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City of Newton, Massachusetts

Department of Planning and Development
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Ruthanne Fuller
Mayor

Barney S. Heath
Director

PUBLIC HEARING MEMORANDUM

DATE: May 28, 2024
MEETING DATE: June 3, 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 April 24, 2024, as well as prior hearings, 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. To date four public hearings have been held for this item.

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 provided an updated conceptual plan as part of their presentation to the ZBA on March 27, 2024. While there have been no formally submitted Engineering-level or stamped architectural plans with the revisions shown, the City's peer reviewer for design, NBBJ, provided initial feedback on conceptual plans provided by the Applicant. Boylston Properties provided responses to this feedback in the attached memo (**Attachment A**). The project materials submitted for review can be found [here](#). It is Planning's understanding that the Applicant is looking to receive feedback from the Board to finalize the building footprints and overall design of the project before producing revised Engineering-level and architectural plans for the Board.

In addition, Boylston Properties submitted new materials including materials that were requested by the ZBA at the previous hearing including:

- Memo to the Planning Department (submitted May 20, 2024) including:
 - Abutter Setbacks, Sections & Rendered Views (submitted May 20, 2024)
 - Revised Shadow Study (submitted May 20, 2024)
 - Parking Supply and Demand (submitted May 20, 2024)
 - Pedestrian Crash Data from Newton Police Department (submitted May 20, 2024)
- Camera Footage of Crafts Street Vehicle Queueing (submitted May 20, 2024)
- Response to City of Newton Climate and Sustainability Team's Sustainability Review Memorandum (May 21, 2024)

I. Analysis
A. Design

NBBJ has provided a second design review memorandum dated April 17, 2024 on the Applicant's revised conceptual program and design. Boylston Properties provided responses to the NBBJ memo and further clarification on items including an updated shadow study reflecting reduced impacts to Crafts Street (**Attachment A**). The Applicant also committed to provide a revised lighting photometric plan and to engage a lighting consultant to address appropriate light levels throughout the site and lighting for pedestrian crossings with bollards and pole lighting as needed.

The Applicant clarified the use of open spaces as follows:

Private Use: Building B Courtyard

Public Use: Building A Courtyard, dog park, and tot lot.

The tot lot hours of use are anticipated to be 7:00 am to 7:00 pm.

While Planning supports many of the design changes thus far to improve the linear park, pedestrian connectivity, reduced massing of Buildings A, C, and D, and new public use space including a tot lot, Planning notes that Building A could be made more appealing and continues to recommend that the Applicant incorporate a level of ground-level activation at the street and overall façade. To provide assistance to the ZBA and Applicant, NBBJ will provide further design recommendations on the Crafts Street frontage at the June 3, 2024 hearing. Planning strongly believes the Crafts Street frontage could be further improved given the high visibility/prominence of the project along the Crafts Street frontage.

NBBJ also believes that the concept of partial burial of the parking in building A and B has not been explored adequately. The Applicant has demonstrated in prior studies the loss of parking resulting from completely burying the parking below grade, but never addressed formally the concept of partially lowering the parking by up to 4 feet.

In addition, while the Courtyard of Building A is envisioned as an open space that can be flexible in its usage and programming. NBBJ and Planning would like to see further details on proposed programming and a conceptual layout of some of the seasonal events envisioned. The Applicant has noted this space as a public amenity and a strong, positive feature of its project and further details are advised to ensure that the Applicant is able to follow through should the project be approved.

NBBJ reiterated the need for more visualizations of how people will use these “public spaces”. One relatively small but important detail is that the renderings illustrate benches facing away from the street. As stated earlier, this frontage of the project is of great interest to the Planning Department and presents a unique opportunity to activate the Crafts Street frontage of the project. The renderings of the art patio along Crafts Street should illustrate people sitting on the benches to visualize how the space will work with the street and sidewalk. Likewise, it would be helpful if they could provide a rendering with people in the pergola seating in Courtyard B.

Planning appreciates the additional renderings from abutting neighborhoods and backyards, such as from Prescott Avenue and Turner Terrace, provided by the Applicant. The renderings should be helpful for the ZBA and neighbors to understand the visual impacts of the proposed project compared to the existing conditions.

The Applicant also notes in its May 20, 2024 memo that all retaining walls were planned to be under four feet in height, bike sharrows would be used to delineate a bike way through the site, and options to mitigate noise from mechanical equipment would be explored.

