

CITY OF NEWTON

IN BOARD OF ALDERMEN

LAND USE COMMITTEE REPORT

TUESDAY, NOVEMBER 18, 2014

Present: Ald. Laredo (Chairman), Ald. Albright, Crossley, Schwartz, Lipof, Harney, and Cote;
absent: Ald. Lennon

Staff: Robert Waddick (Assistant City Solicitor), Daniel Sexton (Senior Planner), Linda Finucane (Assistant Clerk of the Board)

#285-06(2) BELL ATLANTIC MOBILE OF MASS. CORP. LTD. d/b/a VERIZON WIRELESS/THE COVENANT RESIDENCES ON COMMONWEALTH CONDOMINIUM TRUST petition for a SPECIAL PERMIT/SITE PLAN APPROVAL to install antennas on the roof inside faux chimney structures and to place accessory radio equipment and an emergency stand-by power generator inside an equipment shelter to the rear of property at 35 COMMONWEALTH AVENUE, Ward 7, Chestnut Hill on land known as SBL 63, 1, 8, containing approximately 48,000 sf of land in a district zoned MULTI RESIDENCE 1. Ref: Sec 30-24, 30-23, 30-18A(e)(6) and 10 and 30-18A(i) of the City of Newton Rev Zoning Ord, 2012.

ACTION: WITHDRAWAL WITHOUT PREJUDICE APPROVED 4-0 (Cote, Harney, Lipof not voting)

#361-14 SMADAR BABCHUCK petition for a SPECIAL PERMIT/SITE PLAN APPROVAL to create an accessory apartment in an existing two-stall attached garage with an office and common space above at 206 WISWALL ROAD, Ward 8, NEWTON CENTRE, on land known as SBL 84, 21, 10, containing approximately 11,109 sf of land in a district zoned SINGLE RESIDENCE 2. Ref: Sec 30-24, 30-23, 30-8(d)(2) of the City of Newton Rev Zoning Ord, 2012.

ACTION: HEARING CLOSED; APPROVED 7-0

NOTE: Located on a cul-de-sac, the property contains a single-family dwelling constructed in 1948 to which there have been several additions and alterations, the most recent in 2007 added a two-car garage with office and living space above. The existing structure totals approximately 3,247 square feet. The petitioner is planning for retirement and wishes to use 615 square feet of living space above the garage to create an accessory apartment for extra income that will enable her to remain in her home. The proposed apartment contains a bedroom, bathroom, study, and kitchen area. Other than an exterior staircase required to meet Building Code there are no exterior changes proposed to the structure. Because the lot has less than the 15,000 square feet required for an accessory apartment the petitioner needs a special permit. Parking for two cars is provided in the garage with an additional space located in the driveway. There is sufficient screening on the site. The petitioner spoke with her most direct abutter. There was no public comment, and the hearing was closed.

In working session, Mr. Sexton said the Planning Department reviewed and is satisfied with revised plans that show the location of the proposed staircase.

Alderman Lipof moved approval finding that the accessory apartment will be part of an existing structure and adequate parking exists on the site; the apartment will not adversely affect the neighborhood; there will be no nuisance of serious hazard to vehicles or pedestrians; access to the site over streets is appropriate for the types and number of vehicles involved. The motion to approve carried unanimously with the findings and conditions in draft special permit #361-14.

(Alderman Crossley suggested the Planning Department check its square footage number in its November 14 memo as the house appears larger. Subsequent to the meeting, the Planning Department confirmed the square footage in its memo is correct.)

#260-14 HENRY J. & DENISE S. DELICATA petition for a SPECIAL PERMIT/SITE PLAN APPROVAL to create two tandem parking stalls within the front and side setbacks (on the right side) of an existing two-family dwelling at 358-360 NEVADA STREET, Ward 1, on land known as SBL 14, 16, 44, containing approximately 7,140 sf of land in a district zoned MULTI RESIDENCE 1. Ref: Sec 30-24, 30-23, 30-19(g)(1) and (2), 30-19(m) of the City of Newton Rev Zoning Ord, 2012.

