

Docket Item:
I-1:
July 25, 2016



Dear Board of Selectmen,

Thank you for your continued support of Relay For Life of Winchester. Having the commitment from our community leaders makes it possible for us to bring the Winchester community together in the fight against cancer.

We raised \$65,000 for the American Cancer Society bringing our total to over \$350,000 over the last 5 years!

TOWN OF WINCHESTER
TOWN MANAGER
BOARD OF SELECTMEN

2016 JUL 15 AM 11:09

RECEIVED

For more information and resources head to: RelayForLife.org/PaintYourWorldPurple

Many thanks,

Rebecca Levine + the RFL
Event Leadership Team

July 25, 2016

From: Brian Rabinovich [mailto:brian.rabinovich@gmail.com]

Sent: Tuesday, July 12, 2016 5:12 PM

To: powers.s@comcast.net; Bettencourt, Michael; Whitehead, Jim; d.errico@comcast.net

Cc: Town Manager

Subject: Forest Ridge Residences

Dear Mr. Grenzeback, Mr. Powers, Mr. Bettencourt, Mr. Whitehead and Mr. Errico,

My name is Brian Rabinovich. I recently moved from Tampa, FL to Winchester, MA and moved into my new home at 21 Bellevue Ave on June 20th. I was shocked to hear about the proposal to build a very large apartment building in the forested area and adjacent to the wetland behind my home. Aside from the total disregard for the ecosystem and wild life that lives in the forest, I have major safety concerns surrounding the construction of a property of such magnitude in the proposed area. They are as follows:

1. Flooding is a serious issue for homes built at lower elevations close to the forested area. The current soil and wetlands provide a depot for water and protect homes from additional risk. The construction of industrial sized foundations and parking lots will cause alterations in drainage patterns that will alter the FEMA flood zones in the surrounding areas. Concrete and pavement is not porous and cannot absorb the amount of water currently being handled by the forested area and wetlands. I am not a structural engineer, but as an Immunologist and Genetic Engineer who has extensively studied complex biological systems, I believe that even an extensive artificial drainage system cannot compensate for the natural ecosystem that adapts to changes in the environment. Weather patterns are unpredictable and multifactorial. There is no artificial drainage system conceivable that can account for every possible variable. This is an irrefutable fact because (a) the combination of variables is too complex such that every scenario can be planned for, and (b) not every variable is known. In contrast, the natural ecosystem is a living environment which can adapt according to natural pressures surrounding it.
2. The structural integrity of homes built above the construction site may not be sufficient to withstand the alterations to the slope that will be created between the property lines of existing homes and the new elevation established by the development. Severe foundation cracks or even structural collapse is possible.
3. Construction of an apartment complex designed to house 300 units could easily add 300-500 cars to the site. Morning and evening traffic will not only create an enormous amount of congestion (Fallon Ave. cannot accommodate such traffic) but will also create serious safety concerns. The Southbound exit ramp off I-93 is already extremely dangerous and requires cars

permanently parked on the South side of the road to prevent accidents. The addition of hundreds of cars into the intersection is an obvious site where multiple car accidents or bottleneck traffic jams will occur that with no uncertainty will affect traffic southbound on I-93. The same is true for the ramp onto I-93 from Fallon Rd. There is no traffic light at this entrance and considerable traffic already exists, especially in the morning. It is conceivable that with the addition of hundreds of cars, traffic will stand still from the complex to the left turn onto the entrance ramp for I-93 North in the morning. This number of cars is also a major safety concern for school buses attempting to enter the property and children standing around waiting for the buses. This cannot be stated with absolute certainty, however, school age children have been injured or killed by cars because of the change in light during the week after entering Daylight Savings Time. The amount of traffic around the proposed construction will pose a danger to pedestrians under normal circumstances. The danger imposed to school aged children, especially the week after entrance into Daylight Savings Time in unacceptable.

4. Population density is a major cause of stress related morbidity in the United States. A 300 unit apartment complex may house as many as 1000 people. Such a density is associated with endocrine disorders, emotional disorders, heart disease, infectious disease and obesity. As of 2015, obesity is the second most common cause of cancer after cigarette smoking. I have personally experienced living in such an apartment complex and became quite ill from the second hand smoke in the building, allergies and general stress of living in a tight space.

I am aware that blocking a 40B is not trivial. I sincerely hope that the Winchester Board of Selectmen, while appreciating the need for middle income housing, agree with my assertions that the risks outweigh the gains. That said, I am not against offering alternative development strategies the proposed land in a reasonable and healthy manner. In my mind, utilizing chapter 40B planning to build a 300 unit structure larger than Walmart is a builder's way of using a loophole in the system to circumnavigate zoning laws with the major intent of selling 80-85% of the units for a huge profit.

Truly,

Brian Rabinovich

From: Dorothy Feldman <dorothyfeldman@verizon.net>
Date: July 16, 2016 at 9:08:25 AM EDT
To: <crooney@ci.stoneham.ma.us>, <evreeland@winchester.us>, <sparkhurst@winchester.us>, <lgrenzeback@winchester.us>, <townmanager@winchester.us>
Cc: NoForest Ridge <noforestridge@gmail.com>
Subject: Bridge to nowhere on P&S 2013

Ms. Rooney,

Thank you again for meeting with me about the proposed 40B in Winchester called Forest Ridge Residences.

It was brought to my attention that information in the proposal to MassHousing (<http://www.winchester.us/DocumentCenter/Home/View/1739>) contains details about the past intention of building a 40B project on the parcel, the Forest Circle property. I believe this information was withheld from the Town of Stoneham and the Stoneham Conservation Commission during prior petitions to the town.

[See attached insert.]

page 77 of the pdf proposal, page 6 of P&S Aug 28, 2013 between Shannon Investment and Marino brothers.

Apparently, the "buyers" on the P&S, the Marino brothers, were already intending on filing for building a 40B development as early as August 2013. I believe that the Stoneham Conservation Commission was holding hearings with the Marinos about a bridge from Fallon Road over wetlands during the spring of 2015. This is well after the 2013 P&S.

In 2015, the Stoneham Conservation Commission asked the reason for the proposed bridge. The Marinos and their legal counsel replied to the CC's inquiry by stating that there were no plans for the land. The bridge became referred to as "the bridge to nowhere". The Marinos and their legal counsel flatly lied and misstated that there were no plans.

Obviously, this was an act of obfuscation and deceit on the part of the Marinos. Did the Marinos believe that the only impact on Stoneham would be the bridge itself? Did they believe that the Stoneham Conservation Commission, in their deliberations about the disturbance of wetlands in their jurisdiction, did not need the complete details? Would there be no consequences on the wetlands of housing hundreds of people on the Forest Circle property in a planned 40B mass housing development? Clearly, a massive development will have numerous contributing impacts on adjacent wetlands. The numbers of cars and number of daily trips on the proposed bridge alone would have a considerable impact on the wetlands.

I request that you share this information with all members in Stoneham government, especially the Conservation Commission, who will have dealings with the Marinos and the 40B project,

currently referred to as Forest Ridge Residences. I also ask that the dishonesty of the Marinos and their counsel be factored into any future decisions about proposals before the town of Stoneham. A leopard doesn't change its spots.

The current proposal for Forest Ridge Residences that has been filed with MassHousing is between the seller Marinos and the buyer Krebs Investor Group. The current owners of the parcel of land remains the Shannon Trust. Krebs Investor Group cannot gain possession of the property until and unless the Marinos first purchase the Forest circle property.

