



THE ROSEBAY AT MEDFIELD

Medfield, Massachusetts

A NewGate Housing Community



Application for Comprehensive Permit Pursuant to M.G.L. Chapter 40B



Rosebay at Medfield Limited Partnership

THE ROSEBAY AT MEDFIELD

*Pound Street
Medfield, Massachusetts*

Application for Comprehensive Permit
under
M.G.L. Chapter 40B, Sections 20-23

July 19, 2019



Rosebay at Medfield Limited Partnership

TABLE OF CONTENTS

	<u>Tab No.</u>
Medfield Board of Appeals for Zoning Application for Hearing	1
Executive Summary	2
Preliminary Plans, Drawings, Specifications, Etc.	3
Existing Site Conditions and Development Impact	4
Project Eligibility	5
Site Control	6
Requested Waivers from Local Requirements	7
Statement of Local Need	8
Abutters	9
Authorizations	10



NEWGATE HOUSING
Opening Opportunities

BY HAND DELIVERY

July 19, 2019

Town of Medfield
Zoning Board of Appeals
Medfield Town House
459 Main Street
Medfield, MA 02052

Dear Members of the Board:

On behalf of Rosebay at Medfield Limited Partnership (the “*Applicant*”), NewGate Housing is pleased to submit the enclosed application for a Comprehensive Permit for ***The Rosebay at Medfield***. We are submitting this application pursuant to the Comprehensive Permit Law, M.G.L. Chapter 40B, Sections 20-23, and are providing 23 copies as directed by the Town Planner.

The Rosebay at Medfield is proposed as a community of 45 rental apartment homes for seniors. The proposed development has been designed to help the Town of Medfield achieve the goals identified in its Housing Production Plan and, accordingly, all 45 units in the proposed development will be affordable and will count toward the Town of Medfield’s Subsidized Housing Inventory under Chapter 40B.

The proposed site for The Rosebay at Medfield is a vacant portion of the Medfield Housing Authority’s Tilden Village property on Pound Street. The applicant has site control over the proposed site pursuant to an option to lease the proposed site from the Medfield Housing Authority (“*MHA*”). The site is well-suited for a new affordable senior housing community. It is located next to the existing elderly housing at Tilden Village, and is immediately adjacent to the Medfield High School/Middle School complex. Sidewalks provide a continuous pedestrian connection to Medfield Center about a quarter of a mile away. At this location, the proposed development will offer convenient access to community events, emergency services, health care providers, grocery stores, pharmacies, retail centers, banks, parks and recreational areas, the Medfield Library, Medfield Housing Authority offices, and houses of worship of a several denominations. Since the use of the proposed site is already restricted for State-aided Housing for the Elderly under M.G.L. Chapter 121B, few (if any) other uses are permissible.

The site plan for The Rosebay purposely orients the proposed building to optimize the distance from neighboring residential uses. In addition, the site plan proposes to buffer the proposed development from surrounding residential uses with fencing and the maintenance of a “green screen” of existing vegetation and new plantings. With an older resident population, the impact of traffic on residential neighborhood streets is also expected to be limited.

Our proposal offers a unique opportunity for the Town of Medfield to address its shortage of affordable housing for seniors with new construction apartment homes that will significantly improve and diversify the Town’s housing stock. Moreover, ***every single unit in the proposed development will be eligible to be counted by the Town toward the satisfaction of its 10% affordable housing requirement under Chapter 40B.*** NewGate Housing and the professionals who are part of its development team are experts in the development and management of affordable multifamily communities and have significant experience working with local boards to meet affordable housing goals with high quality apartment homes.

The following are enclosed herewith:

1. Application Filing Fee in the amount of \$5,500 (base fee of \$1,000, plus \$100 per proposed unit); and
2. The complete Comprehensive Permit application and documentation containing a complete description of the proposed development as required pursuant to 760 CMR 56.05(2) and the Board’s Comprehensive Permit Rules. At the direction of the Town Planner, we are providing 23 copies of this application. Also at the direction of the Town Planner, we are providing the following under separate cover:
 - Ten (10) full-size copies of the Plans referenced in the application;
 - Three (3) copies of the Traffic Report referenced in the application; and
 - Two (2) copies of the Stormwater Report referenced in the application.

If you have any questions regarding our application, please call Brian McMillin at (617) 571-6404. We look forward to presenting our proposal in more detail at the upcoming hearing and working with the Board of Appeals and the Town of Medfield to bring this *NewGate Housing Community* to fruition.

Very truly yours,

NEWGATE HOUSING LLC

By: NGH Manager, its Manager

By: *Brian J. McMillin*
Brian J. McMillin, Manager

Enc.

cc (via email):

Mr. James E. Koningisor

Mr. Daniel J. Merrikin

Mr. Benjamin B. Tymann



TOWN OF MEDFIELD

BOARD OF APPEALS ON ZONING

459 Main Street, Medfield, MA 02052

APPLICATION FOR HEARING

(TO BE FILLED OUT BY APPLICANT)

Stamped at Town
Clerk's Office:
Friday, July 19, 2019 at
11:33 am

Phone: 508-906-3027

Fax: 508-359-6182

Date 7/19/19

Name of Applicant
or Appellant

Rosebay at Medfield Limited Partnership

Mailing Address

City, State, Zip c/o NewGate Housing LLC, 61 Blueberry Lane, Westwood, MA 02090

Phone (617) 571-6404

Email bmcmillin@newgatehousing.com

The record title of said

property stands in the name of: Medfield Housing Authority

Whose address is: 30 Pound Street, Medfield, MA 02052

Applicant is

(owner, tenant, other): Optionee under Option to Lease Real Estate

Location of Property 30 Pound Street, Medfield, MA 02052 (a portion thereof)

Deed duly recorded in the Norfolk County Registry of Deeds:

Book 5087 Page 299 (or) Land Court Certificate # _____

Year lot created _____ Plan of Land recorded as Book 247 Page No. 916 Year 1974

Medfield Assessors Map 43 Lot 077 Zoning District R-U Overlay? Secondary Acquirer

Nature of application or appeal (Written summary of project; attach additional sheets if necessary):

Please refer to the cover letter to the application and the Executive Summary.

Applicable section(s) of Zoning Bylaw or General Law (State which, or if both, so state):

☐ Use this box for additions/alterations to pre-existing non-conforming lots or structures:
A special permit under MGL Chpt. 40A §9 and/or Medfield Zoning Bylaw Section 300-9.1.C.2. &/or a determination under M.G.L. Chpt. 40A §6 and/or Medfield Zoning Bylaw, Article 9, that proposed work will not be more nonconforming and/or a variance from Chapter 300b of the Zoning Bylaw.

☒ Comprehensive Permit under MGL c. 40B, Sections 20 through 23 as amended

☐ Reviewed by Building Commissioner: Signed _____

Date: _____

I hereby request a hearing before the Board of Appeals with reference to the above application. In the event that a Variance or Special Permit or other form of decision required by law to be recorded is granted, I will record the same with the Norfolk Registry of Deeds or Land Court.

I have read and accept the rules and fees of the "Rules of the Medfield Board of Appeals."

Rosebay at Medfield Limited Partnership, by: Rosebay at Medfield LLC, its General Partner, by: NGH Manager LLC, its Manager, by: Brian J. McMillin, its Manager

(Applicant) Signed Brian J. McMillin

Printed Brian J. McMillin, Manager

Medfield Housing Authority, by: Candace Doherty, its Executive Director

(Owner) Signed Candace Doherty

Printed Candace Doherty, Executive Director



NEWGATE HOUSING

Opening Opportunities

THE ROSEBAY AT MEDFIELD

Medfield, Massachusetts

A NewGate Housing Community

EXECUTIVE SUMMARY

NewGate Housing's proposed development of *The Rosebay at Medfield* builds upon our commitment to creating high quality neighborhood environments for working people and older adults in suburban Massachusetts communities. This new rental community will help alleviate the shortage of affordable rental housing for older adults in Medfield.

Description of Proposed Development

The proposed development is expected to include 45 apartment homes in a single residential building. Of the 45 apartments, 41 are proposed as one bedroom/one bath units, and 4 are proposed as two bedroom/two bath units. The proposed development will be age-restricted (62+) and all of the units will be eligible to be counted on Medfield's Subsidized Housing Inventory for purposes of Chapter 40B. In addition to residential units, the building is also expected to house a community center "Club Room" for residents, a fitness center, a computer lab, a leasing and management office, a dedicated supportive services office and consultation center, mail and package facilities, and a maintenance facility. The proposed development has been designed with trash/recycling facilities; outdoor recreation amenities such as picnic areas, community gardens, and a rooftop garden deck; and related parking, utilities, infrastructure, and landscaping improvements.

Site Location and Neighborhood

The land available for the proposed development is an ideal location for a new multifamily community for older adults. The development site is roughly 2.6± acres of undeveloped vacant land located on the Medfield Housing Authority property on Pound Street in Medfield, next to the existing Tilden Village public housing community for seniors and disabled residents. The site is also immediately adjacent to the Medfield High School/Middle School complex and about a quarter of a mile from Medfield Center. The applicant has site control over the proposed site pursuant to an option to lease the proposed site from the MHA.

The surrounding neighborhood includes a mix of uses including residential and

educational (the school complex). The larger neighborhood includes Medfield Center roughly a quarter of a mile from the site. At this site, the proposed development will be conveniently located for access to community events, emergency services, health care providers, grocery stores, pharmacies, retail centers, banks, parks, and recreational areas, the Medfield Library, Medfield Housing Authority offices, and churches of a number of denominations.

The site is relatively level and public water, the municipal sewer system, and other utility connections are available along the Pound Street frontage. The site is not located within a mapped floodplain and does not appear to contain any protected wetland resources, rare species, or resources of archeological or historical significance. Furthermore, no oil, hazardous materials or other “Recognized Environmental Conditions” have been found to be present on the site.

Design

NewGate Housing is committed to using high quality design, durable building materials, and sound construction methods in all NewGate communities. The design for the proposed development will be based on a tested design similar to those employed by NewGate’s architect in other similar Massachusetts properties that were completed successfully using LIHTC financing, including The Parc at Medfield. The design incorporates traditional New England architectural treatments into a three-story “garden style” apartment building.

For the proposed development, enhancements to the design have been added to accommodate the needs of older adult residents. For example, an elevator will serve all floors to enhance accessibility. The building also has dedicated space for the community’s supportive services program. In addition, all residents will be able to access the supportive services program office, as well as the leasing and management offices, the multifunction community center “Club Room,” the fitness center, the computer lab, their mailboxes, and the package center without leaving the building (a particularly welcome design feature for older adults during winter months and in inclement New England weather). Similarly, the design has been modified to provide for unit entrances from an interior center corridor instead of from exterior breezeway entrances, which allows the senior residents to visit each other without leaving heated and air-conditioned space. Finally, we have provided for the disposal of trash and recyclables on every floor of the building, alleviating the burden on residents to transport their refuse long distances or outside in the elements.

The site plan layout orients the building closest to the High School/Middle School complex and Tilden Village sides of the site to minimize the impact of the building on surrounding residential properties. The property will be tastefully landscaped, with special attention given to screens of natural vegetation and meeting the standards for neighborhood aesthetics. In addition to landscape buffers, fencing will be utilized where appropriate to help screen the property from neighboring homes. The proposed development will meet green building standards and embody the principles of sustainable development, visitability, and universal design.

Community Overview

Upon completion, the proposed development will provide a wealth of modern conveniences and amenities in a clean, well-maintained neighborhood that will help promote a sense of community among its residents. Residents will have access to a beautifully designed community center featuring a multifunction “Club Room” with a fireplace will serve as the focal point for social functions such as holiday parties, for residents’ casual gatherings, and for activities coordinated under the supportive services program. Realizing the importance of a maintaining a healthy, active, and connected lifestyle for older adults, the community center will include a fully-equipped fitness center and a computer lab. As with previous developments, the developer expects to contract with a dedicated supportive services provider to coordinate the supportive services program for the proposed development. Gatehouse Management, Inc., which manages The Parc at Medfield, serves as the manager of NewGate’s other properties and is expected to serve as the property manager for this new community as well. The developer would also expect to coordinate with HESSCO, which is the local Aging Services Access Provider (ASAP) for Medfield, the Medfield Council on Aging, and other area supportive services vendors, in a multilayered approach that will ensure that the residents of this new community benefit from a full array of services and activities designed around the needs of older adults.

This new community is expected offer its residents a wide array of services and amenities, which may include the following:

- | | |
|-----------------------------------------|----------------------------------------------------------------------------|
| ❧ Fully-Equipped Fitness Center | ❧ Coordinated Senior Services Program and Dedicated Senior Services Office |
| ❧ Fully-Equipped Computer Lab | |
| ❧ Wood Cabinetry | ❧ Walk-In Closet/Storage |
| ❧ Energy Star Appliances | ❧ Energy-Efficient HVAC |
| ❧ Hardwood-style or Ceramic Tile Floors | ❧ Green Building Design |
| ❧ Contemporary 2” Wood-like Blinds | ❧ 24-hour Emergency Maintenance |
| ❧ Elevator Serving All Floors | ❧ Decorator Designed Kitchens |
| ❧ Community Gardens | ❧ Rooftop Garden Deck |

The proposed development is designed to foster a vibrant neighborhood-oriented community that will accommodate the busy lives of its older adult residents.

Financing

Financing for the proposed development is expected to be provided from several sources. The developer anticipates that it will apply for funding from sources including conventional construction and permanent mortgage loans, state and federal low-income housing tax credits, HOME funds, Affordable Housing Trust funds, and Housing Stabilization Funds. The developer also expects to apply for Project Based Section 8 Rental Assistance to provide rent subsidies for a small number of these senior households.

Development Team

NewGate Housing LLC will serve as the Managing Developer for the proposed development. NewGate Housing is a real estate firm engaged in the acquisition and development of multifamily properties, with a specialty in financing the development of affordable housing using Low Income Housing Tax Credits (LIHTC). Prior to founding NewGate Housing, its principal, Brian J. McMillin, served as Vice President—Northeast for The Gatehouse Group LLC, and in that capacity was responsible for the development of multifamily housing communities in Massachusetts, including The Parc at Medfield. The properties developed for Gatehouse were all financed and constructed in multiple phases, for a total of seven project-phases, which combined now provide a total of 368 homes. Before beginning his multifamily development career with Gatehouse, Mr. McMillin was an attorney at Nixon Peabody LLP, a firm with a preeminent affordable housing practice and a distinguished history in the affordable housing and tax credit industries. All of the members of the team of architectural and engineering professionals organized by NewGate Housing for the proposed development worked with Mr. McMillin on prior developments, including The Parc at Medfield.

ADC Communities of Massachusetts, LLC (a wholly-owned subsidiary of ADC Communities, LLC) will serve as the Co-Developer of the proposed development. ADC Communities is an affiliate of The Alliant Company and Alliant Capital, Ltd. The Alliant Company has co-developed over 30 properties in New York and Massachusetts with Omni New York, and its affiliate, Alliant Capital, Ltd. has co-developed four properties with AVS Communities, LLC in the State of Washington. Alliant Capital, Ltd. is one of the leading national providers of affordable housing equity solutions, having sponsored the construction and rehab of over 72,000 units, and raised over \$6 billion in investor equity.

Gatehouse Management, Inc. (“GHM”) is a national property management and marketing firm, specializing in both family and senior apartment communities. The Principals at GHM have managed in excess of 21,500 apartment units in 20 states. The firm manages the operations of all 32 communities currently held in the Gatehouse portfolio. Its staff has extensive experience in all aspects of property management with a specialty in the marketing and lease-up of new and existing communities. All staff members are required to receive annual fair housing training recertification through Grace Hill, a leader in multifamily industry training, and receive additional training in the areas of leasing, maintenance, risk management and compliance according to position. GHM utilizes a sophisticated accounting/reporting financial system which ensures reliability and compliance with all applicable state and federal regulations, as well as timely and accurate reporting to its institutional investors and clients.

THE ROSEBAY AT MEDFIELD

PRELIMINARY PLANS, DRAWINGS, SPECIFICATIONS, ETC.

Section 5 of the Comprehensive Permit Rules of the Medfield Zoning Board of Appeals adopted September 19, 2002, as revised June 16, 2004 (the “ZBA Rules”), and Section 56.05(2) of 760 C.M.R. 56.00, the Comprehensive Permit regulations adopted by the Massachusetts Department of Housing and Community Development (the “40B Regulations”), require an application for a Comprehensive Permit under M.G.L. Chapter 40B, Sections 20-23 to include various preliminary plans, architectural drawings, development specifications, and building tabulations, all as more particularly described in the ZBA Rules and the 40B Regulations.

Accordingly, this application includes the attached set of plans and drawings entitled “Comprehensive Permit Submission, July 10, 2019, The Rosebay at Medfield, Another NewGate Housing Community, 30 Pound Street, Medfield, Massachusetts” (the “Plans”).

Incorporated into the Plans are tabulations of the proposed buildings by type, size (number of bedrooms and floor area) and ground coverage, and a summary showing the percentage of the tract to be occupied by buildings, by parking and other paved vehicular areas.

Please be advised that the site for the proposed development is a portion of the parcel of land located at 30 Pound Street in Medfield. The Applicant proposes to divide the parcel into two newly created lots, as shown on the Preliminary Approval-Not-Required Plan of Land included at Sheet C-6 in the Plans. The Applicant hereby applies for the approval of its proposal to divide the development site and create the two lots through the endorsement of an “Approval Not Required” plan by the Zoning Board of Appeals acting on behalf of the Planning Board under Chapter 40B. This division of the development site meets the requirements for an “Approval Not Required” plan endorsement and is not a “subdivision” under the Subdivision Control Law.

In addition to the 11” x 17” copy of the Plans provided in each of the 23 copies of this application submitted to the Board, the Applicant is providing 10 full-size sets to the Board as directed by the Town Planner. By this reference, the full-size plans are incorporated into and made a part of this application.

This application also includes the attached proposed Outline Specification for the proposed development (Exhibit 3A).

COMPREHENSIVE PERMIT SUBMISSION

THE ROSEBAY AT MEDFIELD

July 10, 2019



Another NewGate Housing Community

30 Pound Street, Medfield, Massachusetts

APPROXIMATE FLOOR AREAS		
GROSS FLOOR AREAS	PREVIOUS DESIGN	CURRENT DESIGN
FLOOR ONE	19,400 SQ. FT.	18,155 SQ. FT.
FLOOR TWO	15,635 SQ. FT.	15,982 SQ. FT.
FLOOR THREE	15,635 SQ. FT.	14,387 SQ. FT.
TOTALS	50,670 SQ. FT. TOTAL GROSS AREA	48,524 SQ. FT. TOTAL NET RENTABLE AREA

APARTMENT COUNT--THE ROSEBAY AT MEDFIELD						
APT. TYPE	ONE BEDROOM		TWO BEDROOM		TOTALS	
	1 BR Group One	1 BR HDCP	1 BR HEARING IMPAIRED	2 BR Group One	2 BR HDCP	2 BR HEARING IMPAIRED
AREA (SF)	660 SQ. FT.	660 SQ. FT.	660 SQ. FT.	955 SQ. FT.	955 SQ. FT.	955 SQ. FT.
FLOOR ONE	11	2	0	0	0	13
FLOOR TWO	14	0	1	1	1	17
FLOOR THREE	13	0	0	1	0	15
TOTALS	38	2	1	2	1	45 APTS

TOTAL GROUP TWO HP UNITS IS 3 WHICH EXCEEDS 5% (45 x .05 = 2.25)
AS PER THE ARCHITECTURAL BARRIERS BOARD CODE
TOTAL HEARING IMPAIRED UNITS IS 2 WHICH EXCEEDS 2% (45 x .02 = 0.90)
AS PER THE ARCHITECTURAL BARRIERS BOARD CODE

Note--"HDCP" refers to Massachusetts Group 2 units
Bathroom Counts--1BR--One Full Bath; 2BR--Two Full Baths
All Apartments are "Visitable" and are "Universal Design" units

PARKING SUMMARY

Number Of Open Air Spaces* ----- 54

*Includes 10 Handicap Van Accessible Spaces

LOT COVERAGE (APPROX.)

USE	AREA (S.F.)	LOT COVERAGE
Total All Buildings	18,155	17.2 %
Pavement (including Walks)	36,822	34.8 %
Total Impervious Area	54,977	52.0 %
Open Space	50,749	48.0 %

Zoning Restrictions: Zoning Approval is inclusive with the comprehensive permit, to permit the construction of the development shown on these plans.

GENERAL NOTES:

1. All areas and dimensions are approximate.
2. All apartment and building plans are preliminary.
3. Additional apartment plans may be introduced to provide more resident choices.

CODE SUMMARY

Occupancy Groups:	Apartments--R-2
Construction Type:	Type 5A
Fire Suppression:	NFPA Type 13 Fire Sprinklers
Applicable Codes:	Massachusetts State Building Code 9th Edition Massachusetts Barriers Board Code

LIST OF DRAWINGS

07-10-2019	T-1	TITLE SHEET
07-10-2019	R-1	PERSPECTIVE RENDERING
07-10-2019	R-2	PERSPECTIVE RENDERING
07-10-2019	R-3	PERSPECTIVE RENDERING
07-10-2019	R-4	PERSPECTIVE RENDERING

CIVIL DRAWINGS--

06-01-2019	C-0	SITE / CIVIL DRAWINGS TITLE SHEET
06-01-2019	C-1	CONSTRUCTION NOTES
06-01-2019	C-2	EXISTING CONDITIONS PLAN OF LAND
06-01-2019	C-3	SITE LAYOUT PLAN
06-01-2019	C-4	SITE LIGHTING & PHOTOMETRIC PLAN
06-01-2019	C-5	SITE GRADING AND UTILITIES PLAN
06-01-2019	C-6	PROSPECTIVE APPROVAL NOT REQUIRED SITE PLAN
06-01-2019	C-7	CONSTRUCTION DETAILS
06-01-2019	C-8	CONSTRUCTION DETAILS
06-01-2019	C-9	CONSTRUCTION DETAILS

ARCHITECTURAL DRAWINGS--

07-10-2019	A-1	FIRST FLOOR PLAN & ENLARGED PUBLIC SPACES PLAN
07-10-2019	A-2	1BR & 2BR GRP ONE UNIT PLANS AND APT BLDG SECOND FLOOR PLAN
07-10-2019	A-3	1BR & 2BR GRP TWO UNIT PLANS AND APT BLDG THIRD FLOOR PLAN
07-10-2019	A-4	APARTMENT BUILDING FRONT ELEVATIONS
07-10-2019	A-5	APARTMENT BUILDING REAR ELEVATIONS
07-10-2019	A-6	APARTMENT BUILDING TYPICAL WALL SECTION

DEVELOPMENT

SUMMARY

Total Parcel Area ---- 105,726 +/- S.F. / 2.4 Acres
Number Of Dwelling Units ----- 45
Number Of Dwelling Units Per Acre ----- 18.75

APPLICANT

Rosebay at Medfield Limited Partnership
c/o NewGate Housing LLC, 61 Blueberry Lane, Westwood, MA 02090 (617) 571-6404

ENGINEERING/CONSTRUCTION CONSULTANT

Waypoint K L A

24 Lakeview Road Framingham, MA 01701 (508) 877-2344 Fax (508) 877-9628

ARCHITECT

VMY Architects LLC

188 Needham Street, Suite 260, Newton, MA 02464
(617) 597-1900 Fax (617) 597-1905

CIVIL ENGINEER

Legacy Engineering LLC

730 Main Street, Suite 2C, Millis, MA 02054
(508) 376-8883

ENVIRONMENTAL CONSULTANTS

LEC Environmental Consultants, Inc.

107 Audubon Road, Building 2, Suite 110
Wakefield, MA 01880 (781) 245-2500



T-1



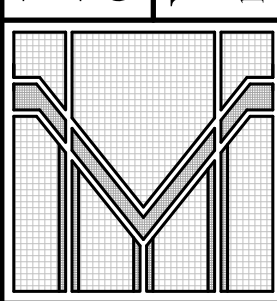
A BIRD'S EYE VIEW TOWARDS BUILDING MAIN FRONT ENTRY FROM POUND STREET
THE ROSEBAY AT MEDFIELD

The Rosebay at Medfield
30 Pound Street, Medfield, Massachusetts

JULY 25, 2018 : Preliminary Design Plans and Drawings
JULY 10, 2019 : Issued for Comprehensive Permit
APR 30, 2019 : Issued for Design Approval
APR 30, 2019 : Issued for Const. Document Approval
APR 30, 2019 : Issued for Building Permit
APR 30, 2019 : Issued for Construction
APR 30, 2019 : As-Built Documentation



Rosebay at Medfield Limited Partnership
Owner-Applicant
c/o NewGate Housing LLC, 61 Blueberry Lane Westwood, MA 02090
V M Y Architects LLC
ARCHITECTS/PLANNERS
188 Needham Street, Suite 260, Newton, MA 02464
(617) 597-1900 mark@vmyarchitects.com



Scale : As Noted
Drawn : MMajor
Chkd by : MGM
Proj. No. : 1824
Dwg. No. :

R-1

R-2



© EYE LEVEL VIEW TOWARDS BUILDING MAIN FRONT ENTRY
THE ROSEBAY AT MEDFIELD

The Rosebay at Medfield
30 Pound Street, Medfield, Massachusetts

JULY 25, 2018 : Preliminary Design Plans and Drawings
JULY 10, 2019 : Issued for Comprehensive Permit
APR 30, 2019 : Issued for Design Approval
APR 30, 2019 : Issued for Const. Document Approval
APR 30, 2019 : Issued for Building Permit
APR 30, 2019 : Issued for Construction
APR 30, 2019 : As-Built Documentation

REGISTERED ARCHITECT
No. 5063
RENEWED
2019

Rosebay at Medfield Limited Partnership
Owner-Applicant c/o NewGate Housing LLC, 61 Blueberry Lane Westwood, MA 02090

V M Y Architects LLC
ARCHITECTS/PLANNERS
188 Needham Street, Suite 260, Newton, MA 02464
(617) 597-1900 mark@vmyarchitects.com

Scale : As Noted
Drawn : MMajor
Chkd by : MGM
Proj. No. : 1824
Dwg. No. :
R-3



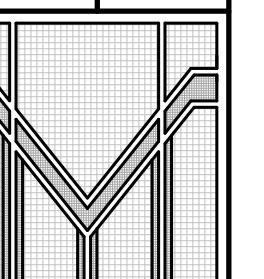
① BIRD'S EYE VIEW TOWARDS BUILDING REAR FACADE
THE ROSEBAY AT MEDFIELD

The Rosebay at Medfield

BUILT 10, 2019 : Issued for Comprehensive Permit
APR. 30, 2019 : Issued for Design Approval
: Issued for Const. Document Approval
: Issued for Building Permit
: Issued for Construction
: AS-BUILT Documentation



Owner—Applicant c/o NewCastle Housing LLC, 61 Blueberry Lane West wood, MA 02090
V M Y Architects LLC ARCHITECTS/PLANNERS
 188 Needham Street, Suite 260, Newton, MA 02464 (617) 397-1900 mark@vmyarchitects.com



ale : As Noted
own : MMajor
kd by : MGM
pp. No.: 1824
g. No. :

R-4

APPLICANT:
ROSEBAY AT MEDFIELD
Limited Partnership
61 BLUEBERRY LANE
WESTWOOD, MA 02090

THE ROSEBAY AT MEDFIELD

SITE PLAN OF LAND

30 POUND STREET, MEDFIELD, MA

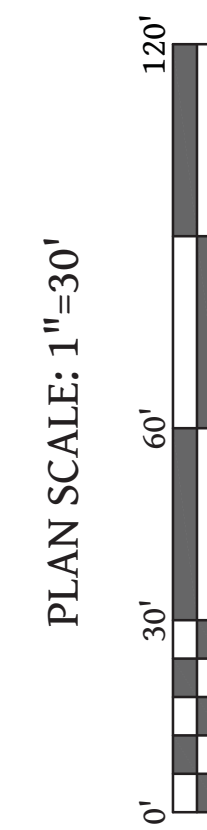
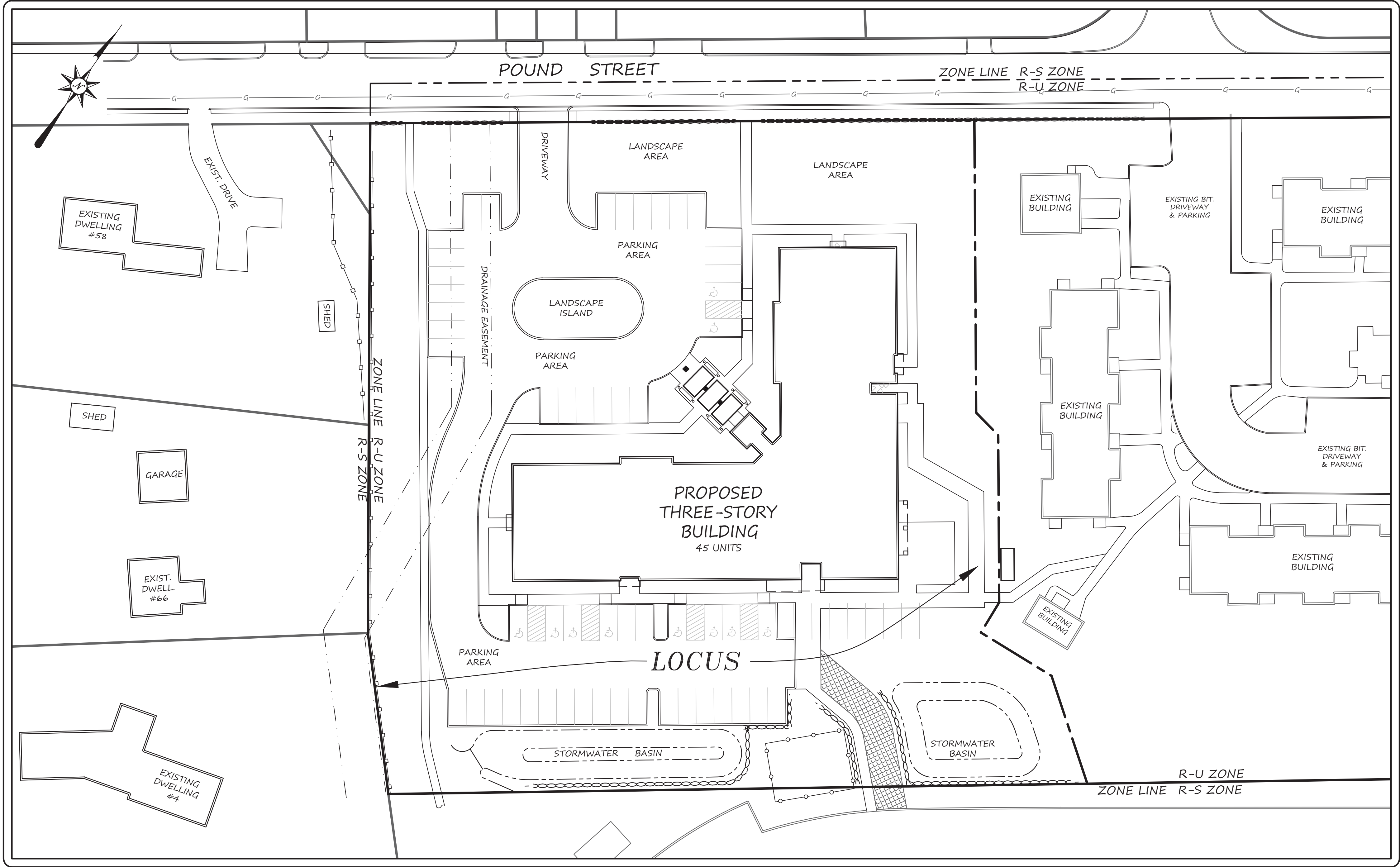
DECEMBER 17, 2018
Latest Revision: June 1, 2019

PREPARED BY:
LEGACY ENGINEERING LLC
730 MAIN STREET
SUITE 2C
MILLIS, MA 02054



Digitally signed by Daniel J. Merrikin, P.E.
Date: 2019.06.29 09:14:52 -04'00'

Another NewGate Housing Community

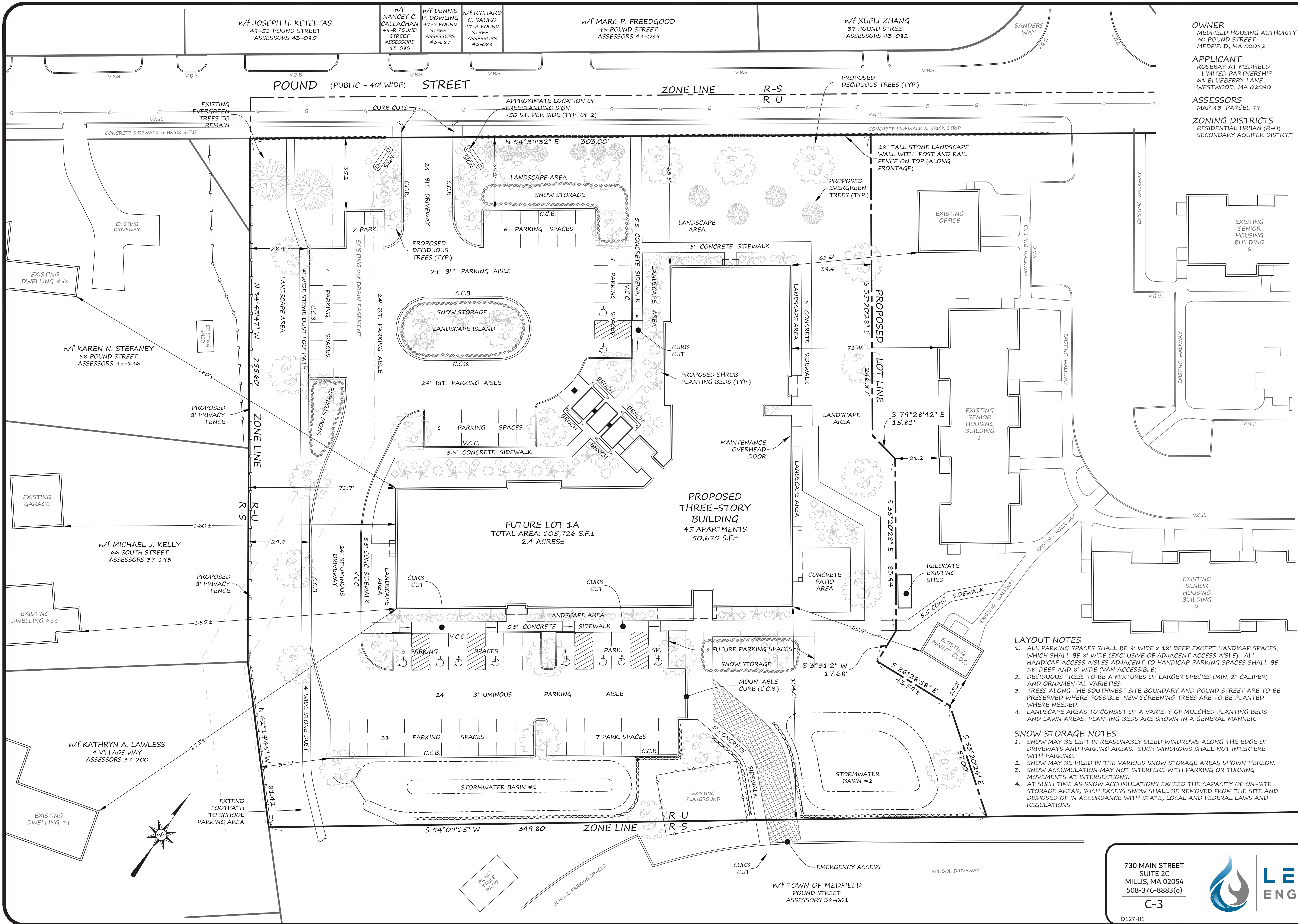


PLAN DATE: DECEMBER 17, 2018	
REVISION	DATE
CHANGES PER TOWN COMMENTS	2019-03-29
UPDATED LANDSCAPING	2019-06-01

THE ROSEBAY AT MEDFIELD
COVER SHEET
PRELIMINARY SITE PLAN
OF LAND IN
MEDFIELD, MA

730 MAIN STREET
SUITE 2C
MILLIS, MA 02054
508-376-8883(o)
C-0





OWNER
MEDFIELD HOUSING AUTHORITY
30 POUND STREET
MEDFIELD, MA 02052

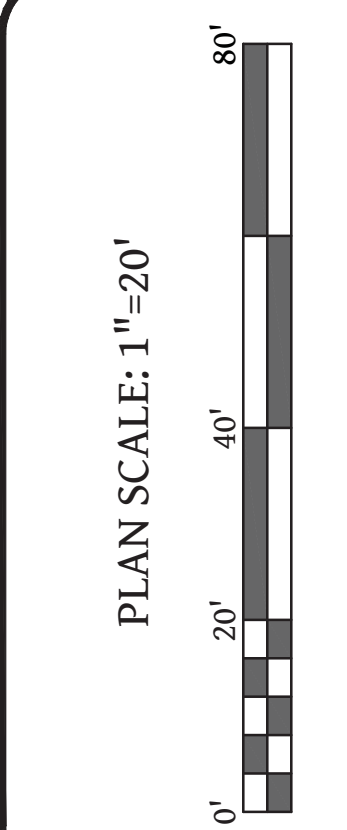
APPLICANT
ROSEBAY AT MEDFIELD
LIMITED PARTNERSHIP
61 BLUEBERRY LANE
WESTWOOD, MA 02090

ASSESSORS
MAP 43, PARCEL 77

ZONING DISTRICTS
RESIDENTIAL URBAN (R-U)
SECONDARY AQUIFER DISTRICT



Digitally signed by Daniel J. Merrikin, P.E.
Date: 2019.06.29 09:27:09 -04'00'



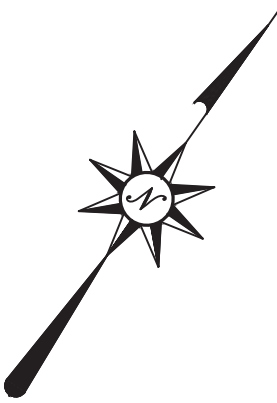
REVISION	DATE	BY
CHANGES PER TOWN COMMENTS	2024-03-29	DJM
UPDATED LANDSCAPING	2024-06-01	DJM

THE ROSEBAY AT MEDFIELD
LAYOUT SHEET
PRELIMINARY SITE PLAN
OF LAND IN
MEDFIELD, MA

- LAYOUT NOTES**
- ALL PARKING SPACES SHALL BE 9' WIDE x 18' DEEP EXCEPT HANDICAP SPACES, WHICH SHALL BE 8' WIDE (EXCLUSIVE OF ADJACENT ACCESS AISLE). ALL HANDICAP ACCESS AISLES ADJACENT TO HANDICAP PARKING SPACES SHALL BE 18' DEEP AND 8' WIDE (VAN ACCESSIBLE).
 - DECIDUOUS TREES TO BE A MIXTURES OF LARGER SPECIES (MIN. 2" CALIPER) AND ORNAMENTAL VARIETIES.
 - TREES ALONG THE SOUTHWEST SITE BOUNDARY AND POUND STREET ARE TO BE PRESERVED WHERE POSSIBLE. NEW SCREENING TREES ARE TO BE PLANTED WHERE NEEDED.
 - LANDSCAPE AREAS TO CONSIST OF A VARIETY OF MULCHED PLANTING BEDS AND LAWN AREAS. PLANTING BEDS ARE SHOWN IN A GENERAL MANNER.
- SNOW STORAGE NOTES**
- SNOW MAY BE LEFT IN REASONABLY SIZED WINDROWS ALONG THE EDGE OF DRIVEWAYS AND PARKING AREAS. SUCH WINDROWS SHALL NOT INTERFERE WITH PARKING.
 - SNOW MAY BE PILED IN THE VARIOUS SNOW STORAGE AREAS SHOWN HEREON.
 - SNOW ACCUMULATION MAY NOT INTERFERE WITH PARKING OR TURNING MOVEMENTS AT INTERSECTIONS.
 - AT SUCH TIME AS SNOW ACCUMULATIONS EXCEED THE CAPACITY OF ON-SITE STORAGE AREAS, SUCH EXCESS SNOW SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH STATE, LOCAL AND FEDERAL LAWS AND REGULATIONS.