ACTION: HEARING CLOSED; APPROVED 7-0

NOTE: This is the last of five properties on a dead-end private way abutting Pellegrini Park. Currently, there are two side-by-side parking stalls in the front setback of the two-family dwelling. Those spaces are reserved for the occupants of #358. The petitioner wishes to add two tandem parking stalls on the southeastern side of the dwelling. And is seeking relief to allow two tandem stalls in the front and side setbacks. This will result in all four stalls located in the front setback and two stalls in the side setback. The petitioner is also seeking relief from dimensional requirements to allow the two new parking stalls to be 9x18 feet instead of 9x19 feet. Since the area where the two additional stalls are proposed is sloped, construction will involve some cutting and filling to level the grade and will require a short retaining wall of three feet or less along the side property line. The amount of impervious surface proposed is less than 400 square feet and does not require review by the Engineering Division. The petitioner indicated that the surface of the parking stalls, for which the petitioner is proposing to use grass pavers, will be graded to slope down from the street towards the rear of the property so any runoff will flow away from the street and park. There was no public comment.

In working session, Alderman Schwartz moved approval finding that the location of the parking stalls in the front and side setbacks and the reduction in length by one foot is appropriate because literal compliance with the requirements is impracticable due to the size of the lot and location of the house on the lot; the parking stalls will not adversely affect the neighborhood as the site is the last property on a dead-end private way and the stalls do not abut residential properties, and there will no serious hazard to vehicles or pedestrians. The motion to approve carried unanimously with the findings and conditions in the draft special permit dated December 1, 2014.

#345-14 YURIY MATSKEVITCH petition for a SPECIAL PERMIT/SITE PLAN APPROVAL to EXTEND a NONCONFORMING USE in order to replace and reconfigure an existing addition and to add an attached breezeway and two-car attached garage to an existing nonconforming two-family dwelling, increasing the Floor Area Ratio from .32 to .42, where .35 is the maximum allowed by right, at 182 BEETHOVEN AVENUE, Ward 5, on land known as SBL 54, 12, 7, containing approximately 15,000 sf of land in a district zoned SINGLE RESIDENCE 2. Ref: Sec 30-24, 30-23, 30-21(b), 30-15(u)(2) of the City of Newton Rev Zoning Ord, 2012.

ACTION: HEARING CLOSED; APPROVED 7-0

NOTE: The petition was presented by attorney Terrence Morris. The property contains a 2½-story, two-family dwelling originally constructed in 1888 and converted to a two-family dwelling in 1926. The two-family dwelling is a legal nonconforming use in a single residence district. The petitioner wishes to demolish and rebuild a portion of the 1982 addition and construct an attached breezeway and two-car garage to the rear of the original dwelling. The petitioner is also proposing to demolish an existing detached garage at the rear of the site. The proposal will increase the floor area by approximately 1,500 square feet, 750 square feet per unit, increasing the Floor Area Ratio (FAR) from .32 to .42, where .35 is allowed by right. The petitioner needs relief to extend a nonconforming use and to exceed the FAR. The Historical Commission found the existing structure to be historically significant but approved a waiver of the demolition delay with conditions based on the petitioner's proposed plans. The petitioner plans to restore and replicate a number of original details that are in keeping with historical features of the house.

With the exception of the new breezeway and the expansion of the new attached garage, the general footprint of the existing dwelling will remain the same. The proposed breezeway and garage are towards the rear of the site and do not encroach into the setbacks. Existing and proposed open space and existing and proposed lot coverage are significantly compliant. The proposed increase in FAR is mostly due to the increase in the height of the portion of the dwelling that is being replaced. The increased height will bring the building to the peak height of the original dwelling. The site slopes downward from south to north, and the petitioner is proposing to create a two-car garage in a portion of the exposed basement at the front. Demolition of the existing detached garage will result in a significant reduction in imperious surface.

In response to Alderman Albright's question about the size of the units, Mr. Morris said that although the existing structure contains 4,800 square feet and the proposed structure contains 6,300 square feet, the garages which are included in the FAR calculation account for approximately 1000 square feet.

Two letters of support from owners of 130 and 192 Beethoven Avenue were emailed to the Board.

