

Mawn, Patti

From: Russell 617.901.6004 <russell.hulteen@nemoves.com>
Sent: Wednesday, January 13, 2016 11:36 AM
To: Town Manager
Subject: Questions for Mark Twogood about 805 Main St

Hello Mark,

My name is Russell Hulteen. I sell real estate at the Coldwell Banker office downtown. I am helping the owner of 805 Main St. sell her childhood home-turned-commercial property.

As you know, the property is very interesting and has a bit of history. In order to determine the highest and best use for the property, there are a few questions I'm hoping you could help us answer:

Is the town-owned land behind the lot still available for purchase? 805 Main could use about 500 more sq ft on the lot in order to make it conforming for residential use.

What are the minimum and maximum land amounts one could purchase?

What would be a realistic timeline for buying that extra land?

What would be the cost, terms?

I really appreciate you taking the time to help us out with these questions. If I can answer any questions for you, please don't hesitate to call directly or email me back, any time.

Thank you,

Russell Hulteen, ACA

REALTOR® | Coldwell Banker Commercial and Residential Real Estate

3 Church Street, Winchester, MA 01890

Direct: 617-901-6004

Russell@RussellHulteen.com

www.RussellHulteen.com



The information in this electronic mail message is the sender's confidential business and may be legally privileged. It is intended solely for the addressee(s). Access to this internet electronic mail message by anyone else is unauthorized. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it is prohibited and may be unlawful.

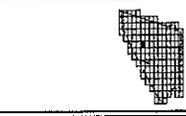
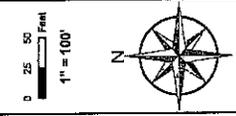
The sender believes that this e-mail and any attachments were free of any virus, worm, Trojan horse, and/or malicious code when sent. This message and its attachments could have been infected during transmission. By reading the message and opening any attachments, the recipient accepts full responsibility for taking protective and remedial action about viruses and other defects. The sender's company is not liable for any loss or damage arising in any way from this message or its attachments.

Nothing in this email shall be deemed to create a binding contract to purchase/sell real estate. The sender of this email does not have the authority to bind a buyer or seller to a contract via written or verbal communications including, but not limited to, email communications.