B. Stormwater and Engineering Peer Review

Since the last ZBA hearing, the Applicant met with Planning staff, the City’s peer reviewer for stormwater, Horsley Witten, and the City’s Engineering Division on May 2, 2024. 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. After the working sessions with Horsley Witten and the DPW, the Applicant is working on changes to the stormwater management plan and continues to explore whether the Project can meet the City’s required 2-inch-retention of stormwater runoff. A follow up meeting with Horsely Witten is scheduled for May 29, 2024 to discuss stormwater design details. Planning recommends that Horsley Witten reviews engineering-level plans and the updated stormwater management plan to verify that any changes meet the City’s stormwater regulations.

Planning also recommends that the Applicant respond in writing to the DPW Engineering memo (linked [here](#)) provided on April 5, 2024 which listed a variety of issues to describe how they are going to address each. A list of the issues was also summarized in the Planning memo dated April 17, 2024. The site contains two City of Newton Drain Easements, including one 20 -foot wide in a west-east orientation and has with a box culvert and the second a 10-foot-wide easement in a north-south

orientation, that has a 12-inch diameter concrete drainpipe. The Applicant has provided CCTV video to the DPW and the Utilities Division has been notified of a blockage in the culvert running through the site to address.

C. Transportation

a. Traffic Analysis Review

BETA provided a review of traffic analysis of the proposed project dated May 10, 2024 and noted that many items had been addressed in the responses from the Applicant and revisions to the traffic study. Planning recommends that the Applicant respond in writing to the BETA review to ensure any remaining items have been addressed.

BETA noted that the southbound queue on Crafts Street at Washington Street during peak periods creates delay for vehicles as they turn onto Crafts Street which would increase as a result of the project. BETA recommends suggested mitigation measures be considered to reduce impacts to side street traffic as well as overall delay at the intersection of Washington Street and Crafts Street. BETA also suggests traffic calming measures for the following streets: Ashmont Avenue and other roadways located east of Crafts Street (Adams Street, Hawthorn Street, Lincoln Road, and Clinton Street). BETA also recommends that the Applicant consider pedestrian improvements, such as countdown pedestrian signals and filling sidewalk gaps.

The Applicant is working on a list of potential mitigation measures to be considered for the project, should the project be approved. Planning anticipates that a future meeting of the ZBA would consider the mitigation measures proposed.

In addition, BETA provided an independent assessment of feedback from community members that suggested that Court Street be added as secondary access to the development to alleviate the traffic impact on Crafts Street. BETA notes that a secondary access for general traffic would result in a reduction of traffic using the entrance/exit at Crafts Street, however, Court Street is a local residential roadway with low traffic volumes and on-street parking on one side. Creating a second access from Court Street would increase traffic and impact the character of the street and potentially the quality of life for Court Street residents.

BETA notes that the benefits of additional access/egress from Court Street are limited given that Court Street is a one-way street in the eastbound direction for most of its length. Any potential benefits of providing a secondary access/egress for general traffic from Court Street would be offset by the negative impact of additional traffic on a low-

volume residential street. Planning has consulted with the DPW Transportation Division, which does not recommend providing secondary access through Court Street due to the impact to the Court Street neighborhood and the limited benefit providing the access would provide. Court Street would provide emergency access for fire trucks to exit the site after responding to calls.

The Applicant should provide written responses to the BETA memo dated May 10, 2024 to ensure that there are no further issues to be addressed.

The Applicant also provided camera footage of Crafts Street Vehicle Queueing on May 20, 2024. BETA reviewed the footage and noted one queue for about 5-6 minutes in the afternoon and did not note any queuing in the morning. They did note that the evening video was taken on April 16, 2024 which was during the Newton spring vacation week. BETA did not find anything significant about queuing from the videos.

b. Parking

The Applicant provided additional information on parking including an updated parking plan and schedule as part of the materials submitted. Planning has requested that BETA review the new parking materials and BETA will be available to answer questions at the public hearing on June 3.

