Trust (MAHT). If adopted, the already existing Select Board Affordable Housing Trust would then be transferred to this trust.
- Early discussions for undertaking a friendly Chapter 40B development for 272-298 Washington Street.

MassHousing recognizes Winchester's recent efforts as meaningful; however, as was also pointed out by Winchester's Housing Partnership Board, municipal actions to date have not been of a character and scale that meets the municipality's need for affordable housing as measured by the Statutory Minima. According to DHCD's Chapter 40B Subsidized Housing Inventory (SHI), updated in April 2019, Winchester has 244 Subsidized Housing Inventory (SHI) units (3.08% of its housing inventory), which is 548 units short of the statutory minima requirement of 10%. Furthermore, given the Municipality's willingness to consider development on the Site, MassHousing encourages the Applicant and the Municipality to engage on a mutually beneficial project that supports meeting its housing production goals.

The need for additional affordable housing is further supported by U.S. Census data from the 2013-2017 American Community Survey (ACS), which indicates that of the 7,928 households in the town of Winchester approximately 45.6% earned less than the HUD published 2018 AMI (\$107,800), approximately 17.3% earned less than 50% of 2018 AMI, approximately 21.9% earned less than 60% of the 2018 AMI and approximately 29.9% earned less than 80% of the 2018 AMI.

Based on MassHousing staff's site inspection, internal discussions, and a thorough review of the application, MassHousing finds that the Site is suitable for residential use and development and that such use would be compatible with surrounding uses.

*(c) that the conceptual project design is generally appropriate for the site on which it is located, taking into consideration factors that may include proposed use, conceptual site plan and building massing, topography, environmental resources, and integration into existing development patterns (such finding, with supporting reasoning, to be set forth in reasonable detail);*

**Relationship to Adjacent Building Typology (including building massing, site arrangement, and architectural details):**

The Project consists of one 5-story multi-family apartment building with a total of 147 rental units. The mass and height of the proposed building is large compared to surrounding development, which includes a mix of single-family homes, townhouses, and low-density mixed-use development with surface parking. The existing neighborhood of single-family homes is situated primarily to the west of the Site. There are also two single-family homes situated on River Street, to the north of the Site and directly adjacent to the development. Surrounding residential development is currently separated by a buffer of trees, however, the proposal does not appear to retain this existing vegetative buffer.

The proposed Project's design strategy appears to draw inspiration from mill building typology found in New England. The residential floors are organized into a series of wings to reduce the mass of the building, with the top floor recessed to mitigate the height of the proposed building. The top floor also includes pitched roof lines to reflect the adjacent residential context that overlooks the Site. Architectural materials used to articulate the façade and its various fenestrations include brick veneer, fiber cement clapboard, and cedar plank cladding.

#### **Relationship to adjacent streets/Integration into existing development patterns**

##### **Density**

The Project is located on River Street, a narrow dead-end street which is accessed from Cross Street. The primary vehicular entry to the Site is proposed via a driveway at the Site's southeast corner, which extends into the Project's at-grade covered parking deck towards the rear of the Site. The driveway continues to form a two-way loop road around the perimeter of the Site.

The Site is located in the northern part of Winchester, near the Woburn line. Winchester's Main Street corridor meets with Cross Street roughly one-half mile west of the Site and is dotted with a mix of low-density residential and commercial development. Winchester's town center is roughly one and one-quarter miles south of the Site and includes medium density development, primarily comprised of commercial and civic uses. The Winchester Center MBTA Commuter Rail station is accessible from this part of town.

##### **Density**

The Developer intends to build 147 homes on approximately 3.15 acres, all of which are buildable. The resulting density is 46.7 units per buildable acre. While this represents a higher level of density than that found in the abutting single-family residential neighborhood to the north and west, it is acceptable given the proposed housing type and similar patterns of development found in proximity to the Site and throughout the region.

#### **Conceptual Site Plan**

The site plan consists of one 5-story multi-family apartment building that is organized by a series of wings that disperse the massing of the building throughout the Site. The space created between the building wings results in a variety of landscaped outdoor areas, including entry and rear courtyards, and a large resident amenity area situated on top of the Site's parking deck. The decked parking area is accessed by a driveway that extends southwest into the Site and continues to form a two-way loop road around the Site's perimeter. The Project includes a total of 211 parking spaces, which results in a parking ratio of 1.44 parking spaces per rental unit. Most of the parking is

concealed under the parking podium, however some surface spaces are proposed both at the rear of the Site and as visitor parking along River Street.

