

Dear Honorable Council

I am writing to request that you deny special permit Adams Street (189-193)/Quirk Court (19) - #137-18 for the reasons I shall set forth below.

The most recent revised architectural plans are misleading. They reference the “Original Proposal” , and the “New Proposal” (figure 2). The petitioner chose not reference the true original proposal, which proposed a one way system, existing out onto Quirk Court. See <http://www.newtonma.gov/civicax/filebank/documents/87977> (figure 1). The very same proposal proposed 23 parking spaces, and not the 27 as offered as the “Original” above.

It is critical to note that the “Original Proposal” in the current Architectural Plan was not the proposal before the full city council on Monday, August 13<sup>th</sup> 2018 and subsequently voted down. That proposal can be found <http://www.newtonma.gov/civicax/filebank/documents/90189> or figure 3.

The most recent proposal can be found at <http://www.newtonma.gov/civicax/filebank/documents/91547> or figure 4.

Whilst I believe the most recent proposal has addressed concerns about the driveway access, it did not address the setback issues on Quirk Court. The majority of the building on that side still retains a 5 foot side setback, despite being granted relief with a 3<sup>rd</sup> floor. Essentially this means that the new structure and existing buildings on Quirk st will be separated by approximately 9, 10, and 15 feet..

The most recent proposal extended the building even further back on the Quirk Court side, further interfering with enjoyment of the properties on Quirk Court. This change also reduced the very little useable open green space the property had to start of with (figure 5).

Most notably, the most recent proposal reduces the driveway ramp width into the underground parking section from 20 feet to 12 (see figure 5). I find it troubling that the planning departments memo made no mention of this. It appears the petitioner added additional parking spaces, which in turn sacrificed the width on the ramp conveniently satisfying the number of parking stall requirements, and thus removing the requirement for a waiver! As the ramp serves as 2 way access one has to consider if this is feasible, and whether our ordinance would allow this without a waiver? Along with these changes, the basement parking plan changed considerably too.

Its disturbing that NONE of these issues were discussed before the Land Use committee. Perhaps because they were unaware of the changes?

It was my understanding that petitioner was given the opportunity to revise their plans significantly to fit in with what the neighborhood could absorb. It is of my opinion the petitioner believes that fixing the driveway width is enough. The reality is that the building, as magnificent as it maybe, does not fit. The prior proposal was 19,922 gross sq ft, the most recent 19,119 sq Ft. I mere 803 Sq ft, or ~4% reduction in size. The prior proposal had 28 beds, the new one 23, but with 2 office spaces. I do not find these changes significant. I do find the modified width of ramp down to basement parking significantly detrimental to the project however!

Thank you for your consideration.  
Simon French, Glen Ave.

