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Barney S. Heath

PUBLIC HEARING MEMORANDUM

Public Hearing Date:	December 6, 2017
Land Use Action Date:	February 14, 2017
Board of Aldermen Action Date:	February 20, 2017
90-Day Expiration Date:	March 6, 2017

DATE: December 2, 2016

TO: City Council

FROM: Barney S. Heath, Director of Planning and Development
Alexandra Ananth, Chief Planner for Current Planning
Neil Cronin, Senior Planner

SUBJECT: **Petition #342-16** petition for a SPECIAL PERMIT/SITE PLAN APPROVAL to construct a three-story, 79,746 square foot self-storage facility with a building height of 36 feet and a Floor Area Ratio (FAR) of 1.35, where 1.5 is the maximum allowed by right, as well as a waiver of 32 parking stalls and waivers of other parking requirements at **143 RUMFORD AVENUE**, Ward 4, Auburndale, on land known as SBL 41, 31, 06, containing approximately 79,746 sf of land in a district zoned Business 2. Ref: §4.1.3, §4.1.2.B.3, §4.3.1.B.1, §5.1.4, §5.1.9.A.1, §5.1.10.A, §5.1.13, and §7.3.3 of Chapter 30 of the City of Newton Rev Zoning Ord, 2015.

The purpose of this memorandum is to provide the City Council and the public with technical information and planning analysis which may be useful in the special permit decision-making process of the City Council. The Planning Department's intention is to provide a balanced view of the issues with the information it has at the time of the public hearing. There may be other information presented at or after the public hearing that the Land Use Committee of the City Council will want to consider in its discussion at a subsequent Working Session.

143 Rumford Avenue

EXECUTIVE SUMMARY

The property at 143 Rumford Avenue, also known as 211R Lexington Street, consists of a 100,186 square foot lot improved with a one-story structure housing the WNTN radio station. The property is located in the Business 2 zone (BU-2), in Auburndale. The applicant proposes to raze the existing structure and subdivide the property into two lots: "Parcel A" and "Parcel B". Parcel A will contain 79,746 square feet and will be improved with a three-story, 107,397 square foot self-storage facility with twelve parking stalls, while Parcel B will contain 20,442 square feet, and be improved with a one-story 5,520 square foot office or retail space. Parcel B will contain 24 parking stalls which will allow either an office or retail use to be permitted as of right. However, the larger parcel, Parcel A will require special permits under the Newton Zoning Ordinance (NZO) to construct a building of more than 20,000 square feet, three stories and approximately 36 feet in height, and a FAR in excess of 1.5. The petitioner plans to employ four employees on the largest shift, and when combined with the square footage of the structure, the use requires 44 parking stalls. The petitioner is only proposing to construct 12 stalls; therefore the petitioner is also seeking a special permit to waive 32 stalls. Lastly, the petitioner is also seeking special permits to waive the landscaping and lighting requirements of parking facilities containing more than five stalls.

The Planning Department notes that self-storage facilities are a by-right use in the BU-2 zone. With respect to the size of the facility, staff believes the proposed structure is consistent with other facilities permitted in the region in terms of size and number of units. Furthermore, self-storage facilities are low traffic generators whose expected peak hours are during the weekend when neighboring office uses will be closed. As such the Planning Department is not concerned with the construction of the proposed self-storage facility as the use appears appropriate for the site and location.

I. SIGNIFICANT ISSUES FOR CONSIDERATION:

In reviewing this petition, the City Council should consider whether:

- The site is an appropriate location for a building of three stories and 36 feet in height with a FAR of 1.35 (§4.1.2.B.3, §4.1.3, and §7.3.3.C.1).
- The site is an appropriate location for a building of greater than 20,000 square feet (§4.3.1.B.1 and §7.3.3.C.1).
- Access to the site over streets is appropriate for the types and numbers of vehicles involved (§7.3.3.C.4).
- The site planning, building design, construction, maintenance or long-term operation of the premises will contribute significantly to the efficient use and conservation of natural resources and energy (§7.3.3.C.5).
- The requested waivers related to the number of parking stalls, landscape screening and lighting requirements are appropriate because literal compliance is impracticable due to the nature of the use, or the location, size, width, depth,

shape, or grade of the lot, or that such exceptions would be in the public interest, or in the interest of safety, or protection of environmental features. (§5.1.13, §5.1.9.A.1, and §5.1.10.A)

II. CHARACTERISTICS OF THE SITE AND NEIGHBORHOOD

A. Neighborhood and Zoning

The subject property is located on Rumford Avenue in the Business 2 zone in Auburndale. The area largely consists of office uses; however there are some retail and restaurant uses, as well as residential neighborhoods just over the Waltham city-line. The property directly abuts the City of Newton Recycling Depot along its western and southern boundaries (**Attachments A & B)**.

B. Site

The site consists of 100,186 square feet and is predominantly flat. There is an existing one-story structure on site, which will be razed to accommodate the petition. There are two existing curb cuts located on either side of the existing structure which do not connect. There is an existing 5 foot wide bituminous sidewalk on Rumford Avenue which is buffered from the street by a 3 foot wide grass strip.

III. PROJECT DESCRIPTION AND ANALYSIS

A. Land Use

The site is currently used as a studio for radio broadcasts. If the petition is approved, the use will change to a self-storage facility on Parcel A, with either an office or retail use on Parcel B. The petitioner intends to own and operate the self-storage facility on Parcel A, but is unsure of whether Parcel B will be retained or sold.

B. Building Design

Parcel A: Self-Storage Facility

The petitioner is proposing to construct a 107,397 square foot self-storage facility with approximately 936 units; the facility will contain a mix of units ranging in size from 5 feet by 5 feet to 10 feet by 30 feet. Self-storage facilities are a by-right use in the Business 2 zone, provided there is no outdoor storage. However, the petition requires a special permit under the NZO since the structure is larger than 20,000 square feet, is three stories and approximately 36 feet in height, and will have an FAR of 1.35, where 1.5 maximum allowed.

The proposed building is largely a square structure, although the front façade protrudes 125 feet towards Rumford Avenue to mirror the site's eastern boundary. This protrusion creates the look of setbacks to the structure which add some visual

interest and minimize the structure's mass on the street. The office for the facility is located within this protrusion in an approximately 1,850 square foot space on the first floor. The office will consist of clear glass with a black metal canopy above the entrance. Lastly, above the third floor, will be an ornamental "cap" which will extend approximately six feet above the roof of the building, reaching a height of 41 feet.

The architecture of the structure, including the office component, can be described as "Modern Contemporary". The building materials consist of insulated metal panels, brick, and two different types of glass. To avoid the look of continual wall planes, the bricks will be arranged vertically to create the look of columns and are paired with faux windows; unlike the office windows which are clear glass, these windows are spandrel glass which reflect the daylight. The loading area for customers of the facility, on the western facade of the building, will mimic the office with a black metal canopy and a clear glass entrance.

Self-Storage Facility from Rumford Avenue

Parcel B: Office/Retail Structure

The petitioner is proposing a one-story 5,520 square foot structure on the 20,442 square foot lot. The structure's architecture will match that of the self-storage facility by utilizing the same building materials, and metal canopy. In addition, the structure will include an ornamental "cap" which will extend five feet above the roofline to a height of 25 feet. This structure and expected retail/office use will be allowed by-right as the dimensional controls are satisfied, including 18 parking stalls on site to accommodate either a retail or office use.

C. Site Design

The proposed design removes the curb cut at the left of the structure and shifts the existing curb cut at the right of the structure approximately 25 feet to the east. The curb cut will also be widened by approximately 3 feet, reaching a width of 28 feet. The proposed drive aisle, shared by both parcels, will be constructed between the proposed self-storage facility and the proposed retail/office space. This aisle will extend southerly approximately 340 feet to the rear lot line of Parcel B and will be at least 24 feet in width the entire length to accommodate two-way vehicular travel. There will be parking on either side with both structures having dedicated parking. The Planning Department suggests the petitioner consider reducing the width of the curb cut with in coordination with the Newton Fire Department.

Approximately 200 feet from the street, there will be a 6 foot tall, 24 foot wide sliding gate that will allow customers, deliveries, and employees keycard access to the loading area at the western façade of the structure. This is also the starting point of a six foot tall chain link fence with privacy slats that will be installed along the curb of the drive aisle, to the rear of the structure, and terminating at the southeast corner of the structure.

D. Conservation of Natural Resources and Energy

The petitioner submitted information as to how the self-storage facility will contribute significantly to the efficient use and conservation of natural resources and energy per Section 7.3.3.5. The Planning Department notes the retail/office structure on Parcel B will be treated with the same measures although it is not required given it is less than 20,000 square feet.

In summary, both structures will utilize specialized roofs to reflect solar radiation to combat the "heat island effect". The same is true for the high efficiency glazing on the widows which are designed to absorb and not transmit solar energy. Both structures will also exceed the stretch code requirements for Massachusetts by utilizing high efficiency gas fired HVAC equipment. Low VOC materials will be used for interior finishes as well as low flow plumbing fixtures. Lastly, all landscaping will be native species which are drought tolerant and the site lighting will be "dark sky" compliant. The Planning Department believes the above measures are sufficient to satisfy the criteria stated in Section 7.3.3.5.

E. Parking

Parcel A: Self-Storage Facility

The petitioner is proposing 12 parking stalls, including one ADA compliant stall dedicated to the self-storage facility. Section 5.1.4 of the NZO establishes the parking requirement for a "storage warehouse or business" as one stall per every four employees and one stall per every 2,500 square feet. As the applicant proposes four employees at the busiest shift, the proposed 109,397 square feet building would require 44 parking stalls, including three handicapped stalls. As a result, the applicant is seeking a waiver of 32 parking stalls.

As for the location of the stalls themselves, nine of the twelve stalls are located near the front of the structure along the drive aisle. The remaining three are located to the rear of the structure and have been designated as "Employee Parking Only" at the suggestion of the Planning Department.

The Planning Department compiled the below table comparing this facility to other facilities permitted in the area. Staff notes that this facility is the smallest of the sample and contains the least number of units.

Address	Size (Square Feet)	Number of Units	Number of Stalls
300 Needham Street	170,000	1,400	148*
945 Moody Street	117,500	1,015	19
255-257 Newtonville Avenue	112,431	1,025	16
143 Rumford Avenue	107,397	936	12

* The self-storage facility at 300 Needham Street was permitted in 2003 as part of a mixed-use development and the number of stalls shown is the amount for the entire site.

The Planning Department notes the site design has a large lawn area at the southwest corner of the site. The petitioner is reserving this area for an additional ten parking stalls for the self-storage use, should the demand exceed the proposed supply.

Parcel B: Office/Retail Structure

Like Parcel A, the majority of the parking for the office/retail use is located in the drive aisle between the two structures. However, ten stalls as well as the loading stall for this use are located at the rear of the structure. The Planning Department notes these stalls are not visible from the street and there will be adequate landscaping to screen the stalls from the abutter to the west.

F. Traffic

Despite the structure's size, self-storage facilities are characteristically low traffic generators. The Institute of Traffic Engineers (ITE) Handbook states the peak p.m. hours for self-storage facilities are from 1:00 p.m. to 5:00 p.m. on the weekday, between noon and 1:00 p.m. on Saturday, and from 1:00 to 4:00 p.m. on Sunday.

