

TOWN OF
STONEHAM
MASSACHUSETTS

www.stoneham-ma.gov

OFFICE OF TOWN ADMINISTRATOR
35 CENTRAL STREET
STONEHAM, MA 02180-2087
TEL: 781-279-2600
FAX: 781-279-2602
dragucci@ci.stoneham.ma.us

DAVID RAGUCCI

TOWN ADMINISTRATOR

July 10, 2014

John J. Lyons III
206 Park Street
Stoneham, Massachusetts 02180

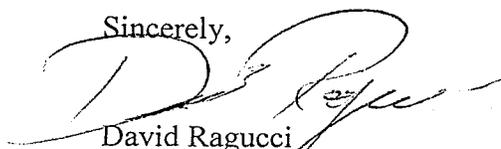
Dear John:

Please be advised that on the recommendation of the Board of Assessors and in accordance with Chapter 26 of the Acts of 1981, I hereby appoint you to the position of Data Collector in the Assessing Office in the Town of Stoneham.

This appointment will become effective Monday, July 14, 2014.. You will report directly to the Director of Assessing with scheduled hours not to exceed 18 hours per week. This position is a "seasonal" non-union classification which has no benefits. Your salary will be \$20.00 per hour.

All employees are required to take an Ethics Test which can be done by contacting Town Clerk Maria Sagarino. You will also need to be sworn in by the Town Clerk. Please contact Mrs. Sagarino at (781) 279-2650.

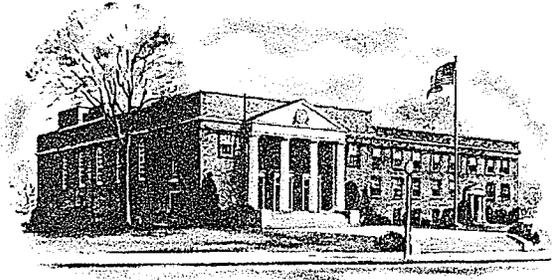
Sincerely,



David Ragucci
Town Administrator

DR/dp

cc: Town Clerk
Board of Assessors
Town Accountant
Benefits
Human Resources



TOWN OF
STONEHAM
MASSACHUSETTS

www.stoneham-ma.gov

OFFICE OF TOWN ADMINISTRATOR
35 CENTRAL STREET
STONEHAM, MA 02180-2087
TEL: 781-279-2600
FAX: 781-279-2602
dragucci@ci.stoneham.ma.us

DAVID RAGUCCI

TOWN ADMINISTRATOR

July 10, 2014

John R. Curtis
438 Main Street Apt. 2
Stoneham, Massachusetts 02180

Dear Mr. Curtis:

In accordance with Chapter 26 of the Acts of 1981, I hereby re-instate you to the permanent position of Police Officer for the Town of Stoneham. This re-instatement appointment will become effective on Monday, July 28, 2014. Your annual salary as a Police Officer will be \$49,714.

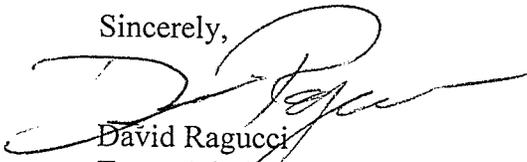
Future salary increases will be given as negotiated by the 2013 – 2016 Stoneham Police Association (SPA) Collective Bargaining Agreement.

As is stated in the Stoneham Police Association 2010–2013 contract, your accrued benefits will be based on your status of a full-time permanent police officer.

Since the Police Officer position is a classification within the Stoneham Police Association (SPA) collective bargaining union, I am sending a notice of your appointment to Union President Joseph Ponzo for his information and follow-up.

My congratulations to you and I wish you much success in this new endeavor.

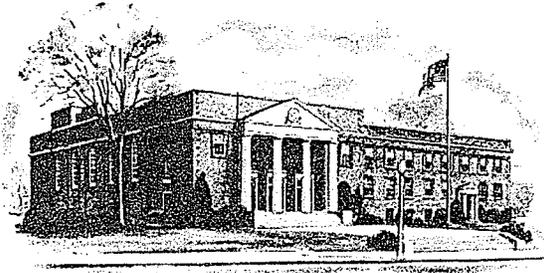
Sincerely,



David Ragucci
Town Administrator

/dp

cc: Board of Selectmen ✓
Chief James McIntyre
Officer Joseph Ponzo, President, SPA
Board of Retirement
Town Accountant
Human Resources
Town Clerk
Benefits Coordinator



TOWN OF
STONEHAM
MASSACHUSETTS
www.stoneham-ma.gov

OFFICE OF TOWN ADMINISTRATOR
35 CENTRAL STREET
STONEHAM, MA 02180-2087
TEL: 781-279-2600
FAX: 781-279-2602
dragucci@ci.stoneham.ma.us

DAVID RAGUCCI

TOWN ADMINISTRATOR

July 10, 2014

Barbara McLaughlin
11 Sherwood Road
Stoneham, Massachusetts 02180

Dear Barbara:

In accordance with Chapter 26 of the Acts of 1981, I hereby appoint you to the position of Office Assistant in the Town Clerk's Office in the Town of Stoneham.

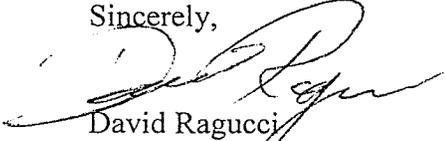
This appointment becomes effective on Wednesday, July 9, 2014. You will be paid at a rate of \$16.3818 per hour for a 15 hour workweek.

The THEA 2013 - 2016 collective bargaining agreement is currently being negotiated. Salary increases will be in accordance with the terms of the CBA.

The Office Assistant position is a classification within the Town Hall Employees Association (THEA) collective bargaining union; therefore, I am sending a notice of your appointment to Union President Kathy Sullivan for her information and follow-up.

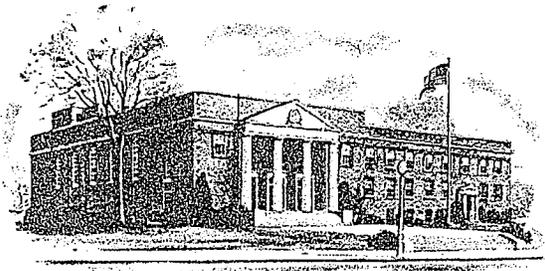
Congratulations and best of luck in your new position!

Sincerely,



David Ragucci
Town Administrator

cc: Town Clerk
Town Accountant
Retirement
Human Resources
Board of Selectmen
Kathy Sullivan, President, THEA



TOWN OF
STONEHAM
MASSACHUSETTS

www.stoneham-ma.gov

OFFICE OF TOWN ADMINISTRATOR
35 CENTRAL STREET
STONEHAM, MA 02180-2087
TEL: 781-279-2600
FAX: 781-279-2602
dragucci@ci.stoneham.ma.us

DAVID RAGUCCI

TOWN ADMINISTRATOR

July 15, 2014

CMM Golf Management
36 Main Street Unit 21
Reading, Massachusetts 01864

Dear Mr. Marchio:

On July 9, 2014 it was brought to my attention that the Stoneham Oaks Club House was closed and had a notice on the door stating the following: "PRO SHOP CLOSED: JUST TEE OFF AND THE RANGER WILL BE BY TO COLLECT \$10.00 CASH (NINE HOLES ONLY; NO EXTRA HOLES ALLOWED). This action is in violation of the below section of the contract between the Town of Stoneham and you.

OTHER PERSONNEL REQUIREMENTS:

The operating entity shall operate the clubhouses and pro shops with sufficient personnel to maintain the clubhouses and pro shop in an orderly; and to collect golf fees, rent carts, and supply starters and rangers to ensure a continuous flow of play. At least one (1) ranger and one (1) starter shall be provided for each golf course at all times when the respective courses(s) are open, unless the amount of golf play on a particular day and/or time does not require the services of a ranger. One (1) motorized golf cart for each ranger shall also be provided by the operating entity.

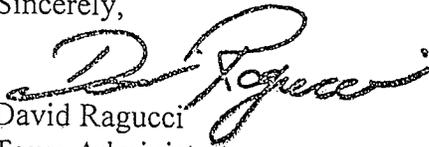
I find this to be a breach of our contract. In accordance with the below section of the contract, please take immediate action to ensure that both pro shops are staffed in accordance with the above cited section of the contract.

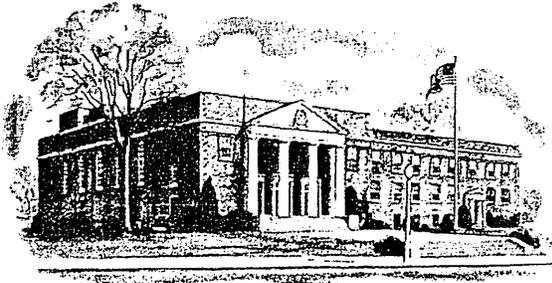
8.1 Breach/Termination of Agreement

Failure of the Contractor to comply with any material term, provision or condition of this Agreement, after written notice by the Town and seven (7) days time to cure, shall entitle the Town to the right to immediately cancel, terminate, or suspend this Agreement in whole or in part, and the right to maintain any and all actions at law or in equity or other proceedings with respect to a breach of this Agreement, including damages and specific performance and the right to select any or all of the remedies available to it. Upon any termination, unless otherwise directed by the Town, the Contractor shall promptly discontinue all services provided under this Agreement and incur no further obligations in connection with the services. The Contractor shall deliver, or otherwise make available, to the Town all equipment and documentation (whether complete or in progress) belonging or owing to the Town pursuant to this Agreement or applicable law.

I look for your immediate attention on this matter.

Sincerely,


David Ragucci
Town Administrator



TOWN COUNSEL
WILLIAM H. SOLOMON, ESQ.

TOWN OF
STONEHAM
MASSACHUSETTS 02180

319 MAIN STREET
STONEHAM, MA 02180
(781) 438-4543

July 16, 2014

Mr. Joseph Cunningham
35 Pomeworth Street
Stoneham, Massachusetts 02180

BY: CONSTABLE SERVICE;
CERTIFIED MAIL AND FIRST CLASS MAIL TO 35 POMEWORTH ST., STONEHAM
CERTIFIED MAIL AND FIRST CLASS MAIL TO 39 PLEASANT ST., STONEHAM

**RE: NOTICE TO VACATE - TOWN OF STONEHAM PROPERTY ADJACENT
TO 35 POMEWORTH ST., STONEHAM**

Dear Mr. Cunningham:

The undersigned represents the Town of Stoneham, which is the owner of the 13,600 square foot portion of the former Railroad Right-of-Way known as the Stoneham Branch (the "Property"), upon which Property you park and store trucks/vehicles, equipment and materials without the lawful right to do so. While certain uses were permitted in the Use and Occupancy Agreement between the Massachusetts Bay Transit Authority (the "MBTA") and yourself (dated October 20, 2009), that Agreement, as you know, expired on its own as of June 30, 2014.

Additionally, no one had or has authority to allow you to stay on the Property beyond June 30, 2014 without the written assent of the Town of Stoneham, which would include authorization from Town Meeting, none of which have occurred. This is confirmed by the License Agreement between the Town of Stoneham and the MBTA, dated September 16, 2009 at paragraph 2, which states that the right of the MBTA to license the Property expires on June 30, 2014.

Therefore, your right to occupy has expired and despite your repeated assurances to Town officials that you would fully quit and vacate the Property on or about June 30, 2014, you have not done so.

The termination of your occupancy by this notice is required due to your remaining on the property beyond the expiration of your use and occupancy agreement. You have no right to be on the property subsequent to the expiration of that agreement; and to the extent, if any, you

are a tenant at sufferance, by this notice to quit you remain on said premises at your own risk and without right.

