

Nadia Khan

From: David A. Olson
Sent: Friday, October 07, 2016 1:09 PM
To: citycouncil
Cc: Nadia Khan
Subject: FW: Remarks at Land Use Committee October 6 and Foz Resume
Attachments: Resume for Newton Gov.docx

From: [redacted]
Sent: Friday, October 07, 2016 11:47 AM
To: Brian E. Yates; David A. Olson
Cc: [redacted]
Subject: Remarks at Land Use Committee October 6 and Foz Resume

Dear Alderman Yates,

After the meeting last night, I was told that you would like to see my qualifications for making the comments I presented. The short form resume which is attached lists my experience. I'd be happy to answer any questions you may have about it or my remarks, which are summarized below:

The Traffic/Transportation Analysis of the proposed Orr Block Development is inadequate

In a nearly 40 year career managing environmental impact statements in the Boston area, I can't recall a single instance of a traffic analysis at either the regional or neighborhood scale reporting "no usable data" for intersections. Nor have I ever seen data in which all traffic counts end in a 0 or 5.

The consultant report is asking us to believe that narrowing Walnut and Washington will improve traffic flow and throughput despite increases in traffic over coming years. Closer examination of the summary report suggests that, in fact, "no usable data" is a euphemism for worse than Level of Service F. Using that phrase to imply that future traffic conditions will be fine is like having your arteries checked for blockages, being told that significant results are missing, but that you'll be just fine.

A traffic analysis/forecast based on counts from a single Thursday does not adequately portray conditions in Newtonville because direct observations and both "live" and "typical" traffic on Google Maps shows that peak hour traffic there affects other North-South roadways and intersections.

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The block on Washington between Walnut and Lowell is the shortest one with signalized intersections between Newton Corner and West Newton. That means that backups in the project area will impact any other proposed development in the Washington Street Corridor described in the City's Comprehensive Plan. Such delays will also divert north-south traffic from Walnut and Lowell onto other streets. In short, more major intersections are affected by project traffic than Washington/Walnut and Washington/Lowell. The project impacts go far beyond the Walnut/Washington intersection.

To understand the impact of greater delays on Newtonville and Newton-wide traffic, it's necessary to include additional intersections in the analysis. At a minimum that includes: Washington/Lowell, Washington/Crafts, Washington/Chestnut, Walnut/Cabot, and Walnut/Watertown. MDOT and MAPC may have useful counts on

some of the affected roadways and intersections. The latter has also forecast a 5% increase in Washington Street traffic once the new toll system is in place.

Levels of Service in the E-F range usually generate air quality problems for both current and new residents along the affected roadways. This problem should be addressed in more than a qualitative way.

Transit Oriented Development remains an aspirational statement until a) bus/rail service runs every 10-15 minutes during peak hours and b) there is handicapped access to a platform. Currently, neither rail nor bus offers service less than 25 minutes apart, and that only happens once during the weekday. Service gaps cluster around 45 minutes to an hour. How likely is the MBTA to improve service any time soon?

In short, I think that the City should not consider a Special Permit until a careful and thorough transportation study is completed.

ADEL T.K. FOZ

Education: MCP/M.Arch - Massachusetts Institute of Technology 1972
M.Arch - Harvard Graduate School of Design 1968
B.A. *magna cum laude* - Harvard College 1963

Languages: Fluent in French and Spanish; some German

Mr. Foz has 37 years of experience in the design and environmental assessment of regional scale infrastructure in both the public and private sectors, including highway, rail, port, airport, and water supply projects. He has also managed many neighborhood/town scale strategic studies of the relationship between development proposals and transportation infrastructure performance. He has extensive experience integrating technical analysis, physical planning, environmental concerns, policy considerations, economic feasibility, and public participation in the successful development of projects.