The facilities intended hours of operation are as follows:

- Office Component: Monday through Friday 9:30 a.m. to 6:00 p.m., Saturday and Sunday 9:00 a.m. to 5:30 p.m.
- Gate access to the loading facility: Monday through Sunday 6:00 a.m. to 10:00 p.m.

The petitioner conducted a parking and traffic analysis for the petition **(Attachment E)**. The report compares the facility to others permitted in the region with respect to building size and amount of parking stalls provided. Furthermore, the report

offers field data obtained at a similar facility to predict the utilization rate at the proposed facility on Rumford Avenue. In summary, the report found that the proposed parking supply would be able to accommodate the expected demand based on the data gathered in the field.

In addition, the Planning Department reviewed parking studies produced for the self-storage facility at 255-257 Newtonville Avenue earlier this year. The report found that an average of 8.3 autos entered each of the examined facilities during expected peak times. This comports with the petitioner's analysis and suggests the proposed use at this location by its nature would not generate significant levels of traffic.

Therefore, as access to and parking at the site, including the number of handicapped stalls appear to be appropriately designed for the proposed use, and because the creation of a parking lot with excess capacity would not be beneficial to the neighborhood, the Planning Department does not have any major concerns regarding the site's parking or accessibility as proposed.

G. Loading

The petitioner is providing the required number of loading stalls per the NZO for both uses. The Planning Department questions the practicality of one of the loading stalls for the self-storage facility on Parcel A as it is located to the rear of the structure. The petitioner stated this stall was moved behind the structure to allow the site to function better. Otherwise, staff is not concerned the locations of the loading stalls.

H. Lighting

The petitioner is seeking a waiver from the lighting requirements of Section 5.1.10.A which requires outdoor parking facilities containing more than five stalls to be lit at a minimum intensity of 1-foot candle and that artificial light be shielded to prevent glare onto adjacent properties. The lighting plan submitted by the petitioner shows six total lighting fixtures which are arranged north-south along the drive aisle shared by the two parcels. Three of the six lights are focused on the parking facilities of both parcels illuminating the majority of the stalls at the required one foot candle level; the remaining three fixtures lead to the rear of the self-storage facility following the curved drive aisle.

The Planning Department notes three of the stalls will not be lit at the required one foot candle level. In addition, there is a light trespass issue at the north and south property lines. However, staff is not concerned with the request to waive both of these requirements, as the light is focused on the parking facilities of both parcels and the spillover onto adjacent parcels is minor.

I. Signage

The petitioner did not submit signage examples for either structure, and did not

request relief from Section 5.2 of the NZO which regulates signage. Therefore, all signs are expected to be by-right and will be reviewed by the Urban Design Commission at its meeting on December 21, 2016.

J. Landscaping

The petitioner is seeking a waiver from the landscape requirements of Section 5.1.9.A.1 which requires outdoor parking facilities containing more than five stalls to be screened from abutting streets and properties. The Planning Department notes the majority of stalls are located in the drive aisle between the structures, which only makes then visible to the property across the street. However, the petitioner is proposing a mix of trees, shrubs, and grasses in addition to other groundcovers for the site. The majority of trees will be installed along the frontage of Rumford Avenue as well as the east and west lot lines. All of the trees are expected to grow approximately two feet per year and at maturity will screen large segments of the stalls and structures with their combined height and spread.

With respect to the shrubs and other groundcover, the petitioner is proposing to install grass and shrubs along the frontage of Rumford Avenue, and a large lawn area at the southwest portion of the site. The Planning Department believes the landscape plan is appropriate to screen the parking stalls as well as the structures from adjacent properties, while accenting the paving on site to create an inviting environment. For these reasons, the Planning Department believes the waiver for the screening requirements for parking facilities is appropriate given location of the parking stalls within the site and the amount of proposed landscaping.

IV. TECHNICAL REVIEW

A. Technical Considerations (Chapter 30, Newton Zoning Ordinance):

The Zoning Review Memorandum **(Attachment C)** provides an analysis of the proposal with regard to zoning. Based on the Zoning Review Memorandum, the petitioner is seeking Special Permits per §7.3.3 of the NZO including:

- §4.3.1.B.1 of Section 30, to allow a building greater than 20,000 square feet;
- §4.1.2.B.3, and §4.1.3 of Section 30, to allow a building with three stories;
- §4.1.3 of Section 30, to allow a building 36 feet in height;
- §4.1.3 of Section 30, to allow an FAR of 1.35;
- §5.1.4 and §5.1.13 of Section 30, to waive 32 parking stalls;
- §5.1.9.A.1 and §5.1.13 of Section 30, to waive the landscape screening requirements; and
- §5.1.10.A and §5.1.13 of Section 30, to waive the lighting requirements.

B. Engineering Review

The Associate City Engineer submitted an Engineering Review Memorandum providing a brief analysis of the project along with questions for the petitioner. The petitioner has since addressed those concerns **(Attachment D)**. The Associate City Engineer's comments are in regular typeface and the petitioner's responses are in bold italics. The Engineering Division of Public Works will review this project for conformance with the City of Newton Engineering Standards prior to the issuance of a build permit should this project be approved.

C. Historic Preservation

Since the petitioner is seeking to completely demolish the existing structure, which is more than 50 years old, the petition requires review from the Senior Planner. If the structure is found to be "Historically Significant", the demolition may be approved administratively, or be placed on an agenda of the Newton Historical Commission (NHC). If the demolition delay is implemented by the NHC, the petitioner's attorney has stated his client will wait out the delay.

D. Fire Department Review

The petitioner has stated that the building will be fully sprinkled and the design allows for access to two sides of the structure. Should this project be approved, the plans will be reviewed prior to the issuance of a building permit.

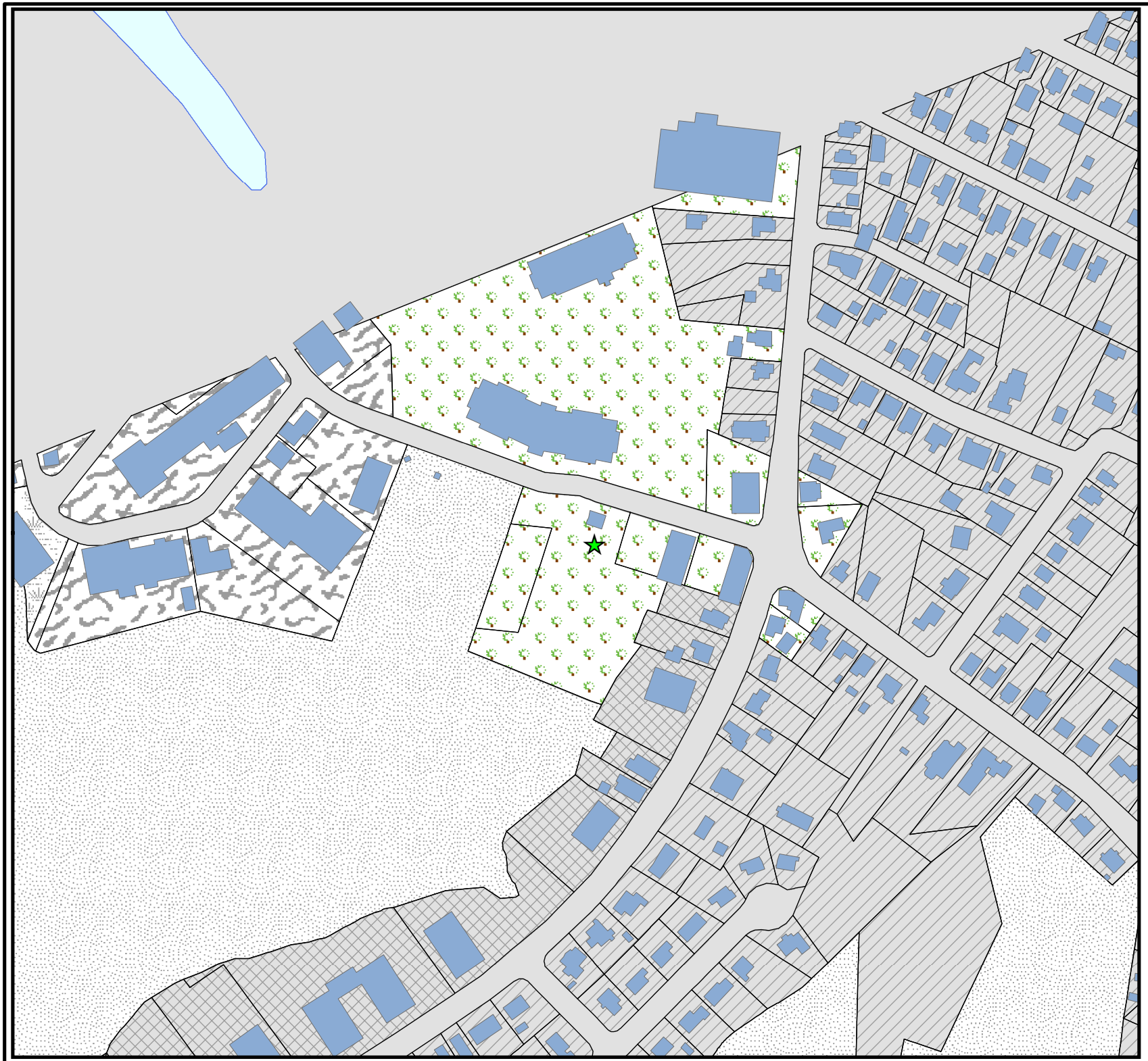
V. PETITIONER'S RESPONSIBILITIES

ATTACHMENTS:

ATTACHMENT A: Zoning Map
ATTACHMENT B: Land-Use Map
ATTACHMENT C: Zoning Review Memorandum, dated October 4, 2016
ATTACHMENT D: Petitioner's Response to Engineering Review Memorandum
ATTACHMENT E: Traffic Study, dated November 30, 2016
ATTACHMENT F: Draft Board Order

Attachment A
Zoning Map
Rumford Ave., 143

City of Newton, Massachusetts



Legend

- Single Residence 3
- Multi-Residence 2
- Business 1
- Business 2
- Manufacturing
- Public Use
- Building Outlines
- Surface Water
- Property Boundaries

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NEWTON GIS

The information on this map is from the Newton Geographic Information System (GIS). The City of Newton cannot guarantee the accuracy of this information. Each user of this map is responsible for determining its suitability for his or her intended purpose. City departments will not necessarily approve applications based solely on GIS data.