You are hereby required to quit and vacate the Property, along with all trucks/vehicles, equipment, materials and all other of your belongings and possessions now upon the Property within seventy-two (72) hours (3 days) of your receipt of this notice.

If you fail to vacate, including removal of all trucks/vehicles, equipment and materials, within the aforesaid 72 hours, legal action will be taken to prevent your continued entry upon and use and occupancy of the property.

In the event the legal proceedings are commenced against you, you are herewith notified to produce the original of this Notice on the date and at the time of any hearing on this matter.

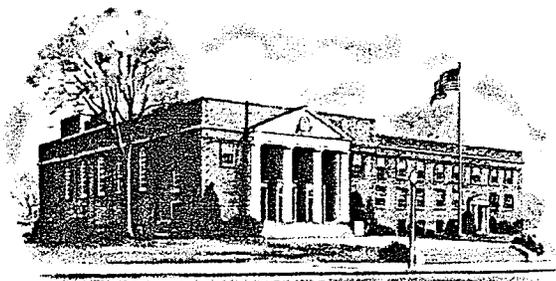
Finally, please be advised that this notice shall not be deemed to restrict or otherwise limit the Town with respect to pursuing this matter pursuant to any and all other contractual and/or legal avenues available to the Town.

HEREOF FAIL NOT, or I shall take due course of Law to eject you from the same.

TOWN OF STONEHAM
By its Attorney,



William H. Solomon
Town Counsel
BBO No. 472790
319 Main Street
Stoneham, MA 02180
(781) 438-4543



TOWN COUNSEL
WILLIAM H. SOLOMON, ESQ.

TOWN OF
STONEHAM

MASSACHUSETTS 02180

319 MAIN STREET
STONEHAM, MA 02180
(781) 438-4543

July 16, 2014

Mr. Joseph Cunningham
39 Pleasant Street
Stoneham, Massachusetts 02180

BY: CONSTABLE SERVICE;
CERTIFIED MAIL AND FIRST CLASS MAIL TO 39 PLEASANT ST., STONEHAM

RE: NOTICE TO VACATE - 39 PLEASANT ST., STONEHAM

Dear Mr. Cunningham:

The undersigned represents the Town of Stoneham, which is the owner of the 3,030 square foot portion of the former Railroad Right-of-Way known as the Stoneham Branch (the "Property"), upon which Property you park and store vehicles, equipment and materials without the lawful right to do so. While certain uses were permitted in the Use and Occupancy Agreement between the Massachusetts Bay Transit Authority (the "MBTA") and yourself (dated October 20, 2009), that Agreement, as you know, expired on its own as of June 30, 2014.

Additionally, no one had or has authority to allow you to stay on the Property beyond June 30, 2014 without the written assent of the Town of Stoneham, which would include authorization from Town Meeting, none of which have occurred. This is confirmed by the License Agreement between the Town of Stoneham and the MBTA, dated September 16, 2009 at paragraph 2, which states that the right of the MBTA to license the Property expires on June 30, 2014.

Therefore, your right to occupy has expired and despite your repeated assurances to Town officials that you would fully quit and vacate the Property on or about June 30, 2014, you have not done so.

The termination of your occupancy by this notice is required due to your remaining on the property beyond the expiration of your use and occupancy agreement. You have no right to be on the property subsequent to the expiration of that agreement; and to the extent, if any, you are a tenant at sufferance, by this notice to quit you remain on said premises at your own risk and without right.

You are hereby required to quit and vacate the Property, along with all trucks/vehicles, equipment, materials and all other of your belongings and possessions now upon the Property within seventy-two (72) hours (3 days) of your receipt of this notice.

If you fail to vacate, including removal of all vehicles, equipment and materials, within the aforesaid 72 hours, legal action will be taken to prevent your continued entry upon and use and occupancy of the property.

In the event legal proceedings are commenced against you, you are herewith notified to produce the original of this Notice on the date and at the time of any hearing on this matter.

Finally, please be advised that this notice shall not be deemed to restrict or otherwise limit the Town with respect to pursuing this matter pursuant to any and all other contractual and/or legal avenues available to the Town.

HEREOF FAIL NOT, or I shall take due course of Law to eject you from the same.

TOWN OF STONEHAM
By its Attorney,



William H. Solomon
Town Counsel
BBO No. 472790
319 Main Street
Stoneham, MA 02180
(781) 438-4543

July 10, 2014

Town of Stoneham
Attn: Maria Sagarino, Town Clerk
35 Central St. 1st Fl
Stoneham, MA 02180

Dear Ms. Sagarino,

Re: Request for Damages Pursuant to Massachusetts General Laws Ch. 84, Section 15

Please consider this letter a formal request for damage to my property resulting from a defect in a public way. The pertinent facts and events are as follows:

On the morning of June 26, 2014, my son David was driving my vehicle through Stoneham on his way to work when he suddenly came upon a large amount of standing water on Montvale Ave., in front of Montvale Plaza. He tried to stop as soon as possible, but by that point the car had already sucked enough water into the engine to cause it to stall (a condition known as hydrolocking).

A police officer arrived a few moments later and he called for the department of public works that maintains your roads. The officer also arranged for a Town contracted tow truck to extricate my car from the water. The police officer said that he had already responded a short time earlier for a report of another disabled vehicle in the same section of road, but he found no car and failed to recognize how deep the water was, so he neglected to close the road or seek some other action to remedy the hazard. The road was closed briefly and a storm drain was cleared of the debris that kept it from functioning. The standing water drained in a matter of minutes.

David is a good driver with a perfect record who has had his license since he was 17. In fact, as an EMT he drives a good deal more than many people, and does so in all manner of adverse conditions. Also, he had driven nearly 30 miles already that morning without encountering any other similar hazards created by that day's rain, so he had no reason to expect that this puddle was as deep as it was. Only after this incident did we learn that this stretch of road floods so often that it has become known as "Lake Montvale".

As you probably know, Chapter 84, Section 15 of the Massachusetts General Laws provides in part:
If a person sustains bodily injury or damage to his property by reason of a defect ... in or upon a way, and such injury or damage might have been prevented, or such defect ... might have been remedied by reasonable care and diligence on the part of the county, city, town or person by law obliged to repair the same, he may, if such county, city, town or person had or, by the exercise of proper care and diligence might have had reasonable notice of the defect, recover damages therefor from such county, city, town or person ...

My vehicle was damaged because of a defect in the public way known as Montvale Avenue. The damage could have been prevented, or the defect could have been remedied by reasonable care and diligence on the part of the Town of Stoneham. Because the Town had reasonable notice of the defect, I should be entitled to recover damages from the Town. As discussed above, the Town had actual notice of the defect because the area has been known to flood periodically, and those floods have produced standing water in depths that are harmful to vehicles and could result in bodily injury or death. In addition, the Town had actual notice of the specific defect because the Stoneham Police had responded to an earlier report of a flooded vehicle and had seen the deep water on the road. I do not have information regarding how the floods might have been prevented, but it is clear that the damage could have been prevented by reasonable care and diligence, as demonstrated by the minimal efforts that were required to drain the water off the road that day. Even if removing the water from the road had not been

that simple, it would have been easy for Town personnel to close the road or divert traffic before my son happened upon this unexpected hazard.

The Town apparently has known for years that this location floods when (a) storm drains get clogged and (b) moderate to heavy rain falls in the area, and has had ample opportunity to modify the drainage facilities to avoid the clogs and/or improve the drainage patterns. Moreover, the Town was specifically on notice, on the morning of June 26th, that the road was flooded because Police personnel responded to a report of a flooded car, reported to the area, saw the water in the road, but took no action to either get the water out of there or, at a minimum, close the road or set up detours to prevent motorists from driving into such hazardous conditions.

My request is reasonable. I am not seeking a windfall, or a new vehicle, or any other extraordinary expenses. I simply want to be made whole for the loss I suffered through no fault of my own or my son's. The exact cost of repair is still to be determined, but it will apparently cost between \$2000 and \$2500 to replace the engine in my car, and that expense is not covered by my insurance policy. Additionally, the cost of the two tows, one from the scene to the Town contracted facility, and the other from there to my hometown mechanic in Abington, cost \$141 and \$118, respectively. I am therefore respectfully requesting that the Town of Stoneham reimburse me for the total amount once established.

I look forward to your response. If this request should be directed to another department, please advise accordingly. Finally, I remain willing and able to meet with you or other Town staff if you need further information.

Thank you in advance for your anticipated cooperation.

My address is:

1353 Washington St.,
Abington, MA 02351

and my cell phone number is 339-788-2163.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael W. Cox", written in a cursive style.

Michael W. Cox

cc: Thomas Boussy, Chairman, Stoneham Board of Selectmen

Board of Selectmen
30 Central Street
Stoneham, MA 02180

10 July 2014

Gentlemen,

As you know recent micro bursts have caused many Stoneham residents to file tree damage claims. In my own experience I was told by Liberty Mutual my annual premiums would sustain a \$550 surcharge (FOR THE NEXT FIVE YEARS!)

The damage wasn't my fault, but due to a neighbors rotted tree falling on my fence and roof.

I write to save hundreds of Stoneham property owners facing similar insurance victimization from causes clearly due to a neighbors indifferent disregard by creating a dangerous situation for their neighbors.

We will lower everyones underwriting risk and surcharge exposure by enacting a law enabling the tree warden or DPW to cite indifferent property owners when a complainant is made and verified. Why would we not want to protect the innocent? This is clearly going to make living in Stoneham safer and save people thousands of dollars.

Many communities here in Massachusetts and elsewhere have enacted similar regulations and now that climate change seem to be causing more bad storms we need this authority granted and enforced.

Sincerely,



John Rolfe
189 William Street

July 10, 2014

To the public works administrator:

The property owners of High Street, Marshall Road, Greenview Road and Bear Hill Road are requesting that the public works department please clean up and maintain the tract of land along High Street that abuts the Bear Hill Golf Club. This strip of land is an eyesore and should be maintained *on a regular basis*, without yearly reminders from abutters. There have been some reported cases of Lyme Disease in the neighborhood which could very well have been caused by ticks breeding in the tall grass. There is also trash and other debris which needs to be removed *on a regular basis!*

Please direct your energies to this constant problem and maintain the area regularly.

Thank you,

Bear Hill Neighbors

✓ cc: Board of Selectmen



MBTA Advisory Board

177 Tremont Street, Boston, MA 02111

Tel: (617) 426-6054 Fax: (617) 451-2054

July 21, 2014

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, October 3, 2014, at 5:00 PM, to MAPC;**
- **Election – MAPC Fall Council Meeting Wednesday October 29, 2014; location and time to be decided.**

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 City of Everett representing the 23 cities in the region, the seat currently held by the Town of Lexington representing the 78 Towns in the region, the seat currently held by the City of Beverly representing the North Shore Task Force sub-region, and the seat currently held by the Town of Medway representing the South West Advisory Planning Committee (SWAP) sub-region are up for election this year.

Any city in the region may run for the open City seat and any town in the region may run for the open Town seat, while only municipalities from either the North Shore Task Force or SWAP 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)

Regional members

Metropolitan Area Planning Council (MAPC);
MBTA Advisory Board;
Regional Transportation Advisory Council (RTAC)

Current municipal members

City of Boston with two seats

Twelve (12) elected municipalities, one seat each from the eight MAPC sub-regions.

Inner Core Committee: Somerville

Three Rivers Inter-local Council: Norwood

South West Area Planning Committee: Medway

MetroWest Regional Collaborative: Framingham

North Suburban Planning Council: Woburn

North Shore Task Force: Beverly

Minuteman Advisory Group on Inter-local Coordination: Bedford

South Shore Coalition: Braintree

Two (2) cities filling at-large seats: Newton and Everett

Two (2) towns filling at-large seats: Arlington and Lexington

All elected municipal seats (including the sub-regional seats) are elected by all of the 101 municipalities in the Boston Region MPO area. Each of the 101 municipalities may vote for one (1) municipality for each of the two (2) open sub-regional seats.