**THE RESIDENCES AT 189 ADAMS STREET**  
 189-193 ADAMS STREET, NEWTON, MASSACHUSETTS 02458

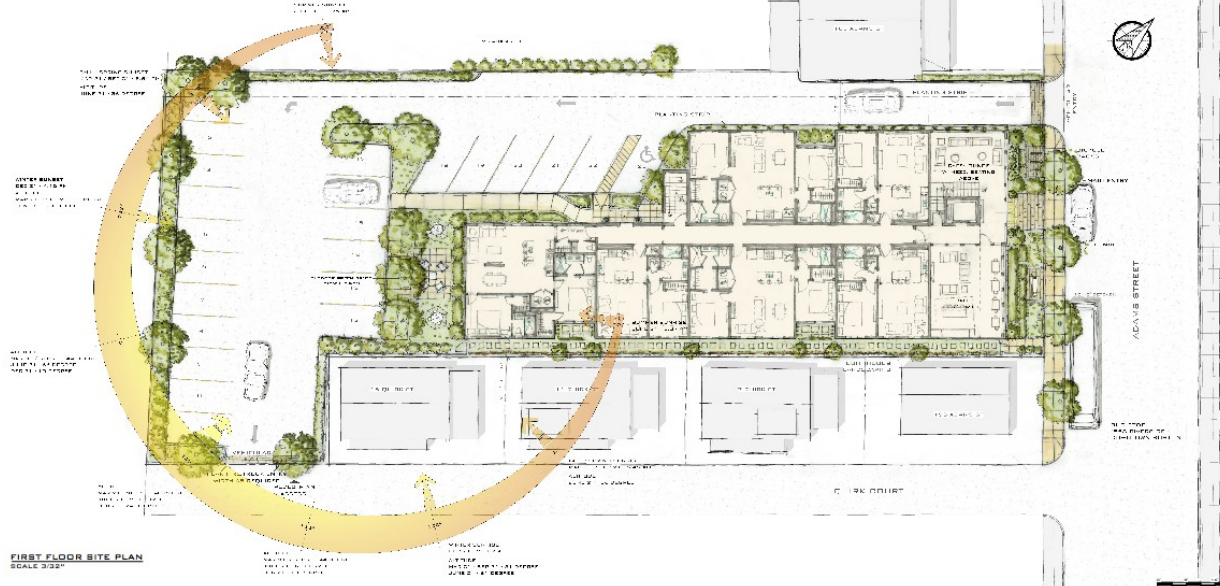
ZONING DISTRICT : BU2      LOT COVERAGE : 7,184 SF / 37%  
 LOT AREA : 19,349 SF      # UNITS : 18 (13 AFFORDABLE)  
 BLDG. AREA : 25,375 SF (FAR 1.3)      PARKING SPACES: 23 (2 ACCESSIBLE)

FLOOR	1BDR/BATH	2BDR/BATH	3BDR/BATH	TOTAL
FIRST FLOOR	2	2	0	4
SECOND FLOOR	0	0	0	0
THIRD FLOOR	0	0	0	0
<b>TOTAL</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>



**PROJECT HIGHLIGHTS**

- CLEAN UP EXISTING SITE WITH A NEW, WELL-CRAFTED RESIDENTIAL BUILDING AND LANDSCAPING
- VARIETY OF UNIT TYPES - RANGING FROM 1 BEDROOM - SUPPORTS A RANGE OF INCOME LEVELS, MAJORITY: 1&2 BEDROOMS (I.E. TYPE "A": 625SF, TYPE "B": 985SF)
- 3-MINUTE WALK TO WATERDOWN STREET - SUPPORTS LOCAL BUSINESSES
- PROXIMITY TO MBTA BUS LINES (ADJACENT TO 55B, 7-MINUTE WALK TO 553 & 554) ENCOURAGES PUBLIC TRANSIT
- ACCESS FROM BOTH SIDES IMPROVES FIRE/EMERGENCY ACCESS
- ONE-WAY DRIVEWAY REDUCES SCALE & LESS DISRUPTIVE TO TRAFFIC/PEDESTRIANS ON ADAMS STREET
- ELEVATOR ALLOWS PUBLIC AREAS IN BUILDING (LOBBY, CAFE, ETC.) AND HALLWAYS TO BE ACCESSIBLE



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INNOVATIVE COLLABORATIONS, INC.  
 AWARD WINNING ARCHITECTURE & DESIGN

Figure 1 (Original Filed Plan, 1 way access, exiting out into Quirk Court)

**THE RESIDENCES AT 189 ADAMS STREET**

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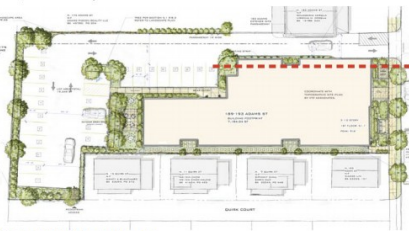
**EXISTING BUILDING**  
 41 FT HEIGHT  
 3½ STORIES  
 UP TO 41 PARKING SPACES  
  