Respectfully,
Dorothy Feldman
9 Polk Road
Winchester, MA

a. The parties agree that prior to making application to the Town of Winchester for the 40B Project, Buyer shall be entitled to seek approval from the Stoneham Conservation Commission to construct a secondary access across wetlands near Fallon Road and/or Eugene Drive to the upland portion of the Premises in Winchester (the "Stoneham access approval").

b. Buyer shall have the right to elect to terminate this Agreement by written notice to Seller if it fails to obtain the Stoneham access approval on or before [REDACTED], should Buyer so terminate this Agreement the Initial Deposit made by it promptly shall be returned to it. If Buyer does not make such

payment, then this Agreement shall terminate in full force and effect.

c. Not later than thirty (30) days following the earlier to occur of (a) [REDACTED] and (b) the date on which Buyer obtains the Stoneham access approval, Buyer shall commence effort to obtain a written determination or project engineering from the subsidizing agency; during the remainder of the Permitting Period, Buyer shall file and prosecute its application for the comprehensive permit for a 40B Project (the "Comprehensive Permit").

d. If Buyer is unable to obtain the Comprehensive Permit on or before [REDACTED]

[REDACTED] Buyer may extend the period afforded to it to obtain permits for not more than three (3) periods of four months each, upon the payment of an additional deposit of \$4,000 for each such extension period (each of such deposits to be applicable to the Purchase Price but non-refundable).

e. In the event that during the Permitting Period Buyer is either (i) denied a Comprehensive Permit, or (ii) is granted such approval or permit on conditions that make the 40B Project uneconomic (either a "Decision"), the Buyer shall have the right to appeal the Decision as provided in G.L. c. 40B or otherwise, and such appeal shall extend the Permitting Period, provided that Buyer prosecutes said appeal diligently to a non-appealable final decision. If the Comprehensive Permit is issued, but appealed by a third party, the Permitting Period shall likewise be extended, provided that Buyer diligently defends such appeal to a non-appealable

Docket Item:

I - 4:

July 25, 2016

From: Dorothy Feldman <dorothyfeldman@verizon.net>

Date: July 16, 2016 at 2:31:34 PM EDT

To: Brian Szekely <bszekely@winchester.us>, <Lgrenzeback@winchester.us>

Cc: NoForest Ridge <noforestridge@gmail.com>

Subject: improper notification of 40B to town of Winchester

The applicant writes to Catherine Racer stating that he needs to notify the Chairman of the Board of Selectman of Winchester, but then sends the notification to a past member of the Selectmen, Mr. Johnson. Mr. Lance Grenzeback has been the Chairman of the Selectman for some time now. Does this failure to serve proper notification impact the application.

[See attachments.]

Thank you,
Dorothy Feldman
9 Polk Road

PS This application is riddled with errors, misstatements, omissions. In this instance a quick, careful 3 minute search of the identity of the town's chairman of the Selectmen would have avoided this failure to properly notify Mr. Grenzeback.

June 15, 2016

Ms. Catherine Ryan, Assistant Director
Department of Housing and Community Development
100 Cambridge Street, Suite 300
Boston, MA 02114

Re: Notice of Application for Chapter 40B Site Expediting Letter - Mashboung's New England
Pond Project - Forest Hills Residence - Forest Circle, Winchester, MA

Dear Ms. Ryan:

Krebs Investor Group, LLC, a limited liability company for the purpose of developing a 206 mixed-income development on Forest Circle in Winchester. In accordance with Section 30A(2)(a) of the Rules of the Housing Appeals Committee (700 CMR 3.01), this letter serves to notify the Department that a request for site approval letter has been made by Krebs Investor Group, LLC under Mashboung's New England Pond Program for 206 unit development on the Town of Winchester.

According to the Rules of the Housing Appeals Committee, Mashboung cannot issue a site approval letter until at least 30 days has elapsed from the time of notification to the Chairperson of the Winchester Board of Selectmen. Shortly after that time period, we are hopeful that Mashboung will issue a site approval letter so that the applicant can file a consolidated appeal application with the Winchester Zoning Board of Appeals. Any comments received from the Town will be considered by Mashboung during his 30-day comment period.

We will notify you when the site approval letter is issued. In the interim, please contact me directly should you have any questions.

W. Webster Hunt is Site Agent
21 N. Vermont Street, 2nd Floor
Worcester, MA 01580

Re: Motion of Application for Chapter 44B Site Regulatory License - Massachusetts, New England
Grand Project - Forest Ridge Associates - Forest Ridge

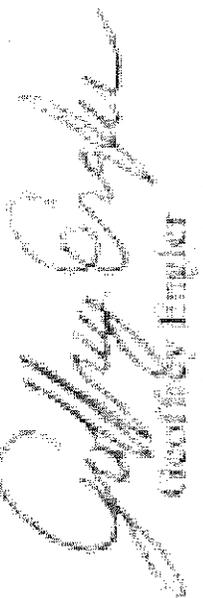
Applicant: Ketch Investors Group, LLC

Dear Mr. Chairman:

Ketch Investor Group, LLC is a limited liability company created for the explicit purpose of developing a 200 unit apartment development on Forest Ridge in Worcester. In accordance with Section 21B(2)(c) of the Rules of the Housing Appeals Committee (the CHA) and this letter serves to formally notify the Town of Worcester that a request for initial approval under the laws made by Ketch Investor Group, LLC under Massachusetts's New England Public Hearing Act development. We have enclosed for your review a copy of the same Site Regulatory Application that was submitted to MassDHQP.

We have met with Town Selects on June 7th to discuss the proposed development at which we presented the current version of our preliminary plan set. We had forward to discussing the project with the Town in select detail and formally presenting this application to the Full Zoning Board of Appeals in the near future. We appreciate any additional comments submitted by municipal officials as we move forward in this process.

Sincerely,


Gregory Taylor

Docket Item
I - 5:
July 25, 2016

From: Marlin Kann [marlinkann@yahoo.com]

Sent: Thursday, July 07, 2016 1:35 PM

To: Grenzeback, Lance; Powers, Steve; Bettencourt, Michael; Whitehead, Jim; Errico, David;
Michael.Day@mahouse.gov; Town Manager

Subject: Forest Ridge Residence

Dear Mr. Howard, Winchester Selectmen and Representative Day,

Please find the attached letter concerning the proposed Forest Ridge Development.

Sincerely,

Marlin Kann

Dear Mr. Howard,

After reviewing the Forest Ridge residence proposal, I would like to let you know that I am 100% against it!

I believe development is important, but a 296 unit rental building dramatically stands out of scope with our neighborhood.

The noise pollution created by the cars entering & exiting on to Forest circle makes me cringe for those families!! Additionally, as we all know, Forest circle is a quaint road insulated to the traffic created by a massive rental structure proposed.

The site also stands on top of ledge which could exacerbate the 70 ft (+) buildings. My neighbors on North Border road would have the visual presence of a massive structure & line adjacent to the pool & garage entrance. The noise pollution created by the scale of those entities and the visitor parking) would significantly impact our neighborhood in a negative manner.

Again, I think development should be supported, but only when placed in the scale of the surrounding neighborhoods. Forest Ridge Residents stands dramatically outside the scope of our community, would create a negative impact in our community and is not in line with other projects in Winchester. Due to these reasons I urge you, the Planning board & the Selectman to stop or dramatically alter the proposed project.

Sincerely,

Merlin Kana
22 Chisholm Rd.

c: Board of selectman Winchester
c: Michael Day

From: UMass-DEP LCCA-Program [<mailto:lccadep@umass.edu>]
Sent: Friday, July 08, 2016 2:57 PM
To: Gibbons, James <ygibbons@winchester.us>
Cc: DEP Program-Director <Program.director-dwp@state.ma.us>; Town Manager <tmanager@winchester.us>
Subject: Winchester Schools - DEP/UMass Offer Free Water Quality Sampling

Dear James Gibbons :

MassDEP received your response to obtain assistance under the Commonwealth's Assistance Program for Lead in School Drinking Water (Program). Thank you for participating in this important Program.