The election will be held at MAPC's Fall Council Meeting on October 29th, location and time to be decided. The usual process of mailing ballots and accepting absentee ballots will apply, as described in the procedures.

In order to qualify to be on the ballot, each chief elected official who wishes to be a candidate must secure the signatures of five chief elected officials in the region, including their own. **Chief elected officials may only sign nomination papers for one municipality per sub-region for the two open sub-regional seats, and one each for the open town and city seats.**

Nominations are due to MAPC by 5:00 PM on Friday, October 3, 2014 and must be filed in person or by mail at the MAPC, 60 Temple Place, 6th Floor, Boston, MA 02111. Faxes or emails will not be accepted.

A copy of the official notice and procedures for nomination and election to the MPO are attached. We appreciate your interest in this important matter and look forward to your participation. If you have questions, please call Eric Bourassa (617) 933-0740 or Paul Regan at (617) 426-6054.

Attachments

Official Notice, including Attachments A - C

Nomination Papers

Statement of Candidacy

Official Notice

2014 Boston Region MPO Municipal Election Procedures

At the MAPC Fall Council Meeting, on Wednesday October 29, 2014 (time & location TBD), 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 of the at-large City seats and at-large Town seats, as well as the North Shore Task Force and South West Advisory Planning Committee (SWAP) seats, 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

One (1) town from any part of the MAPC region.
One (1) city from any part of the MAPC region.
One (1) municipality from the North Shore Task Force sub-region.
One (1) municipality from the SWAP 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, October 3, 2014 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 be issued that shall contain the statement of candidacy of the communities. The list of communities shall appear in the booklet in the same order that they appear on the ballot. In a second mailing, MAPC and the Advisory Board will include an absentee ballot and instructions for how municipalities can cast their vote.

Opportunities for Discussion with Representatives of the Candidate Communities

The Metropolitan Area Planning Council and the MBTA Advisory Board shall provide appropriate opportunities for the electorate to meet representatives of candidate communities and discuss issues. In 2014, this may be accomplished by holding a Candidates Forum at the State Transportation Building in early October (date and time TBD).

Election

The election will be held at MAPC's Fall Council Meeting on October 29th (time & location TBD). On that day, the designated officers of MAPC and the Advisory Board shall supervise the election to the municipal seats. Ballots shall be cast by the chief elected official of the municipality (as defined by the rules for nominees), or that person's designee. Designees shall present a letter signed by the chief elected official to the designated officers of MAPC and of the Advisory Board 30 minutes prior to the convening of the election on election day. This letter will appoint the designee and confirm his or her authority to cast the municipality's ballot. Such a designation shall be delivered in person or by mail. Designees may represent only one municipality in the election. The designation may require the designee to vote for specific individuals or may vest discretion in the designee.

If the chief elected official is unable to attend the election and does not designate another individual to attend, an absentee ballot may be filed. Such an absentee ballot must be filed by 5 PM the day before the election with the Metropolitan Area Planning Council, 60 Temple Place, Boston, MA 02111. No faxes will be accepted. This ballot is valid for any election (e.g. run off election in case of a tie) held on the day of the MPO election for which the candidates selected on the ballot are still eligible to receive votes.

The MPO seat is held by the municipality. The chief elected official (or their official designee) shall represent the municipality throughout the municipality's term of office.

The designated officers of MAPC and of the Advisory Board shall certify the results of the election to the chairman of the MPO by 12 noon on the Friday following the election.

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

Metropolitan Area Planning Council 101 Cities and Towns

Cities

Beverly	Lynn	Revere
Boston	Malden	Salem
Braintree	Marlborough	Somerville
Cambridge	Medford	Waltham
Chelsea	Melrose	Watertown*
Everett	Newton	Weymouth
Franklin*	Peabody	Woburn
Gloucester	Quincy	

**MAPC Legal Counsel has rendered an opinion that Franklin and Watertown are defined as cities for the purpose of the MPO Election.*

Towns

Acton	Hopkinton	Randolph
Arlington	Hudson	Reading
Ashland	Hull	Rockland
Bedford	Ipswich	Rockport
Bellingham	Lexington	Saugus
Belmont	Lincoln	Scituate
Bolton	Littleton	Sharon
Boxborough	Lynnfield	Sherborn
Brookline	Manchester	Southborough
Burlington	Marblehead	Stoneham
Canton	Marshfield	Stoughton
Carlisle	Maynard	Stow
Cohasset	Medfield	Sudbury
Concord	Medway	Swampscott
Danvers	Middleton	Topsfield
Dedham	Milford	Wakefield
Dover	Millis	Walpole
Duxbury	Milton	Wayland
Essex	Nahant	Wellesley
Foxborough	Natick	Wenham
Framingham	Needham	Weston
Hamilton	Norfolk	Westwood
Hanover	North Reading	Wilmington
Hingham	Norwell	Winchester
Holbrook	Norwood	Winthrop
Holliston	Pembroke	Wrentham

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.

2014 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"/> North Shore Task Force Seat	<input type="checkbox"/> SWAP Seat
	<input type="checkbox"/> City Seat	<input type="checkbox"/> Town 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, October 3, 2014 to:
 Marc Draisen, Executive Director
 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

2014 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)

Arlington • Ashland • Bedford • Belmont • Boston • Braintree • Brookline

Dedham • Everett • Framingham • Hingham • Holbrook • Leominster

Medford • Melrose • Milton • Nahant • Natick • Needham • Newton

Revere • Saugus • Somerville • South Hadley • Southborough • Stoneham

Watertown • Wellesley • Weston • Westwood • Weymouth • Wilbraham



Burlington • Cambridge • Canton • Chelsea • Chicopee • Clinton

Lexington • Lynn • Lynnfield • Malden • Marblehead • Marlborough

Northborough • Norwood • Peabody • Quincy • Randolph • Reading

Stoughton • Swampscott • Wakefield • Walpole • Waltham

Wilmington • Winchester • Winthrop • Woburn • Worcester

MWRA Advisory Board Field Trip

First Notice

The MWRA Advisory Board cordially invites you to its Annual Field Trip on Thursday, August 21, 2014. The Advisory Board will be visiting three facilities: Spot Pond Covered Storage Facility/Pump Station, Gillis Pump Station and the Fresh Pond Stormwater Outfall and Detention Basin.

As usual, we will be providing a barbecue lunch.

Please respond to Mary Ann McClellan by August 13th so that we can finalize the Schedule and itinerary and provide a count for the food. Mary Ann can be reached by email at maryann.mcclellan@mwraadvisoryboard.com or by phone: 617-788-2052. Please note from which location you will depart (Weston, Chelsea, Stoneham).

The Itinerary follows.

Please extend invitations to your town/city officials and state legislators.

Joseph E. Favaloro, Executive Director

100 First Avenue • Building 39 • 4th Floor • Boston, MA 02129 • Telephone: (617) 788-2050 • Fax: (617) 788-2059
Website: www.mwraadvisoryboard.com • Email: mwra.ab@mwra.state.ma.us

Itinerary
MWRA Advisory Board Annual Field Trip
Thursday, August 21, 2014
(subject to tweaking)

- 8:45 a.m. Bus departs from Weston Reservoir
(Guests park at Weston Reservoir, 118 Newton Street,
and board bus to Spot Pond)
- 9:15 a.m. Van departs from Chelsea Facility
(Guests park at Chelsea facility, 2 Griffin Way, and
board van to Spot Pond)
- 9:30 a.m. Van departs from Gillis Pump Station
(Guests park at Gillis Pump Station, 2 Woodland Road,
Stoneham and board van to Spot Pond)
- 9:45 a.m. Buses/Vans arrive at Spot Pond Covered Storage Facility/Pump Station – tour
facilities, including inside of 20 million gallon storage tank
- 10:45 a.m. Buses/Vans depart for Gillis Pump Station at Stoneham Reservoir
Tour facilities
- 11:30 a.m. to
12:45 p.m. Barbecue lunch
- 1:00 p.m. Depart for Fresh Pond Stormwater Outfall and Detention Basin
- 1:30 p.m. Tour of basin
- 2:00 p.m. Press event kicking off Phases 9 and 10 of the Community
I/I Grant/Loan Program
- 2:45 p.m. Buses depart to Weston, vans to Gillis and Chelsea



TOWN OF
STONEHAM
MASSACHUSETTS

July 23, 2014

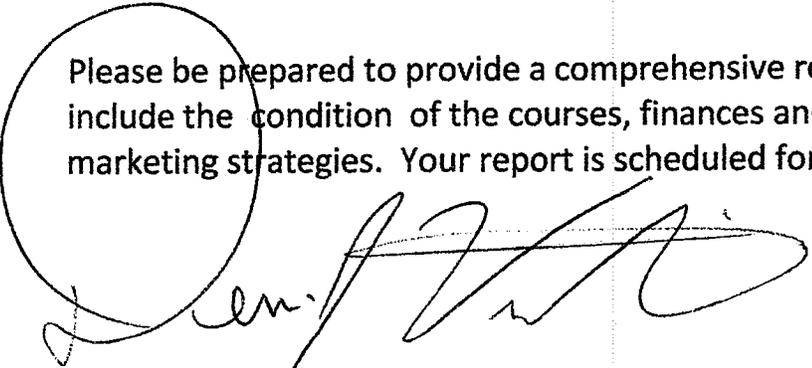
Town of Stoneham
Open Space & Recreation Committee
Stoneham, MA 02180

Carl Macchio
Unicorn Golf Course
Stoneham, MA 02180

Dear Mr. Macchio:

Your attendance is requested for our monthly meeting scheduled for Tuesday August 5 in the Town Hall Conference Room on the 2nd floor.

Please be prepared to provide a comprehensive report for the golf courses to include the condition of the courses, finances and current and previous marketing strategies. Your report is scheduled for 7:15 P.M. Thank you.



