



• **Setti D. Warren**
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Candace Havens
Director

MEMORANDUM

DATE: May 31, 2013
TO: Land Use Committee of the Board of Aldermen
FROM: Candace Havens, Director of Planning and Development *SH*
MEETING DATE: June 4, 2013
CC: Board of Aldermen
Bill Paille, Director of Transportation

In response to questions raised at the Land Use Committee working sessions held on March 3rd, April 2nd, May 7th, and May 17th, the Planning Department is providing the following information for the upcoming working session. This information is supplemental to staff analysis previously provided at the public hearings and previous working sessions.

PETITIONS #258-12 and 258-12(2)

327 Grove Street



At the last meeting of the Land Use Committee, project designers and engineers presented revised plans that have improved upon a number of features of the site plan and operations, shown above and in Attachment A.

TRANSPORTATION AND PARKING

Roundabouts and walkways

A roundabout at the westerly side of the site provides access to both the north and south, and a smaller internal roundabout facilitates circulating traffic within the development. The site plan also includes rear access from Hotel Indigo, which will be discussed on June 18th when that petition returns for Committee review. It was suggested that a sidewalk from the office building to Hotel Indigo also be provided. Staff supports this idea, as it will be easier



for valets, as well as visitors and office employees to travel between properties and recommends adding this to the site plan. The petitioner continues to offer the services of a crossing guard at the roundabout nearest Hotel Indigo during the school year in the morning and afternoon.

Parking Management Plan

A parking analysis has been provided to justify the amount of parking proposed. A Parking Management Plan that provides guidance for future tenants or owners of the structures should be submitted prior to approval of a special permit that clearly states its intent and goals; staff further recommends that it be a working document, so if conditions change and adjustments are needed to best achieve parking management goals, that they can be evaluated for consistency with the intent and managed administratively by Planning and/or Traffic Engineering staff. In particular shared parking strategies should be included in this document and reviewed concurrent with the Parking Management Plan for Hotel Indigo when it comes before the Committee on June 18th.

Intersections that merit further study

In response to public concerns about the possible need for traffic management at a variety of intersections in the future, the petitioner has offered to provide traffic engineering analysis and recommendations for improvements at six intersections:

1. Route 30 at Lexington Street
2. Route 30 at Melrose Avenue
3. Lexington Street at Wolcott Street
4. Grove Street at Central Street/Auburn Street
5. Lexington Street at Auburn Street
6. Grove Street at Woodland Road

In addition, residents have advocated for including the following intersections:

1. Washington Street at Concord Street
2. Washington Street at Quinobequin Road
3. Washington Street at Hagar Street
4. Grove Street at Woodland Road
5. Grove Street at Auburn Street
6. Grove Street at Commonwealth Avenue
7. Auburndale Square

Given the petitioner's offer to consider six intersections and the number of possibilities, staff recommends that the City's Traffic Engineering staff assess the traffic studies and recommend the top six intersections for the Board's consideration.

Equity Office Concerns

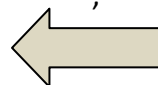
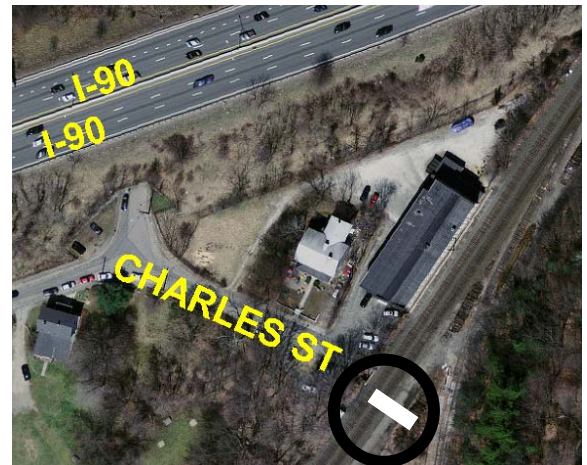
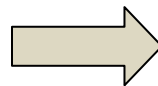
Neighbors to the east have submitted concerns regarding traffic that might affect their operations. VHB has responded to their concerns previously and City's Transportation Director, Bill Paille has also provided responses to their concerns (Attachment B).