MassDEP has partnered with the University of Massachusetts, Amherst to provide the technical assistance and laboratory analysis services necessary to implement the Program. The UMass effort for the Program is being directed by Dr. John Tobiason and Dr. David Reckhow and managed by Richard Larson and Robert Hoyt.

We are contacting you to arrange for an **initial informational meeting** for your school system. We strongly encourage you to include in the informational meeting all staff from your schools that will be participating in the Program such as principals, facility managers and nurses, as well as representatives of your local public water supplier, government, public health agent, and plumbing inspector. A senior municipal official from your community has been copied on this email.

We would like to schedule the 1.5 hour informational meeting at your earliest convenience, beginning with the week of Monday July 18th as many of you indicated that your system would be available in the summer. **If your system personnel and other local partners are available for a summer informational meeting between July 18th and August 26th**, please access the Survey Monkey survey using the link below and indicate three dates for which an informational meeting is possible. Please contact us (see phone and email below) to discuss any questions you may have, to review how to prepare for the meeting, to schedule the meeting if you have any problems with the online scheduling system, and to schedule the meeting if your system is not available in the summer.

If some or all of your school buildings are in use by students or other children during the summer, please contact us as soon as possible as we want to evaluate if it is appropriate to sample the drinking water in your facilities during the summer to measure levels of lead and copper. If your system has schools that are in use during the summer, and we have not already contacted you regarding summer sampling, please contact us so we can gather data from you to assess the use of the building during the summer. Note that all buildings should be sampled during the regular school year to assess lead and copper levels under normal use.

Thank you for your participation in this Program and we look forward to working with you.

Sincerely,

Rick Larson & Bob Hoyt, UMass Amherst Co-Program Managers

MassDEP-UMass Assistance Program for Lead in School Drinking Water

Phone: 413-545-0840 Email: LCCADEP@umass.edu

Docket Item:

I - 7:

July 25, 2016

July 7, 2016

Board of Selectmen
Town of Winchester Massachusetts
71 Mt. Vernon Street
Winchester, MA 01890

Dear Selectmen,

We live at 53 Everett Avenue, which is located on the corner of Everett Avenue and Cambridge Street. Currently, there is a Massachusetts Department of Transportation project (#601019) going on that will effect a large portion of Cambridge Street. In particular, the project will substantially change the way cars will be entering and exiting Everett Ave. at Cambridge St.

The intersection is slated to become a traditional four way intersection with traffic lights and cross walks. The part of Everett Ave. closest to our house will become a two lane road instead of what is now just an exit from Everett Ave. We are in favor of the project as we believe that it will stop cars from speeding onto Everett Ave as they come off of Cambridge St. and it should be safer exiting Everett Ave onto Cambridge St. The downside is we think it will be more difficult to exit our driveway especially during rush hours and/or less safe to do so.

It is with this in mind that we would like to prevail upon the Selectmen to institute "No Parking" on both sides of Everett Ave. from Cambridge St. up to the first entrance of Sheffield Rd. At the very least we'd like no parking both sides of Everett Ave up to the east most side of 47 Everett Ave.

As we are sure you are aware, Winchester Boat Club utilizes this on-street parking heavily during the summer months and we have on a number of occasions during non-summer time commuter rail users parking in front of our yard.

We thank you for consideration of our request.



Richard and Cheryl Norsworthy
53 Everett Ave.
Winchester, MA 01890
rich.norsworthy@gmail.com
520-370-4526.

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2016 JUL 18 PM 5:04
TOWN OF WINCHESTER
TOWN MANAGER
BOARD OF SELECTMEN

July 18, 2016

Board of Selectmen
Winchester, MA

Dear Members of the Board of Selectmen,

I am writing to you today regarding the proposed 40B project, Forest Ridge Residences. This proposal is very troubling to residents in this area of town. You will be hearing from many residents about the detrimental consequences should this project be built. Today, I would like to focus on the misrepresentations, omissions, and misrepresentations by omission that are included in the application.

It is my opinion that the application is invalid, based on the single fact that the applicant has no legal right to the property. The MassHousing 40B application states ***"In order for a project to receive Site Approval, MassHousing must determine that (i) the applicant has sufficient legal control of the site; (ii) the applicant is a public agency, non-profit organization or limited dividend organization; and (iii) the applicant and the project are generally eligible under the requirements of the MassHousing program selected by the applicant, subject to final eligibility review and approval. Furthermore, MassHousing must determine that the site of the proposed project is generally appropriate for residential development (taking into consideration municipal actions previously taken to meet affordable housing needs) and that the conceptual project design is generally appropriate for the site. In order for MassHousing to be able to make these findings (required by 760 CMR 56.04 (4)), it is important that you answer all questions in the application and include all required attachments."***

The applicant, Krebs Investor Group has no legal control of the site. The attached Purchase and Sale lists Anthony Marino, James Marino and Joseph Marino as buyers of the property. They are not included anywhere in the application. Krebs Investor Group and Justin Krebs are not mentioned anywhere in that P&S.

There is also relevant information that has been omitted by leaving answers blank. Please see my attached review of points that I challenge regarding this application. Some of these may seem trivial, but taken together, I feel they show an unwillingness to be completely truthful and transparent in this process.

Sincerely,

Rachel Roll
7 Forest Cir.
Winchester, MA 01890
rkroll@rkroll.com

Cc: Winchester Town Manager,
Winchester Planning Board,
Winchester Town Planner,
Winchester Conservation Commission,
Winchester Zoning Board of Appeals,
Stoneham Board of Selectmen

Stoneham Conservation Commission
Stoneham Planning Board
MassHousing
Senator Jason Lewis
Rep. Michael Day

Omissions and misrepresentations in Forest Ridge Residences MassHousing Application
(Page numbers refer to pdf pages of the application)

Page 7

Anticipated Financing - Bank name left blank.

Attached letter from bank does not meet requirements of 40B application.

1. Must include ID of borrower and description of bank's familiarity of borrower.
2. Must include description of project, including location, number of units and type of building.
3. Must confirm that bank is member of FHLBB and will specifically use NEF funds for project.

Only being member of FHLBB is included in letter

Page 8

Buildable area calculations

Numbers do not add up. If you take the total area - 581,280 - and subtract wetlands (non-buildable) - 148,494, you get 432,786 - not 565,131.

Also, the current plan is to replicate disturbed wetlands 2:1 for construction of the bridge. This will increase the wetlands area and decrease the buildable area.

Is the site located entirely within one municipality – Yes

Not true

Primary access road will be located on property in Stoneham. This is an important fact that needs to be included. The town of Stoneham should have received notice of this proposal along with Winchester, but did not.

Previous Development Efforts – blank

The buyer was denied for much smaller proposed development on this site in 2007, based on peer review findings regarding traffic, safety and drainage. During this process, it was threatened to come back with a 40B project if the plan was not approved.

Page 10

Does the site include significant areas of ledge? Unknown, but likely.

Sounds a bit evasive, since a simple walk on the property shows significant areas of ledge. Also, topo maps included with application show areas of ledge.

Is there any evidence of hazardous materials on the site? No

In fact, noted in the P&S #23(a) – page 79 of application pdf – the seller and buyer acknowledge receipt of a report showing reportable amounts of toxic substances. The P&S includes a provision for holding monies in escrow for the environmental remediation. An answer of no to this question is clearly incorrect and misleading.

Page 12

Net density - 22.8/acre

Buildable area needs to be clarified. Using calculation above in note for page 8, net density is closer to 30/acre.