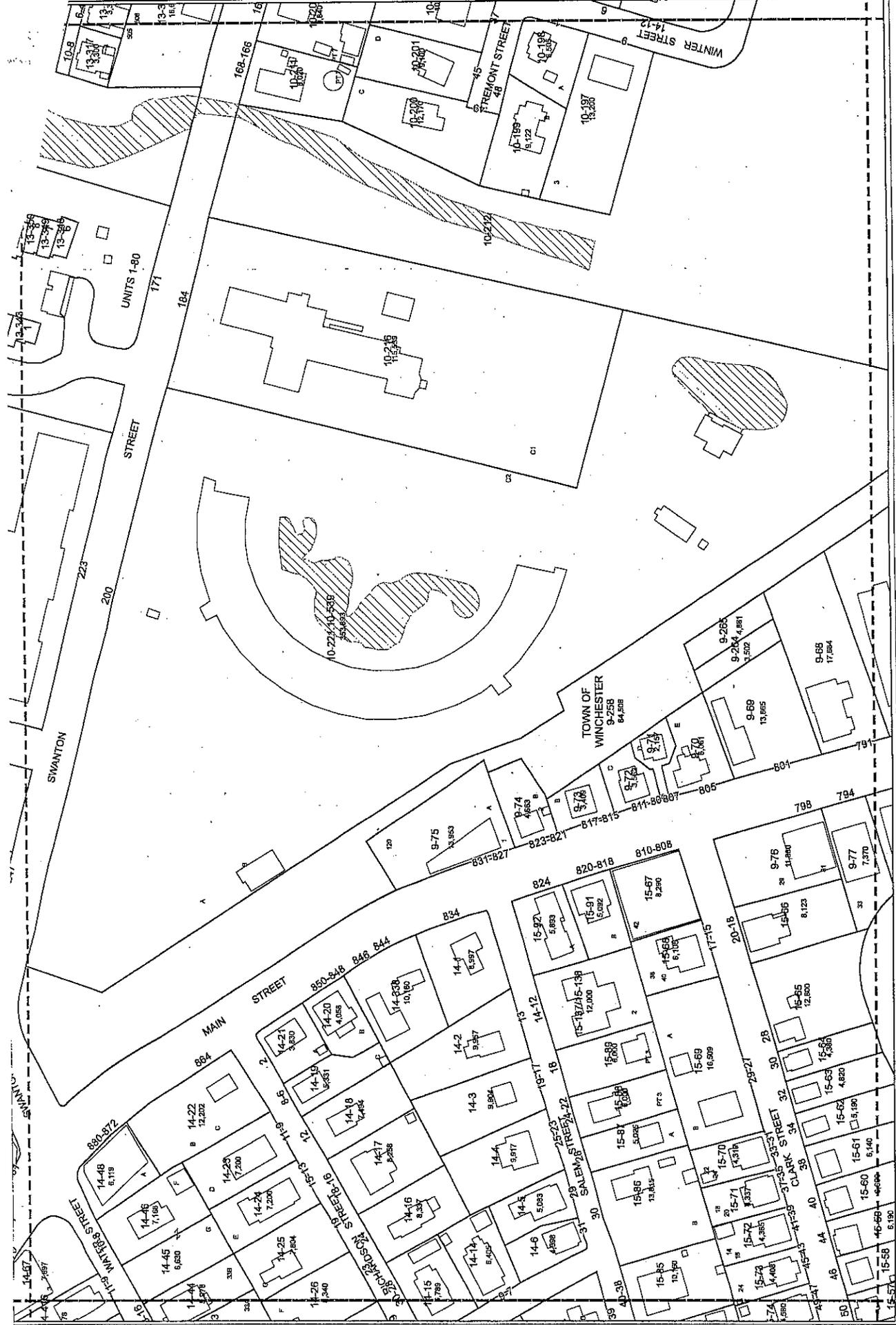
Legend

- STREAM
- RAILROAD
- LAKE/POND/RIVER
- SILV. WETLANDS

0 25 50 Feet
1" = 100'



27	28	29
38	39	40
48	50	51



Docket Item:
I - 4
January 25, 2016



Town of Winchester

Richard C. Howard,
Town Manager

Board of Selectmen
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

**Public Information Session
Eversource Transmission Line Project -
Woburn to Wakefield
Wednesday, January 27, 2016 - 7:00 PM
Lincoln Elementary School Auditorium**

On Wednesday evening, January 27, 2016, the Board of Selectmen will hold a public informational session on the NStar d/b/a Eversource Energy Transmission Line Project Proposal - Woburn to Wakefield at 7:00 PM in the Lincoln Elementary School Auditorium. This meeting might be of particular interest to residents of Pickering Street / Border Street / Cross Street / Forest Street / Washington Street areas. Additional information about this project can be found on the Town's website at www.winchester.us

The public is invited to attend.

January 20, 2016

Docket Item:
I - 5
January 25, 2016



Town of Winchester

Richard C. Howard,
Town Manager

Board of Selectmen
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

**Public Information Session
Eversource Transmission Line Project -
Mystic to Woburn
Wednesday, February 10, 2016 - 7:00 PM
Lincoln Elementary School Auditorium**

On Wednesday evening, February 10, 2016, the Board of Selectmen will hold a public informational session on the NStar d/b/a Eversource Energy Transmission Line Project Proposal - Woburn to Wakefield at 7:00 PM in the Lincoln Elementary School Auditorium. This meeting might be of particular interest to residents of Pond Street / Woodside Road / Wildwood Street / Fletcher Street / Bacon Street / Main Street areas. Additional information about this project can be found on the Town's website at www.winchester.us

The public is invited to attend.

January 20, 2016

January 7, 2016

Winchester Zoning Board of Appeals
Town Hall
71 Mt. Vernon St.
Winchester, MA 01890

Re: 416 Cambridge St. - 40B Development

Dear Members of the Board of Appeals:

As a resident and businessman in Winchester as well as a member of the Board of Selectmen and Precinct 6 Chairman, I would like to express my personal concerns regarding this project. They are, in no particular order, as follows:

Traffic Safety

Cambridge St, particularly in this area near the proposed project, is already highly congested. Entering and exiting the Whole Foods Plaza is extremely challenging with 2 very dangerous U-turns. During the recent holiday season, multiple police officers, cars and cones had to be deployed to prevent chaos. Fire Chief John Nash has stated his concerns for potentially more auto accidents as a result of nearly 200 additional cars being added to the area. As pointed out by Mr. Gary Hebert of the Town's traffic peer review consultant (FST), there will be up to 300 U-turns per day (including a dangerously high 90% increase in Woburn U-turns) or more than 100,000 annually on Cambridge St.

The number of vehicles exiting and entering the complex will impact traffic on Wainwright Rd. as well as Cambridge St. According to the peer review, moving trucks as well as delivery/trash removal trucks approaching the Winchester North site cannot use Cambridge St to access the site (due to the inability to make the U-turn). They will have to use and disrupt other neighboring streets including Aristotle, Socrates, St Thomas More, etc.

The developer's traffic study did not include any consideration of the impact from the proposed new lights at Pond St (as requested by the Town Engineer, Beth Rudolph) or the newly renovated high-rise office tower nearby on Cambridge Rd in Woburn.

Pedestrian Safety

Pedestrian safety should be a high priority given that the proposed location is clearly **not** in a pedestrian-friendly area. Cambridge St is a 4 lane state highway with no sidewalks and no safe means of pedestrian crossing. Wainwright Rd has no suitable existing sidewalks and has a 10% grade that makes it handicap inaccessible, especially to and from the bus routes and nearby Horn Pond Plaza.

Fire Safety

Many concerns, including those from the Fire Chief John Nash, the Weston & Sampson peer review, and Town Engineer Beth Rudolph, have been submitted about site and building access (specifically in the rear and north-west sides) for the town's fire vehicles

and fire fighters. Even though the Fire Chief has approved the project based on the minimum state codes, the town has adopted more stringent local codes in many areas to better protect our citizenry. I fully expect that the Zoning Board will carefully consider and address these issues.