730 MAIN STREET
SUITE 2C
MILLIS, MA 02054
508-376-8883(o)
C-3





LUMINAIRE SCHEDULE					
CALLOUT	ILLUMINATION TYPE	MOUNT STYLE	MOUNT HEIGHT	MODEL NUMBER	QUANTITY
○□	(6) SIX WHITE MULTI-CHIP LEDS	POLE SINGLE FIXTURE	12'	RAB LIGHTING ALED4T10SY (TYPE IV)	17
⊙	(6) SIX WHITE MULTI-CHIP LEDS	WALL SINGLE FIXTURE	9'	RAB LIGHTING INC., WPLED4T50Y (TYPE IV)	4

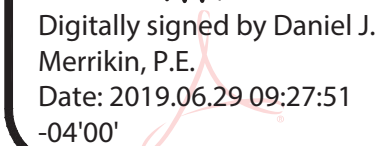


OWNER
MEDFIELD HOUSING AUTHORITY
30 POUND STREET
MEDFIELD, MA 02052

APPLICANT
ROSEBAY AT MEDFIELD
LIMITED PARTNERSHIP
61 BLUEBERRY LANE
WESTWOOD, MA 02090

ASSESSORS
MAP 43, PARCEL 77

ZONING DISTRICTS
RESIDENTIAL URBAN (R-U)
SECONDARY AQUIFER DISTRICT



PLAN SCALE: 1"=20'

[illegible]

THE ROSEBAY AT MEDFIELD
LIGHTING SHEET
PRELIMINARY SITE PLAN
OF LAND IN
MEDFIELD, MA

730 MAIN STREET
SUITE 2C
MILLIS, MA 02054
508-376-8883(o)

C-4



D127-01

w/f JOSEPH H. KETELTAS
49-51 POUND STREET
ASSESSORS 43-085

w/f NANCEY C. CALLACHAN
49-R POUND STREET
ASSESSORS 43-086

w/f DENNIS P. DOWLING
47-B POUND STREET
ASSESSORS 43-087

w/f RICHARD C. SAURO
47-A POUND STREET
ASSESSORS 43-088

w/f MARC P. FREEDGOOD
45 POUND STREET
ASSESSORS 43-089

w/f XUELI ZHANG
37 POUND STREET
ASSESSORS 43-082

OWNER
MEDFIELD HOUSING AUTHORITY
30 POUND STREET
MEDFIELD, MA 02052

APPLICANT
ROSEBAY AT MEDFIELD
LIMITED PARTNERSHIP
61 BLUEBERRY LANE
WESTWOOD, MA 02090

ASSESSORS
MAP 43, PARCEL 77

ZONING DISTRICTS
RESIDENTIAL URBAN (R-U)
ZONE II



Digitally signed by Daniel J. Merrikin, P.E.
Date: 2019.06.29 09:31:22 -04'00'

PLAN SCALE: 1"=20'

REVISION	DATE	BY
CHANGES PER TOWN COMMENTS	2019-03-29	DJM
UPDATED LANDSCAPING	2019-06-01	DJM

THE ROSEBAY AT MEDFIELD
GRADING & UTILITIES
PRELIMINARY SITE PLAN
OF LAND IN
MEDFIELD, MA

UTILITY NOTES:

- DOMESTIC WATER SERVICE SHALL BE TYPE K COPPER IN ACCORDANCE WITH THE REQUIREMENTS OF THE SEWER AND WATER DEPARTMENT. THE PROJECT ARCHITECT SHALL VERIFY THE DOMESTIC, IRRIGATION AND FIRE WATER SERVICE PIPE SIZE REQUIREMENTS FOR THE BUILDINGS.
- SEWER SERVICE SHALL BE 6-INCH SDR35 PIPE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MEDFIELD SEWER AND WATER DEPARTMENT. CLEANOUTS SHALL BE POSITIONED IN LANDSCAPE AREAS.
- DRAINAGE PIPING SHALL BE HDPE RATED FOR H2O LOADING. (ADS N12 OR EQUAL)
- THE ELECTRIC COMPANY SHALL DETERMINE THE FINAL LOCATION AND DESIGN OF THE ELECTRIC SERVICE AND TRANSFORMER (IF NEEDED). CONDUITS TO PROPOSED LIGHT POLES SHALL BE DESIGNED BY THE ARCHITECT.

730 MAIN STREET
SUITE 2C
MILLIS, MA 02054
508-376-8883(o)
C-5



LEGACY
ENGINEERING

D127-01

1. PLAN BOOK 247 NO. 916 OF 1974

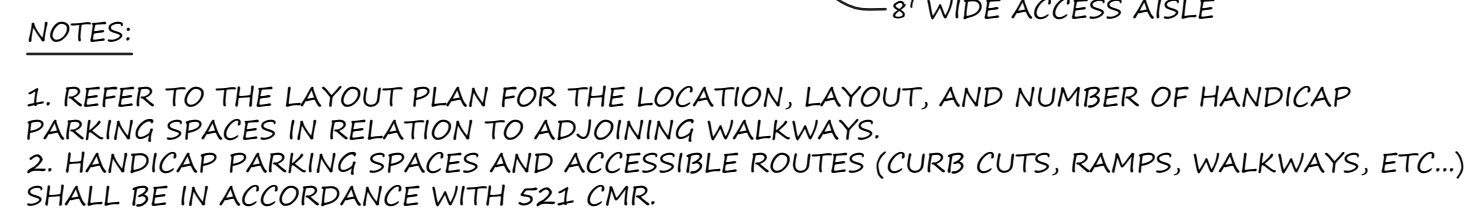
1. BOOK 5087 PAGE 299

1. "ZONING LOT AREA" REFERENCES THE MEDFIED ZONING BYLAWS DEFINITION OF "MINIMUM LOT AREA" PER THE FIRST ASTERISK FOOTNOTE OF THE TABLE IN SECTION 6.2, AND EXCLUDES WETLANDS, FLOOD PLAIN DISTRICT, WATERSHED PROTECTION DISTRICT, AND STORMWATER DETENTION AND RETENTION BASINS IN ACCORDANCE WITH THE BYLAW.

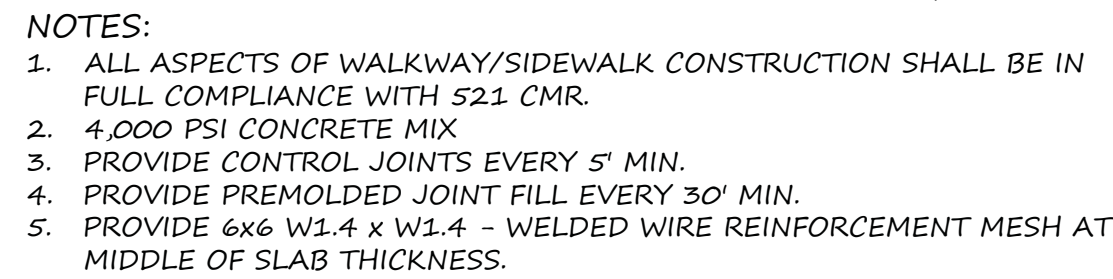
THE ROSEBAY AT MEDFIELD
PROSPECTIVE A.N.R.
PRELIMINARY SITE PLAN
OF LAND IN
MEDFIELD, MA

LEGACY
ENGINEERING

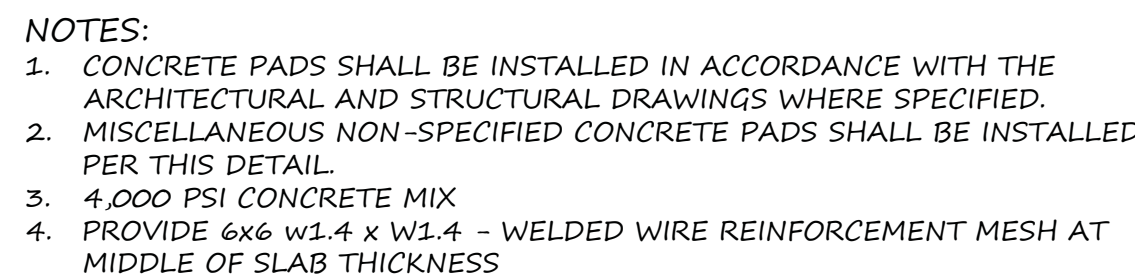
D127-01



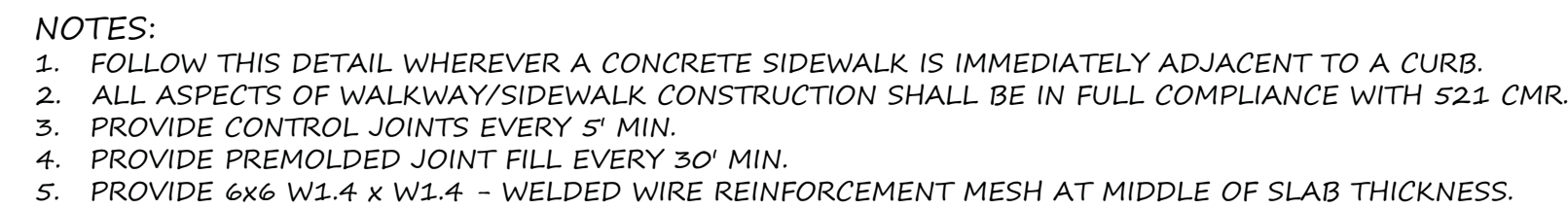
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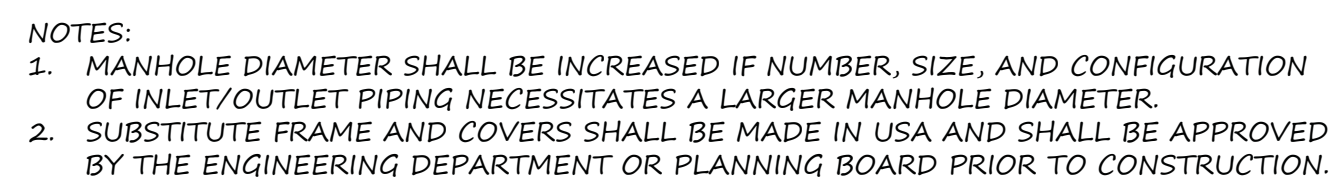
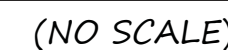
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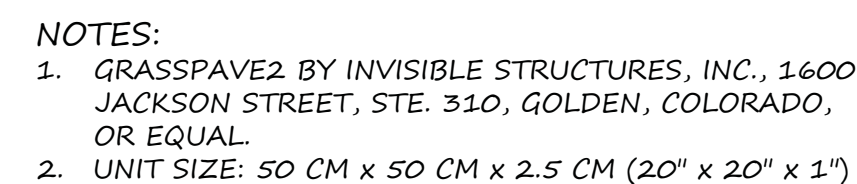
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(NO SCALE)



NOT TO SCALE



(NOT TO SCALE)

[illegible]

THE ROSEBAY AT MEDFIELD
DETAILS
PRELIMINARY SITE PLAN
OF LAND IN
MEDFIELD, MA

D127-01



LEGACY
ENGINEERING



1. INFILTRATION TRENCH UNITS TO BE RECHARGER 150XLHD AS MANUFACTURED BY CULTEC, INC., 878 FEDERAL ROAD, BROOKFIELD, CT 06804, OR APPROVED EQUAL. APPROVED EQUALS MUST CONTAIN AT LEAST THE SAME TOTAL SYSTEM STORAGE VOLUME AND BOTTOM AREA.
2. INSTALLATION SHALL BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS.
3. TWO-TRENCH SYSTEM CROSS-SECTION SHOWN. MULTIPLE TRENCHES WOULD USE THE SAME EXTERIOR STONE THICKNESS AND INTERIOR CHAMBER SEPARATION VALUES.
4. INFILTRATION TRENCH UNITS SHALL BE ABLE TO WITHSTAND H-20 LOADINGS.

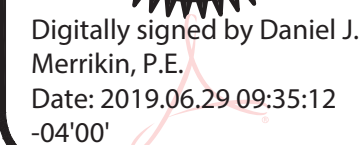
NOT TO SCALE



	BASIN #1	BASIN #2
BOTTOM OF BASIN ELEVATION "A"	174.0	174.0
TOP OF BERM ELEVATION "B"	177.0	177.0
OUTLET WEIR WALL LENGTH "W"	12'	N/A
OVERFLOW ELEVATION "X"	176.0	N/A
OVERFLOW WIDTH "Y"	5.0'	N/A
RIP RAP SWALE OUTLET ELEV. "Z"	175.5	N/R
(AT FACE OF WALL)		

NOT TO SCALE

ZONING DISTRICTS
RESIDENTIAL URBAN (R-U)
SECONDARY AQUIFER DISTRICT



PLAN SCALE: NOT TO SCALE

	REVISION	DATE	BY
CHANGES PER TOWN COMMENTS		2024-09-24 DJM	DJM
UPDATED LANDSCAPING		2024-9-26-01	DJM

THE ROSEBAY AT MEDFIELD
DETAILS
PRELIMINARY SITE PLAN
OF LAND IN
MEDFIELD, MA

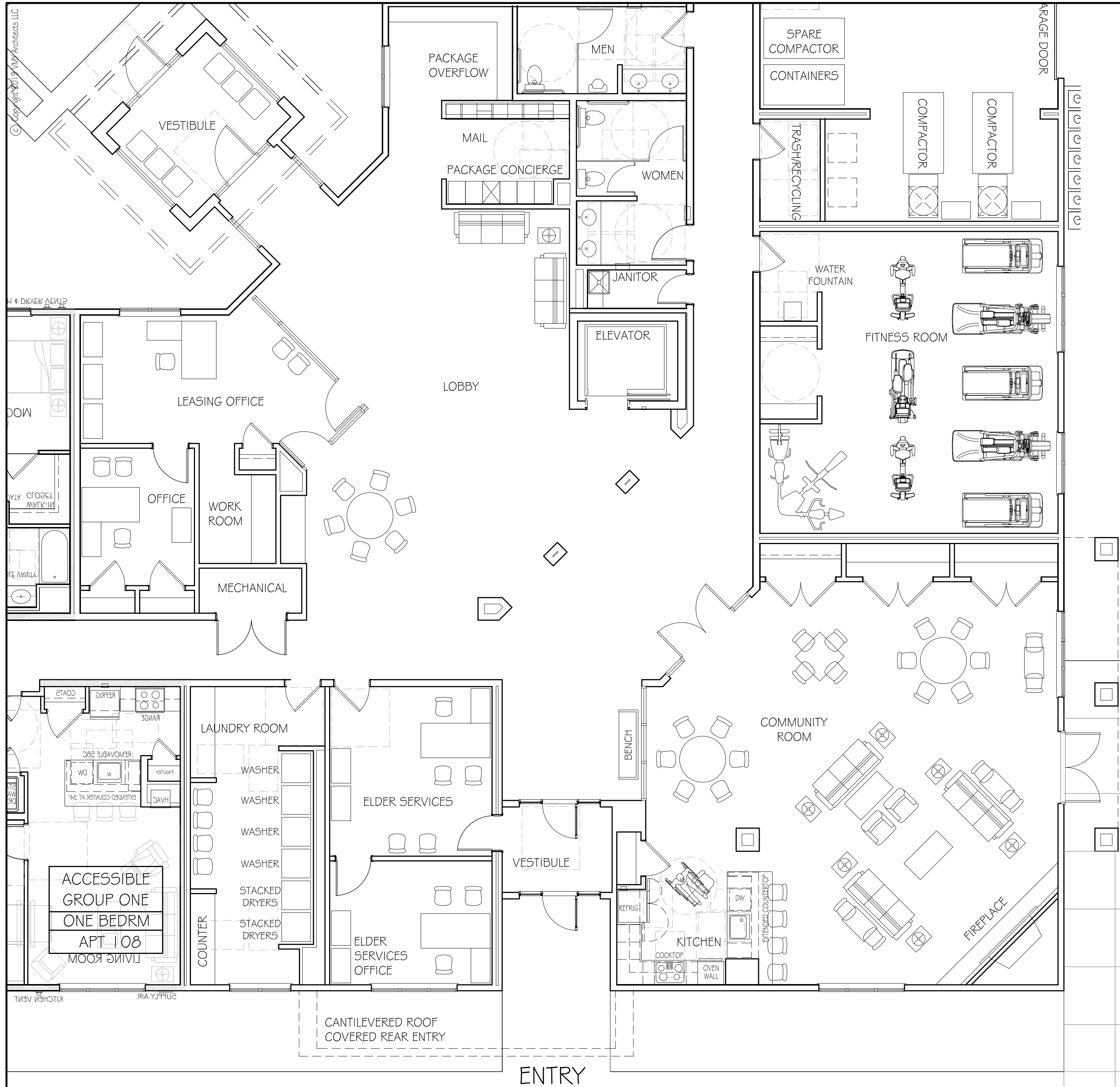
730 MAIN STREET
SUITE 2C
MILLIS, MA 02054
508-376-8883(o)

C-9



LEGACY
ENGINEERING

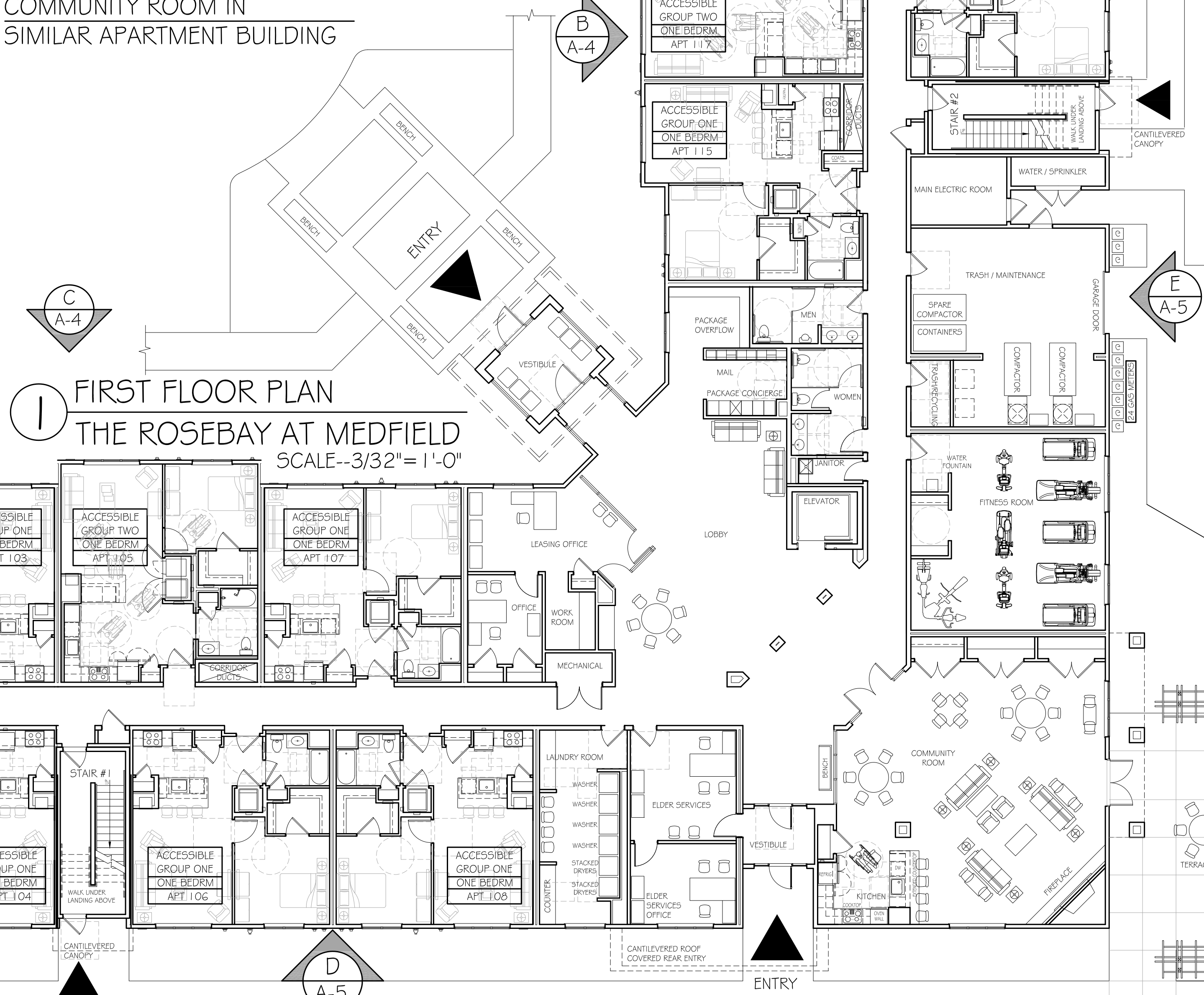
D127-01



COMMUNITY ROOM IN
SIMILAR APARTMENT BUILDING



COMMUNITY ROOM IN
SIMILAR APARTMENT BUILDING



1 FIRST FLOOR PLAN
THE ROSEBAY AT MEDFIELD
SCALE--3/32"=1'-0"

4 FIRST FLOOR PUBLIC SPACES
THE ROSEBAY AT MEDFIELD
SCALE--3/16"=1'-0"

ACCESSIBILITY SYMBOLS LEGEND

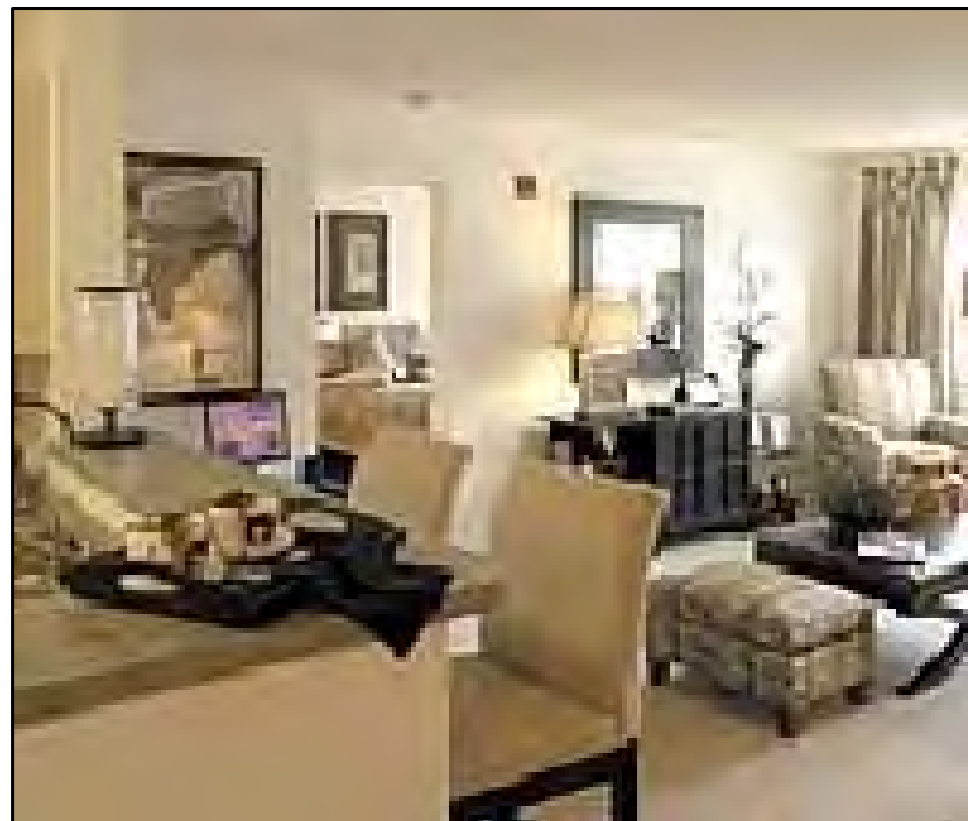
- 6" DIAMETER WHEELCHAIR TURNING CIRCLE
- 30' x 48" CLEAR FLOOR SPACE FOR EITHER FORWARD OR PARALLEL APPROACH
- 60" x 60" OR 48" x 60" CLEAR FLOOR SPACE AT APPROACH TO INTERIOR DOORS

APARTMENT COUNT--THE ROSEBAY AT MEDFIELD						
APT. TYPE	ONE BEDROOM		TWO BEDROOM		TOTALS	
	1 BR. Group One	1 BR. HDGP	2 BR. Group One	2 BR. HDGP	2 BR. HDGP	
AREA (SF)	660 SQ. FT.	660 SQ. FT.	955 SQ. FT.	955 SQ. FT.	955 SQ. FT.	
FLOOR ONE	11	2	0	0	0	13
FLOOR TWO	14	0	1	1	1	17
FLOOR THREE	13	0	1	0	1	15
TOTALS	38	2	2	1	1	45 APTS

NOTE -- ALL AREAS AND DIMENSIONS ARE APPROXIMATE
-- ALL APARTMENT AND BUILDING PLANS ARE PRELIMINARY
-- PROPOSED CONSTRUCTION IS A WOOD FRAMED STRUCTURE WITH APARTMENT INTERIOR WALLS BEING NON-LOAD BEARING METAL STUD ASSEMBLIES
-- SEE ELEVATIONS FOR EXTERIOR FINISHES



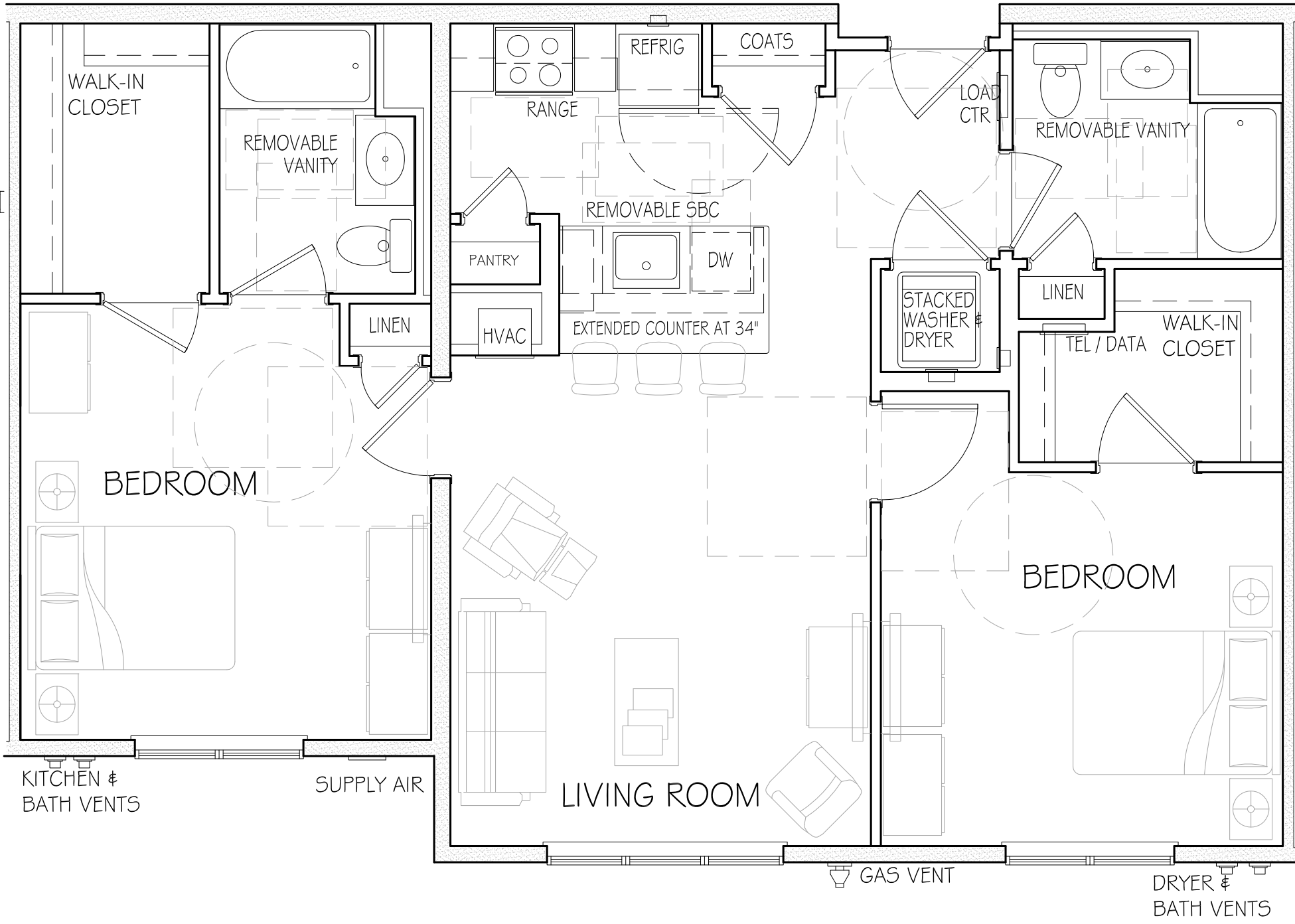
SIMILAR APARTMENT LIVING ROOM



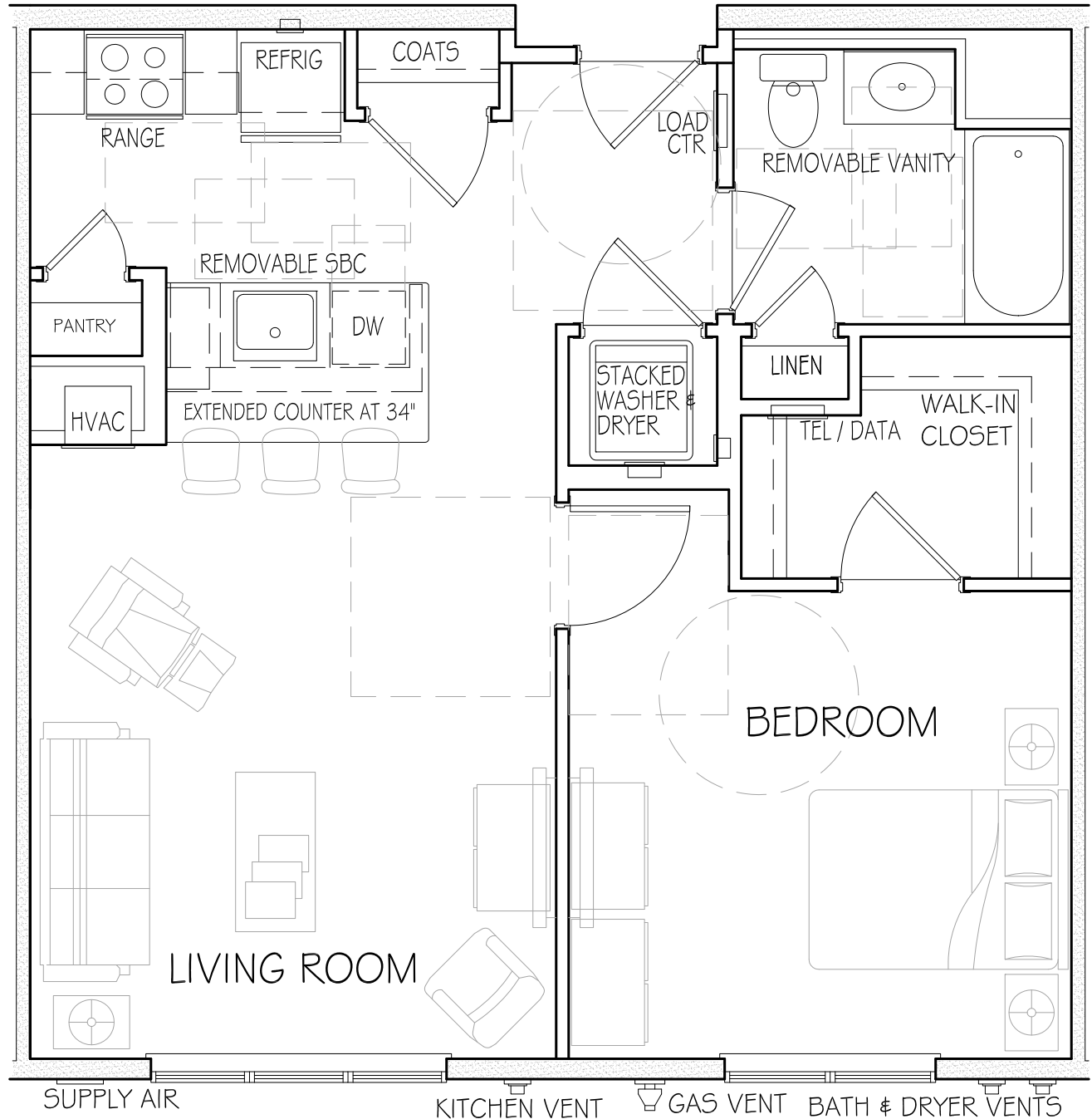
SIMILAR APARTMENT OPEN KITCHEN



SIMILAR APARTMENT DINING AREA



6 TYPICAL TWO BEDROOM GROUP ONE UNIT
THE ROSEBAY AT MEDFIELD
SCALE--1/4"=1'-0"

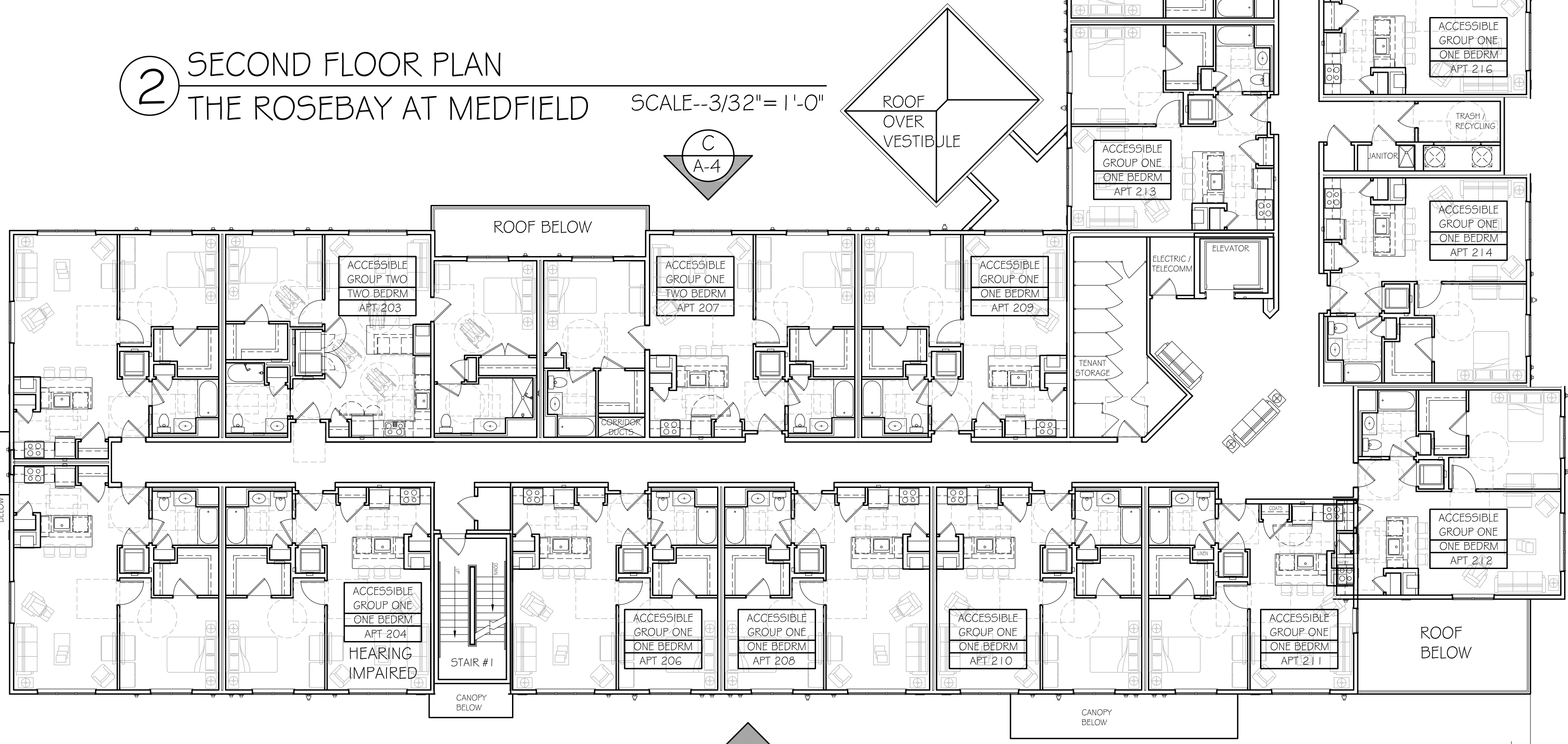


5 TYPICAL ONE BEDROOM GROUP ONE UNIT
THE ROSEBAY AT MEDFIELD
SCALE--1/4"=1'-0"



SIMILAR APARTMENT DINING AREA

2 SECOND FLOOR PLAN
THE ROSEBAY AT MEDFIELD
SCALE--3/32"=1'-0"



ACCESSIBILITY SYMBOLS LEGEND

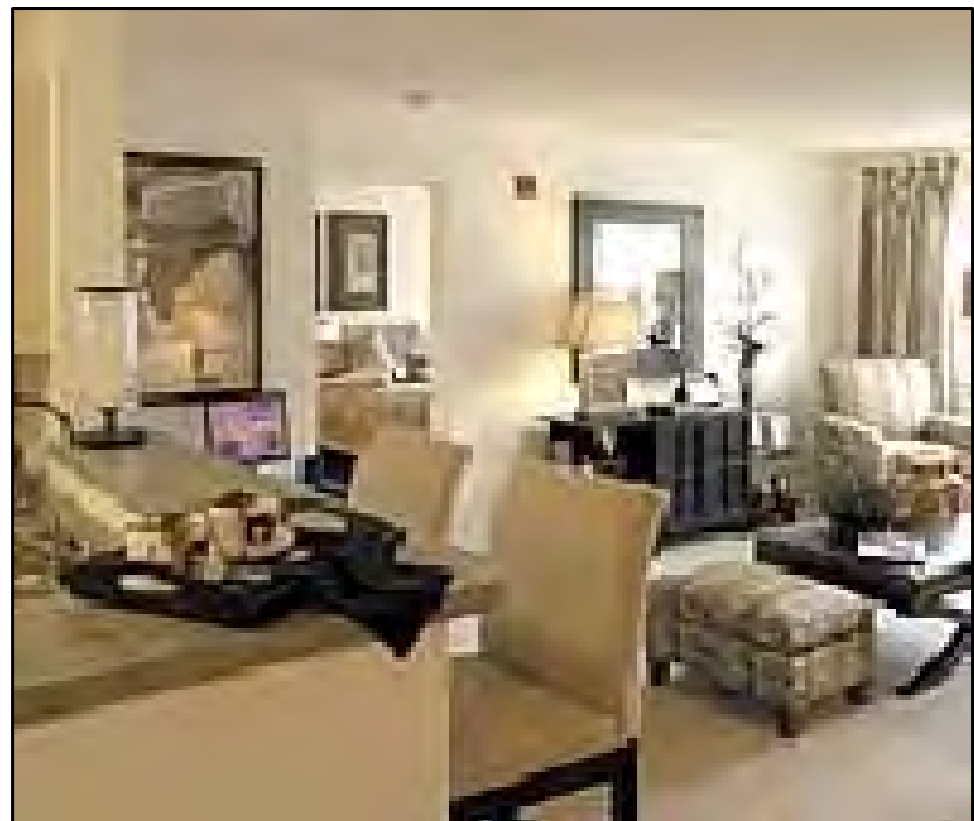
- 6" DIAMETER WHEELCHAIR TURNING CIRCLE
- 30" x 48" CLEAR FLOOR SPACE FOR EITHER FORWARD OR PARALLEL APPROACH
- 60" x 60" OR 48" x 60" CLEAR FLOOR SPACE AT APPROACH TO INTERIOR DOORS