Page 13

Gross Floor Area - 565,131

Seems odd that this is the same number as listed as buildable area on page 8. Coincidence?
Sloppy entry?

Page 15

Grantee/Buyee is the Applicant.

In fact, P&S lists grantee/buyee as James Marino, Joseph Marino and Anthony Marino.
Applicant is Justin Krebs/Krebs Investor Group. Applicant does not appear anywhere on P&S,
and buyer does not appear anywhere on application.

Purchase price – left blank

Page 22

Other Income – Garage parking

Is parking not included in rent? With no public transportation, a car is necessary, and the number of parking spaces is below the required amount. Will tenants avoid paying for parking and park in neighborhoods? This is a very real concern.

Page 26

Applicant 40B Experience – left blank, yet attached CV touts work on numerous 40B projects.
Several members of the development team are also members of the development team at North
Winchester/Cambridge Street project.

Geoff Engler, SEB, LLC

Bohler Engineering

Vanasse & Assoc.

Page 42

Images of Winchester

2 Covered bridges? Blatant misrepresentation of community. These images are of bridges in
Beaver Township, PA and Woodstock, VT, and were taken straight from internet. Why are these
included? Sloppy research? There is no shortage of photo opportunities in Winchester. No
logical explanation.

Page 45

By-Right Site Plan

The plan included is **NOT** a by-right plan. This is similar, but much smaller, to a plan previously
denied. A subdivision is not a by-right use and requires approval from the planning board. This
plan also includes the bridge access from Stoneham, which requires special permitting to cross
wetlands. A by-right development would be a single family home with driveway entrance from
Forest Circle. Another blatant misrepresentation.

Page 50

Distance to Neighboring homes

Conveniently left off distance to 12 Polk Rd. – clearly the closest of all homes.

Page 69

Will use alternative water/waste water treatment

No explanation given, but also indicates will connect to municipal water/sewer. Using low flow fixtures is not alternative water/waste water treatment.

Page 72

P&S dated August 28, 2013

Buyer's (Marino's) representative appeared before Stoneham Conservation Commission for bridge waiver in April-July 2015, after the date of this P&S signing. At this time they repeatedly stated that they had no idea what kind of project would be built on the property in Winchester. This P&S specifically states conditions based on 40B permitting (#20). Buyer has demonstrated a history of not being truthful with municipal boards.



MBTA Advisory Board

177 Tremont Street, Boston, MA 02111
Tel: (617) 426-6054 Fax: (617) 451-2054

July 14, 2016

TO: Chief Elected Officials

FR: Paul Regan, Executive Director, MBTA Advisory Board
Marc Draisen, Executive Director, Metropolitan Area Planning Council

RE: **Municipal Elections to the Boston Region Metropolitan Planning Organization**

IMPORTANT DATES:

- **Nomination Papers Due – Friday, September 30, 2016, at 5:00 PM, to MAPC;**
- **Election – MAPC Fall Council Meeting Wednesday October 26, 2016 at the Quincy Marriott, 1000 Marriott Drive, Quincy, MA 02169**

We are pleased to forward a copy of the election procedures for the elected municipal seats on the Boston Region Metropolitan Planning Organization (MPO). The MPO is responsible for planning and programming financial resources for a multi-modal transportation system for the 101 municipalities in the Boston region. (An overview of MPO member responsibilities is included as Attachment C of the Official Notice of Elections.)

There are four seats on the MPO up for election. The MPO seat currently held by the Town of Framingham representing the Metro West Regional Collaborative (MetroWest) sub-region, the seat currently held by the Town of Bedford representing the Minuteman Advisory Group on Interlocal Coordination (MAGIC) sub-region, the seat currently held by the City of Somerville representing the Inner Core sub-region, and the seat currently held by the Town of Braintree representing the South Shore Coalition (SSC) sub-region, are up for election this year.

Any municipality located in the four above mentioned sub-regions may seek nominations to run for those respective open sub-regional seats.

The MPO has 22 voting members, which currently include:

State members

Massachusetts Department of Transportation (MassDOT) with three seats appointed by the Secretary of Transportation, at least one of which is from its Highway Division;
Massachusetts Bay Transportation Authority (MBTA);
Massachusetts Port Authority (Massport)

RECEIVED
2016 JUL 14 AM 9:32
TOWN OF WINCHESTER
TOWN MANAGER
BOARD OF SELECTMEN

Official Notice

2016 Boston Region MPO Municipal Election Procedures

At the MAPC Fall Council Meeting on Wednesday October 26, 2016 at the Quincy Marriott, 1000 Marriott Drive, Quincy, MA 02169, elections will be held for four (4) of the twelve (12) elected municipal seats on the Boston Region Metropolitan Planning Organization (MPO).

At that time one municipality from each of the four sub-regional seats up for election, will be elected to the MPO by the chief elected officials of the 101 municipalities which constitute the Boston metropolitan region. Pursuant to the MPO Memorandum of Understanding, approved on July 7, 2011, MAPC and the MBTA Advisory Board (Advisory Board) administer the election of the municipal representatives to the MPO.

MPO Seats Up For Election in 2016:

- One (1) municipality from the Minuteman Advisory Group on Interlocal Coordination (MAGIC) sub-region.
- One (1) municipality from the Metro West Regional Collaborative (MetroWest) sub-region.
- One (1) municipality from the South Shore Coalition (SSC) sub-region.
- One (1) municipality from the Inner Core sub-region.

Terms of election on the MPO are for three years.

Nomination Process

Nominees for the elected municipal seats shall be the chief elected official of the municipality. In cities this is the Mayor or, if the city does not have the office of Mayor, then the Chairman of the Council, with the exception of Plan E cities (Cambridge) in which case it shall be the City Manager. In towns, the chief elected official is the Chairman of the Board of Selectmen. The MPO will accept the Chairman's nomination of a candidate whether or not the full Board of Selectman has voted it.

A nominee for an open municipal seat must receive five nominations made by any chief elected official from the Boston region, regardless of which sub-region they are from. A chief elected official may nominate his or her municipality and that nomination shall count as one of the five nominations needed to place a municipality on the ballot. Each chief elected official may only sign nomination papers for one municipality per open seat.

Nominations papers are due on Friday, September 30, 2016 to MAPC by 5:00 PM and must be filed in person or by mail at MAPC, 60 Temple Place, 6th Floor, Boston, MA 02111, Attn: MPO Elections. Faxes or emails will not be accepted. Nomination papers shall include a statement of candidacy (250 word limit) of the community, also due at this time.

Voting Process

Each of the 101 municipalities may vote for one (1) municipality for each of the four (4) open seats.

Ballot

A ballot will be prepared by MAPC and the Advisory Board based on the certification of nomination papers. The ballot shall contain a list of the nominated municipalities. Candidate communities shall appear on the ballot in an order drawn by lot by designated officers of MAPC and the Advisory Board. The subregion of each of the communities shall be identified on the ballot. A candidates' booklet shall

MAPC Sub-regions

SUBREGION	COMMUNITIES
North Shore Task Force	Beverly, Danvers, Essex, Gloucester, Hamilton, Ipswich, Manchester-by-the-Sea, Marblehead, Middleton, Nahant, Peabody, Rockport, Salem, Swampscott, Topsfield, Wenham
North Suburban Planning Council	Burlington, Lynnfield, North Reading, Reading, Stoneham, Wakefield, Wilmington, Winchester, Woburn
Minuteman Advisory Group Interlocal Coordination (MAGIC)	Acton, Bedford, Bolton, Boxborough, Carlisle, Concord, Hudson, Lexington, Littleton, Lincoln, Maynard, Stow, Sudbury
MetroWest Regional Collaborative	Ashland, Framingham, Holliston, Marlborough, Natick, Southborough, Wayland, Wellesley, Weston
South West Advisory Planning Committee (SWAP)	Bellingham, Dover, Franklin, Hopkinton, Medway, Milford, Millis, Norfolk, Sherborn, Wrentham
Three Rivers (TRIC)	Canton, Dedham, Dover, Foxborough, Medfield, Milton, Needham, Norwood, Randolph, Sharon, Stoughton, Walpole, Westwood
South Shore Coalition	Braintree, Cohasset, Duxbury, Hanover, Hingham, Holbrook, Hull, Marshfield, Norwell, Pembroke, Rockland, Scituate, Weymouth
Inner Core	Arlington, Belmont, Boston, Brookline, Cambridge, Chelsea, Everett, Lynn, Malden, Medford, Melrose, Milton, Newton, Quincy, Revere, Saugus, Somerville, Waltham, Watertown, Winthrop

Overview of MPO Member Responsibilities

Background:

The Metropolitan Planning Organization is established as a required part of the transportation planning process under federal law. It is responsible for planning and programming financial resources for a multi-modal transportation system for the Boston region. The MPO was established in 1973.