Density

43 units per acre is dramatically excessive particularly on a site bordered entirely by a residential neighborhood and nearby wetland property. (43 is based on 95 rental units divided by 2.2 acres of relevant Winchester land) The developer is asking for a variance to build a structure of 64½ feet high as opposed to the current allowable height of 40 feet. Concerns about density and character of the neighborhood are allowable concerns under Chapter 40B. The developer has also requested a waiver to off-street parking to change the 2 spaces per unit to 1.55 spaces per unit. Their plan only indicates an allowance for 5 guest parking spaces, only one of which is HP. These inadequate conditions would, again, impact traffic safety since residents and visitors would not be allowed to park on Wainwright Rd due to critical road safety concerns. Additionally, the developer has proposed an area of 30 X 35 feet adjacent to Wainwright Rd as a play area that should be considered totally inadequate.

Environmental Issues

Weston & Sampson, the Town's engineering peer review consultants, have identified a serious environmental concern with the proposed development. Currently, during periods of heavy rain, there is sanitary sewage overflow (SSO) in the area of Edgewater Place, near the Mystic Lakes. The additional 95 units currently being proposed would significantly worsen this condition. The Town Engineer has stated that the applicant needs to find a fix for this potentially major environmental issue. To date, as far as I know, this issue remains unresolved.

Recommendations

In summary, it seems to me that a simple way to minimize or eliminate the impact of these issues is to significantly reduce the size and scope of the proposed building on the site. This could be achieved by eliminating the top two stories and reduce the number of units to between 40 and 50 while still including a significant number of affordable units.

Yours truly,

James Johnson

January 15, 2016

Winchester Zoning Board of Appeals
Town Hall
71 Mt. Vernon St.
Winchester, MA 01890

16 JAN 15 PM 12:37

Docket Item:
I - 7
January 25, 2016

Re: 416 Cambridge St. - 40B Development

Dear Members of the Zoning Board of Appeals:

We, the undersigned, reside at the Ledges at 7 Wainwright Rd, Winchester MA. Acting as a special committee, we represent the interests of more than 200 residents who are abutters to the proposed development at 416 Cambridge St. Based on our active participation in the hearing process, we compliment the Board members for your diligent work to date on this most difficult matter.

While not opposed to the inclusion of affordable housing within the development, we believe that important issues of massing/density, safety and health (among others) need to be addressed, mitigated or resolved to everyone's satisfaction. In the following sections, we have summarized many of our concerns regarding this project.

Density and Massing

With 95 units proposed for a very small location, we have major concerns about the number of people and cars and their impact on the surrounding neighborhood.

Density: The density of the proposed project is 43 rental units per acre on Winchester land of 2.2 acres. Of the 3 total acres that the developer cites, 0.3 acre is in Woburn and roughly 0.5 acre is associated with the existing farmhouse that the developer intends to sell as a condo. In Winchester, the nearest buildings with high densities are all 'downtown' and these properties enjoy safe proximity to retail and public transit (unlike this proposed development). Additionally, a very high percentage of every foot of open land will be made impervious due to the building and parking footprints. The open area is so limited that there is practically no place for people to gather. The plan, as an afterthought, includes a 30 feet by 35 feet area designated as a play area and would be located adjacent to Wainwright Rd. This is inadequate and dangerous since children could easily dart out onto the busy streets.

Massing: This proposed massive structure will have a length of 350 feet (50 feet longer than a football field), a depth of 80 feet and a height of 65.4 feet. It clearly does not fit into the surrounding single-family neighborhood nor does the height comply with the Town's building code of 40 feet. To date, the developer has still not performed a balloon test, as requested by the ZBA and residents, which would visually represent the size of the development within its local environment. Under the 40B review process, issues regarding the size, design of the building, and the number of units are constructive concerns that need to be addressed by the developer and Town representatives prior to issuing any waivers.

Safety

The extreme density planned for the site poses several concerns that we demand be given a high priority. These include traffic/parking, pedestrian and fire safety, and environmental issues. We fully expect that you will carefully consider these issues as detailed below.

Traffic and Parking Safety

Parking Safety: In order for the tenants to park their vehicles, the developer has proposed 149 parking spaces of which only 5 will be for guests. The allotted 1.55 spaces per unit are lower than the Town's building requirement of 2.0 spaces per unit. Furthermore, of these allotted 5 spaces, only one space is designated for Handicapped Parking; this would appear to be totally insufficient. If, as we will request and lobby for, No Parking zones would be established on Wainwright Rd. and Cambridge St., people would be forced to park there anyway which would create a significant safety hazard. By way of comparison, the Ledges has 330 visitor spaces and 220 garaged resident spaces for a total of 550, a 5 to 1 ratio.

Traffic Safety: With respect to traffic, the number of vehicles exiting and entering the complex will substantially impact traffic on Wainwright Rd and on Cambridge St. The proximity of the development's driveway to that of the Ledges increases safety issues, particularly in bad weather. According to the Town's peer review study prepared by FST, there will be additional traffic from moving trucks as well as delivery/trash removal trucks on Wainwright Rd. Trucks approaching the site from the south side of Cambridge St. will not be able to access the site due to the inability to make the U-turn at Crescent Park and Cambridge Rd. They will have to use and disrupt other neighboring roads including Johnson Rd, Aristotle, Socrates, Plato, St Thomas More, etc.

The Town's traffic peer review report states there will be up to 300 additional U-turns daily (more than 100,000 annually) on Cambridge St. This represents a 90% increase in U-turns in Woburn, an area that is already heavily travelled, congested and unsafe. Over the Thanksgiving and Christmas holidays, police officers, vehicles and cones were positioned at the Woburn Plaza exit to prevent accidents and keep traffic flowing in a safe and reasonable manner. With the potential of minimally 200 additional vehicles being added to the area daily, Fire Chief Nash has grave concerns that there will be more accidents.