As requested by the ZBA, the Applicant has also provided the 78 Crafts Street parking ratio by bedroom compared to two other multifamily developments in the vicinity including Trio and 28 Austin Street (click [here for materials](#)). Planning has addressed parking supply for the project in a previous memo (dated [March 20, 2024](#)). The proposed parking at 78 Crafts Street is greater than the level of parking both by unit and bedroom for both the recent Trio and Austin Street developments. Parking in the vicinity of Court Street is controlled by 1 and 2-hour parking limits, which may help to deter lengthy or overnight parking on streets by future residents.

c. Transportation Demand Management

The Applicant should provide an updated transportation demand management plan to include new measures, such as bike share and commuter rail passes, to ensure that all commitments are captured. Planning has covered transportation demand management in previous memos, dated [March 20, 2024](#) and [February 21, 2024](#). Planning recommends that an alternative transit reimbursement fund is established for the reimbursement of MBTA transit, commuter rail, bikeshare programs. Planning will continue to work with the Applicant to determine the appropriate level of funding. Considering the project's location near the commuter rail and express buses, a higher

level of funding than in recently approved 40Bs may be appropriate. As in similar projects, the transportation reimbursement fund is anticipated to be funded over three years beginning with the first certificate of occupancy. Annual reporting of the usage of these funds would also be required.

D. Fire Access and Safety

The Applicant met with Fire Department staff on May 23, 2024 to receive conceptual feedback on the fire and emergency access to the site. The circulation plan for the project was reviewed and while Fire Department staff noted the turning radius of the traffic circle could only accommodate a three-point turn, which was not as ideal as a full turning radius, they noted it would be acceptable. The Fire Department also requested a Opticom™ Infrared System gate opener at the Court Street emergency access point, which could be opened by responders without needing to exit the fire truck. Planning notes that this could be included in a condition of approval should the project be approved. The Fire Department also noted that the grasscrete pavers proposed at the Court Street exit would be acceptable provided they were fire-rated.

E. Sustainability

The City of Newton Climate and Sustainability Team's reviewed the project in a memo dated May 2, 2024 Passive House. The Applicant responded to the memo noting that the project will have the following sustainability features:

- Project designed to meet one of the two Passive House standards (PHIUS or PHI) with the final certification path for the project to be determined.
- a solar feasibility study for the roofs of the residential buildings as well as the garage parking structure
- infrastructure for future charger-ready parking spaces

The Sustainability Team reviewed the Applicant responses to the memo and recommends that the Applicant conduct a Life Cycle Assessment(LCA), which is now a requirement for special permit projects over 50,000 sq ft. The Applicant should clarify whether an LCA will be conducted or if a waiver is being sought. The Sustainability Team encourages the project team to analyze the embodied carbon impact of the project, as the upfront emissions from construction far outweigh the operational emissions for the first few years of the life of the building.

F. Sign Plan

Planning recommends that the Applicant submit a sign plan of all proposed signage for

the project for review by the ZBA as a waiver of the sign ordinance is requested.

G. Mitigation

Planning understand that the Applicant is working on a list of potential mitigation measures and encourages the Applicant to submit as soon as possible for initial feedback from Planning and with the ZBA at a future hearing for review and discussion.

II. Next Steps

Planning recommends that the Applicant provide the following:

- written responses to the BETA peer review provided on May 10, 2024 on the responses to the peer review analysis.
- written responses to the DPW Engineering Division memo dated April 5, 2024.
- proposed list of mitigation measures
- revised photometric plan
- updated site plans
- sign plan
- 3-D model for viewing at next ZBA hearing
- Updated transportation demand management plan

The Inflow & Infiltration (I&I) memo will also need to be updated by DPW to reflect the new I&I fee based on a revised bedroom count.

ATTACHMENTS

Attachment A: BETA Transportation Peer Review, dated May 10, 2024

Attachment B: Sustainability Team Memo and Responses from Applicant

May 10, 2024

Alyssa Sandoval
Deputy Chief Planner
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City of Newton
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**Re: Proposed Multifamily Residential Development Transportation Peer Review
Comments and Responses to VAI April 11, 2024 Letter**

Dear Ms. Sandoval:

BETA Group, Inc. (BETA) has provided comments and responses to the Response to Transportation Peer Review letter dated April 11, 2024, by Vanasse & Associates, Inc. (VAI) regarding the proposed Multifamily residential development at 78 Crafts Street in Newton, MA. We have also provided comments and responses to responses provided by Boylston Properties (BP) and Weston & Sampson (W & S) in the VAI letter. For completeness, the original BETA comments, applicant responses, and current BETA comments/responses are provided. The current BETA comments/responses are shown in **Bold text**.