FHWA

VHB is completing detailed design drawings for the roundabout at the west entrance to the site for submittal to Federal Highway Administration to initiate the review process. If approved, the petitioner can prepare 25% design drawings to be reviewed by MassDOT, followed by 75% and final design drawings. The MBTA and FHWA will review the plans concurrent with MassDOT. Staff and the petitioner will provide additional details regarding this process at the Working Session; however, it is unlikely that final review will be completed prior to the Board's action on the special permit. Noting the roundabout at the westerly entrance is a critical feature of this project, staff recommends a condition in the special permit that requires the design to be approved prior to issuance of building permits for the residential or office buildings; if the roundabout is not approved as proposed, the special permit could not be exercised and the site plan would require an amendment by the Board of Aldermen.

OPEN SPACE AND RECREATION

The River and Riverside. While no off-site improvements can be required of the petitioner that are not mitigations, the developer has offered to contribute to a study of the structural integrity of the underpass beneath the railroad tracks that connect Charles Road to Riverside Park, the Charles River and recently-restored bridges nearby.



The petitioner also expressed a willingness to provide some modest improvements to the overpass above I95 that leads towards the Lower Falls neighborhood so as to enable walking and biking connections. Any such improvements would be subject to the approval of the property owners (MBTA and DCR). Such efforts

would foster outdoor recreational use and enjoyment of the area's special assets.

Scenic Roads. The Planning and Development Board is scheduled to review the request for tree removals on this scenic road on June 3rd. Staff will report on their actions at the meeting.

Community Use Space. As noted previously, the petitioner proposes to turn over the community use space to the City after construction and has offered to create a nonprofit organization to oversee maintenance and operations similar to the Hyde Community Center. The Hyde Center is a 501(c)3 with a 10-member Board of Directors, bylaws for operations and maintenance, and oversight of finances. Revenues are used to maintain and/or upgrade the facilities and activities. It is run by an Executive Director and is a self-sustaining organization. Creation of such an organizational structure will require time and thoughtful consideration to ensure that it is set up for success in this venue and numerous decisions must be made regarding the composition of the Board of Directors and the details of the bylaws. One possible way to initiate this process would be to create a steering committee which could make their recommendations to the Board and Mayor. Members might include a Ward 4 Alderman, a representative from the Parks and Recreation Department, Law Department, an abutter or other neighborhood representative, and the Director of the Hyde Center.

Fiscal Impacts Analysis. The previous report indicated that the fiscal impacts projections of the developer and the peer reviewer both showed positive outcomes, as required by the zoning regulations. Other aspects of the fiscal impact analysis include:

- School impacts. The School Department indicated that it plans for improvements five years ahead to make appropriate accommodations for anticipated growth and believes the students that may live at this site would be absorbed effectively into the system. Planning staff inquired as to how 60-65 new students in the immediate area could be accommodated and have not yet received a response as of this writing.
- Property tax revenues. The petitioner intends to pay taxes or make an equivalent monetary contribution, despite a recent court case that has challenged the requirement to pay taxes under certain circumstances on MBTA property. Legislation is pending to determine the final resolution. Meanwhile, the MBTA has indicated that the lease between the MBTA and the developer requires payment of taxes and the petitioner has also indicated once again, a willingness to pay taxes or make payments in lieu of taxes (PILOTs). The Law Department will verify there are no conflicts with the lease agreement in this regard, but a condition in the Board Order to confirm the petitioner will pay the City taxes or make comparable payments.
- One-time fiscal and community-wide benefits. As previously noted, there will be several millions of dollars of benefits to the region in water and sewer improvements that will reduce flooding in the area generally; \$3.5 million in building permit fees; 290 rental units of which 15% will be affordable; roadway improvements that will improve existing conditions, as well as a publicly-accessible community center.

Signage. The petitioner is continuing to work on interior directional signs that will be more in keeping with the nature of the uses and that will effectively direct newcomers to the site. We expect them to be ready for review by the June 18th meeting.

Landscaping. The petitioner has demonstrated the value of usable open space in various locations, such as along Grove Street and within the site, which



exceeds that required by ordinance. Details of landscaping along the path to the overlook should be included in final landscape plans.