#### **Environmental Resources**

Approximately 1.3 acres on the southern portion of the Site is located within a flood plain. The site configuration locates the parking podium in this area to ensure that all habitable levels are located above the 100-year flood plain level. Otherwise, the Site is not located within any significant defined resource area and does not include any unique environmental features that restrict the proposed use.

#### **Topography**

The majority of the Site is relatively flat, sloping gradually downward towards the southern edge of the Site where the floodplain lies. The only significant topography on the Site is along the western edge, where it slopes steeply upward from an approximate low elevation of 35' to an approximate high elevation of 44'. The slope appears to continue upward beyond the property boundary. The proposed building is located on the flat portion of the Site. Only the proposed driveway touches the sloped area at the rear, which appears to be contained by a retaining wall. The change in topography helps to lessen the overall impact of the Project's perceived height from the adjacent residential neighborhood.

*(d) that the proposed Project appears financially feasible within the housing market in which it will be situated (based on comparable rentals or sales figures);*

The Applicant proposes 147 rental apartments to be financed under the NEF Program. There will be 110 market-rate units with proposed average rent levels of \$2,565 for the one-bedroom units; \$3,450 for the two-bedroom units; and \$3,825 for the three-bedroom units. MassHousing's Appraisal and Marketing team (A&M) performed a Competitive Market Analysis and found that proposed market rents for each unit type fall within the range of adjusted comparable market rents. They note further that based on the proposed amenities, the Project would fall into the lower end of the Class A and upper end of the Class B/C property type.

In-house data for larger market and mixed-income complexes (approximately 1,437 units) in the area revealed a strong market with increasing rental occupancy rates over the past three years. Current occupancy rates of comparable rentals averaged 96.9%, and range from 94.2% to 99%.

*(e) that an initial pro forma has been reviewed, including a land valuation determination consistent with the Department's Guidelines, and the Project appears financially feasible and consistent with the Department's Guidelines for Cost Examination and Limitations on Profits and Distributions (if applicable) on the basis of estimated development costs;*

MassHousing has commissioned an as "As-Is" appraisal which indicates a land valuation of \$3,600,000. Based on a proposed investment of \$21,767,946 in equity the development pro forma appears to be financially feasible and within the limitations on profits and distributions.

*(f) that the Applicant is a public agency, a non-profit organization, or a Limited Dividend Organization, and it meets the general eligibility standards of the housing program; and*

SLV River Street, LLC is a Limited Dividend Organization. The Applicant meets the general eligibility standards of the NEF housing subsidy program and has executed an Acknowledgment of Obligations to restrict their profits in accordance with the applicable limited dividend provisions.

*(g) that the Applicant controls the site, based on evidence that the Applicant or a related entity owns the site, or holds an option or contract to acquire such interest in the site, or has such other interest in the site as is deemed by the Subsidizing Agency to be sufficient to control the site.*

The Applicant controls the entire Site under a Purchase and Sale Agreement dated January 15, 2019 with an expiration date on or before sixty days after receipt of all permits and approvals, but no later than December 31, 2020.



# TOWN OF WINCHESTER

## OFFICE OF THE PLANNING DEPARTMENT

BRIAN SZEKELY  
TOWN PLANNER

71 Mount Vernon Street  
Winchester, MA 01890

April 5, 2019

To: Lisa Wong  
Winchester Town Manager  
71 Mt. Vernon Street  
Winchester, MA 01890

Re: 19-35 River Street Application for Site Eligibility

The following is an initial review of the Site Eligibility Application for a 5-story, 147 rental-unit mixed-income deed-restricted project with 37 affordable units and a total of 211 parking spaces, located at 19-35 River Street. The project application lists a density of 46.7 units/acre. The height is proposed for 70'. A further and more detailed analysis will take place if a Project Eligibility Letter is issued by MassHousing.