APARTMENT COUNT--THE ROSEBAY AT MEDFIELD						
APT. TYPE	ONE BEDROOM		TWO BEDROOM		TOTALS	
	1 BR Group One	1 BR HDCP	2 BR HEARING IMPAIRED Group One	2 BR HDCP	2 BR HEARING IMPAIRED	
AREA (SF)	660 SQ.FT.	660 SQ.FT.	660 SQ.FT.	955 SQ.FT.	955 SQ.FT.	955 SQ.FT.
FLOOR ONE	11	2	0	0	0	13
FLOOR TWO	14	0	1	1	1	17
FLOOR THREE	13	0	0	1	0	15
TOTALS	38	2	1	2	1	45 APTS

NOTE -- ALL AREAS AND DIMENSIONS ARE APPROXIMATE
-- ALL APARTMENT AND BUILDING PLANS ARE PRELIMINARY
-- PROPOSED CONSTRUCTION IS A WOOD FRAMED STRUCTURE WITH APARTMENT INTERIOR WALLS BEING NON-LOAD BEARING METAL STUD ASSEMBLIES
-- SEE ELEVATIONS FOR EXTERIOR FINISHES



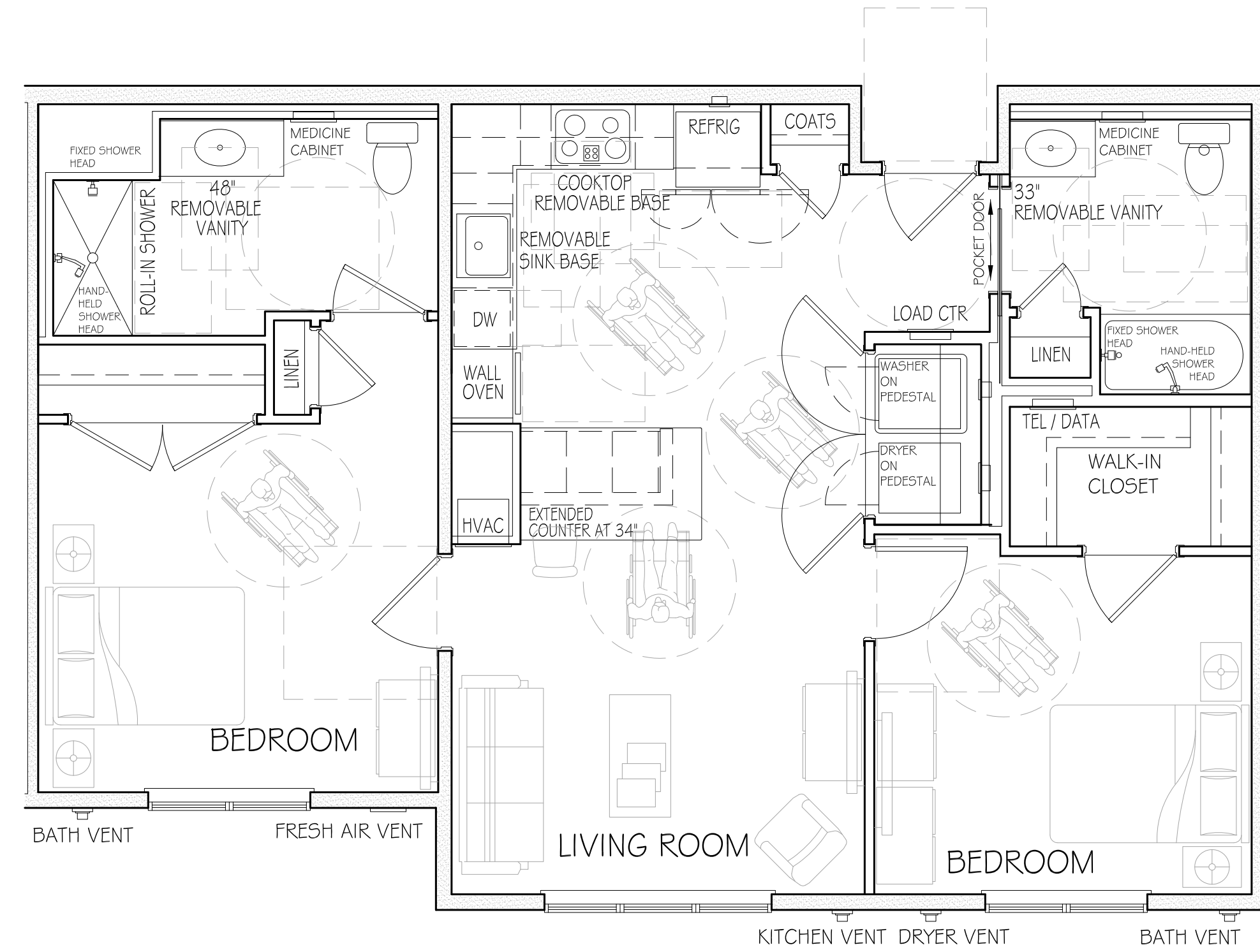
SIMILAR APARTMENT LIVING ROOM



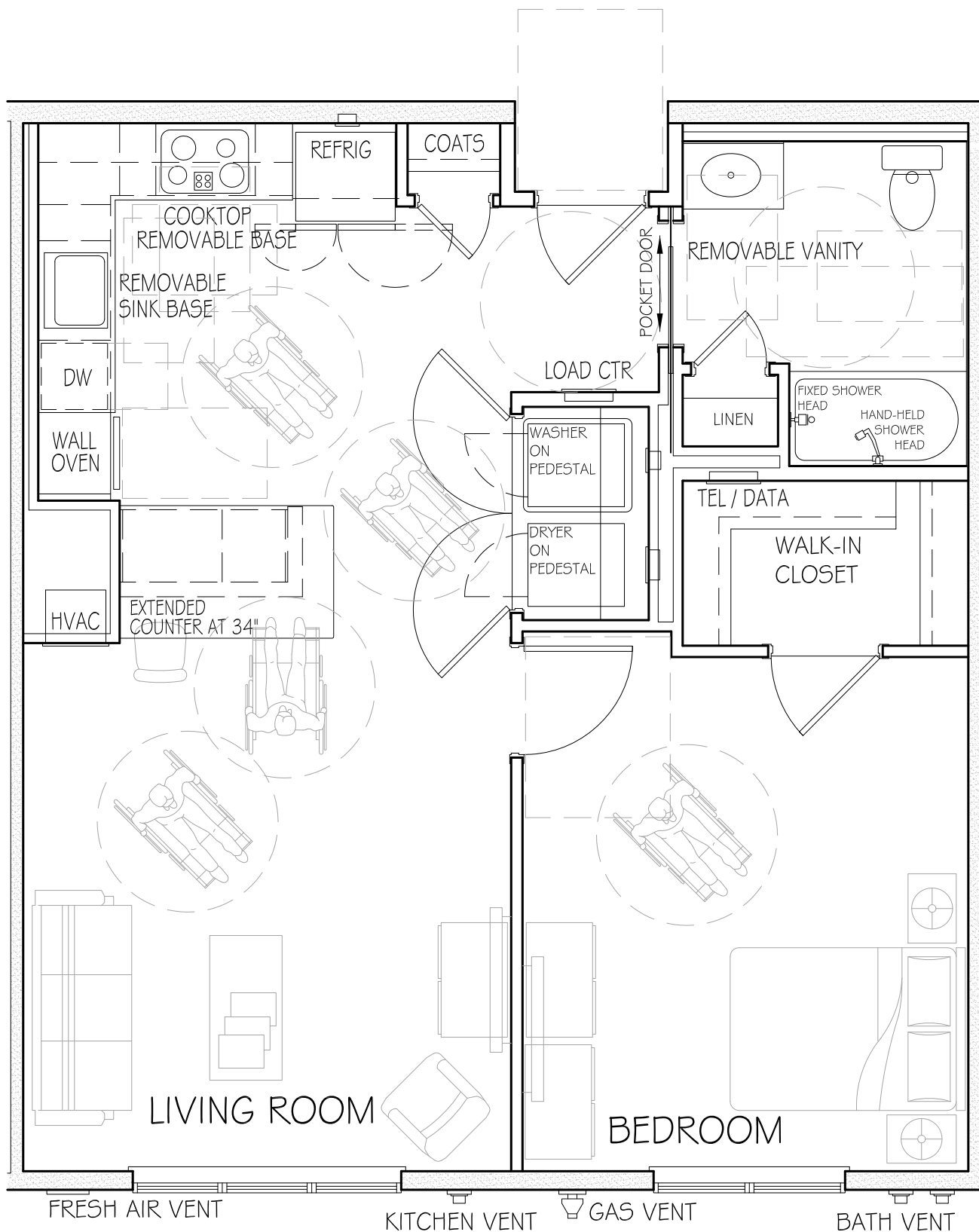
SIMILAR APARTMENT OPEN KITCHEN



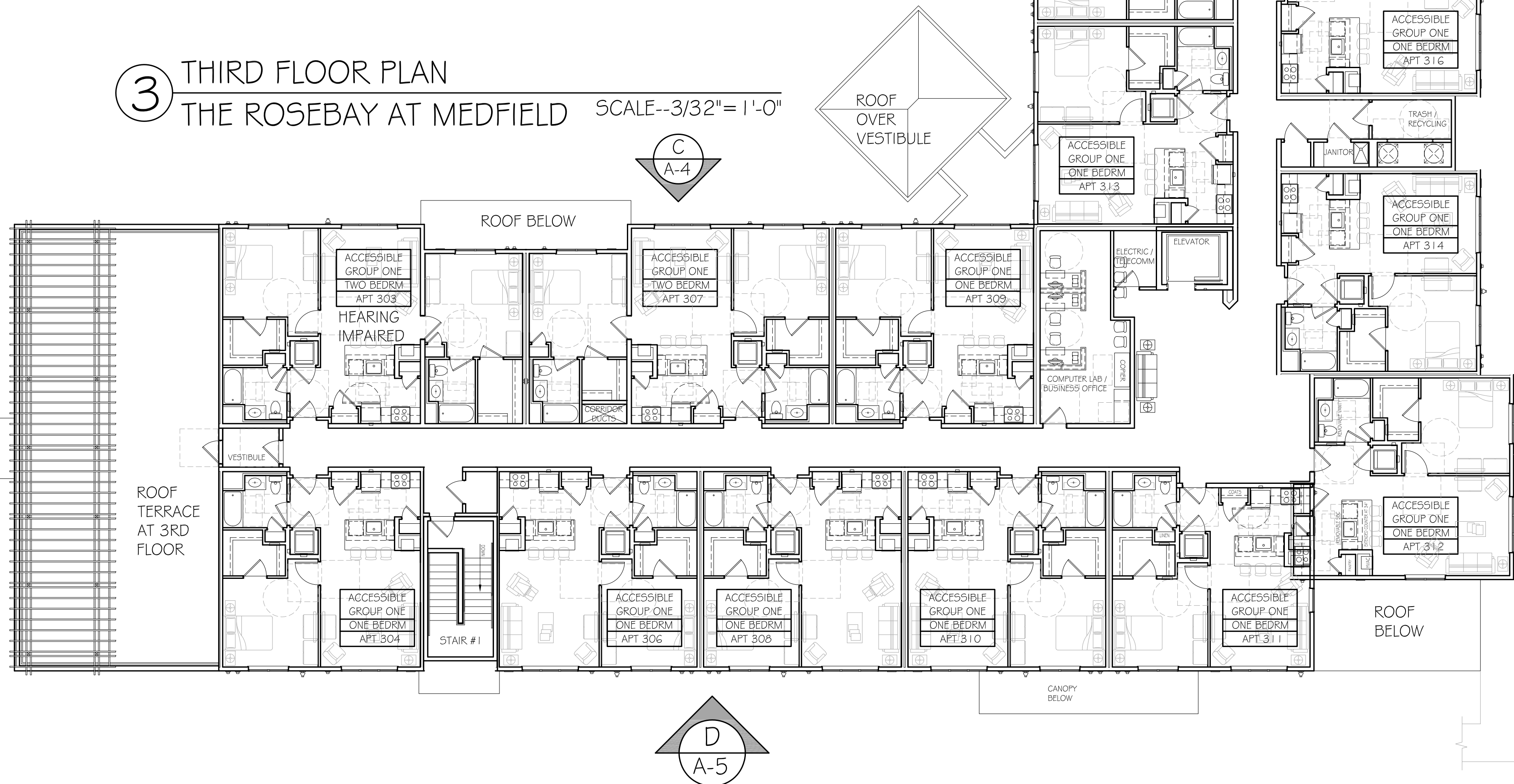
SIMILAR APARTMENT DINING AREA



6 TYPICAL TWO BEDROOM GROUP TWO UNIT
THE ROSEBAY AT MEDFIELD SCALE--1/4"=1'-0"



5 TYPICAL ONE BEDROOM GROUP TWO UNIT
THE ROSEBAY AT MEDFIELD SCALE--1/4"=1'-0"



3 THIRD FLOOR PLAN
THE ROSEBAY AT MEDFIELD SCALE--3/32"=1'-0"

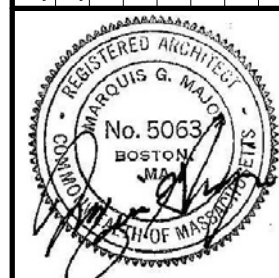
ACCESSIBILITY SYMBOLS LEGEND

- 6" DIAMETER WHEELCHAIR TURNING CIRCLE
- 30" x 48" CLEAR FLOOR SPACE FOR EITHER FORWARD OR PARALLEL APPROACH
- 60" x 60" OR 48" x 60" CLEAR FLOOR SPACE AT APPROACH TO INTERIOR DOORS

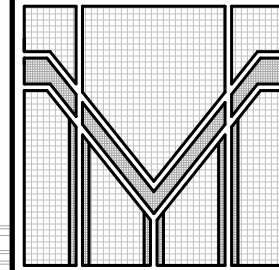
APARTMENT COUNT--THE ROSEBAY AT MEDFIELD						
APT. TYPE	ONE BEDROOM		TWO BEDROOM		TOTALS	
	1 BR Group One	1 BR HDCP	2 BR HEARING IMPAIRED Group One	2 BR HDCP	2 BR HEARING IMPAIRED	
AREA (SF)	660 SQ.FT.	660 SQ.FT.	660 SQ.FT.	955 SQ.FT.	955 SQ.FT.	955 SQ.FT.
FLOOR ONE	11	2	0	0	0	13
FLOOR TWO	14	0	1	1	1	17
FLOOR THREE	13	0	0	1	0	15
TOTALS	38	2	1	2	1	45 APTS.

NOTE -- ALL AREAS AND DIMENSIONS ARE APPROXIMATE
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-- SEE ELEVATIONS FOR EXTERIOR FINISHES

JULY 23, 2016: Preliminary Design Plans and Drawings
JULY 10, 2019: Issued for Comprehensive Permit
MAR. 11, 2019: Issued for Design Approval
MAR. 11, 2019: Issued for Const. Document Approval
MAR. 11, 2019: Issued for Building Permit
MAR. 11, 2019: Issued for Construction
As-Built Documentation



Rosebay at Medfield Limited Partnership
Owner--Applicant
60 NewGate Housing LLC, 61 Blueberry Lane Westwood, MA 02090
V M Y Architects/PLANNERS
188 Needham Street, Suite 260, Newton, MA 02464
(617) 597-1900 mark@vmyarchitects.com



Scale : As Noted
Drawn : MMajor
Chkd by : MGM
Proj. No. : 1624
Dwg. No. :



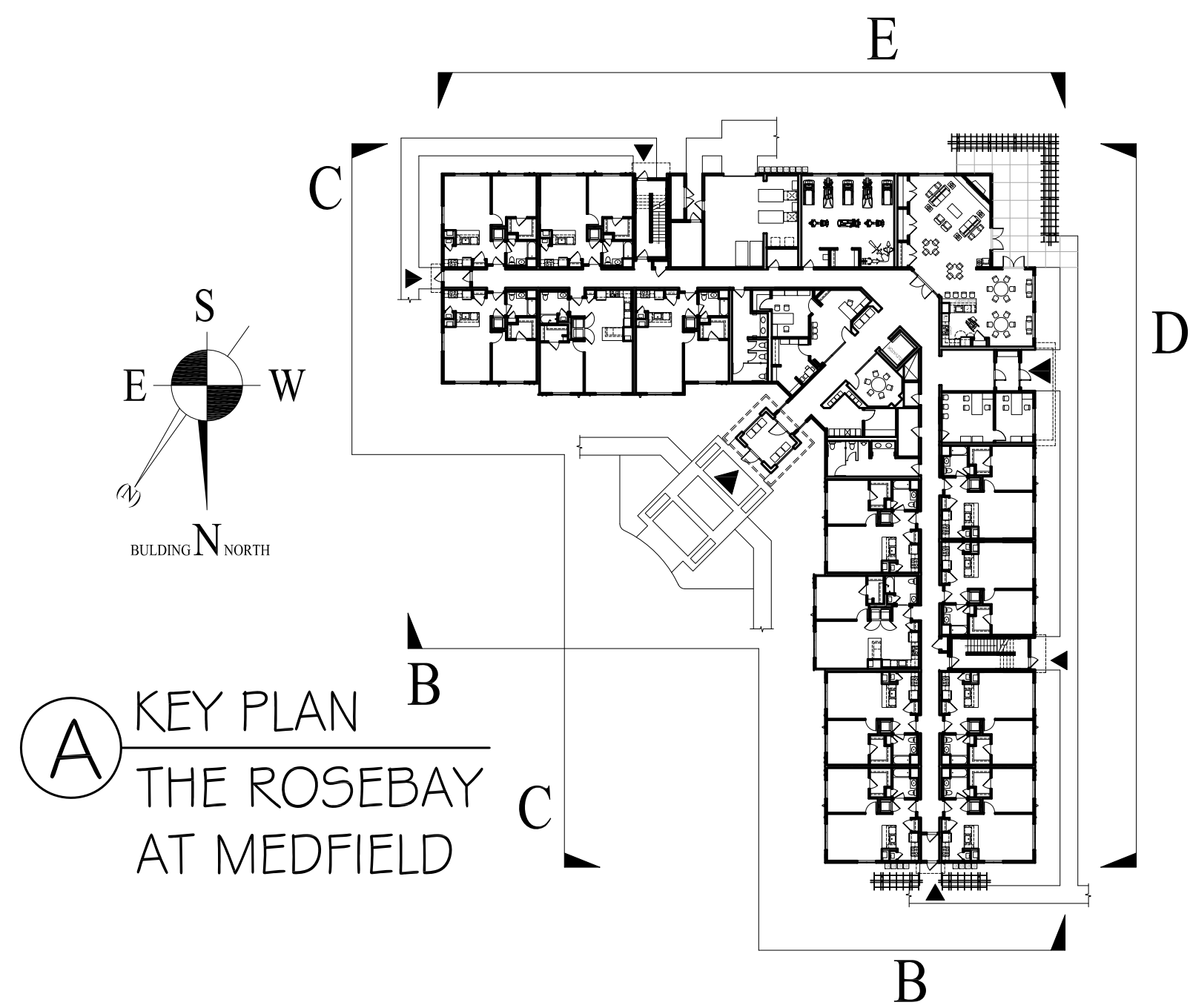
SIMILAR APARTMENT BUILDING
DECORATIVE VINYL LATTICE AND TRELLIS ASSEMBLY



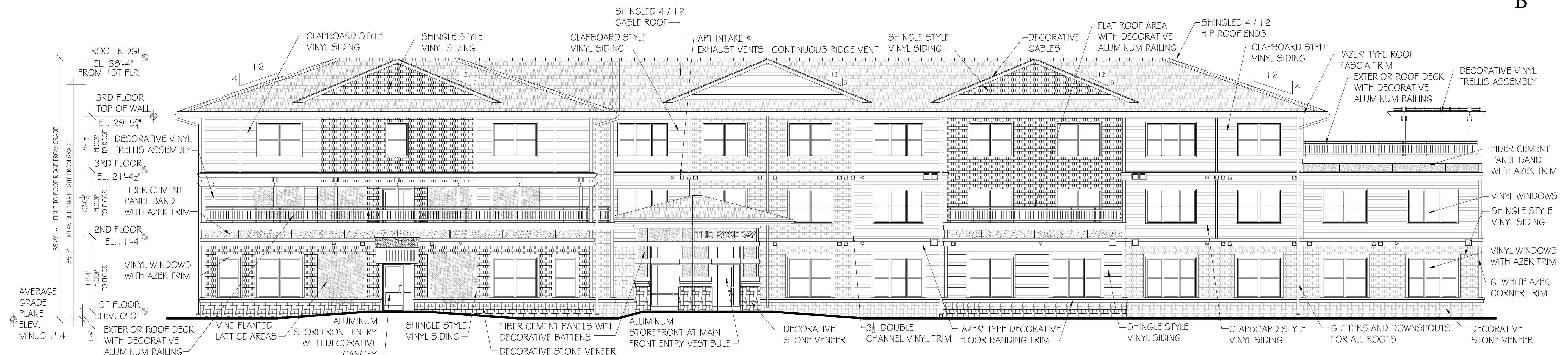
SIMILAR APARTMENT BUILDING DECORATIVE
TRELLIS ASSEMBLY AT OUTDOOR PATIO AREA



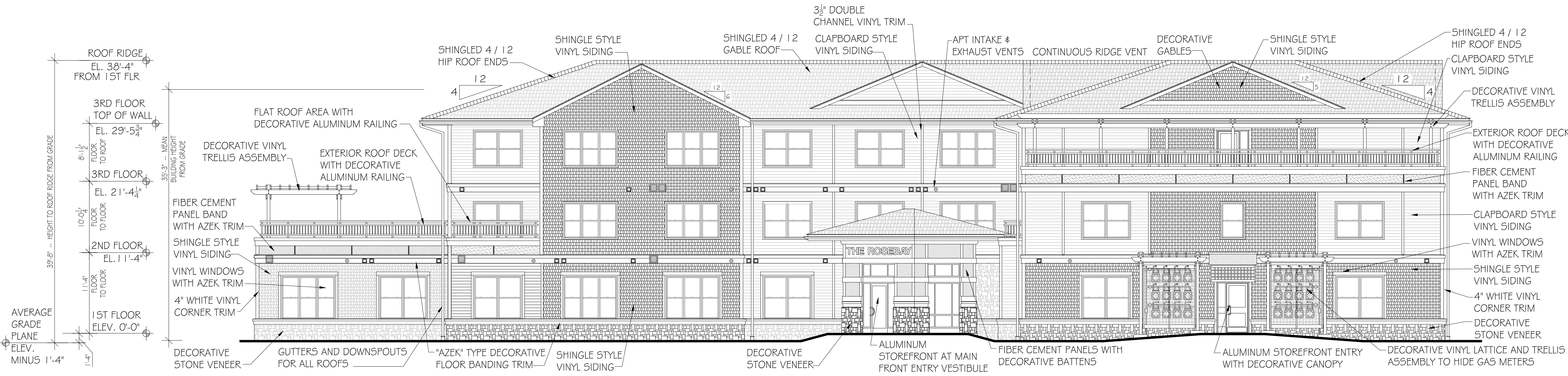
SIMILAR APARTMENT BUILDING ENTRY WITH
DECORATIVE VINYL LATTICE AND TRELLIS ASSEMBLY



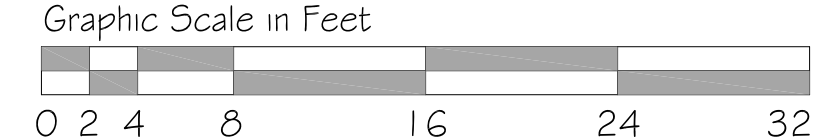
KEY PLAN
THE ROSEBAY
AT MEDFIELD



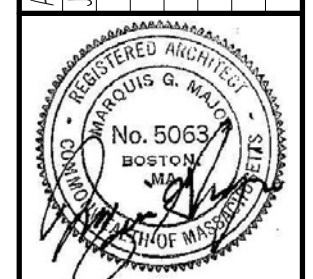
© EAST ELEVATION
THE ROSEBAY AT MEDFIELD
SCALE-- $\frac{1}{8}$ " = 1'-0"



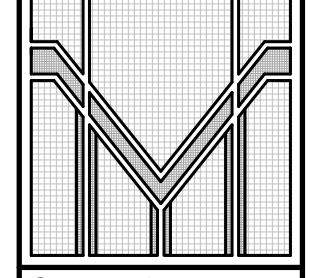
© NORTH ELEVATION
THE ROSEBAY AT MEDFIELD
SCALE-- $\frac{1}{8}$ " = 1'-0"



APR. 30, 2019: Preliminary Design Plans and Drawings
JULY 12, 2019: Issued for Comprehensive Permit
JULY 12, 2019: Issued for Design Approval
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As-Built Documentation



Rosebay at Medfield Limited Partnership
Owner--Applicant
c/o NewGate Housing LLC, 61 Blueberry Lane
Westwood, MA 02090
VMY Architects LLC
ARCHITECTS/PLANNERS
188 Needham Street, Suite 260, Newton, MA 02464
(617) 597-1900 mark@vmyarchitects.com



Scale : As Noted
Drawn : MMJ
Chk'd by : MGM
Proj. No.: 1824
Dwg. No. :

A-4



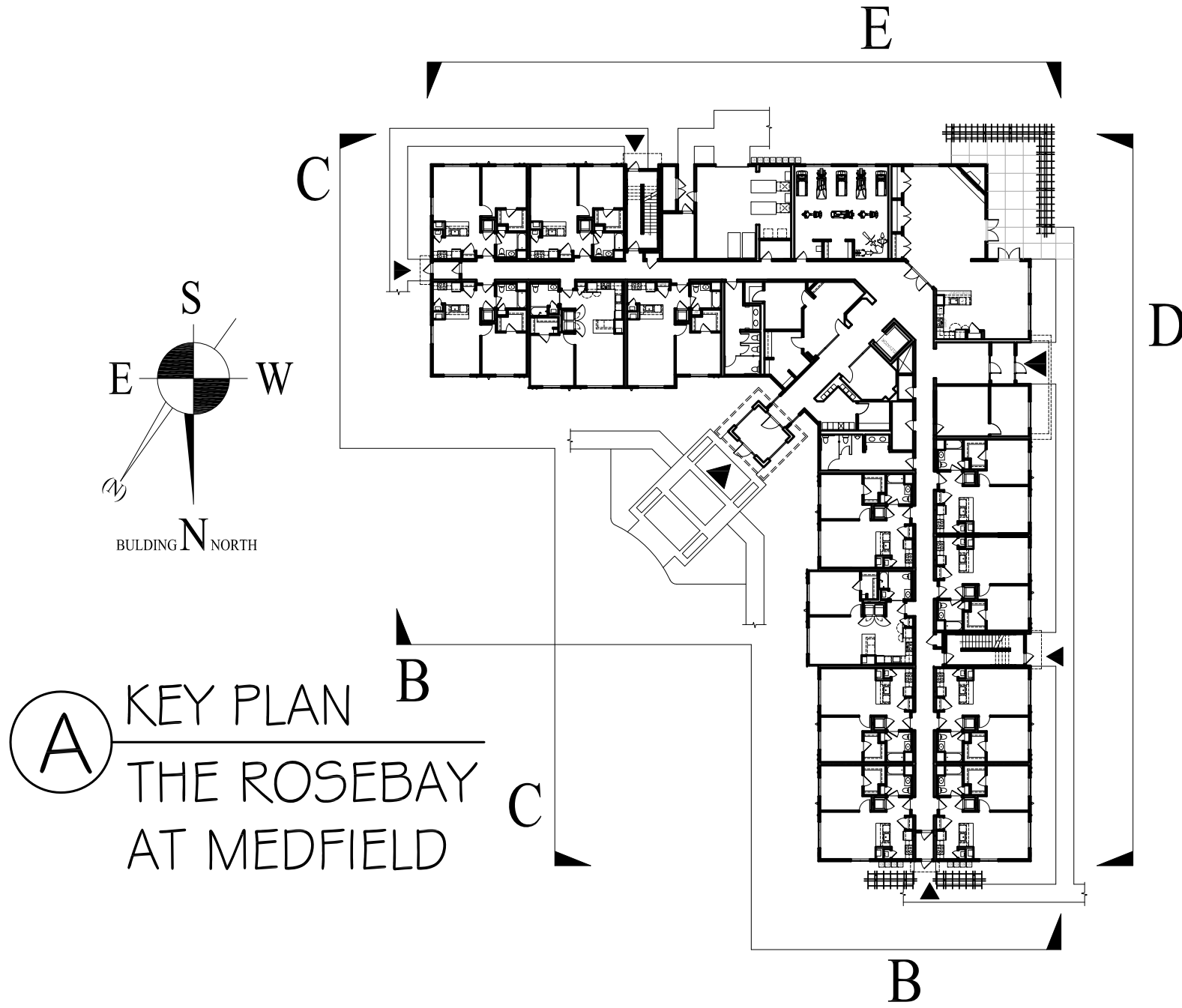
SIMILAR APARTMENT BUILDING
DECORATIVE VINYL LATTICE AND TRELLIS ASSEMBLY



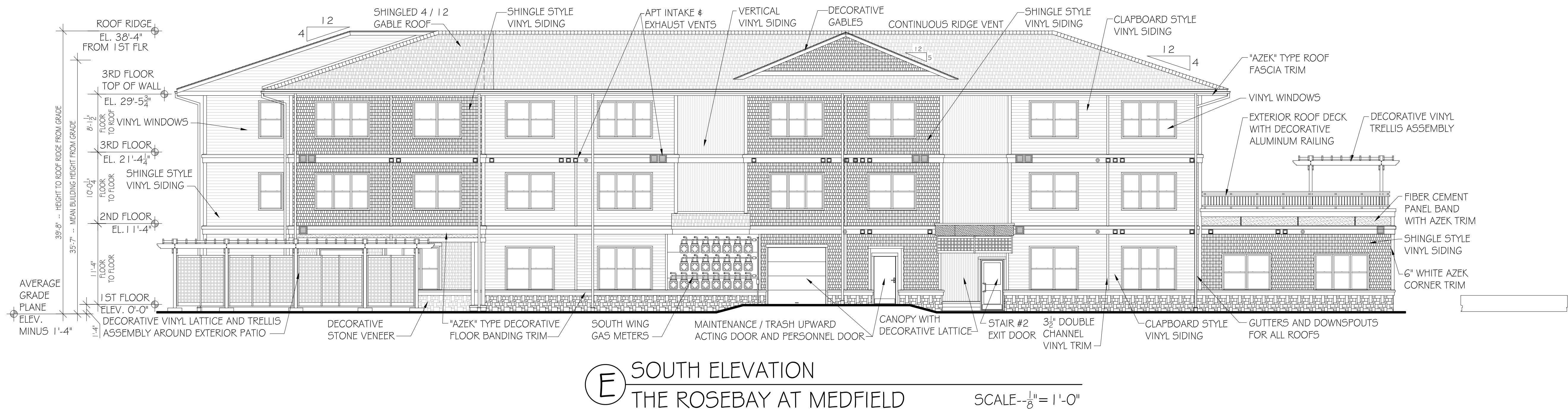
SIMILAR APARTMENT BUILDING DECORATIVE
TRELLIS ASSEMBLY AT OUTDOOR PATIO AREA



SIMILAR APARTMENT BUILDING ENTRY WITH
DECORATIVE VINYL LATTICE AND TRELLIS ASSEMBLY

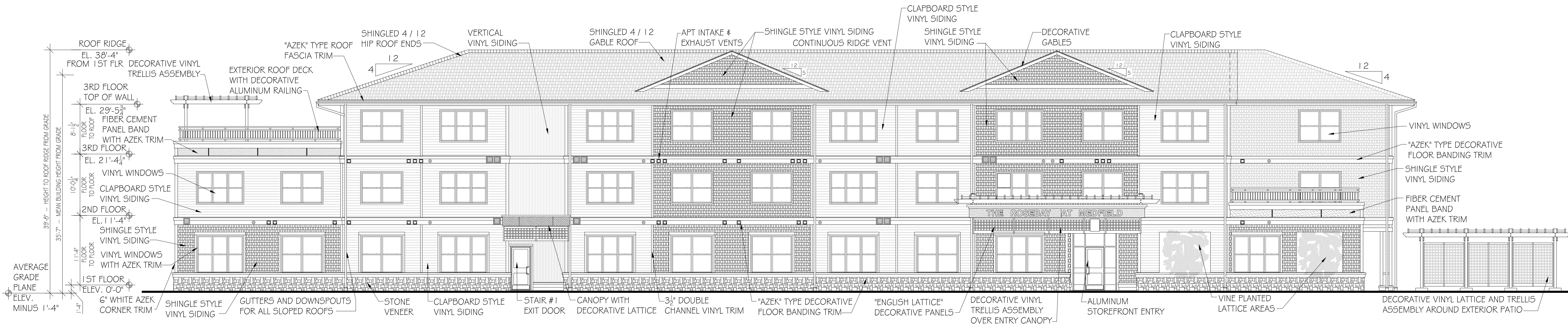


KEY PLAN
THE ROSEBAY
AT MEDFIELD



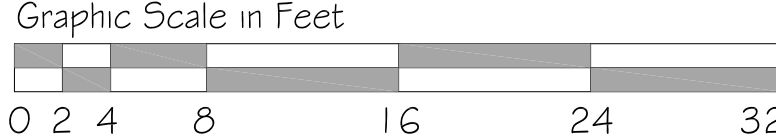
SOUTH ELEVATION
THE ROSEBAY AT MEDFIELD

SCALE-- $\frac{1}{8}$ " = 1'-0"



WEST ELEVATION
THE ROSEBAY AT MEDFIELD

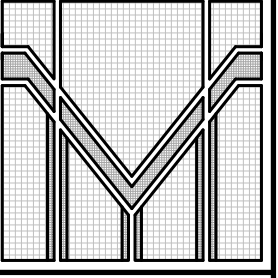
SCALE-- $\frac{1}{8}$ " = 1'-0"



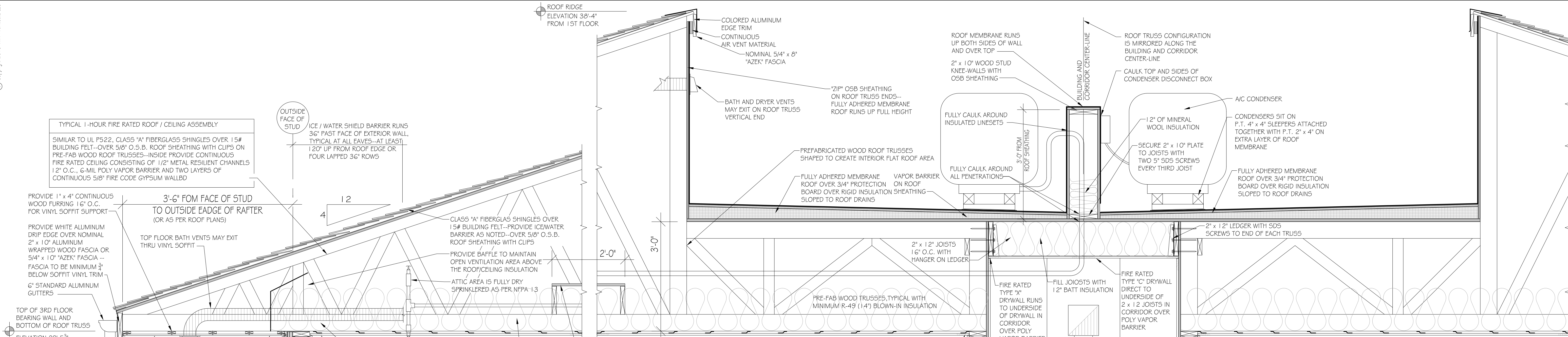
APR. 30, 2019: Preliminary Design Plans and Drawings
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As-Built Documentation



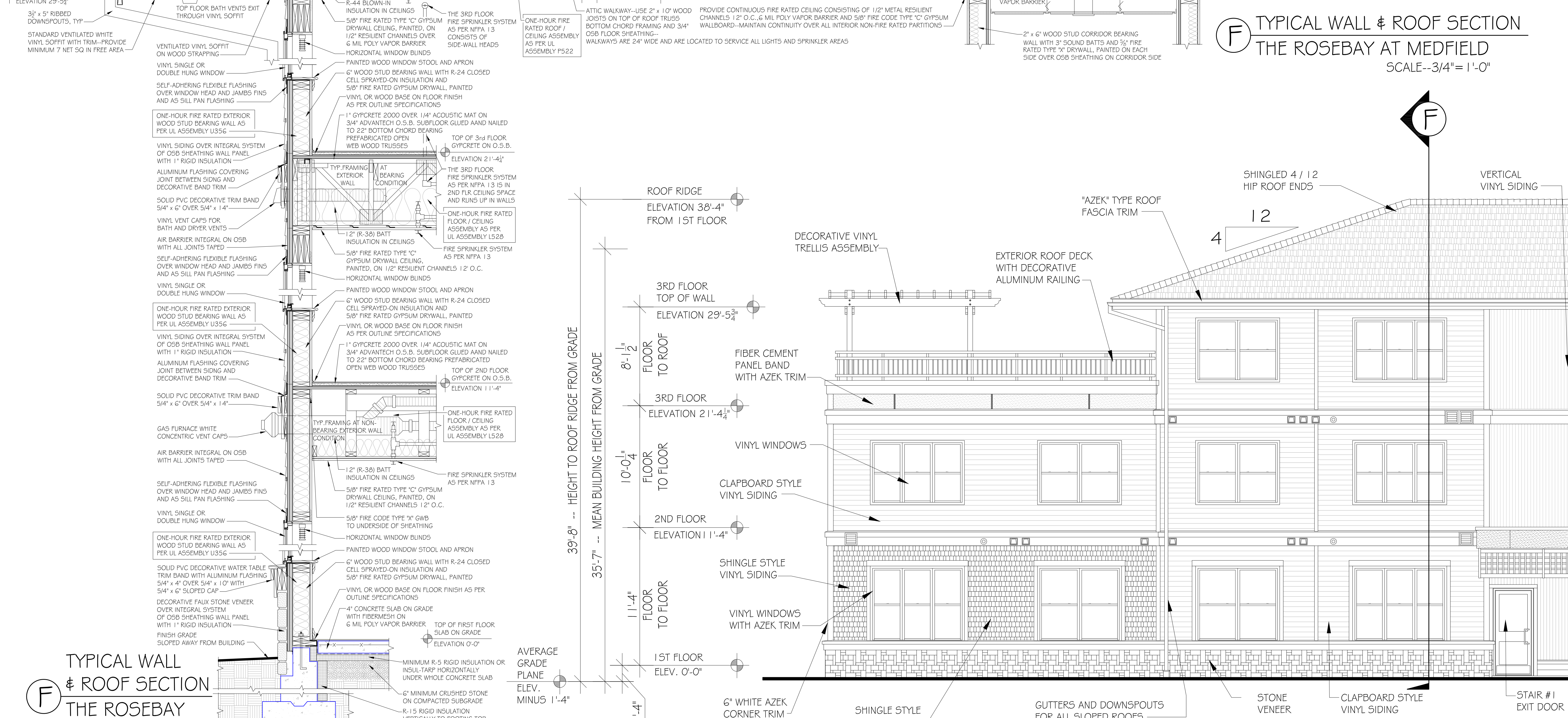
Rosebay at Medfield Limited Partnership
Owner--Applicant
c/o NewGate Housing LLC, 61 Blueberry Lane
Westwood, MA 02090
VMY Architects LLC
ARCHITECTS/PLANNERS
188 Neddham Street, Suite 260, Newton, MA 02464
(617) 597-1900 mark@vmyarchitects.com



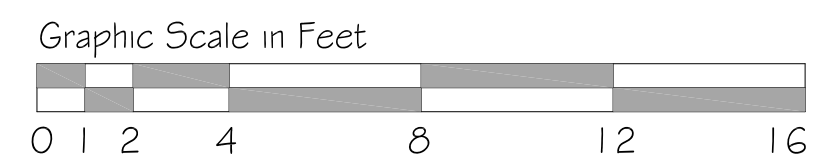
Scale : As Noted
Drawn : MMajor
Chk'd by : MGM
Proj. No.: 1624
Dwg. No. :



F TYPICAL WALL & ROOF SECTION
THE ROSEBAY AT MEDFIELD
SCALE--3/4"=1'-0"



D PARTIAL EAST ELEVATION
THE ROSEBAY AT MEDFIELD
SCALE--1/4"=1'-0"



APR 30, 2019 : Preliminary Design Plans and Drawings
JULY 12, 2019 : Issued for Comprehensive Permit
JULY 12, 2019 : Issued for Design Approval
JULY 12, 2019 : Issued for Const. Document Approval
JULY 12, 2019 : Issued for Building Permit
JULY 12, 2019 : Issued for Construction

Rosebay at Medfield Limited Partnership
Owner--Applicant
60 NewGate Housing LLC, 61 Blueberry Lane Westwood, MA 02090

V M Y Architects LLC
ARCHITECTS/PLANNERS
188 Neddham Street, Suite 260, Newton, MA 02464
(617) 597-1900 mark@vmyarchitects.com

Scale: As Noted
Drawn: MMJ
Chkd by: MGM
Proj. No.: 1824
Dwg. No.: A-6



OUTLINE SPECIFICATION

Date: July 10, 2019

Project Name: The Rosebay at Medfield

Project Location: 30 Pound Street, Medfield, MA 02052

Type of Building/Number of Stories: 3-story Apartment Building

No. of Units: 45--(41) 1-bedroom, including two (2) Group 2-HP and one (1) Group 1-Hearing Impaired
(4) 2-bedroom, including one (1) Group 2-HP and one (1) Group 1-Hearing Impaired

Division 1 – Administrative

Owner's Name: Rosebay at Medfield Limited Partnership

Address: c/o NewGate Housing LLC
61 Blueberry Lane
Westwood, MA 02090

Phone: (617) 571-6404

Applicable Bldg Codes: 780 CMR MA State Building Code 9th Edition
MA Architectural Access Board Regulations (HP Code)
2015 International Energy Conservation Code as Amended by
MA 780 CMR 51.00 Stretch Code Section N1106 using a Certified
RESNET HERS Rating with MA Amendments (3rd party Consultant)
U.S. Fair Housing Act

Division 2 – Site

Parking Lot Surface: Bituminous with painted white striping. Vertical concrete curb at sidewalks, Cape Cod berm at parking areas.