This letter has been prepared by BETA using documents and materials provided to us by the project applicant.

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.

BETA Response: We agree that the project will add little traffic to the Lenglen Road and Whole Foods exit driveway. However, the southbound queue on Crafts Street at Washington Street during peak periods creates delay for vehicles on these approaches as they turn onto Crafts Street. The delay for these vehicles will be exacerbated by project-generated traffic during the peak hours. The suggested mitigation measures identified in Comment 71 should be considered to reduce impacts to side street traffic as well as overall delay at the intersection of Washington Street and Crafts Street.

Ashmont Avenue and other roadways located east of Crafts Street (Adams Street, Hawthorn Street, Lincoln Road, and Clinton Street) may experience project-generated traffic as drivers try and avoid delays and queuing on Crafts Street. Therefore, these streets should be evaluated primarily in terms of project cut-through traffic impacting quality of life for residents rather roadway and intersection capacity impacts. Traffic calming mitigation measures should be considered for these roadways.

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Travel lanes widths should be shown for Court Street.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **It is noted that the school bus depot located at 38 Crafts Street and generates school bus traffic on Crafts Street throughout the day.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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).

BETA Response: **Comment addressed.**

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.

¹MBTA Open Data Portal, Blue Book.

Table 2A

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

^aAverage number of passengers on the bus at each designated regular stop.

BETA Response: Comment addressed.

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.

BETA Response: Comment addressed.

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

BETA Response: Comment addressed.

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.

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

BETA Response: Comment addressed.

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.

BETA Response: Comment addressed.

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.

BETA Response: Comment addressed.

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.

BETA Response: Comment addressed.

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.

BETA Response: Pedestrian improvements should also consider countdown pedestrian signals, filling sidewalk gaps, and traffic calming measures (see Comments 71 and 72).

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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

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

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.

BETA Response: **Comment addressed.**

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?*

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.

BETA Response: **Both the elementary school and middle school are approximately 0.6 miles from the proposed project. It is expected that some students (and parents) may walk to school. Pedestrian safety at improvements suggested at the intersection of Route 16/Crafts Streets (see Comment 71) may encourage more walking to school.**

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.

BETA Response: **Table 6R shows that over 60 project-generated vehicle trips will be added to Crafts Street south of Maguire Court during the morning and afternoon peak hours. The additional trips will exacerbate vehicle delay and queuing on the southbound Crafts Street approach to Washington Street and would necessitate mitigation as discussed in Comment 71. It is acknowledged that the project trip generation estimates are conservative.**

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
<i>Crafts Street, north of Route 16:</i>					
Weekday Morning	876	950	959	9	0.9
Weekday Evening	785	886	894	8	0.9
<i>Crafts Street, south of Maguire Court:</i>					
Weekday Morning	898	976	1,039	63	6.5
Weekday Evening	907	996	1,058	62	5.3
<i>Route 16, east of Crafts Street:</i>					
Weekday Morning	995	1,036	1,045	9	0.9
Weekday Evening	982	1,068	1,076	8	0.7
<i>Route 16, west of Crafts Street:</i>					
Weekday Morning	942	1,022	1,030	8	0.8
Weekday Evening	938	1,019	1,027	8	0.8
<i>Washington Street, west of Harvard Street:</i>					
Weekday Morning	1,298	1,408	1,421	13	0.9
Weekday Evening	1,331	1,450	1,463	13	0.9
<i>Harvard Street, south of Washington Street:</i>					
Weekday Morning	248	270	275	5	1.9
Weekday Evening	216	239	244	5	2.1
<i>Washington Street, east of Jackson Road:</i>					
Weekday Morning	2,310	2,513	2,553	40	1.6
Weekday Evening	2,260	2,339	2,398	39	1.7
<i>Lewis Terrace, south of Washington Street:</i>					
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.

BETA Response: **Comment addressed.**

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 is 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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Indicate if vehicle or pedestrian movements will be restricted or blocked when large moving trucks are parked for moving.**

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.

BETA Response: **Sheet C102 shows that a fire truck will be able to enter the traffic circle but cannot circulate around the circle and will have to back up to exit. Confirm that the Newton Fire Department has approved this layout.**

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.

BETA Response: **Comment addressed. See Comment 37.**

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.