### **Section 2: Existing Conditions (page 5)**

Total site area is listed at 3.15 acres, however only 2 parcels (13-255 and 13-256) are listed and only add up to 1.6 acres (Pages 3 and 5). One of the parcel IDs is missing from their application, 13-254, which measures 1.56 acres. **The application should be corrected to reflect all parcels that are part of the project.** Currently, Uses on the site consist of a 25,000 SF factory building, a 15,000 SF industrial warehouse and a 2,500 SF tented storage area and associated parking. Current zoning district is in the Light Industrial (IL) zone. River St has 8 structures on it and is adjacent to an 80-unit multi-family housing complex known as the Village. Conant Road, just east of River St is also the site of a 70-unit multi-family housing complex known as the Willows. Additionally, on River St is the location of a kids gym, a Veterans of Foreign Wars club, and an insurance agency.

A large portion of the site is located in the 100-year floodplain and although much of the site is paved, significant work will have to be done in order to accommodate the floodplain restrictions as well as our own local bylaw with respect to pre and post development flow rates and volumes. We will await further drainage calculations and the Engineering Dept will review accordingly.

The Lowell and Haverhill rail lines are both 1.4 miles away from the site. The 134 bus line is west of the site approximately 0.5 miles, does not have frequent service throughout the day, and at times is over an hour between buses. None of the listed surrounding land uses/amenities are available by public transportation either (Page 6).

Cross St is a local collector street through town and the intersections of Cross/Main and Cross/Holton will need further study to determine what treatments/improvements are necessary to accommodate the vehicles entering and existing the Project Site. The 1997 Triangle Master Plan contemplated zoning changes in this area of town and addressed the traffic problem as the result of potential commercial Uses in the Holton Street area. At the time, Cross St was thought to not be able to accommodate the additional 400 people that would be necessary for a large commercial entity to enter the old IL zone on Holton Street. Therefore it is safe to assume that a similar number of people at the Project Site could pose traffic concerns for the surrounding area. **A major issue regarding this is that the intersection of Cross and Main is in Woburn, and therefore any potential improvements to this intersection would have to be done with their consent. We should be talking with them as soon as possible about this potential issue.**

### **Section 3: Project Information**

The 37 Affordable units proposed are for income levels at 80% of the Area Median Income (AMI), and since this is a rental project, all of the 147 units would count towards the Subsidized Housing Index (SHI). 7,920 housing units exist in Winchester, and counting the 96 units on Cambridge Street, we are at 3.1% on the SHI or 244 units. If this project is built with the proposed number of units, we would jump to 4.8% but would be eligible for a 2 year Safe Harbor from other 40B applications.

### **Section 7: Checklist**

**Application checklist on pages 29 and 30 not filled out.** Cross Street has sidewalks on both sides while River Street has no sidewalks. Application states that the site is pedestrian friendly, but sidewalks would have to be installed as part of the proposed project along River Street.

#### **(6) Transportation Choice page 34 (pages 34 and 35 Explanation not filled out as required).**

Application states that the project “reduces dependence on private automobiles (eg. Provides previously unavailable shared transportation). There does not appear to be a specific idea on how a new shuttle system would work, who would run it, what the route would be etc. I believe a shuttle system is necessary as part of the project that connects River Street with the Winchester Hospital network, the Town Center, Jenks Center, Stop/Shop and 416 Cambridge Street (if approved). Connecting parts of town through a shuttle service has been floated around before but I believe this project should be the catalyst to actually making it happen. It’s possible that money could be used to expand the existing Winchester Hospital employee shuttle or it could be a new stand-alone service that could be paid by-ride or through other means. I feel looking into this further is very important, and considering the applicant has said they plan to do a micro-transit or other type of service anyway makes all the sense in the world to make this transit service the best it can possibly be.

**Tax Maps:** As outlined above, there is a discrepancy between the parcels that are associated with the project. The project narrative and existing conditions plan show that the parcel IDs in question are 13-255 and 13-256 (and leaves out half of the site by not naming parcel ID 13-254. The tax maps shown in TAB 3 highlight 13-254 and 13-256, but now leave out 13-255. All 3 parcel IDs should be part of the site and that has not been shown correctly or consistently.

## OVERALL COMMENTS

The density is not as high as other 40B projects in town (416 Cambridge St is essentially 100 units/acre while River St is 50 units/acre), but is higher than nearly every other multi-family with more than 5 units in town. For comparison, the largest density project for a site over 1 acre is Parkview at 318 units on 8.21 acres, for a density of 38.7 units/acre.