It is worth noting that the developer's traffic study did not take into consideration any of the additional truck traffic on Wainwright Rd or the effects of additional traffic on the surrounding roads coming in or exiting from Johnson Rd. Nor did they take into consideration significant additional traffic from the building rehab at 304 Cambridge Rd in Woburn. This complex will include a nursery for 72 students, office space and the potential for two restaurants. It has a designated parking lot for 197 parking spaces. The proposed traffic signals at Pond St and Cambridge St were also not included in the study. Beth Rudolph, the town engineer, had requested that the proposed lights at Pond St be included in the study. All of the above could potentially have a major impact on safety issues when exiting Wainwright Rd and making U-turns.

In one seemingly 'out of touch' response to questions related to insufficient parking, the developer pointed to their traffic study report that cited the use of bicycles that would be used in lieu of autos. The town's peer review consultant responded "safe bicycle-friendly accommodations are not currently available and are not proposed on the segment of Cambridge St serving the site." He also stated, "Cambridge St., as is currently striped, does not provide a bicycle-friendly environment with high speed traffic adjacent to a 2-3 foot shoulder." Based on the peer review, it seems highly unlikely that tenants would be substituting bikes for cars.

Pedestrian Safety

This is another major concern. There is no sidewalk on the north side of Wainwright Rd and the incline has a 10% grade making it handicapped inaccessible. This certainly does not make this a handicap-friendly project. Cambridge St. is a four-lane highway that presently has a 40-mile per hour speed limit. It is extremely dangerous for one to attempt to cross the road in order to go to the shopping plaza or north-side bus stop. The developer has proposed installing a "high intensity activated crosswalk" or Hawk signal system which could be activated by a pedestrian seeking to cross. There is one such system installed at Binney St and Sixth St in Cambridge. Recent reports state that people in the area find it very confusing and instructions were handed out to educate the pedestrians. We wonder how safe the system can be on high-speed Cambridge St. if the drivers and pedestrians don't understand it.

As part of the installation of a HAWK system, the developer is proposing a Z path. If this becomes acceptable to the town and the state, the material used should be identical to the lights that are being installed now on Cambridge St. The developer should be required to supply the town with spare parts and an escrow account for future maintenance. The installation of this light should be in effect prior to issuing any permits. During the winter, snow removal on the Z path should be the responsibility of the complex management.

There are no sidewalks from Wainwright Rd up to Johnson Rd or from Wainwright Rd to Pond St. for the children in the development to use in order to walk to school safely. The proposed development is in a 'walk to school' area, so consequently, school children are not bussed to and from this location.

Fire Safety

The Town's engineering peer review by Weston and Sampson points out a number of concerns regarding access to the rear of the building by fire apparatus as well as accessing the west side of the proposed building. The town engineer has also expressed the same concerns regarding the left side of the structure. Should there ever be a major fire, there is no way for fire apparatus to drive around the building. For the Fire Department to maneuver more than one vehicle in the rear would be a tremendous challenge. In both of Fire Chief Nash's letters, he expresses concerns that have not, as far as we know, been addressed. Although the Winchester Fire Department representatives have approved the project based on state minimum standards, the Board should consider the recommendations made by the aforementioned. The Town standards are much more stringent than those of the state,

therefore ensuring better protection for the residents. The applicant has not provided any justification for relaxing the local standards.

Water and Sewer Health and Safety

The potential and likely negative impact on the environment is very troubling to us. The Town's engineering peer review states that an additional 69,080 gallons per day will flow into the sanitary system. The report cites that currently "sanitary sewer overflows (SSO) have been observed on Cambridge St. during such significant wet weather events. During such events, the additional flow from the proposed development will increase sewer system overflow (SSO) volumes at Edgewater Place." When questioned as to the effect from the project, the peer review consultant said it would exacerbate the problem even if the repairs are made as recommended by the peer review. Therefore, we strongly question whether the Town of Winchester has any legal right to grant any building permit that affects this issue until this condition has been resolved.

Conclusion

The issues we have addressed are considered legitimate concerns as written in the guidelines for Local 40B Review and Decision Guidelines by the Massachusetts Housing Partnership. It is the Board's right and responsibility to address the issues outlined in this letter and modify, mitigate or impose appropriate conditions pertinent to the project.

We want to reiterate that we oppose the current plan as configured. We will fully support a plan that addresses our concerns while continuing to include affordable housing units. We propose that the number of units be reduced by redesigning the building and eliminating the top two floors. We also suggest that since (according to the developer) the house on the site is to be sold as a condo, all of the units could and should be marketed and sold as condos. By reducing the number of units and significant massing of the building, the result will eliminate or substantially reduce the concerns we have outlined above.

As this project and process moves forward, we recommend that the Board closely review the Weston and Samson report, the town's engineering report, the Fire Department's recommendations and other expert testimony to ensure that your recommendations are fully incorporated into the developer's final building plans. The process used and decisions made will set precedents for future development proposals, and we want all aspects of the project to be examined thoroughly and all concerns to be heard.

Thank you for your consideration in this matter.