Dennis J. Visconti, Chair

cc; David Ragucci, Town Administrator
Board of Selectmen

Sinclair, Erin

From: Ragucci, David
Sent: Wednesday, July 16, 2014 11:02 AM
To: Sinclair, Erin; (sweeneybob54@gmail.com); (tboussy@thbcompany.com); AnnMarie O'Neill; JDP9633@aol.com; Frank Vallarelli
Cc: McIntyre, James; Grover, Robert; Rolli, Joe
Subject: FW:
Attachments: Ravine Road at Fellsway East - 20140709 (2).pdf

FYI

From: Misslin, Mike (DCR) [mailto:mike.misslin@state.ma.us]
Sent: Tuesday, July 15, 2014 4:17 PM
To: Ragucci, David
Cc: Murray, Jack (DCR); Barletta, Antonio (DCR); Shusterman, Samantha (DCR)
Subject:

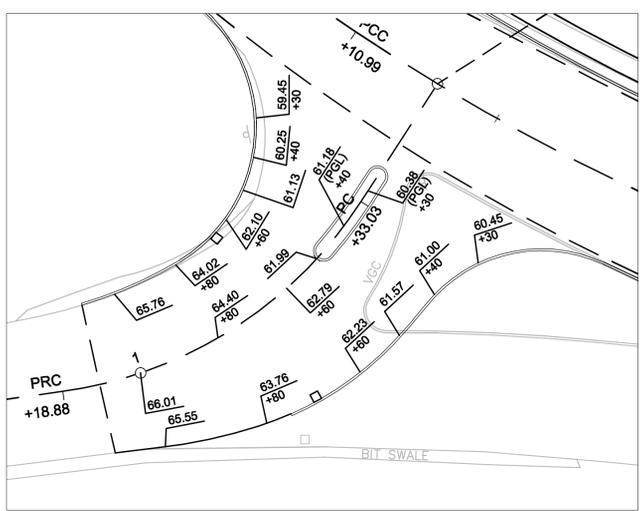
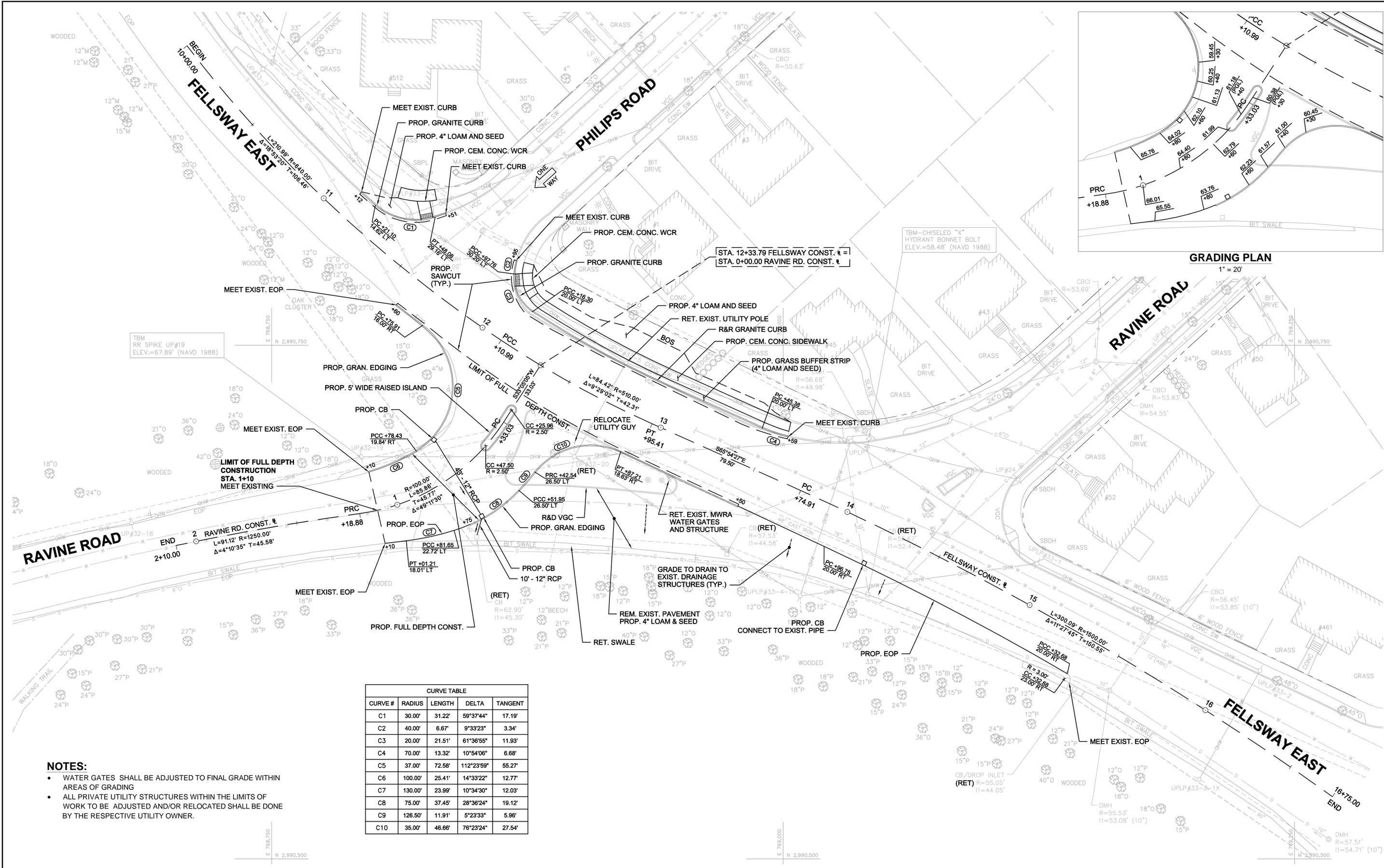
Mr. Ragucci:

I am writing to inform you that the DCR will initiate Phase II of the intersection improvements at Ravine Road and Fellsway East starting this week. We have coordinated our efforts with the MWRA and are accomplishing the intersection work while Ravine Road is closed due to the construction of major water infrastructure. To refresh your memory, this project involves converting the existing intersection into a "T" configuration which provides a much safer traffic arrangement than the current roadway. As part of this project we will be making several improvements to address stormwater issues at this location as well as constructing a new sidewalk along Fellsway East between Philips Road and Ravine Road. We will be performing these improvements using several of our maintenance contractors. The sequence of events will be 1) drainage improvements; 2) curb, traffic island and sidewalk improvements 3) pavement modifications 4) pavement markings and signage 5) loam and seed I have attached the construction plan for your information.

Sincerely

Michael D. Misslin
Acting Chief Engineer
Department of Conservation and Recreation
Engineering Division
251 Causeway Street, Boston MA 02114
617-626-4927 cell 617 828 1649

C:\3900as\3907 - D.C.R. - On-Call Traffic Assignment No 11 - Ravine Alter Study\AutoCAD Files\Plan Set\3907.11 Const.dwg



GRADING PLAN
1" = 20'

CURVE TABLE				
CURVE #	RADIUS	LENGTH	DELTA	TANGENT
C1	30.00'	31.22'	59°37'44"	17.19'
C2	40.00'	6.67'	9°33'23"	3.34'
C3	20.00'	21.51'	61°36'55"	11.93'
C4	70.00'	13.32'	10°54'06"	6.68'
C5	37.00'	72.58'	112°23'59"	55.27'
C6	100.00'	25.41'	14°33'22"	12.77'
C7	130.00'	23.99'	10°34'30"	12.03'
C8	75.00'	37.45'	28°36'24"	19.12'
C9	126.50'	11.91'	5°23'33"	5.96'
C10	35.00'	46.66'	76°23'24"	27.54'

- NOTES:**
- WATER GATES SHALL BE ADJUSTED TO FINAL GRADE WITHIN AREAS OF GRADING
 - ALL PRIVATE UTILITY STRUCTURES WITHIN THE LIMITS OF WORK TO BE ADJUSTED AND/OR RELOCATED SHALL BE DONE BY THE RESPECTIVE UTILITY OWNER.

NUMBER	DATE	MADE BY	CHECKED BY	DESCRIPTION
REVISIONS				

DRAWN BY:	MPW
DESIGNED BY:	MPW
CHECKED BY:	DNJ

BETA Group, Inc.
 Engineers • Planners • Landscape Architects
 Lincoln, RI • Norwood, MA • Hartford, CT
 315 Norwood Park South
 Norwood, MA 02062
 781.255.1982
 email: BETA@BETA-inc.com

0 20 50 100
 SCALE: 1" = 20'
 UNLESS OTHERWISE NOTED OR CHANGED BY REPRODUCTION

**RAVINE ROAD/FELLSWAY EAST
 INTERSECTION IMPROVEMENTS
 CONSTRUCTION PLAN**
 Stoneham, Massachusetts

ISSUE DATE JULY 9, 2014
 SHEET **1 OF 3**

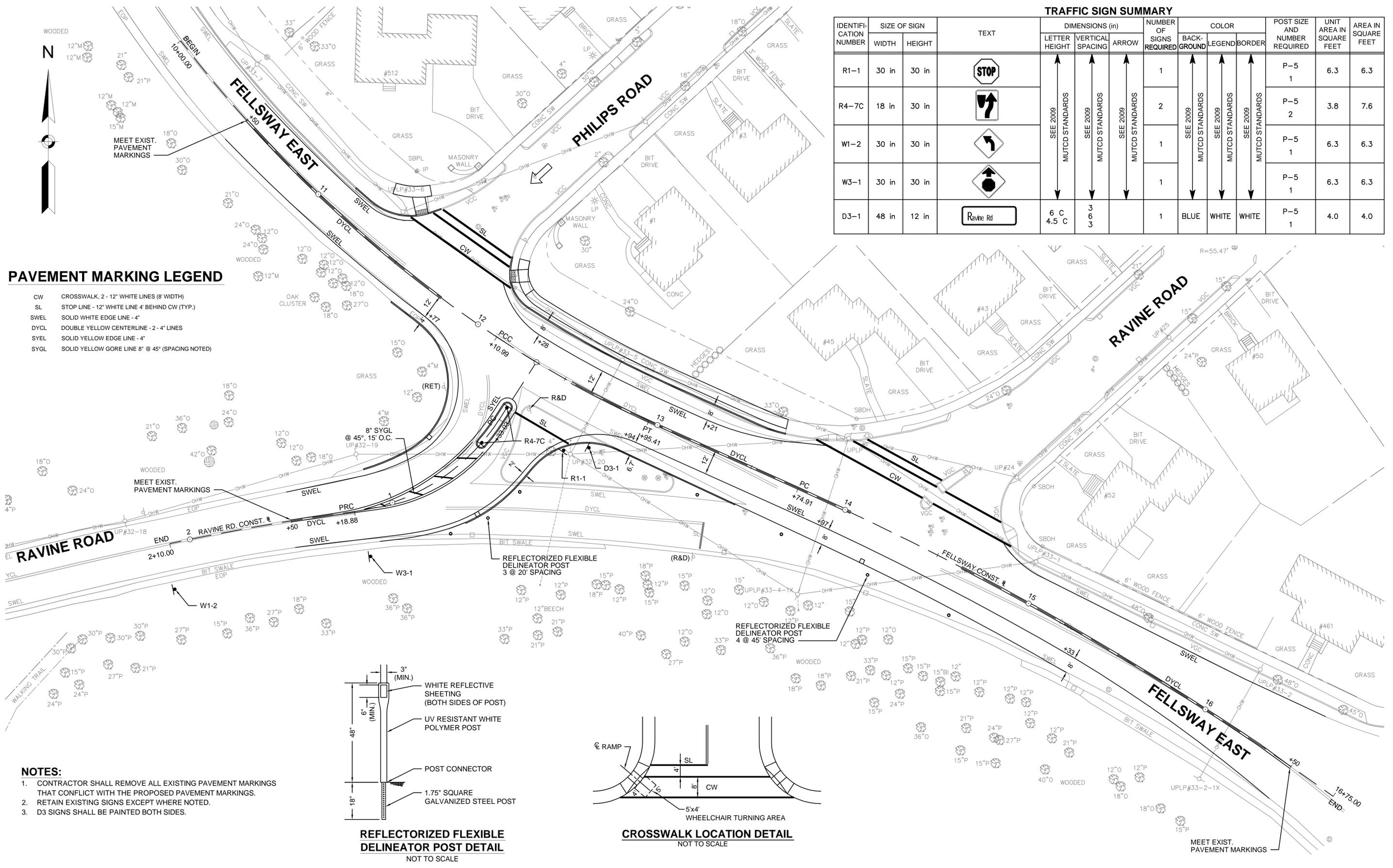


TRAFFIC SIGN SUMMARY

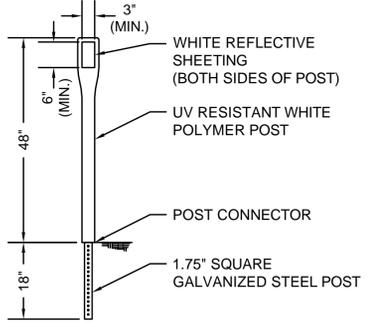
IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	DIMENSIONS (in)			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW		BACK-GROUND	LEGEND	BORDER			
R1-1	30 in	30 in		SEE 2009 MUTCD STANDARDS	SEE 2009 MUTCD STANDARDS	SEE 2009 MUTCD STANDARDS	1	SEE 2009 MUTCD STANDARDS	SEE 2009 MUTCD STANDARDS	SEE 2009 MUTCD STANDARDS	P-5 1	6.3	6.3
R4-7C	18 in	30 in									P-5 2	3.8	7.6
W1-2	30 in	30 in									P-5 1	6.3	6.3
W3-1	30 in	30 in		1	P-5 1	6.3	6.3						
D3-1	48 in	12 in		6 C 4.5 C	3 3	1	1	BLUE	WHITE	WHITE	P-5 1	4.0	4.0

PAVEMENT MARKING LEGEND

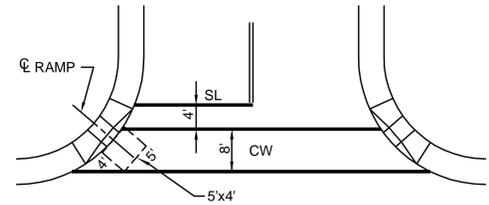
- CW CROSSWALK, 2 - 12" WHITE LINES (8" WIDTH)
- SL STOP LINE - 12" WHITE LINE 4" BEHIND CW (TYP.)
- SWEL SOLID WHITE EDGE LINE - 4"
- DYCL DOUBLE YELLOW CENTERLINE - 2 - 4" LINES
- SYEL SOLID YELLOW EDGE LINE - 4"
- SYGL SOLID YELLOW GORE LINE 8" @ 45° (SPACING NOTED)



- NOTES:**
- CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED PAVEMENT MARKINGS.
 - RETAIN EXISTING SIGNS EXCEPT WHERE NOTED.
 - D3 SIGNS SHALL BE PAINTED BOTH SIDES.