CITY OF NEWTON, MASSACHUSETTS
Mayor - Setti D. Warren
GIS Administrator - Douglas Greenfield

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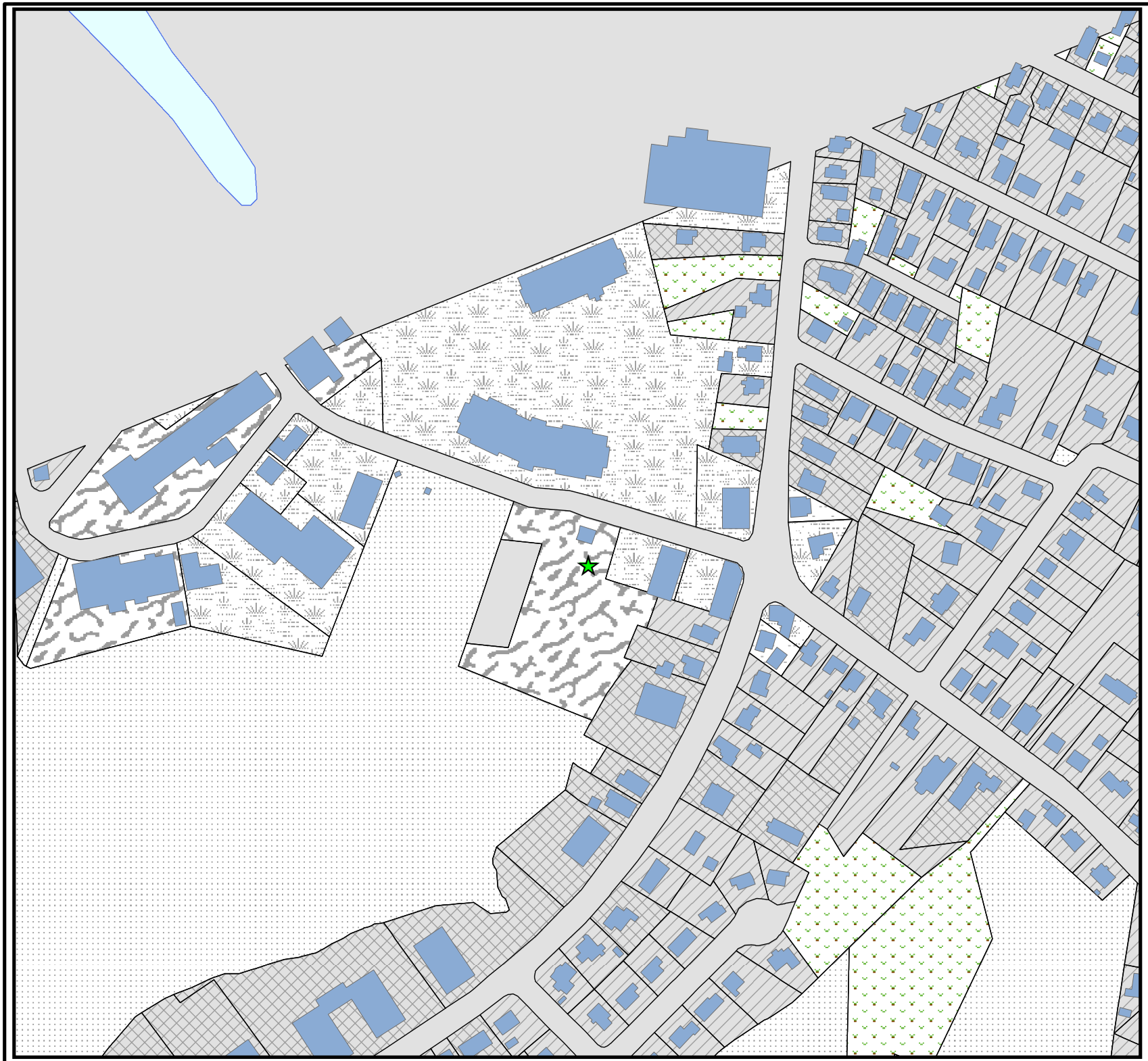
Map Date: November 15, 2016



Attachment B
Land-Use Map
Rumford Ave., 143

City of Newton, Massachusetts

Legend

Land Use

Land Use

- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Mixed Use
- Open Space
- Vacant Land
- Building Outlines
- Surface Water
- Property Boundaries

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Barney S. Heath
Director

ZONING REVIEW MEMORANDUM

Date: October 4, 2016

To: John Lojek, Commissioner of Inspectional Services

From: Jane Santosuosso, Chief Zoning Code Official
Alexandra Ananth, Chief Planner for Current Planning

Cc: Terrence P. Morris, Attorney
SSG Development LLC, Applicant
Barney S. Heath, Director of Planning and Development
Ouida Young, Associate City Solicitor

RE: Request to waive 32 parking stalls, to allow a building exceeding 20,000 square feet, to allow a building height of 36 feet, three stories and an FAR of 1.35, and to waive certain requirements of the parking ordinance

Applicant: SSG Development LLC	
Site: 143 Rumford Ave (aka 211R Lexington St)	**SBL:** 41031 0006
Zoning: BU2	**Lot Area:** 100,186 square feet
Current use: Radio station	**Proposed use:** Self storage facility and retail/office building

BACKGROUND:

The property at 143 Rumford Avenue, also known as 211R Lexington Street, is comprised of 100,186 square feet in the Business 2 zoning district. It is improved with a small building housing WNTN radio station. The site is bordered to the west and south by the Newton's Recycling Center and the Flowed Meadow Conservation Area, and to the northeast by a storage/distribution warehouse. To the southeast there are various residences, from single- to multi-family uses. The lot is largely vacant, aside from the radio station building adjacent to Rumford Ave and a radio transmission pole.

The applicant proposes to raze the existing building and subdivide the property. The larger parcel will contain 79,746 square feet and will be improved with a 107,397 square foot self-storage facility with 12 parking stalls. The second parcel will contain 20,442 square feet and will be improved with a 5,520 square foot building to be used as office or retail space, with 24 parking stalls.

The following review is based on plans and materials submitted to date as noted below.

- Zoning Review Application, prepared by Terrence P. Morris, attorney, dated 7/6/2016, updated 10/3/2016
- Conceptual Site Plan, prepared by BL Companies, dated 6/29/2016, updated 9/12/2016

ADMINISTRATIVE DETERMINATIONS:

1. The applicant proposes to raze the existing buildings, subdivide the property into two parcels and construct a self-storage facility on the larger parcel and an office/retail space on the smaller. Per Section 4.4.1 storage facilities are allowed in the Business 2 zoning district as long as there is no outdoor storage on site. Office and retail uses are also allowed by right in the Business 2 district.

2. The proposed office/retail building meets all dimensional requirements for the district and is allowed by right.

3. The proposed self-storage building is three stories and 36 feet high. Per Sections 4.1.2.B.3 and 4.1.3, a special permit is required for a building with three stories and 36 feet in height.

4. The applicant proposes an FAR of 1.35 for the storage facility building. Section 4.1.3 allows an FAR of up to 1.00 for a two-story building, and requires a special permit to allow up to 1.50 and three stories. An FAR of up to 1.35 associated with a three story building requires a special permit.

5. Section 5.1.4 addresses the parking requirements for the proposed commercial uses. The provision requires one stall per every four employees and one stall per every 2,500 square feet for a storage facility. The applicant proposes four employees at the highest shift, and a building with 107,397 square feet, which requires 44 parking stalls per the Ordinance. The applicant is proposing 12 parking stalls on the site, requiring a waiver of 32 spaces under Section 5.1.13. Given that self-storage facilities have a low parking demand, the applicant is proposing to construct only 12 stalls, however 10 reserve parking stalls are designed for the open space on the eastern part of the property in the event that there is a greater parking demand than anticipated.

   There are 24 parking stalls proposed for the office/retail site. The parking requirement for the office/retail space will depend upon which use ultimately locates on the property. Per Section 5.1.4, a business office use will require one parking stall per each 250 square feet of space, or 22 stalls in the 5,520 square feet. A retail use requires one stall per each 300 square feet, and one stall per each employee at the busiest shift. The square footage of the space requires 18 parking stalls, which allows up to 18 employees (one stall per each three employees) working at the busiest shift while still meeting the parking requirements.

6. Section 5.1.9.A.1 requires parking lots be screened from abutting properties and streets with landscaping and/or fencing. The section requires five feet of densely planted shrubs and fencing. To the extent that the proposed parking lot does not meet the screening requirements of Section 5.1.9.A.1, the applicant seeks a waiver through Section 5.1.13.

7. No lighting plan was submitted with the application for zoning review. Section 5.1.10.A requires that all facilities provide security lighting of at least one foot candle, and be arranged so as to

prevent glare on neighboring properties. To the extent that the proposed plan doesn't comply with this section, a special permit is required.

8. The applicant proposes to raze the existing buildings and construct two new buildings. The smaller building is 5,520 square feet and is allowed by right. The larger storage facility building is proposed with 107,397 square feet. Section 4.3.1.B.1 requires a special permit for a building greater than 20,000 square feet.

PARCEL 1 – Storage Facility

Zone BU2	**Required/Allowed**	**Proposed**
Lot Size	10,000 square feet	79,746 square feet
Setbacks • Front (average) • Side (half building height) • Rear (half building height)	 9.65 feet 18 feet 18 feet	 14.5 feet 18.3 feet 36.9 feet
Building Height	24 feet (36 ft by SP)	**36 feet**
Max number of stories	2 (3 by SP)	**3**
FAR	1 (up to 1.5 by SP)	**1.35**
Parking	44	**12**

PARCEL 2 – Office/Retail

Zone BU2	**Required/Allowed**	**Proposed**
Lot Size	10,000 square feet	20,442 square feet
Setbacks • Front (average) • Side (half building height) • Rear (half building height)	 9.65 feet 10 feet 10 feet	 10.95 feet 12.2 feet 72 feet
Building Height	24 feet	20 feet
Max number of stories	2	2
FAR	1.0	.27
Parking	24	24

9. See “Zoning Relief Summary” below:

Zoning Relief Required		
Ordinance	*Required Relief*	*Action Required*
§4.1.2.B.3 §4.1.3	To allow a building with three stories	S.P. per §7.3.3
§4.1.3	To allow a building 36 feet in height	S.P. per §7.3.3
§4.1.3	To allow an FAR of 1.35	S.P. per §7.3.3
§5.1.4 §5.1.13	To waive 32 parking stalls	S.P. per §7.3.3
§5.1.9.A.1 §5.1.13	To waive the landscape screening requirements	S.P. per §7.3.3
§5.1.10.A §5.1.13	To waive lighting requirements	S.P. per §7.3.3
§4.3.1.B.1	To allow a building greater than 20,000 square feet	S.P. per §7.3.3

BL Companies
Architecture
Engineering
Environmental
Land Surveying

An Employee-Owned Company

November 22, 2016

John Daghlian, Associate City Engineer
Engineering Division
Department of Public Works
City of Newton
1000 Commonwealth Avenue
Newton, MA 02459

Re: Special Permit – 143 Rumford Avenue

Dear Mr. Daghlian:

We are in receipt of your review comments dated November 3, 2016. Our responses are indicated in ***bold italic*** text and are as follows:

Executive Summary

The application entails the subdivision of a 110,186 sf (2.5 acre) site into two lots; one parcel of 79,746 s.f. for the proposed self-storage facility & associated parking and a second parcel of 20,442 sf for *by right* office building. It will require the demolition of an existing one-story building that currently has an AM broadcast station & antenna.

The site is relatively flat and is bound by Rumford Avenue to the north, commercial property to the east, the former City landfill & current recycling center to the south & west. The site plans do not indicate any stormwater collection and drainage system as required by the DPW & Department of Environmental Protection (DEP) for re-developed sites.

If the special permit is approved an Approval Not Required (ANR) plan will be needed an accordance to Massachusetts General Laws Chapter 41 Section 81P providing the creation of two separate lots being established from the single lot.

Response: Acknowledged. Please refer to the Grading and Drainage Plan, GD-1, for the proposed stormwater collection and conveyance system. Once the special permit is approved, an ANR plan will be recorded with the town for the creation of two separate lots on the existing parcel.