Sidewalks: Concrete; crushed stone for walking path between Pound St and Medfield High School

Landscaping: As shown on drawings; use of native plants that are drought tolerant (where suitable), while avoiding invasive species. Preserve existing trees where possible.

Irrigation: All landscaped areas by town water or on-site private well/pump. System provided for recharge of roof rainwater into groundwater via Infiltration basins.

Recycling: Recycle 75% of construction waste

Division 3 – Concrete

Footing Type:	Concrete spread w/ rebar if required
Foundation Type:	Concrete, reinforced if required
Slab Floor:	Concrete with fibermesh, thickened slabs under bearing walls
Vapor Barrier:	6-mil Poly over Crushed Stone Base
Exterior Concrete:	Air-entrained 3000 psi @ 28 days, Type 1

Division 4 – Masonry

Exterior Walls:	Faux-stone veneer in selected areas as shown on drawings
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Division 5 – Metals

Metal Handrails/Railings:	Painted steel handrails for stairs
Misc. Metals:	Tie-down anchors and straps as required

Division 6 – Rough and Finish Carpentry

Exterior and Interior Bearing Walls:	6" Wood stud spaced as per structural drawings for all exterior walls; nested or double 2" x 4" wood stud apartment demising walls and 6" wood stud intermediate apartment interior bearing walls and corridor walls; number of studs and spacing sized to meet structural requirements; ventilate all new wood construction.
Floor Trusses:	Open Web Wood Trusses for units and dimensional lumber for corridor areas
Roof Trusses:	Roof Pitch-minimum 4/12 with minimum 12" Eave Overhang
Built-up Wood Beams:	As Required (concealed LVL)
Roof Sheathing:	19/32" O.S.B. APA rated with Clips
Exterior Wall Sheathing:	7/16" O.S.B. APA sandwiched to one-inch rigid insulation (Zip-R)
Interior Wall Sheathing:	19/32" O.S.B. APA rated as required for shear walls
Floor Subfloor:	¾" T & G "Advantech" O.S.B. APA rated
Wood Post/Columns:	As Required per Design
Egress Stairs:	Wood flights with closed risers, wood framed landings
Shelving:	Vinyl coated wire shelving

Division 6 – Rough and Finish Carpentry continued

Cabinets/Casework:	Solid Wood with Slab Panel laminate Fronts prefabricated cabinets
Countertops:	Plastic laminate or Solid surface 3 cm with 4" backsplash with bar tops in Kitchens; plastic laminate or faux marble one-piece lavatory and counter in Bathrooms.

Division 7 – Thermal & Moisture Protection

Vapor Barrier:	6 Mil Poly at Top Floor Ceilings (inside); none on Exterior Walls
Insulation:	Exterior Wall R-21 unfaced batts in wood stud cavity; 1" R-6.6 perimeter exterior rigid insulation (Zip-R)
Roof/Attic (3 rd Floor Ceiling):	Blown-in R-44
Ceiling (1 st /2 nd Floors):	R-19 (6" Batt)
Foundation:	3" Rigid Insulation from top of slab on grade to footing (R-15)
Shingles:	30 yr. Asphalt Composition over 15# Building Felt and Ice/Water Shield (eaves/valleys)
Building Air Barrier:	Integral with "Zip-R" wood sheathing
Siding:	Clapboard and Shingle Style Horizontal vinyl siding, two colors, vinyl vent hoods (color to match siding), vinyl blocks for all vents, heater vents, condenser disconnects, Siamese connections or other exterior wall penetrations, or vinyl caps mounted on Azek decorative perimeter banding.
Roof Soffitt:	Perforated Vinyl
Roof Ventilation:	Continuous Ridge Vent and Soffit Vents
Roof Accessories:	Alum. Drip Edge/Flashing/Attic Access Hatches at top floor of stairways.
Gutters/Downspouts:	Standard colored aluminum piped to site drainage

Division 8 – Doors & Windows

Exterior Doors:	Metal Insulated, 6'-8" High in Galvanized Steel Frame Style: 2-panel Finish: Painted Main Entries—Prefinished Aluminum Storefront Type
Interior Apt Entry Doors:	Metal Insulated, 6'-8" High in Galvanized Steel Adjusta-Fit Frame with 3&1/2' Flat Wood casings; 20-Minute Rated Style: 2-panel Finish: Painted

Division 8 – Doors & Windows continued

Interior Doors:	Wood, 6'-8" High, 2-panel Pre-hung Finish: Painted Frames: Split-jamb Wood with Flat 2&1/2" casing Finish: Painted
Exterior Windows:	Vinyl Type: Single or Double Hung with clear glass, minimum "U" factor 0.28, Energy Star rated. All windows to have restricted opening mechanisms built-in. All windows to have screens.
Finish Hardware:	Mfr.: Schlage, Kwikset, Arrow or equal, NFPA / ADA compliant (all lever) Grade: Grade 2 all doors except apartment interiors (Grade 3) Finish: US26D Dull Chrome Typical apt. entry is passage set with separate fire rated deadbolt or Saflok" style battery operated electronic lockset with deadbolt; combo knocker/viewer, spring hinges, hinges, stop, sound stripping all sides, second lower peephole. Two Kickplates at Group 2-HP units only.

Division 9 – Finishes

Walls:	5/8" Gypsum Wallboard (Fire Rated as Required), with taped and spackled joints; Non-paper faced mold resistant board in bathrooms, kitchens and laundries (100% skim coated with joint compound). Finish: No-VOC Flat Painted, typical; No-VOC Semi-gloss Kitchens, Laundries and Baths.
Ceilings:	5/8" Fire Rated Type C Gypsum Wallboard; Non-paper faced mold resistant board in bathrooms, kitchens and laundries (100% skim coated with joint compound). Finish: No-VOC Flat Paint, typical, No-VOC Semi-gloss in Baths.
Wood Trim:	Window stools and flat stock aprons, interior apartment door frames.
Floors:	Cushioned Vinyl Plank in apartment Entries, Living Rooms, Kitchens, Dining Rooms, Bedrooms and Closets; selected Public Spaces. Mechanical and Utility Rooms: VCT 12"x12" Bathrooms; selected Public Spaces: Cushioned Vinyl Plank or Ceramic Tile 12" x 12": Corridors: Cushioned Vinyl Plank, Ceramic Tile or Direct-glue Carpet Tiles Egress Stairs: Rubber treads and risers; VCT landings Flooring Underlayment: 1" Gypcrete 2500 p.s.i. underlayment with ¼" Acoustic Mat over wood sub-floors only

Division 10 – Specialties

Fire Extinguishers:	As required by Code (each 75 feet in Corridors), selected public spaces
Toilet/Bath Accessories:	Surface/Recessed Mounted Chrome, Grab Bars as required
Mirror Units:	Over bath vanity, 36" High
Medicine Cabinets:	Recessed with framed, hinged mirrored front, Group 2-HP apts.only
Signage:	ADA compliant
Mailboxes:	USPS/ADA compliant front loading, with parcel boxes and outgoing mail drop. Automated package system room or lockers.
Fireplace:	Gas-fired prefabricated, direct vent at Community Room

Division 11 – Equipment

Residential Equipment:	Energy Star Rated Appliances (as applicable) including: Typical Apartments: Refrigerator with top Freezer-min.18 c.f. with Icemaker Self-cleaning 30" Electric Range Microwave and Range Hood Combo Unit Dishwasher, Disposal Stacked Washer and Dryer Group Two-HP Apartments only: Side-by-Side Refrigerator-min 18 c.f. with Icemaker 30" Electric Cooktop with Range Hood 24" Wall Oven Countertop Microwave Dishwasher, Disposal Side-by-Side Washer and Dryer on Pedestals
Trash Compactor:	Marathon Ramjet Mini-Mac Model 3A with two 2-yard rolling containers, or similar.

Division 12 – Furnishings

Window Treatments:	Faux Wood Horizontal Blinds
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Division 15 – Mechanical

Heating/Cooling:	Individual Apartments: First Company UCQBX or similar wall mounted air handler ducted forced air Heat and Electric Central Air Conditioning with digital electronic programmable thermostat. Fresh air supplied to bottom return air plenum of air handler from integrated damper controlled duct from exterior wall.
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Division 15 – Mechanical continued

Air Handler heating coil to be fed with Hot Water from Central Gas-fired System. Individually electrically metered; provide inspection commissioning after substantial completion. Exterior A/C Condensing Unit to be Energy Star rated.

Public Corridors: Gas-fired rooftop unit with economizer to provide conditioned air.

Ventilation: Individually switched bathroom exhaust fans with minimum rating of 80 cfm, fan to run continuously at 20-30 cfm, ramp up to 80 cfm when switched "On"; ramp down controlled with timer.

Plumbing: Sanitary Sewer: Public
Piping: PVC
Water Service: Public; possible on-site private well/pump for irrigation
Water Piping: PVC (Flowguard)

Plumbing: Water Heater: Central Gas-Fired System

Water Closets: Tank Type--Elongated Bowl, 1.28 GPF
Tubs: Fiberglass with Integral Surround; Low Flow Shower Head; Additional Hand-Held Nozzle at Group 2 Tubs

Showers: Fiberglass with Integral Surround; Low Flow Shower Head (all 2BR Master Baths)
Roll-in Showers: ADA fiberglass with Integral Surround: Low Flow Shower Head and Additional Hand-Held Nozzle

Kitchen Sinks: Stainless Steel Undermount Single Bowl
Lavatories: Integral with Countertop
Faucets: Single Lever ADA compliant: Low Flow

Fire Suppression: Fire Sprinkler System NFPA 13; wet system Floors 1-3; attic dry system

Division 16 – Electrical

Service: Underground, three phase
Metering: One per Apartment Unit and One house meter.

Wiring: Romex

Light Fixtures: LED: Recessed, Surface Mounted, Emergency Lights, LED Exit Signs; Energy Star rated.

Receptacles: 110v and 220v (as required)

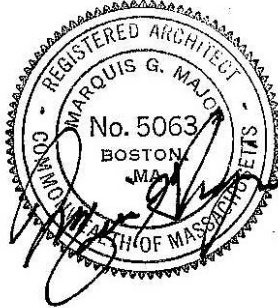
Fire Alarm System: As required by code, ADA compliant
Local Smoke and Carbon Monoxide Detectors in all apartments;

Division 16 – Electrical continued:

Fire Alarm System:	Audio/Visual notification devices in Group Two and Hearing Impaired units.
Telephone/Data System:	Pre-wired CAT 5E, 14" square interface panels each apartment for CATV/ and Internet routing.
Television System:	Cable, Pre-wired
Intercom:	Audio/video from main entry vestibule to each unit
Accessibility:	Wireless audio/visual door bells for all Group Two and Hearing Impaired units.
Site Lighting:	LED Pole lights (parking areas), Wall packs on apartment building rear facades as required for security; all lighting directed toward grade plane.

Specification prepared by,

Marquis G. Major, Project Architect
VMY Architects LLC
188 Needham Street
Suite 260
Newton, MA 02464-1596
Phone (617) 597-1900
Fax (617) 597-1905
Email: mark@vmyarchitects.com



THE ROSEBAY AT MEDFIELD

EXISTING SITE CONDITIONS AND DEVELOPMENT IMPACT

Section 5(a)(ii) of the ZBA Rules and Section 56.05(2)(b) of the 40B Regulations require an application for a Comprehensive Permit under Chapter 40B to include a report on existing site conditions. In addition, Section 5(a)(xi) of the ZBA Rules requires an application for a Comprehensive Permit to include a development impact statement.

Accordingly, this application includes the attached report entitled “Site Development Report for The Rosebay at Medfield, 30 Pound Street, Medfield, MA, Proposed Residential Development,” prepared by Legacy Engineering LLC, dated June 29, 2019 (the “*Site Development Report*”).

The Site Development Report also references a Stormwater Report which discusses stormwater management for the proposed development. As directed by the Town Planner, the Applicant is submitting with this application, under separate cover, two (2) copies of the report entitled “Stormwater Report for The Rosebay at Medfield, 30 Pound Street, Medfield, MA, Proposed Residential Development,” prepared by Legacy Engineering LLC, dated June 4, 2019 (the “*Stormwater Report*”). By this reference, the complete Stormwater Report (including all attachments thereto), is incorporated into and made a part of this application.

In addition, as noted in the Site Development Report, the Applicant had Vanasse & Associates, Inc. study the impact of the proposed development on traffic. A copy of the traffic study report, entitled “Traffic Impact Assessment, 30 Pound Street, Medfield, Massachusetts,” prepared by Vanasse & Associates, Inc., dated May 2019 (the “*Traffic Report*”), is attached as Exhibit 4A (excluding the appendix). As directed by the Town Planner, the Applicant is submitting with this application, under separate cover, three (3) complete copies of the Traffic Report (including the appendix). By this reference, the complete Traffic Report is incorporated into and made a part of this application.

Finally, as noted in the Site Development Report, the Applicant had LEC Environmental Consultants, Inc. investigate the existing environmental conditions on the site. Following its investigation LEC Environmental provided an environmental resources letter dated November 21, 2018, a copy of which is attached as Exhibit 4B.

SITE DEVELOPMENT REPORT

FOR

THE ROSEBAY AT MEDFIELD

30 POUND STREET
MEDFIELD, MA

PROPOSED RESIDENTIAL DEVELOPMENT

JUNE 29, 2019

PREPARED BY:
LEGACY ENGINEERING LLC
CONSULTING ENGINEERS
730 MAIN STREET, SUITE 2C
MILLIS, MA 02054

PREPARED FOR:
ROSEBAY AT MEDFIELD LIMITED PARTNERSHIP
61 BLUEBERRY LANE
WESTWOOD, MA 02090

VOLUME 1 OF 1

TABLE OF CONTENTS

INTRODUCTION	3
PRELIMINARY SITE PLAN	3
EXISTING SITE CONDITIONS	3
LOCATION.....	3
SITE CONDITIONS.....	4
ZONING DISTRICTS.....	4
Topographic conditions.....	4
Vegetated Condition	4
SOILS.....	5
GROUNDWATER CONDITIONS.....	5
Historical/archaeological resources.....	5
SURROUNDING AREA.....	5
ZONING DISTRICTS.....	5
Adjacent uses	5
Existing surrounding Buildings	6
Existing Streets	6
EXISTING OPEN SPACE	6
Existing Traffic Patterns	6
POTENTIAL ALTERNATE USES.....	7
PROPOSED DEVELOPMENT AND IMPACTS.....	7
GENERAL DESCRIPTION.....	7
PROPOSED DEVELOPMENT.....	7
BUILDINGS	7
WATER AND SEWER SYSTEMS	8
STORMWATER MANAGEMENT	8
ELECTRIC, TELEPHONE, AND CABLE SYSTEMS.....	8
PROJECT IMPACTS.....	8
TRAFFIC IMPACTS	8
MUNICIPAL SERVICES IMPACTS.....	9
ENVIRONMENTAL IMPACTS	10
EXHIBIT A – LOCUS MAPS	

INTRODUCTION

This report is provided in accordance with the requirements of the Town of Medfield Board of Appeals Comprehensive Permit Rules to describe existing and proposed conditions relative to an application by Rosebay at Medfield Limited Partnership for a Comprehensive Permit pursuant to Massachusetts General Law Chapter 40B, §20-23, for **The Rosebay at Medfield**, a 45-unit affordable housing development in Medfield, Massachusetts (the “Application”).

PRELIMINARY SITE PLAN

The existing and proposed conditions of the site are depicted on a plan set with a latest revision date of June 1, 2019 entitled “The Rosebay at Medfield Site Plan of Land”

EXISTING SITE CONDITIONS

The proposed development lies on a parcel of land currently developed as “Tilden Village,” located at 30 Pound Street in Medfield with a total area of 6.2 acres. The lot is to be subdivided into two lots, one containing the existing development at 3.8 acres, and the other containing previously undeveloped land at 2.4 acres (the “Site”).

LOCATION

The site lies in front of the Medfield High school, and next to Tilden Village. As such, much of it is surrounded by uses which will not be sensitive to the proposed use. The proposed use of low-income senior housing. To the west lies an established residential neighborhood which will create a residential continuity with the proposed development. In order to provide buffering to this residential neighborhood, existing trees and supplemental plantings will be provided along with a fence. In addition, the only building in the proposed development has been located and oriented on the site in a manner that will minimize potential impacts on surrounding single-family residential uses.

The site’s ingress/egress will be through Pound Street, which lies in close proximity to both Route 27 (North Meadows Road) and Route 109, the two major thoroughfares through Medfield, affording convenient access to major traffic routes.

All necessary infrastructure to the site already exists and appears to have available capacity to serve the proposed development is adequate, providing electric,

telephone, cable TV/internet service, gas, municipal water supply, and municipal sewer systems.

SITE CONDITIONS

The site currently lies on the same lot as Tilden Village at 30 Pound Street. Tilden Village lies on the easterly half of the site. The westerly portion is vacant and comprised of wooded and grassed areas.

ZONING DISTRICTS

The site lies within the Residential-Urban (R-U) Zoning District. There is also one overlay district affecting the site as follows:

- Aquifer Protection District (Secondary Aquifer Zone) – the entire site is overlain by the Aquifer Protection Overlay District – Secondary Aquifer Zone (Zone II) of one or more public drinking water supply wells based on mapping available at the Mass GIS website.

TOPOGRAPHIC CONDITIONS

The site is fairly flat with a moderate slope downward from east to west as the site sheds towards the western residential abutters. Elevations range from 182 to 172.

The site is not located in a mapped floodplain or wetland resource area (see the Environmental Resources Letter from LEC Environmental Consultants, Inc. which is included in the application.) The site does not contain any known resources of archaeological or historical significance (see the LEC Environmental Resources Letter).

A Phase I Environmental Site Assessment has been conducted on the site and no “Recognized Environmental Conditions” (RECs) were identified in connection with the site.

VEGETATED CONDITION

The southeasterly portions of the site are wooded. Portions of the site along Pound Street and near the school to the rear are grassed.

SOILS

A series of test pits have been conducted across the site, which have generally confirmed the soils conditions described in the soils conservation service on-line soils website maps (see Attachment H of the Stormwater Report). The soils conservation service maps indicate that the site is comprised entirely of Merrimac (626B), a class A soil, which are suitable for on-site stormwater management.

GROUNDWATER CONDITIONS

On-site testing has confirmed that the site contains a sloping groundwater table with elevations varying in depth from 172 in the east to 169 in the west.

HISTORICAL/ARCHAEOLOGICAL RESOURCES

The applicant has had a site investigation conducted by LEC Environmental, and the site does not contain any state or federally listed resources of archaeological or historical significance (see the Environmental Resources Letter from included in the application). There are no site features that suggest historical significance and the site is not listed on the National Register of Historic Places.

SURROUNDING AREA

ZONING DISTRICTS

The site lies the Residential-Urban (R-U) zoning district along with Tilden Village. The surrounding area is zone Residential-Suburban (R-S).

ADJACENT USES

The site lies within and is surrounded by residentially zoned areas.

- ✓ Directly abutting the site to the east lies the Medfield High School/Middle School complex and a small parking area for the school. Both of these areas lie within residential zoning districts.
- ✓ To the north and northeast of the site lies Tilden Village. The proposed development will be linked to the village with a paved walking path.
- ✓ To the south and southwest of the site are single family residences. To the extent practicable, the proposed development will retain the existing screen of vegetation along its southwest boundary and will incorporate additional trees as necessary to provide a sufficient buffer from the development for these dwellings. The proposed development also provides for an 8-foot privacy fence along its southwest boundary to provide additional screening.

- ✓ To the west and northwest of the site is Pound Street, across which are single and two-family dwellings. To the extent practicable, the proposed development will retain existing shade trees along its Pound Street frontage and will incorporate additional plantings as necessary to provide screening from the development.

EXISTING SURROUNDING BUILDINGS

There are six residential dwellings surrounding the site apart from Tilden Village. These buildings are all two-story colonials except for one, which is a one-story contemporary style house. Tilden Village is comprised of six brick residential buildings with various accessory facilities. The adjacent school complex includes two school buildings (middle school and high school) along with appurtenant facilities.

EXISTING STREETS

The site fronts on Pound Street, which runs from South Street to Main Street (Route 109). The street serves as one of the main access roads to the middle and high schools near the site.

EXISTING OPEN SPACE

Land near the site is generally developed. Metacomet Park lies approximately 0.3 miles to the south of the site. Sidewalks provide a continuous pedestrian connection between the site and the park over a walking distance of 0.5 miles. To the northeast of the site, the Medfield High School/Middle School complex includes substantial open space (athletic fields), particularly on the far side of the High School surrounding Nantasket Brook.

EXISTING TRAFFIC PATTERNS

Existing traffic patterns and impacts are discussed in the Traffic Impact Assessment (TIA) by Vanasse and Associates, copies of which are included in the application. As might be expected, the TIA documents that under existing conditions the predominant flow of traffic on Pound Street is in the eastbound direction toward Main Street (Route 109) during the weekday morning and is in the westbound direction during the weekday evening.

POTENTIAL ALTERNATE USES

The proposed site is zoned Residential-Urban, which allows for uses that are primarily residential in nature. Multi-family uses are normally allowed in this district by special permit. Since the proposed site is part of the Medfield Housing Authority's Tilden Village property, however, use of the site is restricted to state-aided housing for the elderly under M.G.L. Chapter 121B. Any other use would require a waiver or release of that restriction by The Commonwealth of Massachusetts.

PROPOSED DEVELOPMENT AND IMPACTS

GENERAL DESCRIPTION

The proposed development consists of a three-story apartment building containing a total of 45 units. In addition, the proposed building will contain community amenities such as a multi-purpose function room/lounge, a kitchen, outdoor recreational areas, and a fitness center. The proposed building will also include space necessary for management and maintenance of the facilities, such as a leasing office, maintenance room, utility storage, and indoor trash and recycling facilities.

The development will include 54 parking spaces, 10 of which will be handicap accessible. The proposed plans provide for eight additional future parking spaces, if needed. The project will be serviced by underground electric, gas, municipal water and municipal sewer systems. The site development will also include a stormwater management system designed in accordance with DEP stormwater management standards to capture, treat, and mitigate stormwater runoff from the project (refer to Stormwater Report).

PROPOSED DEVELOPMENT

BUILDINGS

The proposed building will be of wood frame construction on a cast-in-place concrete foundation. The first floor of the building will be a concrete slab-on-grade. The building will be fully equipped with NFPA 13 automatic fire sprinkler systems, fire alarm systems, smoke detectors, and carbon monoxide detectors, and will meet or exceed all requirements of the Massachusetts State Building Code.

WATER AND SEWER SYSTEMS

The proposed building will be serviced by dedicated fire and domestic water services/mains from the existing municipal main in Pound Street.

The proposed development will utilize a gravity sewer system that will discharge directly into the municipal sewer main in Pound Street.

STORMWATER MANAGEMENT

The proposed development includes a stormwater management system designed in full compliance with DEP Stormwater Management Standards. Runoff from the front parking and driveway areas will be captured, treated and infiltrated in an underground infiltration system. Runoff from the roof of the proposed building and the rear parking areas will be captured, treated, and infiltrated in proposed stormwater infiltration basins at the rear of the site.

Refer to the Stormwater Report included with the Application for a complete discussion of stormwater management for the site.

ELECTRIC, TELEPHONE, AND CABLE SYSTEMS

Electric utilities will be brought into the site from the existing utility poles along Pound Street. Those systems will be sized and designed by the respective utility companies at the time of construction. All electric, telephone and communications lines on-site will be underground.

PROJECT IMPACTS

TRAFFIC IMPACTS

Traffic impacts associated with the project are addressed in the Traffic Impact and Access Analysis prepared by Vanasse & Associates, Inc., a copy of which is included in the application. As documented in the TIA, project-related traffic will not result in significant increases in overall traffic volumes or traffic delays within the study area and can be adequately accommodated within the existing infrastructure with minimal impact on traffic operations. The TIA also notes that the site driveway provides ample sight lines and will provide safe access and egress to the development.

MUNICIPAL SERVICES IMPACTS

Public Safety

The site lies just outside the downtown area of Medfield and is approximately 0.8 miles from the Medfield Police and Fire Departments at 112 North Street. Due to this close proximity, it is anticipated that emergency response time will be prompt and appropriate for a development of this nature.

School and Public Facilities

The proposed development is senior housing and does not expect to generate any school-aged children. As such, it will have a positive effect on municipal finances by providing revenue with minimal associated expenses.

Sewage Disposal

Pursuant to DEP Regulations on Sewer Extension and Connection Permit Program (314 CMR 7.00), sewage generation rates are required to be calculated based on 310 CMR 15.000 (Title V), which prescribes that residential housing units are presumed to generate 110 gallons of sewage per day per bedroom. The project will contain a total of 49 bedrooms. Thus, the total estimated Title V design flow rate is 5,390 gpd (49 bedrooms @ 110 gpd each). Title V design flows, however, represent maximum daily flow rates. Actual average daily flow rates are typically only about 50% of Title V's design rates and flow rates for senior housing are typically lower than other residential uses. As such, the project is expected to generate an average of only 2,700 gpd of sewage, although this is likely a conservative assessment since the project will use low-flow fixtures and appliances.

Sanitary sewage will be collected via an on-site 6-inch gravity sewer line which will connect to the sewer main located in Pound Street at the project frontage.

The proposed development is expected to generate sewer usage fees consistent with a 45-unit senior housing community for the Town of Medfield.

Water Supply

In general, water usage is 10% higher than sewage generation with the excess being consumed by the residents and used for outside facilities. As such, given the sewage generation estimates described above, water consumption is expected to average approximately 3,000 gpd, with a maximum day usage of approximately 6,000 gpd.

The proposed development is expected to generate water usage fees consistent with a 45-unit senior housing community for the Town of Medfield.

Other Municipal Services

Typical of a senior housing community, the proposed development is generally not expected to have a significant impact on Medfield's other municipal services. The building and the site, including all driveways, parking, and landscaped areas, will be privately maintained. The owner of the development will be responsible for snow removal and refuse disposal on the site. It is expected that the senior residents of the proposed development would utilize the services, programs, and amenities available to them through the Town of Medfield's Council on Aging and the Center at Medfield.

ENVIRONMENTAL IMPACTS

Recreation and Open Space

The project site does not currently contain any designated public recreational or open space resources. The development proposes to provide a walking path to provide a pedestrian connection between Pound Street and the High School/Middle School complex. The proposed project will provide recreational facilities for the residents including a fitness center in the community building and various outside amenities. The senior population housed by the proposed development is not expected to have a high demand for additional public recreational facilities or open space.

Natural Environment

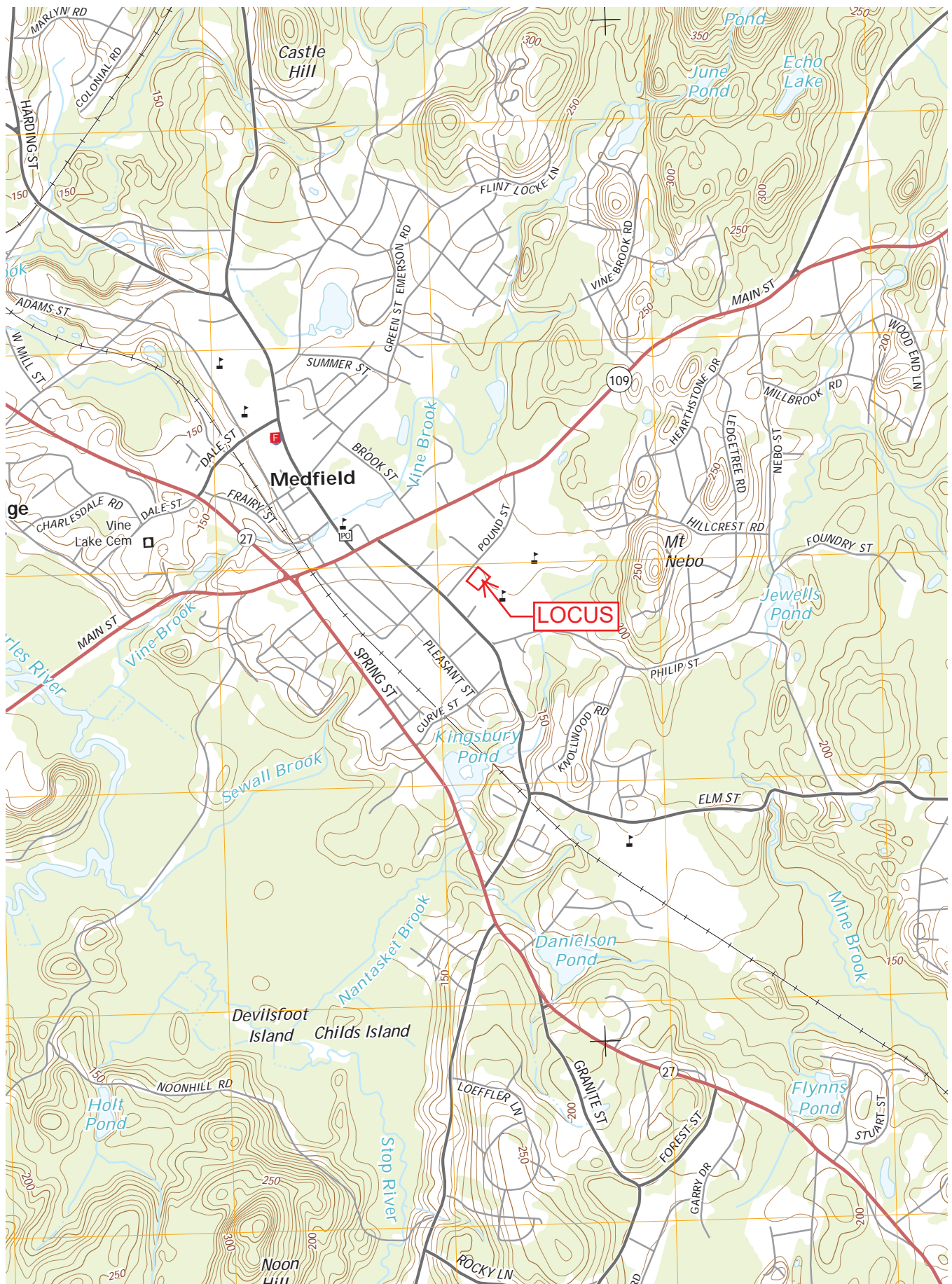
The site is small and does not contain or border any wetlands or critical areas for natural habitat. Construction sediment and erosion controls will be implemented and maintained throughout in accordance with the EPA Construction General Permit. These design features will combine to provide protection to the natural environment on and around the site.

Refuse Removal

The project will employ an internal trash compactor for the use of all residents. The compactor will be centrally located within the apartment building. Trash disposal services will be provided by a private disposal company paid for by the owner of the proposed development.

EXHIBIT A

LOCUS MAPS



National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

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Transportation Impact Assessment
Proposed Residential Development
30 Pound Street
Medfield, Massachusetts

Prepared for:

Rosebay at Medfield Limited Partnership
c/o NewGate Housing LLC
Westwood, Massachusetts

TRANSPORTATION IMPACT ASSESSMENT

PROPOSED RESIDENTIAL DEVELOPMENT MEDFIELD, MASSACHUSETTS

Prepared for:

Rosebay at Medfield Limited Partnership
c/o NewGate Housing LLC
Westwood, MA

May 2019

Prepared by:

VANASSE & ASSOCIATES, INC.
35 New England Business Center Drive
Suite 140
Andover, MA 01810

CONTENTS

EXECUTIVE SUMMARY.....	1
INTRODUCTION	3
Project Description.....	3
Study Methodology.....	3
EXISTING CONDITIONS.....	4
Geometry.....	4
Existing Traffic Volumes.....	5
Motor Vehicle Crash Data	6
Spot Speed Measurements	8
FUTURE CONDITIONS.....	9
Future Traffic Growth.....	9
No-Build Traffic Volumes	10
Project-Generated Traffic	10
Trip Distribution And Assignment	12
Future Traffic Volumes - Build Condition.....	12
Sight Distance Evaluation.....	13
TRAFFIC OPERATIONS ANALYSIS.....	14
Methodology	14
Analysis Results.....	16
CONCLUSIONS AND RECOMMENDATIONS	18
Recommendations.....	19
Conclusions.....	19

FIGURES

No.	Title
1	Site Location and Study Map
2	Existing Intersection Lane Use, Travel Lane Width, and Pedestrian Facilities
3	2018 Existing Peak-Hour Traffic Volumes
4	2025 No-Build Peak-Hour Traffic Volumes
5	Trip Distribution Map
6	Site-Generated Peak-Hour Traffic Volumes
7	2025 Build Peak-Hour Traffic Volumes

TABLES

No.	Title
1	Existing Roadway Traffic-Volume Summary
2	Motor Vehicle Crash Data Summary
3	Vehicle Travel Speed Measurements
4	Trip Generation Rate Comparison
5	Trip Generation Summary
6	Trip-Distribution Summary
7	Peak Hour Traffic-Volume Increases
8	Sight Distance Measurements
9	Level-of-Service Criteria for Unsignalized Intersections
10	Unsignalized Intersection Level-Of-Service and Vehicle Queue Summary

EXECUTIVE SUMMARY

Vanasse & Associates, Inc. (VAI) has prepared this Transportation Impact Assessment (TIA) in order to evaluate the potential traffic impacts associated with the proposed residential development to be located 30 Pound Street in Medfield, Massachusetts (the “Project”). The Project will consist of the development of 45 Senior Adult housing units with a total of approximately 62 parking spaces of which eight (8) spaces will be land banked. Access to the Project will be provided by way of one full access driveway onto Pound Street.

This study was prepared in consultation with the Town of Medfield and in accordance with the Massachusetts Department of Transportation (MassDOT) Guidelines for *Transportation Impact Assessment (TIA) Guideline*; and was conducted pursuant to the standards of the Traffic Engineering and Transportation Planning Professions for the preparation of such reports. Based on the results of this study, the following can be concluded:

- The Project will conservatively add 9 new vehicle trips (3 entering and 6 exiting) during the weekday morning peak hour (approximately one vehicle every 6 to 7 minutes), and 14 new vehicle trips (5 entering and 9 exiting) during the weekday evening peak hour (approximately one vehicle every 4 to 5 minutes).
- The site is very walkable, and the existing sidewalk network provides safe and convenient connections to Main Street and the downtown area.
- Project-related traffic increases in the area are expected to be between 0.3 to 0.5 percent during the peak hours.
- The analysis has indicated that the Project will result in minimal impact on motorist delays at the study intersections, as compared to future No-Build conditions.
- The proposed 62 parking spaces will adequately serve the site demand.
- The site driveway provides ample sight lines and will provide safe access and egress to the development.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with the implementation of the following recommendations.

RECOMMENDATIONS

The following improvements have been recommended, as part of this evaluation, to provide safe and efficient access to the Project.

Project Access

Access to the Project will be provided by way of one full access/egress driveway onto Pound Street. It is recommended that the site access driveway, be placed under STOP-sign control, with illumination provided. Signs and landscaping adjacent to the Project driveway and within the Project site should be designed and maintained so as not to restrict lines of sight. All signs and other pavement markings to be installed should conform to the specifications of the Manual on Uniform Traffic Devices (MUTCD).¹

Travel Demand Management (TDM) Plan

Reducing the amount of traffic generated by the Project is an important component of the development plan. It is recommended that the following measures be implemented in an effort to reduce the number of vehicle trips generated:

- Provide a sidewalk connection from the site to Pound Street and to the adjacent Tilden Village – Medfield Housing Authority.
- Provide transportation services for seniors through the Medfield Council on Aging (COA).
- Bike racks should be provided on site.
- Information on car services such as Uber, ZipCars and Lyft should be posted at a centralized location.

The above strategies will encourage an alternative mode of travel by the residents.

CONCLUSIONS

As documented in this study, project-related traffic increases will not result in significant increases in overall traffic volumes or traffic delays within the study area. The project-related traffic can be adequately accommodated within the existing infrastructure with minimal impact on the traffic operations. The site driveway will provide safe access and egress to the development, as planned.

¹*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.

INTRODUCTION

Vanasse & Associates, Inc. (VAI) has prepared this Transportation Impact Assessment (TIA) in order to evaluate the potential traffic impacts associated with the proposed residential development to be located at 30 Pound Street in Medfield, Massachusetts (hereafter referred to as the “Project”). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project.

PROJECT DESCRIPTION

The Project will consist of the development of 45 Senior Adult housing units with a total of approximately 62 parking spaces of which eight (8) spaces will be land banked. The proposed parking is above the range of values documented by the Institute of Transportation Engineers (ITE)² for a senior housing community and as such adequate parking is provided. Access to the Project will be provided by way of one full access/egress driveway onto Pound Street.

STUDY METHODOLOGY

This study was prepared in consultation with the Town of Medfield and in accordance with the Massachusetts Department of Transportation (MassDOT) Guidelines for *Transportation Impact Assessment (TIA) Guideline*; and the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics; pedestrian facilities; observations of traffic flow; review of safety characteristics along area roadways and collection of daily and peak period traffic counts.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future traffic demands due to expected traffic growth independent of the Project. A seven-year time horizon was selected for analyses consistent with state guidelines for the preparation of TIAs. The traffic analysis conducted in stage two identifies existing or projected future roadway capacity, traffic safety, and site access issues.

The third stage of the study presents and evaluates measures to address traffic and safety issues, if any, identified in stage two of the study.

²*Parking Generation*, 4th Edition; Institute of Transportation Engineers; Washington, D.C.; 2010.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in September 2018. The field investigation consisted of an inventory of existing roadway geometrics, pedestrian facilities, traffic volumes, and operating characteristics; as well as posted speed limits and land use information for the major roadways that provide access to the Project including, Pound Street, South Street, and Main Street (Route 109) as well as the intersection which are expected to accommodate the majority of Project-related traffic. The study area for the project is listed below and graphically depicted in Figure 1.