VOLLMER ASSOCIATES/STANTEC

SENIOR ASSOCIATE (2001-2007)

Neighborhood/Town-wide Strategic Plans: Mr. Foz managed the analysis of multimodal transportation impacts and mitigation measures of neighborhood or town-wide development proposals. The analyses included pedestrian, bicycle, vehicular, parking, public transportation, and infrastructure performance. Each of these projects included substantial public participation.

- ! Mid-Dorchester Transportation Plan, Dorchester, MA (BTD)
- ! East Fenway Transportation Plan, Boston, MA (BRA/BTD)
- ! West Fenway Transportation Plan, Boston, MA (BRA/BTD)
- ! North Allston Neighborhood Strategic Plan, Allston, MA (BRA/BTD)
- ! Columbus Center Transportation Review, Boston, MA (BRA)
- ! Brookline Comprehensive Plan, Brookline, MA (Town of Brookline)
- ! Route 139 Transportation Planning/Conceptual Design, Marshfield, MA (Town of Marshfield)
- ! Roslindale Neighborhood Strategic Plan, Roslindale, MA (BRA/BTD)
- ! A Street Redevelopment Studies (Gillette Co.)

LOUIS BERGER AND ASSOCIATES

SENIOR ASSOCIATE (1992-2001)

- ! *Aquidneck Island Passenger Rail Study (RIDOT):*
- ! *Marine Terminal Facilities EIS, 30% and 100% Design, Newport, RI (RIDOT)*
- ! *Massachusetts Freight Advisory Council:*
- ! *Presque Isle Intermodal Facility (Presque Isle Industrial Council)*
- ! *Gloucester International Ferry Study (City of Gloucester, MA)*
- ! *Analysis of Future Transportation Needs of American Business (NCHRP)*
- ! *Case Study for National Cooperative Highway Research Program (NCHRP)*
- ! *Feasibility Study of Created Land in Boston Harbor (Masspor)*
- ! *South Boston Transportation Study, Boston, MA (BTD)*
- ! *Barnstable Growth Management Plan, Barnstable, MA (Town of Barnstable/Cape Cod Commission)*
- ! *South Boston Master Planning, Boston, MA, (Gillette Company)*
- ! *Route 2, Crosby=s Corner EIR/EIS and 25% Design, Concord, MA (MHD)*
- ! *Rutland Draft EIS, Rutland, VT (VAOT)*
- ! *History of Logan Airport Modernization*

- ! *Guatemalan Airport System (DGAC*
- ! *Madagascar Airport System (ADEMA*
- ! *Master Plan for Mozambican Airport System (ADM*
- ! *Master Plan for the Mexican Airport System (ASA):*
- ! *Venezuelan Airport System Plan (US TDA)*
- ! *Panama Canal Environmental Study (US AID)*
- ! *Ukrainian Airport System Plan (US TDA)*

MASSACHUSETTS PORT AUTHORITY

DIRECTOR OF PLANNING AND PROGRAMMING (1984-1992)

Directed long range planning for the airport, port and waterfront and related land use policies; and studies for the Third Harbor Tunnel, Logan Airport Modernization Program, and ground access as well as Authority-wide environmental permitting and compliance. Directed the preparation and tracking of operating and capital budgets.

WALLACE, FLOYD DESIGN GROUP, INC.

SENIOR ASSOCIATE FOR PLANNING(1972-1984)

Directed interdisciplinary consultant teams in the preparation of major regional infrastructure studies

- ! Central Artery/Third Harbor Tunnel Draft and Final EIR/EIS
- ! Preliminary studies for Depression of the Central Artery
- ! South Boston Bypass Road EA
- ! Logan Airport Master Plan
- ! Chelsea-Water Streets Connector Draft and Final EIR/EIS
- ! Route 2 FEIS/FEIR
- ! Massachusetts General Hospital Ambulatory Care Center DEIR,
- ! North Terminal DEIR
- ! St Gabriel Monastery Re-use study
- ! MBTA Alewife Station/Garage Public Participation, and many smaller studies
- ! MDC Water Study and Environmental Impact Report -- 2020