Alderman Albright moved approval finding the Floor Area Ratio of .42, where .35 is the maximum allowed by right and .32 is the existing, is consistent with and not in derogation of the

size, scale, and design of other structures in the neighborhood; the existing 2½-story two-family dwelling is on a lot consisting of 15,000 square feet with a gross floor area of approximately 4,800 square feet and the proposed replacement of a portion of the existing structure and the construction of a new attached breezeway and two-car garage will increase the gross floor area by approximately 1,500 square feet to approximately 6,300 square feet which includes approximately 980 square feet for two attached two-car garages; the modest expansion is not substantially more detrimental than the existing nonconforming use is to the neighborhood and will result in the preservation of a historically important structure approved by the Newton Historical Commission; the expansion will not adversely affect the neighborhood because the site will continue to exceed the minimum open space and maximum lot coverage. The motion to approve carried unanimously with the findings and conditions in draft special permit 345-14, dated December 1, 2014.

#359-14 ELIZABETH BLAZAR & TIM SULLIVAN petition for a SPECIAL PERMIT/SITE PLAN APPROVAL to EXTEND a NONCONFORMING STRUCTURE in order to extend an existing deck, increasing an existing nonconforming setback, at 5 COOLIDGE ROAD, Ward 7, Newton Centre, on land known as SBL 73, 34, 12, containing approximately 5,400 sf of land in a district zoned SINGLE RESIDENCE 2. Ref: Sec 30-24, 30-23, 30-21(b), 30-15 Table 1 of the City of Newton Rev Zoning Ord, 2012.

ACTION: HEARING CLOSED; APPROVED 7-0

NOTE: The site is located on Coolidge Road and Ireland Road on a corner lot with two front setbacks. The dwelling complies with the front setback required on Coolidge Road, but is nonconforming at 20.3 feet from Ireland Road as the front yard setback requirement is 25 feet. The dwelling has an existing deck above the attached garage and the petitioner wishes to construct a small deck extension of approximately 250 square feet over the existing driveway. The proposed expansion will extend the already nonconforming structure further into the Ireland Road setback, reducing it from 20.3 feet to 9.2 feet. There was no public comment. In working session, the committee reviewed a draft special permit and Alderman Crossley moved approval finding that the expansion of an existing deck which will extend a nonconforming structure will not be substantially more detrimental than the existing nonconforming structure is to the surrounding neighborhood; the location is appropriate for the existing structure and the surrounding residential neighborhood and will not adversely affect the neighborhood. The motion to approve carried unanimously with the findings and conditions in draft special permit #359-14, dated December 1, 2014.

#363-14 DAVID HORNSTEIN/40 HAMPSHIRE STREET LLC petition for a SPECIAL PERMIT/SITE PLAN APPROVAL to convert an existing detached carriage house to an accessory apartment at 40 HAMPSHIRE STREET, Ward 3, WEST NEWTON, on land known as SBL 32, 41, 2, containing approximately 43,377 sf of land in a district zoned SINGLE RESIDENCE 1. Ref: Sec 30-24, 30-23, 30-8(d)(2) of the City of Newton Rev Zoning Ord, 2012.

ACTION: HEARING CLOSED; APPROVED 7-0

NOTE: The site contains a single-family dwelling constructed in 1913 and an existing one-story garage built in 1917. In 2013, the petitioner built a new attached three-car garage and abandoned

the garage use of the detached garage. The detached structure is currently used as an office and gym. The petitioner is proposing to convert approximately 935 square-feet of the detached structure into a one-bedroom accessory apartment, primarily for relatives visiting from England, and retain the remaining space for a gym, with a separate entrance. The petitioner is seeking relief to locate an accessory apartment in a detached structure.

The existing main structure is accessed off of Hampshire Street. The detached structure is accessed by a cobblestone drive at the rear of the property off of Valentine Park. The petitioner intends to remove the cobblestones directly in front of the detached structure and replace them with a garden. A wall will be built between the garden and the remaining cobblestone parking area, directly off of Valentine Park. Parking for the accessory apartment will be provided in front of the proposed wall on the remaining portion of the cobblestone drive. No addition screening is necessary as the lot is heavily landscaped. The petitioner also intends to build a new fence along the lot line abutting the detached structure and the neighbor to the south. There was no public comment.

