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City of Newton, Massachusetts

Department of Planning and Development
1000 Commonwealth Avenue Newton, Massachusetts 02459

Ruthanne Fuller
Mayor

Barney S. Heath
Director

PUBLIC HEARING MEMORANDUM

DATE: April 17, 2024

MEETING DATES: April 24, 2024

TO: Zoning Board of Appeals

FROM: Barney S. Heath, Director of Planning and Development
Jennifer Caira, Deputy Director of Planning and Development
Katie Whewell, Chief Planner for Current Planning
Alyssa Sandoval, Deputy Chief Planner for Current Planning

COPIED: Mayor Ruthanne Fuller
City Council

In response to questions raised at the Zoning Board of Appeals public hearing on March 27, 2024, the Planning Department is providing the following information for the upcoming continued public hearing/working session. This information is supplemental to staff analysis previously provided at the public hearing.

PETITION #11-23 **78 Crafts Street**

Boylston Properties requesting a Comprehensive Permit, pursuant to M.G.L. Chapter 40B, to construct four multifamily buildings as well as a separate two-story parking structure. The site comprises a total of 11 parcels fronting Crafts Street on a 4.76-acre site. There would be a total of ~~307~~ 295 apartments ranging from studios to three-bedroom apartments, of which ~~62~~ 59 (20%) would be affordable at 50% of area median income (AMI).

The Zoning Board of Appeals (Board) opened the public hearing on this Comprehensive Permit application on January 10, 2024, which was held open for the petitioner to respond to questions and concerns raised in the Planning Department's Memorandum and at the public hearing by the Board as well as by members of the public. Previous Planning Department memos have focused on an overview of the project, the neighborhood context, zoning and recently approved projects in the project's vicinity, relevant planning studies, and documents, site design and building massing, stormwater and traffic.

EXECUTIVE SUMMARY

The Applicant, Boylston Properties, is seeking a Comprehensive Permit pursuant to Massachusetts General Laws Chapter 40B, Sections 20 through 23, to develop 78 Crafts Street into an all-residential multifamily development. The subject site is located in Newtonville along the west side of Crafts Street between Court Street and Washington Street to the south and Watertown Street to the north. The subject properties are zoned Manufacturing (MAN) and Multi-Residence 1 (MR-1) and contain a variety of light industrial uses, such as automotive services, engineering office, as well as one two-family residence.

The Applicant proposes a series of four multifamily buildings as well as a separate two-story parking structure. The site comprises a total of 11 parcels fronting Crafts Street on a 4.76-acre site. Based on conceptual plan revisions, there is now a total of 295 apartments ranging from studios to three-bedroom apartments, of which 59 (20%) would be affordable at 50% of area median income (AMI). Parking will be located within ground level parking garages of the residential buildings as well as a separate parking structure.

The Applicant previewed revised conceptual plans to the ZBA at its March 27, 2024 public hearing. The revisions included these changes:

- building massing changes along the frontage of Crafts Street (4 & 5 stories for Building A instead of all 5 stories)
- parking modifications
- additional landscaping
- additional active/passive recreation spaces
- new tot lot
- dog park relocation and enlargement
- building reductions in Building A (72 units reduced by 4 units) and Building D (22 units reduced by 8 units)
- increased setback by Building D at southern property line (increased 43 feet setback from 20 feet)

As a result of the proposed changes, the unit count would go from 307 units to 295 units with 59 affordable units at 50% AMI. The Applicant supplemented this with a marked up building and floor plan. There have been no formally submitted Engineering-level or stamped architectural plans with the revisions shown but the City's peer reviewer for design, NBBJ, provided initial feedback on these conceptual plans based on the Powerpoint presentation dated March 27, 2024 in the attached memo (**Attachment A**). The Applicant's March 27, 2024 presentation can be found in the project files here.

In addition, the Associate City Engineer, John Daghlian, has provided an Engineering

Memorandum highlighting issues and key concerns.

I. ANALYSIS

A. Revised Design Peer Reviewer Feedback

NBBJ provided initial feedback on the revised design presented at the March 27, 2024 hearing of the ZBA, and a subsequent comment letter based on the revisions which is provided in **Attachment A**. NBBJ notes the modifications for Buildings A and D, as well as the site modifications including the tot lot, parking and circulation, relocation of the dog park, and additional landscaping. NBBJ notes that the roof form for Building A stepping away from Crafts Street helps with the massing impact and height from the street edge. Overall, Planning believes the design changes are a step in the right direction per feedback from the City, ZBA, and community, however previous comments still stand. Planning encourages the Applicant to further review how the Crafts Street frontage of Building A can be made more appealing and incorporate a level of ground-level activation at the building level. NBBJ notes that Building C remains unchanged and encourages the Applicant to reconsider the height and/or provide sections of the building to better understand the potential impacts of a building so close to the property lines and residential abutters.

Several requests have been made by the ZBA for the Applicant to explore underground parking. The Applicant should provide greater detail in writing and at the hearing as to why underground parking is infeasible. NBBJ and Planning continue to encourage the Applicant to reduce the amount of paving and impervious area on the site.

B. Responses to City's Transportation Peer Review

Transportation: On behalf of the Applicant, Vanasse Associates submitted a response to BETA, the consultant engaged by the City to analyze parking and transportation in the proposed project. In their response, Vanasse Associates provided several responses and data points that BETA requested in a memo dated April 11, 2024 (see **Attachment B**).

BETA will be providing a comprehensive analysis of the Applicant's response to the traffic study review before the next scheduled ZBA hearing. A representative from BETA will be present at the ZBA hearing and be available to answer questions and provide clarification with a more detailed response memo to follow.

C. Stormwater and Engineering Peer Review

The City's Engineering Division submitted a memorandum on April 5, 2024, which provided a comprehensive analysis of the project **(Attachment C).** At the request of the Applicant, the Planning Department staff met with the Applicant, the City's peer

reviewer and the Department of Public Works (DPW) Associate City Engineer to further clarify issues identified in the stormwater peer review and DPW analyses. One remaining issue to be addressed is the Applicant's request for waiver for the City's Stormwater Management and Erosion Control Rules and Regulations, which requires the design to retain the volume of runoff equivalent to or greater than two (2") inches. In discussions with the Applicant, Planning understands that the Applicant may be making further adjustments to come closer to meeting the requirement but awaits further detailed plans for confirmation. Should updated plans be provided, the peer reviewer, Horsley Witten, will provide an updated comprehensive peer review memo, which includes the status of the project's ability to meet the Massachusetts stormwater standards and City of Newton stormwater regulations.

The following is a summary of the key points highlighted in the recent DPW Engineering memo:

Drain Easements
The site contains two City of Newton Drain Easements, the first is a 20 -feet wide in a west-east orientation and has a 36" x 48" box culvert; and the second a 10-foot-wide easement in a north-south orientation, that has a 12" diameter concrete drainpipe. Actual locations will need to be identified in updated plans. Planning will be coordinating with the Law Department to ensure proper process of any easements and licenses needed by the development as highlighted in the Engineering memo.

Environmental
Engineering requested clarification regarding the environmental status of soils. For example, whether a Phase 21E investigation and report have been prepared and the status of existing underground oil or fuel tanks, and an existing observation well. The Applicant should provide any reports to Engineering and Health Departments, as identified, and confirm the status of any environmental issues or contaminated soils.

Vehicular Access
Since Maguire Court is a private way the abutting properties have ownership rights to the centerline of the layout, it will require access rights for the development between the private parties involved, and any agreement should be recorded at the Middlesex Registry of Deeds and proof of the recording shall be given to the City.

Existing Box Culvert

The existing box culvert (36" x 48"] through the property is quite shallow and may need to be replaced or encased to withstand heavier vehicular traffic.

Easements and Licenses
The proposed design has encroachments within the City easements which would need License Agreements, clearly defining the nature of the encroachments, materials, maintenance, and indemnification of the City if and when DPW crews or contractors need to access the culvert at any time. Planning is already consulting with Law to ensure proper process is followed for the license agreements should the project be approved.

Two-Story Parking Structure
DPW has a concern regarding the placement/construction of the proposed two-story parking garage that is in within inches of the easements and the unknown location of the culvert. The DPW requests that the Applicant develops a construction feasibility study on how the excavation for the foundation of the parking garage will be secured, shored, and made safe.

Stormwater
The DPW notes that the Applicant is indicating a waiver is being requested for the City's Stormwater Management and Erosion Control Rules and Regulations, which requires the design to retain the volume of runoff equivalent to or greater than two (2") inches multiplied by the total post-construction impervious surface area on the site. The calculations only show a 1" volume retention. DPW notes this waiver has not been granted in any previous project. The Applicant has stated previously during discussions with the DPW and Planning they cannot meet the requirements of the 2-inch retention of stormwater due to site constraints. Planning understands that the Applicant may be making further adjustments to better meet this requirement but awaits further detailed plans for confirmation. The Applicant should address and explain in greater detail in writing and at the hearing the constraints of the site that make it unable to meet the City's stormwater requirements.

Water Main Easement
DPW notes that the Applicant will need to grant a 20-foot-wide permanent easement to the City for access and future maintenance of the water main. The final water main design and configuration would be reviewed and approved by the DPW.

Snow Storage

DPW requested that the applicant address the proposed snow storage capacity which seemed undersized.

Identify Locations of Driveways, Access Easements, Roadways, Water Mains, Sewer

DPW requested that plans clearly identify the locations of access easements and roadways and driveways, existing City water mains, and sewer locations that are currently not on the submitted site plans. There is a proposed driveway shown to be 20-24 feet wide located between 63 & 67 Court Street which currently share a common driveway. According to the site plans, 67 Court Street will be razed; however, it is not clear how the new driveway will encroach onto this former lot.

Pedestrian Accommodations

The proposed pedestrian crossing between building B & C should be a raised crossing and any drop zones should have ADA & AAB compliant pedestrian ramps for universal access.

Operations

DPW inquired about the location of mail delivery, which would need to be confirmed with the USPS. The site plans also need to note where trash and recycling dumpsters will be located.

D. Applicant Response to Peer Reviewer Hazardous Materials Letter

The Applicant provided responses to the peer reviewer, Horsley Witten's memo, regarding the status of contaminated materials on the site **(Attachment D).** The Applicant's consultant, McPhail Associates, responded that due diligence activities had been completed on 63-67R Court Street that concluded with the termination of the former Activity and Use Limitation (AUL). The Applicant's consultant noted that further analysis of soil and groundwater samples would be conducted prior to the commencement of site redevelopment. The City's peer reviewer for stormwater, Horsely Witten, will be reviewing these responses to determine if any further information or clarification is needed.

II. Next Steps

If the Applicant decides to revise the design of the Project from the plans that were originally submitted in its December 2023 application, they must provide Engineering-level plans, which will need to be reviewed by the peer reviewers and the Engineering Division. For any new plans submitted, Planning recommends that the Applicant review comments from the DPW as there were many items they requested to be included on the

site plans. The Inflow & Infiltration (I&I) memo would also need to be updated to reflect the new I&I fee based on a revised bedroom count. The Planning Department expects to continue to review the proposal and provide updated and expanded memoranda in advance of future ZBA hearings. Future public hearings may focus on design changes proposed by the Applicant, associated updated peer reviews, sustainability, and proposed affordable housing.

The Applicant should respond in writing to issues raised in this memorandum and attached materials, as applicable.

ATTACHMENTS

Attachment A: Response from NBBJ Design Peer Review
Attachment B: Response from Applicant on Transportation Peer Review
Attachment C: Newton Engineering Memo
Attachment D: Response to Environmental Peer Review

nbbj

www.nbbj.com

April 17, 2024

Ms. Alyssa Sandoval
Deputy Chief Planner
City of Newton
1000 Commonwealth Ave.
Newton, MA 02459

Subject: 78 Crafts Street 40B Design Review (MEMO #2)

Dear Ms. Sandoval

This is a second memo to address plan updates that have been submitted to the City after the drafting of our initial comments submitted February 15, 2024. We have received updates to the original set of drawings that include:

- Carfts Street ZBA Presentation (uploaded 428/2024)
- Crafts Street ZBA Plan Changes (uploaded 4/8/2024)
- Renderings of Abutting Neighborhood Streets (uploaded 3/28/2024)

Project Understanding

The updates to the plan include a reduction to 295 units. Building A and Building D have been modified and changes to the site plan include pedestrian circulation routes and surface treatments as well as addition of pedestrian safety features in response to comments. Detailed information such as revised lot coverage are not included in the submittals.

Height:

- Building A has been reduced in height on one portion facing on Crafts Street resulting in the loss of 4 units. This reduction in height on Crafts Street provides relief and breaks up the height along the street. It should be noted that there is also

a color change and recesses within the building plane that provides visual relief by breaking the building into different masses.