BETA Response: **Provide updated site plan showing designated visitor spaces.**

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.

BETA Response: **Are any accessible parking spaces provided for Building D?**

Comment 41: *Building A*

- Provide figures showing how trucks will maneuver in an out of loading and trash areas.*
- Explain the intended users of the loading area on the south side of Maguire Court and how inbound vehicles will access and park.*
- 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?*
- 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.

BETA Response: **Provide additional truck movement figures when ready.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: This is conceptually shown in 78 Crafts Street Development ZBA Presentation on March 27, 2024. Provide updated site plan.

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.).

BETA Response: Comment addressed.

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.

BETA Response: Comment addressed. Provide updated site plan.

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.

BETA Response: Comment addressed.

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.

BETA Response: Provide additional figures when ready.

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.

BETA Response: Comment addressed.

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

BETA Response: Provide additional figures when ready.

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.

BETA Response: Comment addressed.

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.

BETA Response: Comment addressed.

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.

BETA Response: Provide additional information when ready.

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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] 67 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”.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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 approved?*

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.

BETA Response: **Comment addressed. Show on updated plans.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Provide updated site plans.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **To be coordinated with Newton Planning Department.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

TRIO Newton, 845 Washington Street (0.3 miles to Project Site)

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%.

BETA Response: Do the parking demand results at these facilities include visitor demand? It is noted that the 0.86 parking demand per unit for Trio and 28 Austin Street is a monthly average and that some months exceed the average (Trio Jan & Feb 91%; and 28 Austrin Street April 96%). How will parking be managed if demand exceeds 0.89 vehicles per unit during peak times?

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.

BETA Response: See Response to Comments 66 and 69.

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.

BETA Response: **Will the surface parking spaces be signed for visitor parking? Will resident and visitor spaces in Building E be shared or will they be designated through signage? If visitor spaces are designated, how many will be provided?**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed. Continue ongoing coordination with 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

BETA Response: **Comment addressed. Continue ongoing coordination with the City to identify potential traffic calming measures including horizontal and vertical devices. It is**

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

noted that vertical traffic calming devices, such as raised intersections and crosswalks with a lower than typical profile should continue to be considered.

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.

BETA Response: **Comment addressed.**

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.

BETA Response: **Comment addressed.**

ADDITIONAL COMMENTS

BETA Comment 75: *During public meetings, the issue to allow general vehicular access/egress from the project to/from Court Street was raised. Currently, the project proposes providing all general vehicular access and egress from Crafts Street and pedestrian, bicycle, and emergency vehicle access/egress via Court Street.*

A secondary access for general traffic would reduce the amount of traffic using the access/egress on Crafts Street and provide some flexibility for residents/visitors/deliveries entering and exiting the site. Court Street is a local residential roadway with low traffic volumes and on-street parking on one side. Additional project traffic on Court Street would impact the character of the street and potentially the quality of life for Court Street residents. The benefits of additional access/egress from Court Street are limited given that Court Street is a one-way street in the eastbound direction for most of its length. Any potential benefits of providing a secondary access/egress for general traffic from Court Street would be offset by the negative impact of additional traffic on a low volume residential street.

BETA Comment 76: *The Applicant's 78 Crafts Street Development Presentation to the ZBA on March 27, 2024, noted the following transportation revisions to the original Comprehensive Permit Application of December 2023:*

- *Reduction in units from 307 to 295 resulting in an increased parking ratio from 0.86 to 0.89.*
- *Elimination of secondary garage entry/exit for Building B on Maguire Court.*
- *Provide three raised sidewalks and raised speed table.*
- *Convert 90 degree on-street parking to parallel parking on Maguire Court in front of Building A.*

Provide updated site plans showing these and other revisions.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.



Jeffrey Maxtutis
Senior Associate

Project No: 10337.03





City of Newton, Massachusetts Climate and Sustainability Team



Date: May 2, 2024

To: Chairperson Michael Rossi, Zoning Board of Appeals

CC: Andrew Copelotti, Boylston Properties; Alyssa Sandoval, Deputy Chief Planner

From: Ann Berwick, Co-Director of Climate and Sustainability; Bill Ferguson, Co-Director of Climate and Sustainability; Liora Silkes, Energy Coach

RE: 78 Crafts St, 40B Sustainability Review

The Climate and Sustainability Team has reviewed the materials submitted by the project team and found the plans for 78 Crafts St to meet and exceed the state and local sustainability requirements.