BUILDING DESIGN

The architect has shown additional articulation of the façade of the residential building on Grove Street, which greatly enhances its character. As suggested by Committee members, stoops, awnings, prominent doors, balconies or other such features could further distinguish the building on that frontage and enhance its residential feel. Updated design of the residential building is expected to be available for review on June 18th.

CONSTRUCTION

Construction Management Plan. A construction management plan will be required prior to commencement of work on the site and must be approved by the Commissioners of the Inspectional Services Department (ISD) and Public Works (DPW). The Construction Management Plan should address phasing of construction and how various aspects of construction will be managed or modified to minimize negative impacts on area residents and users of the Commuter facility at all times. In addition to the usual requirements and practices to protect the neighborhood from noise, mud, and other disturbances, the Plan should address how traffic will be managed on Red Sox game days. Since there will be fewer parking spaces during construction than are currently available for public use, the petitioner proposes to use signage and the media to alert fans to alternative parking locations once the lot is filled. The petitioner will present a map and details of a phasing plan and timeline at the Working Session.

ATTACHMENTS:

Attachment A: Revised Site Plan

Attachment B: Response to questions from Stantec from Bill Paille, dated May 31, 2013

Attachment C: VHB Response to questions from Stantec dated March 31, 2013

Attachment D: Time extension for Special Permit Petition #272-12(2) at 327 Grove Street

ATTACHMENT A

#267-11(4) 1294 Centre Street

Page 6 of 6



City of Newton

Setti D. Warren
Mayor

DEPARTMENT OF PUBLIC WORKS

TRANSPORTATION DIVISION

110 Crafts Street
Newton, MA 02460

DATE: May 31, 2013
TO: Candace Havens, Director of Planning
FROM: William G. Paille, P.E., Director of Transportation
RE: **Equity Office Properties – Response to Stantec Comments**

The City received a letter (Dated 11/30/2012) from Stantec Consulting Services, Inc., an engineering design firm retained by Equity Office Properties to review the City of Newton Department of Planning and Development staff report with additional comments, dated 3/4/2013. As a result, the Transportation Division respectfully submits the following:

1. *Original Comment (11/30/2012)*

Grove Street South-Route 128 Northbound Ramps

The traffic improvement plan for the Station at Riverside proposes construction of a single-lane roundabout at the Route 128 Northbound Ramps/Grove Street intersection. New analysis provide by VHB assuming a modified trip distribution (more site traffic oriented to Grove Street north of the site) indicate that operations at this location will vary considerably depending upon the site access conditions at the CD Road. (Site access conditions at the CD Road have yet to be resolved or determined.) As shown in Table 3 of VHB's memorandum, the intersection operates at only 70 percent of capacity during the PM peak hour assuming that left turns are allowed from the site to the CD Road (Access Option B-2). Without left turns permitted, Option A, the intersection operates at a precarious 94 percent of capacity. As the detailed analysis worksheets show, the critical movement at the intersection, the one operating at 94 percent of capacity, is the southbound through movement on Grove Street. This movement would include traffic departing from your building during the PM peak traffic hour headed to Route 128 southbound or Route 16. The 95th percentile queue for this movement is reportedly 622 feet. These findings reaffirm the conclusion that the applicant must secure state and federal approval of Access Option B-2, and not Option A, in order to minimize traffic impacts to your property. The current findings quantify the significant negative traffic impacts that would be experienced by tenants of your office building destined to Route 128 during the evening commuter peak hour.

Amended (3/4/2013)

Pursuant to the March 1, 2013 Newton planning staff report the applicant has obtained preliminary approval from the MassDOT and the FHWA for construction of a modern roundabout along the existing CD Road that will essentially provide the same operational traffic benefits as Option B-2. The roundabout alternative imposes some minor delays on Riverside Center traffic heading north to Route 128 and the Masspike relative to Option B-2 as traffic negotiating the roundabout must travel at slow speeds, 15-20 mph. Under Option B-2 ramp traffic would pass through this location at current speeds which are likely 30-35 mph. Otherwise, the roundabout alternative meets the overall objective of Option B-2 which is to allow the Statin at Riverside development traffic direct access to Grove Street via the CD Road. This will reduce the volume of development traffic on Grove Street westbound conflicting with Riverside Center traffic.