- The proponent has improved the roof form on Building A that reduces the height along Crafts Street by moving the roof peak back away from the street edge.
- Building C has been discussed in public as overly tall adjacent to existing residences. When viewed in the submitted renderings Building C does not, in our opinion, appear overwhelming from 53 Court Street due to the grade change between Court Street and the base elevation of Building C. In addition, we note that there will be no impact of shadows on Court Street back yards given the solar orientation. We suggest a site section that may help to clarify the relative height of existing and proposed buildings.

Building Setbacks:

- Increased setback on Crafts Street to between 9 and 21 feet helps to reduce the impact of the sold wall on the street.
- Increased setbacks south of Building D include a Tot Lot.
- Building C has been criticized in public as too tall and too close to residences on Court Street. The renderings are helpful, but we suggest a site section to illustrate the actual distance between existing residences and the proposed building heights.
- Setbacks on the northern edge of the site have not been adjusted in the revised site plans. We note that shadow impacts to the DPW site will increase as a result of this project but will primarily impact the ground plane not the historic structure.

Land Use:

- Proponent has not proposed any changes to ground level use on Crafts Street and has rather proposed solid walls with lighted building signage and a vertical art installation to "animate" the ground floor facing Crafts Street.
- The proponent has improved the look of the decorative screening at the parking level with a handsome fractal design. This is a great improvement, however, as noted in previous comments, the bright or harsh quality of light sources in parking garages can be unattractive, so additional lighting studies to the public realm should be addressed in future design submittals.
- Letters sent to the City indicate some confusion as to the public use of ground floor space such as the fitness center or indoor community space. Please specify which ground level areas would be publicly accessible and which would be reserved for tenants only.

- New Tot Lot is located immediately outside of ground level units in Building D. It will be important for the proponent to outline any use restrictions on hours of use or limits to public access.

Massing:

- Reduction in height on Crafts Street and stepping of roof forms away from Crafts Street helps with the massing impact and lowers the height on the street edge.
- The provided shadow diagrams suggests afternoon (after 3pm) shading of residences on the east site of Crafts Street during the winter. A revised shadow study of impact to residents across Crafts Street with new massing may alleviate some concerns by residents.
- Shrinking Building D reduces the impact of the building on adjacent neighbors.

Housing Density:

- Usable open space has been increased from 36.2% (12/07/24) by 4,400 sf to 38.3% of the site area which is still short of 50% required by residence districts.
- Many residents have discussed that this is still too dense for a quality residential environment regardless of the neighborhood context which is much lower. We continue to urge the proponent study reductions on paved areas to make more of the remaining site usable and or permeable.

Mobility and Connectivity

- We note the improved sidewalk connectivity by relocating some perpendicular surface parking and the smoothing of pedestrian walkways with fewer 90 degree turns.
- We look forward to further development of the preferred bicycle route through the site with signage or street markings indicating bicycle routes (sharrows) through the site.
- We note the removal of one garage entrance in Building B that will remove a potential pedestrian/vehicular conflict point.
- We note the added speed tables and flush sidewalks to improve pedestrian safety and pedestrian visibility.
- We would continue to look at site lighting to ensure that pedestrian crossings are well lit and visible to vehicles.
- We note the increased sidewalks to 5 feet in response to various concerns voiced by the community.

Historic Resources

- Proponent has produced a shadow study to demonstrate little to no shadow impact to the historic Stables Building. Impacts to the Public Work site are primarily winter and shoulder seasons with minimal site shadowing during warm months.

Open Space

- We note that the proponent has added 4,400 sf of open space (Tot Lot) to the site plan by reducing Building D footprint thus increasing both the usable open space but also providing a valuable community recreational use on the site.
- We note that the dog park has been extended on the west side of Building B to be more visible to the public and with better exposure to light and sun.
- We note the changes on the street level of Building A to remove windows to the garage and addition of building signage and an Art Patio on Crafts Street. While we appreciate the inclusion of benches we believe more work is needed to make the Art Patio compelling or inviting as a place for the public. It is not particularly believable that passersby will want to stop here to look at static art with their backs to the street. It might be more convincing to have benches placed facing the street (where activity is) with the art wall behind. Perhaps modest programming elements would make this location more appealing such as a drinking fountain, or book lending library.
- Building A courtyard includes bike parking and bench seating. We would like to know more about how this courtyard would be used and by whom? Is it to be fenced or open to the public?
- Building B Courtyard shows the addition of a bench and pergola at the front of the courtyard facing the street. We recommend that the pergola seating might benefit from better visual connectivity to the "Garden Walk". It might be more interesting to sit closer to the edge with views to the pollinator garden rather than behind plantings that might make the space seem too isolated.
- Perhaps also the proponent would consider swinging seats as a more dynamic attraction for residents and passers-by.
- Can the proponent clarify that the courtyard at Building B is reserved for residents as suggested by the presence of a fence behind the pergola?
- We note that the Linear Park design has been improved with seating areas and additional grass pave concept covering over half of the access driveway.

Parking

We note that the proponent does not indicate an analysis to lower the parking elevation below grade or significantly remove parking at ground levels particularly along Crafts Street.

We would appreciate understanding more specifically why the proponent does not wish to explore an excavation option in one or more buildings to lower activity to street level and reduce the overall heights of the project. Is it because of the cost, contaminated soil removal, or ground water level? Several of these concerns have been raised by the community in public sessions and it might help the proponent to indicate which of these issues drive their decision-making process.

We truly appreciate the opportunity to offer design review service to the City of Newton.

Sincerely

Alan Mountjoy, Principal, NBBJ

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Attachment B

Vanasse & Associates inc
Transportation Engineers & Planners

35 New England Business Center Drive
Suite 140
Andover, MA 01810

Ref: 9634

April 11, 2024

Ms. Alyssa Sandoval
Deputy Chief Planner
Department of Planning & Development
City of Newton
1000 Commonwealth Avenue
Newton Centre, MA 02459

Re: Response to Transportation Peer Review
Proposed Multifamily Residential Development – 78 Crafts Street
Newton, Massachusetts

Dear Ms. Sandoval:

Vanasse & Associates, Inc. (VAI) is providing responses to the comments that were raised in the March 11, 2024 *Transportation Peer Review* letter prepared by BETA Group, Inc. (BETA) concerning their review of the January 2024 *Transportation Impact Assessment* (the "January 2024 TIA") and the associated January 2024 *Transportation Demand Management Program* (the "January 2024 TDM Program") that were prepared by VAI in support of the proposed multifamily residential development to be located at 78 Crafts Street in Newton, Massachusetts (hereafter referred to as the "Project"). Listed below are the comments that were raised by BETA in the subject letter followed by responses prepared by VAI, Boylston Properties (BP) or Weston & Sampson (W&S) where indicated.

TRANSPORTATION IMPACT AND ACCESS STUDY

Comment 1: *[The traffic study that was prepared for 34-48 Crafts] Street included 10 study intersections versus seven for this project. Confirm why the intersections of Crafts Street with Lenglen Road/Whole Foods exiting driveway and Ashmont Avenue were not included as study intersections.*

VAI Response: The Crafts Street/Ashmont Avenue and Crafts Street/Lenglen Road/Whole Foods driveway intersections were not included in the study area of the January 2024 TIA as the Project is not expected to contribute traffic volumes to the minor street movements at these intersections during the peak periods to the extent that there would be a material increase in motorist delays or vehicle queueing. The subject minor roadways primarily serve the abutting land use and do not convey through traffic to the extent that these roadways or the associated intersections with Crafts Street would typically be included within the study area of a Transportation Impact Assessment.

The Whole Foods Driveway is a one-way exit and serves only a small portion of the parking lot, with the main driveway located along Washington Street. Lenglen Road is a minor roadway that serves primarily residential uses and consists of a short (approximately 750 linear feet) roadway segment that intersects Washington Street

approximately 300 feet east of Crafts Street and Crafts Street approximately 300 feet north of Washington Street. Operating conditions related to Lenglen Road and the Whole Foods Driveway are related to vehicle queueing at the Washington Street/ Crafts Road intersection, which has been evaluated as a part of the January 2024 TIA. With regard to impacts to Ashmont Avenue, the Project is expected to add less than 30 vehicle trips to Crafts Street north of Maguire Court during the peak-hour, or fewer than one additional vehicle every two-minutes, a level of impact that would not result in a significant increase (change) in motorist delay or vehicle queueing along Ashmont Avenue.

Comment 2: *The signalized intersection of Washington Street and Walnut Street would typically be included as a study intersection, being in the vicinity of the proposed project. However, since this intersection was recently improved and reconstructed, it does not need to be evaluated for this study.*

VAI Response: No response required.

Comment 3: *People walking to the Newtonville Commuter Rail station and the local commercial corridor may interact with both the Washington Street and Central Avenue and Washington Street and Walnut Street intersections. These intersections should be included for pedestrian activity.*

VAI Response: The study area that was assessed in the January 2024 TIA has been expanded to include the assignment of Project-generated pedestrian and bicycle volumes to the Washington Street/Central Avenue and Washington Street/Walnut Street intersections. These trip assignments are shown on Figures 8P, 8B, 9P and 9B for the weekday morning and evening peak hours, respectively.

Comment 4: *Court Street, Beach Street, Central Avenue, Ashmont Street, Lincoln Road, and Clinton Street should be included in the study roadway network as these streets will be used by project pedestrians, bicyclists and emergency vehicles.*

VAI Response: Figure 2R has been updated to reflect the pedestrian accommodations along Court Street, Beach Street, Central Avenue and Ashmont Avenue, and the connectivity and relationship of these accommodations to the Project site and the larger study area roadway network that was assessed in the January 2024 TIA. In addition, the figures that are presented as a part of this response letter depict pedestrian and bicycle volumes and Project-generated transit trips have also been expanded to include the subject roadways.

EXISTING CONDITIONS

Existing Traffic Volumes & Speeds

Comment 5: *Traffic volumes at the Lewis Terrace/Adams/Washington intersection are reported incorrectly in the AM and PM period.*

VAI Response: Traffic volumes at the Washington Street/Adams Street/Lewis Terrace intersection were adjusted upward to balance with the traffic volumes at the Washington Street/ Jackson Road intersection given the proximity of the two intersections.

Comment 6: *Provide information on truck movements in the study area.*

VAI Response: Figures 3HV and 4HV depict the 2023 Existing heavy vehicle volumes at the study area intersections during the weekday morning and evening peak hours, respectively, which were collected in conjunction with the September 2023 TMCs. It should be noted that the heavy vehicle volumes include truck trips and school buses.

Public Transportation

Comment 7: *Commuter Rail services carry a Zone 1 fare in the area – worth noting due to the higher cost of use.*

VAI Response: No response required.

Comment 8: *The frequencies on the buses run every 45 min to 2 hours, depending on time of day and route. Please provide the frequencies of each bus route and whether the services are provided on weekdays only, or also on weekends.*

VAI Response: The Massachusetts Bay Transportation Authority (MBTA) Route 553 and 554 buses provide weekday bus service approximately every 45 minutes, with the Route 553 bus also providing Saturday bus service approximately every hour. MBTA bus Route 556 provides weekday bus service approximately every hour and a half. MBTA bus Route 59 provides weekday bus service approximately every 45 minutes, with Saturday and Sunday bus service provided every hour and 45 minutes. The MBTA bus schedules for the subject bus routes are provided as an attachment.

Comment 9: *MBTA Route 558 runs on Adams Street to the east of the project area. Include in the description [of] the 558 bus and the location of the nearest stop pair at Adams Street and Lincoln Road/Middle Street.*

VAI Response: The MBTA operates fixed-route bus service along Adams Street by way of bus Route 558, *Riverside Station – Newton Corner*, with the closest stop located at the intersection of Adams Street at Lincoln Road approximately 0.6 miles (a 13 minute walking distance) to the northeast of the Project site. The Route 558 bus provides weekday bus service approximately every hour and a half.

Comment 10: *In Figure 2, show the train station entrances.*

VAI Response: Figure 2R has been revised to show the locations of the entrances to the Newtonville Commuter Rail station off of Harvard Street and Walnut Street.

Comment 11: *In the first paragraph of the public transportation section, note the two bus stops at Washington and Crafts serving MBTA routes 553/554/556.*

VAI Response: In addition to the regular stops located at the Washington Street/Court Street and Washington Street/Harvard Street intersections, the MBTA Route 553, 554 and 556 buses are also served by a regular stop located at the Washington Street/Crafts Street intersection that is approximately 0.3 miles (a six (6) minute walking distance to the southeast of the Project site).

Comment 12: *Provide ridership information for nearby bus routes and commuter rail to assess whether the services have the capacity to add additional passengers.*

VAI Response: As can be seen in Table 5 of the January 2024 TIA, the Project is expected to generate approximately 322 transit trips on an average weekday, with 28 transit trips expected during both the weekday morning and evening peak hours.

