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July 24, 2013

**BY EMAIL AND FIRST CLASS MAIL**

Alderman Mitchell L. Fischman  
41 Brush Hill Road  
Newton, MA 02461

Re: Russian School of Mathematics/200 Wells Avenue, Newton

Dear Alderman Fischman,

I am writing this letter in response to the questions which you emailed to Alexandra Ananth following the July 11, 2013 public hearing on the above application to amend Board Order #325-06. In the interest of clarity, I will respond to the questions in the order in which they were posed.

*I wanted to register a couple of questions on the Russian Math Center expansion. First, are there enough spaces? It appears that both lots are filled during the day.*

The parking study by Planning Horizons, our parking consultant, found that there are on average between 28 and 42 parking spaces available onsite during peak drop-off and pick-up times under current conditions. Both Lou Mercuri of Planning Horizons and Randy Hart of Vanasse Hangen Brustlin, Inc., our traffic consultant, feel that there is adequate onsite parking for the needs of the school at the present, and the situation will be greatly enhanced by the proposed connector driveway, which will eliminate up to 75% of the parking associated with drop-off and 40% of the parking associated with pick-up.

*Also, the adjoining public street is filled up with cars.*

The public may park on Wells Avenue on the side of the street across from the school during the week, and on both sides of Wells Avenue on the weekends. It is not possible to ascertain with certainty what percentage, if any, of these cars are associated with the Russian School of Mathematics. However, in the view of our parking and traffic consultants, it is not safe for parents to park on Wells Avenue to drop-off or pick-up their children and parents will be instructed and reminded not to park on Wells Avenue.

RECEIVED  
Newton City Clerk  
2013 JUL 24 PM 3:10  
David A. Olson, OMC  
Newton, MA 02459

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*Will there be a public safety problem from the new traffic?*

There will not be new traffic associated with the proposed site improvements. The school is currently serving up to 200 children at a time, and these were the conditions in effect when the parking and traffic studies were performed. The proposed driveway connector will improve traffic flow onsite. We will be providing ample signage to orient the users of the site to the new traffic procedures.

*Are the parking lot(s) well lit? Is the street adjacent well lit?*

We are submitting a photometric lighting plan showing the proposed lighting of the connector driveway, in addition to having Michael Trickett, the head of the electrical department at RW Sullivan Engineering, evaluate the existing lighting of the site. Lou Mercuri of Planning Horizons shared your concerns that the curve on Wells Avenue in front of the site is not particularly well lit, and this is one of the reasons that he concluded that all drop-off and pick-up of students should occur onsite.

*The signage that's out there suggests 15 minute parking and the spaces and aisles appear undersized.*  
There is currently a 15 minute parking limit on Lot A, and a 5 minute limitation on Lot B. The limitations will remain in force. Staff will be directed to park in Lot B, and Lot A will continue to be 15 minute parking for pick-up of children.

Joe Porter, our site engineer, has measured the stalls and aisles and determined that most of the spaces are close to meeting the requirements of the Zoning Ordinances. A marked up site plan is enclosed for your reference. No space is less than 7.8 feet wide, and 54 of the 64 spaces are 9 feet wide or wider. Also, no space is less than 17.2 feet deep. The existing dimensional requirements for both lots were approved by Board Order #325-06.

*In addition to the site plan showing the new configuration with the access road between the parking lots, should the lots themselves be resized and restriped to make them safer?*

The lots cannot be resized. We did look at this option. However, the grade of the site precludes this. We will be restriping portions of the lots to maximize safety.

*In addition, will pedestrians be protected from traffic on the new roadway?*

There will be a parking attendant outside supervising the new connector driveway at all times. When children are crossing the driveway to get to the new play area, they will be escorted by a teacher and the parking attendant will be present to stop the flow of traffic. Aside from children walking to the play area, there should not be pedestrian traffic on the new driveway. If a parent needed to escort a child into school on a given day, he or she would utilize the building entrance adjacent to Lot A.

*Are the classes scheduled to minimize traffic impacts? Is there any cap on class size?*

The classes will be staggered to minimize traffic congestion. No more than three classes may begin at one time, and "one time" is defined as one ten minute interval. This staggering enables the school to utilize all 17 of its classrooms, while ensuring that all classes do not start at the same time. The maximum number of students per class is 15. However, the average number of students per class is 10-12 and will continue to be in that range. There may be up to 17 classes running simultaneously, and we have requested a limit of 200 students in the school at one time. There will not be 45 students

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David A. O'Brien, Esq.  
Newton, MA 02449

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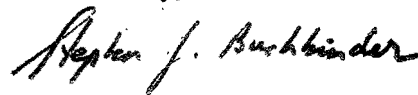
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being dropped off every 10 minutes. The petitioner has submitted under separate cover a proposed class schedule for the fall.

Our team will be on hand to answer any additional questions at the working session on July 30. Many thanks.