In working session, Alderman Cote moved approval finding that the site contains 43,377 square feet and is an appropriate location for an accessory apartment; converting a portion of an existing detached carriage house into a 935 square-foot accessory apartment with adequate parking provided on-site will not adversely affect the neighborhood and will not be a nuisance or create a serious hazard to vehicles or pedestrians. The motion to approve carried unanimously with the findings and conditions in draft special permit 363-14, dated December 1, 2014.

#180-13(2) JOHN F. MCCARTHY petition for a SPECIAL PERMIT/SITE PLAN APPROVAL to AMEND special permit #180-13, granted on August 12, 2013, for increased Floor Area Ratio for a garage, in order to expand an existing parking allow for two vehicles to park in the front setback at 20 BURRAGE ROAD, Ward 7, on land known as SBL 73, 28, 6, containing approximately 5,771 sf of land in a district zoned SINGLE RESIDENCE 2. Ref: Sec 30-24, 30-23, 30-19(g)(1), 30-19(m) of the City of Newton Rev Zoning Ord, 2012.

ACTION: HEARING CLOSED; APPROVED 7-0

NOTE: The builder of this single-family dwelling was granted a special permit (#180-13) for an increase in the Floor Area Ratio from the by-right .45 to .48 in order to build a partially below grade garage and to locate a single parking stall in the front setback off of Alderwood Road. When purchasing the house, it was represented to the petitioner that there were three parking stalls. However, the garage can only accommodate one vehicle and a bicycle, while the parking stall in the front setback provides parking for a second vehicle. There is no parking in the driveway because it is shared with another property at 41 Alderwood Road. The petitioner has three vehicles and wishes to enlarge the existing parking stall in the front setback to accommodate two vehicles. The proposed driveway will be approximately nine feet wider, expanding it towards their front yard, making it possible to park two cars side-by-side and back out onto Alderwood Road.

Although the Planning Department generally discourages parking in the setback, it recognizes that there are occasions when site-specific conditions warrant it. However, Planning is

concerned about the expansion of the curb cut from 26.5 feet to approximately 33 feet. It believes placing vehicles entering and exiting the site closer to the intersection of Alderwood and Burrage Roads may create the potential for hazardous interactions between pedestrians and vehicles as well as impact the streetscape. Planning suggested two alternatives for the petitioner and committee to consider.

Although the petition does not require a formal review by the Engineering Division because the amount of proposed impervious surface is less than 400 square feet, the enlarged curb cut will require approval from the Department of Public Works. The Commissioner of Public Works has no problem with the proposed curb cut, but would like the petitioner to correct the substandard repairs performed by the builder to the cement sidewalk along a portion of the property's frontage and to install a pedestrian curb cut at the intersection of Burrage and Alderwood Roads.

Public comment:

Silka Rothschild, who lives directly opposite at 46 Alderwood Road, submitted a petition (attached) also signed by Diane and Ron Sostek, 41 Alderwood Road, Locky Milner, 12 Burrage Road, Loretta Belsky, 21 Burrage Road, Anne & Marc Lowenthal, 15 Burrage Road, Jon Caplan, 8 Burrage Road, and Yvonne Rozhausen & James Mullarkey, 36 Burrage Road, all supporting the petitioner's proposal.

Ron Sostek, 41 Alderwood Road, shares the driveway with the petitioner and supports this proposal. The garage was supposed to be for two cars, with a third space in the setback. He reminded the committee of the problems the neighborhood had had with the builder.

Jim Allen, 20 Alderwood Road, objects to the addition of a second front yard parking space. He submitted the attached letter.

Dan and Valerie Fleischer, 26 Alderwood Road, oppose the petitioner and submitted the attached letter.

In working session, the committee reviewed the two alternatives suggested by the Planning Department. The proposed alternatives are to locate the new stall on the Burrage Road frontage or to change the orientation of the two stalls so they can be screened and accessed via the shared driveway. Locating the stall on Burrage Road would require removal of a street tree, which the Director of Urban Forestry said is not diseased, only leaning, and require an additional, albeit smaller, curb cut and loss of the side yard. The other alternative would require backing into the driveway and a three-point turn to get out of the driveway.