Table 2A shows the average ridership on the MBTA Route 59, 553, 556 and 558 buses at the regular stops located proximate to the Project site during the weekday morning and evening commuter peak hours during the Fall season for the 2020-2022 period based on ridership information available from the MBTA.[1]

As can be seen in Table 2A, the average ridership on the MBTA Route 59, 553, 556 and 558 buses at the closest regular stops to the Project site during the commuter peak hours were found to be less than 10 riders as of the Fall of 2022, well below the 37 passenger MBTA Service Policy Capacity for an MBTA bus. Even after accounting for the potential growth in ridership over the past two (2) years resulting from the continued re-introduction of public transit after the COVID-19 pandemic, the relatively minor increase in transit trips resulting from the Project can be accommodated by the bus routes that serve the study area, particularly with consideration that these trips will be dispersed between four (4) bus routes and the Commuter Rail.

[1] *MBTA Open Data Portal*, Blue Book.

Table 2A
MBTA BUS ROUTE RIDERSHIP INFORMATION[a]

Bus Route/Stop Location/Peak-Hour	Fall 2020	Fall 2021	Fall 2022
MBTA Route 59, Route 16 at Crafts St.:			
Weekday Morning	5.3	7.3	8.6
Weekday Evening	4.3	7.3	8.8
MBTA Route 553, Washington St. at Crafts St.:			
Weekday Morning	4.7	6.4	5.8
Weekday Evening	4.3	5.7	4.6
MBTA Route 553, Washington St. at Court St.:			
Weekday Morning	4.4	5.5	5.7
Weekday Evening	4.0	5.7	4.6
MBTA Route 554, Washington St. at Crafts St.:			
Weekday Morning	2.8	5.2	5.2
Weekday Evening	3.2	3.8	5.4
MBTA Route 554, Washington St. at Court St.:			
Weekday Morning	3.3	5.1	5.2
Weekday Evening	3.6	3.8	5.5
MBTA Route 556, Washington St. at Crafts St.:			
Weekday Morning	1.2	2.3	2.7
Weekday Evening	1.6	4.3	4.6
MBTA Route 556, Washington St. at Court St.:			
Weekday Morning	1.0	2.2	2.3
Weekday Evening	1.8	4.2	4.6
MBTA Route 558, Adams St. at Lincoln Rd.:			
Weekday Morning	3.5	4.9	4.0
Weekday Evening	1.9	4.6	3.0

[a]Average number of passengers on the bus at each designated regular stop.

Pedestrian and Bicycle Accommodations

Comment 13: *Provide information regarding the existing crossing times/pedestrian delay at each study intersection. This is particularly important at the intersection with Route 16 and Crafts Street (two pedestrian crashes were reported) where school children walk to the F.A. Day Middle School and Horace Mann Elementary School; at the intersection of Washington Street at Adams Street, Lewis Terrace, and Jackson Road; as well as at intersections where people are expected to walk to the train station and bus.*

VAI Response: The following is a summary of the pedestrian crossing times and maximum pedestrian delay for each of the signalized study area intersections:

Route 16 at Crafts Street

The pedestrian phase at the Route 16/Crafts Street intersection operates exclusively (i.e., independently without vehicular movements) with a 25 second length within an 80 second cycle length. As such, the maximum time a pedestrian would have to wait at this intersection is 55 seconds.

Washington Street at Crafts Street

The pedestrian phase at the Washington Street/Crafts Street intersection operates exclusively with a 27 second length within a 100 second cycle length. As such, the maximum time a pedestrian would have to wait at this intersection is 73 seconds.

Washington Street at Harvard Street

The pedestrian phase at the Washington Street/Harvard Street intersection operates exclusively with a 22 second length within a 100 second cycle length. As such, the maximum time a pedestrian would have to wait at this intersection is 78 seconds.

Washington Street at Adams Street, Lewis Terrace and Jackson Road

The pedestrian phases at the Washington Street/Adams Street/Lewis Terrace and Washington Street/Jackson Road intersection operate concurrently (i.e., in conjunction with a vehicular phase) over a 100 second cycle length. Based on the existing timing and phasing at the intersection, the maximum time a pedestrian would have to wait at this intersection is 79 seconds.

Comment 14: *Provide the source for footnote #5 regarding that 14' is a minimum width for a shared lane.*

VAI Response: The Massachusetts Highway Department (now MassDOT) *Project Development & Design Guide* states that "Lanes at least 14 feet wide are generally wide enough to permit motorists to pass bicyclists without changing lanes.[2]"

Comment 15: *In Figure 2, show the mid-block crosswalk on Washington Street north of Maguire Court and BlueBike Stations.*

VAI Response: Figure 2R has been revised to show the requested crosswalk across Crafts Street south of Ashmont Avenue and the BlueBikes™ stations along Washington Street at Crafts Street and Walnut Street.

Comment 16: *Provide a figure showing existing walking and biking volumes during the peak periods.*

VAI Response: Figures 3P and 4P depict the 2023 Existing pedestrian volumes observed at the study area intersections during the weekday morning and evening peak hours, respectively, with Figures 3B and 4B depicting the corresponding 2023 Existing bicycle volumes.

[2]*Section 5.3.2.3 Shared Lanes*, Project Development & Design Guide; Massachusetts Highway Department; January 2006.

Comment 17: *The following should be noted at the intersection of Washington Street/Adams Street/ Lewis Terrace/Jackson Road.*

a. Pedestrian signals operate concurrently with traffic movements
b. There is no crosswalk across Lewis Terrace
c. There is a gap in the sidewalk network east of Lewis Terrace where there is a well-worn pedestrian path
d. The pedestrian signals across Jackson Road and Washington Street at Jackson Road do not have countdown signals

VAI Response: Table 1 of the January 2024 TIA and Figure 2R note the aforementioned existing conditions at the Washington Street/Adams Street/Lewis Terrace/Jackson Road intersections.

Comment 18: *It should be noted that there are no pedestrian countdown signals at the Route 16 and Crafts Street intersection.*

VAI Response: Comment noted. To the extent so desired by the City, the Applicant will install pedestrian signal countdown signals and the associated pushbuttons at the Route 16/Crafts Street intersection in the context of the overall mitigation package for the Project subject to receipt of all necessary rights, permits and approvals.

Crash History

Comment 19: *The crash description in paragraph two of this section should discuss the eight pedestrian crashes that occurred in the study area.*

VAI Response: A total of eight (8) motor vehicle crashes were reported at the study area intersections over the five-year review period that involved a collision with a pedestrian or bicyclist, four (4) of which occurred at the Washington Street/Adams Street/ Lewis Terrace intersection, which has been identified by the Massachusetts Department of Transportation (MassDOT) as a high crash cluster location. The remaining four (4) crashes that involved a pedestrian or bicyclist were reported to have occurred at the Route 16/Crafts Street and Washington Street/Harvard Street intersections, with two (2) crashes reported at each intersection.

To the extent so desired by the City, the Applicant will design and implement specific pedestrian and bicycle safety improvements at the subject intersections in the context of the overall mitigation package for the Project subject to receipt of all necessary rights, permits and approvals. These improvements could include the implementation of a Leading Pedestrian Interval (LPI) in conjunction with the traffic signal retiming effort at these intersections that is proposed as a part of the Project.

FUTURE CONDITIONS

Background Growth & Other Projects

Comment 20: *BETA finds the growth rate to be acceptable and confirmed with the City of Newton that no other large developments are currently proposed in the project area.*

VAI Response: No response required.

Project Trip Generation

Comment 21: *The census data used to determine mode share was from 2015 to 2019. This is out of date, especially with pandemic era mode shifts. Recent census data from 2018-2022 should be reviewed.*

VAI Response: Travel mode data obtained from the 2018 through 2022 American Community Survey (ACS) for Census Tract 3733 was reviewed. Table 2 compares the travel mode data for the 2015 through 2019 period that is presented in the January 2024 TIA to that for the 2018 through 2022 period.

Table 2
CENSUS TRACT 3733 TRAVEL MODE DATA

Mode of Travel	2015 through 2019	2018 through 2022
Single-Occupant Vehicle (SOV)	59.8%	46.0%
Car/Vanpool/Taxi	6.0%	7.3%
Public Transportation	22.0%	13.7%
Walk/Bike/Other	4.7%	7.3%
Worked From Home	7.5%	25.7%

As can be seen in Table 2, travel mode data for the 2018 through 2022 period indicates that a significantly higher percentage of residents reported that they worked from home (a 243 percent increase) with a corresponding decrease in the number of residents reporting that they use a SOV or public transportation as their primary commuting mode. Applying the travel mode data for the 2018 through 2022 period to the trip-generation calculations that are presented in the January 2024 TIA would result in an approximate 10 to 15 vehicle trip reduction in the peak-hour traffic volumes that are associated with the Project and a corresponding reduced impact on the transportation infrastructure from the results that are presented therein and that form the basis of the improvements that will be advanced as a part of the Project subject to receipt of all necessary rights, permits and approvals.

Comment 22: *The project location is in Census Tract 3733 and on the border of Tract 3732. Tract 3732 shows a mode share of 70 percent drive alone, while Tract 3733 has a drive alone mode share of 53 percent according to the 2022 estimates. Explain why the 73% vehicle mode was used.*

VAI Response: In order to provide conservative (high) traffic volumes from which to assess the potential impact of the Project, a composite estimate of residents reporting that they used SOVs, car/vanpool/taxi and worked from home was used to develop the higher percentage. As stated previously, the peak-hour trip estimates for the Project are likely overstated by 15 vehicle trips or more.

Comment 23: *Why use the average rate for weekday trip generation rather than the fitted curve equation?*

VAI Response: The average weekday trip generation for the Project was estimated using the average rate given that there are less than 20 data points available for the subject land use consistent with trip-generation guidance provided by the ITE.[3]

Comment 24: *Provide information on the number of trucks expected to be generated by the project.*

VAI Response: Project-related truck traffic is expected to be minimal and limited to moving/delivery vehicles and trash/recycling trucks. Assuming a 295-apartment community, we anticipate twice weekly trash and recycling pick-up. Once the Project is stabilized (constructed and leased), it is anticipated that there will be approximately 285 move-ins and move-outs annually, which equates to 0.78 moving truck trips per day on average. This level of truck activity is expected to represent a significant reduction in truck trips over the existing uses that occupy the Project site.

Trip Distribution and Assignment

Comment 25: *The approach is reasonable based on evaluation of existing movements and Journey to Work data.*

VAI Response: No response required.

Comment 26: *Show the trip distribution and assignment of peak hour bicycle and pedestrian trips including those walking to and from transit.*

VAI Response: The directional distribution of generated pedestrian and bicycle trips to and from the Project site was determined based on a review of nearby areas with a high density of commercial or office uses and is graphically depicted on Figures 7P and 7B. In order to allow for the assignment of pedestrian and bicycle trips associated with the Project to the study area roadways and intersections, the combined "Pedestrian/Bicycle" trips shown in Column E of Table 5 of the January 2024 TIA were separated by mode as shown in Table 5R using the data from the 2015-2019 American Community Survey for consistency. The resulting Project-generated pedestrian volume trip assignments are shown on Figures 8P and 9P for the weekday morning and evening peak hours, respectively, with the corresponding bicycle volumes shown on Figures 8B and 9B.

The assignment of Project-generated transit trips was determined based on a review of the areas (municipality) of employment for residents of the City of Newton obtained from the U.S. Census and a review of the service areas of the Commuter Rail and the multiple MBTA bus routes that are within walking distance of the Project site. The general trip distribution for Project-generated transit trips is graphically depicted on Figure 7T, with the corresponding peak-hour trips to/from the transit stops depicted on Figures 8T and 9T for the weekday morning and evening peak hours, respectively. It should be noted that the subject trips are pedestrian trips until the pedestrian boards/alights the transit vehicle, and would be added to the pedestrian trips that are shown on Figures 8P and 9P.

Comment 27: *Can the number of project-generated student walk trips to Newton F.A. Day Middle School and Horace Mann Elementary School be estimated?*

[3] *Trip Generation Handbook*, 3rd Edition, Institute of Transportation Engineers; September 2017.

VAI Response: Based on information provided by the Applicant, it is expected that there will be approximately 26 to 30 elementary school-age and middle school-age children that will live within the Project. The Project site is located within 2-miles of both the Newton F.A. Day Middle School and the Horace Mann Elementary School and, as such, these children would not be automatically eligible for school bus transportation. Parents/caregivers would have the option of: i) paying a fee for transportation (bus fee); ii) private transportation; or iii) the student can walk/bicycle to school.

Build Condition

Comment 28: *Most of the vehicle trips currently coming in and out of the site are related to the automobile-related businesses that will be replaced by the proposed project. Not removing these trips results in a conservatively high number of project-generated trips which is acceptable.*

VAI Response: No response required. For context, the existing uses were observed to generate approximately 300 vehicle trips on an average weekday and between 20 and 30 vehicle trips during the weekday peak hours.