REFLECTORIZED FLEXIBLE DELINEATOR POST DETAIL
NOT TO SCALE



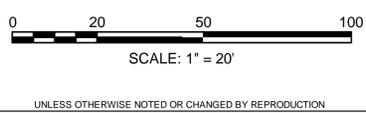
CROSSWALK LOCATION DETAIL
NOT TO SCALE

C:\3900s\3907 - D.C.R. - On-Call Traffic\Assignment No 11 - Ravine Alter Study\AutoCAD Files\Plan Set\3907.11 Sign-PMark.dwg

NUMBER	DATE	MADE BY	CHECKED BY	DESCRIPTION

DRAWN BY:	MPW
DESIGNED BY:	MWW
CHECKED BY:	DNJ

BETA Group, Inc.
 Engineers • Planners • Landscape Architects
 Lincoln, RI • Norwood, MA • Hartford, CT
 315 Norwood Park South
 Norwood, MA 02062
 781.255.1982
 email: BETA@BETA-inc.com



RAVINE ROAD/FELLSWAY EAST INTERSECTION IMPROVEMENTS
SIGN & PAVEMENT MARKING PLAN
 Stoneham, Massachusetts

ISSUE DATE	JULY 9, 2014
SHEET	2 OF 3

To: Zoning Board of Appeal, Town of Stoneham

RE: Traffic Study, the Commons at Weiss Farm

Date: July 14, 2014

The Comprehensive Permit has been issued on the Corcoran project at Weiss Farm. I chose to spend some time on 7/13, reading the Traffic Impact and Access Study, since I travel Franklin Street multiples times per day and, when I worked, travelled it during peak hours.

One only has to go to page 2 of the study (future conditions) to see a huge inaccuracy. The traffic consultants project DURING PEAK HOURS, 138 vehicle trips (29 entering and 109 exiting) during weekday AM peak hour and 190 vehicle trips (118 entering and 72 exiting) during weekday PM peak hour.

With 264 apartments being built, and each apartment averaging 1.5 autos, the flow of traffic during AM and PM peak hours is more likely to average well over 350 vehicles entering and exiting. One has only to see the queue of autos on Rustic Road and Perkins Street trying to enter Franklin St. during peak hours when school is in session to realize that the numbers generated are unrealistic.

The safety factor cannot be underestimated. No one can use a mathematical logarithm to determine how many commuters or pedestrians will be involved in accidents once the additional autos are trying to navigate Franklin St. With so many schools that are accessed by travelling on Franklin St., safety should be a priority.

It's vitally important that the Town conduct their own traffic study in order to provide it with a more realistic picture. At this point, Stoneham cannot depend on information coming from Corcoran Co. Each and

every part of the Comprehensive Permit should be dissected and corroborated by experts hired by the Town.

Respectfully,

Camille Chesnick

2 Sparhawk Circle, Stoneham, MA

cc: Board of Selectmen

School Committee

Planning Board

36 Broadway
Stoneham, MA 02180
July 14, 2014

Stoneham Board of Selectmen
Thomas Boussy, Chr.
Stoneham Town Hall
Stoneham, Ma 02180

Dear Mr. Boussy:

With Stoneham's new technology comes the ability for more visibility of our town's government. I request that the Stoneham Board of Selectmen require that the Stoneham Planning Board and The Zoning Board of Appeals meetings be televised. Many items that come before these boards are of significant importance and interest. Television will increase each boards' transparency in the policy making process. In addition, residents can readily see the importance of the work that volunteers do for their community. I appreciate your attention to this matter and ask for the immediate action of this request.
Sincerely,



Mary Lou Bracciotti

cc. Amy Brough
Executive Director
Stoneham Community Access



Chief of Police
Town of
STONEHAM

47 CENTRAL STREET
MASSACHUSETTS
02180

POLICE DEPARTMENT
(781) 438-1212
FAX (781) 279-0882

James T. McIntyre

TO: Chairman Robert Saltzman
Board of Appeals

FROM: Chief James McIntyre

DATE: July 17, 2014

SUBJECT: The Commons at Weiss Farm

The Stoneham Police Department has had an opportunity to review The Commons at Weiss Farm Application for a Comprehensive Permit that was submitted to the Town of Stoneham's Zoning Board of Appeals. On behalf of the Police Department, I offer the following comments:

The developer has submitted a traffic impact and access survey which details their review of existing traffic volume, the operational conditions within the traffic stream and its perception by motorists, vehicle crashes, proposed roadway modifications at the driveway to 170 Franklin Street, and recommendations for traffic signal adjustments. Major intersections along Franklin Street, as well as Summer and Pond Streets, and Main and Summer Streets were rated using a concept of Level of Service (LOS). This LOS review examined current road conditions, projected conditions upon the completion of The Commons development, as well as traffic projections to 2018.

In the survey, the methodology of the Levels of Service is explained. From the report, *"the concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety."*

"Six levels of service are defined for each facility. They are given letter designations from A to F, with LOS A representing the best operational conditions and LOS F as the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending

upon the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:"

The details of a LOS A through LOS F designation are explained. A "LOS F" designation indicates that an area is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

On page 33 of the traffic impact and access study, the Franklin Street at Site Driveway location is discussed. The report notes that *"under future traffic-volume conditions the Franklin Street movements at the site location are expected to operate at optimal levels (LOS A). This is true during times when traffic flow along Franklin Street is unrestrained, not necessarily when the traffic directors are present at Stevens Street and at the High School. As described in the Traffic Observations section of this study, during this peak period prior to the start of school the westbound traffic along Franklin Street queues past the site driveway. The site driveway southbound left-turn movement is expected to operate at LOS F with a 50.1 seconds of delay during the weekday AM peak hour and LOS F with more than 100.0 seconds of delay during the weekday PM peak hour while the right-turn movement is expected to operate at LOS C. Even though fewer vehicles are exiting the site during the weekday PM peak hour, the delay for the vehicles exiting is longer due to the increased traffic making a left-turn into the site as well as the increased traffic on the eastbound through movement."*

This report clearly indicates that vehicles attempting to exit from the site onto Franklin Street during the weekday AM and PM peak hours will experience significant delays – at times approaching two minutes. During peak traffic times, this intersection is designated at a LOS F – the worst designation. I am concerned that the operators attempting to exit the site during these times will begin to experience frustration and take risks in order to merge into traffic, thus increasing the potential for a vehicle crash.

The Police Department does not have a traffic engineer on staff which has the knowledge to perform a technical review of the data and recommendations in the study. I would suggest a peer review of this study to examine its accuracy and applicability. Particular areas to review would include:

- Any potential negative impact on traffic flow resulting from the creation of a left turn lane on Franklin Street (westbound) at the driveway to the site and the accompanying resizing/adjusting of travel lanes without an increase in the width of the roadway;
- Whether the developer's traffic consultants recommended timing adjustments of traffic signals are appropriate and if the existing traffic control boxes are capable of these modification; and
- The appropriateness of a comprehensive review of all motor vehicle crashes occurring at an intersection, rather than a review only of crashes reported to Mass DOT. Collision data was obtained from the Stoneham Police Department for the years 2011-2013 and from MassDOT for the years 2009-2011. It was noted in the report that collisions in which the damage was under \$1,000 were not

incorporated into the crash rate calculations. If all crashes were calculated, how would this impact the reported safety rating of the intersections.

Lastly, the addition of several hundred new residents from the proposed 264 dwelling units will only exacerbate the concerns over our police department's staffing levels. The police department is staffed with 36 full-time officers, which was reduced from 38 officers in 2005. The Federal Bureau of Investigation's 2012 Uniform Crime Report provides information on the average number of officers per 1000 residents in communities with a population of between 10,000 to 24,999. The average ratio in New England is 2.2 officers per 1000 residents. Based upon the 2010 census of 21,437 and comparing our department to peer communities, Stoneham should have a compliment of 47 police officers.

Thank you for allowing the police department the opportunity to offer comments on this permit application.

Stoneham Police Department
47 Central Street
Stoneham, MA 02180

July 15, 2014

Dear Chief McIntyre,

I am writing to you today in hopes you will make the recommendation that the 264 unit apartment complex proposed at the property known as Weiss Farm is too big of a project for Franklin Street, and quite frankly too big for Stoneham. The strain this will put on the already understaffed Police Department will result in a public safety risk for the residents of Stoneham.

It is my understanding that under Chapter 18, Article VI, Section 18-37 of the Stoneham Town Code, as amended, the Zoning Board of Appeals must hold a public hearing within 30 days of receipt of the Application for Comprehensive Permit on the Commons at Weiss Farms, which was received by the ZBA on or about June 30. The ZBA may request the appearance of representatives or local officials, such as yourself, at the hearing if it considers it necessary or helpful in reviewing the application. In making its decision, the ZBA must take into consideration the recommendations of local officials.

I hope you & your department share in these concerns that this project is too big for Stoneham! I appreciate any help you could provide in attempt to stop this project.

Thank you & your department for keeping us safe.

Robert & Tara Lawler
53 Walsh Ave

CC: Board of Selectman
Board of Appeals

**Town Engineer
Department of Public Works
16 Pine St
Stoneham Ma 02180**

July 11,2014

Re: The Commons at Weiss Farm

It is my understanding that the Corcoran Group filed a Comprehensive Permit on the Commons at Weiss Farm with the Stoneham Zoning Board of Appeals .The Stoneham Board of Appeals must hold a public hearing and must deliberate on this permit and consider what is best for our community. This board needs your expertise in arriving at a fair, equitable and an in depth analysis and decision on this development for the whole community. Based on your departments mission under the direction and guidance of the Public Works Director you are directly involved in all the activities of Public Works in planning, design, construction and renovation of our water, sewer and storm drainage piping.

You have the expertise on what happens when a development of this magnitude occurs in this geographic area. Your input is needed regarding what happens with soil erosion both on the construction site and the surrounding neighborhoods including our neighbors in Melrose. There are serious concerns about flood control, sedimentation control, erosion and impervious surfaces leading to safety and health issues. It is also of concern that our existing water and sewer mains in this particular area sit upon wooden piles that are 12 to 18 feet deep. The reason for these wooden piles is because of existing poor soil conditions. The demands of The Commons at Weiss Farm will place an excessive burden on an already strained system.

