

Geoff,

Sorry for the delay. Below are the questions I raised at the Zoning Board continued public hearing this past Tuesday night, along with an additional question which the Chair authorized me to pass along. As I mentioned, we expect to discuss these questions more fully, and your responses, at the next meeting on the 24th.

- We recently received a Deficiency Notification from MassDOT (see attached) regarding the Myrtle St. Bridge over the Sudbury River. How will the condition of the bridge affect this project? How would closure of the bridge affect this project? Would the applicant be willing to consider mitigation/financial contribution, particularly if the work to repair the bridge has to be accelerated or is more substantial because of this project?
- The proposed flat walls and roof lines are not particularly reflective of New England or Ashland architecture. Row houses are often found in mill communities. Although 100 Chestnut Street has a similar architectural, it is not a 5 story structure like this. Even though this project is somewhat recessed into the landscape, the massing and scale of this project are substantial. We understand that the architectural are still under discussion but what can you do to mitigate for the flat walls and roof lines to reduce the massing of the project.
- Traffic is of major concern. Does the traffic analysis include impacts related to train activity. Currently a 3 way intersection at Pleasant and Main allows for multiple opportunities to turn right from Pleasant into the intersection. This has a very positive impact on the flow. If this is somehow altered, it could potentially negatively impact the traffic flow of the entire intersection. Was the traffic study done while school was in session? Does it include days of the week that are considered higher traffic days, perhaps Tuesday, Wednesday & Thursday?
- What would the impact be on public safety vehicles getting through town? The new station was built to reduce time lost at the rail crossing as these vehicles would use the Fountain St bridge and then Front to Main to Pleasant. Realistically Front at Main would at various times of day be clogged with no way for public safety vehicles to get around/through them.
- What contaminants might be either added to the ecosystem, or in the case of this site, what contaminants may be brought to the surface?
- Parking is a concern as well. Who will monitor those few spaces in the front? Parking is already an issue downtown. Those spots would be prime spots and signage would likely not be enough. Also, is the parking also intended to serve the residents, the restaurant and a public area to the north? At 340 spaces, can it even serve the residents? How would vehicle removal be handled? Would owners be given notice, would cars just be towed? Would the applicant be willing to pay all or part of an ongoing parking enforcement officer to ensure that parking for the development stays onsite and doesn't spill over into downtown parking spots?
- There was mention of some kind of a transportation manager and that the developer would be responsible for the care of the public area. Would there be some kind of private security?

- The applicant has requested a waivers of both the local Wetlands and Stormwater Bylaws. Hancock appears to be deferring those matters to the Zoning Board. The Zoning Board requested comment from the Conservation Commission, however, the Conservation Commission, on January 14, 2025 and May 28, 2025, reported to the Zoning Board that it had insufficient information to provide any comment or recommendation as to the waivers. We understand that, as the applicant has stated at the public hearing, there will be a separate filing under the WPA with the ConCom, but the Zoning Board will need sufficient information to deliberate on the requested waivers of the Wetlands and Stormwater bylaws. When and how do you intend to provide that information for the Zoning Board's/Conservation Commission's consideration? If you believe it has already been submitted, please direct us to those submissions so we can discuss this with the Zoning Board, ConCom and peer review.

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