Comment 29: *Table 6-Peak Hour Traffic Volume Increases should include Crafts Street south of Maguire Court.*

VAI Response: Table 6 has been revised to include Crafts Street, south of Maguire Court. It should be noted that the intent of Table 6 is to quantify traffic volume increase outside of the study area resulting from Project-related traffic.

Table 6R
PEAK-HOUR TRAFFIC-VOLUME INCREASES

Location/Peak Hour	2023 Existing	2031 No-Build	2031 Build	Traffic Volume Increase Over No-Build	Percent Increase Over No-Build
Crafts Street, north of Route 16:					
Weekday Morning	876	950	959	9	0.9
Weekday Evening	785	886	894	8	0.9
Crafts Street, south of Maguire Court:					
Weekday Morning	898	976	1,039	63	6.5
Weekday Evening	907	996	1,058	62	5.3
Route 16, east of Crafts Street:					
Weekday Morning	995	1,036	1,045	9	0.9
Weekday Evening	982	1,068	1,076	8	0.7
Route 16, west of Crafts Street:					
Weekday Morning	942	1,022	1,030	8	0.8
Weekday Evening	938	1,019	1,027	8	0.8
Washington Street, west of Harvard Street:					
Weekday Morning	1,298	1,408	1,421	13	0.9
Weekday Evening	1,331	1,450	1,463	13	0.9
Harvard Street, south of Washington Street:					
Weekday Morning	248	270	275	5	1.9
Weekday Evening	216	239	244	5	2.1
Washington Street, east of Jackson Road:					
Weekday Morning	2,310	2,513	2,553	40	1.6
Weekday Evening	2,260	2,339	2,398	39	1.7
Lewis Terrace, south of Washington Street:					
Weekday Morning	423	459	464	5	1.1
Weekday Evening	383	415	420	5	1.2

TRAFFIC OPERATIONS

Intersection Capacity Analysis

Comment 30: *Table 9 and 12 show the Watertown Street eastbound left-turn movement at Crafts Street as LOS D under No-Build and Build for the PM peak hour. It should be shown as LOS B.*

VAI Response: Tables 9R and 12R have been revised to correct the reported LOS for the Route 16 eastbound left-turn movement during the weekday evening peak-hour under No-Build and Build conditions.

Comment 31: *In the AM peak hour, the Crafts Street southbound approach delay at Washington Street increases by 47 seconds between the No-Build and Build conditions (150 seconds to 197 seconds). In the PM peak hour, the delay increases from 182 seconds to 211 seconds. This impact should be noted as it deteriorates traffic operations on Crafts Street between Maguire Court and Washington Street.*

VAI Response: Comment noted and the actual delay increase in likely overstated by the analysis model; however, we note that the resulting increase in average motorist delay was only shown to result in a corresponding increase in vehicle queuing of up to three (3) vehicles, which can be mitigated through the proposed traffic signal retiming at the intersection. Further and as identified by BETA: i) the current U.S. Census data shows a reduction in automobile trips as the primary commuting mode for residents within the Census Tract that contains the Project; and ii) the Build condition analysis does not reflect the removal of trips that are associated with the existing uses that occupy the Project site and that will be removed. These two conditions further speak to the conservative (high) nature of the analysis that is presented in the January 2024 TIA and the reported impact of the Project.

Comment 32: *BETA observed vehicle queue lengths on the Crafts Street southbound approach to Washington Street during the AM and PM peak period. The queue length in the AM peak period typically extended beyond the Whole Foods exit driveway and Lenglen Road (about 300 feet); occasionally to 36 Crafts Street (about 400 feet) and once to Maguire Court (about 850 feet). It should be recognized that the southbound Crafts Street queue length will at times extend back to Maguire Court in the future and the project-generated traffic will exacerbate the queue length. The vehicle queue length will impact the ability of vehicles to exit from side streets (including Maguire Court) onto Crafts Street during peak periods.*

VAI Response: BETA's observations are generally consistent with the traffic operations analysis presented in the January 2024 TIA. BETA noted that the maximum vehicle queue along the Crafts Street southbound approach to Washington Street reached Maguire Court only once during the review period and was typically 300 feet or less during most times. As identified in the January 2024 TIA, the impact of the Project on the Crafts Street southbound approach to Washington Street was identified to be an increase in vehicle queuing of up to three (3) vehicles, or 75 feet, which would not be expected to limit access to or from Maguire Court on a regular or sustained basis.

Site Distance Evaluation

Comment 33: *The results for Stopping Sight distance and Intersection sight distances show that the required lengths are sufficient in both directions at the Maguire Court site driveway. BETA notes that there is a utility pole on the southwest corner of Maguire Court at Crafts Street that is tilted less than 90 degrees towards Crafts Street. This utility pole may impair intersection sight distance exiting Maguire Court and should be evaluated for integrity and improvement or replacement.*

VAI Response: The Applicant will coordinate with the utility company to determine if improvement or reinforcement by the utility company is necessary for the identified utility pole. The pole is located within the sight triangle area, but does not pose a continuous

obstruction that impedes the ability of a motorist to observe an approaching motor vehicle, pedestrian or bicyclist.

Site Plans: Circulation, Access, Parking

Comment 34: *Will Maguire Road and the proposed emergency access connection to Court Street be reconstructed as a part of the project?*

W&S Response: Full roadway reconstruction is proposed for both Maguire Court and the emergency access driveway connection to Court Street. Proposed limits of construction are shown and noted on Sheet C101.

Comment 35: *Indicate the extent of Maguire Road and if it is a public or private roadway. Indicate who will maintain Maguire Road and the emergency access roadway.*

W&S Response: Maguire Court is an existing private way that is shown on the ALTA/NSPS Land Title Survey (Sheet 2 of 3) included with the initial Comprehensive Permit filing on December 7, 2023. The Proponent and all abutters to Maguire Court have agreed to relocate/improve the way consistent with the plans provided to the ZBA. The proponent will maintain the entirety of the relocated/improved Maguire Court, as well as the emergency access road.

Comment 36: *Indicate where large moving trucks, smaller delivery vehicles, and Uber/Lyft TNC vehicles will load/unload and how they will circulate within the project.*

W&S Response: Larger moving trucks, smaller delivery vehicles and Uber/Lyft vehicles will enter the site from Crafts Street and travel west along Maguire Court. These vehicles will utilize the five (5) designated loading areas throughout the site as shown on C101. Loading areas are proposed at the following locations:

- One (1) at the drive aisle between Buildings A and B;
- One (1) directly adjacent to the south entrance to Building B;
- Two (2) at the northern and southwesterly areas of the traffic circle; and
- One (1) directly adjacent to the east side of Building D.

All vehicles will continue westerly beyond Building B, circulate in a counterclockwise direction around the traffic circle, head due east, and exit the project site via Maguire Court. No vehicles will be permitted to exit via Court Street, with the exception of emergency vehicles.

Comment 37: *Provide figures showing turning radius for garbage trucks and moving trucks.*

W&S Response: Requested figures will be provided with the resubmittal of civil plan documents. However, turning movements for the largest anticipated vehicles that will enter the site (i.e., City of Newton Fire Truck modeled as BUS-45 vehicle) are shown on Sheet C102, for reference.

Included in this response are two additional diagrams (Figures 1 & 2) demonstrating that fire truck turns would not impact the existing temporary street parking on Crafts Street or Court Street while still being able to maneuver in and out of the site. The

BUS-45 vehicles, i.e., 45.5 foot long fire trucks, that are modeled are greater in length than garbage trucks and moving trucks.

Comment 38: *Has the Newton Fire Dept reviewed the plan for access around the buildings and the traffic circle?*

BP Response: An initial DRT meeting took place on November 29th, 2023. Representatives from the Newton Fire Department attended and provided comments, which have been addressed on the civil plans (Sheets C102 & C105) that were submitted for the initial Comprehensive Permit review. The Applicant will schedule a meeting with the Fire Department to separately review the site plan.

Comment 39: *Describe the intended use (visitor's, etc.) for the small surface parking areas:*

- ***a.*** *Building A – 5 spaces north side*
- ***b.*** *Buildings B – 8 spaces north side, 4 spaces + 4 spaces south side, 3 spaces in traffic circle*

BP Response: The external parking areas adjacent to Buildings A and B are intended for use by residents, visitors and prospective/future residents. We anticipate designating three (3) to four (4) spaces for prospective residents. Six (6) additional spaces for visitors will be designated within the surface spaces and in the upper level of the Building E garage. Spaces designated for visitor use will be added to Sheet C101.

Comment 40: *Is there a need to designate additional vehicle accessible parking spaces in the areas identified above?*

W&S Response: Per 521 CMR 23.2.1, a minimum of seven (7) accessible is required for sites in which the total parking is between 201-300 spaces. There is a total of 263 parking spaces being proposed for the Project. Throughout the site, eight (8) accessible spaces are being proposed on site as follows:

- Building A: 2 ADA spaces;
- Building B: 2 ADA spaces;
- Building C: 2 ADA spaces;
- Building E: 1 ADA space; and
- Surface Parking Area: 1 ADA space.

The additional external accessible parking space is provided for convenience as well as for scenarios in which internal accessible parking may not be available.

Comment 41: *Building A*

- ***c.*** *Provide figures showing how trucks will maneuver in an out of loading and trash areas.*
- ***d.*** *Explain the intended users of the loading area on the south side of Maguire Court and how inbound vehicles will access and park.*
- ***e.*** *Can consideration be given to convert the proposed 5 off-street parking spaces on the north side of Maguire Road to parallel on-street parking spaces that would create a more continuous linear sidewalk and provide more greenspace in front of the building?*

f. *The proposed sidewalk terminates at the entrance to the interior parking. Explain where pedestrians will walk to/from at this point.*

W&S Response: 41c. Additional figures for truck movements will be provided for trucks that will regularly utilize loading and trash areas. The two (2) locations currently planned for trash pickup are shared locations as follows:

- One (1) at the drive aisle between Buildings A and B; and
- One (1) directly adjacent to the east side of Building D.

41d. The loading zone on the south side of Maguire Court will be reserved for the abutting property owner (i.e., Roche Collision) only and is not intended for use by inbound vehicles from Crafts Street. Users of this loading zone will enter the site via Maguire Court, reverse direction on abutting property via the private driveway apron, turn right to access the 62-foot-long loading zone, then continue east to exit the site via Crafts Street.

41e. The proposed parking at the front of Building A will be converted to three (3) parallel parking stalls. This layout change will be reflected on Sheet C101.

41f. Pedestrians utilizing the sidewalk to Building A will enter via the pedestrian entrance on the west side of the building in order to access internal space at Building A (i.e., elevators/stairs, residential units, etc.).

Comment 42: *Building B*

g. *Confirm that there will be one garage driveway for Building B on the east side and the driveway shown on Maguire Court is being removed from the site plans.*

h. *Explain the intended users of the drop-off area on the north side of Maguire Court.*

i. *Explain the intended users of the drop-off/loading areas in the traffic circle area. For the drop-off area at the top of the circle, it appears that due to the alignment it may be difficult for delivery vans trucks to pull against the curb, and therefore may block (or partially block) the 20-foot-wide travel way.*

j. *The 3 angled parking spaces within the traffic circle will visually detract from what could be an attractive landscaped area island in the middle of the circle. Could on-street parking spaces around the circle be provided instead?*

k. *Provide figures showing truck turning radius within the circle.*

W&S Response: 42g. The vehicular driveway along the south side of Building B has been removed. This layout change will be reflected on revised Sheet C101 with the resubmittal.

42h. The northern loading area adjacent to exterior parking at Building B is to be utilized by residents of Building B and small delivery vehicles for temporary loading and deliveries.

42i. The loading areas at the traffic circle are to be utilized by residents of Buildings B and D as well as small delivery vehicles for temporary loading and deliveries. Truck turning movements will be provided showing that delivery vehicles will be able to utilize both loading areas without blocking the travel aisle.

42j. Parking spaces at the exterior of the circle would reduce the radius for the driveway aisle and would not allow for larger anticipated vehicles to circulate. Angled parking spaces at the interior island allows for additional exterior parking to be achieved, a sufficient turning radius suitable for larger vehicles, while also providing green space.

42k. Truck movement figures showing vehicle circulation at the circle will be provided with the resubmittal.

Comment 43: *Building C*

l. *Is there a drop-off/loading area for Building C?*

W&S Response: Residents and delivery vehicle vehicles intending to access Building C will utilize the loading area located directly adjacent to the east side of Building D.

Comment 44: *Building D*

m. *Explain the intended users of the drop-off/loading area on the west side of driveway.*

W&S Response: Residents, delivery vehicles, and shared trash pickup for Buildings C and D.

Comment 45: *Where will residents of Building D park bikes? Will bicycle racks be provided for visitors.*

W&S Response: The Comprehensive Permit submission includes dedicated storage for 71 bicycles within dedicated bike rooms in Buildings A, B and C, which exceeds the amount of spaces required by code (27-total), as summarized on Sheet C101. Residents of Building D will be permitted to utilize the interior bike room in Building C.