The Boston MPO Memorandum of Understanding (MOU) that details the governing structure and process of the MPO can be viewed at www.bostonmpo.org/mou

Specific Responsibilities:

The MPO must prepare and approve several plans and programs on an annual basis. These include:

- The Unified Planning Work Program (UPWP), which programs funds for transportation planning programs in the region;
- The Transportation Improvement Program (TIP), which programs federal, state, and local funding for surface transportation projects (highway and transit).

The MPO also prepares and approves several other plans and programs as necessary. These include:

- The Regional Transportation Plan (RTP), which provides a 25-year plan for the Region's transportation needs and priorities and;
- The conformity of all surface transportation plans and programs with applicable federal laws (including air quality, and the Americans with Disabilities Act).

MPO Meetings:

Meetings are held as needed to accomplish the MPO's business. There are approximately two MPO meetings a month and all but four are held in Boston, during the day, at the state transportation building. Four MPO meetings will be held (one per quarter) outside of Boston. MPO meetings typically begin at 10 AM on the first and third Thursday of the month, and last approximately three hours. The MPO has the authority to establish necessary committees to accomplish its responsibilities. Recent experience suggests that the municipal members of the MPO or their designees attend at least two meetings per month to accomplish the work of the MPO.

2016 MPO Election Nomination Papers

Nominated Community	Name of Chief Elected Official	Signature
Open MPO Seat Community is Running For (only check one)	<input type="checkbox"/> MAGIC Seat	<input type="checkbox"/> Inner Core Seat
	<input type="checkbox"/> MetroWest Seat	<input type="checkbox"/> South Shore Seat

Endorsers

Nominating Community	Name of Chief Elected Official	Signature

Individual endorsements may be attached as a separate letter but must specify the municipality and the official being nominated and must be signed by the chief elected official of the endorsing community.

Please return in person or by mail
By 5 PM on Friday, September 30, 2016 to:
Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111

Phone inquiries to
 Eric Bourassa, MAPC (617) 933 -0740
 Paul Regan, MBTA Advisory Board (617) 426-6054

2016 MPO Statement of Candidacy

(250 Word Limit)

Municipality: _____

Chief Elected Official: _____

(Suggestions include a brief statement of qualifications; comments on the importance of transportation to the region; and expectations for the Boston Metropolitan Planning Organization)

Docket Item:

I - 10:

July 25, 2016

Board of Selectmen
Town Of Winchester, MA
71 Mt. Vernon St., 2nd Floor
Winchester, MA
01890

July 15, 2016

Re: Kenneth D. and Karen A. Tarbell

Dear Selectmen,

I write this letter on behalf of my wife and myself in the interest of purchasing cemetery lots for ourselves at Wildwood Cemetery.

In November of 2013, now empty nesters, we sold our home of 30 years in Winchester and downsized to a home in Stoneham. We still visit Wildwood Cemetery often to visit the graves of my wife's parents, George and Lydia Augliera. As we are both in our early 60's now, we think more of our own mortality and decided it was time to do something about securing a final resting place for ourselves.

During a recent visit to the cemetery, we approached James Shattuck and discussed our desire to purchase plots for ourselves. Mr. Shattuck informed us that the plots are usually only sold to Winchester residents, but that with our long history in Winchester, we should write to the Selectman and request special consideration.

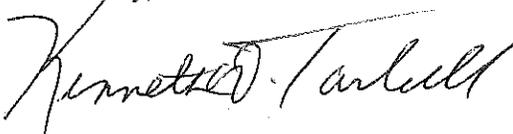
Our history in Winchester is longstanding. My Wife, Karen (Augliera) Tarbell and I both went through the Winchester school system and both graduated from Winchester High School. We married in 1975 and in 1983 were fortunately able to buy a lot of land on Surrey Road in Winchester and built our family home for our 5 year old daughter and 3 year old son. Both our children went from kindergarten through graduating Winchester High School. We remained on Surrey road for 3 decades until we decided the house was too big for us and made the difficult decision to sell and ultimately move out of town.

We have always loved Winchester and will always consider it home. We often drive through our old neighborhood and discuss our many fond memories. It would give us great solace to know that our final resting place would be in Winchester, at Wildwood Cemetery, near our home, family and friends.

We respectfully request that you consider providing us with the opportunity to purchase plots at Wildwood Cemetery.

Thank you in advance for your thoughtful consideration.

Sincerely,



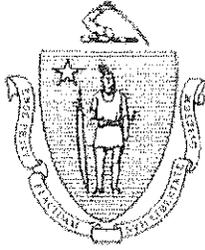
Kenneth D. Tarbell
8 Spalding Road
Stoneham, MA 02180
Phone 781-435-0381

RECEIVED
2016 JUL 20 AM 11:17
TOWN OF WINCHESTER
TOWN MANAGER
BOARD OF SELECTMEN

Docket Item:

I - 11:

July 25, 2016



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR JASON M. LEWIS

Fifth Middlesex District

STATE HOUSE, ROOM 511B
BOSTON, MA 02133-1053
TEL. (617) 722-1206
FAX. (617) 722-1063

Chairman

COMMITTEE ON PUBLIC HEALTH

JASON.LEWIS@MASENATE.GOV
WWW.MASENATE.GOV

Timothy C. Sullivan, Executive Director
MassHousing
One Beacon Street
Boston, MA 02108

July 21, 2016

Re: Forest Ridge, Winchester, MA #847

Dear Mr. Sullivan,

We write to express our deep concerns regarding the application for Site Approval submitted by Krebs Investor Group, LLC, for a 296 unit apartment complex on Forest Circle in Winchester, with an access road from Stoneham.

As we review the application, and as we begin to receive input from the community, we have observed seriously troubling aspects in the application.

Based on our review, the site is, for all practical purposes, inaccessible by public transportation. The nearest bus line, route 132, is a mile away and across a highway. The application describes the access point to the bus line (presumably, the intersection of Marble, Main, and Summer Street in Stoneham) as 3 minutes away – this is true, if you are driving. Where, however, are you going to park if you are driving to the bus line? More accurately, the location ought to be described as a 20-minute walk distant from public transportation, likely used by residents more as a lark than as a daily routine.

It is troubling to hear that a developer would propose a large apartment complex, presumably designed to provide housing for low income residents, placed as far from public transit and our schools as possible, while seeking to receive official sanction for waiving important permitting reviews. The nearest grocery store is more than 2 miles away. We are hard pressed to identify a worse location in Winchester from the perspective of accessibility to amenities, both public transit and otherwise.