I do not believe that the area is blighted according to the Applicants, but River Street has potential for denser development, is near other multi-family and is not right in the middle of a single-family neighborhood. In general, the site is a good one for multi-family, however the density proposed may be too high for what River St or Cross St can handle. After further analysis of the traffic, stormwater, fire protection, and other infrastructure, we will have a clearer picture of how to mitigate any negative effects of the project. More rental housing is necessary in town and the proposed project does fill a need for many older residents wishing to downsize.

**Design:** The building has an adaptive re-use feel to it even though it is new construction. It looks like an updated mill building of sorts and is attractive in some places with the use of different materials. Although the applicants have stated that the scale of the face of the building towards the western neighbors of Wendell, Kirk and Lochwan St is modest, the look and feel from this neighborhood is still rather dense and has an expansive width. I do not believe that the plan they have used to mitigate the scale of the building in the form of “fingers” of the structure pointing out towards the west is a successful one. I still believe the width and scale of the building can easily be seen and is not shielded from the westerly neighborhood. Views from the west are important and should be shown as soon as possible to determine any visual impacts.

The outdoor space is somewhat inviting but does not appear to be large enough for 147 units, 13% of which have 3-bedroom units. It is anticipated that 88 school-aged children would be part of this project according to the School Committee’s projections. McDonald Field is rather close to the Project Site but generally there is not a lot for younger kids in the form of playgrounds other than the tot lot area. A large portion of the landscaping plan is shown as private ground level yards or private ground level decks. I believe that goes against the purpose of shared green space and having connections with your neighbors. Although there appears to be a lot of greenspace on site, the programming of the space is not conducive towards fostering a sense of community.

**Traffic/Transportation:** Looking seriously into a shuttle service connecting multiple points of town is necessary to deal with the potential traffic impacts of this site on Cross St and in particular the Cross

St/Main St and Cross St/Holton St intersections. Future commercial or residential developments on Holton Street are possible and therefore any improvements to the traffic flow on Cross St would help the residents and businesses in this area. I do not know what the end result would look like, but there has been a documented need for micro-transit in town both for the younger and older demographics. Coupling with the Council on Aging shuttle and potentially the Winchester Hospital employee shuttle system could be potential solution to the lack of public transportation within town.

**Previous Memo regarding a development at River Street.**

In 2013, there was a potential redevelopment of this same exact site that would have included about 25 residential units. Below is the Planner's memo to the Planning Board. Low density residential or small technology Uses were the general consensus of the town at the time for this site.

To: Winchester Planning Board  
From: Betsy Ware, Town Planner  
Date: June 17, 2013  
Subject: Rezoning of River Street

The Planning Board has asked me to review the zoning issues, density and future rezoning in response to the exploratory discussions held by the Board and the development team for 19-35 River Street. The River Street property is presently zoned IL and would not allow residential land uses without zoning relief or a rezoning of the properties. Based on the information from the development team and the Planning Board's request, I offer the following information and comments:

**Background: The Triangle Master Plan**

In 1996 the Winchester Planning Board hired John Brown Associates, with association with the Bluestone Planning Group, to study the roughly 585 acres that makes up the Triangle Area. The area is defined by Washington Street (easterly), City of Woburn municipal line (northerly), Sylvester Avenue and Middlesex Road (westerly) and Skillings Road (southerly). The goal of the study was to create a long-range vision for this area and work to eliminate disparate uses within the district. This master plan was adopted as policy by the Winchester Planning Board.

**River Street.**

River Street is a short dead-end street which feeds off of Cross Street, a major connector road in Winchester. At the intersection with Cross Street, the uses are residential but, once on River Street, the uses are industrial in nature. Several of the present uses on the street include gymnastics facility, fraternal organization and small scale business and industrial uses. The Village residential development lies between River Street and the Aberjona River and there is an access point into the Willows residential development. The lower portion of the street is within a 100 year floodplain (elevation 24).