Response: Duly noted. The Transportation Division believes the incorporation of a modern roundabout at the CD Road entrance to the site is a tremendous improvement to the overall function of the site and will result in safer operation with respect to sight distance and speeds of approaching

vehicles.2. *Original Comment (11/30/2012)*

The existing unsignalized Station Driveway/Grove Street intersection will be reconstructed to support the proposed development. A traffic signal will be installed. A northbound left-turn lane and southbound right-turn lane will be constructed on Grove Street. Installation of the signal will by design add delays to through traffic on Grove Street traveling to or from your building (As an unsignalized intersection, through traffic on Grove Street, the main street, has priority over the STOP-sign controlled side street, the Station Driveway.) VHB presented analysis in its initial traffic study showing that with the proposed geometric improvements and construction of a new site access drive at the Route 128 northbound collector-distributor (CD) road, the Station Driveway/Grove Street intersection would operate with only modest delays and limited queuing on Grove Street during peak hours. We questioned these findings based on the following:

- *The assumed trip distribution for project generated traffic understated the percentage of traffic that is likely to be oriented to the north;*
- *The assumed assignment of traffic oriented to the south between the existing Station Driveway and the proposed CD Road Driveway understated the volume of traffic likely to use Grove Street and the Station Driveway;*
- *Consideration of an alternative trip distribution/assignment may indicate that the proposed northbound left-turn lane on Grove Street is undersized. (Overflow from an undersized left-turn lane would block the northbound through travel lane and delay traffic destined to your property.)*
- *The actual delays experienced by Grove Street traffic will be highly dependent upon the signal timing settings.*

The latest submittal from VHB and the staff report only address the first of these items. VHB did provide alternative traffic analysis that consider a higher share of project traffic oriented to the north on Grove Street. As reported in Table 3 of their October 15, 2012 memorandum, this change in the assumed trip distribution does not significantly change the overall operations of the Station Driveway/Grove Street intersection. The results show the intersection operating at 82 percent of capacity during the more critical PM peak hour with either distribution. During this hour the expected 95th percentile queue for southbound traffic on Grove Street (impacting traffic leaving Riverside Center) is 449 feet. No new analysis have been provided considering a greater use of the Station Driveway by traffic oriented to the south. In the absence of this analysis we cannot comment on the adequacy of the proposed northbound left-turn on Grove Street at the Station Driveway.

Additionally, the staff report does not offer any assurances that Equity Office would have an opportunity to review and comment on the signal timing plans that would need to be prepared for the Station Driveway intersection should the development project move forward.

Amended (3/4/2013)

We have not seen any new analysis of the Station Driveway/Grove Street intersection using an alternative assignment of site traffic oriented to the south (We still believe that MBTA patrons that presently use the Grove Street driveway will for the most part continue to use this driveway under the proposed development plan. The applicant's studies assume that much of the MBTA traffic will shift to the existing CD Road and Cd Road access drive.) To our knowledge this comment has generally been ignored or overlooked by the applicant and City staff.

The March 1, 2013 Newton planning staff report begins to pay attention to this issue but again ignores the trip assignment issue that we raised. Regarding the adequacy of proposed turn lanes on page 5 the staff report states, "staff requests verification of this and requests adjustments as needed". This request however, is made with no reference to the possible erroneous trip assignment assumptions.

On page 9 of the March 1, 2013 Newton planning staff report there is a summary of the "Petitioner Responsibilities" This summary omits the above request for verification.

The March 1, 2013 Newton planning staff report (page 5) notes a willingness to consult with Riverside Center regarding signal timings in the future. The December 15, 2012 memorandum from William Paille, P.E. (page 1) also “ensures that all stakeholders will have the opportunity to review final design plans including signal timing plans”.

Response: The Transportation Division concurs with the response VHB provided in a letter, dated April 4, 2013 to Mr. Stephen Buchbinder of Schlesinger and Buchbinder. In addition, the City concurs with VHB’s approach to vehicle distribution and the results of the traffic impact study. It should be noted the analysis that has been presented is preliminary and will have to be revised accordingly as part of the Functional Design Report that will be required by MassDOT which may require recording additional traffic counts, reassigning vehicle distribution and adjusting growth factors. Furthermore, the purpose of the traffic study to date was simply to demonstrate the feasibility of the project in order to obtain approval of the special permit.