 5 RESIDENTIAL UNITS  
 2 COMMERCIAL UNITS  
 COMMERCIAL PARKING LOT  
 13 FT DRIVEWAY  
 3 FT FRONT SETBACK

**ORIGINAL PROPOSAL**  
 41 FT HEIGHT  
 3½ STORIES  
 27 PARKING SPACES / 1.5 PARKING RATIO  
  
 18 RESIDENTIAL UNITS  
 15 FT DRIVEWAY  
 10 FT FRONT SETBACK  
 36 TOTAL BEDROOMS  
 1.3 FAR  
 1,075 SQ FT / UNIT DENSITY

**NEW PROPOSAL**  
 33 FT HEIGHT  
 3 STORIES  
 28 PARKING SPACES / 2.0 PARKING RATIO  
 + 4 OFFICE  
 12 RESIDENTIAL UNITS  
 2 OFFICE UNITS  
 20 FT DRIVEWAY  
 10 FT FRONT SETBACK  
 25 TOTAL BEDROOMS  
 0.99 FAR  
 1,612 SQ FT / UNIT DENSITY



EXISTING AERIAL VIEW



ORIGINAL SITE PLAN



NEW SITE PLAN

Figure 2 (Current "Original"/ "Latest" Filed Plan)

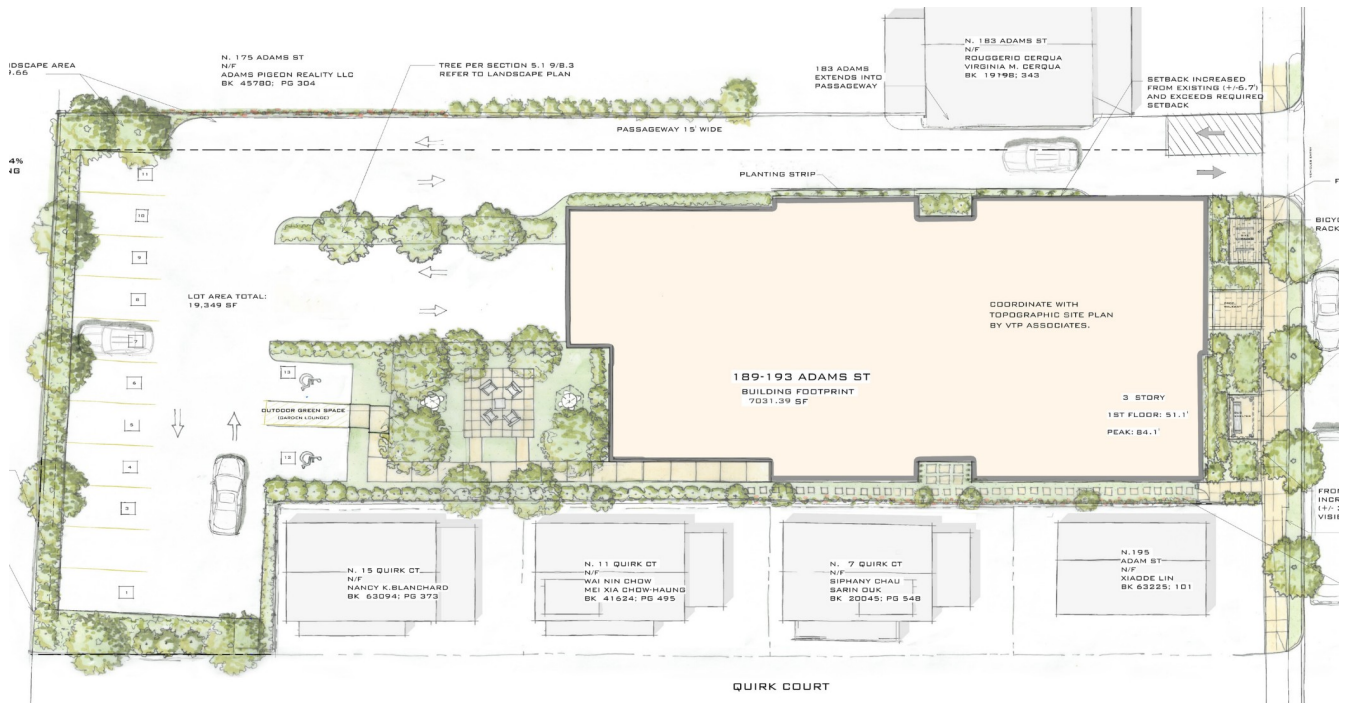


Figure 3 (Previous Plan before City Council August)

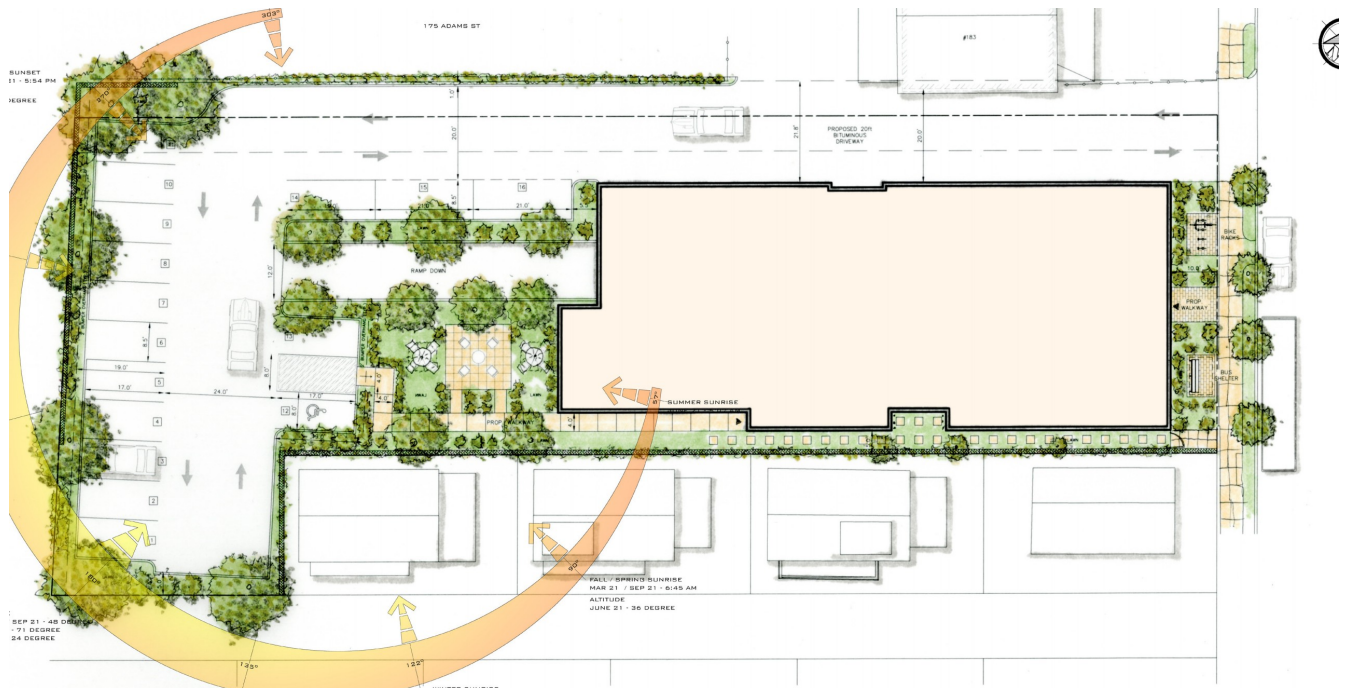


Figure 4 (Most Recent Plan)