Construction Management

1. A construction management plan is needed for this project. At a minimum, it must address the following: staging site for construction equipment, construction materials, parking of construction worker's vehicles, phasing of the project with anticipated completion dates and milestones, safety precautions, emergency contact personnel of contractor. It shall also address any anticipated dewatering during construction, site safety & stability, and impact to abutting properties.

   Response: Acknowledged. The contractor will prepare a construction management plan and submit to the Engineering Division for review prior to the start of construction. A Sedimentation and Erosion Control Plan, sheet EC-1, and Sedimentation and Erosion Control Notes, sheet EC-2, have been prepared to ensure the stability of the site during the construction period.

2. Stabilized driveway entrances are needed during construction which will provide a tire wash and mud removal to ensure City streets are kept clean.

   Response: Acknowledged. A stabilized driveway entrance is proposed during the construction period. The construction entrance has been included on the Sedimentation and Erosion Control Plan, sheet EC-1, and detailed accordingly on Details, sheet DN-1.

Drainage

1. A drainage analysis needs to be performed based on the City of Newton's 100-year storm event of 6-inches over a 24-hour period. All runoff from impervious areas need to be infiltrated on site, for the project. The design of the proposed on site drainage system needs to comply with the MassDEP Stormwater Regulations and City Ordinances.

   Response: Please refer to the Stormwater Management Report, dated November 18, 2016. Due to the elevation of the groundwater encountered onsite, the stormwater management system has been designed in a manner that infiltration is not required for the system to work. However, the system will have an open bottom, allowing for the benefit of infiltration when ground conditions allow. The stormwater design will comply to the MassDEP Stormwater Regulations and City Ordinances to the maximum extent practical.

2. An on-site soil evaluation needs to be performed to obtain the seasonal high groundwater elevation, percolation rate in accordance to Title V. This information must be submitted with the drainage study. The locations of these tests need to be shown on the site plan and must be performed within 25-feet of a proposed system.

Response: A Preliminary Geotechnical Engineering Report, dated October 17, 2016, is included as Appendix G of the Stormwater Management Report, dated November 18, 2016. The Stormwater Management Report has been included with this letter.

3. An Operations and Maintenance (O&M) plan for Stormwater Management Facilities needs to drafted and submitted for review. Once approved the O&M must be adopted by applicant, incorporated into the deeds; and recorded at the Middlesex Registry of Deeds. A copy of the recording instrument shall be submitted to the Engineering Division.

Response: An Operations and Maintenance (O&M) plan, dated November 18, 2016, is included as Appendix F of the Stormwater Management Report, also dated November 18, 2016. The Stormwater Management Report has been included with this letter.

4. It is imperative to note that the ownership, operation, and maintenance of the proposed drainage system and all appurtenances including but not limited to the drywells, catch basins, and pipes are the sole responsibility of the property owner(s).

Response: Please refer to the Operations and Maintenance (O&M) plan for ownership, operation, and maintenance responsibilities for the proposed drainage system. The O&M plan indicates that property owners are responsible for the upkeep and maintenance of the drainage system.

Environmental

1. Has a 21E investigation & report been performed on the site, if so copies of the report should be submitted the Newton Board of Health and the Engineering Division.

Response: A Phase I Environmental Site Assessment & Phase II Limited Subsurface Investigation report was prepared by The Vertex Companies, Inc., and is dated October 20, 2016. The Environmental Report has been included with this letter.

2. Are there any existing underground oil or fuel tanks, are they to be removed, if they have been evidence should be submitted to the Newton Fire Department, and Newton Board of Health.

Response: Based on findings by the Phase I Environmental Site Assessment & Phase II Limited Subsurface Investigation report, there are no known existing underground oil or fuel tanks onsite.

3. As the total site disturbance is over an acre, a Phase II General Construction (NPDES) Permit will need to be filed with DEP & EPA. A Stormwater Pollution Prevention Plan (SWPPP) will need to be developed.

Response: Acknowledged. Prior to construction, a NPDES Permit will be filed with the DEP and EPA. A SWPPP report will also be developed prior to construction and maintained onsite.

Sewer

1. A detailed profile is needed which shows the existing water main, proposed water service(s), sewer main and proposed sewer service(s) with the slopes and inverts labeled to ensure that there are no conflicts between the sewer services and the water service. The minimum slope for a service is 2.0%, with a maximum of 10%. Pipe material shall be 6" diameter SDR 35 PVC pipe within 10' of the dwelling then 4" pipe per Massachusetts State Plumbing Code. In order to verify the slopes and inverts of the proposed service connection, two manholes of the existing sanitary sewer system need to be identified on the plan with rim & invert elevations. The crown of the service connection & the sewer main need to match.

   Response: The proposed sanitary laterals onsite are 6" SDR 35 PVC pipe with a minimum slope of 2.0%, which drain gravity to a common manhole structure, at which point sewage will be pumped through a shallow 1½" PE force main to the sewer manhole located within Rumford Avenue, approximately 370 lf from the northwestern corner of the site. As proposed on the Utilities Plan, the water laterals for fire and domestic services do not cross the gravity sewer laterals. Please refer to the Utilities Plan, sheet SU-1.

2. The existing water & sewer services to the building shall be cut and capped at the main and be completely removed from the main and the site then properly back filled. The Engineering Division must inspect this work; failure to having this work inspected may result in the delay of issuance of the Utility Connection Permit.

   Response: Acknowledged. This note has been included with the Demolition Notes, #15. Please refer to the Demolition Plan, sheet DM-1. Also, a call out has been added to the demolition plan indicating the existing water service lateral to be cut and capped at the main along Rumford Avenue.

3. With the exception of natural gas service(s), all utility trenches with the right of way shall be backfilled with Control Density Fill (CDF) Excavatable Type I-E, detail is available in the city of Newton Construction Standards Detail Book.

   Response: Acknowledged. This note has been included with the Utilities Construction Notes, #36, on the Utilities Plan, sheet SU-1. This note has also been included with the Demolition Notes, #32 on the Demolition Plan, sheet DM-1.

4. All new sewer service and/or structures shall be pressure tested or videotaped after final installation is complete. Method of final inspection shall be determined solely by the

construction inspector from the City Engineering Division. All sewer manholes shall be vacuum tested in accordance to the City's Construction Standards & Specifications. The sewer service will NOT be accepted until one of the two methods stated above is completed. All testing MUST be witnessed by a representative of the Engineering Division. A Certificate of Occupancy will not be recommended until this test is completed and a written report is received by the City Engineer. This note must be added to the final approved plans.

Response: Acknowledged. This note has been included with the Utilities Construction Notes, #37. Please refer to the Utilities Plan, sheet SU-1.

5. All sewer manholes shall be vacuum tested in accordance to the City's Construction Standards & Specifications. The sewer service will NOT be accepted until one of the two methods stated above is completed. All testing MUST be witnessed by a representative of the Engineering Division. A Certificate of Occupancy will not be recommended until this test is completed and a written report is received by the City Engineer.

Response: Acknowledged. This note has been included with the Utilities Construction Notes, #38. Please refer to the Utilities Plan, sheet SU-1.

Water

1. Fire flow testing is required for the proposed fire suppression system. The applicant must coordinate this test with both the Newton Fire Department and the Utilities Division; representatives of each department shall witness the testing, test results shall be submitted in a write report. Hydraulic calculation shall be submitted to the Newton Fire Department for approval.

Response: Response: Acknowledged. Fire flow testing will be performed for the proposed fire suppression system. The testing will be coordinated with the Newton Fire Department and the Utilities Division.

2. All water connections shall be chlorinated & pressure tested in accordance to AWWA and the City of Newton Construction Standards and Specifications prior to opening the connection to existing pipes.

Response: Acknowledged. This note has been included with the Utilities Construction Notes, #35. Please refer to the Utilities Plan, sheet SU-1.

3. Approval of the final configuration of the water service(s) shall be determined by the Utilities Division, the engineer of record should submit a plan to the Director of Utilities for approval.

Response: Acknowledged. The engineer of record will submit the Utilities Plan to the Director of Utilities for approval of the configuration of the water service(s).

General

1. All trench excavation contractors shall comply with Massachusetts General Laws Chapter 82A, Trench Excavation Safety Requirements, to protect the general public from unauthorized access to unattended trenches. Trench Excavation Permit required. This applies to all trenches on public and private property. This note shall be incorporated onto the plans

   Response: Acknowledged. This note has been included with the General Notes section, #24. Please refer to General Notes, sheet GN-1.

2. All tree removal shall comply with the City's Tree Ordinance.

   Response: Acknowledged. Any tree removal from the site will comply with the city's tree ordinance.

3. Due to the total square footage of the building, a scale massing model will be needed.

   Response: Acknowledged. A scale massing model has been included with this submission. Please refer to 3D Computer Generated Model, sheet A5.03.

4. The contractor is responsible for contacting the Engineering Division and scheduling an appointment 48 hours prior to the date when the utilities will be made available for an inspection of water services, sewer service, and drainage system installation. The utility is question shall be fully exposed for the inspector to view; backfilling shall only take place when the City's Inspector has given their approval. This note should be incorporated onto the plans

   Response: Acknowledged. This note has been included with the General Notes section, #20. Please refer to General Notes, sheet GN-1.

5. The applicant will have to apply for Street Opening, Sidewalk Crossing, and Utilities Connecting permits with the Department of Public Works prior to any construction. This note must be incorporated onto the site plan.

   Response: Acknowledged. This note has been included with the General Notes section, #19. Please refer to General Notes, sheet GN-1.

6. The applicant will have to apply for a Building Permits with the Department of Inspectional Service prior to any construction.

Response: Acknowledged. This note has been included with the General Notes section, #18. Please refer to General Notes, sheet GN-1.

7. Prior to Occupancy Permit being issued, an As-Built Plan shall be submitted to the Engineering Division in both digital format and in hard copy. The plan should show all utilities and final grades, any easements and final grading, improvements and limits of restoration work. The plan shall also include profiles of the various new utilities, indicating rim & invert elevations, slopes of pipes, pipe material, and swing ties from permanent building corners. This note must be incorporated onto the final contract plans.

   Response: Acknowledged. This note has been included with the General Notes section, #22. Please refer to General Notes, sheet GN-1.

8. All site work including trench restoration must being completed before a Certificate of Occupancy is issued. This note must be incorporated onto the site plan.

   Response: Acknowledged. This note has been included with the General Notes section, #23. Please refer to General Notes, sheet GN-1.

We trust this answers your questions and concerns. Should you require additional information, please feel free to contact me at 203-630-1406.

Sincerely,

Jeff Bord
BL Companies, Inc.

Memorandum

To: Mr. David M. Williams
Director of Market Development
SSG Development II, LLC
129 South Street, Fourth Floor
Boston, MA 02111

Date: November 30, 2016

Project #: 13746.00

From: Patrick Dunford, P.E
Senior Project Manager

Re: Traffic evaluation
Proposed Self-Storage Facility
143 Rumford Avenue
Newton, Massachusetts

Vanasse Hangen Brustlin, Inc. (VHB) has evaluated the potential traffic impacts associated with a self-storage facility to be located at 143 Rumford Avenue in Newton, Massachusetts. In addition to the self-storage use, an approximately 5,520 square foot (sf) retail/office building will be constructed at the northwesterly end of the property. Together, these uses (the "Project") will be constructed within 2.3 acres of land (the "Site") which will consist of separate lots for the self-storage and commercial uses. The layout of the Project is shown on the site plans[1] accompanying this application. The Site is located south of and adjacent to Rumford Avenue roughly 250 feet to the west of that roadway's intersection with Lexington Street. The property currently is occupied by an approximately 2,000 sf building and radio transmission equipment supporting the operation of a local radio station (1550 WNTN). As part of this evaluation, VHB estimated the amount of traffic that could be expected to be generated by this new development along with its anticipated parking demand. The following memorandum summarizes our findings.