Access to the site is of interest to the delegation as well. The access from Forest Circle appears deeply inadequate for the size of the site, which explains the need for the connection through Stoneham. However, it is unclear whether the project proponents have considered the impacts of their project on Stoneham. Connecting through Fallon Road, the best route to retail or work in downtown Boston is

through North Border Road. That very first intersection of North Border Road, South Street and Main Street in Stoneham (the "Friendly's Intersection"), is among the most frequently cited intersections of grave concern for our residents. They worry about accidents, and also about delays. These concerns are well founded – our review of law enforcement data found that this intersection is the site of more accidents in Stoneham than any other intersection, and while DCR and DOT (who jointly own the intersection) have made efforts to improve the timing of the lights at the intersection, we have much more work to do to ease the already chronic delays and safety problems at that intersection. Proposing to add another 500 vehicles to this daily source of danger and delay is acutely troubling.

While the project is poorly sited from a public transit and vehicular traffic perspective, we'd also note that it suffers from the worst aspects of transportation siting as well. This location, so proximate to the heavily traveled route 93, means that children living on the site will be exposed to higher-than-average levels of particulate matter, a challenge for lung development and a contributor to asthma. We are troubled that the proposed developer neglected to address this concern altogether in the application.

Meanwhile, the application refers to "retail and commercial" opportunities across the street from the site. Those retail and commercial opportunities – truck rental, building materials and self storage – while worthy enterprises, do not strike this delegation as match made in economic heaven for a residential development next door.

Finally, we note the size and scope of the proposed development based on our initial review of the proposal. The application fails to go into any meaningful detail on the municipal resources that will be required to sustain the site, from sewer to water to electricity to the very real burden it will impose on the first responders from both Winchester and Stoneham, but we know those will be substantial, particularly given the relatively remote location of this site from the town center.

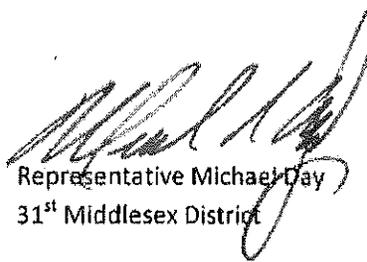
Other well-founded concerns abound. The calculations for buildable area, proximity to the nearest home, impact on sizable square footage of wetlands, impact on local school budgets, and other questions ought to be fully reviewed and thoughtfully considered before this application proceeds any further.

Thank you for your consideration of this letter. We will remain fully engaged in this process and are available to you to answer any questions you may have of us.

Sincerely,



Senator Jason Lewis
5th Middlesex District



Representative Michael Day
31st Middlesex District

CC:

Lance Grenzeback

Richard Howard

Robert Markel

Mawn, Patti

From: Grenzeback, Lance
Sent: Wednesday, July 20, 2016 6:59 PM
To: Mawn, Patti
Subject: Fwd: Eversource Benefit offsets request
Attachments: CommuterCorridor_online.pdf; ATT00001.htm

Patti: Please make copies of the email and attachment for the Board and record file. Thanks.

Begin forwarded message:

From: "caroline woodward" <shirwood@gmail.com>
To: "Bettencourt, Michael" <mbettencourt@winchester.us>, "Jim Whitehead" <ejwhitehead@verizon.net>, "Powers, Steve" <spowers@winchester.us>, "Grenzeback, Lance" <lgrenzeback@winchester.us>, "Errico, David" <derrico@winchester.us>
Subject: Eversource Benefit offsets request

Hello to the Board of Selectmen.

My name is Caroline Woodward, Woodside Rd resident. I am the moderator of Winchester Traffic Calming, a group of town residents concerned about the ever growing problem in our town of unsafe street conditions for pedestrians. I know you all are aware of the problems that we have so I will try not to take up too much of your time with complaining about it. Although if you were to get me started I could talk your ear off! ;)

I am attaching a document outlining the concerns of the group as it relates to the Mystic to Woburn 115 KV line. I hope you will take these concerns into account when presenting Eversource with our offset request. it would be great to have some real benefit to our citizens in the form of more livable and walkable neighborhoods as a result of all the trouble the town will endure during this project.

Here's hoping kids can soon ride their bicycles on the streets of Winchester.

Thanks for your time

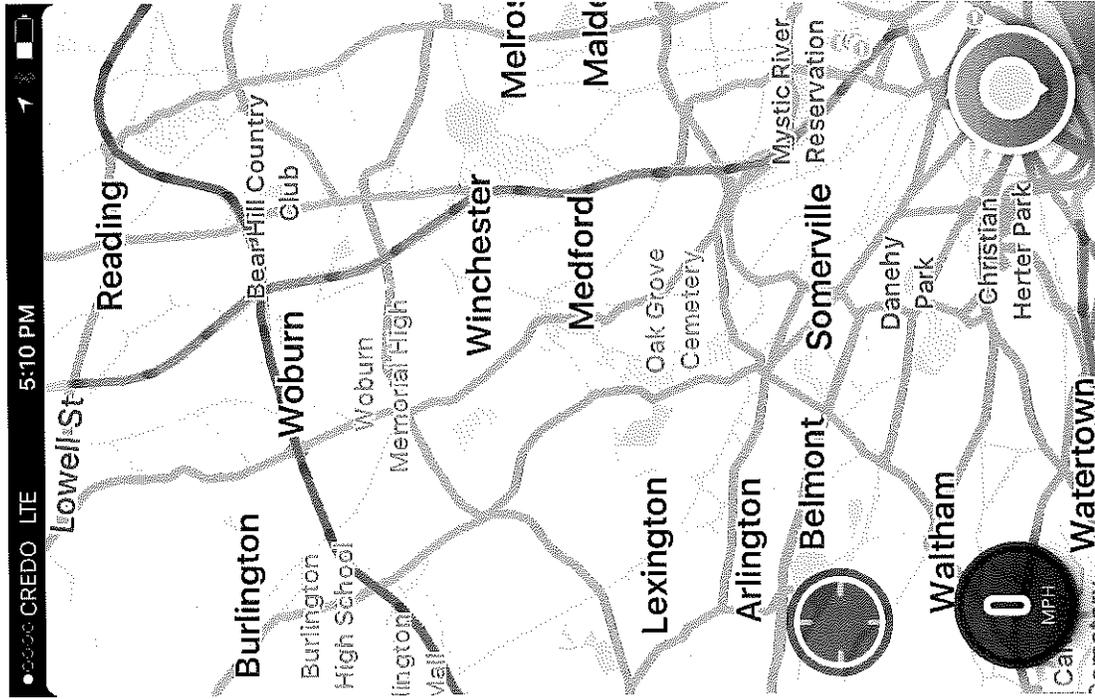
-Caroline

Caroline Woodward
Woodward Studios
studio: 401-231-0663
cell: 401-559-1438

Winchester's Commuter Corridor

Pond St/Woodside Rd/Wildwood St/
Fletcher St/Bacon St/Main St

We request that the town be prepared to take advantage of the Eversource Mitigation funds to build traffic calming measures into the streets they will be disturbing in the course of their construction. The following explains the correlation between the commuter cut-through route and the Eversource Mystic to Woburn line. It also outlines in detail the changes residents would like to see along that line.



As Crowd-Sourced Commuter Apps like Waze become more and more prevalent, Boston area traffic is getting pushed off of the highways and into residential neighborhoods. Winchester has become part of a poplar cut through when 93 is backed up. The cut through goes from Winn St in Woburn, through Arlington St to Pond, Woodside, Wildwood, Fletcher, Bacon, through Medford and back onto 93 south. This has become a common pathway to Boston for a significant number of commuters.

The trouble with Waze is that is pushing drivers through our residential streets who are racing to be somewhere else as fast as possible, have their eyes on their phones, and are making our neighborhoods extremely dangerous. This is a new, emerging technology that is not going to go away. It requires an entirely new approach to designing our residential streets.