1. Pound Street at Main Street (Route 109)
2. Pound Street at South Street

The following describes the study area roadway and intersections and is depicted in Figure 2, which summarizes existing lane use and travel lane widths at the study area intersections.

GEOMETRY

Roadways

Pound Street

Pound Street is a two-lane local roadway under the jurisdiction of the town of Medfield that has a general west/east alignment. In the vicinity of the site, Pound Street is approximately 22-feet wide and provides one travel lane per direction divided by a double-yellow center line. Sidewalks are provided along the southern side with crosswalk provided at major intersections. There is no speed limit posted along the street. However, Pound Street is within the school zone, and during school hours the posted speed limit in the vicinity of the site is 20 miles per hour (mph). Land use along with this corridor, in the vicinity of the site, consists of residential and School uses.

South Street

South Street is a two-lane urban minor arterial roadway under the jurisdiction of the town of Medfield that has a general north/south alignment. South Street is generally 24-feet wide, providing one travel lane per direction divided by a double-yellow center line. Generally, sidewalks are provided with crosswalks at the major intersections. The posted speed limit is 30 miles per hour (mph). Land use along South Street consists of residential and school uses.

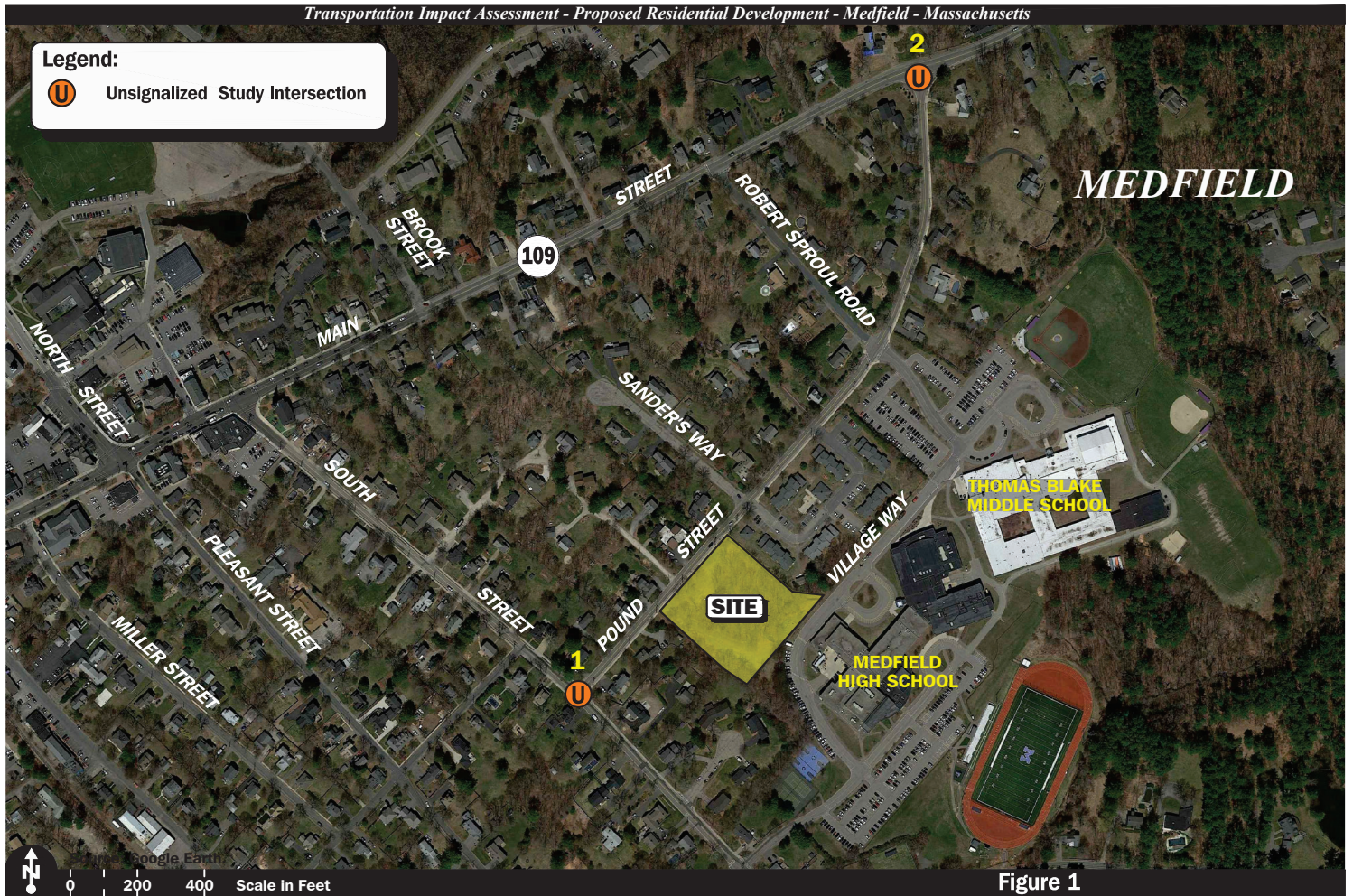
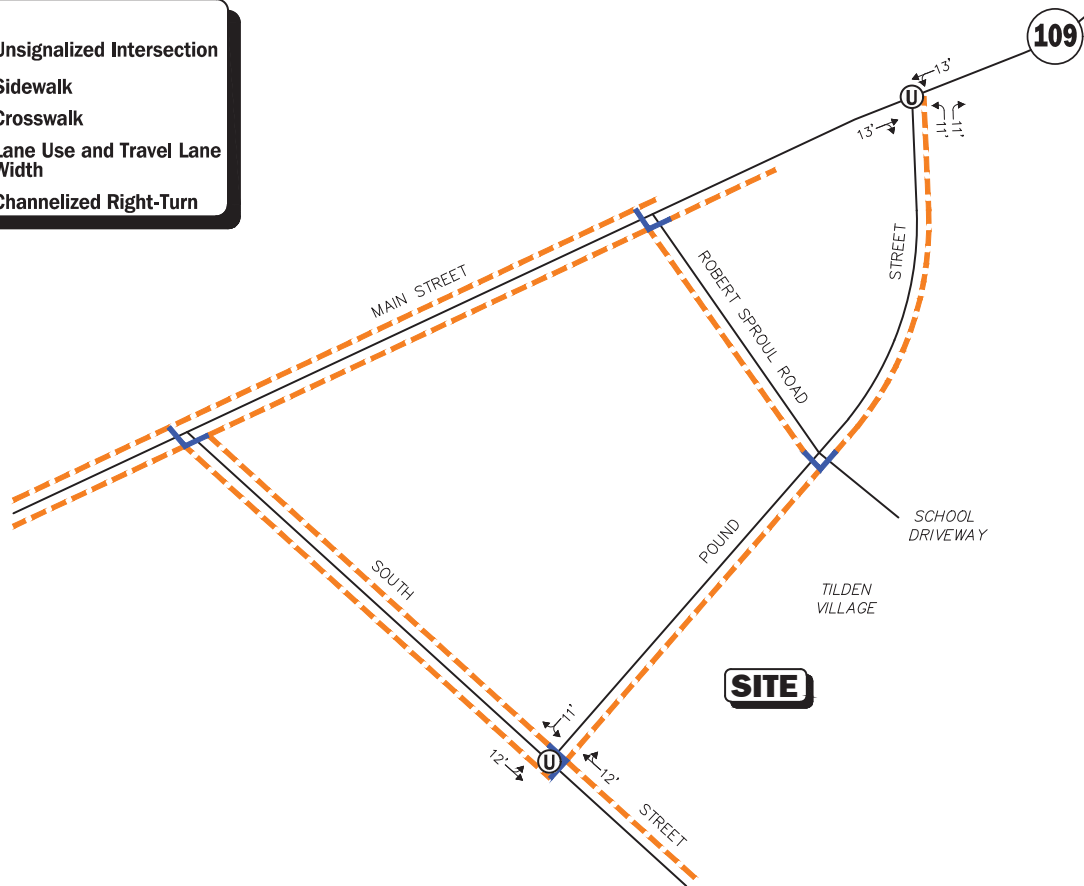


Figure 1

Site Location and Study Area Map

Legend:

- ⓪ Unsignalized Intersection
- Sidewalk
- Crosswalk
- xx' Lane Use and Travel Lane Width
- *xx' Channelized Right-Turn



Not To Scale

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Transportation Engineers & Planners

Figure 2

Existing Intersection Lane Use,
Travel Lane Width and
Pedestrian Facilities

Main Street (Route 109)

Main Street (Route 109) is a two-lane urban principal arterial roadway under the jurisdiction of the town of Medfield that has a general west/east alignment. Main Street is generally 26-feet wide, providing one travel lane per direction divided by a double-yellow center line. Generally, sidewalks are provided to the west of the study area on both sides with crosswalks at the major intersections within town center. The posted speed limit in the vicinity of the site is 40 miles per hour (mph), however, in the town center, the posted speed limit is reduced to 25 miles per hour (mph). Land use along Main Street consists mostly of residential and commercial uses.

EXISTING TRAFFIC VOLUMES

In order to determine existing traffic-volume demands and flow patterns within the study area, manual turning movement counts (TMCs) and vehicle classification counts were conducted on Thursday, September 13, 2018, during the weekday morning (7:00 to 9:00 AM), and weekday evening (4:00 to 6:00 PM) peak periods at each study area intersection. At the time of traffic counts all schools were in session.

Seasonal Adjustment

In order to determine whether traffic volumes collected in September are representative of average annual conditions, historical traffic data collected by MassDOT were examined. Based on a review of seasonal adjustment factors collected by MassDOT for urban arterials and collectors, September traffic volumes are approximately 3.0 percent above average-month conditions and, therefore, the traffic counts that form the basis of this assessment were not adjusted downward in order to provide a conservative (above-average) analysis condition. The 2018 Existing traffic volumes are summarized in Table 1, with the weekday morning and evening peak-hour traffic volumes graphically depicted on Figure 3.

Table 1
EXISTING ROADWAY TRAFFIC-VOLUME SUMMARY

Location	Daily Volume (vpd) ^a	Weekday Morning Peak Hour (7:00 – 8:00 AM)			Weekday Afternoon Peak Hour (5:00 – 6:00 PM)		
		Volume (vph) ^b	Percent of Daily Traffic ^c	Predominant Flow	Volume (vph)	Percent of Daily Traffic	Predominant Flow
Pound Street east of South Street	4,100	493	12.0	77%EB	436	10.6	72%WB

^aTwo-way daily traffic expressed in vehicles per day; from ATR Counts September 2018.

^bManual turning movement counts conducted in September 2018.

^cThe percent of daily traffic that occurs during the peak hour.

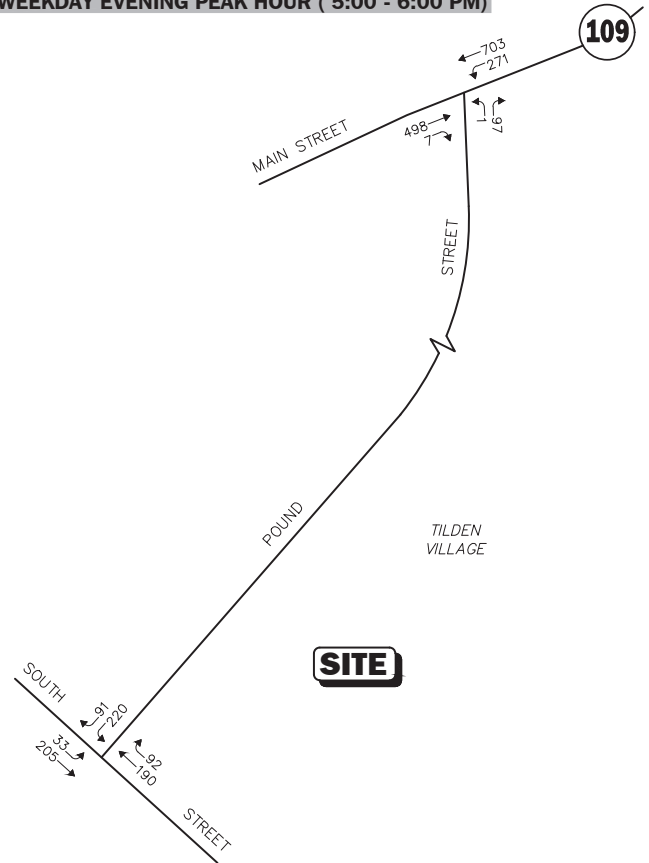
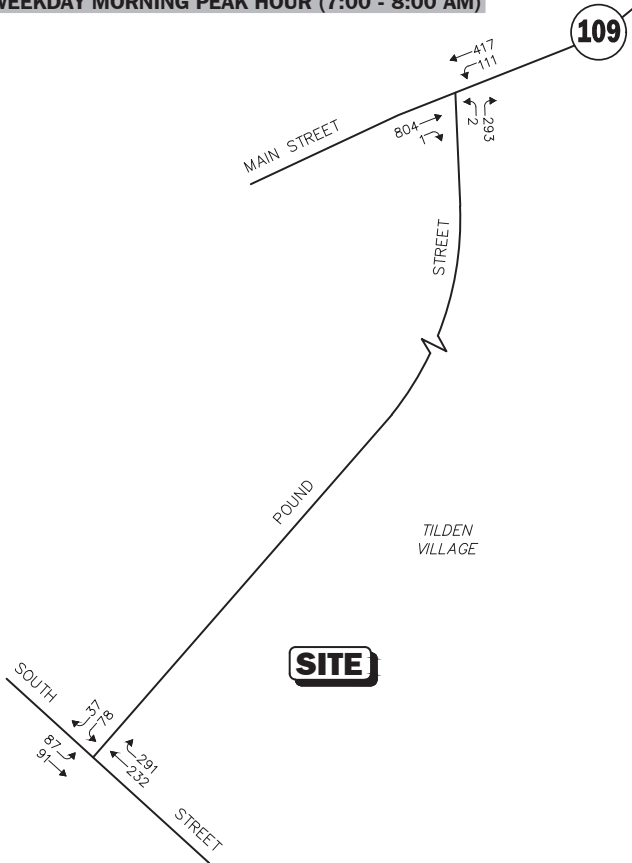
EB= eastbound, WB= westbound

As can be seen in Table 1, Pound Street, east of South Street, was found to accommodate approximately 4,100 vehicles per day (vpd) with 493 vehicles per hour (vph) during the weekday morning peak hour and 436 vph during the weekday evening peak hour. The predominance flow on Pound Street east of South Street during the weekday morning is in the eastbound and during the weekday evening is in the westbound direction.

Transportation Impact Assessment - Proposed Residential Development - Medfield - Massachusetts

WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM)

WEEKDAY EVENING PEAK HOUR (5:00 - 6:00 PM)



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale



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Transportation Engineers & Planners

Figure 3

2018 Existing
Peak Hour Traffic Volumes

A review of the peak-period traffic counts indicate that the weekday morning peak hour generally occurs between 7:00 and 8:00 AM, with the weekday evening peak hour, generally occurring between 5:00 and 6:00 PM.

PEDESTRIAN AND BICYCLE FACILITIES

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in September 2018. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study area roadways and at the study area intersections. In general, sidewalks are provided along the southern side of Pound Street, west side of Robert Sproul Road, along both sides of South Street between Main Street and Pound Street and along both sides of Main Street to the west of the study area within the town center, as depicted in Figure 2. The site is very walkable, and the existing sidewalk network provides safe and convenient connections to Main Street and to downtown area. Painted crosswalks are provided at the major intersections. No bicycle facilities were noted in the area.

PUBLIC TRANSPORTATION

Public transportation services are not provided within the immediate study area. However, The MBTA commuter rail Franklin Line at the Walpole station is the closest station to the proposed development. The station is located approximately 3.5 miles south of the site. The MBTA Franklin Line operates Monday through Friday from 5:00 AM to 1:00 AM and Saturdays and Sundays from 6:43 to 12:00 AM. Commuter Rail Zone 4 Fares are \$8.25 one way and \$263.00 Monthly Pass.

In addition, the MBTA provides The RIDE paratransit services to eligible people who cannot use fixed-route transit (bus, subway, trolley) all or some of the time because of physical, cognitive or mental disability in compliance with the ADA. Additionally, transportation services for seniors are provided through the Medfield Council on Aging (COA). The COA provides transportation services by appointment for doctor's appointments, local grocery shopping, and local errands.

MOTOR VEHICLE CRASH DATA

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2012 through 2016 inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, and severity, and is presented in Table 2.

Table 2
MOTOR VEHICLE CRASH DATA SUMMARY^a

Scenario	Main Street (Route 109) at Pound Street ^d (Unsignalized)	South Street at Pound Street ^d (Unsignalized)
<i>Year:</i>		
2012	1	0
2013	4	0
2014	0	0
2015	1	0
<u>2016</u>	<u>4</u>	<u>1</u>
Total	10	1
Average ^b	2.00	0.20
Crash Rate ^c	0.37	0.07
Significant ^d	No	No
<i>Type:</i>		
Angle	1	0
Rear-End	7	0
Head-On	0	0
Sideswipe	0	0
Fixed Object	2	1
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>
Total	10	1
<i>Time of Day:</i>		
Weekday (7:00-9:00 AM)	1	1
Weekday (4:00-6:00 PM)	0	0
<u>Remainder of Day</u>	<u>9</u>	<u>0</u>
Total	10	1
<i>Lighting Conditions:</i>		
Daylight	7	1
Dawn/Dusk	0	0
Dark (lit)	2	0
Dark (unlit)	1	0
<u>Unknown</u>	<u>0</u>	<u>0</u>
Total	10	1
<i>Pavement Conditions</i>		
Dry	4	0
Wet	6	1
Snow	0	0
Icy	0	0
<u>Unknown (Other)</u>	<u>0</u>	<u>0</u>
Total	10	1
<i>Severity:</i>		
Property Only	5	1
Injury Accident	5	0
Fatal Accident	0	0
Hit and Run	0	0
<u>Other</u>	<u>0</u>	<u>0</u>
Total	10	1

^aSource: MassDOT, 2012 through 2016.

^bAverage crashes over five-year period.

^cCrash rate per million entering vehicles (mev).

^dUnsignalized intersections are significant if rate >0.61 crashes per million vehicles

As summarized in Table 2, the locations that experienced the highest number of reported collisions were the intersection of Main Street (Route 109) at Pound Street. A total of 10 motor vehicle collisions were reported at this location over the five-year review period, averaging 2.0 accidents per year. The majority of accidents involved property damage only (5 out of 10), occurred on wet pavement (6 out of 10), and involved rear-end type of collision (7 out of 10). The motor vehicle crash rate at the intersection of Main Street (Route 109) at Pound Street (0.37) falls significantly below the MassDOT average (0.61 for unsignalized intersections in District 3). The motor vehicle crash rate at the intersection of South Street and Pound Street (0.07) also falls significantly below the MassDOT average. These intersections were not listed on the Highway Safety Improvement Program (HSIP). No fatalities were reported at these intersections over the five-year review period.

SPOT SPEED MEASUREMENTS

Vehicle travel speed measurements were performed on Pound Street in the vicinity of the project site. Table 3 summarizes the vehicle travel speed measurements.

Table 3
VEHICLE TRAVEL SPEED MEASUREMENTS

	Pound Street Westbound	Pound Street Eastbound
Mean Travel Speed (mph)	31	33
85 th Percentile Speed (mph)	36	38
Posted Speed Limit (mph)	Not Posted	Not Posted

mph = miles per hour.

As can be seen in Table 3, the mean (average) vehicle travel speed Pound Street, in the vicinity of the project site, was found to be approximately 31 mph in the westbound direction and 33 mph in the eastbound direction. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be approximately 36 mph in the westbound direction and 38 mph the eastbound direction.

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2025, which reflects a seven-year planning horizon consistent with State Traffic Study Guidelines. Independent of the Project, traffic volumes on the roadway network in the year 2025 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon this 2025 No-Build traffic network reflect the 2025 Build conditions with the Project.

FUTURE TRAFFIC GROWTH

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic. However, the drawback of this procedure is that the potential growth in population and development external to the study area would not be accounted for in the traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

GENERAL BACKGROUND TRAFFIC GROWTH

Traffic-volume data compiled by MassDOT from permanent count stations and historical traffic counts in the area were reviewed in order to determine general background traffic growth trends. Based on a review of this data and other area traffic studies, it was determined that the traffic volumes are increasing in the area by approximately 0.8 percent per year, but a 1.0 percent per year compounded annual background traffic growth rate was used in order to conservatively account for future traffic growth and presently unforeseen development within the study area.

SPECIFIC DEVELOPMENT BY OTHERS

The town of Medfield was contacted in order to determine if there are any planned or approved specific development projects within the area that would have an impact on future traffic volumes at the study intersections. Based on these discussions the following projects were identified for inclusion in this assessment.

- **353-363 Main Street – Assisted Living Community** - This project consists of the construction of a 78- units of Assisted Living Community to be located at 353-363 Main Street in Medfield, Massachusetts. It is important to note that this project was recently denied by the ZBA and is in appeals with land court. Traffic volumes associated with development were obtained from the respective traffic study.

No other developments were identified that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

ROADWAY IMPROVEMENT PROJECTS

The town of Medfield was contacted in order to determine if there are any planned roadway improvement projects expected to be completed within the study area. Based on these discussions, no roadway improvement projects were identified in the study area.

NO-BUILD TRAFFIC VOLUMES

The 2025 No-Build peak-hour traffic-volume networks were developed by applying the 1.0 percent per year compounded annual background traffic growth rate to the 2018 Existing peak-hour traffic volumes plus the background development identified. No additional growth resulting from the proposed 353-363 Main Street project were included, since the ZBA has denied the project. However, adding the development to the 2025 No-build and 2025 build projections would not significantly impact the traffic flow or delays and would not change the conclusions of this report. The resulting 2025 No-Build weekday morning, and weekday evening peak-hour traffic volume networks are shown on Figures 4.

PROJECT-GENERATED TRAFFIC

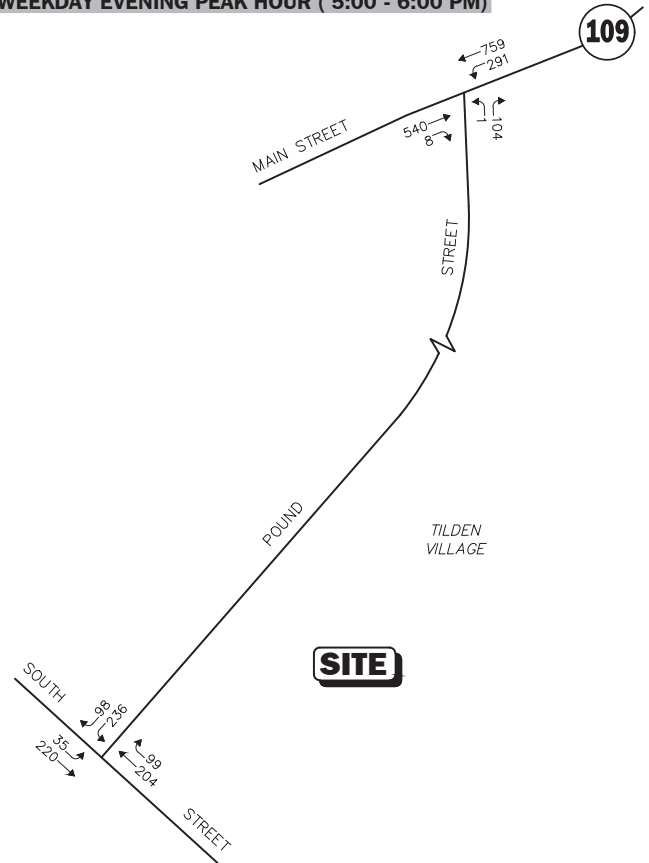
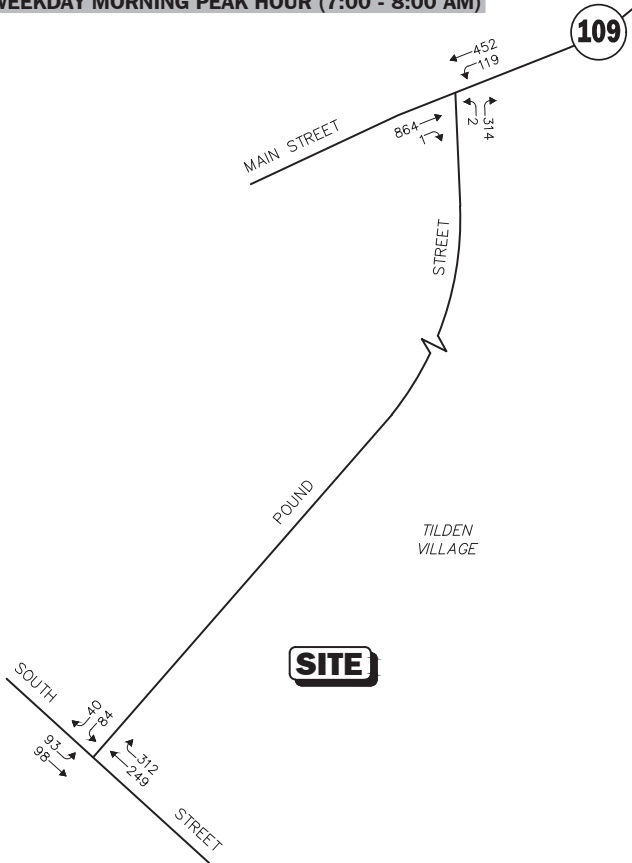
The Project will entail the construction of 45 Senior Adult housing units. In order to develop the traffic characteristic, a similar type of residential development (Tilden Village Housing Authority) located off Pound Street was monitored and actual counts taken during the morning and evening peak hours. The existing Housing Authority average trip rate was established and compared to the Institute of Transportation Engineers (ITE)³ Trip Generation manual for similar land use as that proposed project. ITE Land Use Code (LUC) 252, *Senior Adult Housing - Attached* was used for comparison. A summary of the expected vehicle trip generation is summarized in Table 4 and 5. In each case, to be conservative, the highest trip rate between the Housing Authority property and the ITE rates were used.

³*Trip Generation*, 10th Edition; Institute of Transportation Engineers; Washington, DC; 2017.

Transportation Impact Assessment - Proposed Residential Development - Medfield - Massachusetts

WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM)

WEEKDAY EVENING PEAK HOUR (5:00 - 6:00 PM)



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale



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Figure 4

2025 No-Build
Peak Hour Traffic Volumes

Table 4
TRIP GENERATION RATE COMPARISON

Time Period/ Directional Distribution	Existing Tilden Village Senior Housing (60-units) ^a	Trip Rates		Rate Used
		Trip Rate from existing senior House per unit ^a	(ITE) Trip Rate per unit ^b	
Weekday Daily	--	--	3.47	3.47
<i>Weekday Morning Peak Hour:</i>				
Entering	2	0.03	0.07	0.07
<u>Exiting</u>	<u>3</u>	<u>0.05</u>	<u>0.13</u>	<u>0.13</u>
Total	5	0.08	0.20	0.20
<i>Weekday Evening Peak Hour:</i>				
Entering	6	0.10	0.15	0.10
<u>Exiting</u>	<u>12</u>	<u>0.20</u>	<u>0.14</u>	<u>0.20</u>
Total	18	0.30	0.29	0.30

^a Manual turning movement counts conducted in September 2018.

^b Based on ITE LUC 252 – Senior Adult Housing

Table 4 summarize a comparison of the Tilden Village and the ITE trip rates, as well as, the trip rates utilized which were the highest rates from the comparison. Based upon comparison, the highest rates of weekday daily (3.47 per unit) and the weekday morning (0.20 per unit) utilized were obtained from ITE and the highest rate from weekday evening (0.30 per unit) utilized were obtained from Tilden Village.

Table 5
TRIP GENERATION SUMMARY^a

Time Period/ Directional Distribution	Trip Rate per unit	Proposed Vehicle Trips Senior Adult Housing (45-unit)
Weekday Daily	3.47 ^b	156
<i>Weekday Morning Peak Hour:</i>		
Entering	0.07	3
<u>Exiting</u>	<u>0.13</u>	<u>6</u>
Total	0.20 ^b	9
<i>Weekday Evening Peak Hour:</i>		
Entering	0.10	5
<u>Exiting</u>	<u>0.20</u>	<u>9</u>
Total	0.30 ^a	14

^a Based Tilden Village

^b Based on ITE LUC 252 – Senior Adult Housing 45 Units

As shown in table 5, the 45 apartment units will conservatively generate approximately 9 vehicle trips (3 entering and 9 exiting) during the weekday morning peak hour (approximately one vehicle every 6 to 7 minutes), and 14 vehicle trips (5 entering and 9 exiting) during the weekday evening peak hour (approximately one vehicle every 4 to 5 minutes). These are one-hour projections and many trips, including work trips, can occur outside the peak hours. On a daily basis, the project will generate 156 trips (78 entering and 78 exiting).

TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution of generated trips to and from the Project was determined based on a review of existing travel patterns at the study intersections and is summarized in Table 6. In general, 70 percent to the east of the project site traffic is expected travel to and from Main Street (Route 109); 10 percent to the north and 20 percent to the south of the project site traffic is expected travel to and from South Street; The trip distribution is depicted in Figure 5. The weekday morning and weekday evening peak-hour traffic volumes expected to be generated by the Project were assigned on the study area roadway network as shown on Figures 6.

Table 6
TRIP-DISTRIBUTION SUMMARY

Roadway	Direction (To/From)	Percent
Main Street (Route 109)	East	70%
South Street Southbound	North	20%
South Street Northbound	South	10%
TOTAL		100%

FUTURE TRAFFIC VOLUMES - BUILD CONDITION

The 2025 Build condition networks consist of the 2025 No-Build traffic volumes with the anticipated Project-generated traffic added to them. The 2025 Build weekday morning and weekday evening peak-hour traffic volume networks are graphically depicted on Figures 7.

A summary of peak-hour projected traffic-volume increases external to the study area that is the subject of this assessment is shown in Table 7. These volumes are based on the expected increases from the Project.

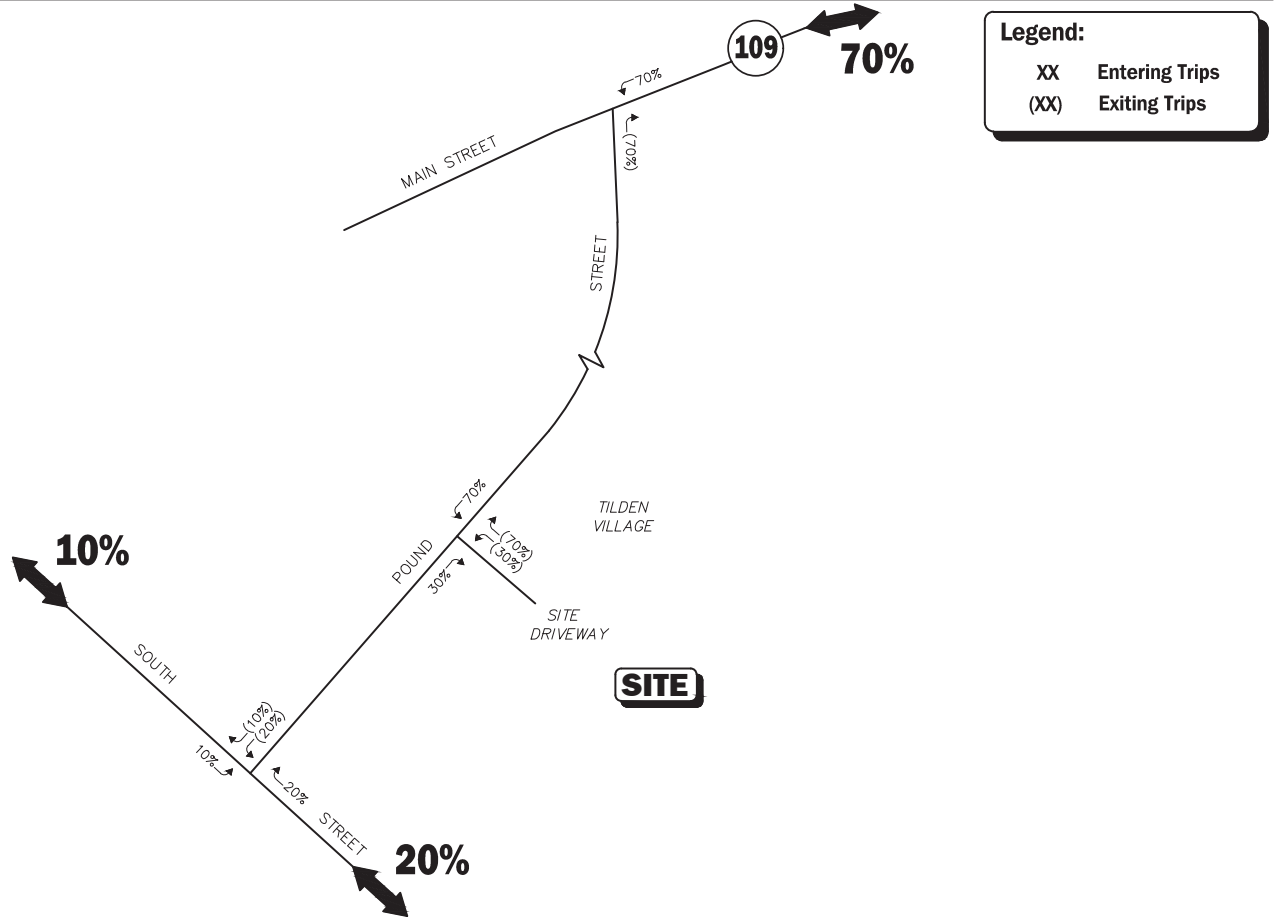
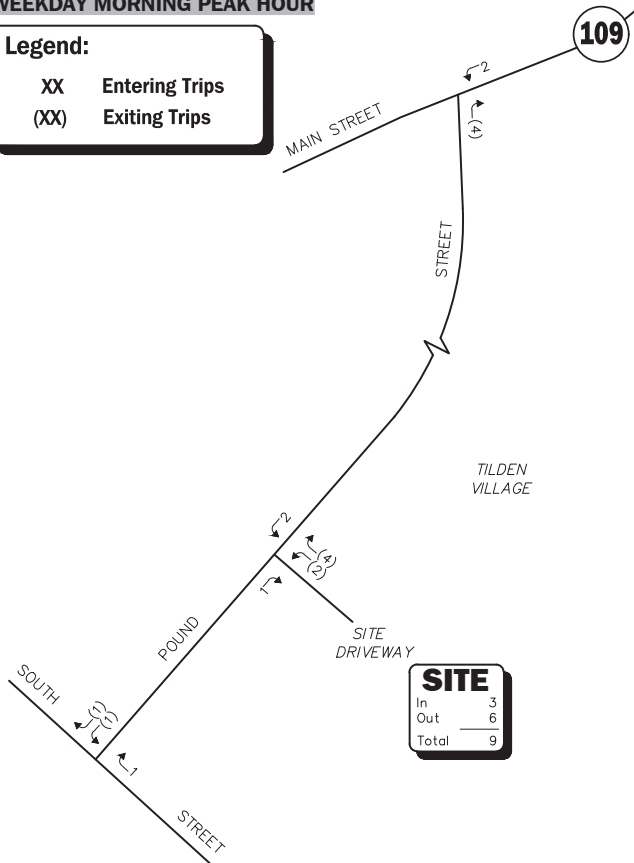


Figure 5
 Trip Distribution Map

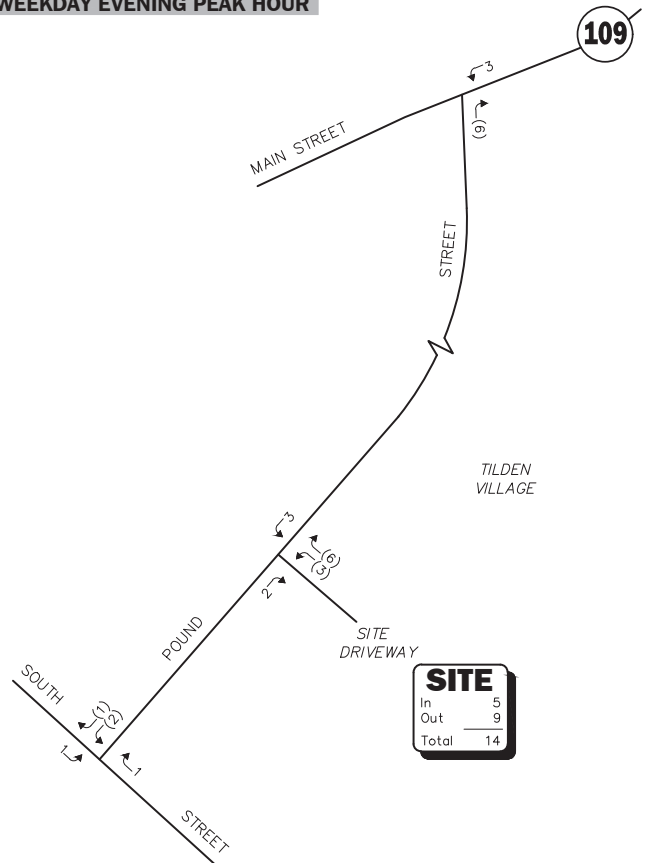
WEEKDAY MORNING PEAK HOUR

Legend:

XX Entering Trips
(XX) Exiting Trips



WEEKDAY EVENING PEAK HOUR



Not To Scale

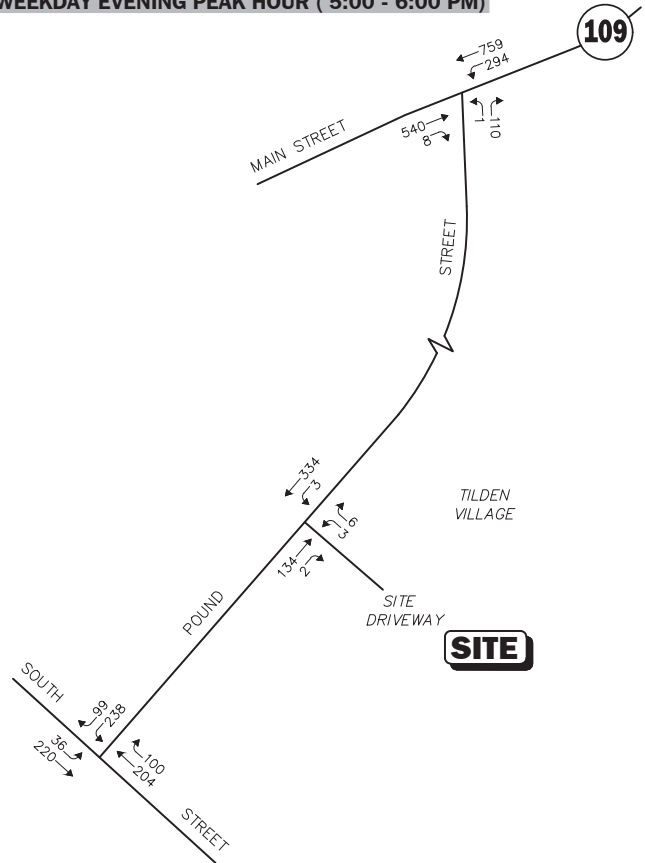
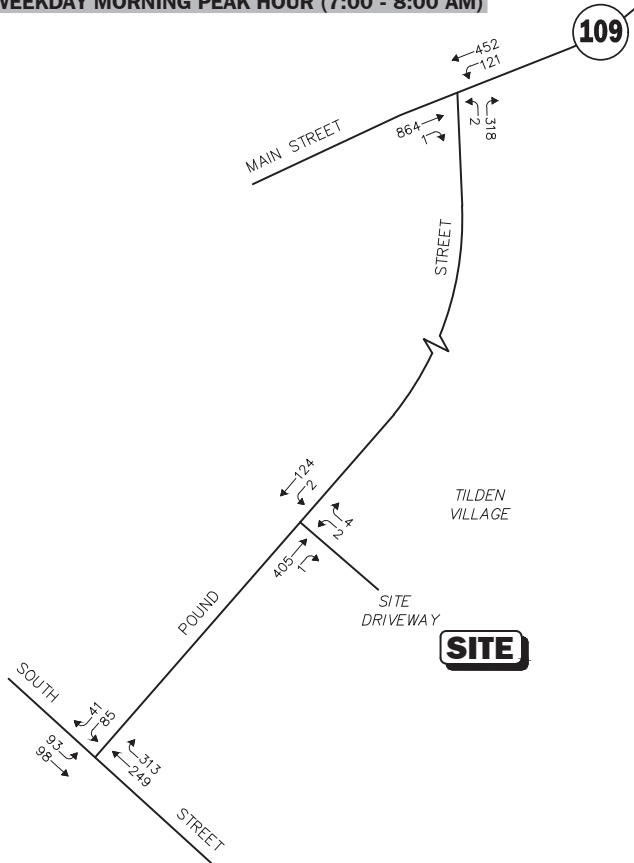
Figure 6

Trip Generation
Peak Hour Traffic Volumes

Transportation Impact Assessment - Proposed Residential Development - Medfield - Massachusetts

WEEKDAY MORNING PEAK HOUR (7:00 - 8:00 AM)

WEEKDAY EVENING PEAK HOUR (5:00 - 6:00 PM)



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 7

2025 Build
Peak Hour Traffic Volumes

Table 7
PEAK HOUR TRAFFIC-VOLUME INCREASES

Location/Peak Hour	2025 No-Build	2025 Build	Traffic Volume Increase Over No-Build	Percent Increase Over No-Build
<i>Main Street (Route 28), east of Pound Street:</i>				
Weekday Morning	1,749	1,755	6	0.3
Weekday Evening	1,694	1,703	9	0.5
<i>South Street, south of Pound Street:</i>				
Weekday Morning	743	745	2	0.3
Weekday Evening	759	762	3	0.4

As shown in Table 7, in comparison to future No-Build conditions, project-related traffic increases are minimal, projected to range between 2 to 9 vehicles during peak hours (approximately one vehicle every 6 to 7 minutes), with traffic percent increases ranging from 0.3 percent to 0.5 percent.