Project Description

The Project will involve the construction of approximately 107,397 sf of self-storage building area at the easterly end of the Site. As part of the Project, a 5,520 sf, single-story office/retail building also will be constructed at the northwesterly end of the Site. While separate lots will be required for each building, both will have shared access to the Site by way of a single driveway on Rumford Avenue. The new driveway will replace the two existing curb cuts for this property and will be located approximately 350 feet to the west of Lexington Street.

The parking needs for the three-story self-storage building will be handled by 9 parking spaces to be located within the proposed 1.83-acre lot for that use, along with 3 additional loading spaces for larger vehicles. The primary parking spaces will be located at the northerly end of the Site adjacent to the building and will be standard-sized (9-foot wide by 19-foot long). The 3 loading spaces will be located near the southerly end of the building and will be 10-feet wide and 35-feet long to handle any larger sized vehicles that periodically may visit the Site. Based on the applicant's experience operating multiple similar facilities, and documentation provided later in this study, this supply can readily accommodate the expected parking demand. However, the Site has been designed to allow for the construction of 10 additional parking spaces if needed in the future. The area for these spaces is located to the west of the three larger-sized spaces mentioned earlier. Documentation of the parking adequacy as compared to the higher supply required by the City is provided later in this assessment.

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[1] Proposed Self Storage Facility – Site Plan, BL Companies, Meriden, Connecticut (October 10, 2016).

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P 617.924.1770

The parking supply for the proposed 5,500 sf retail/office building will be accommodated by 24 spaces located in the immediate vicinity of that building. A single 10-foot by 35-foot loading space also will be provided on that lot to accommodate deliveries. The parking and loading supplies for this use satisfy the City zoning requirements.

PARKING

To evaluate the parking needs for the Project, VHB reviewed previously compiled parking data for comparable self-storage facilities operated by SSG or others in eastern Massachusetts. Table 1 provides a comparison of the parking supplies at these existing facilities to that proposed at the Project site.

Table 1
Self-storage Parking Supply Comparison*

Existing Locations:	Building size (GFA)	Parking Supply	Parking Ratio
290 Southampton Street, Boston, MA	88,212 sf	7	0.08
2 Goodhue Street, Salem, MA	98,238 sf	8	0.08
327 Mystic Avenue, Medford, MA	86,970 sf	7	0.08
945 Moody Street, Waltham, MA	113,604 sf	14	0.12
260 Lexington Street, Waltham, MA	92,112 sf	10	0.11
156 Lincoln Street, Brighton, MA	114,748 sf	16	0.14
422 Washington Street, Woburn, MA	131,858 sf	13	0.10
50 Middlesex Avenue, Somerville, MA	132,517 sf	14	0.11
10-24 Providence Highway, Dedham, MA	92,286 sf	13	0.14
27 Liberty Street, Quincy, MA	118,408 sf	11	0.09
Average:	**106,895 sf**	**11**	**0.11**
Proposed:			
143 Rumford Avenue, Newton, MA	**107,397 sf**	**12**	**0.11**

* Source: Information provided by SSG Development, LLC regarding existing self-storage sites managed by either SSG or Public Storage. Parking supply shown includes both standard-sized parking spaces and larger loading spaces.

As shown in Table 1, the parking supply for the 143 Rumford Avenue proposal is entirely consistent with that provided at several other existing self-storage facilities in eastern Massachusetts. The resulting parking ratio is similar to that found at the other sites noted, and accommodations have been made to provide up to 10 additional parking spaces if necessitated by future demand (which is not anticipated).

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P 617.924.1770

Based on standard Institute of Transportation Engineers (ITE) data[2], the proposed self-storage building would be expected to generate an 85th percentile demand of 19 and 14 vehicles on a typical weekday and Saturday, respectively. However, VHB also previously analyzed the parking demand at the Brighton and Woburn SSG facilities listed in Table 1. This information was used to confirm the adequacy of the proposed parking supply for the Project. Specifically, VHB had previously conducted parking demand counts continuously between 11 AM and 3 PM on Friday March 24, 2011 and Saturday March 25, 2011. The results of these observations are summarized in Table 2.

[2] Parking Generation, 4th Edition, Institute of Transportation Engineers, Washington D.C. (2010).

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P 617.924.1770

Table 2
Observed SSG Parking Demand

Time:	156 Lincoln Street, Brighton, MA		422 Washington Street, Woburn, MA	
Building Size / Parking Spaces	**114,748 sf / 16 spaces[a]**		**131,858 sf / 13 spaces[b]**	
	Friday	**Saturday**	**Friday**	**Saturday**
11:00 AM	4	6	7	1
11:15 AM	2	9	6	1
11:30 AM	2	10	5	1
11:45 AM	2	10	6	1
12:00 PM	2	10	6	1
12:15 PM	3	9	7	1
12:30 PM	3	8	5	2
12:45 PM	4	5	2	2
1:00 PM	3	8	4	4
1:15 PM	2	10	4	5
1:30 PM	3	9	5	2
1:45 PM	5	6	5	2
2:00 PM	6	8	4	2
2:15 PM	7	6	3	2
2:30 PM	8	11	3	5
2:45 PM	6	10	4	5
Average Demand:	**4**	**8**	**5**	**2**
Peak Demand:	**8**	**11**	**7**	**5**

* Source: Parking counts conducted by VHB on Friday March 24, 2011 and Saturday March 25, 2011.

a Note: 10 functional parking spaces are provided on Brighton site with an additional 6 loading spaces provided behind a gated area that can be accessed by people already leasing space within the building.

b Note: 5 functional parking spaces are provided at the Woburn site with an additional 8 loading spaces provided behind a gated area that can be accessed by people already leasing space within the building.

As shown in Table 2, the Brighton site generally only had four to eight occupied parking spaces during the peak periods studied, with a maximum of eleven spaces used during the Saturday midday peak period. Similarly, for the Woburn site parking activity varied between only two and five parked vehicles observed, and a maximum of seven occupied spaces, which occurred during the Friday peak period.

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Watertown, MA 02472
P 617.924.1770

VHB also noted the typical parking duration of visitors to the site and found that approximately one-third of the parked vehicles were on site for around 15 minutes. One or two site employee vehicles also were typically observed at any one time during both days studied. The proposed Site has been designed with three designated loading spaces near the southerly end of the building. By locating these spaces in this area conflicts between any trucks and parked vehicles can be avoided. Based on information provided by SSG, most trucking activity at existing SSG sites is in the form of smaller single-unit box trucks typically rented by people on a short-term basis to assist with a move. Based on the information presented above the proposed parking needs for the self-storage use should be adequately accommodated by the proposed 9 standard parking spaces and 3 loading spaces.

TRIP GENERATION

As part of this evaluation VHB estimated trip generation for both the self-storage building, and retail/office building. The following sections summarize this analysis.

Self-Storage Building

VHB previously had documented the trip generation for the Woburn site noted above on a typical Friday and Saturday. This data collection was conducted on Friday March 24th and Saturday March 25th, 2011 using an automatic traffic recorder across that site's driveway. For comparison purposes, trip generation for the self-storage building was calculated based on the observed Woburn trip generation rate and by using standard ITE data. The results of this comparison are summarized in Table 3.

101 Walnut Street
PO Box 9151
Watertown, MA 02472
P 617.924.1770

Table 3
Trip Generation Comparison

	Woburn self-storage building (131,858 sf)		143 Rumford Avenue, Newton self-storage building	
Peak Hour	**Observed Trip Generation[a]**	**Observed Trip Generation Rate**	**Based on Woburn rate**	**Based on ITE[b]**
Weekday Daily	64	0.52	56	270
Weekday Morning Peak Hour				
Enter	9	0.07	8	8
Exit	10	0.08	9	7
Total	19	0.16	17	15
Weekday Evening Peak Hour				
Enter	3	0.02	2	14
Exit	5	0.04	4	14
Total	8	0.06	6	28
Saturday Daily	53	0.43	46	250
Saturday Midday Peak Hour				
Enter	6	0.05	6	22
Exit	6	0.05	5	21
Total	12	0.10	11	43

a Based on automatic traffic recorder counts conducted at 131,858 sf self-storage building site located at 422 Washington Street, Woburn, Massachusetts on Friday March 24, 2011 and Saturday, March 25, 2011.

b Based on ITE LUC 151 (Mini-Warehouse) for 107,397 sf of building space.

The observed trip generation rate at the existing Woburn SSG facility is considerably lower than the ITE trip generation rates for a "mini-warehouse" use. With the low daily trip generation at the Woburn site (only 64 and 53 daily trips on the respective Friday and Saturday observed) the hourly volumes throughout the day are relatively constant. On the Friday observed, traffic volumes in the morning peaked slightly between 9:15 AM and 10:15 AM, which is just after the weekday 7 – 9 AM commuter peak period typically found on most roadways such as those near the Site. Likewise, the Woburn afternoon peak hour occurred between 1:00 PM and 2:00 PM which is well before the typical commuter weekday 4 PM – 6 PM peak period.

Applying the observed Woburn trip generation rates to the proposed Newton location results in peak hour trip generation ranging from only 6- to 17 trips. By comparison, the ITE data suggest peak-hour trip generation ranging from 15 to 43 hourly trips. While the ITE-based trip generation is similar to that observed at the Woburn site, the weekday evening and Saturday midday peak hour trip generation is notably higher when calculated based on ITE data.

101 Walnut Street
PO Box 9151
Watertown, MA 02472
P 617.924.1770

Regardless, the resulting trip generation based on either source is nominal and would not be expected to have a noticeable impact on traffic conditions in the area. Furthermore, as the "peak" periods for this use appear outside of the normal 7 – 9 AM and 4 – 6 PM weekday peak periods, the actual SSG impacts to the surrounding roadway network should be negligible during these critical time periods, as well as throughout the remainder of the day.

Retail/office building trip generation

As noted earlier, a 5,500 sf building will be constructed within a separate lot at the northwesterly end of the overall Site. A tenant has not yet been secured, but the building is expected to be occupied by a small retail or office use. VHB estimated the number of vehicle trips to be generated by the proposed Project based on trip generation data provided in the *Trip Generation Manual*[3], published by the Institute of Transportation Engineers (ITE). ITE land use codes 710 (General Office Building) and 820 (Shopping Center) both were considered in estimating trip generation for this portion of the Site. The results of this comparison are summarized in Table 4.