Your department has the responsibility of ensuring compliance with Federal, State and local regulations and as such your knowledge is vital to the members of the ZBA in making their decision.

I understand that under Chapter 18, Article VI, Section 18-37 of the Stoneham Town Code, as amended, the Zoning Board of Appeals must hold a public hearing within 30 days of receipt of the Application for Comprehensive Permit on the Commons at Weiss Farms, which was received by the ZBA on or about June 30. The ZBA may request the appearance of representatives or local officials, such as you, at the hearing if it considers it necessary or helpful in reviewing the Application. In making its decision, the ZBA must take into consideration the recommendations of local officials.

As our town engineer we are relying on your expertise to provide the ZBA with accurate and clear information that will benefit the Stoneham community.

Sincerely

**Paula and Jim Sarno
6 Ellen Rd
Stoneham MA 02180**

**Cc: Director of Public Works
Zoning Board of Appeals
Board of Selectmen**



cc: To Board of Selectmen

July 19, 2014

S. Maria Musto
7 Ellen Road
Stoneham MA 02180

The Stoneham Independent
Letters to The Editor

RE: The Commons @ Weiss Farm, Count the Cars

Dear Editor:

Fact: Franklin Street is already unsafe for high school students et al.

1. 264 proposed apartments equals two people per apartment to drive out and return once a day would equal 4 trips per day. $264 \times 4 = 1056$ more cars a day on an already dangerous Franklin Street.
A possible 500 more cars per day on the road for errands, appointments, lunch, shopping, etc.
2. What about an accident or a fire? Could an ambulance or fire truck get through the traffic on Franklin Street?
3. Can Franklin Street handle the impact of a possible 1,500 extra cars per day?

Meeting on July 24th @ 8PM at Town Hall.
Come and voice your opinion.

Sincerely,

S. Maria Musto
Stoneham Taxpayer since 1956

Stoneham Fire Department
25 Central Street
Stoneham, MA 02180

July 15, 2014

Dear Chief Rolli,

I am writing to you today in hopes you will make the recommendation that the 264 unit apartment complex proposed at the property known as Weiss Farm is too big of a project for Franklin Street, and quite frankly too big for Stoneham. The added strain this will put on our already taxed Fire Department will result in a public safety risk to the residents of Stoneham. Franklin St. is already too congested and if an emergency was to happen at any "peak" travel time your vehicles would struggle to be able to get down the two lane Franklin Street. Another concern is do you have the proper equipment and staff to handle emergencies in such a large complex? Do we have the budget to hire more firefighters?

It is my understanding that under Chapter 18, Article VI, Section 18-37 of the Stoneham Town Code, as amended, the Zoning Board of Appeals must hold a public hearing within 30 days of receipt of the Application for Comprehensive Permit on the Commons at Weiss Farms, which was received by the ZBA on or about June 30. The ZBA may request the appearance of representatives or local officials, such as you, at the hearing if it considers it necessary or helpful in reviewing the Application. In making its decision, the ZBA must take into consideration the recommendations of local officials.

I hope you & your department share in these concerns that this project is too big for Stoneham! I appreciate any help you could provide in attempt to stop this project.

Thank you & your department for keeping us safe.

Robert & Tara Lawler
53 Walsh Ave

CC: Board of Selectman
Board of Appeals



TOWN OF
STONEHAM

MASSACHUSETTS 02180

Public Works Department
16 Pine Street

781-438-0760
Fax 781-438-8183

TO: August Niewenhous, Chairman
Planning Board

FROM: Robert Grover, Director of Public Works
Town of Stoneham

DATE: July 17, 2014

SUBJECT: Commons at Weiss Farm Comprehensive Permit Application Comments

Mr. Niewenhous,

The Town of Stoneham's Planning Board requested comments regarding the application for a Comprehensive Permit for the Commons at Weiss Farm located at 170 Franklin Street. After a careful review of the application package the Department of Public Works cannot at this time recommend approval of the Comprehensive Permit.

Weiss Farms Apartments LLC, hereafter referred to as Developer, received a letter from MassHousing dated June 23, 2014 that approved their Project Eligibility application pursuant to Massachusetts General Laws Chapter 40B. The Developer submitted a Comprehensive Permit application package for the Commons at Weiss Farm on June 30, 2014. Prior to this the Department of Public Works had not received, reviewed or provided input on any of the documents included. This action by the Developer seeks to remove the town from the process entirely and reaffirms that the Town's concerns are not being addressed.

In addition to not seeing any document in the Comprehensive Permit application package the Department of Public Works has not seen a copy of the Project Eligibility Application package or the scoring sheets prepared by MassHousing. This is of concern due to the error, omission or misrepresentation of the project by the Developer to MassHousing as evident by comments made in the June 23, 2014 Site Approval letter.

One example can be found on Site Approval letter page 15 Section 6 bullet 2 which reads "The finished floor elevations of the three larger buildings are approximately 10-12 feet lower than Franklin Street, which will have the effect of significantly reducing the visual impact of proposed building elevations when viewed from surrounding areas." The finished floor elevations of the 5 story buildings is 172 feet while the elevations of Franklin Street at the

entrance to the site is 176 feet which results in a height difference of only 4 feet. This 8 foot difference based on MassHousing's own words would have a significant visual impact.

A second example can be found on Site Approval letter page 16 Section 7 bullet 3 which reads "The Site is located immediately across the street from Stoneham High School, and is within walking distance to a daycare center, convenience store, Laundromat, and recreational facilities. An assisted living facility is currently being constructed approximately ¼ mile from the Site." The convenience store and Laundromat were demolished in the construction of the assisted living facility which puts the nearest replacement facilities over ¾ of a mile away.

Without a review of the Project Eligibility Application or scoring sheets the Department of Public Works will be unable to point out any errors, omissions or misrepresentations.

In the Site Approval letter MassHousing made 12 recommendations that the Developer should address in the Comprehensive Permit application to the town. These recommendations were not properly addressed and our Department's comments are as follows:

Recommendation 1

Recommendation 1 required the Developer to address environmental conditions including but not limited to wetlands, public water, storm water runoff, wastewater and hazardous waste.

Protection of Wetlands

The property at 170 Franklin Street is surrounded by wetlands on three sides and the Developer is seeking to perform work up to, and in limited areas within, the 25' buffer zone. As such the plans, even at 10% schematic design phase, should have incorporated more information for review than what was presented. The Site should have chain link fence around its entirety to prevent people, animals or trash from entering the wetlands. Retaining walls should have protective guardrail in addition to the chain link fence to prevent vehicles from entering sensitive wetland areas. Parking areas that naturally slope into the wetlands should contain curbing to act as a barrier against surface runoff that may contain harmful chemicals and as a vehicle stop for inattentive drivers.

The site's proximity to the wetlands warrants a ban on salts, chemicals, potable water irrigation systems and other agents that can alter the water and soil composition. Site water runoff from roofs and impervious areas should be stored for use as irrigation, a well system should not be allowed due to danger of drawing down water levels of the wetlands without proper monitoring. The snow storage area as proposed is not acceptable as it would bypass any drainage filtration system or vegetated buffer and carry the risk of transferring banned materials, deposited from vehicles that traveled on public roads into the wetland. Installation of a snow melt system should be required in order to manage the snow on the impervious surfaces of the parking lot which when melted would be processed through the drainage filtration system.

Public Water Quality

The proposed water system is a closed loop system that could result in unreliable water supply for public safety needs, pressure drops during emergencies or water quality for drinking. A secondary connection to Beacon Street, Ellen Road or Tamarock Terrace is required to insure the highest water quality, pressure and fire safety to the buildings.

Water meter pits should be installed where water mains enter the property to allow for proper water meter readings that can be used to find leaks in the system before they generate a public safety hazard.

The hydrant locations and quantities are not adequate to properly serve the residents with fire protection if the sprinkler systems malfunction. Hydrants should also be properly flushed based on a town approved program to prevent potential sediment build up or stagnant water. The system does not contain the appropriate amount of gate valves to isolate segments while ensuring water service to buildings.

Stormwater Runoff

The Comprehensive Permit application did not contain a stormwater report that analyzes the site and details compliance with Stormwater Management Standards which have also been incorporated into the Wetland Protection Act Regulations, a critical concern of this project. Key components of this report would be no new stormwater conveyance may discharge untreated stormwater directly to or cause erosion in wetland, post-development peak discharge rates can exceed pre-development peak discharge rates and 80% of Total Suspended Solids should be removed.

Stormwater infiltration chambers are shown on the drawings but without elevations, groundwater levels, and infiltration rates the Department of Public Works is unable to review how efficiently the drainage system is. The companies who manufacture and sell these systems regularly do the engineering for free, especially on a system of this size, and should be prepared for review prior to the issuance of a Comprehensive Permit.

Wastewater Treatment

Building C is the only one on-site that has an oil and sand separator which is unacceptable given the amount of units and its proximity to sensitive areas. Each sewer manhole on site should be changed to an oil and sand separator.

The sewer in the Site flows in a gravity system to a pump station onsite that dumps into Franklin Street through a 6" force main. The force main, which is located within 50' of the wetlands poses an environmental risk and should be relocated to a location away from the wetlands where it could be serviced safely if needed. The developer has failed to provide basic plans, onsite storage capacity and pump size for the station. In addition there is no sewer study to ensure the existing town system can handle the additional sewer flow in the vicinity.

Recommendation 2

Recommendation 2 required the Developer to address traffic impacts including but not limited to volumes, crash rates, safety and level of service.

Monitoring Program

The traffic study failed to address, identify or discuss a post construction monitoring plan in order to verify the anticipated results from the traffic study provided. Ensuring a commitment from the Developer to maintain or improve intersection Level of Service (LOS) are components of a detailed traffic study.

Crash Reports

The traffic study failed to include crashes below \$1,000 which underestimates the traffic impacts of the development. The addition of more than 100 vehicles to the morning rush hour increases the chances of these incidents below \$1,000 which only further delay commuters. While the severity or risk of personal injury is not high the delay and risk to public safety from clogging a major artery that leads to the Melrose Wakefield hospital is a viable concern.

Missing Report Information

The following information is missing or lacking in the traffic study report:

1. Did not include Franklin / Rustic – a major morning cut through to Colonial Park School
2. Heavy vehicle counts / percentages were not provided
3. Traffic study does not address the state's Smart Growth / Smart Energy goals in their mitigation recommendations such as reduced density, bicycle and pedestrian infrastructure, transit etc.
4. Site plan indicating the proposed "footprint" of the project relative to existing site conditions, the boundaries of all land owned by the proponent, the abutting lands uses and their owners, and all transportation facilities (including private and access roadways, sidewalks, public transit stations / stops / routes, and bicycle facilities) adjacent to the site and number of carpool, vanpool, car sharing, bicycle spaces identified.
5. Zoning map indicating the current zoning of the site and the adjacent parcels and any proposed changes in zoning.
6. Roadway network map indicating the jurisdictional responsibility for each roadway link and intersection within the study area. Included should be each study intersection's current lane configuration and traffic control device layout.

7. Multi-modal network map illustrating the site in relation to the study area's pedestrian, bicycle, transit and freight networks. Also identify major attractors such as schools, neighborhood or regional commercial facilities or employment. Identify gaps in services
8. In depth pedestrian facilities review identifying existing qualitative assessment of sidewalk conditions, width, ramps, markings, signage and lighting within the study area. A pedestrian traffic flow map with volumes should be provided.

Recommendation 3

Recommendation 3 required the Developer to address the sight distances at the entrance to the proposed developer to ensure public safety.

Parking Obstruction

The traffic study did not take into account the vehicle parking on Franklin Street that could obstruct traveling vehicles from commuters leaving the site. The overflow parking from the site would be on Franklin Street and could promote a sight distance reduction if not properly mitigated.