Yours truly,



The Ledges 40B Committee and residents
Fritz von Mering, Committee Chair & Ledges Trustee, Unit #3 (Email: fritzvm@gmail.com)

Rich Shanahan (Ledges Trustee Chairman)
Eric Hayden (Ledges Trustee Treasurer)
Joe Fermano (Ledges Trustee)
cc: Hill Law

Bob Bagdasarian
Marion Crandall
Joanne Hofmann
Bob McIndoe

Joe O'Connor
Janie Weinberg
Bob Williams
John Zeisel

January 15, 2016

Winchester Planning Board
Town Hall
71 Mt. Vernon St.
Winchester, MA 01890

Re: 416 Cambridge St. - 40B Development

Dear Members of the Planning Board:

We, the undersigned, reside at the Ledges at 7 Wainwright Rd, Winchester MA. Acting as a special committee, we represent the interests of more than 200 residents who are abutters to the proposed development at 416 Cambridge St. Based on our active participation in the ZBA hearing process and other reviews, we compliment many of the Town Boards and staff for the diligent work performed to date on this most difficult matter.

While not opposed to the inclusion of affordable housing within the development, we believe that important issues of massing/density, safety and health (among others) need to be addressed, mitigated or resolved to everyone's satisfaction. In the following sections, we have summarized many of our concerns regarding this project.

Density and Massing

With 95 units proposed for a very small location, we have major concerns about the number of people and cars and their impact on the surrounding neighborhood.

Density: The density of the proposed project is 43 rental units per acre on Winchester land of 2.2 acres. Of the 3 total acres that the developer cites, 0.3 acre is in Woburn and roughly 0.5 acre is associated with the existing farmhouse that the developer intends to sell as a condo. In Winchester, the nearest buildings with high densities are all 'downtown' and these properties enjoy safe proximity to retail and public transit (unlike this proposed development). Additionally, a very high percentage of every foot of open land will be made impervious due to the building and parking footprints. The open area is so limited that there is practically no place for people to gather. The plan, as an afterthought, includes a 30 feet by 35 feet area designated as a play area and would be located adjacent to Wainwright Rd. This is inadequate and dangerous since children could easily dart out onto the busy streets.

Massing: This proposed massive structure will have a length of 350 feet (50 feet longer than a football field), a depth of 80 feet and a height of 65.4 feet. It clearly does not fit into the surrounding single-family neighborhood nor does the height comply with the Town's building code of 40 feet. To date, the developer has still not performed a balloon test, as requested by the ZBA and residents, which would visually represent the size of the development within its local environment. Under the 40B review process, issues regarding the size, design of the building, and the number of units are constructive concerns that need to be addressed by the developer and Town representatives prior to issuing any waivers.

Safety

The extreme density planned for the site poses several concerns that we demand be given a high priority. These include traffic/parking, pedestrian and fire safety, and environmental issues. We fully expect that you will carefully consider these issues as detailed below.

Traffic and Parking Safety

Parking Safety: In order for the tenants to park their vehicles, the developer has proposed 149 parking spaces of which only 5 will be for guests. The allotted 1.55 spaces per unit are lower than the Town's building requirement of 2.0 spaces per unit. Furthermore, of these allotted 5 spaces, only one space is designated for Handicapped Parking; this would appear to be totally insufficient. If, as we will request and lobby for, No Parking zones would be established on Wainwright Rd. and Cambridge St., people would be forced to park there anyway which would create a significant safety hazard. By way of comparison, the Ledges has 330 visitor spaces and 220 garaged resident spaces for a total of 550, a 5 to 1 ratio.

Traffic Safety: With respect to traffic, the number of vehicles exiting and entering the complex will substantially impact traffic on Wainwright Rd and on Cambridge St. The proximity of the development's driveway to that of the Ledges increases safety issues, particularly in bad weather. According to the Town's peer review study prepared by FST, there will be additional traffic from moving trucks as well as delivery/trash removal trucks on Wainwright Rd. Trucks approaching the site from the south side of Cambridge St. will not be able to access the site due to the inability to make the U-turn at Crescent Park and Cambridge Rd. They will have to use and disrupt other neighboring roads including Johnson Rd, Aristotle, Socrates, Plato, St Thomas More, etc.

The Town's traffic peer review report states there will be up to 300 additional U-turns daily (more than 100,000 annually) on Cambridge St. This represents a 90% increase in U-turns in Woburn, an area that is already heavily travelled, congested and unsafe. Over the Thanksgiving and Christmas holidays, police officers, vehicles and cones were positioned at the Woburn Plaza exit to prevent accidents and keep traffic flowing in a safe and reasonable manner. With the potential of minimally 200 additional vehicles being added to the area daily, Fire Chief Nash has grave concerns that there will be more accidents.

It is worth noting that the developer's traffic study did not take into consideration any of the additional truck traffic on Wainwright Rd or the effects of additional traffic on the surrounding roads coming in or exiting from Johnson Rd. Nor did they take into consideration significant additional traffic from the building rehab at 304 Cambridge Rd in Woburn. This complex will include a nursery for 72 students, office space and the potential for two restaurants. It has a designated parking lot for 197 parking spaces. The proposed traffic signals at Pond St and Cambridge St were also not included in the study. Beth Rudolph, the town engineer, had requested that the proposed lights at Pond St be included in the study. All of the above could potentially have a major impact on safety issues when exiting Wainwright Rd and making U-turns.