3 Trip Generation Manual (9th edition), Institute of Transportation Engineers (Washington DC), 2013.

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Table 4
Trip Generation Comparison –
5,500 sf commercial building

Peak Hour	Office use[a]	Retail use[b]
Weekday Daily	60	240
Weekday Morning Peak Hour		
Enter	8	3
Exit	1	2
Total	9	5
Weekday Evening Peak Hour		
Enter	1	10
Exit	7	10
Total	8	20
Saturday Daily	14	274
Saturday Midday Peak Hour		
Enter	1	14
Exit	1	13
Total	2	27

a Based on ITE LUC 710 (General Office Building) for 5,500 sf of building space using average trip generation rates.
b Based on ITE LUC 820 (Shopping Center) for 5,500 sf of building space using average trip generation rates.

As shown in Table 4, either an office or retail use would only generate minimal traffic during the weekday morning peak hour. During both the weekday evening and Saturday midday peak hours a retail use likely would generate slightly higher volumes than an office use. However, these volumes – 20 and 27 trips during the respective weekday evening and Saturday peak hours – would not have a perceptible impact on off-site traffic operations. With entering and exiting traffic being split almost evenly during these peak hours there would only be one arriving or departing vehicle every four- to six minutes. This level of traffic generation falls within the normal fluctuations in traffic volumes from day to day on the surrounding roadways and would not create a significant impact. Accordingly, further detailed analysis of any off-site impacts is not necessary.

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Sight Distance

VHB conducted a sight distance analysis, conforming to guidelines of the American Association of State Highway and Transportation Officials (AASHTO)[4], at the proposed Rumford Avenue driveway location. Sight distance is generally divided into two categories: Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD).

SSD is the distance required for a vehicle approaching an intersection to perceive, react, and come to a complete stop before colliding with an object in the road, in this case an exiting vehicle. In this respect, SSD can be considered as the minimum visibility criterion for the safe operation of an unsignalized intersection.

ISD is based on the time required for perception, reaction, and completion of the desired critical exiting maneuver once the driver on a minor street approach decided to execute the maneuver. The critical ISD calculations include the time to (1) turn left, and to clear the half of the intersection without conflicting with the vehicles approaching from the left; and (2) accelerate to the operating speed of the roadway without causing approaching vehicles to unduly reduce their speed. In this context, ISD can be considered as a desirable visibility criterion for the safe operation of an unsignalized intersection. Essentially, while SSD is the minimum distance needed to avoid collisions, ISD is the minimum distance needed so that mainline motorists will not have to substantially reduce their speed due to turning vehicles.

The required sight distances were calculated based on estimated travel speeds of 30 miles-per-hour (mph) on Rumford Avenue. Table 5 summarizes the sight distance analysis for both proposed site driveways.

Table 5
Sight Distance Analysis Summary

	Stopping Sight Distance			Intersection Sight Distance		
Location	**Traveling**	**Required (ft)**	**Measured (ft)**	**Looking**	**Desired (ft)**	**Measured (ft)**
Rumford Avenue driveway[a]	Eastbound	200	500+	Left	335	500+
	Westbound	200	350 [b]	Right	335	350 [b]

Source: Based on guidelines established in A Policy on the Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials [AASHTO], 2011.

a Speeds are based on estimated 30 mph travel speeds in both directions on Rumford Avenue.

b Clear sight lines are available to and from the intersection of Rumford Avenue and Lexington Street located approximately 350 feet to the east of the Project Site driveway.

As shown in Table 5, the critical stopping sight distance requirements are satisfied at the proposed Site driveway, and sight lines exceeding the desirable AASHTO levels also are available looking from the Site in both directions.

[4] A Policy on the Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, 2011.

101 Walnut Street
PO Box 9151
Watertown, MA 02472
P 617.924.1770

Conclusion

VHB's evaluation indicates that the proposed overall Site parking supply will be able to accommodate the anticipated parking demand for both the proposed 107,397 sf self-storage facility and 5,520 sf retail/office building. VHB also found that the overall Project can be expected to generate minimal traffic during peak hour conditions. Furthermore, based on observations at existing SSG facilities the peak hours for the self-storage use typically do not coincide with those for commuter-oriented roadways. Access to the Site will be provided by way of a single driveway on Rumford Avenue as compared to the two existing curb cuts currently serving this property. Based on VHB's analysis, the negligible additional traffic generated by the proposed Project should not have a noticeable impact on the operation of roadways and intersections in the vicinity of the Site.

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APPENDIX

- **Parking Observations**

- **Trip Generation Counts**

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- **Parking Observations**

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Public Storage (Katie-Site Manger)
420 Washington Street
Woburn, MA 01801
(781) 368-9321

1: Mark last 3 digits of Plate of each vehicle that enters lot
2: Write down exact time it enters lot (ex. 11:23 am)
3: Write down where it parks (Space #)
4: Write down exact time that same vehicle leaves lot

PDI File# 112477
Date: Friday 3/24 and Saturday 3/25/2011
Time: 11am-3pm

Friday 3/24/11				Saturday 3/25/11			
Plate #	**Time IN**	**Time Out**	**Space #**	**Plate #**	**Time IN**	**Time Out**	**Space #**
J98	11:00 AM	11:03 AM	1	KB0	11:00 AM	1:36 PM	5
KBO	11:00 AM		3	35	12:31 PM	1:00 PM	B3
FY2	11:00 AM	12:38 PM	5	8LR	1:00 PM	1:26 PM	6
6GR	11:00 AM	11:04 AM	B1	C07	1:00 PM	1:26 PM	7
Z91	11:00 AM	2:02 PM	B6	NJ9	1:01 PM	1:06 PM	2
029	11:00 AM	12:26 PM	Gated	JN0	1:09 PM	1:26 PM	B1
FlatBed	11:00 AM	12:31 PM	DW	23	1:26 PM	1:33 PM	1
J98	11:16 AM	11:23 AM	2	BP9	1:54 PM	2:09 PM	B1-2
BP9	11:24 AM	11:31 AM	B1	1CC	1:55 PM	2:14 PM	6
J98	11:51 AM	12:38 PM	2	KB0	2:14 PM		5
EK8	12:21 PM	12:26 PM	Gated	282	2:27 PM		B2
250	1:01 PM	1:53 PM	1/B1	170	2:37 PM		6
KE5	1:08 PM	1:21 PM	2	EW5	2:37 PM		3
FY2	1:40 PM	2:22 PM	Doorwy	430	2:41 PM	2:46 PM	1
390	1:43 PM	1:45 PM	B3				
282	1:54 PM	2:35 PM	B2				
L23	2:39 PM	2:57 PM	Doorwy				
550	2:41 PM	2:48 PM	5				
Z91	2:45 PM		6				

Public Storage
420 Washington Street
Woburn, MA

PDI File# 112477
Client: VHB/P. Dunford
VHB# :11523.00
Date: Friday 3/25/2011
Time: 11:00am-3:00pm

	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM
Driveway	11:00am-12:26pm (1 hour 26 min-Flat Bed Tractor Trailor w/forklift)															
Driveway																
Marked Spaces																
1	A								1:01pm-1:53pm (52 min)							
2		C			11:51am-12:38pm (47 min)					F						
3	11:00am-3:00pm (4 hours +-Employee Vehicle)															
4 H.C.																
5	11:00am-12:38pm (1 hour 38 min)														H	
Inside Gated Area																
6 Striped at Doorway												1:40pm-2:22pm (42 min)				2:39pm-2:57pm (18 min)
7 Striped at Doorway																
Bay 1	B		D													
Bay 2													1:54pm-2:35pm (41 min)			
Bay 3												G				
Bay 4																
Bay 5																
Bay 6	11:00am-2:02pm (3 hours 2 min-Employee Vehicle)															I
Other	11:00am-12:31pm (1 hour 31 min-Tractor Trailor)															
Other						E										

15 min (min volume)	5	5	5	5	6	5	2	2	2	3	3	3	3	2	2	2
15 min (max volume)	7	6	5	6	6	7	5	2	4	4	5	5	4	3	3	4

A= 11:00am-11:03am (3 min)
B= 11:00am-11:04am (4 min)
C= 11:16am-11:23am (7 min)
D= 11:24am-11:31am (7 min)
E= 12:21pm-12:26pm (5 min)
F= 1:08pm-1:21pm (13 min)
G= 1:43pm-1:45pm (2 min)
H= 2:41pm-2:48pm (7 min)
I= 2:45pm-3:00pm (15 min+ Employee Vehicle)

Public Storage
420 Washington Street
Woburn, MA

PDI File# 112477
Client: VHB/P. Dunford
VHB# :11523.00
Date: Saturday 3/26/2011
Time: 11:00am-3:00pm

	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM
Driveway																
Driveway																
Marked Spaces																
1											C					
2									A						E	
3																2:37pm- (23 min +)
4 H.C.																
5	11:00am-1:36pm (2 hours 36 min+-Employee)													2:14pm- (46 min +-Employee)		
Inside Gated Area																
6 Striped at Doorway									1:00pm-1:26pm (26 min)				1:55pm-2:14pm (19 min)			2:37pm- (23 min +)
7 Striped at Doorway									1:00pm-1:26pm (26 min)							
Bay 1										B			D			
Bay 2															2:27pm- (33 min+)	
Bay 3							12:31pm-1:00pm (29 min)									
Bay 4																
Bay 5																
Bay 6																
Other																
Other																

15 min (min volume)	1	1	1	1	1	1	1	2	3	4	1	1	1	1	2	4
15 min (max volume)	1	1	1	1	1	1	2	2	4	5	2	2	2	2	5	5

A= 1:01pm-1:06pm (5 min)
B= 1:09pm-1:26pm (17 min)
C= 1:26pm-1:33pm (7 min)
D= 1:54pm-2:09pm (15 min)
E= 2:41pm-2:46pm (5 min)

Public Storage (Amy-Site Manager)
156 Lincoln Street
Brighton, MA 02135
(617) 562-1414

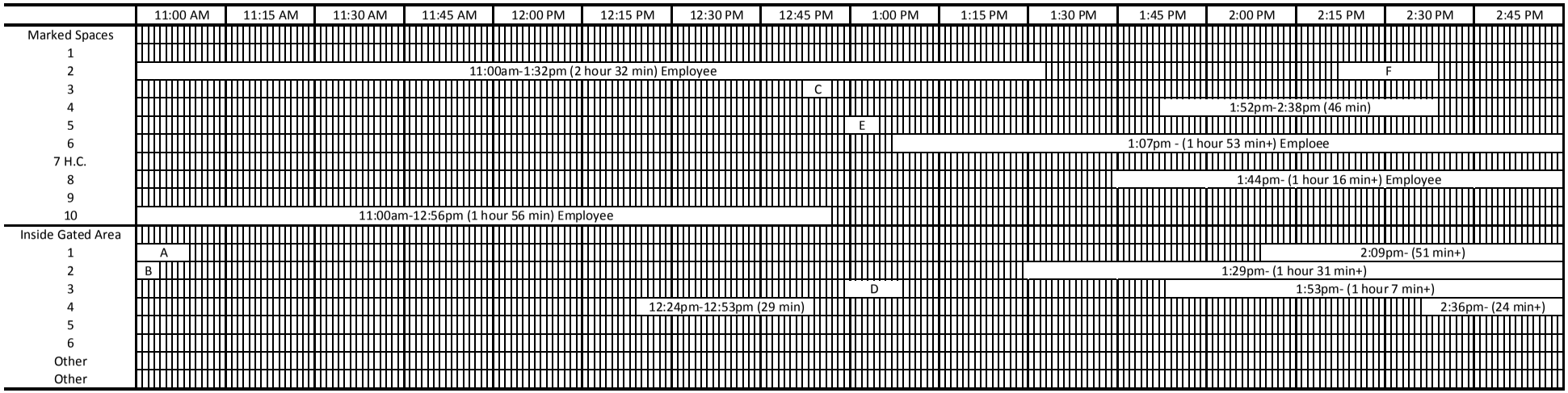
1: Mark last 3 digits of Plate of each vehicle that enters lot
2: Write down exact time it enters lot (ex. 11:23 am)
3: Write down where it parks (Space #)
4: Write down exact time that same vehicle leaves lot