3. *Original Comment (11/30/2012)*

We previously raised concerns that the unsignalized north driveway at Riverside Center would operate with long delays during the PM peak hour based on the original traffic impact analysis. The revised analysis provided by VHB, which assigns a higher share of The Station at Riverside traffic past this driveway shows even greater delays for traffic exiting your site. Per Table 2 of the VHB memorandum the site driveway was originally expected to operate at 76 percent of capacity with average delays of 77 seconds per vehicle. The revised analysis shows operations deteriorating with an average delay of 117 seconds and a volume-to-capacity ratio of 90 percent. Furthermore, analysis results shown in Table 1 for the adjacent signalized center site driveway intersection with Grove Street indicate a 95th percentile queue on Grove Street southbound of 373 feet. This queue would block your north site driveway located only 225 feet away. (Even longer queues, in excess of 500 feet, are predicted for the morning peak hour however, more limited traffic volumes exit your site at this driveway the AM peak hour.) No detailed discussion of this condition has been provided by the applicant nor have any mitigation measures been proposed.

Amended (3/4/2013)

We have not seen any detailed discussion of this intersection and possible mitigation measures.

Response: The Transportation Division concurs with VHB’s response (Dated 4/4/2013) which notes that under existing conditions, the 293 foot queue from the center driveway currently blocks the north driveway and is not a result of the project.

4. *Original Comment (11/30/2012)*

Traffic approaching your site from the north or exiting to the north will pass through the Woodland Road/Grove Street intersection. This is a four-way, STOP-sign controlled intersection. (Police details have been used at this location during school arrival/dismissal times at the adjacent Williams school.) Table 2 of the VHB memorandum indicates that the intersection experiences traffic demands in excess of capacity under projected 2022 conditions without the Station at Riverside project built. The original traffic study showed the intersection operating at 114 percent of capacity with the Station project built. With the revised analysis operations deteriorate such that AM peak hour operations will reach 120 percent of capacity and PM peak hour operations will reach 128 percent of capacity. Again, no detailed discussion of this condition has been provided by the applicant nor have any mitigation measures been proposed.

Amended (3/4/2013)

We have not seen any detailed discussion of this intersection and possible mitigation measures.

- **Response: The intersection should be analyzed for capacity as a four-way stop sign controlled intersection versus a two-way stop sign controlled intersection with Grove Street being free flowing as part of the 25% design. If indeed revising the controls at this intersection will result in a more efficient and safe facility that improves the Riverside Development project, the City will implement the adjustment.**

Date: March 31, 2013
Project No.: 10865.00

existing levels as possible but there will be a loss of spaces. To accommodate the temporary loss of parking, T users and will be notified of the temporary construction through normal media outlets, radio, internet, and through postings that will be made at the station and at train hubs along the Greenline. We also anticipate the use of variable message signs along Route 128 NB and SB that will direct T traffic to an alternative site for parking and access to the T such as Woodland Station/Arborpoint. Between the existing parking supply that will be maintained at Riverside and additional parking that is available at Woodland Station (and potentially Waban and Eliot), the existing parking supply will still be available. Red Sox game day traffic activity will be accommodated much in the same way, although we anticipate attempting to reach out to the red sox to expand on the communication and messaging to inform game patrons of the Riverside Construction activities and encourage alternative means of access to Fenway during the construction period.

Comment: Residential parking to be available for other uses. Perhaps rent space to retail businesses or hotel for employees

Response: Due to the layout of the proposed parking garage under the residential building, there would be a number of areas that would utilize tandem parking spaces (16 tandem spaces on the upper level and 10 tandem spaces on the lower level). It is not practical to think that these types of spaces could be used or shared with other uses on site. As such, any opportunities for unbundled parking would likely result in scattered spaces rather than a designated section for shared use.

Comment: Will the T charge at all hours, or is the facility free at any point?

Response: Yes, there will be a parking charge at all hours. However, agreements will be worked out regarding the pricing for parking for the retail space and community space.