SIGHT DISTANCE EVALUATION

Sight distance measurements were performed at the proposed Site driveway onto Pound Street in accordance with MassDOT and American Association of State Highway and Transportation Officials (AASHTO)⁴ standards. In brief, stopping sight distance (SSD) is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. In accordance with AASHTO and MassDOT standards, at a minimum, sufficient SSD must be provided at an intersection for safe operation. Table 8 presents the measured sight distances at the proposed site driveway intersection with Pound Street.

Table 8
SIGHT DISTANCE MEASUREMENTS

Intersection/Sight Distance	Required Minimum (Feet) ^a			Measured (Feet)
	30 mph	35 mph	40 mph	
Pound Street at Site Driveway				
<i>Exiting Sight Distance:</i>				
Looking west	200	250	305	425
Looking east	200	250	305	500+

As can be seen in Table 8, the available lines of sight for motorists exiting onto Pound Street significantly exceed the recommended minimum sight distance to function in a safe manner based on the appropriate approach speeds on Pound Street. Pound Street does not have a posted speed; however, the 85th percentile speed of 36 and 38 mph for the street was used in calculations. As shown above, a clear line of sight is provided to Pound Street from the Project site driveway.

⁴ *A Policy on Geometric Design of Highway and Streets*, 6th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2011.

TRAFFIC OPERATIONS ANALYSIS

Measuring existing and future traffic volumes quantify traffic flow within the study area. To assess the quality of flow, roadway capacity and vehicle queue analyses were conducted under Existing, No-Build and Build traffic-volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

METHODOLOGY

Levels of Service

A primary result of capacity analyses is the assignment of the level of service to traffic facilities under various traffic-flow conditions. The concept of level of service 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 the 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 type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F representing 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 on the time of day, day of week, or period of year.

Unsignalized Intersections

The six levels of service for unsignalized intersections may be described as follows:

- *LOS A* represents a condition with little or no control delay to minor street traffic.
- *LOS B* represents a condition with short control delays to minor street traffic.
- *LOS C* represents a condition with average control delays to minor street traffic.
- *LOS D* represents a condition with long control delays to minor street traffic.
- *LOS E* represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
- *LOS F* represents a condition where minor street demand volume exceeds the capacity of an approach lane, with extreme control delays resulting.

The levels of service of unsignalized intersections are determined by application of a procedure described in the 2010 *Highway Capacity Manual*.⁵ Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay includes the effects of the initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the 2010 *Highway Capacity Manual*. Table 9 summarizes the relationship between level of service and average control delay for two-way stop controlled and all-way stop controlled intersections.

Table 9
LEVEL-OF-SERVICE CRITERIA FOR
UNSIGNALIZED INTERSECTIONS^a

Level-of-Service by Volume-to-Capacity Ratio		Average Control Delay (Seconds Per Vehicle)
$v/c \leq 1.0$	$v/c > 1.0$	
A	F	≤ 10.0
B	F	10.1 to 15.0
C	F	15.1 to 25.0
D	F	25.1 to 35.0
E	F	35.1 to 50.0
F	F	> 50.0

^aSource: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010; page 19-2.

⁵*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

ANALYSIS RESULTS

Level-of-service and vehicle queue analyses were conducted for 2018 Existing, 2025 No-Build and 2025 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized for unsignalized intersections in Table 10, with the detailed analysis results presented in the Appendix. The following is a summary of the level-of-service and delay analyses for the intersections within the study area:

Unsignalized Intersections

Main Street (Route 109) at Pound Street

The critical movements at this unsignalized intersection operate at LOS F (Turns from Pound Street onto Main Street) during the weekday morning and at LOS B (Turns from Pound Street onto Main Street) during weekday evening peak hours, under all conditions. This is typical of a Main Street unsignalized location. It is noteworthy that the LOS remains the same under the future no-build and build conditions. The project impact on queues and delays will be minimal.

South Street at Pound Street

Under the Existing condition, the critical movements at this unsignalized intersection operate at LOS C (turns from Pound Street) during the weekday morning and weekday evening peak hours. Under future conditions, the critical movements at this unsignalized operate at LOS C (turns from Pound Street) during the weekday morning peak hour and LOS D (turns from Pound Street) during weekday evening peak hours. It is noteworthy that the LOS remains the same under the future no-build and build conditions. The project impact on queues and delays will be minimal.

Pound Street at Site Driveway

The critical movements at this unsignalized intersection operate at LOS B (Turns from Site Driveway) during the weekday morning and weekday evening peak hours, which is acceptable for a driveway with delays exiting the property in any direction which are projected not to exceed 11 seconds.

Table 10
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/ Peak Hour/Movement	2018 Existing				2025 No-Build				2025 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue 95 th Percentile	Demand	Delay	LOS	Queue 95 th Percentile	Demand	Delay	LOS	Queue 95 th Percentile
Main Street (Route 109) at Pound Street												
Weekday Morning:												
Main Street WB LT	111	10.6	B	0.6	119	11.1	B	0.7	121	11.1	B	0.8
Pound Street NB LT/RT	295	>50.0	F	12.0	316	>50.0	F	16.6	320	>50.0	F	17.0
Weekday Evening:												
Main Street WB LT	271	9.9	A	1.2	291	10.4	B	1.4	294	10.4	B	1.3
Pound Street NB LT/RT	98	13.4	B	0.7	105	14.2	B	0.8	111	14.4	B	0.9
South Street at Pound Street												
Weekday Morning:												
Pound Street WB LT RT	115	19.4	C	1.8	124	22.2	C	2.2	126	22.4	C	2.3
South Street SB LT	87	9.1	A	0.3	93	9.3	A	0.4	93	9.3	A	0.4
Weekday Evening:												
Pound Street WB LT RT	311	24.3	C	4.5	334	30.6	D	6	337	31.3	D	6.1
South Street SB LT	33	8.1	A	0.1	35	8.2	A	0.1	36	8.2	A	0.1
Pound Street at Site Driveway												
Weekday Morning:												
Pound Street WB LT	--	--	--	--	--	--	--	--	2	8.2	A	0
Site Driveway NB LT RT	--	--	--	--	--	--	--	--	6	11.4	B	0
Weekday Evening:												
Pound Street WB LT	--	--	--	--	--	--	--	--	3	7.5	A	0
Site Driveway NB LT RT	--	--	--	--	--	--	--	--	9	10.0	B	0

^aDemand in vehicles per hour.

^bControl delay per vehicle in seconds.

^cLevel-of-Service.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound;

LT = left-turning movements; TH = through movements; RT = right-turning movements.

CONCLUSIONS AND RECOMMENDATIONS

Vanasse & Associates, Inc. (VAI) has prepared this Transportation Impact Assessment (TIA) in order to evaluate the potential traffic impacts associated with the proposed residential development to be located 30 Pound Street in Medfield, Massachusetts (the “Project”). The Project will consist of the development of 45 Senior Adult housing units with a total of approximately 62 parking spaces of which eight (8) spaces will be land banked. Access to the Project will be provided by way of one full access driveway onto Pound Street.

This study was prepared in consultation with the Town of Medfield and in accordance with the Massachusetts Department of Transportation (MassDOT) Guidelines for *Transportation Impact Assessment (TIA) Guideline*; and was conducted pursuant to the standards of the Traffic Engineering and Transportation Planning Professions for the preparation of such reports. Based on the results of this study, the following can be concluded:

- The Project will conservatively add 9 new vehicle trips (3 entering and 6 exiting) during the weekday morning peak hour (approximately one vehicle every 6 to 7 minutes), and 14 new vehicle trips (5 entering and 9 exiting) during the weekday evening peak hour (approximately one vehicle every 4 to 5 minutes).
- The site is very walkable, and the existing sidewalk network provides safe and convenient connections to Main Street and the downtown area.
- Project-related traffic increases in the area are expected to be between 0.3 to 0.5 percent during the peak hours.
- The analysis has indicated that the Project will result in minimal impact on motorist delays at the study intersections, as compared to future No-Build conditions.
- The proposed 62 parking spaces will adequately serve the site demand.
- The site driveway provides ample sight lines and will provide safe access and egress to the development.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with the implementation of the following recommendations.

RECOMMENDATIONS

The following improvements have been recommended, as part of this evaluation, to provide safe and efficient access to the Project.

Project Access

Access to the Project will be provided by way of one full access/egress driveway onto Pound Street. It is recommended that the site access driveway, be placed under STOP-sign control, with illumination provided. Signs and landscaping adjacent to the Project driveway and within the Project site should be designed and maintained so as not to restrict lines of sight. All signs and other pavement markings to be installed should conform to the specifications of the Manual on Uniform Traffic Devices (MUTCD).⁶

Travel Demand Management (TDM) Plan

Reducing the amount of traffic generated by the Project is an important component of the development plan. It is recommended that the following measures be implemented in an effort to reduce the number of vehicle trips generated:

- Provide a sidewalk connection from the site to Pound Street and to the adjacent Tilden Village – Medfield Housing Authority.
- Provide transportation services for seniors through the Medfield Council on Aging (COA).
- Bike racks should be provided on site.
- Information on car services such as Uber, ZipCars and Lyft should be posted at a centralized location.

The above strategies will encourage an alternative mode of travel by the residents.

CONCLUSIONS

As documented in this study, project-related traffic increases will not result in significant increases in overall traffic volumes or traffic delays within the study area. The project-related traffic can be adequately accommodated within the existing infrastructure with minimal impact on the traffic operations. The site driveway will provide safe access and egress to the development, as planned.

⁶*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.

November 21, 2018

Email (bmcmillin@newgatehousing.com)

Mr. Brian McMillin
NewGate Housing, LLC.
61 Blueberry Lane
Westwood, MA 02090

**RE: Environmental Resources
The Rosebay at Medfield
30 Pound Street
Medfield, Massachusetts**

[LEC File #: NGH\18-408.02]

Dear Mr. McMillin:

In response to your request, the following provides a brief description of existing conditions and environmental resources associated with The Rosebay at Medfield in Medfield, Massachusetts.

Background

The 2.6± acre site is located within the southern portion of the Medfield Housing Authority property located at 30 Pound Street in Medfield, Massachusetts. It is located west of Pound Street, north of South Street, and directly east of the Medfield High School. Single-family dwellings, associated residential development, and Medfield High School surround the site. The site contains mowed lawn along the northwestern frontage on Pound Street, and a 40± foot wide grass access road along the southwestern property boundary. The remainder of the site consists of upland forest dominated by oak (*Quercus* sp.) and a sparse deciduous understory. Topography on the site is relatively flat, with the exception of a shallow linear depression proximate to the High School.

The proposed development will include 45 age-restricted apartment units in a single residential building eligible to be counted on Medfield's Subsidized Housing Inventory for purposes of Chapter 40B. The building will also contain a community center, fitness center, computer lab, leasing and management office, supportive services office and consultation center, mail and package facilities, and maintenance facility. The proposed development also will include trash/recycling; outdoor recreation amenities such as picnic areas, community gardens, and a rooftop garden deck; and related parking, utilities, infrastructure, and landscaping improvements. Municipal sewer and other utility connections are available along the Pound Street Frontage.

Massachusetts Environmental Policy Act

It is our understanding that in the context of the MEPA Regulations at 301 CMR 11.00, your project involves state 'Financial Assistance' which can be considered Agency Action. However, based on our review of the proposed work and thresholds enumerated in Section 301 CMR 11.03, your project will not require the filing of an Environmental Notification Form or any review under MEPA.



Historic and Archaeological

An on-line search of the Massachusetts Cultural Resource Information System (MACRIS) was conducted for the project site, any structure/building, and the area. According to MACRIS, the property does not contain State listed historically significant resources, state listed archaeologically significant, federally listed historic, or archaeologically significant resources or districts.

FEMA Floodplain Designation

According to the July 17, 2012 *Federal Emergency Management Agency Flood Insurance Rate Map (FEMA FIRM)* for Norfolk County, Massachusetts (Community Panel Number 25021C0166E, Panel 166 of 430), the property is not located within a mapped floodplain.

Wetlands

Based on our November 15, 2018 site visit and review of the MassGIS DEP wetlands data layer (Figure 3), and the July 25, 2018 Preliminary Site Plan prepared by Merrikin Engineering, LLP, there are no Wetland Resource Areas protected under the federal *Clean Water Act* (33 U.S.C. 1344, §.401 and 404), the *Massachusetts Wetlands Protection Act* (M.G.L. c. 131, §. 40), or the Town of Medfield *Wetlands Bylaw* (Chapter 290) located on or near the property.

Rare Species

According to the current *Massachusetts Natural Heritage Atlas 14th Edition* (August 1, 2017 Edition), published by the Natural Heritage & Endangered Species Program and the MassGIS data layer (Figure 3), the property is not mapped within Priority Habitats of Rare Species or Estimated Habitats for Rare Wildlife protectable under the *Massachusetts Endangered Species Act* (MGL c. 131 §. 23).

Should you have any questions, we may be contacted in the Wakefield Office at 781-245-2500 or at amarton@lecenvironmental.com or jhoogeboom@lecenvironmental.com.

Sincerely,

LEC Environmental Consultants, Inc.

Ann M. Marton
Director of Ecological Services

Julia A. Hoogeboom
Wetland Specialist

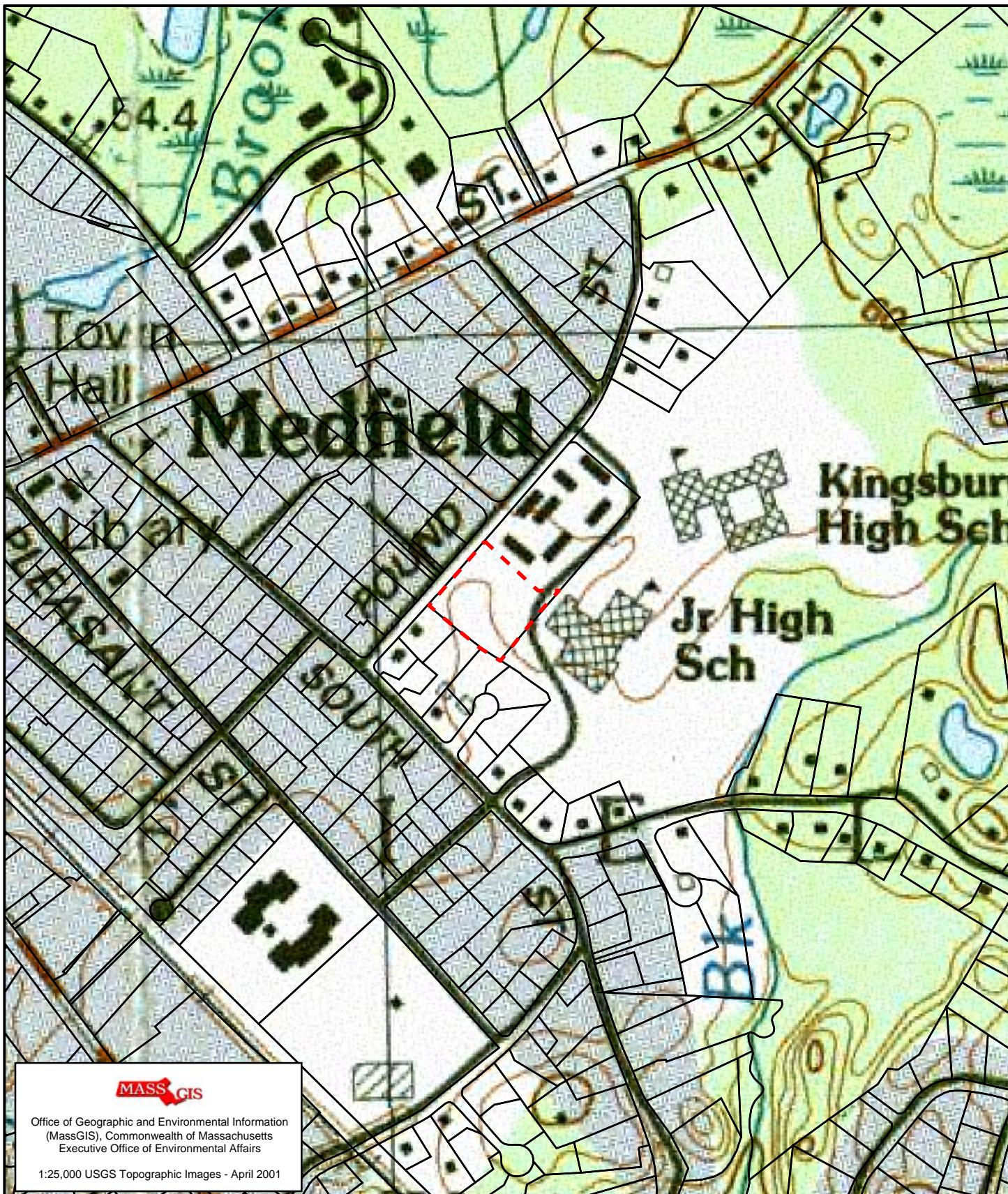
amm: 18-408 NGH\Environmental Resources Letter

Attachments

Figure 1: USGS Topographic Map

Figure 2: FEMA Flood Insurance Rate Map
Community Panel Number 25021C0166E
Dated July 17, 2012

Figure 3: MassGIS Orthophoto with NHESP, MassDEP
Wetlands, and ACEC Data Overlays



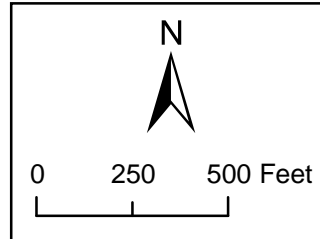
Environmental Consultants, Inc.

Wakefield, MA
781.245.2500

www.lecenvironmental.com

The Rosebay at Medfield
30 Pound Street
Medfield, MA

November 8, 2018

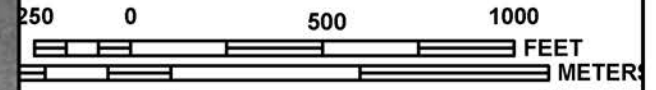


217000 M

JOINS PANEL 0158



MAP SCALE 1" = 500'



NFP

PANEL 0166E

FIRM

FLOOD INSURANCE RATE MAP
NORFOLK COUNTY,
MASSACHUSETTS
(ALL JURISDICTIONS)

PANEL 166 OF 430

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MEDFIELD, TOWN OF	250242	0166	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.



MAP NUMBER
25021C0166E
EFFECTIVE DATE
JULY 17, 2012

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

LEGEND



SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE A99 Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.



FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.



OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.



OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.



COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS



OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.



1% Annual Chance Floodplain Boundary



0.2% Annual Chance Floodplain Boundary



Floodway boundary



Zone D boundary



CBRS and OPA boundary



Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities.



(EL 987)

Base Flood Elevation line and value; elevation in feet*

Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988



Cross section line



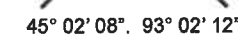
Transect line



Culvert



Bridge



Geographic coordinates referenced to the North American Datum of 1983 (NAD 83) Western Hemisphere

4989000 M

1000-meter ticks: Massachusetts State Plane Mainland Zone (FIPS Zone 2001), Lambert Conformal Conic projection

4989000m N

1000-meter Universal Transverse Mercator grid values, zone 19N

DX5510



Bench mark (see explanation in Notes to Users section of this FIRM panel)

* M1.5

River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
July 17, 2012

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL



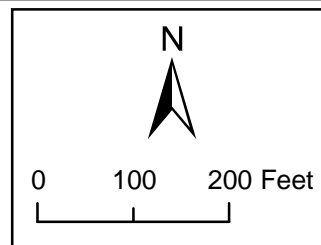
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The Rosebay at Medfield
30 Pound Street
Medfield, MA

November 8, 2018



THE ROSEBAY AT MEDFIELD

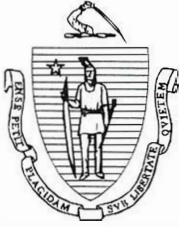
PROJECT ELIGIBILITY

Section 5(a)(vii), (viii), (xiii) of the ZBA Rules and Section 56.05(g) of the 40B Regulations require an application for a Comprehensive Permit under M.G.L. Chapter 40B to include certain materials showing that the applicant fulfills the requirements for receiving a written determination of “Project Eligibility” from a subsidizing agency under Section 56.04(1) of the 40B Regulations.

Accordingly, this application includes the attached copy of the letter of determination of Project Eligibility issued by the Massachusetts Department of Housing and Community Development, dated December 31, 2018 (the “*PEL*”).

Pursuant to Section 56.04(6) of the 40B Regulations, the issuance of the determination of Project Eligibility is considered to be conclusive evidence that the proposed development and the Applicant have satisfied the Project Eligibility requirements set forth in Section 56.04(1) of the 40B Regulations.

During its review of the Applicant’s project eligibility application, DHCD received comments from Medfield Town Officials and Medfield residents regarding the conceptual design for the proposed development. NewGate agreed to meet with a group of Medfield Town Officials to discuss the design and address those comments prior to the submission of a Comprehensive Permit application. As a result of those very productive meetings, the Applicant made several changes to its proposed design for The Rosebay, and on June 10, 2019, provided a notice of the changes in its proposal for The Rosebay to DHCD under Section 56.04(5) of the 40B Regulations. Pursuant to Section 56.04(5) of the 40B Regulations, DHCD has 15 days to determine whether such changes in a proposal are substantial with reference to the project eligibility requirements, and, if DHCD does not respond, it is deemed to be a finding that the changes are not substantial. DHCD did not respond to the Applicant’s notice of changes in its proposal within 15 days and, therefore, the changes are not substantial pursuant to Section 56.04(5) of the 40B Regulations.



Commonwealth of Massachusetts
**DEPARTMENT OF HOUSING &
COMMUNITY DEVELOPMENT**

Charles D. Baker, Governor ♦ Karyn E. Polito, Lt. Governor ♦ Janelle L. Chan, Undersecretary

December 31, 2018

Brian McMillin
Rosebay at Medfield Limited Partnership
c/o NewGate Housing LLC
61 Blueberry Lane
Westwood, MA 02090

RE: The Rosebay at Medfield - Medfield, MA– Project Eligibility Letter

Dear Mr. McMillin:

I am writing to inform you that your application for project eligibility determination for the proposed The Rosebay at Medfield project located in Medfield, Massachusetts, has been approved under the Low Income Housing Tax Credit (LIHTC) program. The property is located at the vacant southwest portion of the Medfield Housing Authority property located at 30 Pound Street in Medfield, Massachusetts. This approval indicates that the proposed plan is for 45 units, all of which are affordable (100%) at no more than 60% of area median income. The proposed development will consist of 37 one-bedroom and 8 two-bedroom units and the rental structure as described in the revised application received via e-mail by DHCD on September 19, 2018 is generally consistent with the standards for affordable housing to be included in the community's Chapter 40B affordable housing stock. This approval does not constitute a guarantee that LIHTC resources will be allocated to The Rosebay at Medfield project. It does create a presumption of fundability under 760 CMR 56.04, and permits Rosebay at Medfield Limited Partnership (the "Applicant") to apply to the Medfield Zoning Board of Appeals for a comprehensive permit. The applicant should note that a One Stop submission for funding for this project must conform to all Department of Housing and Community Development (DHCD) program limits and requirements in effect at the time of submission.

As part of the review process, DHCD has made the following findings:

1. The proposed project appears generally eligible under the requirements of the Low Income Housing Tax Credit program. All assisted units are proposed as LIHTC.
2. DHCD has performed an on-site inspection of the proposed Medfield project and has determined that the proposed site is an appropriate location for the project. The site is undeveloped, vacant land surrounded by the Tilden Village housing development, Medfield school property, and a single family property.

3. The proposed housing design is appropriate for the site. The proposed structure will contain an elevator, and will fill a need for accessible housing in the community. The design appears generally appropriate as a moderately-sized multi-family development. We anticipate design refinement during the public process, which will include a plan to minimize the traffic impact.
4. The proposed project appears financially feasible in the context of the Medfield housing market.
5. The revised proforma supplied to DHCD via e-mail on September 19, 2018 for the project appears financially feasible and consistent with the requirements for cost examination and limitations on profits on the basis of estimated development and operating costs. Please note again that a One Stop submission for funding for this project must conform to all DHCD program limits and requirements in effect at the time of submission. If federal LIHTC resources are allocated, the property would have a minimum of 30 years of use restrictions. If state LIHTC resources are allocated, the property would have a minimum of 45 years of use restrictions.
6. A third-party appraisal has been completed and reviewed by DHCD. The Low-Income Housing Tax Credit Program Guidelines state that the allowable acquisition value of a site with a comprehensive permit must be equal to or less than the value under pre-existing zoning, plus reasonable carrying costs.
7. Rosebay at Medfield Limited Partnership is a limited dividend organization, and meets the general eligibility standards of the Low Income Housing Tax Credit program.
8. The applicant controls the site through an executed Agreement for Option to Lease Real Estate with the Medfield Housing Authority, after a public Request for Proposals process.

In addition, DHCD received the attached comments from a couple of residents of Medfield and from the Town of Medfield's Board of Selectman during the review period. DHCD has considered such comments prior to issuing this determination of project eligibility. We expect the issues raised to be considered for further discussion amongst interested parties during the public process meetings.

The proposed The Rosebay at Medfield project will have to comply with all state and local codes not specifically exempted by a comprehensive permit. In applying for a comprehensive permit, the Applicant should identify all aspects of the proposal that will not comply with local requirements.

If a comprehensive permit is granted, construction of this project may not commence without DHCD's issuance of Final Approval pursuant to 760 CMR 56.04 (7) and an award of LIHTC funds. This project eligibility determination letter is not transferable to any other project sponsor or housing program without the express written consent of DHCD. When construction is complete, a Chapter 40B cost certification and an executed and recorded 40B Regulatory Agreement in compliance with DHCD's requirements pertaining to Chapter 40B must be submitted and approved by DHCD prior to the release of a Low-Income Housing Tax Credit Form 8609.

This letter shall expire two years from this date, or on December 31, 2020, unless a comprehensive permit has been issued.

We congratulate you on your efforts to work with the Town of Medfield to increase its supply of affordable housing.

Sincerely,

A handwritten signature in black ink, appearing to read 'Catherine Racer', with a long horizontal flourish extending to the right.

Catherine Racer
Associate Director

Cc: Mr. Michael J. Sullivan, Town Administrator, Town of Medfield
Mr. Michael Marcucci, Chairman, Medfield Board of Selectmen

Rebecca Frawley Wachtel,
DHCD Tax Credits and HOME Program Director
Department of Housing and Community Development
100 Cambridge Street, 3rd Floor
Boston, MA 02114

NOV 15 2013

Dear Ms. Frawley Wachtel,

I am writing to express my strong opposition to the Rosebay project on Pound street, Medfield, Massachusetts. To be clear, **I am opposed to the construction of any multi-unit apartment building in this location.**

It doesn't take a traffic study to conclude that Pound street is already extremely congested with traffic and pedestrians and that adding more residents and cars into the area will only make this bad situation even worse. Pound street is already burdened with two schools, Tilden Village and cut through traffic from both ends of Pound street. It seems unreasonable (and unsafe) to ask residents of Pound street (and Robert Sproul and Sanders Way) to contend with the addition of dozens of more vehicles and pedestrians into this area. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Gontar', with a long horizontal line extending to the right.

Russell Gontar
59 Pound Street
Medfield, MA 02052

Deirdre M. Murphy
Marc Freedgood
45 Pound Street
Medfield, MA 02052

December 4, 2018

Catherine Racer, Associate Director
Division of Housing and Development
Department of Housing and Community Development
100 Cambridge Street, Suite 300
Boston, MA 02114

Re: Project: The Rosebay at Medfield
Address: 30 Pound Street, Medfield, MA
Applicant: Newgate Housing LLC

Dear Ms. Racer,

We write as residents of the Pound Street neighborhood to comment on the Project Eligibility Application for the above-referenced project. Living at 45 Pound Street, our house is just about directly across the street from the proposed development. While we understand the desire for affordable housing for seniors in Medfield, we do not share what appears to be the view of most Town Boards that the site adjacent to Tilden Village is appropriate for the development proposed by the developer, Newgate Housing LLC.

The developer proposes a three-story, 45-unit building (all affordable rental units), plus parking, amenities and accessory uses, on a site of *less than three acres* in a residential neighborhood that already hosts, and is adjacent to, Tilden Village and the high school/middle school campus. (Tilden Village is a 60-unit elderly housing development operated by the Medfield Housing Authority. The high school/middle school campus serves 1,450 students.) Many homes are situated close to the street. Our home is a single story. Our primary concerns are the mass and design of the proposed development and the traffic impacts.

A three-story, 45-unit building would be massively out of scale and character with the neighborhood. The height and unbroken façade of the design are particularly offensive. The long, unbroken façade and height of the building would be oppressive for the neighbors on the opposite side of Pound Street and those adjacent to the proposed site. The building is not consistent with any structure in the vicinity of the neighborhood. If this type of building is necessary to serve seniors, or to make the project financially viable, then it should be built at another location (for example, the Medfield State Hospital site). The sheer size, mass and appearance of this project are unacceptable.

Regarding traffic, we understand that the Town would conduct a traffic impact study at the developer's expense. However, traffic concerns should not be underestimated in this case. The neighborhood is already heavily congested due to traffic generated by the school campus, and by the use of Pound Street as a cut through to Rt. 109. The entrance/egress to the development would be in close proximity to the

school entrance/exit on Pound Street and the intersection with South Street. At certain times of day, it can be difficult to turn safely out of our driveway into Pound Street. Crossing guards are required in three locations to regulate vehicle and pedestrian traffic, to ensure the safety of students. With any development comes increased traffic. However, the question is whether it is in the best interests of, and fair to, the Pound Street and South Street neighbors and the school children, to increase the congestion on Pound Street with a 45-unit development.

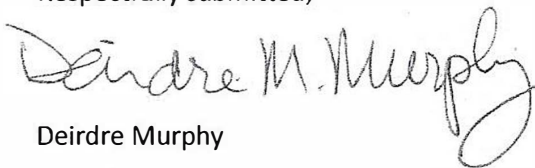
Living almost directly across the street from the proposed development, we are also concerned about light pollution emanating from the project, including the parking area. Two bedrooms in our home face Pound Street. We are concerned that light from the parking area will be a disruptive nuisance.

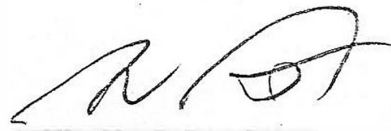
The Town raised questions regarding the financial viability of the project in its letter to you dated November 27, 2018. If this private project is to go forward, what assurance will the neighborhood have that it is financially viable, and will be maintained in good repair for the foreseeable future?

It is patently obvious that the developer's proposal is not compatible with the neighborhood. While the neighbors will have the opportunity to express their concerns if the project comes before the Medfield Zoning Board of Appeals, the scale and mass of the project as proposed is insensitive to the neighbors, suggesting that it will face opposition.

Thank you for your consideration.

Respectfully submitted,


Deirdre Murphy


Marc Freedgood

Cc: Medfield Board of Selectmen
Sarah L. Raposa, Town Planner



MICHAEL J. SULLIVAN
Town Administrator

TOWN OF MEDFIELD

Office of

BOARD OF SELECTMEN

TOWN HOUSE, 459 MAIN STREET
MEDFIELD, MASSACHUSETTS 02052-0315

(508) 359-8505

November 27, 2018

Catherine Racer, Associate Director
Division of Housing and Development
Department of Housing and Community Development
100 Cambridge Street, Suite 300
Boston, Massachusetts 02114

RE: Chapter 40B Comprehensive Permit
Project Name: The Rosebay at Medfield
Location: 30 Pound Street, Medfield, MA, 02502
Number of Units: 45 Units (45 affordable)
Subsidizing Agency: DHCD
Applicant: Newgate Housing LLC

Dear Ms. Racer,

Thank you for the opportunity to comment on the Project Eligibility Application under the Chapter 40B program for a proposed Low Income Housing Tax Credit ("LIHTC") development. The Rosebay at Medfield, a 45-unit senior housing rental development proposed by Newgate Housing LLC contains 37 one-bedroom units and 8 two-bedroom units as well as programming space for elder services. The project site is currently in partial use as a Medfield Housing Authority senior housing property ("Tilden Village"). Tilden Village includes 60 units within six two-story buildings and is served by existing municipal infrastructure. As Tilden Village is not served by elevators and none of the upper-story units are accessible, and as the proposed development includes programming space for elder services, it is logical to locate new senior housing on the undeveloped two-acre portion of the site. There is very limited available land in Medfield that is served by public water and sewer – including most undeveloped Town-owned land and the former Medfield State Hospital Site. This presents significant challenges to the provision of affordable housing on other Town-owned sites. In order to increase the supply of handicap accessible affordable senior rental housing which would provide a modest number of two-bedroom units to accommodate households with authorized home care workers the site at 30 Pound Street is ideal given its proximate location to the Town Center, existing senior housing, and local services.

The Medfield Board of Selectmen has reviewed the application and is in support of the concept to construct affordable senior housing on this site but has some reservations about the design and potential traffic impacts of the proposed building. Having recently completed a Housing Production Plan which underscored the need for more diverse housing units in terms of unit size, tenure, and cost, the Plan specifically identified both Tilden Village and the Town Center as a target area for affordable housing. The Town-

led effort to allow further development at Tilden Village has been a partnership between the Board of the Selectmen, the Medfield Affordable Housing Trust, and the Medfield Housing Authority to develop and issue an RFP for this site, and then to select the most responsible proposer [Newgate LLC]. The applicant has worked with the Town to develop a development program to create additional senior housing.

The building, which has not yet undergone local permitting, has generated concern from neighboring residents and within the Town government. Although the applicant states that much of the design issues could be worked out during the Zoning Board of Appeals (“ZBA”) process, the Town would prefer the applicant to revise their design program prior to appearing before the ZBA as incomplete applications could potentially undermine concerted efforts on the Town’s part to make the plan review process as transparent as possible. The applicant’s permitting strategy to wait until after the commencement of a hearing at the ZBA could damage newly formed public trust and lead to confusion and the spread of misinformation, which could be detrimental to an already sensitive proposal for much needed housing and add considerable time and acrimony to the process.

Due to these factors, the Board of Selectmen may opt not to support this project unless the applicant changes approach and becomes more responsive to community concerns regarding design and traffic impacts, and consequently, they may recommend that the Zoning Board of Appeals deny this project, as is their right due to the Town’s position in Safe Harbor.

In addition to the Town’s efforts to improve public perception regarding affordable housing, the Town has made significant strides to increase the actual production of affordable housing opportunities within the Town. Since the completion of the Housing Production Plan, the Town has authorized the formation of an Affordable Housing Trust (“Trust”), passed a \$1m bond to capitalize the Trust, and adopted an aggressive Inclusionary Zoning Bylaw at Annual Town Meeting in 2017. The Town has been involved in further planning efforts including the Trust’s completion of a Five-Year Action Plan and Strategy and a Master Plan for the State Hospital site, which features provisions for affordable housing opportunities. Since the adoption of the Housing Production Plan, the Town has met their targets to reach Safe Harbor by approving the following developments: Cushman House at 67 North Street (rental, 8 units, 2 affordable), 71 North Street (rental, 8 apartments, 2 affordable), Chapel Hill Landing (ownership, 49 units, 13 affordable), Hillside Village (rental, 16 apartments, 4 affordable), and is currently reviewing Medfield Green at 41 Dale Street (mixed tenure, 36 units, 27 SHI eligible units).

The Medfield Planning Board took the opportunity to comment on the proposal early in concept at their August 28, 2017 meeting and again at their September 17, 2018 meeting. The Planning Board is concerned about the design of the building; in particular with respect to the roofline and the massing. Although the school complex is a large institutional building, Tilden Village consists of modest two-story structures and the surrounding neighborhood contains single family homes. The Planning Board is concerned that the proposed building is not in keeping with the architectural vernacular of the area and would like to see more effort to appropriately mass the building so as to

minimize impacts on neighboring properties. Medfield's local design standards discourage long unbroken facades, and they should be avoided and broken up with recesses and projections, changes in materials, and complimentary landscaping; although these standards are not applicable to a development pursuant to Chapter 40B, they do offer insight as to what the Town might consider appropriate design. The Planning Board also requested a traffic report and recommended the Zoning Board of Appeals consider obtaining technical assistance for the design review of the proposed building.

A site visit with DHCD was conducted on November 6, 2018. During the site visit, the following issues were discussed:

- Identification of project in Housing Production Plan
- Services and amenities offered and available in the community near the project site
- Amount of affordable family housing available in Medfield
- Level of support from the Town and residents
- Comments related to the school, such as retention of an existing path
- Minimum age restriction (55 versus 62)
- Bedroom counts; necessity for two-bedroom units
- Height, bulk, massing and architectural context
- Lockbox gate in rear
- Absence of wetlands or natural heritage areas

Following the site visit, Town Officials have submitted the following comments:

TOWN ADMINISTRATOR

The Town Administrator is not supportive of this proposal. The Town Administrator believes that the proposed neighborhood has faced a lot of recent development, including the 2005 renovation of the Middle and High Schools (originally constructed in 1961), a recent multifamily conversion resulting in the preservation of the historic Cushman House and resulting in 8 units including two affordable handicap accessible units, and a proposed adjacent multifamily project, also resulting in an increase of 8 units including two affordable units for a total of 16 units within a half mile radius of the project site. Further, Pound Street is currently used as a commuter cut through which would be impacted by this project. The Town Administrator would prefer to focus development at the former State Hospital Site.

BOARD OF HEALTH

Due to the project site's location within the Aquifer Protection Zone [which covers much of the Town], the applicant is requested to infiltrate, at a minimum, the first one-inch of run-off from the entire site, and that run off from impervious surfaces be treated to the highest regulatory standard prior to infiltration. The Board of Health believes this will help ensure that the Town can maintain a clean and adequate supply of drinking water to its citizens, including those who reside and/or work at this project site.