PDI File# 112477
Date: Friday 3/24 and Saturday 3/25/2011
Time: 11am-3pm

	Friday 3/24/11				Saturday 3/25/11			
	Plate #	Time IN	Time Out	Space #	Plate #	Time IN	Time Out	Space #
	W18	11:00 AM	1:32 PM	P2	M40	11:00 AM	2:07 PM	P2
	345	11:00 AM	12:56 PM	P10	345	11:00 AM	2:10 PM	P6
	811	11:00 AM	11:08 AM	G1	W18	11:00 AM	1:32 PM	P8
	G17	11:00 AM	11:03 AM	G2	164	11:00 AM		P10
	730	12:24 PM	12:53 PM	G4	G17	11:00 AM	11:10 AM	G1
	82C	12:42 PM	12:59 PM	G3	251	11:00 AM	2:07 PM	G2
	GG2	12:52 PM	12:56 PM	P3	D69	11:24 AM	11:32 AM	P3
	D32	12:59 PM	1:08 PM	G3	S79	11:24 AM	12:15 PM	P5
	GG2	12:59 PM	1:04 PM	P5	BR2	11:25 AM	12:31 PM	P4
	345	1:07 PM		P6	229	11:26 AM	12:31 PM	G1
	CWL	1:29 PM		G2	6VH	11:40 AM	12:05 PM	G3
	W18	1:44 PM		P8	BX9	11:44 AM	11:48 AM	P3
	7PN	1:52 PM	2:38 PM	P4	5FV	11:53 AM	12:04 PM	G5
	784	1:53 PM		G3	579	12:15 PM	12:31 PM	G3
	698	2:09 PM		G1	551	1:02 PM	1:58 PM	G1-4
	777	2:22 PM	2:38 PM	P2	784	1:03 PM		G3
	HW8	2:36 PM		G4	951	1:03 PM	1:09 PM	G1
					8M6	1:12 PM	1:22 PM	P3
					5FV	1:14 PM	1:35 PM	G4
					620	1:16 PM	1:35 PM	G1-4
					G17	1:59 PM	2:18 PM	G1
					W18	2:00 PM		P8
					E42	2:01 PM	2:03 PM	P4
					251	2:07 PM		P1
					EV6	2:09 PM	2:25 PM	P4
					345	2:26 PM		P6
					EV6	2:33 PM		P3
					053	2:35 PM	2:44 PM	G2
					5ES	2:36 PM		P5
					951	2:36 PM		G1
					T35	2:36 PM		G4
					530	2:41 PM		G5

Public Storage
156 Lincoln Street
Brighton, MA

PDI File# 112477
Client: VHB/P. Dunford
VHB# :11523.00
Date: Friday 3/25/2011
Time: 11:00am-3:00pm



15 min (min volume)	2	2	2	2	2	2	3	1	2	2	2	3	5	6	7	6
15 min (max volume)	4	2	2	2	2	3	3	4	3	2	3	5	6	7	8	6

A= 11:00am-11:08am (8 min)
B=11:00am-11:03am (3 min)
C= 12:52pm-12:56pm (4 min)
D= 12:59pm-1:08pm (9 min)
E= 12:59pm-1:04m (5 min)
F= 2:22pm-2:38pm (16 min)

Public Storage
156 Lincoln Street
Brighton, MA

PDI File# 112477
Client: VHB/P. Dunford
VHB# :11523.00
Date: Saturday 3/26/2011
Time: 11:00am-3:00pm

	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	1:00 PM	1:15 PM	1:30 PM	1:45 PM	2:00 PM	2:15 PM	2:30 PM	2:45 PM
Marked Spaces																
1														2:07pm- (53 min+)		
2	11:00am-2:07pm (3 hour 7 min)															
3			B	C						G					2:33pm- (27 min+)	
4			11:25am-12:31pm (1 hour 6 min)										H	I		
5			11:24am-12:15pm (41 min)												2:36pm- (24 min+)	
6	11:00am-2:10pm (3 hour 10 min) Employee														2:26pm- (34 min+) Employee	
7 H.C.																
8	11:00am-1:32pm (2 hour 32 min) Employee												2:00pm- (1 hour+) Employee			
9																
10	11:00am-3:00pm (4 hours +) Employee															
Inside Gated Area																
1	A		11:26am-12:31pm (1 hour 5 min)						1:02pm-1:58pm (56 min)				1:59pm-2:18pm (19 min)		2:36pm- (24 min+)	
1a									F							
2	11:00am-2:07pm (3 hour 7 min)													J		
3			11:40am-12:05pm (25 min)			E			1:03pm- (1 hour 57 min+)							
4										1:16pm-1:35pm (19 min)					2:36pm- (24 min+)	
4a										1:14pm-1:35pm (21 min)						
5				D											2:41pm-(19 min+)	
6																
Other																
Other																

15 min (min volume)	5	5	8	9	8	8	5	5	5	9	6	6	6	5	5	10
15 min (max volume)	6	9	10	10	10	9	8	5	8	10	9	6	8	6	11	10

A= 11:00am-11:10am (10 min)
B= 11:24am-11:32am (8 min)
C= 11:44am-11:48am (4min)
D= 11:53am-12:04pm (11 min)
E= 12:15pm-12:31pm (16 min)
F= 1:03pm-1:09pm (6 min)
G= 1:12pm-1:22pm (10 min)
H= 2:01pm-2:03pm (2 min)
I= 2:09pm-2:25pm (16 min)
J= 2:33pm-2:44pm (11 min)

- **Trip Generation Counts**

101 Walnut Street
PO Box 9151
Watertown, MA 02472
P 617.924.1770

PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

Public Storage Driveway
west of Washington Street
City,State: Woburn, MA
Client: VHB/ P. Dunford

112477 A VOLUME
Site Code: 11523.00

Start	WB (Enter)			EB (Exit)				Combined				25-Mar-11
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Fri
12:00	0		0		0		1		0		1		
12:15	0		1		0		2		0		3		
12:30	0		0		0		3		0		3		
12:45	0	0	0	1	0	0	0	6	0	0	0	7	
01:00	0		2		0		0		0		2		
01:15	0		0		0		1		0		1		
01:30	0		2		0		1		0		3		
01:45	0	0	1	5	0	0	1	3	0	0	2	8	
02:00	0		0		0		1		0		1		
02:15	0		0		0		1		0		1		
02:30	0		3		0		1		0		4		
02:45	0	0	0	3	0	0	2	5	0	0	2	8	
03:00	0		0		0		0		0		0		
03:15	0		0		0		0		0		0		
03:30	0		1		0		1		0		2		
03:45	0	0	0	1	0	0	0	1	0	0	0	2	
04:00	0		0		0		0		0		0		
04:15	0		0		0		0		0		0		
04:30	0		0		0		0		0		0		
04:45	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0		0		0		0		0		0		
05:15	0		0		0		0		0		0		
05:30	0		0		0		0		0		0		
05:45	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	0		0		0		2		0		2		
06:15	0		0		0		0		0		0		
06:30	0		0		0		0		0		0		
06:45	0	0	0	0	0	0	0	2	0	0	0	2	
07:00	0		0		0		0		0		0		
07:15	0		0		0		0		0		0		
07:30	0		0		0		0		0		0		
07:45	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	0		0		0		0		0		0		
08:15	1		0		0		0		1		0		
08:30	1		1		0		1		1		2		
08:45	0	2	0	1	0	0	0	1	0	2	0	2	
09:00	2		0		0		0		2		0		
09:15	2		0		0		0		2		0		
09:30	0		0		0		0		0		0		
09:45	4	8	0	0	2	2	0	0	6	10	0	0	
10:00	4		0		4		0		8		0		
10:15	0		0		4		0		4		0		
10:30	1		0		0		0		1		0		
10:45	2	7	0	0	1	9	0	0	3	16	0	0	
11:00	0		0		2		0		2		0		
11:15	2		0		1		0		3		0		
11:30	0		0		1		0		1		0		
11:45	1	3	0	0	0	4	0	0	1	7	0	0	
Total	20		11		15		18		35		29		
Percent	57.1%		37.9%		42.9%		62.1%						
Day Total		31				33				64			
Peak	09:15		01:00		09:30		12:00		09:45		00:15		
Vol.	10		5		10		6		19		8		
P.H.F.	0.625		0.625		0.625		0.500		0.594		0.667		

Public Storage Driveway
west of Washington Street
City,State: Woburn, MA
Client: VHB/ P. Dunford

PRECISION
D A T A
INDUSTRIES, LLC
P.O. Box 301 Berlin, MA 01503
Office: 508.481.3999 Fax: 508.545.1234
Email: datarequests@pdillc.com

112477 A VOLUME
Site Code: 11523.00

Start	WB (Enter)			EB (Exit)				Combined				26-Mar-11
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		Sat
12:00	0		0		0		0		0		0		
12:15	0		0		0		0		0		0		
12:30	0		1		0		0		0		1		
12:45	1	1	0	1	1	1	1	1	2	2	1	2	
01:00	0		4		0		1		0		5		
01:15	0		0		0		3		0		3		
01:30	0		0		0		2		0		2		
01:45	0	0	2	6	0	0	0	6	0	0	2	12	
02:00	0		1		0		2		0		3		
02:15	0		1		0		0		0		1		
02:30	0		3		0		0		0		3		
02:45	0	0	1	6	0	0	1	3	0	0	2	9	
03:00	0		0		0		3		0		3		
03:15	0		1		0		1		0		2		
03:30	0		1		0		0		0		1		
03:45	0	0	0	2	0	0	0	4	0	0	0	6	
04:00	0		0		0		0		0		0		
04:15	0		1		0		2		0		3		
04:30	0		0		0		0		0		0		
04:45	0	0	0	1	0	0	0	2	0	0	0	3	
05:00	0		0		0		1		0		1		
05:15	0		0		0		0		0		0		
05:30	0		0		0		0		0		0		
05:45	0	0	0	0	0	0	1	2	0	0	1	2	
06:00	0		0		0		0		0		0		
06:15	0		0		0		0		0		0		
06:30	0		2		0		2		0		4		
06:45	0	0	2	4	0	0	0	2	0	0	2	6	
07:00	0		1		0		3		0		4		
07:15	0		0		0		0		0		0		
07:30	0		0		0		0		0		0		
07:45	0	0	0	1	0	0	0	3	0	0	0	4	
08:00	0		0		0		0		0		0		
08:15	0		0		0		0		0		0		
08:30	0		0		0		0		0		0		
08:45	0	0	0	0	0	0	0	0	0	0	0	0	
09:00	0		0		0		0		0		0		
09:15	1		0		0		0		1		0		
09:30	0		0		0		0		0		0		
09:45	1	2	0	0	2	2	0	0	3	4	0	0	
10:00	1		0		1		0		2		0		
10:15	1		0		0		0		1		0		
10:30	0		0		0		0		0		0		
10:45	0	2	0	0	0	1	0	0	0	3	0	0	
11:00	0		0		0		0		0		0		
11:15	0		0		0		0		0		0		
11:30	0		0		0		0		0		0		
11:45	0	0	0	0	0	0	0	0	0	0	0	0	
Total	5		21		4		23		9		44		
Percent	55.6%		47.7%		44.4%		52.3%						
Day Total		26				27				53			
Peak	09:15		01:45		09:15		00:45		09:15		01:00		
Vol.	3		7		3		7		6		12		
P.H.F.	0.750		0.583		0.375		0.583		0.500		0.600		