Sincerely,



Stephen J. Buchbinder

SJB/mer  
Enclosure

cc: (By Hand w/enclosure)  
Alderman Ted Hess-Mahan  
Alderman Susan S. Albright  
Alderman John W. Harney  
Alderman Deborah Crossley  
Alderman Gregory R. Schwartz  
Alderman Marc C. Laredo  
Linda Finucane, Chief Committee Clerk  
Alexandra Ananth, Chief of Current Planning  
Ouida C. M. Young, Associate City Solicitor  
(By First Class Mail, w/enclosures)  
Ms. Inessa Rifkin

DESCRIPTION	REQUIREMENT	EXISTING	PROPOSED
EXISTING PAVEMENT	100% ASPHALT	100%	100%
EXISTING SIDEWALKS	5' WIDE	5'	5'
EXISTING DRIVEWAYS	10' WIDE	10'	10'
EXISTING UTILITIES	AS SHOWN	AS SHOWN	AS SHOWN
EXISTING LIGHTING	AS SHOWN	AS SHOWN	AS SHOWN
EXISTING FENCES	AS SHOWN	AS SHOWN	AS SHOWN
EXISTING SIGNAGE	AS SHOWN	AS SHOWN	AS SHOWN
EXISTING TREES	AS SHOWN	AS SHOWN	AS SHOWN
EXISTING LANDSCAPING	AS SHOWN	AS SHOWN	AS SHOWN
EXISTING EROSION CONTROL	AS SHOWN	AS SHOWN	AS SHOWN
EXISTING DRAINAGE	AS SHOWN	AS SHOWN	AS SHOWN
EXISTING UTILITIES	AS SHOWN	AS SHOWN	AS SHOWN
EXISTING FENCES	AS SHOWN	AS SHOWN	AS SHOWN
EXISTING SIGNAGE	AS SHOWN	AS SHOWN	AS SHOWN
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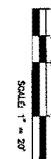
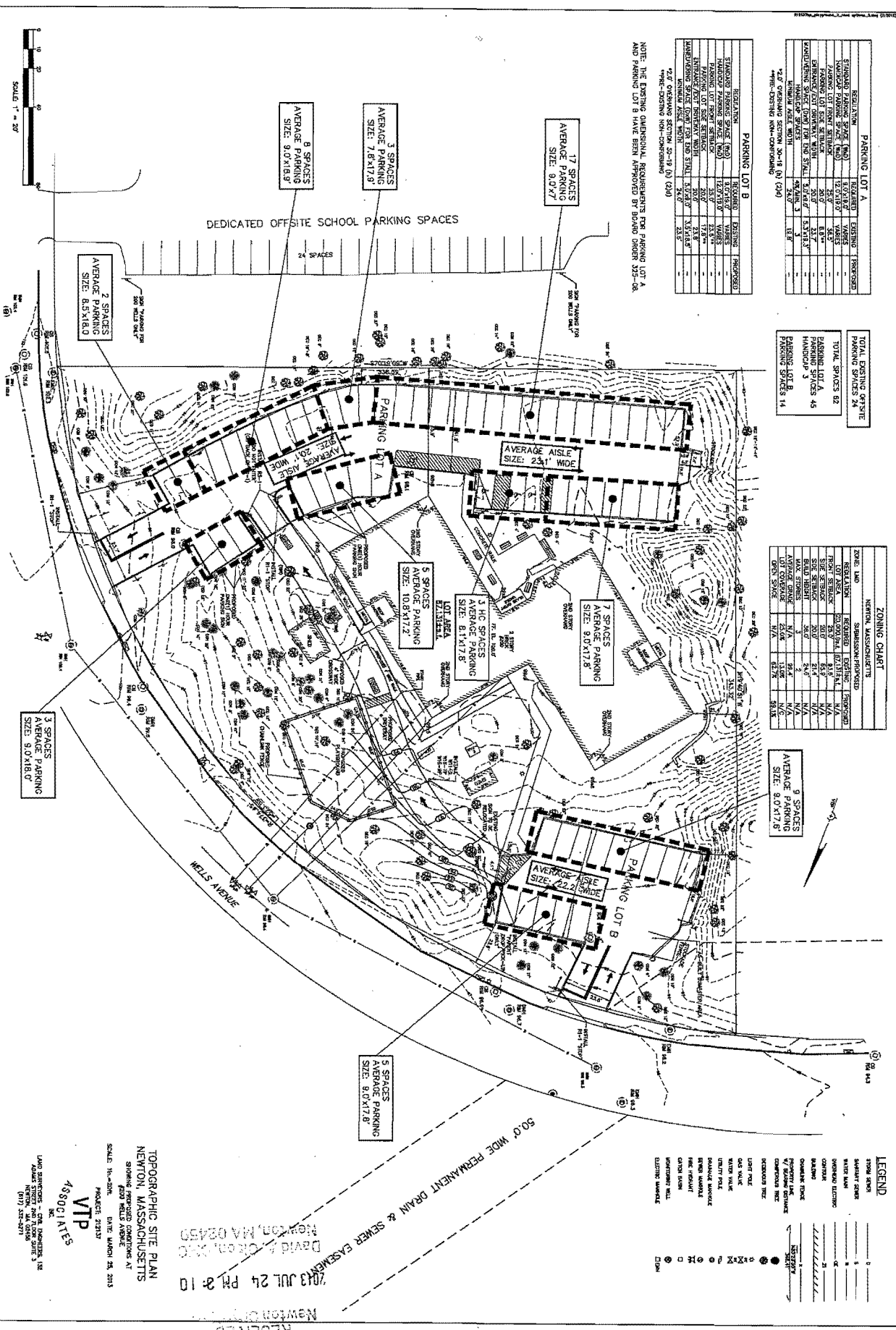
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EXISTING DRAINAGE	AS SHOWN	AS SHOWN	AS SHOWN