The committee noted the slope of the driveway. Mr. & Mrs. Sostek, who share the driveway, confirmed there is a dramatic slope that ices in winter. The Sostek's and several other abutters noted there is very little traffic on the street and everyone else backs out of their driveways. In response to concerns expressed by several members of the committee relative to inhibiting the sight lines, the petitioner agreed to maintain the perimeter landscaping off the parking stalls, which currently consists primarily of arborvitae, to no more than three feet, to provide adequate sight lines for pedestrian and vehicles.

The committee discussed the Commissioner of Public Works' request that the petitioner replace the substandard sidewalk repairs performed by the developer. It concluded that the sidewalk is at some distance from the proposed driveway and the petitioner should not be responsible for someone else's shoddy work, nor should he be responsible for installing a pedestrian ramp.

Out of potential configurations: (1) existing condition, (2) proposed condition (3) two alternatives put forth by the Planning Department, the committee on a straw vote, agreed 6 in favor of the petitioner's proposal, with Alderman Crossley supporting either the petitioner's proposal or the back into driveway scenario.

Alderman Albright, who noted her first-hand experience with sharing a driveway, moved approval of the petition finding that creation of an additional parking stall in the front setback on the site is appropriate because literal compliance with the parking requirements is impracticable due to the nature of the location and the size and grade of the lot, and because it would be in the interest of safety; the second parking stall located in the front setback will not adversely affect the neighborhood; design and location of the parking stalls in the front setback will not create a nuisance or serious hazard to vehicles or pedestrians in the surrounding neighborhood. The motion to approve carried unanimously with the findings and conditions in draft special permit #180-13(2), dated December 1, 2014.

#362-14 SEPHARDIC CONGREGATION OF NEWTON, INC./EDMUND I. SHAMSI
petition for a SPECIAL PERMIT/SITE PLAN APPROVAL to waive 26 parking stalls and associated dimensional requirements for an orthodox synagogue at 556 WARD STREET, Ward 2, NEWTON CENTRE, on land known as SBL 13, 32, 2, containing approximately 12,142 sf of land in a district zoned SINGLE RESIDENCE 2. Ref: 30-24, 30-23, 30-19(d)(13) and 30-19(m) of the City of Newton Rev Zoning Ord, 2012.
ACTION: HEARING CONTINUED TO A DATE TO BE DETERMINED IN JANUARY, 2015

The meeting was adjourned at approximately 11:00 PM.

Respectfully submitted,

Marc C. Laredo, Chairman

#180-13(2)
John McCarthy
20 Burrage Road

Land Use Committee:

20 Burrage Road (corner of Burrage/Alderwood Road) has been a focus of the neighborhood given its recent history of significant issues resulting with the revocation of the builders' state licenses for 3 years. The garage was not part of the builders plans filed with the city and was built without approval. After a lengthy process, a variance was approved with conditions attached. **Please reference Board Order Petition #180-13 "The creation of a 2 car garage under the existing deck will be a benefit to the neighborhood as it will help prevent vehicles from parking on the street or in the driveway". Dated August 12, 2013. The city inspectional services signed off on the 2 car under garage. City code mandates that 2 car garages be 18 plus feet wide. The home was purchased by the McCarthy/Greener family December, 2013 with the expectation of 3 parking spaces- the 2 car under and a decades long existing parking space at the top of the driveway. The 2 car garage measures out at 16 feet resulting in a misrepresentation to the owners of it housing 2 vehicles. The owners plus the live-in nanny are in need of 3 cars for employment- it was a requirement of any home they would purchase.

Please know that all abutters to 20 Burrage Road are in agreement with the proposal put forward by the owners of 20 Burrage Road: to widen their driveway approximately 9 feet from the current dimensions, expanding it outwards into their yard, so that the short driveway may accommodate two cars parked side-by-side and back out directly to Alderwood Road.

All abutters to 20 Burrage Road understand that the dimensions of the current short driveway space have been constant without change for decades.

The Belsky residence on Burrage/Alderwood has had a similar parking space with a curb cut in addition to the main driveway for a similar time span. There is historical precedent for this. It is not an onus to the neighborhood.