Attachment D
#342-16
143 Rumford Avenue

CITY OF NEWTON

IN CITY COUNCIL

December 6, 2016

ORDERED:

That the Council, finding that the public convenience and welfare will be substantially served by its action, that the use of the site will be in harmony with the conditions, safeguards and limitations set forth in the Zoning Ordinance, and that said action will be without substantial detriment to the public good, and without substantially derogating from the intent or purpose of the Zoning Ordinance, grants approval of the following SPECIAL PERMIT/SITE PLAN APPROVAL for a three-story, 36 foot tall, 107,397 square foot self-storage facility, as recommended by the Land Use Committee for the reasons given by the Committee through its Chairman, Councilor Marc Laredo:

1. The site is an appropriate location for a building of three stories and 36 feet in height with a floor area ratio (FAR) of 1.35 as the site is located in a Business 2 zone. (§4.1.2.B.3, §4.1.3, and §7.3.3.C.1)

2. The site is an appropriate location for a building of greater than 20,000 square feet as the site is zoned Business 2 and consists of approximately 79,746 square feet of land. (§4.3.1.B.1 and §7.3.3.C.1)

3. Access to the site over streets is appropriate for the types and numbers of vehicles involved as the proposed low intensity, transitional use, based on the traffic surveys submitted, will have limited impact on the adjacent roadways that also serve the adjacent business neighborhood. (§7.3.3.C.4)

4. The site planning, building design, construction, maintenance or long-term operation of the premises will contribute significantly to the efficient use and conservation of natural resources and energy. (§7.3.3.C.5)

5. The requested exceptions related to the number of parking stalls, landscaping and lighting of the parking facility are appropriate because such exceptions would be in the public interest and provide for the protection of environmental features by reducing the amount of unnecessary paving on site as information pertaining to the parking demand generated by the proposed use at this site indicates that the number of stalls proposed will be sufficient to meet expected demand without

spillover onto neighborhood streets. (§5.1.9.A.1, §5.1.10.A, and §5.1.13).

PETITION NUMBER:	#342-16
PETITIONER:	SSG Development LLC (dba SSG Development & Construction)
LOCATION:	143 Rumford Avenue, Ward 4, Auburndale, on land known as Section 41 Block 31 Lot 06, containing approximately 79,746 square feet of land
OWNER:	Colt Communicationss LLC
ADDRESS OF OWNER:	143 Rumford Avenue Auburndale, MA 02460
TO BE USED FOR:	Three-story, 107,397 square foot self-storage facility
CONSTRUCTION:	Masonry
EXPLANATORY NOTES:	§4.3.1.B.1 to allow a building greater than 20,000 square feet; §4.1.2.B.3, and §4.1.3 to allow a building with three stories, up to 36 feet in height and a maximum FAR of 1.35; §5.1.4 and §5.1.13 to waive 32 parking stalls; §5.1.9.A.1 and §5.1.13 to waive landscape screening requirements; §5.1.10.A and §5.1.13 to waive lighting requirements.
ZONING:	Business 2 District

Approved subject to the following conditions:

1. All buildings, parking areas, driveways, walkways, landscaping and other site features associated with this special permit/site plan approval shall be located and constructed consistent with:
   a. Land Development Plans prepared by BL Companies, unstamped and unsigned, consisting of twenty-four (2) sheets, as follows:
   i. Title Sheet; dated October 10, revised November 22, 2016;
   ii. "ALTA/NSPS Land Title Survey," dated September 16, 2016, unsigned and unstamped;
   iii. "General Notes," dated October 10, 2016 (GN-1);
   iv. "Demolition Plan," dated October 10, 2016 (DM-1);
   v. "Site Plan," dated October 10, 2016 (SP-1);

vi. "Grading and Drainage," Plan dated October 10, 2016 (GD-1);
vii. "Utility Plan," dated October 10, 2016 (SU-1);
viii. "Sedimentation and Erosion Control Plan," dated October 10, 2016 (EC-1);
ix. "Sedimentation and Erosion Control Notes," dated October 10, 2016 (EC-2);
xi. "Landscape Plan," dated October 10, 2016 (LL-1);
xii. "Landscape Details," dated October 10, 2016 (LL-2);
xiii. "Site Lighting Plan," dated October 10, 2016 (LP-1);
ix. "Truck Turning Plan," dated October 10, 2016 (LP-1);
xiv. "Details," dated October 10, 2016 (DN-1);
xv. "Details," dated October 10, 2016 (DN-2);
xvi. "Details," dated October 10, 2016 (DN-3);
xvii. "Details," dated October 10, 2016 (DN-4);
xviii. "Details," dated October 10, 2016 (DN-5);
xix. "Details," dated October 10, 2016 (DN-6);
xx. "Details," dated October 10, 2016 (DN-7);
xxv. "Exterior Elevations," (Self-Storage) dated October 7, 2016 (A5.01);
xxvi. "Exterior Elevations," (Retail/Office) dated October 10, 2016 (A5.02);
xxvi. "Computer Generated Model" dated October 7, 2016 (A5.03); and
xxvii. "Roof Plan" dated October 7, 2016 (A3.01).

2. The petitioner shall, at its expense, repair or replace the sidewalks located along the frontage of the property subject to the approval of the Commissioner of Public Works prior to the issuance of any occupancy permit and keep the same in good repair.
3. The hours of operation of the facility shall be limited to 6:00 AM – 10:00 PM.
4. The petitioner shall comply with the City's Noise Control Ordinance, Sections 20-13 et seq of the Revised Ordinances 2012, at all times, which may require among other measures, the installation and maintenance of acoustical treatments of any and all Heating, Ventilation and Air Conditioning (HVAC) units to comply with the provisions of said Ordinance.
5. The property shall not be used for the rental or sale of any vehicles.
6. The petitioner's Lease/Rental Agreement shall prohibit the storage of any explosives or any highly inflammable goods or Hazardous Materials, defined as any hazardous or toxic chemical, gas, liquid, substance, material or waste that is or becomes regulated under any applicable local, state or federal law or regulation. In addition, the petitioner shall not sell propane or sell or rent propane tanks or other inflammable goods and shall prohibit tenants from storing propane.
7. The petitioner shall comply with the City's Light Trespass Ordinance, Section 20-23 et seq of the Revised Ordinances 2012. No site lighting shall be controlled with motion-detection sensors.
8. Prior to the issuance of any Building Permit, the petitioner shall provide a final Approval Not Required Plan (ANR) to the Engineering Division of Public Works for review and approval. Once approved, the ANR Plan must be recorded at the Middlesex Registry of

Deeds. A certified copy of the ANR Plan shall be submitted to the Engineering Division of Public Works.

9. Prior to the issuance of any Building Permit, the petitioner shall provide a final Operations and Maintenance Plan (O&M) for stormwater management to the Engineering Division of Public Works for review and approval. Once approved, the O&M must be adopted by applicant, and recorded at the Middlesex Registry of Deeds. A certified copy of the O&M shall be submitted to the Engineering Division of Public Works.
10. Prior to the issuance of any Building Permit, the petitioner shall provide a final Site Plan for review and approval by the Department of Planning and Development, Engineering Division of Public Works and Fire Department.
11. Prior to the issuance of any Building Permit, the petitioner shall submit a final Construction Management Plan (CMP) to the Commissioner of Inspectional Services, the Director of Urban Forestry, the Engineering Division of Public Works, the Director of the Department of Planning and Development, the Newton Fire Department and Newton Police Department, which plan should shall include at a minimum:
    a. 24-hour contact information for the general contractor of the project.
    b. Hours of construction: construction shall be limited to between the hours of 7:00 a.m. and 5:00 p.m. on weekdays, and between the hours of 8:00 a.m. and 3:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays except in emergencies, and only with prior approval from the Commissioner of Inspectional Services.
    c. Proposed methods for dust control including, but not limited to: covering trucks for transportation of excavated material; minimizing storage of debris on-site by using dumpsters and regularly emptying them; using tarps to cover piles of bulk building materials and soil; locating a truck washing station to clean muddy wheels on all truck and construction vehicles before exiting the site.
    d. A tree preservation plan to define the proposed method for protection of existing trees to remain on the site and on abutting properties during construction.
    e. A plan for site access and traffic control.
    f. A plan regulating the delivery of material to the site, including the staging and storage of construction vehicles.
    g. A plan for rodent control during construction.
    h. If blasting of on-site ledge is required, the petitioner shall obtain a Blasting Permit from the Newton Fire Department.
12. No Building Permit shall be issued pursuant to this Special Permit/Site Plan Approval until the petitioner has:
    a. Received final approval from the Director of Planning and Development for the Construction Management Plan.
    b. Recorded a certified copy of this Order for the approved Special Permit/Site Plan Approval with the Registry of Deeds for the Southern District of Middlesex County.

c. Filed a copy of such recorded Order with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development.

d. Obtained a written statement from the Planning Department that confirms the Building Permit plans are consistent with plans approved in Condition #1.

e. Obtained a written statement from the Engineering Division of Public Works that confirms the receipt of a certified copy of the recorded O&M in accordance with Condition #9.

f. Obtained a written statement from the Engineering Division of Public Works that confirms the receipt of a certified copy of the recorded ANR Plan in accordance with Condition #10.

g. Filed a final Landscape Plan to the Director of Planning and Development for review and approval.

13. No Final Inspection and/or Occupancy Permit for the buildings constructed pursuant to this Special Permit/Site Plan Approval shall be issued until the petitioner has:

a. Filed with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development a statement by a registered architect certifying compliance with Condition #1.

b. Filed with the Clerk of the Board, the Department of Inspectional Services and the Department of Planning and Development a statement by the City Engineer certifying that improvements authorized by this Order have been constructed to the standards of the City of Newton Engineering Department.

c. Submitted to the Director of Planning and Development and Commissioner of Inspectional Services, final as-built plans in paper and digital format signed and stamped by a licensed land surveyor.

d. Filed with the Conservation Commission, Department of Inspectional Services, and the Department of Planning and Development a statement by the City Engineer certifying that finished grades and final construction details of driveways, parking areas and drainage systems have been constructed to the standards of the City Engineering Department.

e. Filed with the City Clerk and the Department of Inspectional Services a statement by the Director of Planning and Development approving final location, number and type of plant materials, final landscape features and fencing.

14. Notwithstanding the provisions of Condition #21 above, the Commissioner of Inspectional Services may issue one or more certificates of temporary occupancy for all or portions of the buildings prior to installation of final landscaping provide that the petitioner shall first have filed a bond, letter of credit, cash or other security in the form satisfactory to the Director of Planning and Development in an amount not less than 135% of the value of the aforementioned remaining landscaping to secure installation of such landscaping.