Stantec; Letter from John Conely at Equity Office Properties (March 4, 2013)

Comment: The existing unsignalized Station Driveway/Grove Street intersection will be reconstructed to support the proposed development. A traffic signal will be installed. A northbound left-turn lane and southbound right-turn lane will be constructed on Grove Street. Installation of the signal will by design add delays to through traffic on Grove Street traveling to or from your building. (As an unsignalized intersection, through traffic on Grove Street, the main street, has priority over the STOP-sign controlled side street, the Station Driveway.) VHB presented analyses in its initial traffic study showing that with the proposed geometric improvements and construction of a new site access drive at the Route 128 northbound collector-distributor (CD) road, the Station Driveway/Grove Street intersection would operate with only modest delays and limited queuing on Grove Street during peak hours. We questioned these findings based on the following:

- The assumed trip distribution for project generated traffic understated the percentage of traffic that is likely to be oriented to the north;
- The assumed assignment of traffic oriented to the south between the existing Station Driveway and the proposed CD Road Driveway understated the volume of traffic likely to use Grove Street and the Station Driveway;
- Consideration of an alternative trip distribution/assignment may indicate that the proposed northbound left-turn lane on Grove Street is undersized. (Overflow from an undersized left-turn lane would block the northbound through travel lane and delay traffic destined to your property.)
- The actual delays experienced by Grove Street traffic will be highly dependent upon the signal timing settings.

The latest submittal from VHB and the staff report only address the first of these items. VHB did provide alternative traffic analyses that consider a higher share of project traffic oriented to the north on Grove Street. As reported in Table 3 of their October 15, 2012 memorandum, this change in the assumed trip distribution does not significantly change the overall operations of the Station Driveway/Grove Street intersection. The results show the intersection operating at 82 percent of capacity during the more critical PM peak hour with either distribution. During this hour the expected 95th percentile queue for southbound traffic on Grove Street (impacting traffic leaving Riverside Center) is 449 feet. No new analyses have been provided considering a greater use of the Station Driveway by traffic oriented to the south. In the absence of these analyses we cannot comment on the adequacy of the proposed northbound left-turn lane on Grove Street at the Station Driveway.

We have not seen any new analyses of the Station Driveway/Grove Street intersection using an alternative assignment of site traffic oriented to the south. (We still believe that MBTA patrons that presently use the Grove Street driveway will for the most part continue to use this driveway under the proposed development plan. The applicant's studies assume that much of the MBTA traffic will shift to the existing CD Road and CD Road access drive.) To our knowledge this comment has generally been ignored or overlooked by the applicant and City staff.

The March 1, 2013 Newton planning staff report begins to pay attention to this issue but again ignores the trip assignment issue that we raised. Regarding the adequacy of proposed turn lanes on page 5 the staff report states, "staff requests verification of this and requests adjustments, as needed". This request however, is made with no reference to the possible erroneous trip assignment assumptions.

On page 9 of the March 1, 2013 Newton planning staff report there is a summary of the "Petitioner Responsibilities" This summary omits the above request for verification.

Response: As part of the formal City of Newton peer review process, VHB has assessed an alternative project distribution which considers a heavier project draw from Grove Street to the east. This supplemental analysis was prepared to provide a "sensitivity" analysis as we believe the distribution that is presented in the February traffic study is reasonable and was determined based on sound traffic assessment procedures. The commenter suggests that the project traffic distribution should consider a "greater use of the station driveway by traffic oriented to the south" yet no suggestion regarding what they think is appropriate is provided, or any backup regarding how they have arrived at such a conclusion. As stated in the February 2012 TIAS document and discussed in the public realm on many occasions, the internal site roadways and intersection controls are being designed to provide priority for motorist who choose to enter and exit the site at the new CD Road driveway. This includes the proposed office and residential development along with access to/from the ICF parking facility. In addition, as shown in the TIAS, the way finding signage program is being designed to direct all traffic bound for Riverside Station to use the CD Road driveway. There will be no signage directing motorists to the existing Grove Street Driveway. While we believe the distribution provided in the February 2012 TIAS is appropriate for evaluation of project impacts, a second level of sensitivity analysis has been prepared to respond to this comment. For this assessment we have implemented the distribution recommendations provided by FST for traffic along eastern Grove Street, also we have modified the trip assignment entering and exiting the site at the Grove Street site entrance where appropriate (added 8% to Grove from residential distribution, and changed MBTA traffic distribution, oriented to the south, from 75% CD road/25% Grove to 75% Grove/25% CD Road). As summary of assumptions and results of this assessment are provided in the attachments of this document.