In one seemingly 'out of touch' response to questions related to insufficient parking, the developer pointed to their traffic study report that cited the use of bicycles that would be used in lieu of autos. The town's peer review consultant responded "safe bicycle-friendly accommodations are not currently available and are not proposed on the segment of Cambridge St serving the site." He also stated, "Cambridge St., as is currently striped, does not provide a bicycle-friendly environment with high speed traffic adjacent to a 2-3 foot shoulder." Based on the peer review, it seems highly unlikely that tenants would be substituting bikes for cars.

Pedestrian Safety

This is another major concern. There is no sidewalk on the north side of Wainwright Rd and the incline has a 10% grade making it handicapped inaccessible. This certainly does not make this a handicap-friendly project. Cambridge St. is a four-lane highway that presently has a 40-mile per hour speed limit. It is extremely dangerous for one to attempt to cross the road in order to go to the shopping plaza or north-side bus stop. The developer has proposed installing a "high intensity activated crosswalk" or Hawk signal system which could be activated by a pedestrian seeking to cross. There is one such system installed at Binney St and Sixth St in Cambridge. Recent reports state that people in the area find it very confusing and instructions were handed out to educate the pedestrians. We wonder how safe the system can be on high-speed Cambridge St. if the drivers and pedestrians don't understand it.

As part of the installation of a HAWK system, the developer is proposing a Z path. If this becomes acceptable to the town and the state, the material used should be identical to the lights that are being installed now on Cambridge St. The developer should be required to supply the town with spare parts and an escrow account for future maintenance. The installation of this light should be in effect prior to issuing any permits. During the winter, snow removal on the Z path should be the responsibility of the complex management.

There are no sidewalks from Wainwright Rd up to Johnson Rd or from Wainwright Rd to Pond St. for the children in the development to use in order to walk to school safely. The proposed development is in a 'walk to school' area, so consequently, school children are not bussed to and from this location.

Fire Safety

The Town's engineering peer review by Weston and Sampson points out a number of concerns regarding access to the rear of the building by fire apparatus as well as accessing the west side of the proposed building. The town engineer has also expressed the same concerns regarding the left side of the structure. Should there ever be a major fire, there is no way for fire apparatus to drive around the building. For the Fire Department to maneuver more than one vehicle in the rear would be a tremendous challenge. In both of Fire Chief Nash's letters, he expresses concerns that have not, as far as we know, been addressed. Although the Winchester Fire Department representatives have approved the project based on state minimum standards, the Board should consider the recommendations made by the aforementioned. The Town standards are much more stringent than those of the state,

therefore ensuring better protection for the residents. The applicant has not provided any justification for relaxing the local standards.

Water and Sewer Health and Safety

The potential and likely negative impact on the environment is very troubling to us. The Town's engineering peer review states that an additional 69,080 gallons per day will flow into the sanitary system. The report cites that currently "sanitary sewer overflows (SSO) have been observed on Cambridge St. during such significant wet weather events. During such events, the additional flow from the proposed development will increase sewer system overflow (SSO) volumes at Edgewater Place." When questioned as to the effect from the project, the peer review consultant said it would exacerbate the problem even if the repairs are made as recommended by the peer review. Therefore, we strongly question whether the Town of Winchester has any legal right to grant any building permit that affects this issue until this condition has been resolved.

Conclusion

The issues we have addressed are considered legitimate concerns as written in the guidelines for Local 40B Review and Decision Guidelines by the Massachusetts Housing Partnership. It is the Board's right and responsibility to address the issues outlined in this letter and modify, mitigate or impose appropriate conditions pertinent to the project.

We want to reiterate that we oppose the current plan as configured. We will fully support a plan that addresses our concerns while continuing to include affordable housing units. We propose that the number of units be reduced by redesigning the building and eliminating the top two floors. We also suggest that since (according to the developer) the house on the site is to be sold as a condo, all of the units could and should be marketed and sold as condos. By reducing the number of units and significant massing of the building, the result will eliminate or substantially reduce the concerns we have outlined above.

As this project and process moves forward, we recommend that the Planning Board closely review the Weston and Samson report, the town's engineering report, the Fire Department's recommendations and other expert testimony to ensure that your recommendations are fully incorporated into the developer's final building plans. The process used and decisions made will set precedents for future development proposals, and we want all aspects of the project to be examined thoroughly and all concerns to be heard.

Thank you for your consideration in this matter.

Yours truly, 

The Ledges 40B Committee and residents
Fritz von Mering, Committee Chair & Ledges Trustee, Unit #3 (Email: fritzvm@gmail.com)

- | | | |
|---|-----------------|----------------|
| Rich Shanahan (Ledges Trustee Chairman) | Bob Bagdasarian | Joe O'Connor |
| Eric Hayden (Ledges Trustee Treasurer) | Marion Crandall | Janie Weinberg |
| Joe Fermano (Ledges Trustee) | Joanne Hofmann | Bob Williams |
| cc: Hill Law | Bob McIndoe | John Zeisel |

From: James Mullare [<mailto:jmullare@hotmail.com>]
Sent: Wednesday, January 20, 2016 12:32 PM
To: Town Manager
Subject: Parking spaces taken away from most of us

To the Town Manager, All members of the board of selectmen and any others:

There has been a shortage of parking spaces in the parking lot between the library and the town hall. Your solution? Remove four (or three) spaces to make room for spaces for two electric cars. I came to the library this morning. Where there once was room for (I am not sure) four cars there now are no cars parked there. I drive a fifteen year old car. Do you think I can go out and buy an electric car? Do you remember how some spaces became unusable during last winter's accumulation of snow?