DEPARTMENT OF PUBLIC WORKS

Although the Department of Public Works (DPW) anticipates that all drainage, water, and sewer utilities will be shown on future plans as the project progresses, there are still some concerns about other missing elements. The current plans do not address snow removal for the planned development. It is unclear if there will be snow storage areas dedicated for winter operations or if the snow be removed from the site. DPW notes that if the snow is planned to be removed from the site, accommodations for larger removal equipment such as, loaders, trailer dumps or large blowers should be considered. Parking vehicles within the right-of-way while snow removal in the development takes place should not be entertained as the town enforces parking bans throughout the winter months. In addition, the applicant shows a driving lane and two parking spaces located within a 20' wide drainage easement held by DPW. Further discussion between the applicant and DPW will be required regarding the easement. In addition, details for handicap accessibility should be shown for each of the sidewalk approaches to the main entrance driveway on Pound Street. Lastly, DPW notes that all permits should be obtained before any work has commenced for street opening, trenching, and water and sewer connections; and believes the applicant should satisfy concerns related to increased traffic.

COUNCIL ON AGING

The Council on Aging is supportive of this proposal but has some concerns about the appearance of the building, as well as the size and height.

MEDFIELD PUBLIC SCHOOLS

The Medfield School Department is concerned by how close the building and parking is to adjacent Middle and High School complex. Many students at both the middle school and high school walk to school, and use an existing path that runs through the site to access the school. Maintaining the safe pedestrian access through the site for students should be a priority. There is also concern that the current road on the school side will be used as an emergency egress into the property. The school property has consistent traffic from 7am -11 pm from Sunday-Saturday for the period of September – June, and could be impacted by this project. Finally, the School Department notes that part of the Housing Authority property is currently in use as a playground for the School's daycare.

MEDFIELD POLICE DEPARTMENT

The Medfield Police Department is supportive of this proposal, but would like to see more details related to site illumination and traffic impacts.

MEDFIELD FIRE DEPARTMENT

The Medfield Fire Department would prefer the applicant use a lockbox at the gate for emergency egress in lieu of Opticon, a barcode scanning system.

RESIDENT COMMENTS

In addition to those comments by Town Officials, a number of neighbors and residents have also submitted comments on the proposed project. Most comments related to concerns related to the Aquifer Protection District, the appropriateness of the building, the design of the building, and traffic impacts; however, not all letters spoke in opposition and several residents did issue letters of support.

GENERAL COMMENTS

Finally, the Town has reviewed the development budget and operating pro forma for the proposed project. The Town recognizes that there are real challenges with respect to finding income eligible tenants who can afford LIHTC rents without a rental subsidy but notes that the proposal calls for 8 apartments to be "Low Income, Rental Assisted" units. The Town would like to better understand the anticipated source, amount, and duration of this partial rental subsidy as part of its assessment of project viability. While it is premature to expect the development team to stipulate a recapitalization plan for the end of the tax credit period at this very early point in the process, the Town seeks reasonable assurances regarding the long-term feasibility of the development including potentially following a transfer of control to the Housing Authority or another party if the original partnership is dissolved after the initial LIHTC compliance period ends after 15 years. Understanding the availability and likelihood of rental assistance for some of the project's units, both during and after the LIHTC compliance period, is important in this respect.

The Town also notes that the fair market rents for 2019 have been issued and should be used in Newgate LLC's pro forma calculations. Due to long-term funding challenges, the Town also recognizes that the affordable units in this development are smaller than those required by DHCD but believes this will assist with future affordability. As the project consists of three fully handicap accessible units and two hearing impaired accessible units, and the building is served by an elevator, the Town is satisfied that the units will provide significant housing opportunities for lower income senior households. Although DHCD has advised against the inclusion of two-bedroom units, the Town would like to see the two-bedroom units to remain so as to allow for the occupancy of an authorized home care worker and believes such units would provide a significant benefit to the Town.

In consideration of the above comments, and those enclosed, it is our expectation that you will agree that the Rosebay at Medfield is eligible for funding by DHCD so they may proceed with applying for LIHTC credits.

Please do not hesitate to contact us with any questions that you may have.

Sincerely,



Michael Marcucci, Chairman
Medfield Board of Selectmen

THE ROSEBAY AT MEDFIELD

SITE CONTROL

Section 5(a)(viii) of the ZBA Rules requires an application for a Comprehensive Permit under M.G.L. Chapter 40B to include evidence of site control, and Section 5(a)(xii) of the ZBA Rules requires a copy of the deed to the property on which the proposed development is to be located.

The 40B Regulations have been amended since the ZBA Rules became effective, and state that a determination of Project Eligibility from a subsidizing agency is conclusive evidence of site control. Accordingly, the 40B Regulations do not require a Comprehensive Permit application to include separate evidence of site control, nor do they require a copy of the deed to the proposed development site.

In any event, this application includes the attached courtesy copy of the Agreement for Option to Lease Real Estate, dated as of June 8, 2018, by and between Medfield Housing Authority and the Applicant, demonstrating site control.

This application also includes the attached courtesy copy (not an official copy) of a Quitclaim Deed and Release of Claims, dated October 21, 1974, from Blanche M. Kingsbury to Medfield Housing Authority with respect to the property on a portion of which the proposed development is to be located, which is recorded with Norfolk County Registry of Deeds at Book 5087, Page 299 (Exhibit 6A).

AGREEMENT FOR OPTION TO LEASE REAL ESTATE

This Agreement for Option to Lease Real Estate (this "**Agreement**") is entered into as of June 8, 2018 (the "**Effective Date**"), between the MEDFIELD HOUSING AUTHORITY, a body corporate and politic (the "**Optionor**"), and ROSEBAY AT MEDFIELD LIMITED PARTNERSHIP, a Commonwealth of Massachusetts limited partnership (the "**Optionee**").

PREAMBLE

A. The Optionor owns certain undeveloped real property located within the larger public housing development commonly known as Tilden Village on Pound Street in the Town of Medfield, Norfolk County, Massachusetts, as more fully described on Exhibit A attached hereto (the "**Property**").

B. The Optionor intends to have affordable rental housing units developed on the Property (the "**Project**").

C. The Optionor intends that the Property will be developed in connection with Project.

D. The Optionor procured NewGate Housing LLC, a Massachusetts limited liability company ("**NewGate**"), to serve as the developer and to obtain debt and equity funding necessary to proceed with the Project, which may include, without limitation, low-income housing tax credits ("**LIHTC**").

E. The Optionor and NewGate have entered into a Master Development Agreement as of the date hereof, under which NewGate has agreed to serve as the developer the Project (the "**MDA**").

F. NewGate formed the Optionee to serve as the ownership entity for the Project.¹

G. The Optionee intends to develop the Project by constructing affordable rental housing units upon the Property.

H. The parties intend that the Property will be leased by the Optionor to the Optionee under a long-term ground lease that will be subject to the agreement of the Optionor and the Optionee.

I. The Optionor and the Optionee wish to enter into an agreement describing their mutual intention to enter into the aforesaid long-term ground lease, upon the terms and conditions set forth herein.

AGREEMENT

In consideration of the promises and mutual covenants set forth herein, the parties hereto, with the intent to be legally bound hereby, agree as follows:

1. Option to Lease Property. During the Term (as defined in Paragraph 3 below), the Optionee shall have the exclusive right and option (the "**Option**") to lease the Property from the Optionor, upon the terms and conditions set forth herein. The Option shall be exercisable by written notice from the Optionee to the Optionor at any time before the termination of this Agreement. In the event that the Optionee exercises the Option, the Optionor and the Optionee shall execute and deliver a long-term

¹The Optionee has not yet been formed by NewGate.

ground lease in a form to be mutually agreed upon by the Optionor and the Optionee (the "**GroundLease**").

2. Option Price. As consideration for the Option and concurrently with the execution of this Agreement, the Optionee shall pay to the Optionor the non-refundable sum of Ten Dollars (\$10.00).

3. Term. This Agreement shall commence as of the Effective Date and terminate upon the earlier of the financial closing of the Project as described in Section 2.02 of the MDA or the date eleven (11) months following the Effective Date (the "**Term**"). Upon termination of this Agreement pursuant to this Paragraph 3, neither party shall have any further rights or obligations hereunder.

4. Title. At the Closing (as defined in Paragraph 9 below), the Optionor shall furnish to the Optionee evidence of good, marketable title, insurable at reasonable rates, to the Property.

5. Ground Lease. If the Optionee exercises the Option, then the Optionor and the Optionee shall enter into the Ground Lease in a form mutually agreed upon by the Optionor and the Optionee. The Ground Lease shall convey a leasehold interest in the Property to the Optionee for a term not less than sixty-five (65) years. Such Ground Lease shall include those terms, conditions, covenants, and other provisions that are usual and customary and normally required by prudent parties. Consideration for such Ground Lease will be Two Hundred Thousand Dollars (\$200,000.00), payable to the Optionor by the Optionee on such terms and conditions to be mutually agreed upon by the Optionor and the Optionee. If the parties do not consummate an acceptable Ground Lease by 4:00 p.m., Eastern Time on the Closing Date then this Agreement shall expire.

6. Conditions Precedent to Performance by the Optionee. The Optionee shall be obligated to complete the transaction and to consummate the lease of the Property only upon the satisfaction of each of the following conditions set forth below or the waiver thereof by the Optionee:

a. The Optionor is duly authorized to consummate the Ground Lease; and

b. The Optionor shall be able to convey good, marketable leasehold interest in the Property, title to which is insurable at reasonable rates.

7. Conditions Precedent to Performance by the Optionor. The Optionor shall be obligated to complete the transaction and to consummate the lease of the Property only upon the satisfaction of each of the following conditions set forth below or the waiver thereof by the Optionor:

a. The representations and warranties of the Optionee contained in Paragraph 8 of this Agreement shall be true and correct in all respects on the date hereof and on the Closing Date (as defined in Paragraph 9 below) as though such representations and warranties were made on each such date; and

b. On or before the Closing Date, the Optionee shall have satisfied all obligations and conditions for the financial closing of the Project under the MDA.

8. Representations and Warranties of the Optionee. The Optionee hereby represents, warrants and covenants to the Optionor, that:

a. The Optionee is duly organized, validly existing, and in good standing under the laws of the Commonwealth of Massachusetts; and

b. The Optionee has the right, power, legal capacity, and authority to execute, deliver, and perform this Agreement.

9. Closing. The closing shall occur within one hundred twenty (120) days after the date of written notice from the Optionee to the Optionor of the Optionee's exercise of the Option (the "**Closing**"), which date may be extended by the mutual written consent of the parties. At the Closing, each of the parties shall deliver such other documents and perform such other conditions as are required of them by the terms of this Agreement or which may reasonably be required in order to complete the transaction contemplated herein. The date on which the Closing occurs is referred to as the "**Closing Date**."

10. Event of Default. The occurrence of any of the following shall constitute an event of default:

a. The failure of the other party to perform any of its duties and obligations set forth in this Agreement; or

b. The termination of any development agreement between the Optionor and the Optionee or NewGate.

11. Remedies. Upon the occurrence and during the continuation of an event of default, which default is not cured within thirty (30) days following written notice thereof, the non-defaulting party may, at its option, elect to enforce the terms of this Agreement, including specific performance, or demand and be entitled to, full termination of this Agreement.

12. Notices. All notices, requests, demands, approvals, or other formal communications given hereunder or in connection with this Agreement shall be in writing and shall be deemed given when actually received; two (2) days after being sent by registered or certified mail, return receipt requested, postage prepaid; or one (1) day after being sent by a nationally recognized, receipted overnight delivery service, addressed as follows:

If to Optionee:

Rosebay at Medfield Limited Partnership
c/o NewGate Housing LLC
61 Blueberry Lane
Westwood, MA 02090
Attn: Brian McMillin, Principal
Telephone: 617-571-6404

With a copy to:

Nolan Sheehan Patten LLP
101 Federal Street, 18th Floor
Boston, MA 02110
Attn: Stephen M. Nolan, Esq.
Telephone: 617-419-3171

If to Optionor:

Medfield Housing Authority
30 Pound Street
Medfield, MA 02052
Attn: Candace Loewen, Executive Director
Telephone: 508-359-6454

With a copy to:

Fox Rothschild LLP
500 Grant Street, Suite 2500
Pittsburgh, PA 15219
Attn: Michael H. Syme, Esq.
Telephone: 412-391-2450

13. No Third Party Beneficiaries. Nothing contained in this Agreement, nor any act of the Optionor, shall be deemed or construed to create any relationship of third party beneficiary, principal and agent, limited or general partnership, joint venture, or any association or relationship involving the Optionor, the U.S. Department of Housing and Urban Development ("HUD"), or the Optionee.

14. No Assignment of Funds. The Optionee acknowledges and agrees that by execution of this Agreement it will not succeed to any rights or benefits of the Optionor or attain any privileges, authorities, interests, or rights in or under any funding agreements between the Optionor and HUD.

15. Brokers. Each party shall indemnify and hold the other party harmless from and against any and all commissions, fees, costs, or expenses incurred by or due to any real estate broker alleged to be engaged by either party or by reason of the execution of this Agreement or the Ground Lease.

16. Assignment. The Optionee may not assign, pledge, or otherwise transfer its interest in this Agreement without the prior written consent of the Optionor.

17. Modifications. No modification of this Agreement shall be effective unless set forth in writing and signed by both the Optionor and the Optionee.

18. Further Assurances. Each party shall execute such other and further documents as may be reasonably necessary or proper for the consummation of the transaction contemplated by this Agreement.

19. Successors and Assigns. This Agreement shall be binding upon and shall inure to the benefit of the parties hereto and their respective successors and assigns.

20. Entire Agreement. This Agreement and the MDA contain the entire agreement between the parties with respect to the transactions contemplated hereby, and supersede all prior oral and written agreements between the parties with respect to the subject matter hereof. In the event of a conflict between the terms of this Agreement and the MDA, the MDA shall supersede this Agreement.

21. Paragraph Headings. Captions at the beginning of each paragraph of this Agreement are solely for the convenience of the parties and are not part of this Agreement.

22. Exhibits. All exhibits which are attached to this Agreement are incorporated herein by this reference.

23. Counterparts. This Agreement may be executed in several counterparts, each of which shall be deemed an original, but all of which, together, shall constitute one and the same instrument.

24. Interpretation and Governing Law. This Agreement shall be construed as though prepared by both parties. This Agreement has been made and entered into and shall be construed, interpreted, and governed by the laws of the Commonwealth of Massachusetts, and with respect to any dispute hereunder, jurisdiction and venue shall lie with the courts located in Norfolk County, Massachusetts.

25. Severability. If any term or provision of this Agreement is declared by a court of competent jurisdiction to be invalid or unenforceable, such term or provision shall be deemed severed from this Agreement, and the remaining parts shall remain in full force as though such invalid or unenforceable provision had not been a part of this Agreement.

[SIGNATURE PAGE FOLLOWS]

**SIGNATURE PAGE TO
AGREEMENT FOR OPTION TO LEASE REAL ESTATE**

IN WITNESS WHEREOF, and intending to be legally bound hereby, the parties have executed this Agreement as of the Effective Date.

MEDFIELD HOUSING AUTHORITY

By: 
Candace Loewen, Executive Director

ROSEBAY AT MEDFIELD LIMITED PARTNERSHIP

By: Rosebay at Medfield LLC, its general partner

By: NGH Manager LLC, its managing member

By: 
Brian J. McMillin, Authorized Signatory

EXHIBIT A

PROPERTY

Such approximately 2.6 acre portion of undeveloped real property located within the larger public housing development commonly known as Tilden Village on Pound Street, located at 30 Pound Street, in the Town of Medfield, Norfolk County, Massachusetts.

**MEDFIELD HOUSING AUTHORITY
30 POUND STREET
MEDFIELD, MA 02052**

June 8, 2018

NewGate Housing LLC
61 Blueberry Lane
Westwood, MA 02090
Attn: Brian J. McMillin, President

Re: Lease Option Extension Agreement

Dear Mr. McMillin:

Please refer to (i) that certain Master Development Agreement (the “*MDA*”) and (ii) that certain Agreement for Option to Lease Real Estate (the “*Option*”), each dated as of the date hereof by and between Medfield Housing Authority and NewGate Housing LLC.

This letter will confirm our agreement as follows:

1. Upon the execution of the MDA, the Option, and this letter, NewGate will proceed to have an examination of the legal title to the Property (as defined in the MDA) performed.
2. If the title examination discovers no Declaration of Trust/Restrictive Covenants recorded against the title in favor of the U.S. Department of Housing and Urban Development, Paragraph 3 of the Option will be deleted in its entirety and replaced with the following new Paragraph 3:
 3. Term. This Agreement shall commence as of the Effective Date and terminate upon the earlier of: (i) the financial closing of the Project as described in Section 2.02 of the MDA or (ii) the termination of the MDA. Upon termination of this Agreement pursuant to this Paragraph 3, neither party shall have any further rights or obligations hereunder.

To confirm your agreement with the terms of this letter, please countersign a copy of this letter below where indicated and return it to the undersigned.

NewGate Housing LLC
June 8, 2018
Page 2

Very truly yours,

MEDFIELD HOUSING AUTHORITY

By: _____

The undersigned hereby confirms its
agreement with the terms hereinabove
set forth.

NEWGATE HOUSING LLC

By: NGH HOUSING LLC, its Manager

By: _____

Brian J. McMillin, President

MEDFIELD HOUSING AUTHORITY
30 POUND STREET
MEDFIELD, MA 02052

August 14, 2018

NewGate Housing LLC
61 Blueberry Lane
Westwood, MA 02090
Attn: Brian J. McMillin, President

Re: Lease Option Extension Agreement

Dear Mr. McMillin:

Please refer to (i) that certain Master Development Agreement (the "*MDA*"), (ii) that certain Agreement for Option to Lease Real Estate (the "*Option*"), and (iii) that certain letter agreement regarding the extension of the Option (the "*Extension*"), each dated as of June 8, 2018 by and between Medfield Housing Authority ("*MHA*") and NewGate Housing LLC.

MHA hereby confirms receipt of a copy of the ALTA Leasehold Title Insurance Commitment prepared by Marsh, Moriarty, Ontell & Golder, P.C. ("*MMOG*") and effective as of June 14, 2018 (the "*Commitment*").

We acknowledge and agree that Commitment demonstrates that during its examination of the legal title to the Property (as defined in the MDA), MMOG discovered no Declaration of Trust/Restrictive Covenants that has been recorded against the Property.

Accordingly, this letter will confirm that Paragraph 3 of the Option has been automatically deleted in its entirety and replaced with the following new Paragraph 3:

3. Term. This Agreement shall commence as of the Effective Date and terminate upon the earlier of: (i) the financial closing of the Project as described in Section 2.02 of the MDA or (ii) the termination of the MDA. Upon termination of this Agreement pursuant to this Paragraph 3, neither party shall have any further rights or obligations hereunder.

NewGate Housing LLC
August 14, 2018
Page 2

To confirm your agreement with the terms of this letter, please countersign a copy of this letter below where indicated and return it to the undersigned.

Very truly yours,

MEDFIELD HOUSING AUTHORITY

By: 

The undersigned hereby confirms its agreement with the terms hereinabove set forth.

NEWGATE HOUSING LLC

By: NGH HOUSING LLC, its Manager

By: 
Brian J. McMillin, President

SWR Form No. 88

299

NOT
A N U N
O F F I C I A L
B L A N C H E M . K I N G S B U R Y
C O P Y

I, Blanche M. Kingsbury, of the County of Medfield, Commonwealth of Massachusetts, being unmarried, for consideration paid by Medfield Housing Authority, a public body, politic and corporate, organized and existing under the Housing Authority Law of said Commonwealth, the receipt whereof is hereby acknowledged, hereby grant to said Medfield Housing Authority, its successors and assigns, with quitclaim covenants the land and buildings and structures thereon located in the Town of Medfield, County of Norfolk (District) in said Commonwealth, and the fee to the center of any and all streets, highways and public ways, contiguous and adjacent thereto, but excluding any and all easements of public highways and easements of travel in and to any and all of said streets, highways and public ways, bounded and described as follows:

SEE ANNEX "A" ATTACHED HERETO AND MADE A PART HEREOF.

*and having a usual place of business at Town Hall, Medfield, Norfolk County, Massachusetts,

~~release to said Housing Authority with right of occupancy by its successors, heirs and assigns and all other interests therein.~~

The above described premises were taken in fee by eminent domain by said Medfield Housing Authority as described in an Order of Taking dated October 8, 1974 and filed and recorded with the Norfolk Registry of Deeds in Book 5083 Page 347 and are shown as Parcel Lot 1 on a plan entitled Property Line Map Housing For The Elderly, Medfield Housing Authority, Medfield, Norfolk County, Commonwealth of Massachusetts deposited in and on file at the office of Medfield Housing Authority, a copy whereof was recorded in said Registry of Deeds with said order on October 9, 1974.

For said consideration paid, the undersigned do hereby remise, release and forever discharge said Medfield Housing Authority, and its successors and assigns, and its officers, agents, servants and employees, of and from any and all claims, demands, awards, liabilities, contracts, agreements, actions and causes of action for damages, costs, expenses, compensation and satisfaction, past, present and future, of every manner and description, both in law and in equity, had or suffered by the undersigned and by all other person or persons having any and all interest in said premises or entitled to any damages, costs, expenses, compensation, and awards by reason, or arising out, of said taking by eminent domain.

WITNESS my hand and seal this 21st day of October 1974

Signed, sealed and delivered in the presence of:

Blanche M. Kingsbury
BLANCHE M. KINGSBURY

Norfolk, ss. The Commonwealth of Massachusetts
Then personally appeared the above named Blanche M. Kingsbury and acknowledged the foregoing instrument to be her free act and deed, before me, Marie H. Burke My commission expires October 21, 1974
Notary Public. Marie H. Burke
APPROVED AS TO FORM
THOMAS C. DOLAN
Assistant Attorney General

N O T
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300

ANNEX "A"

A certain parcel of land situated on Pound Street, Medfield, Norfolk County, Massachusetts, shown as Lot 1 on "Property Line Map, Housing For The Elderly, Medfield Housing Authority, Medfield, Norfolk County, Commonwealth of Massachusetts", by Norwood Engineering Co., Inc., Civil Engineers, dated September 20, 1974 ~~as~~ recorded ~~herein~~ with* and more particularly bounded and described according to said plan as follows:

Beginning at a point on the Southerly line of Pound Street being the Northwesterly corner of the premises herein described, and thence running

North 54°39' 32" East, along the Southerly line of Pound Street, a distance of 785 feet to a spike set in bituminous concrete; thence

Along the arc of a curve to the right having a radius of 25 feet, along land of the Town of Medfield, a distance of 39.27 feet to a spike set in bituminous concrete; thence running

South 35°20' 28" East, along land of the Town of Medfield, a distance of 304.34 feet to a concrete bound, thence running

South 54°09' 15" West, along land of the Town of Medfield, a distance of 802.97 feet to a concrete bound; thence running

North 42°14' 45" West, along a stone wall along land of Henry C. and Grace E. Bridge, a distance of 81.45 feet to a point, thence running

North 34°43' 47" West along land of Blanche M. Kingsbury and along the Easterly line of Lot 2 shown on said plan, a distance of 255.57 feet to the point of beginning.

Containing 269,695 square feet of land according to said plan

Subject to easements of record, insofar as the same are now in force and applicable.

*Norfolk Registry of Deeds on October 9, 1974 as Plan No. 916 of 1974, in Plan Book 247,

Recorded Oct. 29, 1974 at 10h. 31m. A.M.

THE ROSEBAY AT MEDFIELD

REQUESTED WAIVERS FROM LOCAL REQUIREMENTS

Section 5(a)(ix) of the ZBA Rules and Section 56.05(2)(h) of the 40B Regulations require the Applicant to submit a list of requested waivers, exceptions and exemptions from local bylaws, rules, codes, regulations and other local requirements for the proposed development.

Accordingly, this application includes the attached list of requested waivers from local requirements for the proposed development.

WAIVERS REQUESTED FROM LOCAL REQUIREMENTS

Rosebay at Medfield Limited Partnership (the “*Applicant*”) proposes to develop The Rosebay at Medfield, a multifamily affordable housing community that qualifies for a Comprehensive Permit pursuant to Massachusetts General Laws, Chapter 40B, Sections 20 – 23.

The proposed development is situated within the Residential Urban (RU) zoning district in the Town of Medfield. The site is also located within the Town’s Aquifer Protection District – Secondary Aquifer Zone (Zone 2) overlay district.

The Applicant’s representatives requested from Medfield officials copies of all bylaws, codes, rules, regulations, policies, practices, guidelines, applications, fee schedules, and other local requirements pertaining to land development in Medfield (collectively, “*Local Requirements*”), and obtained the following materials applicable to the proposed development either from local officials or from the Town of Medfield’s official website:

- A. Town of Medfield Charter (as presented at ecode360.com).
- B. Town of Medfield Bylaws (as revised through April 30, 2018 and presented at ecode360.com, collectively, the “*Bylaws*”), including, but not limited to, the following chapters:
 - 1. Chapter 300: Zoning (the “*Zoning Bylaw*”);
 - 2. Chapter 235: Stormwater Management (the “*Stormwater Bylaw*”);
 - 3. Chapter 240: Streets, Sidewalks and Public Places;
 - 4. Chapter 290: Wetlands (the “*Wetlands Bylaw*”); and
 - 5. Chapter 310: Subdivision of Land (the “*Subdivision Bylaw*”).
- C. The Zoning Map of the Town of Medfield (revised through April 28, 2008, as presented at the Town’s official [website](#)).

Other Local Requirements of the Medfield Zoning Board

- D. Town of Medfield Board of Appeals on Zoning Application for Hearing (form).
- E. Town of Medfield Board of Appeals Comprehensive Permit Rules – Adopted: September 19, 2002, Revised June 16, 2004 as to hearing times (the “*40B Rules*”). Town of Medfield Board of Appeals on Zoning – Rules and Regulations – Revised to: August 8, 2018 (the “*40A Rules and Regulations*”).

Other Local Requirements of the Medfield Planning Board

- F. Town of Medfield Planning Board – Policies and Procedures of the Planning Board – Site Plan Approval and Special Permit Rules and Regulations – Adopted: September 12, 1988, revised to: August 29, 2012 (the “*Planning Board Regulations*”).
- G. Town of Medfield Planning Board – Application for Site Plan Approval (form).
- H. Town of Medfield Planning Board – Planning Board Site Plan Review – Rules of the Medfield Planning Board – Originally adopted: September 12, 1988, revised to: August 29, 2012 (the “*Site Plan Review Rules*”).

Other Local Requirements of the Medfield Conservation Commission

- I. Town of Medfield Conservation Commission – Medfield Wetlands Bylaw Rules and Regulations – Passed: October 12, 1995, Amended: February 18, 2010 (the “*Wetlands Rules*”).
- J. Town of Medfield Conservation Commission – Wetlands Bylaw Rules and Regulations – Fees Worksheet – Revised January 12, 2017 (form).

Other Local Requirements of the Medfield Board of Health

- K. Town of Medfield Board of Health Project Review Application.
- L. Town of Medfield Board of Health Submittal Guidelines for Subdivision Plans, Site Plans or Other Types of Project Plans (the “*Plan Submittal Guidelines*”).
- M. Town of Medfield Board of Health Application for Permit to Construct a Well (form).
- N. Town of Medfield Board of Health Minimum Standards for Private or Semi-Public Water Supply – Adopted: September 1, 1982, amended July 22, 1987 and retyped March 12, 1997 (the “*Water Supply Standards*”).
- O. Town of Medfield Board of Health Regulations for Storm Water and Runoff Management – April 1991, amended January 2000 (the “*Storm Water Management Regulation*”).
- P. Town of Medfield Board of Health Application for Site Evaluation (soil test application form).
- Q. Town of Medfield Board of Health Excerpt of Soil Testing Requirements. [*Please note: The Applicant was provided only the excerpt, and not the full requirements, if they exist.*]
- R. Town of Medfield Form A – Project Evaluation for Building Permit (application form).

- S. Town of Medfield Board of Health Engineering Fee Schedule – Revised November 6, 2012.
- T. Town of Medfield Board of Health Application for New Septic System or Upgrade (form).
- U. Town of Medfield Board of Health Regulations for the Siting, Construction, Inspection, Upgrade, Repair, and Expansion of On-Site Wastewater Disposal Systems – October 2, 1995.
- V. Town of Medfield Board of Health Application for Small Component Repair/Replacement and/or Ejector Pump (form).

Other Local Requirements of the Medfield Building Department

- W. Town of Medfield Building Permit Application for any Building other than a One- or Two-Family Dwelling (form).
- X. Town of Medfield Inspection Department (inspection and site plan signoff application form).
- Y. Town of Medfield Inspection Department Building Permit Fees – Revised December 2, 2014.
- Z. Town of Medfield Building Department Application for Permit to Demolish Structure (form).
- AA. Commonwealth of Massachusetts Sheet Metal Permit for the Town of Medfield (application form).
- BB. Town of Medfield Inspection Department Wiring Permit Fees – Revised December 2, 2014.
- CC. Massachusetts Uniform Application for a Permit to Perform Plumbing Work (form).
- DD. Massachusetts Uniform Application for a Permit to Perform Gas Fitting Work (form).
- EE. Town of Medfield Inspection Department Plumbing & Gas Permit Fees – Revised December 2, 2014.
- FF. Town of Medfield Building Inspection Department Application for Permit to Shingle or Apply Sidewalls (form).
- GG. Town of Medfield Building Inspection Department Application for Permit to Build or Install Swimming Pool (form).

- HH. Town of Medfield Building Inspection Department Schedule of Inspections for Swimming Pools.
- II. Town of Medfield Inspection Department Swimming Pool Set Backs & Regulations.
- JJ. Town of Medfield Building Department Application for Sign (form).
- KK. Town of Medfield Inspection Department Debris Affidavit (form).
- LL. Town of Medfield Inspection Department Solar Fees – Effective January 5, 2016.
- MM. Town of Medfield Application for Certificate of Inspection – Revised November 2015 (form).
- NN. Initial Construction Control Document – to be Submitted with the Building Permit Application – Version 06_11_2013 (Commonwealth of Massachusetts form provided by Town of Medfield Building Department).
- OO. Final Construction and Control Document – to be Submitted at Completion of Construction by a Registered Design Professional – Version 06_11_2013 (Commonwealth of Massachusetts form provided by Town of Medfield Building Department).
- PP. Commonwealth of Massachusetts Department of Industrial Accidents Workers' Compensation Insurance Affidavit: Builders/Contractors/Electricians/Plumbers (Commonwealth of Massachusetts form provided by Town of Medfield Building Department).
- QQ. Commonwealth of Massachusetts Department of Fire Services Board of Fire Prevention Regulations Application for Permit to Perform Electrical Work – Revised January 2007 (Commonwealth of Massachusetts form provided by Town of Medfield Building Department).

Other Local Requirements of the Medfield Department of Public Works

- RR. Town of Medfield Street Department Driveway Permit – Effective August 1, 1989 (application form).
- SS. Town of Medfield Application and Agreement – Street Excavation Permit (form).
- TT. Town of Medfield Department of Public Works Trench Permit (application form).
- UU. Town of Medfield Department of Public Works Transfer Station Policies and Regulations – Revised September 2014.
- VV. Town of Medfield Board of Water & Sewerage Residential or Commercial Building Water Application (form).

WW. Town of Medfield Board of Water & Sewerage Residential or Commercial Building Sewer Application (form).

XX. Town of Medfield Water and Sewer Rates – as of April 1, 2016.

Other Miscellaneous Local Requirements

YY. Medfield Historic District Commission Guidelines for Changes within Medfield Local Historic Districts – Revised September 21, 2001.

ZZ. Town of Medfield Fire-Rescue Permit Fee Schedule – December 7, 2017.

The Applicant hereby requests waivers from Local Requirements as set forth below.

Note 1:

Please note that the Applicant requests waivers from certain Local Requirements below because:

- a. The development is proposed pursuant to M.G.L. Chapter 40B and, in accordance with M.G.L. Chapter 40B, all local approvals for the proposed development are to be granted pursuant to a Comprehensive Permit to be issued by the Town of Medfield Zoning Board of Appeals (the “ZBA”) instead of being granted individually by other local permitting authorities; and
- b. Under M.G.L. Chapter 40B, the ZBA (or its designated consultants) performs a complete technical review of the Applicant’s plans and specifications during the Comprehensive Permit hearing, including but not limited to a site plan; grading, stormwater drainage, erosion and sediment control, and utilities plans; a stormwater management plan, including appropriate designs and stormwater calculations; building plans and wall details; an “Approval Not Required” plan; and outline specifications; and
- c. All work on the proposed development will be (i) performed in accordance with the plans of record approved by the ZBA or its designee, (ii) subject to the conditions contained in the Comprehensive Permit, and (iii) and inspected by the ZBA or its designee for compliance with the plans of record and the Comprehensive Permit.

Note 2:

Please note that the descriptions of local standards in the tables below (contained in the second column under the heading “Local Standard”) are not verbatim transcriptions of the applicable local standards. Such descriptions are simply summaries of the applicable local standards and are provided to facilitate the ZBA’s review of the requested waivers. Where the Applicant states a request for a waiver of a Local Requirement below, the request is for the waiver of the entire requirement, not merely the standard as summarized in the tables below.

1. MEDFIELD ZONING BY-LAW (Bylaws, Chapter 300)

Section	Local Standard	Requested Waiver
300-2.1 (Definition of “Parking Space”)	Requires a parking space to be 9.5 feet by 18 feet plus maneuvering space.	Allow all parking spaces to be 9 feet by 18 feet plus maneuvering space as shown on the plans of record.

300-5.1	No building may be used or occupied except for the purposes permitted in its District.	To the extent inconsistent with the Zoning Bylaw, allow multifamily use in the RU District for the proposed development as shown on the plans of record.
300-5.2	The permitted uses of buildings, structures, or land are set forth in the Table of Use Regulations.	To the extent inconsistent with the Zoning Bylaw, allow multifamily use in the RU District for the proposed development as shown on the plans of record.
300-5.3.A	Uses permitted by right or by special permit shall be subject to all provisions of the Zoning Bylaw.	To the extent inconsistent with the Zoning Bylaw, allow the proposed development as shown on the plans of record.
300-5.3.F	For multifamily dwellings, wastewater connections shall be installed in accordance with the definitive plan and shall conform to the rules of the Water and Sewerage Board.	To the extent inconsistent with the definitive plan or the rules of the Water and Sewerage Board, allow the proposed development to be connected to the municipal sewer system; however, no waivers of the technical requirements for the physical connection are requested.
300-5.3.H	Site Plan Approval required from the Planning Board if no Special Permit is required and ground floor area exceeds 500 sf.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
300-5.4 Table of Use Regulations, Section 1.4 (300 Attachment 1)	Multifamily housing permitted with a Special Permit from the Planning Board in an RU zone.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
300-6.1	Lot area, dimensions, and residential floor space shall be as specified in Article 6 of the Zoning Bylaw and set forth in the Table of Area Regulations and Table of Height and Bulk Regulations.	Allow construction of the development as shown on the plans of record.

300-6.1 and 6.2 Table of Area Regulations (300 Attachment 2)	In the RU District, the following are required: Minimum Lot Area: 3,000 sq. ft. for the first 3 units, plus 8,000 sq. ft. for each additional unit. Certain areas, including detention ponds, retention ponds, and open drainage structures shall be excluded from the calculation of "Minimum Lot Area". Side Yard: 20 feet.	Allow a lot area as shown on the plans of record for the lot on which the development is to be constructed.
300-6.2.F	Buildings within Aquifer Protection District shall be subject to regulations of the Aquifer Protection District bylaw in Article 16 of the Zoning Bylaw.	The Applicant requests waivers of the requirements of such District to the extent of the waiver requested from the requirements of Section 300-16 of the Zoning Bylaw herein.
300-6.2.J	Landscaped buffer strip required for multifamily use in an RU District which adjoins a residential lot.	To the extent deemed applicable, allow screening and buffering as shown on the plans of record.
300-6.2.O	All residential uses shall conform to R District regulations.	Allow waivers to R District regulations as set forth herein; to the extent deemed applicable, allow development as shown on the plans of record.
300-6.2.P and Table of Use Regulations (300 Attachment 1) Section 1.7	Fence height limited to maximum of six feet.	Allow for a privacy fence of up to eight (8) feet along the southwest boundary line as a screen from abutting single family homes.
300-6.2.T	Recreational structures subject to requirements of the Table of Area Regulations, which requires rear yard of 50 feet and side yards of 20 feet for multifamily use in an RU District.	To the extent deemed applicable, allow recreational structures as shown on the plans of record.

300-6.1 and 6.3 Table of Height and Bulk Regulations (300 Attachment 3)	Restrictions applicable to Multifamily use in RU District under Table of Height and Bulk Regulations include: Maximum Height (feet): 35 ft. Permitted Height (stories): 2½ Maximum Floor Area Ratio (including accessory buildings): 0.35 Maximum Lot Coverage: 35%	Allow the following to allow for the building shown on the plans of record: Maximum Height (feet): 40'± from the average elevation of the naturally existing grade. Permitted Height (stories): 3 Maximum Floor Area Ratio: 0.5 Maximum Lot Coverage: 58%±
300-6.3.D	Maximum amount of impervious surface allowed shall be as indicated in the Table of Height and Bulk Regulations.	Allow for impervious surface and lot coverage as shown on the plans of record.
300-6.3.E	Recreational structures are subject to the requirements of the Table of Height and Bulk Regulations, except that the ZBA may, by special permit, allow a greater maximum lot coverage not to exceed 5% beyond the maximum lot coverage for the zoning district.	Allow for impervious surface and lot coverage as shown on the plans of record.
300-8.1	Two parking spaces per unit required for dwelling use.	Allow 54 parking spaces (1.2 spaces per unit), as shown on the plans of record.
300-8.2.I	All parking and loading spaces and associated drainage shall be reviewed and approved by the Planning Board and inspected by the Zoning Enforcement Officer. No certificate of occupancy shall be granted until parking and loading facilities have been approved by the Planning Board.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
300-8.3.B(2)	Provide a substantial bumper of masonry, steel, heavy timber or concrete at edge of surfaced areas except driveways to protect abutting structures, property and sidewalks.	To the extent the plans of record are deemed not to comply with this requirement, allow curbing and/or wheel-stops as shown on the plans of record.

300-12	Special permission for earth removal and other approvals related to earth removal shall be obtained from the Board of Selectmen.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
300-12.8.F	Rye grass shall be seeded on reloamed areas at the rate of 200 pounds per acre.	Allow landscaping in accordance with the landscaping plans of record.
300-12.8.G	Fingerling fir, white pine or other approved trees shall be planted over the entire area, five to six feet on centers.	Allow landscaping in accordance with the landscaping plans of record.
300-13.3.H	There shall be no more than one freestanding sign per building.	Allow two freestanding signs in the locations shown on the plans of record.
300-13.7.A	No awning, canopy or projecting sign shall project more than five feet from the building face.	Allow entrance door canopy signs in accordance with the plans of record.
The Medfield Building Department provided a copy of a document entitled "Section 13 – Sign Bylaw," which appears to be the Medfield sign bylaw in its previous format prior to being incorporated into, and superseded by, Section 300 – 13 of the Zoning Bylaw (Bylaws, Chapter 300, Section 13) as set forth at ecode360.com .	Sign standards under the superseded Medfield sign bylaw appear to be substantially the same as those provided at Section 300 – 13 of the Zoning Bylaw (Bylaws, Chapter 300, Section 13) as set forth at ecode360.com .	To the extent that any provision of the sign bylaw in the form provided by the Building Department is deemed applicable to the proposed development, a waiver of such provision is hereby requested as the proposed development will be governed by the sign bylaw as set forth at Section 300 – 13 of the Zoning Bylaw (subject to waivers thereof requested hereunder).