Recommendation 4

Recommendation 4 required the Developer to address alternate modes of transportation to and from the Site, and safe bike/pedestrian access on Franklin Street

Pedestrian Links

Traffic study does not address needs, desire lines, origins, destinations or opportunities to provide bicycle infrastructure to the degree of depth required. The Commonwealth's goals relating to the Healthy Transportation Compact and Safe Routes to School were ignored despite the Colonial School and High School located within 1/2 mile of the Site. Safe bike and pedestrian access on Franklin Street should include at a minimum an 8 foot combined use sidewalk on the proposed development side.

Public Transportation

Traffic study did not quantify impacts of transit-based mitigation but merely identified the bus line. In addition no documentation between the Developer and MBTA officials requesting a stop be placed at the development on the 131 bus route in addition to a connecting stop at Redstone shopping center. Other alternatives the town has required of developers to present correspondence and cost research for MassRIDES or private shuttle services for potential transit mitigation services. Even if a public transit option is ruled out in the future bus stop or drop off shelters should be located on site to promote carpooling and ridesharing.

Recommendation 5

Recommendation 5 required the Developer to address issues such as on-site parking and circulation, hydrant locations and sufficient emergency access.

On-Site Parking

As previously mentioned overflow parking from guests unable to find a space on the property would park on Franklin Street and potential create a sight distance hazard for vehicles and pedestrians.

Hydrant Locations / Fire Safety

As previously mentioned hydrant locations and water main construction is not adequate to insure resident safety in the event of a sprinkler failure or parking lot incident requiring fire services. Additional comments appear under Recommendation 1 subsection Public Water Quality on page 3.

Emergency Access

The Site has only one access point located on Franklin Street. As noted above and confirmed in the traffic study, Franklin Street is heavily congested at various times during the day. If there is an emergency situation at the Site the only access point could become inaccessible due to heavy traffic. A secondary entrance needs to be provided from Stevens Street, Sullivan Circle, Spring Lane, Beacon Street, Tamarock Terrace or other approved public way. The emergency access should contain removable bollards to allow town personnel access but prevent non-emergency personnel from entering the site.

Recommendation 6

Recommendation 6 required the Developer to provide a detailed Stormwater Management Plan to address seasonal flooding, erosion control and run-off on to abutting properties.

Stormwater Management Plan

The Comprehensive Permit application did not include a Stormwater Management Plan, in draft or final form, for review. At this time the Department of Public Works can't provide an opinion if the project will be in compliance with state stormwater management standards. Neighboring residents have expressed concerns regarding area flooding getting worse. The Weiss Farm site today allows for waters to rise and flood a portion of the site before they impact residents on Gerald Road. Retaining walls and site fills upwards of 6 feet will redirect waters towards residents' homes and put increase demand on the existing pump house.

Drainage System

No documentation for long term maintenance of the onsite drainage system was provided for review. Measures would include catch basin cleanings, manhole inspection, retention pond inspection and repairs. A study of the existing drainage pump system was not performed to gauge the condition, demand and long term maintenance required post construction.

Recommendation 7

Recommendation 7 required the Developer to the discuss recommendations of the Phase I/II Environmental Assessment prepared by McPhail Associates on June 13, 2013. Most notable recommendations related to removal of oil and potential hazardous materials on-site.

Hazardous soil testing

According to the Environmental Site Assessment Report prepared by McPhail Associates and dated June 13, 2013 there exists on the site staining of concrete surfaces consistent with a Recognized Environmental Condition (REC). In addition soils tested at lead and polynuclear aromatic hydrocarbons (PAH) levels that trigger additional chemical testing and characterization as required by DEP were discovered but no further information was provided. No data, test results, boring logs or other information necessary to make a review and recommendation to confirm adequacy of the report and if earth moving operations on-site possess a risk to wetland or public health.

Recommendation 8

Recommendation 8 required the Developer to the discuss implementation of appropriate noise attenuation measures through building and site design.

Noise Attenuation Measures

No information provided related to this recommendation

Recommendation 9

Recommendation 9 required the Developer to discuss the preservation of mature vegetation around the perimeter of the Site.

Mature Vegetation Protection

The Developer seeks to retain the existing vegetation around the property to act as a natural buffer between neighbors and the site. No study was conducted to investigate the presence of any invasive species that may hinder the health of native plants and wildlife the Developer seeks to retain as a buffer. Long term measures such as monitoring, removal of

invasive species, or introduction of natural predators such as Galerucella beetles may be required and should be discussed.

Recommendation 10

Recommendation 10 required the Developer to provide a landscape plan including dumpster locations, irrigation systems and long term maintenance provisions.

Irrigation

No irrigation system was shown on the plan and in the opinion of the Department of Public Works no system that utilizes potable water should be allowed. Per comments appearing under Recommendation 1 subsection Protection of Wetlands on page 2 the introduction of chlorine and other chemicals in potable water can have an adverse impact on wetlands. Massachusetts Department of Environmental Protection has begun initiatives to mitigate potential damage during hydrant flushing operations and the same principals apply here due to proximity to sensitive wetlands.

Vegetated Buffer

No vegetated buffer is shown on the plans to protect and improve water quality prior to entering the wetlands. A vegetated buffer's purpose is to filter sediments, nutrients, pesticides or pollutants that could have a negative impact on water resources. Recommendation 1 subsection Protection of Wetlands on page 2 will also apply towards the use of pesticides and fertilizers.

Long Term Maintenance

Long term maintenance was not discussed.

Dumpster Location

Dumpster is located in the back corner of the lot adjacent to the wetlands which could result in illegal dumping, overflow and improper maintenance. Dumpster should be moved to a more centralized location to better serve all residents and prevent concerns noted.

Recommendation 11

Recommendation 11 required the Developer to provide additional details about any proposed site amenities including shared community rooms, outdoor playground, and pedestrian links to nearby facilities.

Walking Trail

The walking trail as shown is lacking in size and should be extended southerly towards the Martin Wantman property on Gerald road so each lap on the trail would be approximately 1/4 of a mile and allow for more residents to use the trail with greater separation between parties.

Confining the trail to a cleared patch of land is not visually appealing to residents and can result in reduced use. Other communities provide stone dust paths through wooded areas to create a scenic trail where people can observe local wildlife without the sounds or visuals of modern society. Trees and fruit bearing shrubs should be planted in the currently cleared portion of the path to shield users of the trail from the site and sounds of local neighbors and the parking lot. A “dog waste station” should be installed at the beginning of the trail to ensure that residents and guests clean up all fecal waste on the trail.

Playground and Pedestrian Links

As previously noted the Comprehensive Permit package did not include information on pedestrian links despite referencing the Stoneham High School whose recreational facilities would be in use by the residents due to a lack of on-site options. The playground facilities at the Colonial Park School would attract residents with children under the age of 12 while the High School would attract older children and adults with facilities such as tennis courts, soccer fields, baseball diamonds and track. All previous comments regarding pedestrian links to these schools noted in Recommendation 4 Pedestrian Links on page 5 apply.

Recommendation 12

Recommendation 12 notified the Developer that any local preference plan required by the Town of Stoneham must conform to federal fair housing law.

AFHMP

The intent of this project is to provide affordable housing to residents but the Developer has not made clear its intent to provide such housing to members of the Stoneham community. The Affirmative Fair Housing Marketing and Resident Selection Plan (AFHMP), which outlines how residents are selected was not provided in draft or final condition for review by the Town. Such a plan could ensure that local preference could be applied for up to 70% of the affordable units. The plan must go before MassHousing for approval and discussions should begin immediately. No past AFHMP, selection data or Developer intent was provided to the town in the Comprehensive Permit Application package. In addition the firm or individual responsible and their qualifications for the AFHMP was not provided or discussed.

Attachment 1 – Section (d) - Market Competition

MassHousing stated “the Stoneham rental market appears to be stable, with no direct competition within Stoneham from any other newly constructed rental developments.” Another developer has been working with the Town, providing information, receiving feedback, conducting studies, and agreeing to mitigation measures for a 300 unit apartment complex located adjacent to Route 93 off of Fallon Road. It can be argued that this location, with direct access to major highways, is in a more desirable location than the proposed development on Franklin Street. Permits for this Fallon Road project are on pace to be issued before the end of the year which will make it a direct competitor of the Commons at Weiss Farm project.

The Town of Stoneham is a business friendly community that works with developers to ensure all parties benefit equally without unnecessary delays. The Developer of the Commons at Weiss Farm has not been as forth coming with information, evident by the immediate submission of a Comprehensive Permit Application package without first addressing the Town's concerns from over 6 months ago that even MassHousing stated needed to be addressed prior to approval.

Waiver Requests – Zoning

Number 5 – Deny at this time until Recommendation 3 Parking Obstruction page 5 and Recommendation 5 On-site Parking page 6 is adequately addressed.

Number 6 – Approve at this time. Minor encroachment at limited number of spaces is acceptable to the Department of Public Works. Additional review required as drawings are finalized.

Number 7 – Deny at this time until Recommendation 1 Protection of Wetlands page 2 and Recommendation 10 Vegetated Buffer page 8 is adequately addressed.

Number 8 – Approve at this time. Landscape buffer will provide the desired effect however chain link fence comments in Recommendation 1 Protection of Wetlands page 2 still apply.

Number 9 – Deny at this time until a qualified consultant is able to review.

Number 10 – Permit will not be issued at this time.

Number 12 – Approve at this time. Final style, size and shape to be reviewed and approved as drawings are finalized.

Number 13 – Deny at this time until a planting list, including sizes, are provided for review by the Town of Stoneham's tree warden.

Number 14 – Deny at this time until Recommendation 7 Hazardous Soil Testing page 7, including information on the quantity and hauling routes of imported material is supplied for review by multiple Town departments and boards.

Waiver Requests – By Laws

Number 16 – Deny at this time until bridge plans detailing extent of disturbance are made available for review by multiple Town departments and boards.

Number 17 – Permit will not be issued at this time.

Number 18 – Permit will not be issued at this time.

Number 19 – Permit will not be issued at this time; refer to notes under Waiver Requests – Zoning Number 14 page 10.

Number 20 – Deny at this time as request for waiver is confusing. Developer submitted plan as required under 760 CMR 56.05. The Department of Public Works does not agree with the layout of the utilities and should be contacted for additional input beyond that provided in Recommendation 1 Public Water Quality page 3, Recommendation 1 Stormwater Runoff page 3, Recommendation 1 Wastewater Treatment page 3, Recommendation 5 Hydrant Locations / Fire Safety page 6, Recommendation 6 Drainage System page 7 and other various notes above.

Number 22 – Deny at this time considering the amount of wetland issues surrounding the property and potential impacts of the existing soils contamination levels warrants environmental analysis and review by consultants. Recommendation 7 Hazardous Soil Testing page 7 applies.

Number 23 – Deny at this time as statement of impact on municipal facilities and services is a requirement of developments and is not an unreasonable request. The Developer needs to provide more information and conduct testing to ensure no negative impact to the Town.

Number 25 – Deny at this time until Recommendation 10 Dumpster Location page 8 is addressed.

Department of Public Works Recommendations

MassHousing Letter

A certified letter should be written to MassHousing for them to provide the town a copy of the Developer's application for Project Eligibility and all standard scoring sheets prepared by MassHousing prior to arriving at their decision for approval. After receiving copies of this information it should be reviewed for accuracy, errors or omissions of information based on the two previous examples provided which have a significant impact on the project.

Developer Letter – Number 1

Immediately following the opening of the hearing for the Comprehensive Permit Application the Board should deliver a letter to the Developer to notify them that additional information beyond what is contained in the application is required prior to making a decision. In compliance with 760 CMR 56.05 Section 3 this hearing may continue for a period up to 180 days from the date of opening presuming the Developer makes timely submissions of materials in response to the Board's request. The Department of Public Works submits the following items be requested of the Developer prior to the closing of the hearing.