I cannot relate to the mindset that thinks that the way to solve a shortage of parking is to take away parking spaces. Is the town buying electric vehicles?

Why was this done?

To be blunt my reaction is: This is nuts!

I am a lifetime resident of Winchester (since 1952).

James A. Mullare

8 Priscilla Lane

Winchester, MA 01890-4021

jmullare@hotmail.com

RECEIVED

16 JAN 19 PM 12:56

MAILED



January 14, 2016

Via UPS Delivery

Board of Selectmen
Town of Winchester
71 Mount Vernon Street
Winchester, MA 01890

Re: Change of Address Notification

Dear Chairman and Members of the Board:

We are writing to provide you with updated address information relative to the "Notices" section of your current Cable Television License.

Please be advised that all notices to be served upon the Licensee ("Comcast") should be sent by certified mail (postage prepaid) or by overnight delivery to the following address:

Comcast
Attn: Government Affairs
181 Ballardvale Street – Suite 203
Wilmington, MA 01887

With a copy to the following addresses:

Comcast
Attn: Government Affairs
676 Island Pond Road
Manchester, NH 03109

Comcast Cable Communications, Inc.
Attn: Government Affairs
1701 JFK Blvd
Philadelphia, PA 19103

Should you have any questions, please do not hesitate to contact me at 508-647-1418.

Very truly yours,

Greg Franks

Greg Franks, Sr. Manager
Government Affairs



January 14, 2016

Board of Selectmen
Town of Winchester
71 Mount Vernon Street
Winchester, MA 01890

Re: Municipal Emergency Reporting Procedure

Dear Chairman and Members of the Board:

In our effort to better assist our municipal customers, we are writing once again to provide you with the emergency reporting procedures for certain outside plant and service problems.

In the event that any municipal building experiences problems with downed cable drops, signal transport issues with I-NET or Video Return Lines, Public, Education and Government (PEG) Access channels or to have our technical or construction staff on-site during an emergency, please follow the steps detailed below:

MUNICIPAL - EMERGENCY/TROUBLE REPORTING PROCEDURES

(Please note the XOC telephone number listed below IS NOT for public dissemination)

- **STEP 1 Dial:** **1-877-359-1821** (24/7 – XOC)
- **STEP 2 Select:** Option # 4 - **Greater Boston** or Western NE regions
- **STEP 3 Select:** Option # 4 - Commercial Accounts, Municipalities, Utilities, Police & Fire
- **STEP 4 Reason for call:**
 - Option # 1 - Down Wires (will be prompted to enter zip code)
 - Option # 2 - Pole or all other Municipal Issues
- **STEP 5 Speak with Rep. and obtain job reference #**

The above steps will put you in touch with our Excellence Operations Center (XOC), 24-hours a day, and seven days a week. **Once again, please note this telephone # IS NOT for public dissemination.**

Please do not hesitate to contact me at 508-647-1418 should you have questions.

Very truly yours,

Greg Franks

Greg Franks, Sr. Manager
Government Affairs

Public Meetings: MBTA Fare Proposal and Proposed Commuter Rail Schedule Changes

We invite you to attend a public meeting to share your comments about the MBTA Fare Proposal and the proposed Commuter Rail schedule changes.

2016 Public Meeting Locations

Please note: Four meetings listed below will be dedicated to both the fare proposal and the proposed Commuter Rail schedule changes; four to Commuter Rail schedule changes only; and six to the fare proposal only. There will also be a public hearing on February 2 on the Fare Proposal.

FARE PROPOSAL/ COMMUTER RAIL	FARE PROPOSAL	COMMUTER RAIL
<p>Monday, January 25 Breed Middle School 90 O'Callaghan Way, Lynn 6 p.m.–8 p.m.</p>	<p>Monday, February 1 State Transportation Building Conference Rooms 1-3 2nd Floor 10 Park Plaza, Boston 10 a.m.–12 p.m.</p>	<p>Monday, February 8 Coakley Middle School 1315 Washington Street, Norwood 6 p.m.–8 p.m.</p>
<p>FARE PROPOSAL</p> <p>Tuesday, January 26 West Middle School Auditorium 271 West Street, Brockton 6 p.m.–8 p.m.</p>	<p>FARE PROPOSAL PUBLIC HEARING</p> <p>Tuesday, February 2 State Transportation Building Transportation Library 2nd Floor 10 Park Plaza, Boston 5 p.m. – 7 p.m.</p>	<p>COMMUTER RAIL</p> <p>Monday, February 8 Woburn City Hall 10 Common Street, Woburn 6 p.m.–8 p.m.</p>
<p>FARE PROPOSAL/ COMMUTER RAIL</p> <p>Wednesday, January 27 Malden High School Auditorium 77 Salem Street, Malden 6 p.m.–8 p.m.</p>	<p>COMMUTER RAIL</p> <p>Wednesday, February 3 Mansfield High School Auditorium 250 East Street, Mansfield 6 p.m. – 8 p.m.</p>	<p>FARE PROPOSAL</p> <p>Tuesday, February 9 Chelsea High School Auditorium 299 Everett Avenue, Chelsea 6 p.m.–8 p.m.</p>
<p>FARE PROPOSAL/ COMMUTER RAIL</p> <p>Thursday, January 28 Concord Town Hall Hearing Room, 2nd Floor 22 Monument Square, Concord 6 p.m.–8 p.m.</p>	<p>COMMUTER RAIL</p> <p>Wednesday, February 3 Walnut Hill School 12 Highland Street, Natick 6 p.m. – 8 p.m.</p>	<p>FARE PROPOSAL</p> <p>Wednesday, February 10 Roxbury Community College Media Arts Building 1 1234 Columbus Avenue, Roxbury 6 p.m.–8 p.m.</p>
<p>FARE PROPOSAL/ COMMUTER RAIL</p> <p>Monday, February 1 Union Station 2 Washington Square, Worcester 6:30 p.m.–8:30 p.m.</p>	<p>FARE PROPOSAL</p> <p>Thursday, February 4 Bigelow Middle School 42 Vernon Street, Newton 6 p.m.–8 p.m.</p>	<p>FARE PROPOSAL</p> <p>Thursday, February 11 Weymouth High School Auditorium 1 Wildcat Way, Weymouth 6 p.m.–8 p.m.</p>