The current owners have already made significant improvements to the exterior of their property including new irrigation system, sod, new cobblestone front walkway, cobblestone pathway, beautiful landscaping. The new and renewed spaces will be done in a cobblestone manner that will better enhance the neighborhood as a whole. There had always been asphalt and now peeling orange and brown painted concrete per the builder. Landscaping around the enlarged space will be redone so that pedestrians will have clear visibility of both the public sidewalk and cars moving into and out of the parking spaces.

All area driveways allow owners to back straight out to the street. As restrictions to side street parking are already in place to prevent BC students from parking on Alderwood, there is no traffic to speak of on Alderwood aside from the Jewish High Holidays. This is a very quiet street. Having one more car back out does not pose additional safety or traffic concerns to the actual use of this road. There is no additional wear and tear to the sidewalks as the same number of cars (5 between the 2 current home owners) will be crossing over the sidewalks in any regard. This actually helps the longevity of the sidewalks since the area will spread out over a wider area.

We find it extremely reasonable that the new owners be allowed to park and pull out in the same way as all other residences. Any other approach will require 2 cars to do a 3 point tight turn into a shared easement in evening and in icy conditions. This may also cause temporary blocking of the Sostek vehicles or access. Pulling out sideways into the easement poses risk to the Sostek brick wing and stone wall. The easement is deeply sloped, that part of Alderwood Road is also gently sloped making it difficult to navigate, a safety issue.

The only neighbor directly impacted are the Rothschilds who have lived at 46 Alderwood for 23 years- directly across the street from the existing parking space. We are in complete agreement in allowing this proposal to go forward. We see only a benefit as well as respite for the entire area.

We encourage you to accept this proposal.

Respectfully submitted:

Silka and Mordechai Rothschild
46 Alderwood
617.244.4072
Abutter

Diane and Ron Sostek
41 Alderwood Road
617.965.5637
Abutter

Locky Milner MD
12 Burrage Road
617.965.6519
Abutter

Loretta Belsky- diagonal with similar curb cut, parking spot and single driveway
21 Burrage Road
617.332.1193
Abutter

Anne and Marc Lowenthal
15 Burrage Road
617.795.7299
Abutter

Jon Caplan
8 Burrage Road
617.527.9005
Abutter

Yvonne Rolzhausen and James Mullarkey
36 Burrage Road
617.916.9376
Abutter

James G. & Marie Baroni Allen
20 Alderwood Road, Newton Center, MA 02459
Phone: 617-965-1331; Email: JimGAllen@aol.com

November 10, 2014

To: Alderman Marc Laredo, Land Use Committee Chairman, Ward 7 Alderman-at-large;
City Hall, 1000 Commonwealth Avenue; Newton, MA 02459
Copy: R. Lisle Baker, Ward 7 Alderman; Ruthann Fuller, Ward 7 Alderman-at-large
From: James and Marie Allen
20 Alderwood Road, Newton Center, MA 02459
Re: LAND USE PUBLE HEARING, Tuesday, November 18, 2014 at 7:00PM
Item #180-13(2), JOHN F. MCCARTHY petition for a SPECIAL PERMIT/SITE PLAN
APPROVAL

WE STRONGLY OBJECT TO THE ACCEPTANCE OF THIS PETITION.

Some Quality of Life Issues

- We enjoy living in a beautiful Newton neighborhood that is lined with English Tudor homes.
- We and our neighbors (except at 20 Burrage Road) use our driveways and garages minimizing the appearance of cars on our street-view.
- The addition of a second front yard parking space at 20 Burrage would change the character of this neighbor even more so than the first one did.

Background

My wife and I live in a quiet residential neighborhood with many respectful neighbors. None of them (except at 20 Burrage Road) park on a pad in their front yard. Please note that the parking pad is located on Alderwood Road NOT on Burrage Road.

Our neighborhood has experienced significant problems with the recent construction at 20 Burrage Road. The building department can confirm the myriad of problems and stop-work orders regarding this property. The contractor disregarded the approved building plan constructing the building knowingly using the entire allowed square footage in the upper two floors of the property and then adding additional square footage for the under-house garage. From our perspective this project was not well-supervised by the City. In June of 2013, the contractor/owner of this recently built property petitioned to convert 210 sq ft of basement space into a two-car garage bringing the floor area ratio (FAR) to 0.48 whereas the allowable FAR was 0.45.