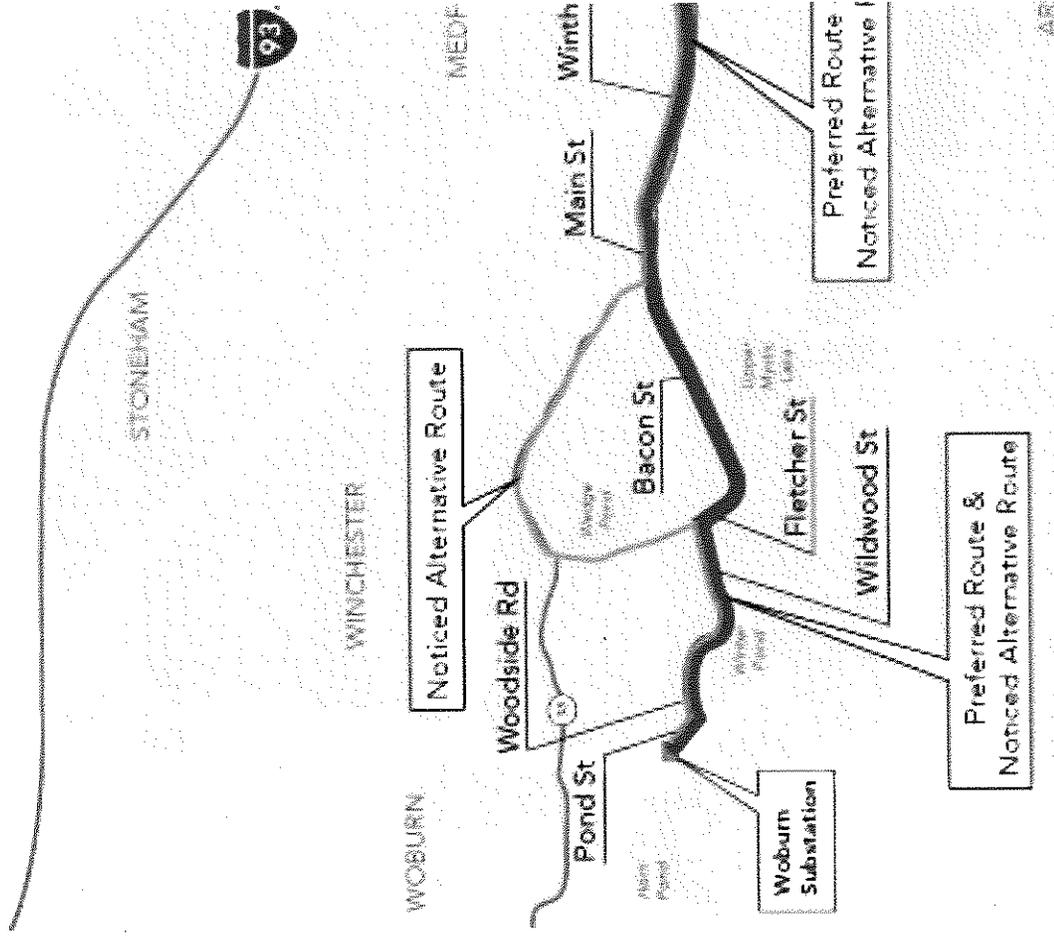
While there are many other ways that commuters are using different residential streets in Winchester as cut-throughs, this initiative focuses on this one because of its correlation with Eversource's 115KV line.

Good afternoon

Because this sequence of roads is the most direct route through the center of our town, it corresponds exactly with the route Eversource has chosen to site their 115KV line, the Mystic to Woburn line.

We residents are asking the Board of Selectmen to ensure that the offered mitigation funds from Eversource be used to create traffic calming modifications to all the roads along this route. This will increase the quality of life for residents of Winchester who live along or near the route by slowing and diminishing cut-through traffic.

There is no question that Winchester has seen an increase in traffic volume and speed. And there is no question that the residents of Winchester want to see traffic calming improvements. Our aim is to find the silver lining of the Eversource project in an improvement in the day to day safety, peace, and beauty of our neighborhoods.



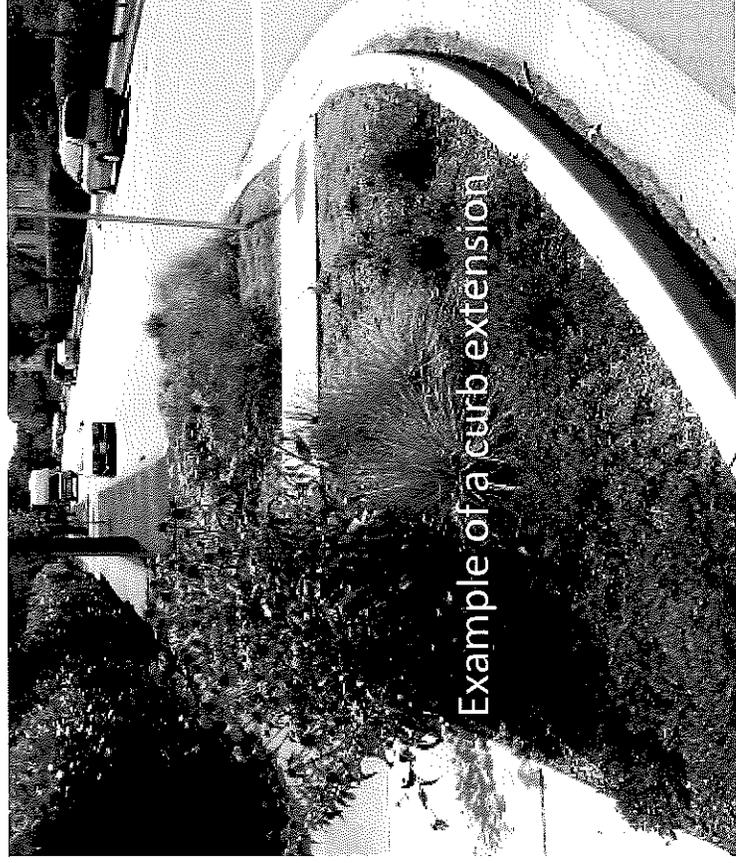
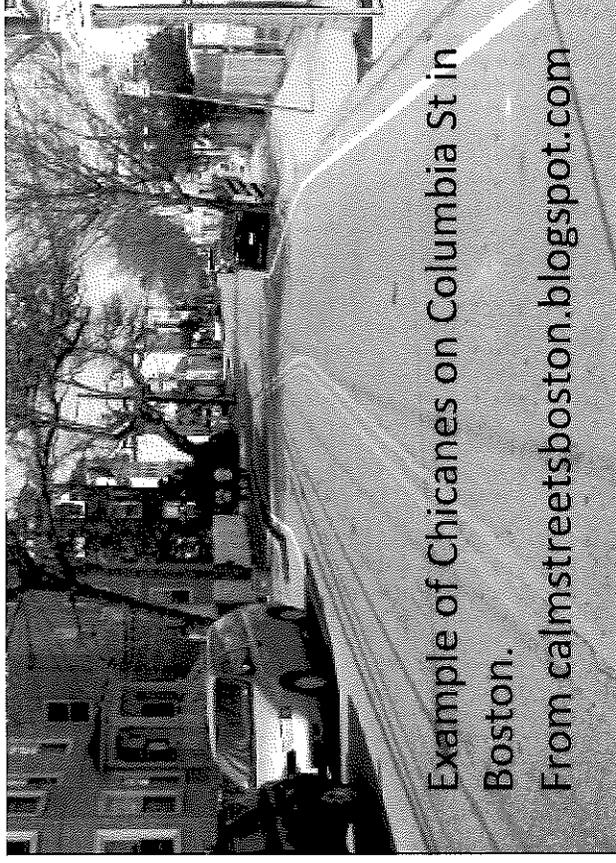
Throughout the commuter corridor /Mystic-to-Woburn line, a lot can be accomplished with some traffic calming measures. All of the streets in this corridor are too wide for the desired speed of travel. They allow drivers to speed through, but they do not allow residents to park safely, or cross the street safely. Work crews and others visiting residences end up parking on the sidewalk because the streets are terrifyingly fast. This pushes pedestrians out into the street, which is a recipe for disaster. These streets need more parking capacity, and a safer environment for bicyclists. As it is today, children in Winchester are pretty much required to ride on the sidewalk, because the streets are lethal. This should not be so. As you can see in this photo, Bacon is plenty wide enough for a parking lane and/or a protected bike lane. If that truck were parked in a designated parking lane, the commuters speed would be slowed by the narrower travel lane and pedestrians would have more safe space.