1. Updated traffic study report to include / address the following:
 - a. Did not include Franklin / Rustic – a major morning cut through to Colonial Park School
 - b. Heavy vehicle counts / percentages were not provided
 - c. Traffic study does not address the state's Smart Growth / Smart Energy goals in their mitigation recommendations such as reduced density, bicycle and pedestrian infrastructure, transit etc.
 - d. Site plan indicating the proposed "footprint" of the project relative to existing site conditions, the boundaries of all land owned by the proponent, the abutting lands uses and their owners, and all transportation facilities (including private and access roadways, sidewalks, public transit stations / stops / routes, and bicycle facilities) adjacent to the site and number of carpool, vanpool, car sharing, bicycle spaces identified.
 - e. Zoning map indicating the current zoning of the site and the adjacent parcels and any proposed changes in zoning.
 - f. Roadway network map indicating the jurisdictional responsibility for each roadway link and intersection within the study area. Included should be each study intersection's current lane configuration and traffic control device layout.
 - g. Multi-modal network map illustrating the site in relation to the study area's pedestrian, bicycle, transit and freight networks. Also identify major attractors such as schools, neighborhood or regional commercial facilities or employment. Identify gaps in services
 - h. In depth pedestrian facilities review identifying existing qualitative assessment of sidewalk conditions, width, ramps, markings, signage and lighting within the study area. A pedestrian traffic flow map with volumes should be provided.

2. Sewer capacity study to address the following:
 - a. Capacity analysis of the existing system from the Site to Melrose town line manhole (SMH 1765) and from the Site to Pine Street intersection manhole (SMH 1428)
 - b. Minimum 3 week flow monitoring of the existing system from the Site to Melrose town line manhole (SMH 1765) and from the Site to Pine Street intersection manhole (SMH 1428)
 - c. Internal CCTV inspection of the pipelines if results of the capacity analysis and flow monitoring warrant.
3. Stormwater Management Plan to address the following:
 - a. Massachusetts Stormwater Regulations
4. Submit for review all geotechnical information
5. Submit soil analytical data from McPhail Associates Environmental Assessment.
6. Submit documentation of correspondence seeking alternative transportation for residents such as adding an MBTA bus stop, MassRIDES or private shuttle service.
7. Submit a draft Affirmative Fair Housing Marketing and Resident Selection Plan (AFHMP) for review.

All traffic, sewer, stormwater, geotechnical, analytical and alternative transportation requests made above are standard for a project of this size and the Fallon Road development team has complied or is in the process of complying with them all. The Commons at Weiss Farm Developer should have no issue. If the Developer seeks to save money the Board may elect to seek payment for Item 2 and 3 so the town may hire the engineer directly in order to avoid paying for an additional consultant review as authorized under CMR 760 56.05 section 5. The board should still seek consulting fee payments for traffic studies, environmental, geotechnical and others as needed.

If the Board should have any questions please feel free to contact me.

Robert Grover
Director of Public Works

RG/dl

Friends of Stoneham
P.O. Box 80282
Stoneham, MA 02180
July 14, 2014

Town of Stoneham
Conservation Commission; Ellen McBride, Chr.
Stoneham Town Hall
Stoneham, MA 02180

Attn: Ms. McBride:

Clearly established buffer zones are vital to the protection and preservation of the environment of our community. Upon review of the codes of the Stoneham Conservation Commission regarding wetlands, it is noted that the by-law for a wetland buffer zone is stated as follows: "continuous strip no less than twenty-five (25) feet in width, untouched and in its natural state, shall be left undisturbed adjacent to those areas meeting the description of a wetland...." The Friends of Stoneham request examination of this by-law and want it to be amended. We expect increased protection over what is currently approved and believe it is important to tighten regulations to read as follows: *continuous strip no less than one hundred (100) feet in width, untouched and in its natural state, shall be left undisturbed adjacent to those areas meeting the description of a wetland.* This revision will create a zone that defines the important role in preservation of all the characteristics of a wetland: physical, biological, and chemical.

Further examination of the Town of Stoneham Conservation Commission by-laws, reveals the absence of important definitions which are vital when evaluating developable properties, especially land areas that include wetlands. Friends of Stoneham see no definition of an *intermittent stream* in the current bylaw. The Weiss Farm property has an intermittent stream. An intermittent stream, according to information on USGS and EPA sites (see enclosed information), is sensitive to hydrologic impacts. In the process of land development it is imperative that an intermittent stream must be clearly identified and mapped, since it could be subject to possible piping or in-filling. Streams of this nature should require a two hundred (200) foot buffer zone. In addition, an intermittent stream is part of a perennial stream. Its role must be understood. A major impact of changes to the intermittent stream can result in hydrological changes including damages to surrounding private property, damage to the environment as a result of flooding, erosion, etc. Furthermore, within the area of the proposed building site lies Meetinghouse Swamp. This, too, proposes a need for examination.

In addition to the wetland concerns it may be noted that over the years there have been changes to Weiss Farm property. It seems prudent that The Stoneham Conservation Commission demands examination of the composition of land fill that has been trucked onto this property. What is the content of recent fill? What is being covered by new fill? How has the topography changed as a result of land fill? We must prevent further changes in the soil composition, the topography, and the

hydrology that will alter the biological conditions of this entire property and the neighboring property. It is imperative that the Town Of Stoneham Conservation Commission considers tightening eligibility for building/development, whether new bylaws apply to the Weiss Farm issue or for subsequent building sites proposed for Stoneham. Clearly established definitions and more protective by laws inherently increase protection and all play an important role in the preservation in the environment of Stoneham.

It is our understanding that under Chapter 18, Article VI, Section 18-37 of the Stoneham Town Code, as amended, the Zoning Board of Appeals must hold a public hearing within 30 days of receipt of the Application for Comprehensive Permit on the Commons at Weiss Farms, which was received by the ZBA on or about June 30. The ZBA may request the appearance of representatives or local officials, such as members of the Stoneham Conservation Commission, at the hearing if it considers it necessary or helpful in reviewing the Application. In making its decision, the ZBA must take into consideration the recommendations of local officials. If your commission remains unclear as to the findings regarding this property, the Stoneham Conservation Commission must request additional consultant services. The fees for such services are the responsibility of the developer whose application is in question.

The Friends of Stoneham ask you to give our requests/concerns serious consideration. We appreciate your care and concern for Stoneham.

Sincerely,



Mary Lou and John Bracciotti
John Eaton
Marie Meibaum
Paul and Linda Armano
Mary Pecoraro
Russell and Linda Wilson
Paula Sarno

cc. Stoneham Board of Selectmen

Seasonal streams (intermittent) flow during certain times of the year when smaller upstream waters are flowing and when groundwater provides enough water for stream flow. Runoff from rainfall or other precipitation supplements the flow of seasonal stream. During dry periods, seasonal streams may not have flowing surface water. Larger seasonal streams are more common in dry areas.

Rain-dependent streams (ephemeral) flow only after precipitation. Runoff from rainfall is the primary source of water for these streams. Like seasonal streams, they can be found anywhere but are most prevalent in arid areas.

Despite their seasonal or temporary appearance on the landscape, seasonal and rain-dependent streams are critical to the health of river systems, are hydrologically and biologically connected to the downstream waters, and provide many of the same functions and values as rivers and larger streams.

Importance of Streams

Streams, headwaters and streams that flow only part of the year provide many upstream and downstream benefits. They protect against floods, filter pollutants, recycle potentially-harmful nutrients, and provide food and habitat for many types of fish. These streams also play a critical role in maintaining the quality and supply of our drinking water, ensure a continual flow of water to surface waters, and help recharge underground aquifers.

Small streams, headwaters and streams that flow only part of the year protect against floods, and provide flood and erosion protection:

Flood and erosion protection:

Headwaters, seasonal streams and rain-dependent streams absorb significant amounts of rainwater, runoff and snowmelt before flooding. These streams have significant storage ability and play a critical role in protecting downstream communities by moderating flooding during heavy flow and by maintaining flow during dry weather. Over the last 30 years, freshwater flooding has cost an average of \$7.8 billion in direct damage to property and crops each year.¹

Additional Resources:

You will need Adobe Reader to view some of the files on this page. See [EPA's PDF page](#) to learn more.

- [EPA Field Operations Manual for Assessing the Hydrologic Permanence and Ecological Condition of Headwater Streams](#)
- [The Ecological and Hydrological Significance of Ephemeral and Intermittent Streams in the Arid and Semi-arid American Southwest \(PDF\) \(116 pp, 2.6MB, About PDF \)](#)
- [EPA Office of Research and Development Headwater Streams page](#)

[Top of page](#)

36 Broadway
Stoneham, MA 02180
July 21, 2014

Robert Saltzman, Esq.
Chairman of Stoneham Board of Appeals
Stoneham Town Hall
Stoneham, MA02180

Mr. Saltzman:

The proposed project known as The Commons at Weiss Farm is center stage now that Corcoran and Company has received preliminary approval. It is incumbent upon the ZBA to examine all aspects of the Corcoran proposal, water and sewer systems included. Over the years the Town of Stoneham has been diligent in maintaining and upgrading the water and sewer system. However, some of the infrastructure dates back many years. History of the referenced area reveals the system rests upon wooden piles. Can this system take different conditions/ additional demands of this proposed project? Once ground water levels are diminished due to the addition of impervious surfaces or there are changes in the natural flow of streams which can be diverted or blocked, this infrastructure stands to lose its integrity. The entire building site with its new high rise buildings could affect the water levels. Before anything takes place, the condition of the piles must be carefully studied. The water levels beneath the surface land area must be evaluated. Study of the effects of disturbing groundwater must be made before change occurs.

The farmland is known for its wetland and flooding. This will require proper and adequate drainage. Intermittent streams and months of standing water already exist. How will these existing conditions change and withstand the addition of high rise apartments? It behooves the ZBA to be certain that all conditions pertaining to water, sewerage, and drainage be addressed and examined by those with expertise in these matters. It was the apartment buildings across from the Weiss Farm site (177 and 179 Franklin Street) that experienced severe settling problems. Who is prepared to guarantee this problem will not occur in the large buildings to be constructed on the wetland area known as Weiss Farm? This site demands the expertise of a hydrogeologist before any construction can proceed.

As a member of the Stoneham Water and Sewer Review Board, I believe there is much to be examined before the Corcoran project can be accepted.

Respectfully,

John L. Bracciotti

Member of the Stoneham Water and Sewer Review Board

Cc: Stoneham Board of Selectmen

36 Broadway
Stoneham, MA 02180
July 17, 2014

Mr. Thomas Boussy
Chairman of the Stoneham Board of Selectmen
Mr. Robert Saltzman, Esq.
Chairman of the Town of Stoneham Zoning Board
Stoneham Town Hall
Stoneham, MA 02180

Dear Mr. Boussy and Atty. Saltzman:

To protect the integrity and interest of the Town of Stoneham, it is necessary to examine members of the ZBA regarding their relationship to the Weiss Farm property. The member of concern is William Sullivan. He is identified and listed as an abutter of the Weiss Farm property and is associated with 152 Franklin Street.

A full disclosure of Mr. Sullivan, a member of the ZBA is necessary. We fully expect the Stoneham Board of Selectmen along with Atty. Witten to exercise due diligence in this matter. It is imperative to be certain without a doubt if Mr. Sullivan has a financial interest, whether directly or indirectly, to be gained from the Weiss Farm sale and development proposal being brought before the Stoneham Zoning Board of Appeal.
Sincerely,

Mary Lou and John Bracciotti

Cc. Atty. Witten