We attended the hearing on August 13, 2013 and objected to the continued use of the parking pad on Alderwood Rd as now there would be a two-car garage. Sometime after that, the City negotiated a resolution that addressed all the non-compliance issues at 20 Burrage and allowed the building of the two-

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David A. Olson, Clerk
Newton, MA 02459

car garage. Note that the public hearing memorandum for petition #180-13 stated, “The creation of the garage is beneficial to the neighborhood and also allows for the elimination of a second at-grade parking stall...”

This recently constructed home was sold less than a year ago in December of 2013. The purchaser should have understood the limited parking available at this address. Their request for an additional parking pad on Alderwood Rd changes the character/appearance of this neighborhood. This current Special Permit Request represents yet another request for special privileges at 20 Burrage that degrade our neighborhood.

Please support the beauty and character of our neighborhood by disallowing a second parking pad on Alderwood Road at this 20 Burrage Road address.

Sincerely,

James and Marie Allen.

* Public Hearing Memorandum, Petition #180-13, June 7, 2013

Zoning Review Memorandum, May 14, 2013; Engineering Division Memorandum, May 29, 2013

From: Dan Fleischer <dan@pestexinc.com>
To: jimgallen <jimgallen@aol.com>; fuller <fuller@newtoma.gov>; lbaker <lbaker@newtonma.gov>
Cc: mlaredo <mlaredo@newtonma.gov>
Subject: 20 Burrage Land Use Public Hearing
Date: Tue, Nov 18, 2014 10:37 am

Dan and Valerie Fleischer

26

Alderwood Road, Newton Center, MA 02459

Phone: 617-244-8516; Email: dan@pestexinc.com

November
18, 2014

To: Alderman Marc Laredo, Land Use Committee Chairman, Ward 7 Alderman-at-large;
City Hall, 1000 Commonwealth Avenue; Newton, MA 02459
Copy: R. Lisle Baker, Ward 7 Alderman; Ruthann Fuller, Ward 7 Alderman-at-large
From: Dan and Valerie Fleischer
26 Alderwood Road, Newton Center, MA 02459
Re: LAND USE PUBLE HEARING, Tuesday, November 18, 2014 at 7:00PM
Item #180-13(2), JOHN F. MCCARTHY petition for a SPECIAL PERMIT/SITE PLAN
APPROVAL

RECEIVED
NEWTON CITY DIST
2014 NOV 18 PM 11: 02
David A. Olison, Clerk
Newton, MA 02459

WE STRONGLY OBJECT TO THE ACCEPTANCE OF THIS PETITION.

We are writing you today to strongly object to the proposed plan to put another parking pad located at 20 Burrage Rd. Please note that the parking pad is located on Alderwood Road **NOT** on Burrage Road.

Our reasons for this are as follows:

History

Most of the homes on Alderwood Rd. were built by the gas company in the late twenties and early thirties as prototypes to demonstrate that homes could be efficiently heated using gas. The Gas Company then took great pains in making Alderwood a unique road. The homes are beautifully constructed English style Tudors. There are no telephone poles or wires visible on the street. In addition to the phone service being underground the electrical service is also subterranean. The plantings and trees are mature and lush. These items give Alderwood a very different look and unique feel than the surrounding streets.

20 Burrage Road has been a bit of an "eyesore" from the beginning. It's "pho stucco" construction certainly does not fit in with the magnificent brick Tudors on Alderwood. Compounding the issue is the presence of the unsightly reddish "parking pad" that presently rests on Alderwood.

The addition of a second pad would just exacerbate an already unsightly condition. In addition, and even more importantly, there is a significant **safety** issue in play. The present pad sits near the corner of Alderwood and Burrage (on the Alderwood side). On a few occasions I have been driving on Burrage (coming from Temple Emmanuel), taking a left onto Alderwood and suddenly coming upon a car backing off the pad. I am now familiar enough with the situation so I take extra precautions to drive especially

slowly, but there are many people who are not familiar with this **"blind drive"**.

If a pad must be installed it would be less unsightly if it were installed on Burrage, however we still feel that the safety issues are still involved.

Thank you for your time and consideration.

Daniel and Valerie Fleischer

26 Alderwood Rd.