Traffic calming Features we'd like to

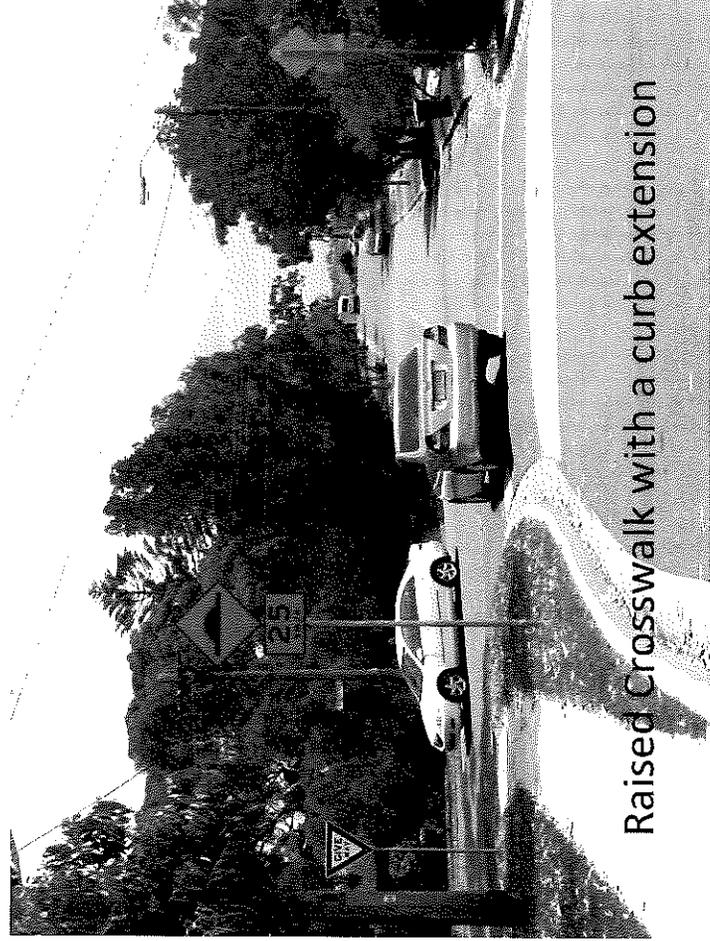
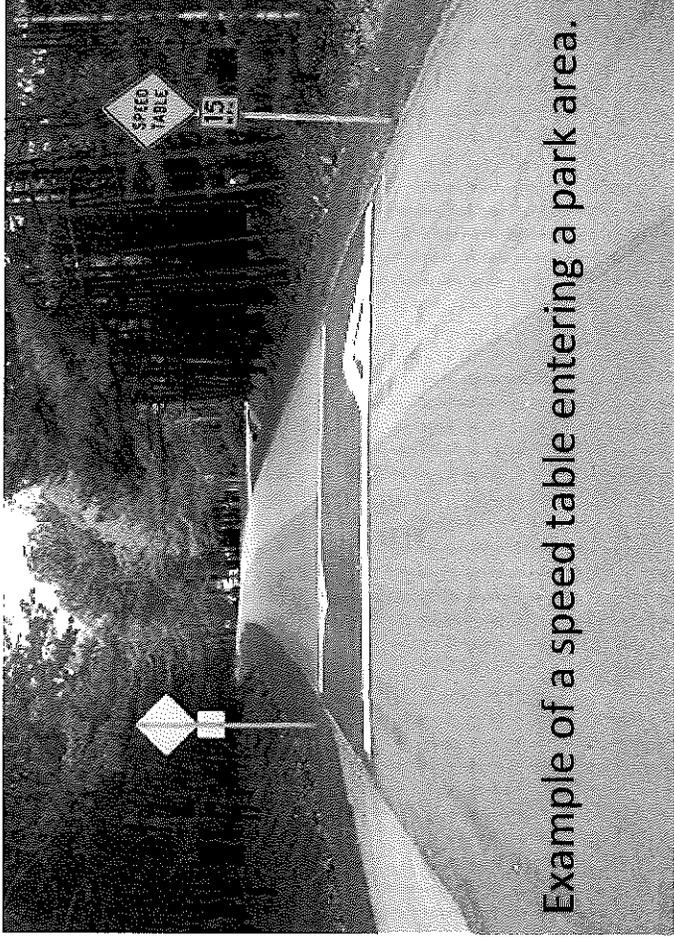
see:

- Lane Narrowing
 - By addition of bike lanes or parking lanes
- Raised Crosswalks
 - To all existing crosswalks
- Curb extensions
 - Shorten span of crosswalks, force cars to slow at turns
- Speed tables
 - At entry and exit of 20 MPH zones
- Rotaries
 - Slows traffic and avoids confusion of 4 way stops.
 - Raised crosswalks should be installed encircling all existing rotaries.
- Chicanes
 - Can be used to add more parking capacity or to add landscape area for attractive plantings



We request the following:

1. All crosswalks become raised crosswalks
2. Bulb-out curb extensions at:
 - Woodside/Pond
 - Woodside/Wildwood
 - Chesterford / Woodside
 - Norfolk/Ardley/Woodside
 - Brantwood/Pond
 - Wildwood/Fletcher
 - Fletcher/Church/Bacon
 - Everett/Bacon/Central
 - MVP/Bacon @ Ginn
 - MVP/Bacon @ Fenwick
 - Bacon/Grove/Everell/Main
 - Sanborn / Main
 - Chardon Rd/Main
 - Highland/Main/Marchant
 - Gateway/Main/Town way
3. Speed Tables entering and exiting public park area of Winter Pond Causeway on Woodside
4. Woodside/Fletcher intersection becomes a rotary.
5. Woodside Rd becomes narrower by either parking chicanes or extended sidewalk & bike lane. Or add both and make the causeway section of Woodside a one way street.
6. Wildwood, Fletcher, Bacon and Main also become narrower by these means.



Item # 1-13
7-25-16

From: Alban Landry [mailto:alcacg@verizon.net]
Sent: Thursday, July 21, 2016 7:34 PM
To: Town Manager <tmanager@winchester.us>
Subject: FY2007 real estate taxes

Mr Howard/Board of Selectmen

I just finished paying my property taxes.

In doing so I am dismayed by our town fathers seeming lack of concern about the economic welfare of the property-owning citizens and an apparent lack of fiscal acumen.

I say this not to be critical but just trying to speak to you from the heart.

My questions are these:

-- How could you allow an override vote for the high school renovations, knowing that the Vinson-Owen school was already a heavy burden on the tax structure, and

-- Was there an emergency at the high school necessitating such a draconian move?

I would appreciate your comments.

Thank You

Al Landry
22 Berkshire Dr