By planning to construct the buildings at 78 Crafts St to be Passive House certified, this project is on track to meet the requirements of Section 5.13.4.A of the Newton Zoning Ordinance, and the Massachusetts Stretch and Specialized Stretch Building Codes.

By planning to designate 10% of the parking for electric vehicle charging stations and 10% EV charging ready, the project is on track to meet the requirements of Section 5.13.4.B of the Zoning Ordinance. We would encourage increasing the amount of charger-ready parking spots, as it is much easier to make the parking lot charger ready during construction than to add charging later, and we are seeing quick growth in electric vehicle adoption.

By committing to conduct a Life Cycle Assessment (LCA), the project is on track to meet the requirements of Section 5.13.4.D of the Newton Zoning Ordinance. We are delighted to see that this project go beyond analysis and commit to a 10% reduction of embodied carbon in the project based on the LCA.

The City Climate and Sustainability Team is pleased to see this project has committed to all-electric, efficient appliances. We are also very glad the project is exploring PV readiness for the building. We encourage the design team to plan for solar as part of the site orientation and roof design considerations.



BOYLSTON
PROPERTIES

May 21, 2024

Ms. Liora Silkes
Energy Coach
City of Newton
1000 Commonwealth Ave
Newton, MA 02459

Via email: lsilkes@newtonma.gov

Re: 78 Crafts Street Development
Response to City of Newton Climate and Sustainability Team's Sustainability Review
Memorandum

Dear Ms. Silkes,

Please see enclosed for responses to the City of Newton Climate and Sustainability Team's 40B Sustainability Review dated May 2, 2024. We have identified each of the items below and have provided our written responses which follow in **BOLD** type.

The Climate and Sustainability Team has reviewed the materials submitted by the project team and found the plans for 78 Crafts St to meet and exceed the state and local sustainability requirements. **The Proponent agrees with the Reviewer's assessment. No response required.**

By planning to construct the buildings at 78 Crafts St to be Passive House certified, this project is on track to meet the requirements of Section 5.13.4.A of the Newton Zoning Ordinance, and the Massachusetts Stretch and Specialized Stretch Building Codes.

The project is intended to be designed to one of the two Passive House standards (PHIUS or PHI), although the final certification path for the project has not yet been determined.

By planning to designate 10% of the parking for electric vehicle charging stations and 10% EV charging ready, the project is on track to meet the requirements of Section 5.13.4.B of the Zoning Ordinance. We would encourage increasing the amount of charger-ready parking spots, as it is much easier to make the parking lot charger ready during construction than to add charging later, and we are seeing quick growth in electric vehicle adoption.

The Proponent will ensure that the site contains the necessary infrastructure for future charger-ready parking spaces.



BOYLSTON
PROPERTIES

By committing to conduct a Life Cycle Assessment (LCA), the project is on track to meet the requirements of Section 5.13.4.D of the Newton Zoning Ordinance. We are delighted to see that this project go beyond analysis and commit to a 10% reduction of embodied carbon in the project based on the LCA.

The Proponent is not planning on conducting a Life Cycle Assessment (LCA), as this is not a requirement for Passive House certification.

The City Climate and Sustainability Team is pleased to see this project has committed to all-electric, efficient appliances. We are also very glad the project is exploring PV readiness for the building. We encourage the design team to plan for solar as part of the site orientation and roof design considerations.

The Proponent is committed to conducting a solar feasibility study for the roofs of the residential buildings as well as the garage parking structure.

We appreciate the opportunity to reply to this review memorandum. Please contact me if you have any questions or concerns.

Thank you.

Sincerely,
Boylston Properties

A handwritten signature in blue ink, appearing to read "Michela DeSantis".

Michela DeSantis
Senior Development Manager

Cc: Katie Whewell – City of Newton Planning (via email)
Alyssa Sandoval – City of Newton Planning (via email)
Anne Berwick – City of Newton Climate and Sustainability (via email)
Bill Ferguson – City of Newton Climate and Sustainability (via email)
Paul Momnie, Esq. – Goulston & Storrs (via email)
Andrew Copelotti – Boylston Properties (via email)
Lexie Natale – Boylston Properties (via email)
Project File