The site plan will be revised so that each of the four residential buildings will have four exterior bike structures, accommodating eight bicycles at each building for a total of 32 additional exterior bike spots that are available to residents and visitors.

Comment 46: *Are the locations of Electric Vehicle (EV) charging stations known at this time?*

W&S Response: We anticipate installing Level 01 Electric Vehicle (EV) charging stations in the interior ground level parking garages within Buildings A, B and C as well as on the lower level of the Building E Parking Structure. Actual locations of the Level 01 EV charging stations have yet to be determined. Once determined, all designated locations will be added to the layout reflected on Sheet C101.

Comment 47: *The site plan shows most sidewalks to be 5 feet wide, although around the traffic circle the sidewalk is shown as 4 feet wide. All sidewalks should be a minimum of 5 feet wide. Consideration should be given to providing wider sidewalks for a more comfortable pedestrian experience.*

W&S Response: All sidewalks within the site are proposed to be five (5) feet wide, with the exception of a section of sidewalk between Building B and the traffic circle parking that is proposed to be four (4) feet wide). The proposed four (4) foot wide sidewalk meets

ADA accessibility requirements and only proposed in this specific location. It should be noted that the existing City of Newton sidewalk on Crafts Street is currently four (4) feet wide and the Proponent is proposing to improve that sidewalk to be five (5) feet wide.

Comment 48: *The Site Plan (Insert 1) shows "Do Not Enter" signs at the project driveway on Court Street. Will this eliminate access to residents [of] 61 Court [Street] and limit access to Maguire Road?*

W&S Response: The proposed driveway from the Project site to Court Street will allow continued access from the public right-of-way to the abutting property (67 Court Street) similar to the existing condition. However, this driveway will continue into the project site to provide secondary emergency access to all proposed buildings onsite. This driveway (from the south side of Building C to Court Street) will not be a permitted through way to Maguire Court and will be restricted through a physical restriction refined in consultation with the Newton Fire Department. The "Do Not Enter" signs proposed along Crafts Street will include additional language "for emergency vehicles and access to 67 Court Street residence only".

Comment 49: *Confirm the Court Street entrance will be available to the walking public.*

W&S Response: The proposed sidewalk connection from the project site to Court Street will allow pedestrians access to-and-from the adjacent public right-of-way.

Comment 50: *What type of device will be used on the driveway to Court Street to prohibit general traffic (gate, bollards, etc.)? If bollards are used, will they be retractable, breakaway or other? Has Newton Fire Department*

W&S Response: As currently proposed, "Do Not Enter" signage is designated to restrict access for non-emergency vehicles at this location. Pending additional City of Newton Fire Department comments, removable bollards or crash gates may be required. If required, proposed bollards or crash gates will be shown on Sheet C101 and applicable details added to the Details Sheet.

Comment 51: *Will construction of the project impede access to the single-family house and autobody shop on Maguire Court.*

W&S Response: Onsite construction will be managed to ensure there will be continued access to the abutting properties to remain along Maguire Court, which include an autobody shop and a marijuana distribution business. Utility work and roadway reconstruction within Maguire Court will be phased in a manner that the work zone and temporary traffic controls will allow for continued access to the adjacent properties. The selected contractor will provide a detailed phasing/sequencing plan and appropriate traffic control measures during the various stages of construction. Temporary construction perimeter controls are currently noted on Sheet CD100.

Comment 52: *Consider providing a buffer strip between the sidewalk and the street/parking.*

W&S Response: It is unclear where this is being suggested/recommended. If the reviewer is referring to the new improvements proposed along the north side of Maguire Court, confirmed,

the revised layout will convert the five (5) proposed 90-degree parking stalls to three (3) parallel parking space with a non-contiguous sidewalk configuration which will provide a buffer strip between the sidewalk and street in this location. A non-contiguous sidewalk configuration is also being proposed for the project in the following locations:

- ~ 160-lf along the driveway/fire access lane to Court Street.
- ~ 140-lf adjacent to Crafts Street along the project frontage.

In other locations, keeping sidewalks along the street/parking allows for more contiguous green space at the back of the sidewalk. Refer to the revised civil and landscape plans included with the resubmittal.

Comment 53: *Can street trees be provided in the proposed landscape strip along the Crafts Street frontage?*

W&S Response: Refer to Planting Plan, Sheet L1.01, for type and location of proposed plantings within the landscape strip along the project frontage of Crafts Street. No trees can be planted in this location due to overhead wires. Understory trees can be planted on the building side of the sidewalk.

Comment 54: *Surface parking spaces on the site plan are shown as 18 and 19 feet long. The City's minimum requirement is 19 feet. Parking spaces in Building E garage are shown as 17 and 18 feet long which does not meet [the] requirement. Show parking space dimensions for all surface and garage spaces.*

W&S Response: Various parking waivers (§30.5.1.8.B.2, §30.5.1.8.B.4, §30.5.1.8.B.6) have been requested by the Applicant for all proposed garage parking stalls that do not conform to minimum City parking stall dimensions. All surface parking stalls meet City of Newton minimum dimensions. Typical dimensions for all surface and garage parking stalls are denoted on Sheet C101.

Comment 55: *Provide information on where residents of each residential building will park.*

W&S Response: Parking for residents of each building will be provided internally within Buildings A, B, and C. Resident parking will also be provided with Building E/Parking Garage and well as at the exterior parking areas throughout the site. A vehicle parking summary table is provided on Sheet C101.

TRANSPORTATION DEMAND MANAGEMENT

Comment 56: *The proponent will need to coordinate with the Newton Planning Department on TDM program elements, implementation, and monitoring efforts.*

VAI Response: The Applicant will coordinate elements of the TDM program with the Newton Planning Department.

Comment 57: *The duration of the Monitoring Program beyond two years should be determined in coordination with the Planning and Development Department.*

VAI Response: The Applicant will coordinate with the Newton Planning Department if the monitoring program is required after two (2) years.

Public Transportation

Comment 58: *Passengers boarding the Framingham/Worcester Line at Newtonville (Zone 1 Commuter Rail station), cannot use a monthly subway/bus pass. To encourage people to take the train to access Boston area jobs, the project should incentivize taking the commuter rail line. Instead of providing a monthly bus/subway LinkPass, the proponent should provide Commuter Rail tickets or Zone 1 Commuter Rail monthly passes. Another option would be to give residents the choice of a monthly LinkPass or commuter rail tickets.*

VAI Response: The Applicant will expand the transit benefit to offer new residents that sign a 12-month lease the option of either: i) an unlimited bus/subway pass (Monthly LinkPass, currently $90 per month); or ii) a 50 percent discount on the cost of a Zone 1 Commuter Rail monthly pass (currently $214 per month); for the first six (6) months of tenancy limited to two (2) passes per unit.

Comment 59: *Can the developer provide discounted transit passes/cards beyond the first six months of new tenancy and discounted bike-share membership beyond the first 12 months of new tenancy?*

VAI Response: The six-month transit pass discount program is commensurate with the discount programs that are offered for other similarly situated multifamily residential communities. The Applicant will offer new residents that do not participate in the transit pass subsidy that sign a 12-month lease an annual BlueBikes™ membership (currently $129 per year), limited to two (2) memberships per unit.

Comment 60: *Indicate if NewMo buses will be able to enter and exit the site.*

BP Response: We would welcome the opportunity for NewMo buses to enter and exit the site and to serve both residents and visitors of the proposed community

Pedestrian/Bicycle Options

Comment 61: *Will the bike parking be secured and how will it be accessed by residents? Will bicycle racks also be provided for visitors?*

W&S Response: See Response to Comment 45. Interior bicycle storage rooms on the ground level in Buildings A, B and C will be dedicated for resident use. These bike rooms will be secured by fob access for residents. Exterior bike racks providing storage for 32 additional bicycles will be at grade and unsecured, so that residents and visitors may use these racks.

Comment 62: *Can charging equipment be provided at the bike parking areas for electric bicycles, scooters, etc.?*

W&S Response: Outlets will be provided in the secure interior bicycle storage rooms for electric bicycles, scooters, etc.

Comment 63: *The manual count of bicycles on-site should be conducted for seven days (one week).*

VAI Response: The manual count of bicycles on-site as a part of the monitoring program will consist of counts for a seven-day period.

Ride-Sharing

Comment 64: *Identify ride-matching services that could potentially be used.*

VAI Response: The on-site Transportation Demand Management Coordinator (TDMC) will coordinate a ride-matching service for residents of the Project to facilitate carpooling/vanpooling by residents of the Project. Information on ride-matching services will be included in the new resident "welcome packet" distributed to all residents.

Car-Sharing

Comment 65: *Is there an opportunity to offer residents a Zip Car membership as part of the TDM program?*

VAI Response: The Applicant will offer new residents that do not participate in the transit pass subsidy that sign a 12-month lease an annual ZipCar membership (currently $90/year), limited to two (2) memberships per unit.

On-Site Parking

Comment 66: *Provide information on the adequacy of the proposed parking supply to meet anticipated parking demand by both residents and visitors.*

BP Response: The latest Project design reflects 295 apartment homes and 263 total parking spaces, which equates to a parking ratio of 0.89 parking spaces per apartment home, which is greater than the 0.86 parking space ratio as part of the Comprehensive Permit plan submission. We believe that this parking ratio is adequate to meet the needs of residents and visitors based on parking data at comparable properties, namely TRIO Newton, 28 Austin Street, and multifamily assets that were studied as part of the WestMetro Parking Utilization Study Perfect Fit Parking Initiative Phase 4 analysis. See attachments for MAPC Parking Utilization Study.

<u>TRIO Newton, 845 Washington Street (0.3 miles to Project Site)</u>

TRIO Newton is a multifamily community with 140 apartment homes and approximately 47,000 square feet of ground-level commercial space. TRIO has a dedicated residential garage with 210 spaces. Per a parking and traffic monitoring study completed in March 2023 and a City of Newton Planning Department Memorandum dated September 15, 2023, the parking garage at TRIO is underutilized on a regular basis. See attachments for Planning Department Memorandum on TRIO parking.

Actual parking demand at TRIO for 2023 was 0.86 parking spaces per apartment home.

2023	Market Rate Parking Demand	Affordable Unit Parking Demand	Total Cars Parked per Month	Parking Ratio per Apt.	Parking Ratio per Bedroom
January	106	21	127	0.91	0.57
February	106	21	127	0.91	0.57
March	97	21	118	0.84	0.53
April	97	21	118	0.84	0.53
May	97	21	118	0.84	0.53
June	96	21	117	0.84	0.52
July	95	21	116	0.83	0.52
August	92	21	113	0.81	0.51
September	95	21	116	0.83	0.52
October	102	21	123	0.88	0.55
November	99	21	120	0.86	0.54
December	104	21	125	0.89	0.56
Monthly Avg.	**98.8**	**21.0**	**119.8**	**0.86**	**0.54**

28 Austin (28 Austin Street, 0.4 miles to Project Site)

28 Austin Street is a multifamily community with 68 apartment homes and approximately 5,000 square feet of ground-level commercial space. 28 Austin has 95 dedicated residential parking spaces. Actual parking demand at 28 Austin in 2023 was 0.86 parking spaces per apartment home.

2023	Market Rate Parking Demand	Affordable Unit Parking Demand	Total Cars Parked per Month	Parking Ratio per Apt.	Parking Ratio per Bedroom
January	42	16	58	0.85	0.60
February	41	16	57	0.84	0.59
March	44	16	60	0.88	0.62
April	49	16	65	0.96	0.67
May	45	16	61	0.90	0.63
June	43	16	59	0.87	0.61
July	43	16	59	0.87	0.61
August	42	16	58	0.85	0.60
September	39	16	55	0.81	0.57
October	40	16	56	0.82	0.58
November	38	16	54	0.79	0.56
December	44	16	60	0.88	0.62
Monthly Avg.	**42.5**	**16.0**	**58.5**	**0.86**	**0.60**

Metropolitan Area Planning Council (MAPC) WestMetro Parking Utilization Study Perfect Fit Parking Initiative, Phase 4 dated July 2023.

This parking utilization analysis studied almost 40 multifamily sites at six municipalities west of Boston, one of which is Newton. The Newton portion of the study included **10 multifamily sites**. Overnight weeknight parking counts at the sites were conducted to get data on peak parking utilization. The data show that at the Newton multifamily sites, parking was oversupplied at 1.52 spaces per apartment home, whereas the actual parking demand is 0.83 parking spaces per apartment home and parking utilization was only 50%.

Comment 67: *Address the concern that if not enough parking is provided for residents and visitors, they may end up parking on adjacent roadways such as Court Street.*

BP Response: Based on our response to Comment 66, we believe that we are providing adequate on-site parking to limit parking on adjacent roadways.