300-13.8.B	For two-sided freestanding or projecting signs, both sides are included in calculating sign area, whether used for copy or not.	Allow one freestanding sign on each side of the entrance/exit driveway shown on the plans of record, and allow a sign area of up to 50 square feet on the front side of each such sign (the side facing the entrance/exit driveway), excluding any sign area on the back side of each such sign (facing away from the driveway), which back side will not be used for copy.
300-13.8.C(3)	In an RU District, a multifamily complex containing 10 or more units shall be allowed one sign not to exceed eight square feet in area per side. This sign shall contain only the name and address of the complex.	Allow one freestanding sign on each side of the entrance/exit driveway shown on the plans of record, and allow a sign area of up to 50 square feet on the front side of each such sign (the side facing the entrance/exit driveway), excluding any sign area on the back side of each such sign (facing away from the driveway), which back side will not be used for copy.
300-14.2	Permits required from the Building Inspector or Board of Selectmen.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
300-14.5	Permit and certificate fees to be established by the Board of Selectmen.	To the extent that any such fee is applicable to the proposed development, the applicant requests a waiver thereof only to the extent it has requested a waiver as provided in Section 14 of this Waiver List (Local Fees) below.
300-14.10	Certain Special Permits required from ZBA.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
300-14.12	Site Plan Approval required from the Planning Board.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.

300-14.15	Certain Special Permits required from Planning Board.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
300-14.16	Inclusionary zoning required for certain uses; Special Permit required from Planning Board; and specified affordability of residential units, deed restrictions, local preference, and certain Planning Board fees required.	<p>Allow for affordability of residential units, deed restrictions, local preference, and fees of local authorities to be governed by the terms of the Comprehensive Permit.</p> <p>In addition, the Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.</p>
300-16.7(A)	Use in the Secondary Aquifer Protection Overlay District restricted to that allowed in underlying district and specifically allowed in other parts of Section 300-16 of the Zoning Bylaw.	Allow multifamily use as shown on the plans of record, including connection to the municipal sewer system.
300-16.7(B)(8)(f)	Removal of earth material within four feet of historical high groundwater table restricted or prohibited.	Allow grading as shown on the plans of record.
300-16.8(A)(4)	Special Permit required from the ZBA for injection wells.	Allow proposed underground stormwater infiltration systems (Class V injection wells) as shown on the plans of record.

2. MEDFIELD STORMWATER MANAGEMENT BYLAW (Bylaws, Chapter 235)

Section	Local Standard	Requested Waiver
235-3	Stormwater Bylaw applies to land disturbance activity of one or more acres of land.	<p>The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.</p> <p>The Applicant specifically requests waivers from any standard in the local Stormwater Bylaw that is more stringent than required under MassDEP Wetland Regulations, including, without limitation, those listed below.</p>
235-6	Director of DPW or designee to promulgate rules and regulations to effectuate the purpose of the Stormwater Bylaw.	<p>The Applicant has not received any such rules and regulations other than the as may be contained in the bylaw itself or in the Board of Health's Storm Water Management Regulation; the Applicant requests a waiver of any such other rules and regulations that may have been promulgated.</p> <p>In addition, the Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.</p>
235-7A	Director of DPW or designee to inspect completed work for compliance with the bylaw.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.

235-7B	Applicant to have regular inspections of control measures in accordance with the inspection schedule outlined on the approved soil erosion and sediment control plan(s) to determine the overall effectiveness of the control plan and the need for additional control measures. All inspections to be documented in written form and submitted to DPW at the time interval specified in the approved permit.	To the extent that inspection reports are required to be submitted to the DPW and not to the ZBA, the Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
235-7C	Director of DPW or designee shall enter the property of the Applicant as deemed necessary to make regular inspections to ensure the validity of the inspection reports filed under Section 235-7B of the Stormwater Bylaw.	To the extent that inspections to ensure the validity of such are required to be made by the Director of the DPW and not the ZBA or its designee, the Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
235-8	Applicant to notify DPW Director or designee of changes in land-disturbing activity approved in soil erosion and sediment control plan or stormwater management plan; if determined that the change or alteration is significant, the Director may require an amended soil erosion and sediment control plan and/or stormwater management plan; if any change or deviation from these plans occurs during a project, the Director may require the installation of interim measures before approving the change.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
235-9	Applications under Stormwater Bylaw to be accompanied by application and review fees determined by DPW Director or designee.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.

235-10	The DPW Director or nominee may require posting of surety before the start of any land disturbance or construction activity; surety not to be fully released until the Director has received the final inspection report and issued a certificate of completion.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
235-11	DPW Director, or designee, employee, or agent, to enforce Stormwater Bylaw, regulations, orders, violation notices, and enforcement orders, and may pursue all civil and criminal remedies for such violations.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
235-12	Soil erosion and sediment control plan to be prepared and submitted to DPW.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
235-13	Design, testing, installation, and maintenance of soil erosion and sediment control operations and facilities to adhere to the standards and specifications contained in the Massachusetts Erosion and Sediment Control Guidelines for Urban and Suburban Areas, the Massachusetts Stormwater Handbook, and EPA's current Construction General Permit (CGP).	The proposed development will comply with the Massachusetts Stormwater Handbook and the EPA's current Construction General Permit. To the extent the proposed development does not comply with the standards and specifications contained in the Massachusetts Erosion and Sediment Control Guidelines, the Applicant specifically requests a waiver thereof.
235-14	Applicant to submit soil erosion and control plan to DPW for review and approval; approval to be effective for one year unless extended by DPW Director or designee.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
235-15	Applicant to submit a stormwater management plan to DPW for review and approval.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.

235-16	Control of stormwater runoff to meet the requirements Medfield's Subdivision of Land Stormwater Management Regulations, § 310-5.2C, and performance standards for both flood control and nonpoint source pollution reduction as defined in the Massachusetts Stormwater Management Policy and Handbook.	Provide a waiver to the extent of the waiver requested from the requirements of the Subdivision Bylaw herein.
235-17	DPW Director to review and approve, approve with conditions, or deny stormwater management plan; approval effective for one year unless extended.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
235-18	Operation and Maintenance (O&M) Plan required at time of application for all projects; specific requirements for O&M plans	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.

3. MEDFIELD STREETS, SIDEWALKS AND PUBLIC PLACES BY-LAW (Bylaws, Chapter 240)

Section	Local Standard	Requested Waiver
240-17	No digging of a trench or laying of a pipe in, or in any way disturbing the earth or materials on, in or under any street or public way without a permit in writing given by the Board of Selectmen; recipient of such permit to file with Selectmen a plan of the same, showing the location and elevation of such pipe, drain or other structure, in such form as Selectmen may require.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.
240-19	No driveway or other access to a public street unless a written permit is first obtained from the Highway Superintendent.	The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.

4. MEDFIELD WETLANDS BYLAW (Bylaws, Chapter 290) AND WETLANDS RULES

As the proposed development site is not located within an area subject to the jurisdiction of the Town of Medfield Conservation Commission, no waiver of any provision of the Medfield Wetlands Bylaw is required. To the extent that any provisions of the Medfield Wetlands Bylaw is deemed to apply to the proposed development, the Applicant requests a waiver for the reasons described in Note 1, which is hereby incorporated by this reference.

The Conservation Commission's Wetlands Rules provided to the Applicant, which states that it was adopted October 12, 1995 and amended February 18, 2010, appear to have been superseded by the Wetlands Bylaw as set forth at Chapter 290 of the Bylaws and referenced above. As noted in the previous paragraph, the proposed development site is not located within an area subject to the jurisdiction of the Town of Medfield Conservation Commission, so no waiver of any provision of the Medfield Wetlands Regulation is required. To the extent that any provision of the Wetlands Rules in the form provided is deemed applicable to the proposed development, however, a waiver of such provision is hereby requested as the proposed development will be governed by the Wetlands Bylaw as set forth at Chapter 290 of the Bylaws to the extent applicable and subject to any waivers thereof requested hereunder. In addition, the Applicant requests a waiver of the Wetlands Rules for the reasons described in Note 1, which is incorporated herein by this reference.

5. MEDFIELD SUBDIVISION BYLAW (Bylaws, Chapter 310)

As construction of the proposed development does not involve a "subdivision" of land within the meaning of the Subdivision Control Law, M.G.L. c.41, §§ 81K – 81GG, the Subdivision Bylaw has no applicability to the proposed development. However, to the extent that such bylaw or any part thereof were to be deemed applicable, the Applicant hereby requests a waiver from such bylaw or part thereof to the extent that such provision would affect the proposed development as shown on the plans of record. The Applicant hereby specifically requests waivers from the following provisions of the Subdivision Bylaw related to plans for which approval under the Subdivision Control Law is not required.

Section	Local Standard	Requested Waiver
310-2.1.A	So-called “Approval Not Required” (“ANR”) plans may be submitted to Planning Board for determination and endorsement that approval of such plan is not required under the Subdivision Control Act, as described under MGL c. 41, § 81P.	<p>The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.</p> <p>Pursuant to M.G.L. c. 40B, the Comprehensive Permit issued by the ZBA for the proposed development will provide all necessary or appropriate ANR determinations, endorsements, and certifications described in the Subdivision Control Law.</p>
310-2.1.B	ANR plan to be to a scale of one inch equals 40 feet, on tracing paper, Mylar or cloth (as acceptable to the Registry of Deeds); Applicant to file, by delivery or registered mail, a notice (Form 1) with the Town Clerk with a copy to the Planning Board stating the date of submission for such determination; Planning Board to act upon the plan in accordance with MGL c. 41, § 81P; ANR plan to contain the note "Approval under the Subdivision Control Law not required," followed by sufficient space for the signature of all members of the Planning Board.	<p>The Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.</p> <p>Pursuant to M.G.L. c. 40B, the Comprehensive Permit issued by the ZBA for the proposed development will provide all necessary or appropriate ANR determinations, endorsements, and certifications described in the Subdivision Control Law.</p>
310, Appendix A	Fees payable under the Subdivision Bylaw.	<p>The Applicant requests a waiver because the Subdivision Bylaw is not applicable to the proposed development.</p> <p>The Applicant also requests a waiver for the reasons described in Note 1, which is incorporated by reference.</p>

6. OTHER BYLAWS OF THE TOWN OF MEDFIELD

Section	Local Standard	Requested Waiver
Bylaws, Chapter 130-2 (Fire Lanes)	File lanes to be designated by the Fire Chief and the Police Department Safety Officer and to be a distance of 12 feet from the curbing of a sidewalk in a shopping center, apartment and/or condominium complex and similar locations. Where no sidewalk with curbing exists, the distance and location shall be established by the Fire Chief along with the Safety Officer.	<p>To the extent that the proposed site design does not comply, allow fire lanes as shown on the plans of record.</p> <p>In addition, the Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.</p>

7. BOARD OF APPEALS 40B RULES

The current regulations governing comprehensive permits, including applications for such permits and the public hearings thereof, adopted by the Commonwealth's Department of Housing and Community Development, are set forth at 760 CMR 56.00, the (the "*40B Regulations*"). The current 40B Regulations supersede and replace previous comprehensive permit regulations that were set forth at 760 CMR 31.00 (the "*Superseded Regulations*").

The Applicant notes that the ZBA's 40B Rules appear to have been issued with regard to the Superseded Regulations, but are generally consistent with the provisions of the current 40B Regulations. To the extent that any provision of the 40B Rules is inconsistent with the current 40B Regulations, however, the Applicant requests a waiver of such provision to the extent of such inconsistency, and to the extent that such provision would affect the proposed development as shown on the plans of record.

8. BOARD OF APPEALS 40A RULES AND REGULATIONS

The ZBA's 40A Rules and Regulations are designed to address applications for Special Permits and Variances under M.G.L. c. 40A. The Applicant, however, does not seek approval of the development pursuant to M.G.L. c. 40A. As an affordable housing development, the Applicant seeks approval for The Rosebay at Medfield pursuant to M.G.L. Chapter 40B. Accordingly, the proposed development will comply with the ZBA's 40B Rules (except for the provisions thereof from which waivers have been requested herein), and all local approvals for the proposed development are to be granted by a Comprehensive Permit issued by the ZBA. The Applicant therefore requests a waiver of the ZBA's 40A Rules and Regulations.

9. PLANNING BOARD REGULATIONS

As the development is proposed under M.G.L. Chapter 40B, the Zoning Board is the permit granting authority for all local approvals for the proposed development. To the extent the Planning Board Regulations are deemed applicable to the proposed development, however, the Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.

10. PLANNING BOARD SITE PLAN REVIEW RULES

As the development is proposed under M.G.L. Chapter 40B, the Zoning Board is the permit granting authority for all local approvals for the proposed development. To the extent the Site Plan Review Rules are deemed applicable to the proposed development, however, the Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.

Please note that the Site Plan Review Rules provided to the Applicant included a document entitled “Town of Medfield Zoning Bylaw – 14.13 Site Plan Approval by Planning Board,” which appears to be the site plan approval bylaw in its previous format prior to being incorporated into, and superseded by, Section 300 – 14.12 of the Zoning Bylaw (Bylaws, Chapter 300, Section 14.12) as set forth at ecode360.com. To the extent that any provision of the Site Plan Review Rules in the form provided is deemed applicable to the proposed development, a waiver of such provision is hereby requested as the proposed development will be governed by the site plan approval bylaw as set forth at Section 300 – 14.13 of the Zoning Bylaws (subject to waivers thereof requested hereunder). In addition, the Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.

11. BOARD OF HEALTH WATER SUPPLY STANDARDS

The proposed development will be served by the municipal water system of the Town of Medfield and will not include a well, private water supply, or semi-public water supply as defined in the Water Supply Standards. However, the Applicant anticipates the possible installation of a private, non-potable well to supply irrigation water.

To the extent that the Water Supply Standards are deemed to be applicable to such well, the Applicant hereby requests a waiver thereof because the well will be used for irrigation only and not for drinking water or domestic use.

In addition, the Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.

12. BOARD OF HEALTH PLAN SUBMITTAL GUIDELINES

As the development is proposed under M.G.L. Chapter 40B, the Zoning Board is the permit granting authority for all local approvals for the proposed development. To the extent the Plan Submittal Guidelines are deemed applicable to the proposed development, however, the Applicant requests a waiver for the reasons described in Note 1, which is incorporated herein by this reference.

13. BOARD OF HEALTH STORM WATER MANAGEMENT REGULATION

The Storm Water Management Regulation provided to the Applicant, which states that it was adopted in April of 1991 and amended in January of 2000, appears to have been superseded by the Stormwater Bylaw as set forth in Chapter 235 of the Bylaws and referenced above. To the extent that any provision of the Storm Water Management Regulation is deemed applicable to the proposed development, a waiver of such provision is hereby requested because the proposed development will be governed by the Town of Medfield's Stormwater Bylaw (subject to waivers thereof requested hereunder). In addition, the Applicant requests a waiver of the Storm Water Management Regulation for the reasons described in Note 1, which is incorporated herein by this reference.

14. LOCAL FEES

Based upon a review of the Local Requirements provided to the Applicant, including the materials listed above, and on communications with Town officials, the Applicant has identified the following local fees applicable to the proposed development:

APPLICABLE FEE	RATE
<u>Zoning Board of Appeals</u>	
Comprehensive Permit Application Fee	\$1,000 base fee + \$100/unit proposed
<u>Board of Selectmen</u>	
Master Box Fire Alarm System Maintenance Fee	\$180/year
<u>Building Inspection Department</u>	
Building Permit Fees	As shown in <u>Exhibit 7A</u>
Plumbing Permit Fee	As shown in <u>Exhibit 7B</u>
Gas Permit Fee	As shown in <u>Exhibit 7B</u>
Electrical/Wiring Permit Fees	\$15 for first \$10,000 of electrical work, plus \$15 per each additional \$1,000
Sheet Metal Permit Fee	\$10/\$1,000 of sheet metal work

Shingle and Sidewall Fee	Included in Building Permit Fee
Demolition Permit Fee	\$300
Solar Fee Building Permit	\$4/panel for 1-100 panels; \$3/panel for 101-500 panels; \$5/panel for 500+ panels (minimum \$400)
Solar Fee Electrical	\$150 for first \$10,000 of solar work, plus \$15 for each additional \$1,000
Earth Removal Permit Fee	TBD

Board of Health

Building Permit Project Evaluation Fee	<p>\$40</p> <p><i>To the extent this fee is deemed applicable to the proposed development, the Applicant requests a waiver for the reasons described in Note 1.</i></p>
Site Evaluation (Soil Test) Application Fee	<p>\$110/site</p> <p><i>This fee does not appear to be applicable to the proposed development, which does not propose to include an SSDS system. To the extent this fee is deemed applicable to the proposed development, the Applicant requests a waiver for the reasons described in Note 1.</i></p>
Well Construction Permit Application Fee	<p>\$150</p> <p><i>This fee does not appear to be applicable to the proposed development, which does not propose a well. The Applicant anticipates only the possible installation of a private, non-potable well for irrigation purposes only. To the extent this fee is deemed applicable to the proposed development, the Applicant requests a waiver for the reasons described in Note 1.</i></p>
Other Project Review Fee	<p>\$250.00 plus \$0.20 per sq. ft. of gross building area</p> <p><i>To the extent this fee is deemed applicable to the proposed development, the Applicant requests a waiver for the reasons described in Note. 1</i></p>

APPLICABLE FEE	RATE
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Fire Department

As shown in Exhibit 7C

Department of Public Works

Water Permit Inspection Fee	\$2,000/unit
Sewer Permit Inspection Fee	\$2,000/unit
<u>Residential Water Usage Rates:</u>	
First 0-10,000 gal.	\$47.49 base charge
10,001-35,000 gal.	\$4.19/1,000 gal.
35,001-70,000 gal.	\$6.67/1,000 gal.
Over 70,000 gal.	\$9.45/1,000 gal.

Residential Sewer Usage Rates

(based on 75% of usage):

First 0-10,000 gal.	\$85.75 (base charge)
10,001+ gal.	\$8.84/1,000 gal.
Trench Permit Fee	\$50/trench
Street Excavation Permit Fee	TBD
Driveway Permit Fee	TBD

Except for real estate property taxes and fees set forth in any bylaws, rules, regulations, and other Local Requirements of the Town of Medfield from which the Applicant has requested a waiver, the Applicant believes that the foregoing table sets forth all of the municipal fees as of the date of this application that may be applicable to the proposed development.

The Applicant recognizes that the municipal fees described above cover administrative and processing costs incurred by the Town of Medfield in connection with the proposed development and mitigate the fiscal impact of the proposed development on the Town of Medfield. Accordingly, the Applicant proposes to pay the local fees set forth in the table above to the extent applicable to the proposed development as approved, except where specific waivers have been requested in the table, and is not seeking any other waiver, exception, or exemption from any of such fees at this time.

Although the Applicant is not aware of any, the Applicant requests a waiver of all other local fees applicable to the proposed development (excluding real estate property taxes), if any, not set forth in the table above, and requests a waiver of any fee set forth in any Local Requirement from which a waiver is requested above.

15. TILDEN VILLAGE

In addition to the waivers requested above, the Applicant hereby requests, on behalf of the Medfield Housing Authority, a waiver of any provision of any Local Requirements under which the existing use, structures, or activities on the Medfield Housing Authority property at 30 Pound Street would be rendered nonconforming by: (a) the creation of two new lots from the existing Housing Authority property at 30 Pound Street (one lot for the existing public housing known as “Tilden Village” and a second lot for the proposed development as shown on the plans of record), (b) the approval of the proposed development pursuant to a Comprehensive Permit issued by the ZBA under M.G.L. Chapter 40B, or (c) the construction, occupancy, or operation of the proposed development on such new lot in accordance with the plans of record.

16. ADDITIONAL WAIVERS

Although the foregoing list of requested waivers is intended to be exhaustive, the Applicant further requests a waiver from any other Local Requirements to the extent necessary to construct and use the proposed development in accordance with the plans of record. Consistent with the DHCD Regulations at 560 CMR 56.05(7), the Applicant may amend the list of requested waivers at any point during the public hearing on this application and as the development proposal matures and the designs and plans for the proposal are refined.



TOWN OF MEDFIELD

Exhibit 7A

Office of the

INSPECTION DEPARTMENT

Phone (508) 906-3005

Fax (508) 359- 6182

Rev. 12/2/14

Building Permit Fees

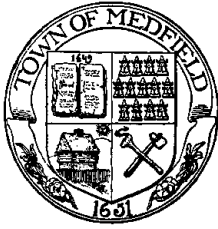
Building permit fees for Renovations are based on total contracted job cost

RESIDENTIAL:

Renovation/Addition	\$75 for 1 st \$1,000 + \$15 per each add'l \$1,000 (Minimum fee = \$150)
New Construction	\$1. per Square Foot + \$35 per garage bay
Roofing / Siding	Contracted job cost up to \$10,000 = \$125 If over \$10,000, see Renovation fee schedule above
Windows / Doors	No Structural Changes: \$10 per unit (Minimum fee = \$125) With Structural Changes: see Renovation fee schedule above
Deck	See Renovation fee schedule above
Swimming Pool	See Renovation fee schedule above
Stove	\$ 40
Carnival/Fair	\$125
Tent	\$ 75
Temp. Trailer	\$ 50
Demolition	\$300
Re-inspection Fee	\$ 75 (Paid prior to inspection)
Failure to obtain permit	\$ Triple fee
Certificate of Occupancy	\$ 25
Replacement Field Card	\$ 40
Sheet Metal	\$10 per thousand of contract price (Minimum fee = \$125)

COMMERCIAL:

Renovations	\$100 for 1 st \$1,000 + \$25 per each add'l \$1'000 (min. fee = \$200)
New Construction	\$1.50 per Square Foot
Certificate of Occupancy	\$ 25
Failure to obtain permit	\$ Triple fee



TOWN OF MEDFIELD

Exhibit 7B

Office of the

INSPECTION DEPARTMENT

Phone (508) 906-3005

Fax (508) 359- 6182

Rev. 12/2/14

Plumbing & Gas Permit Fees

Plumbing/Gas Inspector will advise on fee if review of permit is needed to complete house or for any other special circumstances.

PLUMBING:

<u>RESIDENTIAL:</u>	Permit with one fixture	\$ 60.00
	Each additional fixture	5.00
	Re-inspection	75.00
	Electric hot water heater	40.00
	Combination permit for gas fired water heater	(\$30.00 for plumbing permit & \$30.00 for gas permit)
<u>COMMERCIAL:</u>	Permit with one fixture	\$100.00
	Each additional fixture	10.00
	Re-inspection	75.00
	Electric Water Heater	50.00
	(Hot water tank)	

Separate permit fee required for each dwelling unit, or commercial or industrial unit.

GASFITTING:

<u>RESIDENTIAL:</u>	Permit with one fixture	\$ 60.00
	Each additional fixture	5.00
	Re-inspection	75.00
	Combination permit for gas fired water heater	(\$30.00 for gas permit & \$30.00 for plumbing permit)
<u>COMMERCIAL:</u>	Permit with one fixture	\$100.00
	Each additional fixture	10.00
	Re-inspection	75.00
	Industrial: Water heater or Boiler	75.00

Separate permit fee required for each dwelling unit, or commercial or industrial unit.

* All applications are to be completed by plumber/gasfitter, and must be submitted with License(s), Insurance Certificate and Massachusetts Worker's Compensation Insurance Affidavit.



MEDFIELD FIRE-RESCUE

MEDFIELD, MASSACHUSETTS

Exhibit 7C

Permit Type:

Fee:

Fire Alarm Systems

Fire Alarm System Temp. Disconnect/Work Permit	50.00
Residential MGL C148, S 26F/26F1/2 Plans Review	50.00
Multi-Family/Review	100.00
Commercial 527 CMR 10:03(15)/Review	150.00
26F/26F1/2 Smoke & Carbon Monoxide Detectors	\$50.00 per unit up to \$500 per bldg.
Reinspections	25.00
Fire Alarm System Inspections up to 5,000 sq. ft.	150.00
5,001 to 10,000 sq. ft.	200.00
Over 10,000 sq. ft.	250.00
Exemption for Smoke and Carbon Monoxide Detectors	100.00

Fire Suppression System

Suppression System Temp. Disconnect-Work Permit	50.00
Suppression System (Plan Review)	100.00
Fire-Sprinkler System Residential 1 & 2 Family 13D	100.00
Fire-Sprinkler System Multi-Family 13R	100.00
Fire-Sprinkler System Commercial NFPA 13	150.00
Suppression System Inspection	100.00
Hood Suppression Systems (Ansul System) Inspection	50.00

Final Inspection/Occupancy

Residential (Initial and Final Inspection)	50.00
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Heating Appliance Inspections

Oil Burner - 527 CMR 4.03 (1)	50.00
Oil Tank Removal	50.00
LP Heating Appliances 527 CMR 6:08 (1) a	50.00

Annual Occupancy Inspection

Restaurant/Nightclub/Bars	100.00
Rooming/Boarding & Lodging, Inns, Hotels	100.00
Plus \$5.00 Per Room	

Plan Review

Plan Review Drop Off Fee	All submissions must be accompanied by a check payable to the Town of Medfield; Deposit will be applied toward plans
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Storage

Ammunition Storage 527 CMR 13:04 (2) a	25.00
Black Powder Storage 527CMR 13:04(2)g & h	25.00
Combustible Liquid Storage 527 CMR 14:03 (1)	50.00
Compressed Gases	50.00
Flammable Solids & Gases	50.00
Flammable Liquid Storage 527 CMR 14:03 (1)	50.00
Fuel Oil Storage 527 CMR 4:03 (1) b	50.00
LP Storage 527 CMR 6:08 (2) b	50.00
Model Rocket Storage 527 CMR 13:00	25.00
Ovens & Furnaces	50.00
Salamanders	50.00
Smokeless Powder	25.00
Waste Oil Storage	50.00
Fuel Storage Above Underground	
Under 1,000 gals	100.00
1,001 to 5,000 gals	125.00
5001 to 10,000 gals	150.00
10,001 gals and above	175.00

Tank Inspections

Installation	50.00
Underground Tank Removal	50.00
Above Ground Tank Removal	50.00

Miscellaneous Permits

Blasting	50.00
Cargo Truck Inspection	50.00
Cutting/Welding	50.00
Fireworks 527 CMR 2:04 (3)	100.00
Gasoline Stations	100.00
Commercial Garages	50.00
Fumigation 527 CMR 10:06 (2)	50.00
Tank Trucks Under 100 gals	50.00
Over 100 gals to 1,000 gals	100.00
Over 1,001 gals and up	150.00
Tar Kettles	50.00
Open Air Burning Permits	0.00
Floor finishing (4 or more units)	50.00
Copy of Reports	\$25.00 pg

THE ROSEBAY AT MEDFIELD

STATEMENT OF LOCAL NEED

As required by Section 5(a) (xiv) of the ZBA Rules, attached is a statement of the local need for the proposed development.

THE ROSEBAY AT MEDFIELD

STATEMENT OF LOCAL NEED

There is ample evidence of the local need for new, affordable, rental homes in Medfield and the surrounding region, particularly for seniors. For example:

- According to the Department of Housing and Community Development's Subsidized Housing Inventory (SHI) dated as of September 14, 2017, Medfield's eligible affordable housing represents only 7.2% of its total housing stock (below the 10% threshold established under M.G.L. Chapter 40B). According to the Medfield Affordable Housing Trust's internal tracking of SHI-eligible projects, recently approved projects have increased the Town's SHI-eligible inventory to 8.4% as of June 19, 2019.
- Medfield Housing Authority (the "MHA") currently manages 60 public housing units at Tilden Village in Medfield. DHCD maintains a centralized waiting list for applicants to all State-aided public housing units. According to the MHA, there are typically more than 200 applicants on the centralized waiting list for the units at Tilden Village alone, and applicants can sometimes remain on the list for years before a unit becomes available. Like the units in the proposed development, the 60 MHA units are only available to seniors (except for 8 units that are rented to non-elderly individuals with a disability or handicap).
- In October 2016, the Town of Medfield adopted a Housing Production Plan, and DHCD has certified compliance with the plan each year since adoption (the "HPP"). In its affordable housing goals section, the HPP included the following goals relevant to the proposed development:
 - Provide more diverse housing options in Medfield suitable for households of all ages, sizes, and incomes to enable *seniors*, younger adults, and people who work in town to establish and maintain long-term residence in the community (HPP, Page 39, emphasis added).
 - Provide more rental housing for all types of households, including young adult households, single parents, traditional families, *seniors*, and single individuals, and for households of varying incomes and sizes (HPP, Page 39, emphasis added).
 - Provide more smaller housing options for seniors and empty-nesters to downsize and remain in the community as they age (HPP, Page 40).

- In summarizing the results of a “Needs Analysis,” the HPP stated:

The populations identified as having the greatest unmet need for affordable housing include *seniors*, small households, and people who work in Medfield. *Rental housing, in particular, is unaffordable for the majority of renters . . .* (HPP, Page 2, emphasis added).

- The HPP also made numerous observations about the need for affordable housing in Medfield, and for affordable senior housing in particular. For example, the HPP made the following findings (as of a date specified or otherwise some date prior to the adoption of the HPP):
 - Although Medfield had a relatively high median household income (see HPP, Page 19), the HPP notes that the median income of renter households was only \$38,000 in 2014, and that renters experienced no income growth (adjusted for inflation) over the 15 years prior, while median rent increased by 45% during the same period (HPP, Page 9).
 - Households headed by seniors had significantly lower incomes (\$48,646) than other households (HPP, Page 19). Notably, this was the second lowest household income for seniors in all of the comparison towns studied for the HPP and significantly less than neighboring Dover and Sherborn (HPP, Page 19 and Table 23).
 - The majority of seniors, individuals living alone, and people who work in Medfield had “Low Incomes” by HUD definitions, and that relatively few of these population groups find housing in Medfield (HPP, Page 7).
 - Although Medfield had a relatively low poverty rate, a sizeable percentage (17.5%) of Medfield’s renters lived in poverty, reinforcing the economic divide between renters and homeowners in town (HPP, Page 21). This was a higher percentage than many surrounding communities and Norfolk County overall (HPP, Page 21).
 - Medfield had a large number of school-age children and a relatively low population of residents over 65 (see HPP, Page 10), which may have been a result of seniors moving out of Medfield because they found it difficult to find affordable downsizing housing options (See HPP, Page 13).
 - Given the high cost of housing and limited affordable options in Medfield it was often difficult for older residents on limited incomes to remain in the community, and the need for affordable housing options for seniors was an important housing need in town (HPP, Page 19).

- So many older Medfield residents moved to a particular development in Norfolk (presumably to find an affordable downsizing option that wasn't available in Medfield), that the Norfolk development was dubbed "Little Medfield" by residents (HPP, Page 19).
- Although Medfield's percentage of residents over 65 is low relative to surrounding communities, its population is aging (HPP, Page 10). The number of residents over 65 increased by 20.7% between 2000 and 2010 although the overall population declined (HPP, Page 10; see also U.S. Census 2000, Summary File 1, Table DP-1 and U.S. Census 2010, Summary File 1, Table DP-1).
- Only 11.4% of Medfield's housing was multifamily housing (HPP, Page 22).
- New construction of housing had slowed in Medfield as the availability of developable land has diminished, and newer homes were priced considerably higher in value than the town's older housing stock (HPP, Page 8).
- Housing was becoming more expensive in Medfield (and regionally), with the median value of a single-family house in Medfield increasing 63% between 1999 and 2014, while median income of homeowners rose by only 38% over the same period (HPP, Page 9).
- Only 375 of Medfield's total housing units were rental units (9.5%) (HPP, Page 14). As of the same date, 36% of all housing units statewide were rental units and 29.6% of the housing units in Norfolk County were rental units (HPP, Table 14).
- The rental units available in Medfield were unaffordable to nearly half of renter households – who must pay more than 30% of household income to rent a median priced rental unit in town (HPP, Table 5).
- An estimated 45% of renters in Medfield were "cost-burdened," meaning they spent more than 30% of their income on housing (HPP, Page 9). For renter households earning less than \$50,000, the problem was even worse, as nearly two-thirds (65%) of those households were housing cost-burdened (HPP, Page 9).
- The Town's housing stock was predominantly large, owner-occupied, single family housing with very limited options for renter households (HPP, Page 8). Single family housing was 85% of the housing stock, large (3+ bedrooms) homes were 81% of the housing stock, and owner-occupied homes were 91% of the housing stock (HPP, Page 8).

- Regionally, the Metrowest/495 Compact Plan identified very limited housing diversity in the Compact Region (HPP, Page 23). In the 33 Developing and Maturing Suburb Municipalities (including Medfield), more than 75% of all housing units are single family homes (HPP, Page 23).

Findings presented in the Town of Medfield Senior Housing Study Final Report published in January of 2018 (the “MSHS”) support the HPP findings described above. According to the MSHS, which included the results of a survey conducted for the MSHS:

- Over the next few decades, the number of seniors will increase to make up more than 40% of Medfield’s population (MSHS, Page I-3).
- Staying and aging in Medfield was a goal for 88% of respondents to the MSHS survey (MSHS, Page I-3).
- Concerns about staying in Medfield included the high cost of living, property taxes, and home maintenance expenses (MSHS, Page I-3).
- Ninety percent (90%) of respondents to the MSHS survey experienced a strong sense of belonging in Medfield (MSHS, Page I-3).
- Among the respondents to the MSHS survey, there was a strong desire to remain active in the community (MSHS, Page I-3).
- Medfield’s has a relatively low population of seniors (MSHS, Page III-3), but its population is aging and is expected to continue to grow older in the coming years (MSHS, Pages III-1 to III-3).
- Without a range of affordable housing choices, including smaller homes, Medfield seniors seeking to downsize may be forced to leave the community (MSHS, Page III-3).
- Although Medfield has a relatively high median income generally, Medfield households headed by seniors over age 65 have relatively low incomes compared to surrounding communities (MSHS, Page IV-1 to IV-2).

The Boston Foundation recently released its annual Housing Report Card (the “HRC”), *The Greater Boston Housing Report Card 2019, Supply, Demand and the Challenge of Local Control*, which confirms the need for affordable housing regionally. According to the HRC, there continues to be an undersupply of housing generally, and a lack of affordable housing in particular in the Metropolitan Boston Region (see HRC, Page 7). The HRC noted that:

- Metro Boston has also become one of the most expensive rental markets in the country, with median rents higher than Metro New York and exceeded only by San Francisco and Los Angeles among the 25 largest metro areas (HRC, Page 6).
- Cost burdens for renters have increased throughout Greater Boston since 2000. Nearly half of the renters in Essex, Plymouth, and Norfolk counties are now cost burdened by housing (HRC, Page 6).

Data from the U.S. Census Bureau and its 2013-2017 American Community Survey 5-Year Estimates (the “ACS”) also indicate that there is a local need for newly-constructed affordable rental housing for seniors in the Town of Medfield and the surrounding region:

Age Demographics

- The ACS estimates that only 15.4% of Medfield’s population is over age 62 (ACS DP05). As noted above, Medfield’s relatively low population of older adults may be a result of seniors moving out of Medfield because they find it difficult to find affordable downsizing housing options.
- According to the U.S. Census Bureau’s 2010 Census, more than a quarter of Medfield’s population (25.7%) was over age 65 at the time (Census QT-H2).

Limited Affordable Rental Housing Choice for Seniors

- The ACS estimates that Medfield’s housing stock is predominantly (88.1%) single-family homes (ACS DP04), suggesting a need for more multifamily housing choices.
- The ACS estimates that only 548 of the total number of housing units in Medfield (12.34%) are renter-occupied (see ACS DP04), suggesting a need for more rental housing choices.
- The ACS estimates that well over $\frac{3}{4}$ of Medfield’s housing stock (81%) contains three-bedrooms or more (ACS DP04), suggesting that there are limited housing choices in Medfield for seniors and others in smaller sized households who may be seeking smaller homes better suited to their household size.

- According to the U.S. Census Bureau's 2010 Census, 41.3% of owner-occupied units in Medfield were one or two-person households, and almost four out of every five renter-occupied units in Medfield (78.1%) were occupied by one or two-person households (Census QT-H2), suggesting that there are a large number of smaller households in Medfield who may be seeking the smaller homes that are not broadly available in Medfield.
- The vacancy rate for rental units is 0.6% in Medfield (ACS DP04), meaning there are almost no available rental units in Medfield.

Housing Cost Burden

- The ACS estimates that well over half of the owner-occupied homes with a mortgage in Medfield (57.6%) carry monthly housing costs of \$3,000 or more, and roughly nine out of every ten such homes (89.1%) carry monthly housing costs of \$2,000 or more (see ACS DP04).
- The ACS estimates that more than half of all of the occupied housing units in Medfield (61.2%), whether owner or renter occupied, carry monthly housing costs of \$2,000 or more (ACS DP S2503).
- The ACS estimates that more than a quarter of Medfield homeowners with a mortgage (25.7%,) are burdened with monthly housing costs of 30% or more of household income (ACS DP04).
- The ACS even estimates that about one in ten Medfield homeowners *without a mortgage to pay* (10.5%) are burdened with housing costs of 30% or more of household income (ACS DP04).
- The ACS estimates that well over half of Medfield renters (62.9%) are burdened with gross rent of 30% or more of household income, and that nearly half of Medfield renters (46.5%) are burdened with gross rent of 35% or more of household income (ACS DP04).

Aging Housing Stock

- The ACS estimates that more than four out of five housing units (81.7%) in Medfield were built prior to 1990, and that well over one-third (36.7%) were built before 1970 (ACS DP04), suggesting that a significant percentage of the housing units in Medfield may be aging.
-

The Rosebay at Medfield will help alleviate the shortage of affordable rental homes for seniors in Medfield and ***every one of the 45 apartment homes in the proposed development would be eligible to be counted toward Medfield's 10% affordable housing requirement under Chapter 40B.***

In addition, among Medfield's aging housing stock, the proposed development offers a new construction alternative for those residents who prefer to live in a community featuring modern design and "green building" sustainable development principles and energy efficiency, while offering modern amenities such as a business center and fitness center and a comprehensive supportive senior services program.

As a professionally-managed apartment home community, the proposed development offers a much-needed rental housing choice for those seniors who would prefer a smaller home or who would simply prefer the convenience of living in a well-maintained rental community to the responsibility of maintaining their own homes.

THE ROSEBAY AT MEDFIELD

ABUTTERS

Section 5(a)(xv) of the ZBA Rules requires the Applicant to submit a list of “abutters” as defined in Massachusetts General Laws, Chapter 40A, Section 11.

The Medfield Town Planner has informed the Applicant that, in accordance with the Town’s preferred procedure, the Town Planner will obtain the required certified list of abutters to the proposed development site from the Office of the Medfield Board of Assessors upon the Applicant’s submission of this application to the ZBA.

THE ROSEBAY AT MEDFIELD

AUTHORIZATIONS

As the Applicant is not the current owner of the proposed development site, Section 9(a) of the ZBA Rules requires the written authorization of the property owner for this application. Accordingly, this application includes the attached authorization of the property owner.

Section 9(b) of the ZBA Rules requires the Applicant to provide the Board with written authorization designating a representative to represent the Applicant if the individual signing this application on behalf of the Applicant is unable to attend any hearing on the application. Accordingly, in the event that the individual signing this application is unable to attend any such hearing, each of the following individuals is hereby designated and authorized to represent the Applicant at such hearing and has consent to represent the Applicant in all matters related to the proposed development and to withdraw this application:

- James E. Koningisor, J.K. Engineering
- Daniel J. Merrikin, Legacy Engineering LLC

MEDFIELD HOUSING AUTHORITY
30 Pound Street
Medfield, MA 02052

June 26, 2019

Town of Medfield
Zoning Board of Appeals
Medfield Town House
459 Main Street
Medfield, MA 02052

Re: The Rosebay at Medfield
Authorization for Comprehensive Permit Application

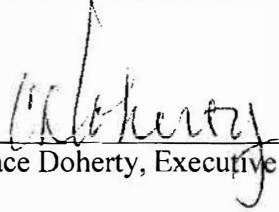
Gentlemen:

Medfield Housing Authority, a public body corporate and politic, is the owner of the 6.2+/- acre property located at 30 Pound Street in Medfield (the "*MHA Property*"). Rosebay at Medfield Limited Partnership proposes to develop The Rosebay at Medfield, a 45-unit multifamily community for seniors (62+), on the southwest portion of the MHA Property consisting of approximately 2.4+/- acres of vacant land.

Medfield Housing Authority hereby authorizes for the application submitted herewith by Rosebay at Medfield Limited Partnership for a Comprehensive Permit for the proposed development under Massachusetts General Laws, Chapter 40B.

Sincerely,

MEDFIELD HOUSING AUTHORITY

By: 
Candace Doherty, Executive Director