Commuter Rail Comment Kiosks:

MBTA Commuter Rail staff will be available to discuss the proposed schedule changes at Back Bay, South Station and North Station on the following days and times:

Back Bay	South Station	North Station
Tuesday, January 19 5 p.m. – 7 p.m.	Wednesday, January 20 5 p.m. – 7 p.m.	Thursday, January 21 5 p.m. – 7 p.m.

- Comments about the MBTA Fare Proposal and proposed Commuter Rail schedule changes will be accepted through Friday, February 12, 2016.

Write to: MBTA

10 Park Plaza, Boston, MA 02116

Attention: Fare Proposal Committee OR Commuter Rail Schedule Committee

Website: mbta.com

Email: fareproposal@mbta.com OR crschedules@mbta.com

Phone: (617) 222-3200, TTY (617) 222-5146.

- All locations are accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request.
- For accommodation or language assistance, please call (617) 222-3200.
- Requests should be made as soon as possible prior to the meeting.
- For additional services, including sign-language, CART or language translation or interpretation, requests should be made at least ten (10) business days before the meeting.
- In case of inclement weather, meeting cancellation announcements will be posted at mbta.com.

MBTA te bay enfòmasyon enpòtan sou sitwèb li a osijè pwopozisyon chanjman nan pri tikè ak orè tren yo. Tanpri ale sou mbta.com pou w jwenn tout detay yo. Si w bezwen èd pou tradiksyon enfòmasyon sa, tanpri kontakte MBTA nan (617) 222-3200, TTY (617) 222-5146.

La MBTA ha publicado información importante en su sitio web respecto a la propuesta de tarifas y cambios en el horario del ferrocarril de pasajeros (Commuter Rail). Por favor visite mbta.com para todos los detalles. Si requiere asistencia para traducir esta información, por favor póngase en contacto con la MBTA llamando al (617) 222-3200, TTY (617) 222-5146.

A MBTA forneceu informações importantes sobre a proposta de tarifa e a mudança dos horários dos trens urbanos em seu site. Entre em mbta.com para obter detalhes completos. Caso necessite de ajuda para traduzir essas informações, entre em contato com a MBTA em (617) 222-3200, TTY (617) 222-5146.

MBTA 在其网站上提供了有关票价建议和通勤铁路时间表变更的重要信息。有关详情请查看 mbta.com。如果您需要帮助翻译此信息，请联系 MBTA，电话是 (617) 222-3200，TTY (617) 222-5146。

MBTA 在其網站上提供有關於票價建議和通勤鐵路時間表變更的重要資訊。有關詳情請查看 mbta.com。如果您需要幫助翻譯此資訊，請聯絡 MBTA，電話是 (617) 222-3200，TTY (617) 222-5146。

MBTA đã cung cấp thông tin quan trọng trên mạng lưới của họ về đề nghị giá biểu và thay đổi thời biểu của xe điện cho người đi làm. Xin viếng mbta.com để biết toàn bộ chi tiết. Nếu cần giúp đỡ phiên dịch thông tin này, xin liên lạc với MBTA theo số (617) 222-3200, TTY (617) 222-5146.

Please visit mbta.com for a complete list of public meetings.

**Winchester Public Schools
Winchester, Massachusetts**

School Committee

**January 26, 2016
7:00 p.m. Regular Session**

**7:30 p.m. FY17 Budget Public Hearing
Parkhurst School**

- I. Call to Order
- II. Reports and Discussion Items
 1. Student Presentation: Muraco School
 2. Calendar Study Committee: Report
- III. Student Report – Chris Kuang
- IV. Chair Report
- V. Superintendent Report
- VI. Public Comment
- VII. Public Hearing on the Proposed FY17 Budget
- VIII. Action Items:
 1. Vote to approve: FY17 Budget
 2. Vote to approve: Deed Restriction
 3. Vote to approve: Labor Attorney
 4. Vote to approve: Elks Donation
- IX. Approval of Minutes
 1. Vote to approve: Minutes of January 12, 2016
- X. Future Agenda Items
 1. McCall Program of Studies
 2. Winchester High School Program of Studies
 3. Fees
 4. Policy Subcommittee Report
- XI. Next Meeting Date
 1. February 9, 2016
- XII. Adjournment