Comment 68: *Provide information on how many visitor parking spaces will be provided, where they will be located, and how they will be managed for short-term and long-term (including overnight) periods. If short-term or long-term visitors will occur in garages, how will visitors gain access to the garages?*

BP Response: Visitor parking spaces will not be provided in the garages internal to Buildings A, B and C. Visitor parking spaces will be provided at-grade in surface parking spaces as well as in the Building E garage structure. The surface parking spaces and Building E garage parking spaces will be unsecured, so visitors will be able to access these spaces easily. All overnight and long-term visitors/guests will be required to register their vehicles with property management and dedicated parking space arrangements will be made.

Comment 69: *On-street parking occupancy and utilization on adjacent roadways should be monitored by the proponent after the project occupancy to measure impacts of the project on on-street parking. The proponent should review and coordinate with the City to address and mitigate identified parking impacts.*

VAI Response: The monitoring program will be expanded to include observations of on-street parking along Crafts Street, Clinton Street, Lincoln Road and Ashmont Avenue. All residents of the Project who have a car will be required to display a decal/sticker on the vehicle to identify them as a resident of the Project. To the extent that off-site parking is observed that is associated with residents or visitors of the Project, the Applicant will coordinate with the City of Newton to address the observed parking impacts.

Wayfinding

Comment 70: *Has a draft wayfinding signage plan been developed?*

VAI Response: A wayfinding signage plan for the Project site will be developed as a part of the final Site Plans and will be coordinated with the Director of Planning and Development or their designee.

OFF-SITE STUDY RECOMMENDATIONS

Comment 71: *The following additional improvement measures are offered for consideration to further improve intersection operations and safety for all users and mitigate impacts of the proposed project:*

- *Washington Street at Crafts Street*
  - *Install Adaptive Signal Control to improve traffic operations during peak and off-peak periods. This measure would include the monitoring and adjusting of signal timing and phasing as necessary in coordination with the City.*

- *Improvements at this intersection should be coordinated with the City and those proposed as a part of the elderly housing project at 36-48 Crafts Street.*

- *Route 16 at Crafts Street*
  - *Install vehicle detection and pedestrian countdown signal heads.*

- *Washington Street at Lewis Terrace and Adams Street and Washington Street at Jackson Road*
  - *All pedestrian phases operate concurrently with traffic movements. Install Lead Pedestrian Intervals (LPI) phasing. Install pedestrian countdown signal heads where missing – Jackson Road and Washington Street east leg.*
  - *Install vehicle detection on Washington Street approaches.*
  - *Construct sidewalk to fill the existing gap (approximately 300 feet) in the pedestrian network east of Lewis Terrace where there is a well-worn pedestrian path.*

VAI Response: As discussed previously, to the extent so desired by the City, the Applicant will design and implement specific pedestrian and bicycle safety improvements at the subject intersections in the context of the overall mitigation package for the Project subject to receipt of all necessary rights, permits and approvals. These improvements could include the implementation of a Leading Pedestrian Interval (LPI) in conjunction with the traffic signal retiming effort at these intersections that is proposed as a part of the Project. The Applicant is also willing to consider the implementation of the additional improvements that have been suggested by BETA to the extent that the improvements can be completed within value of the mitigation fund for the Project that is established between the Applicant and the City.

Comment 72: *The City has identified the Crafts Street corridor as a high priority for implementing Complete Streets improvements to address mobility and safety concerns for pedestrians and bicyclists. The following improvements along Crafts Street should be considered:*

- *Install a raised intersection at Crafts Street and Maguire Court to safely accommodate pedestrian crossing in this area, increase driver awareness of pedestrians, and to reduce the impacts of vehicle queuing along Crafts Street at the site access to Maguire Court.*
- *Any improvements along Crafts Street should not preclude the potential to provide bicycle lanes in the future.*

VAI Response: The Applicant will work with Newton Department of Public Works (DPW) to develop appropriate traffic calming improvements along Crafts Street. The use of vertical traffic calming features, such as raised crosswalks or intersections, are not recommended given the functional classification of the roadway (minor arterial).[4]

[4]Project Development & Design Guide; Massachusetts Highway Department; January 2006.

OTHER

Comment 73: *A construction transportation management plan should be developed as the project progresses to minimize construction traffic impacts to abutters and residents.*

VAI Response: A Temporary Traffic Control Plan (TTCP) will be developed as a part of the Building Permit plan set that will be subject to review and approval by the DPW. The intent of the TTCP will be to minimize construction traffic impacts to abutters and residents and to maintain the safety of pedestrians, bicyclists and motorists.

Comment 74: *There is a utility pole on the southwest corner of Maguire Court at Crafts Street that is tilted towards Crafts Street and should be evaluated for integrity and improvement or replacement.*

VAI Response: See response to Comment 33.

We trust that this information is responsive to the comments that were identified in the March 11, 2024 letter prepared by BETA. If you should have any questions or would like to discuss our responses in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.

Jeffrey Dirk

Jeffrey S. Dirk, P.E., PTOE, FITE
Managing Partner

Professional Engineer in CT, MA, ME, NH, RI, and VA

JSD/dcl

Attachments

Attachment C

CITY OF NEWTON
Department of Public Works
ENGINEERING DIVISION

MEMORANDUM

To: Barney Heath, Director of Planning & Development

From: John Daghlian, Associate City Engineer

Re: Comprehensive Permit – 78 Crafts Street

Date: April 5, 2024

CC: Jennifer Caira, Deputy Director
James McGonagle, DPW Commissioner
Shawna Sullivan, DPW Deputy Commissioner
Lou Taverna, PE City Engineer
Thomas Fitzgerald, Utilities Director
Doug Valovcin, Deputy Utilities Director
Katie Whewell, Chief Planner
Alyssa Sandoval, Deputy Chief Planner
Brenda Belsanti, ZBA Clerk

In reference to the above site, I have the following comments for a plan entitled:

78 Crafts Street
Boylston Properties
63 & 67R Court Street
9, 13-19, 24, 31 & 31R Maguire Court
70 & 78 Crafts Street & Assessor Parcel ID 2300160025
Newton, MA
Prepared by: Weston & Sampson Engineers Inc.
Dated: 10-13-2023
Latest Revision: 12-7-2023
&
Drainage Report

Executive Summary:

The site consists of 4.76 acres located on 11 parcels. Along the northern property line is the DPW facility, to the east is Crafts Street [a Public Way] and residential & commercial properties, to the south are residential properties and Court Street, and residential properties to the west. The site is relatively flat, having a high point elevation at approximately 47 feet near Court Street, and sloping towards the core of the property and having a low point of approximately 37-feet along Maguire Court. The site contains two City of Newton Drain Easements, the first is a 20 -feet wide in a west-east orientation and has a 36" x 48" box culvert; and the second a 10-foot-wide easement in a north-south orientation, that has a 12" diameter concrete drainpipe. The site plans do not indicate the actual location of the respective drain structures/conduits only the limits of the recorded easements. The actual locations (alignment of both the box culvert & 12" drainpipe) will be required when the plans are updated, it imperative to accurately locate them as we have experienced the fact that sometimes pipe or culvert meander within and outside of the legal easement which may affect and impact the overall proposed design.

If this permit is approved an Approval Not Required [ANR] plan will be required in accordance with Massachusetts General Laws Chapter 41 Section 81P requiring the multiple separate lots to be combined into one contiguous lot.

Environmental:

1. Has a 21E Investigation and report been performed on the site, if so, copies of the report should be submitted to the Newton Board of Health and Engineering Division.

2. Are there any existing underground oil or fuel tanks? Have they been removed, if they have been, evidence of the proper removal should be submitted to the Newton Fire Department and the Board of Health.

3. This multi-lot project entails the demolition of several commercial buildings including a construction company stockyard & shops, mechanic shops, an HVAC engineering consultant Fraiser Engineering shops, a residential home, and a former salvage junk yard. The applicant needs to confirm if there are any environmental issues or contaminated soils. An observation well was discovered during a site visit on the Frasier Engineering property, the demolition plan does not show this on sheet CD 100, what is the status of this observation well.

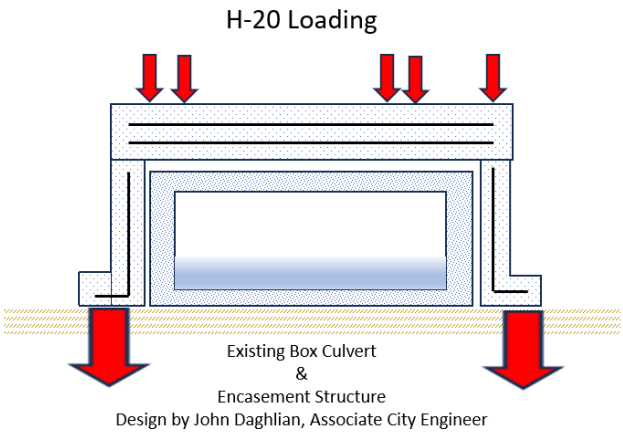
The proposed site plan indicates the following improvements:

	# of Stories	# of units
A	5	76
B	6	153
C	4	48
D	4	30
E	2	Parking Garage

Vehicular access for this development is proposed on Maguire Court (a private way) located off Crafts Street and portions of the proposed 24-foot-wide driveway transverses a City Drain Easement. Since Maguire Court is a private way the abutting properties have ownership rights to the centerline of the layout, this will require access rights for the development between the private parties involved, any agreement should be recorded at the Middlesex Registry of Deeds and proof of the recording shall be given to the City.

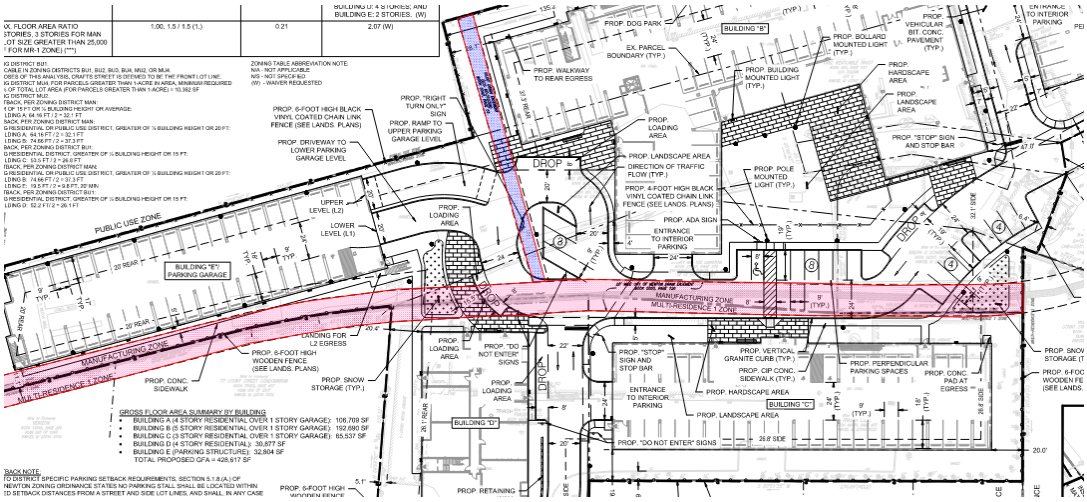
Looking westerly into McGuire Court & northerly on Crafts Street

The existing concrete box culvert [36" x 48"] within the City easement was constructed in 1925; it was not designed for vehicular traffic, let alone moving trucks, trash & recycling trucks, and fire vehicles. The culvert is very shallow and just has about 1 foot of cover over the top and in some portions is full exposed (see photo below). If this permit is approved the applicants' engineers will need to either replace the culvert that must be designed for H-20-wheel loading and/or design an encasement structure that would transfer the truck/traffic load off the existing culvert and transfer the anticipated loads to the surrounding soils as shown in the following schematic.

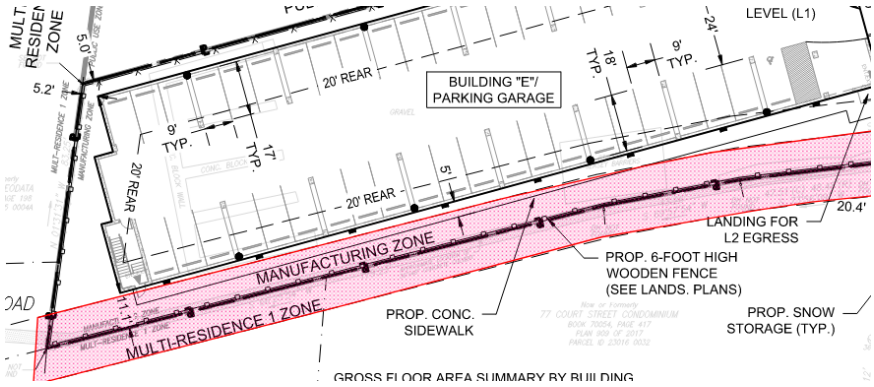


Existing box culvert

The proposed design has several encroachments within the City easements which would need License Agreements that clearly defines the nature of the encroachments, materials, maintenance, and indemnification of the City if and when DPW crews or contractors need to access the culvert at any time. There are two City easements highlighted below.