## Uses.

“The long-range vision for the Triangle Area seeks to protect and enhance the area’s existing residential areas while retaining and stabilizing compatible nonresidential uses that are an important part of the Town’s economic base.....This will be largely achieved by 1) removing obsolete and isolated pockets of industrial zoning that most disturb the Triangle’s residential neighborhoods; 2) retaining existing commercial/business properties for commercial use that do not impact the tranquility of the Triangle’s residential neighborhoods; 3) acquiring or reclassifying portions of certain key parcels for open space use adjacent to rivers and streams to add recreational lands and provide continuity to the area’s linear bike and trailway system; and 4) encouraging one and two-family use on existing infill lots.”<sup>1</sup>

In this report is it recommended that properties be reclassified. Page E-1 of the plan states “It is recommended that the current Limited Light Industrial District zoning category be either revised or replaced to reflect a more modern office/research/high tech orientation rather than traditional industrial use.”<sup>2</sup>

Goals for the Triangle area, as it relates to River Street, include, but are not limited to:

- Protect the existing neighborhood-scale residential environment of the Triangle Area
  - Maintain moderate housing densities similar to densities of existing homes
- Retain the housing diversity within the area, which provides housing for a wide variety of income ranges and family sizes
  - Phase out or reduce conflicts with industrial zoning, where current uses are inappropriate.
    - Protect and enhance the economic base and tax base of the Town as a whole
  - Encourage long-term neighborhood stability while considering the most suitable uses for available sites
    - Eliminate economic stagnation and misuse of Triangle Area property
    - Avoid encroachment of incompatible nonresidential uses into residential areas

Specific to the River Street industrial land, the report notes that “In addition, the irregular shaped light industrial district centered on River Street that presently form a light-industrial “pocket” in the midst of an otherwise residential neighborhood should be designated for a long term residential use so as to eventually remove the negative influence from the residential community. This long term use designation will reflect the desired future land policy for this area even though the existing uses may remain for some years to come.”<sup>3</sup>

Additionally, the goal of the plan is to continue to offer a considerable mix of single, two-family, multi-family apartments, senior apartments and other housing options. Specifically noted in the report was a need to address housing for seniors. It is further noted that “as the current industrial area centered on River Street is phased out, it will be a suitable location for one-, two- and three-family homes.”<sup>4</sup>

<sup>1</sup> Brown, John, The Triangle Master Plan, 1997, page E-1

<sup>2</sup> Ibid, page E-1

<sup>3</sup> Ibid, page 14

<sup>4</sup> Ibid, page 20

### Present Allowed Uses.

Uses presently allowed in the Winchester Zoning Bylaw in the IL zoning district include, but are not limited to:

- Uses of land or structures for educational purposes
  - Child care center
- Use of land or structures for religious purposes
  - Library or museum
- Public park or public recreational facility
  - Private club or lodge
- Use of land for agricultural purposes
  - Essential services (utilities)
  - Retail store (by special permit)
  - Personal service establishment
    - Food service facility
  - General service establishment
    - Trade shop
  - Bank or business office
- Veterinary establishment, kennel, or place of boarding of animals, conducted in the building (by special permit)
  - Business or professional office
  - Medical or dental laboratory
- Commercial greenhouse salesroom or stand for the sale of nursery, garden and other agricultural produce
  - Trade, professional or other school conducted as a gainful business
- Storage, distribution or wholesale marketing of products (with limitations)
  - Lumber yard, contractor's yard, etc.
  - Printing or publishing plant, bottling works, etc.
- Laboratory for scientific experiments, research, test or investigation
  - Wireless facilities (by special permit)

Based on the number of uses allowed in the IL district, there are clearly a number of uses compatible with the immediate neighborhood but there are also uses, such as lumber yard or contractor's yard, distribution center, etc. that, depending on the scale, might not be in harmony with the residences on Loring, Lochwan, Wendell and other adjacent streets.

Additionally, there are a number of uses, such as technology "incubator" spaces for small "start up" firms, "innovation centers", and other similar non-noxious updated lighter industrial uses that might work in concert with the immediate residential neighborhood

### Density.

In addition to addressing rezoning and adjusting the allowed uses within the Triangle Master Plan area, there was a recommendation to address density. Perhaps the most significant recommendation was to increase the minimum lot size in the General Residential District (RG) from 6,500 square feet to 10,000 square feet. This recommendation was made to reduce the number of future lots within the study area.