ZONE	MINIMUM REQUIREMENTS	EXISTING	PROPOSED
LOT AREA	10,000 SQ. FT.	10,000	10,000
FRONT SETBACK	20' TO STREET	20'	20'
SIDE SETBACK	5' TO SIDE	5'	5'
REAR SETBACK	5' TO REAR	5'	5'
MAXIMUM HEIGHT	35' TO ROOF	35'	35'
MAXIMUM GROUND COVER	25% TO COVER	25%	25%
MINIMUM OPEN SPACE	10% TO OPEN	10%	10%

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EXISTING DRAINAGE	AS SHOWN	AS SHOWN	AS SHOWN

NOTE: THE EXISTING DIMENSIONAL REQUIREMENTS FOR PARKING LOT A AND PARKING LOT B HAVE BEEN APPROVED BY BOARD ORDER 2013-06.



TOPOGRAPHIC SITE PLAN  
 NEWTON, MASSACHUSETTS  
 SHEETING PREPARED CONFORMS AT  
 2500 WELLS AVENUE  
 PROJECT 2013  
 DATE MARCH 25, 2013  
 SCALE 1/8"=1'-0"  
 LAND SURVEYORS - CIVIL ENGINEERS, INC.  
 480 WASHINGTON STREET  
 NEWTON, MASSACHUSETTS  
 (617) 552-9911

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 NEWTON  
 2013 JUN 24 PM 2:10  
 DAVID A. O'CONNOR, INC.  
 NEWTON, MA 02459

SYMBOL	DESCRIPTION
(Symbol)	EXISTING SIDEWALK
(Symbol)	EXISTING DRIVEWAY
(Symbol)	EXISTING UTILITY
(Symbol)	EXISTING LIGHTING
(Symbol)	EXISTING FENCE
(Symbol)	EXISTING SIGNAGE
(Symbol)	EXISTING TREE
(Symbol)	EXISTING LANDSCAPING
(Symbol)	EXISTING EROSION CONTROL
(Symbol)	EXISTING DRAINAGE
(Symbol)	EXISTING CONCRETE
(Symbol)	EXISTING ASPHALT
(Symbol)	EXISTING GRAVEL
(Symbol)	EXISTING SAND
(Symbol)	EXISTING SOIL
(Symbol)	EXISTING ROCK
(Symbol)	EXISTING VEGETATION
(Symbol)	EXISTING WATER
(Symbol)	EXISTING SEWER
(Symbol)	EXISTING WATER MAIN
(Symbol)	EXISTING GAS
(Symbol)	EXISTING CABLE
(Symbol)	EXISTING TELEPHONE
(Symbol)	EXISTING FIBER OPTIC
(Symbol)	EXISTING POWER
(Symbol)	EXISTING TELEVISION
(Symbol)	EXISTING RAINWATER
(Symbol)	EXISTING STORMWATER
(Symbol)	EXISTING GROUNDWATER
(Symbol)	EXISTING SURFACE WATER
(Symbol)	EXISTING UNDERGROUND
(Symbol)	EXISTING ABOVEGROUND
(Symbol)	EXISTING STRUCTURE
(Symbol)	EXISTING EQUIPMENT
(Symbol)	EXISTING MATERIAL
(Symbol)	EXISTING FINISH
(Symbol)	EXISTING COLOR
(Symbol)	EXISTING PATTERN
(Symbol)	EXISTING DIMENSION
(Symbol)	EXISTING AREA
(Symbol)	EXISTING PERIMETER
(Symbol)	EXISTING CENTERLINE
(Symbol)	EXISTING OFFSET
(Symbol)	EXISTING TOLERANCE
(Symbol)	EXISTING UNITS
(Symbol)	EXISTING SCALE
(Symbol)	EXISTING DATE
(Symbol)	EXISTING PROJECT
(Symbol)	EXISTING CLIENT
(Symbol)	EXISTING DRAWING
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(Symbol)	EXISTING TOTAL