DPW also has a concern regarding the placement/construction of the proposed 2 story parking garage. The footprint of the garage is within inches of the easements and the unknown location of the culvert, the applicants engineers need to develop a construction feasibility study to be reviewed by the City and its consultants on means and methods of how the excavation for the foundation of the parking garage will be secured, shored and made safe so as not to cause harm to the culvert that must be maintained in perpetuity without impact to the flow nor cause flooding on or off site. This feasibility study shall include a detailed site that delineates the actual limits of the existing box culvert alignment and the easement.



Sheet C 101:

1. A second egress driveway (20' – 24' wide) is proposed that will connect from the proposed turning circle and extend towards Court Street. The northern portion of the

driveway will provide access to the two proposed buildings C & D and will be available for Fire & emergency vehicles that may enter from the south or Court Street.

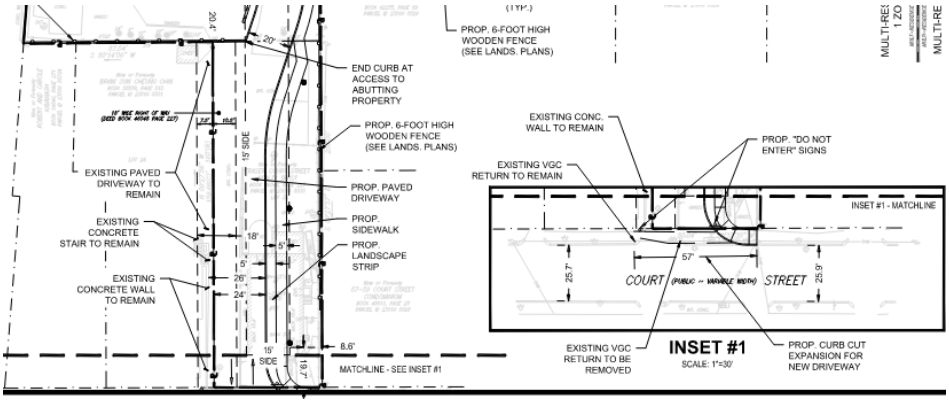
2. The proposed driveway is shown to be 20-24 feet wide and will be located between #63 & 67 Court Street which share a common driveway. The existing driveway measures just under 15-feet wide, #63 also has a 4-foot-high retaining wall and access stairs that are to remain (according to the notes); however, they are not shown on the site plan. The plans need to be updated to show these features to ensure adequate maneuverability and safe integrity of the wall and stairs. According to the demolition plan it appears that #67 will be razed; however, on this sheet it is not clear as how the new driveway will encroach onto this former lot.

Looking northerly existing common driveway

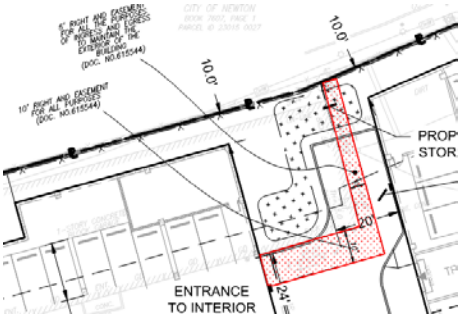
Existing 15' Common Driveway
Looking South

3. On insert #1 a sign is to be placed that states "DO NOT ENTER"; what will deter the people living in building B & C or any of the other buildings from entering from this

driveway, who will police this activity? How will general access be prohibited from using this for access to the development?



4. There are two notes that state “5’ & 10’ right & easement for all the purposes of ingress & egress to maintain exterior of the building”. Why would these be needed as the entire site/lot should be under one ownership, and why is it limited to just this little sliver on the property between buildings A & B? Who is the easement being granted to?



5. Three very modest snow storage areas are shown on this plan for a site that has over 700 feet of roadway and sidewalks, this seems very under sized.

6. The proposed roadway needs stationing starting with 0+00 at the intersection of Crafts Street and extending westerly to the turnaround and a separate station plan for the common driveway going toward Court Street. Additionally, all utility structures should have a stationing and offset from the centerline of the roadway.

7. The proposed pedestrian crossing between building B & C should be a raised crossing to keep vehicle speeds down and ensure safe pedestrian access.

8. Drop zones should have ADA & AAB compliant pedestrian ramps for universal access for pick/delivery of passengers.

9. On insert #2 near the proposed monument sign the existing utility pole has a severe lean that should be addressed for both safety and aesthetics.

10. The sidewalk on the western side of building C needs an additional pedestrian ramp reciprocal to the south side.

11. The site plan does not indicate where trash & recycling dumpsters will be located? Will they be in the garages of each building, if so, are they rollout type?

12. US Mail delivery & parcel drop offs, will these be in one centralized building, or will each building have its own “mail room”? This needs to be verified with the US Postal Service.

13. A dog park is proposed behind building B, is this dog park exclusive to the building B dog owners or is it open for the entire complex, and/or the neighborhood? How would a dog owner from building A, C & D access this park? How will trash generated from this park be addressed? What is the proposed surface of the dog park, will it need an under drain?

<u>Sheet C 102</u>:

1. The turning template plan does not show the existing retaining wall and stairs on #63 Court Street property that are to remain. The plan needs to be updated to show actual conditions.

2. The template shows the bus 45 vehicle coming into the circle however it does not show if its possible for it to turn in the loop. Due the vehicle have to back out or can it make the 360° turn?

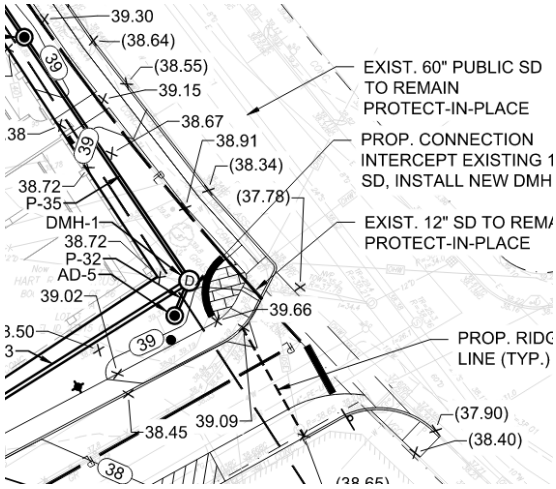
3. It is understood that the buildings will have fire suppression systems, however how would a person at the rear of the buildings be rescued if there is no exterior access to buildings: A, B, C or D? The Newton Fire Department will have to approve all emergency access points.

Sheet C 103 & Drainage:

1. The existing box culvert & drainpipe are not delineated on this plan; it cannot be assumed that they are centered perfectly within the easements. DPW will require that the applicant perform a Closed Caption Television (CCTV) Inspections with a tracer system capable of locating the culvert on the ground and delineating it on the site plan for both the box culvert and drain pipe. The CCTV inspection shall be witnessed by a DPW Inspector, 48 hours prior notice shall be given to the DPW.

2. Profiles of the proposed collection and drainage system is needed for clarity showing rim and invert elevations for all the infiltration systems, drainage structures, and any overflow connections to the existing City system. Having to flip between sheet C 103 & 104 to verify proper invert elevations is not ideal and unacceptable for construction.

3. Enhanced detail of existing utilities in the Crafts Street intersection is needed before final approval of the drainage system, there is some ambiguity in the final schematics of the system.



4. The proposed stormwater infiltration system #2 does not have test pits/perc test within 25 feet of this system as required by the City Stormwater Management requirements.

5. The City's Stormwater Management Rules & Regulations require a two-foot separation between the bottom of any stormwater management system and the seasonal high groundwater. Infiltration system #1 has a bottom of the system at 30.9 ft., the test pit-2 indicates mottling at elevation 29.0 ft.

6. The infiltration system #2 is less than 10-feet from the foundation, the system will need an impervious barrier along the easterly side, from the bottom of the system to the top of stone elevation.

7. Any overflow connection to existing drainpipes will have to be inspected via CCTV inspection to determine the physical condition of the pipe. Engineering will determine of the existing pipes need to be replaced.

8. The details for the "retain it" on sheet C 503 show access manhole frames & covers; however, they are not indicated on this sheet where these access covers are to be located, this is critical for long-term access and maintenance.

9. The overflow connection from the parking garage is a new penetration into the box culvert without being first being infiltrated on site. The narrative for Standard #4 indicates that infiltration is not feasible but does not indicate the reason, is it due to contaminated soils in the area?

10. Stormwater Standard 10: the applicant is indicating a waiver is being requested for this requirement. The City's Stormwater Management and Erosion Control Rules and Regulations requires the design to retain the volume of runoff equivalent to or greater than two (2") inches multiplied by the total post-construction impervious surface area on the site. The calculations only show a 1" volume retention. This needs to be corrected. The DPW has never allowed a waiver for this standard and feels that there is ample acreage to expand the proposed systems to meet the spirit of this standard. DPW requests that the applicant's engineer revisit the design and enhance it to meet the standards.

11. The design incorporates a Jellyfish (a proprietary) stormwater filter system that has a proven record of service in New Jersey. DPW would like performance documentation records for applications in Massachusetts. This system includes specialty filters which

need changing a stockpile of these should be stored on the property to ensure long-term availability.

12. As the site is over one acre a Stormwater Pollution Prevention (SWPPP)per the NPDES General Permit for stormwater discharges from Construction Activity and Erosion & Sedimentation Control plan will be required.

13. The Operations and Maintenance (O&M) plan for the long-term maintenance of the proposed stormwater management facilities is acceptable for the most part, however; the following language must be added to it for final approval: "Annual inspection logs shall be submitted to the DPW Engineering Division as required to maintain certification of compliance under Newton's NPDES MS4 Permit."

14. The City requires the O&M Plan be a standalone document stamped by the engineer of record and once approved the O&M must be adopted by the applicant/property owner, incorporated into the deeds; and recorded at the Middlesex Registry of Deeds prior to the issuance of a Site plan approval & Building Permit. A copy of the recording instrument shall be submitted to the Engineering Division.

15. It is imperative to note that the ownership, operation, and maintenance of the proposed drainage system and all appurtenances including but not limited to the infiltration systems, catch basins, trench drains, and pipe(s) and any proprietary units are the sole responsibility of the property owner(s).

Sheet C-104:

- The table needs to add the station and offset from the centerline of the proposed driveway to accurately delineate the structures.

Sheet C-105:

1. Profiles of the proposed sanitary sewer system is required, the profile shall have the stationing, centerline finished grade, the rim & invert elevations of each sewer manhole, slopes of the pipes, pipe material. The profile shall include any other utility (existing or proposed) within a 10-foot radius of the sewer service of the project.

2. The sanitary sewer system for this project shall be considered a "service connection for the development" and not a City owned sewer main. Construction and long-term maintenance of the service connection shall be the responsibility of the property owner.

3. A forced main is shown from building C flowing towards Court Street. A detailed profile of this forced main is needed. The forced main cannot be ejected directly into the City manhole, nor main (which are not shown). An additional manhole will be required on the private property to receive the forced main then a gravity connection shall be made to the City manhole. The sanitary sewer main location, size, slopes, and manholes in Court Street need to be identified with existing rim & invert elevations based on City of Newton datum. A minimum of two SMH's must be shown with existing invert elevations and the distance from center line of the two manholes. Depending on the depth of the forced main it may need to be insulated if it has less than four feet of cover.

4. Proper ventilation will be needed for the receiving manhole on private property as odors may occur and cause a nuisance to the abutting properties.

5. The proposed grinder pump chamber will need backup temporary power generator, the site plan does not show any natural gas service lines, will this generator be feed via propane? If so, the applicant needs to check with the Newton Fire Department for code requirements on propane tank storage on site. Additionally, the backup generator must comply with the City Nosie Ordinances. Proper ventilation is need for the pump chamber/wet well.

6. The proposed sanitary sewer pipe seems to disappear from the drawing at approximately 2+60 feet from Crafts Street.

7. It is unclear as how the parking garage will have fire suppression system; is it a "dry sprinkler system", where is the water connection?

8. The proposed trench drain at the parking garage needs to have a 4'sump & gas trap outlet and must be infiltrated on site before it discharges to the City drain system. It cannot have a direct connection to the City drainpipe even with a water quality unit #5.

9. If the project is approved one of the conditions of the approval shall be that the applicant petition the City for a water main extension via the City Council's Public Facility Committee (PFC). The applicant shall grant a 20-foot-wide permanent easement to the City for access and future maintenance of the water main. The final water main design and configuration shall be reviewed and approved by the DPW. The proposed domestic water for the project shall be constructed, tested, funded by the applicant, and installed & witnessed in accordance with by the DPW Standards. Upon completion it shall be conveyed to the City as a new main. A separate Utility Easement plan shall be submitted to the PCF for review and approval, once approved it must be recorded at the Middlesex Registry of Deeds and the Engineering Division, two original mylar plans shall show the property limits, the proposed utility easement with compass bearings & distance and the total square footage of the easement, the plans shall be stamped by a professional Registered Land Surveyor and suitable for recording at the Registry.