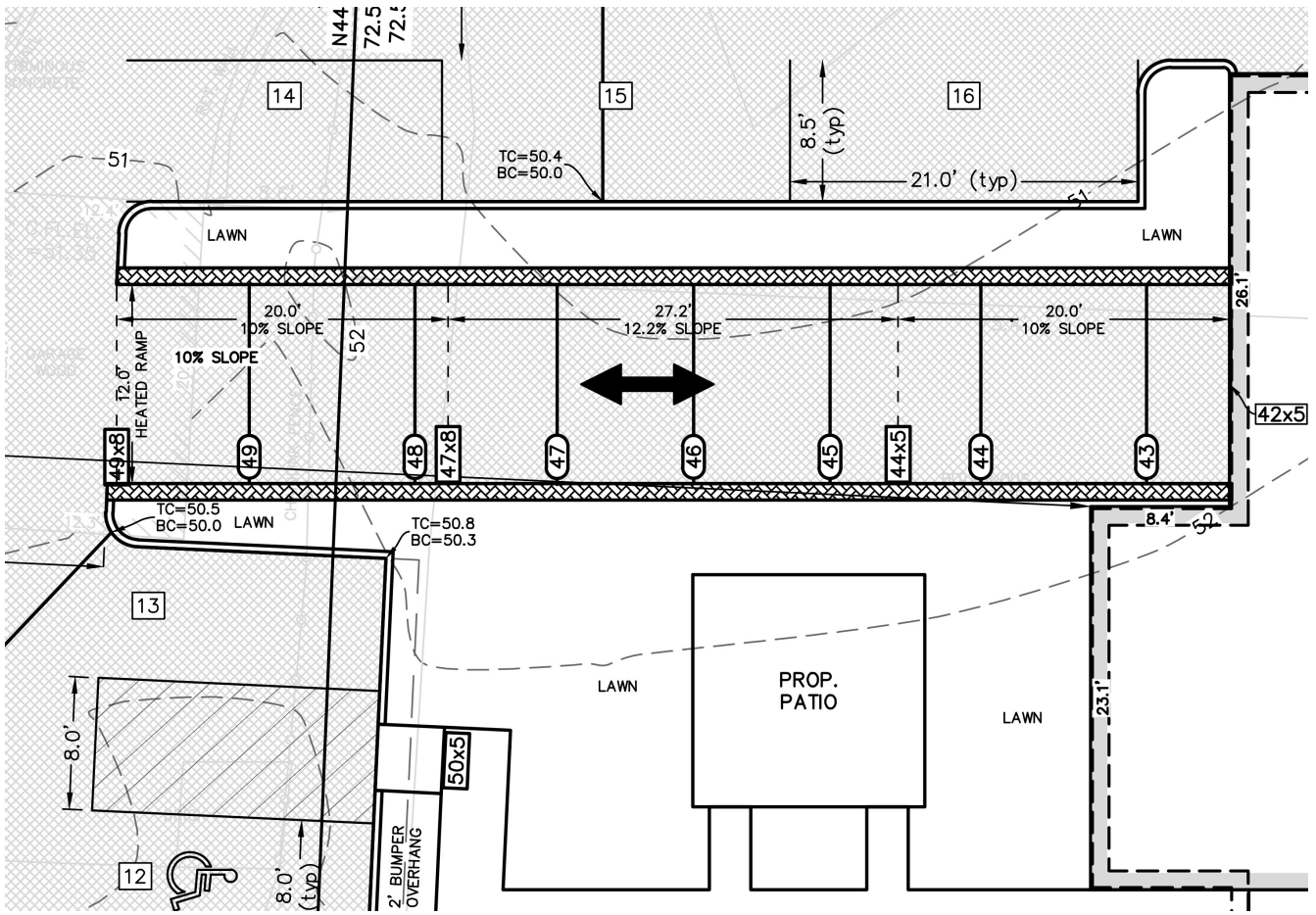


Figure 5 (Blow up Rear Ramp / Open space)