Additionally, it was acknowledged that, “based on preferred uses on available sites in the Triangle Area, it is not anticipated or recommended that any significant additional multi-family (except for the Willows site) be developed in the Triangle Area.”<sup>5</sup> It was noted that, while the Willows development already had a covenant and was moving forward, the “residents of the area believe that the Triangle Area should not be the location of additional multi-family housing, other than the already approved Willows development (70 units) on Cross Street.”<sup>6</sup>

In addition to the Willows on Cross Street, there are a number of apartment and condominium complexes in Winchester. For density comparison purposes, see the table below:

Development	Location	No. of Units	Lot Size	Sq. Ft per Unit
Stetson Hall	Elmwood Ave.	28	9783 s.f.	349 s.f./unit
666 Main Street	Main Street	48	63,874 sf	1330 s.f./unit
Residences	19-35 River St.	58	3.15 acres	2365 s.f./unit
The Willows	Cross Street	70	7 acres	4356 s.f./ unit
Wyman School	Church Street	18	110, 006 s.f.	6111 s.f./unit
The Village	Swanton Street	80	12.83 acres	6896 s.f./unit
Graystone	Cambridge St.	50	10 acres	8,712 s.f /unit

As indicated on the table above, the proposed residential development at 19-35 River Street would result in a fairly dense development, almost double the square foot per unit density as the Willows project. It should be noted that both the Willows and the Village residential developments are near the proposed 19-35 River Street project.

**Rezoning Options.**

While the development team has brought in several proposals for redevelopment at 19-35 River Street, the Planning Board should take into consideration the entire IL zoned area on River Street, not just several parcels. The rezoning should be considered as comprehensively as possible in order to achieve the goals of the Triangle Master Plan.

Additionally, the Board needs to keep in mind that protection and enhancement of the economic tax base is a desired result. Traffic, parking and related pedestrian safety should also be considerations.

**Residential Use.**

As indicated in the Triangle Master Plan, one of the recommendations is to rezone the property to one-, two-, or three family residential densities and to increase the lot size from the existing 6,500 s.f. to 10,000 s.f. Based on the town’s present zoning which allows duplexes to be constructed on an 11,000 s.f. lot, the density per acre would be 8-9 units vs. the almost 20 acres/unit proposed by the property owner and his development team. It may be more cost efficient to develop in a multi-family style development at that density than generating single family,

<sup>5</sup> Ibid, page 20

<sup>6</sup> Ibid, page 20

duplexes or triplexes, particularly given the existence of the 100-year floodplain within the property and area generally.

If the Planning Board were to recommend residential zoning for this district, as is the policy that they adopted through the adoption of this planning document, then consideration should be given to the style, bulk, massing and other details, should the rezoning not be to one to three unit buildings.

#### **Industrial Use.**

Another option for the Board to consider is to keep the zoning a light industrial zone but keep uses a little more in keep with the residential neighborhoods that abut the River Street area. Certainly adjusted industrial uses, "incubator space", and other light industrial uses (small scale distribution, machine shops, etc.) may work within the neighborhood.

There are a number of business-related uses that would not work well close to a residential neighborhood and need to be adjusted to protect the "tranquility" the adjacent residential neighborhoods. Those uses include, but are not limited to, lumber yards, banks, business offices and other uses that, depending on the scale, could be quite intrusive to the neighborhood.

#### **Combined industrial/business/residence.**

While seemingly counter to protection of residential neighborhoods, the Town of Concord, MA. recently drafted and adopted a zoning bylaw that would allow mixed use in an industrial zone in West Concord. Light industrial uses like bakery, woodworker's shop, and light assembly are living in a cooperative environment with upper story residential units. Some combination of 20% affordability is required (10% residential, 10% industrial/business or 20% residential) with no residential units being allowed on the first floor. To date, one project has been constructed and seems to be working successfully. The upper floor residences have the convenience to walk downstairs to a start-up bakery and several other small scale business and industrial uses. This type of zoning may be an option that the Board wishes to consider.

#### **Summary.**

In summary, the Triangle Master Plan anticipates a change in zoning for the River Street area. This change could be to a low density residential, or to updated tech/industrial uses that provide less impact to the immediate neighborhood. Any rezoning of the area should take all properties on River Street into consideration.