10. The location of the existing City water main on Court Street is not shown.

11. The location of the existing City water main on Crafts Street is not shown.

12. The location of the City sewer is not shown on Crafts & Court Streets.

13. Fire flow testing will be required prior to a final water main design plan. This test must be coordinated with Newton Fire Department [NFD] and the DPW Utilities Division. The locations of the two nearest hydrants shall be selected by the DPW. Hydraulic calculations for the fire suppression system shall be stamped by a registered professional engineer shall be submitted to both the NFD & DPW for review and approval.

14. The building need to show where Siamese connection shall be located.

15. The looped water main from Crafts Street to Court Street will enhance water quality & pressure distribution for the general neighborhood. The main throughout the development shall be a minimum of 8-inches cement lined ductile class 52. The proposed 8' x 4" reducer near building C shall be relocated closer to the Court Street intersection off the private property, final position shall be determined during construction.

16. The two proposed taps off Court St & Crafts Street shall be triple gated in accordance with the DPW Standards.

17. Upon completion and installation of the water main an as built plan shall be submitted to the DPW showing the easement, the pipe, gate valves, thrust blocks, bends, and hydrants with swing ties from building corners and stamped by the engineer of record submitted in PDF and mylar format.

18. The proposed electrical connection near building C does not indicate where the existing utility pole is located, please update the plan to show this.

<u>Sheet C 106</u>:

- No comments

Sheets ~ C 500, 502, 503, 504, 505 & 506:

1. The hydrant detail is missing a dimension of 18" minimum clearance from the centerline of the nozzle connections to the finished grade, see City Details.

2. Area drain grate: it has been the DPW experience that these types of grates need to have some sort of locking mechanism due to the fact that in other applications kids in the area take the covers off and stuff debris into these drains.

3. The detail for the "retainint" units that have crushed stone to the top of the system need to have filter fabric placed over the stone and a 3" layer of Peastone and covered with filter fabric.

4. The gas & oil trap hood did not indicate the material, DPW requires cast iron units as we have seen fiberglass "snouts" shatter at times when clamshell units bang against the outlet during routine maintenance.

5. The ADA curb cut details show tactile warning plates, for consistency these should specify ADA Solutions "Wet Set" in Federal Yellow or equal, consistent with the City Construction Standards.

6. The base of the curb cuts should have a flush threshold granite curb.

7. Vertical granite curbing detail should be set completely in class B concrete please refer to the City Construction Standard available online in PDF format.

8. Various water & sewer details shall conform to the City Construction Standards available online in PDF format.

Construction Management:

1. A construction management plan is needed for this project. At a minimum, it must address the following: staging site for construction materials and equipment, parking for construction workers vehicles, phasing of the project with anticipated completion dates and milestones, safety precautions, emergency contact personnel of the general contractor. It shall also address anticipated dewatering during construction, site safety & stability, siltation & dust control and noise impact to abutters.

   The CMP must also address surface runoff during construction so that it does not impact abutters, nor City streets & the stormwater system. Temporary detention basins, check dams or diversion swales should be considered.

2. Stabilized driveway construction entrance(s) will be required for the duration of the construction which will provide a truck wash to prevent tracking of mud and silt onto City streets.

3. Catch basins within and downstream of the construction zone will be required to have siltation control installed for the duration of the project and must be identified on the site plan.

4. Preconstruction & Progress meeting(s) shall be required prior to and during construction for the duration with the DPW and other Departments as necessary.

Sanitary Sewer & Domestic Water Service(s):

1. Existing water and sewer services to building(s) shall cut and capped at the respective mains and completely removed from the main(s) and its entire length and properly backfilled. The Engineering Division must inspect and approve this work, failure to having this work inspected will result in delay of issuance of the new Utility Connection or issuance of a Certificate of Occupancy.

2. All new sewer service(s) shall be pressure tested in accordance with the City Construction Specifications & Standards and inspected via Closed Circuit Television CCTV inspection after installation is completed. A copy of the video inspection and written report shall be submitted to the City Engineer or his representative. The sewer service will NOT be accepted until the two methods of inspection are completed AND witnessed by a representative of the Engineering Division. A Certificate of Occupancy will not be recommended until these tests are completed to the satisfaction of the City Engineer.

3. All sanitary sewer manhole(s) shall be vacuum tested in accordance to the City's Construction Standards & Specifications, the sewer service and manhole will NOT be accepted until the manhole(s) pass the testing requirements. All testing MUST be witnessed by a representative of the Engineering Division. A Certificate of Occupancy will not be recommended until this test is completed to the satisfaction of the City Engineer and a written report of the test results is submitted to the City Engineer.

4. With the exception of natural gas service(s), all utility trenches within the right of way shall be backfilled with Control Density Fill (CDF) Excavatable Type I-E up to within 18-inches of the asphalt binder level, after which Dense Grade Gravel compacted to 95 % Proctor Testing shall be placed over the CDF. Details of this requirement is the Engineering Division website "Standard Construction Details".

5. Fire Flow testing is required for the proposed fire suppression system. The applicant must coordinate the fire flow test with both the Newton Fire Department and the Utilities Division, representative of each department shall witness the testing. Test results shall be submitted in a written report along with hydraulic calculations that demonstrate the required size of the fire suppression system, these calculations shall be submitted to the Newton Fire Department for approval, and copies give to the Engineering Division.

6. All water services shall be chlorinated, and pressure tested in accordance with the AWWA and the City Construction Standards & Specifications prior to coming online. These tests MUST be witnessed by a representative of the Engineering Division.

7. Approval of the final configurations of the water service(s) shall be determined by the Utilities Division, the engineer of record shall submit a plan to the Director of Utilities for approval.

Infiltration & Inflow:

- Will be address in a separate memo.

General:

1. All trench excavation shall comply with Massachusetts General Law Chapter 82A, Trench Excavation Safety Requirements, and OSHA Standards to protect the general public from unauthorized access to unattended trenches or excavations. Trench Excavation Permit is required prior to any construction. This applies to all trenches on public and private property. This note shall be incorporated onto the final plans.

2. All tree removal shall comply with the City's Tree Ordinance.

3. The contractor of record is responsible for contacting the Engineering Division and scheduling an appointment 48-hours prior to the date when the utilities will be made available for an inspection of water services, sewer services and drainage system installation. The utility in question shall be fully exposed for the Inspector to view, backfilling shall only take place when the City Engineer's Inspector has given their approval. This note shall be incorporated onto the final plans.

4. The applicant shall apply for a Building Permit with the Inspectional Services Department prior to ANY construction.

5. Before requesting a Certificate of Occupancy, an As Built plan shall be submitted to the Engineering Division in both digital and paper format. The plan shall show all utilities and final grades, any easements and improvements and limits of restoration. The plan shall include profiles of the various new utilities including but not limited to rim & invert elevations (City of Newton Datum), slopes of pipes, pipe materials, and swing ties from permanent building corners. The as built shall be stamped by both a Massachusetts Registered Professional Engineer and Registered Professional Land Surveyor. Once the As built plan is received the Engineering Division shall perform a final site inspection and then make a determination to issue a Certificate of Occupancy. This note shall be incorporated onto the final plans.

6. All site work including trench restoration, sidewalk, curb, apron and loam border (where applicable) shall be completed before a Certificate of Occupancy is issued. This note shall be incorporated onto the final plans.

7. The contractor of record shall contact the Newton Police Department 48-hours in advanced and arrange for Police Detail to help residents and commuters navigate around the construction zone.

8. All trenches within City streets shall be backfilled with CDF control Density Fill Type IE Excavatable, see webpage for details.

9. Any City sidewalks closed during construction shall comply with the DPW Pedestrian Access Check list for Construction Zones.

10. 5 Year Moratorium – if at time of construction of the project, any public roadway that is under a 5-year moratorium, the roadway must be milled and paved gutter-to-gutter for a distance of 25 feet in each direction from the outermost utility trenches.

11. If any changes from the final approved design plan that are required due to unforeseen site conditions, the contractor of record shall contact the design engineer of record and submit revised design and stamped full scale plans for review and approval prior to continuing with construction.

12. The following statement must be on all As-Built plans submitted to the Engineering Division:

    I certify that the construction so shown was inspected prior to backfill and that all work conforms with the Approved Plan and meets or exceeds the City of Newton Construction Standards.

Signature Date

13. A note must be added to the plan to state that the PLS of record must provide a post construction survey plan certifying that the existing stone bound is accurately reset or has not been disturbed. The plan should only show the right or way property lines and the stone bond mathematically to include bearings & distance to adjacent bounds and tied into the state coordinate system.

    Note: If the plans are updated it is the responsibility of the applicant to provide all City Departments [ISD, Conservation Commission, Planning and Engineering] involved in the permitting and approval process with complete and consistent plans.

    If you have any questions or concerns, please feel free to contact me at 617-796-1023.

Attachment D

April 9, 2024

Boylston Properties
800 Boylston Street, Suite 1390
Boston, MA 02199

Reference: 63-67R Court Street, 70 & 78 Crafts Street & Maguire Court &
Newton, Massachusetts
Response to Environmental Peer Review

McPhail Associates, LLC (McPhail) has prepared this letter in response to a Peer Review conducted by Horsley Witten Group (HWG) on behalf of the City of Newton Planning and Development Department for the properties located at 63-67R Court Street; 9, 13-19, 24, 31, and 31R Maguire Court; and 70 & 78 Crafts Street (subject property).

The above referenced addresses consist of 11 parcels that are proposed to be combined into one parcel for redevelopment purposes. The parcel will be bisected in an east-west direction by a City of Newton culvert, and partially bisected by a City of Newton drainage easement in a north-south direction. The proposed redevelopment currently includes the construction of four (4) multi-unit residential buildings and a parking garage.

The following documents comments from the above referenced peer review completed by HWG, as well as responses from McPhail:

1. Pre-characterization of soil and groundwater conditions may reveal the presence of residual contamination that will add to the complexity of site redevelopment, and/or new sources/types of contaminants that require further evaluation. These conditions may require alterations to conceptual site design and/or construction phasing.

   Preliminary environmental due diligence activities have been completed across the subject property parcels. The due diligence activities completed on 63-67R Court Street provided information suitable for termination of the former Activity and Use Limitation (AUL) for the release listed under Release Tracking Number (RTN) 3-15019. Further analysis of soil and groundwater samples will be conducted prior to the commencement of site redevelopment.

2. Post-closure soil and/or groundwater management activities may require implementation of a Release Abatement Measure (RAM) Plan in accordance with 310 CMR 40.0441. The City is advised that notice of a RAM Plan to the Chief Municipal Officer and Board of Health is required under 310 CMR 40.1403(3)d.

   McPhail is aware of the releases listed under RTNs 3-4794, 3-14449 and 3-15048 which are associated with release conditions previously identified at 78 Crafts Street. Based upon available information, the release conditions associated with these RTNs have achieved regulatory closure without the implementation of an AUL. Therefore, a RAM Plan would not be required. However, should previously unidentified releases be encountered, any response actions would be conducted in accordance with a RAM

Plan and the City would be notified in accordance with the requirements of the Massachusetts Contingency Plan (MCP) 310 CMR 40.0000.

3. Subsurface excavation for foundation and utility installation may require excavation dewatering, Applicant is advised that groundwater management during excavation and construction activities may require a U.S. Environmental Protection Agency (EPA) Dewatering and Remediation General Permit (DRGP) where offsite discharge of groundwater is proposed, and/or additional permitting.

   The Applicant is aware that should off-site discharge of groundwater and/or stormwater during construction would require a U.S. EPA DRGP.

4. Future groundwater management considerations (i.e. operation of foundation sump pump) were not evaluated. If necessary to support proposed site development, Applicant is advised to evaluate the potential for entrainment of residual groundwater contamination, and/or migration of groundwater contaminants beneath building structures.

   With the exception of the parking garage structure (Building E), the proposed buildings will not contain below-grade space. Should it be determined that sump pumps are required to facilitate redevelopment, the location of sump pumps would be, in part, determined based upon soil and/or groundwater conditions.

5. Proposed on-site management of stormwater in areas of residual soil and groundwater contamination may impact groundwater flow direction and/or result in a change in site conditions due to mounding. The Applicant is advised to evaluate the potential impacts and determine if infiltration of stormwater is appropriate.

   Should areas of contaminated soil and/or groundwater not currently known be identified, the evaluation of stormwater management locations would include areas where residual contamination is present. The evaluation would include assessment and calculations to ensure that recharging would not exacerbate contamination or cause contaminant migration, all in accordance with the Massachusetts Contingency Plan (MCP).

We trust the above is sufficient for your present requirements. Should you have any questions, please contact us.

Regards,

McPHAIL ASSOCIATES, LLC

Peter J. DeChaves, L.S.P.

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