Comment: *We previously raised concerns that the unsignalized north driveway at Riverside Center would operate with long delays during the PM peak hour based on the original traffic impact analysis. The revised analysis provided by VHB, which assigns a higher share of The Station at Riverside traffic past this driveway, shows even greater delays for traffic exiting your site. Per Table 2 of the VHB memorandum the site driveway was originally expected to operate at 76 percent of capacity with average delays of 77 seconds per vehicle. The revised analysis shows operations deteriorating with an average delay of 117 seconds and a volume-to-capacity ratio of 90 percent. Furthermore, analysis results shown in Table 1 for the adjacent signalized center site driveway intersection with Grove Street indicate a 95th percentile queue on Grove Street southbound of 373 feet. This queue would block your north site driveway located only 225 feet away. (Even longer queues, in excess of 500 feet, are predicted for the morning peak hour however, more limited traffic volumes exit your site at this driveway during the AM peak hour.) No detailed discussion of this condition has been provided by the applicant nor have any mitigation measures been proposed.*


We have not seen any detailed discussion of this intersection and possible mitigation measures.

Response: Regarding the potential blockage of the north site driveway, it should be noted that under Existing conditions, the 293 foot queue from the center driveway currently blocks the north driveway, so this condition is not caused by the Project. There is no increase in overall delay or the delay for the southbound movement as a result of the project. Furthermore, this movement operates at LOS A with only 6 seconds of delay, and the 95th percentile vehicle queue will clear the intersection in one signal cycle.

Comment: *Traffic approaching your site from the north or exiting to the north will pass through the Woodland Road/Grove Street intersection. This is a four-way, STOP-sign controlled intersection. (Police details have been used at this location during school arrival/dismissal times at the adjacent Williams School.) Table 2 of the VHB memorandum indicates that the intersection experiences traffic demands in excess of capacity under projected 2022 conditions without the Station at Riverside project built. The original traffic study showed the intersection operating at 114 percent of capacity with the Station project built. With the revised analysis operations deteriorate such that AM peak hour operations will reach 120 percent of capacity and PM peak hour operations will reach 128 percent of capacity. Again, no detailed discussion of this condition has been provided by the applicant nor have any mitigation measures been proposed.*

We have not seen any detailed discussion of this intersection and possible mitigation measures.

Response: As noted, this intersection is already over capacity without the Project. The Project is expected to add less than one vehicle per minute during the AM peak, and an average of 1.5 vehicles per minute during the PM peak. As such, the impacts at this location are limited. However, during project traffic discussions with the City this intersection has come on numerous occasions. It's our understanding, based on these conversations, the intersection was made a four way STOP years ago to control traffic speeds in the vicinity of the Williams School even though the four way STOP condition results in poor peak hour traffic operations.

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BUCHBINDER, LLP**
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ROBIN GORENBERG

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May 22, 2013

BY EMAIL and FIRST CLASS MAIL

Ms. Linda Finucane
Chief Committee Clerk, Newton Board of Aldermen
1000 Commonwealth Avenue
Newton, MA 02459-1449

Re: Petition of BH Normandy Owner, LLC/399 Grove Street (Hotel Indigo)
#272-12 and #272-12(3)

Dear Ms. Finucane,

This letter will serve as my client's assent to a further extension of time within which the Board of Aldermen may act relative to the above-entitled matters from June 20, 2013 until August 14, 2013.

If you require any further information, please let me know.


Very truly yours,



Stephen J. Buchbinder

SJB/mer

cc: (By Email)
Alderman Ted Hess-Mahan
Ms. Candace Havens
Mr. Justin Krebs
Mr. Kevin Daly

 **SCHLESINGER AND
BUCHBINDER, LLP**
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May 22, 2013

BY EMAIL and FIRST CLASS MAIL

Ms. Linda Finucane
Chief Committee Clerk, Newton Board of Aldermen
1000 Commonwealth Avenue
Newton, MA 02459-1449

Re: Petition of BH Normandy Riverside, LLC/327 Grove Street/ #258-12(2)

Dear Ms. Finucane,

This letter will serve as my client's assent to a further extension of time within which the Board of Aldermen may act relative to the above-entitled matter from June 20, 2013 until August 14, 2013.

If you require any further information, please let me know.

Very truly yours,



Stephen J. Buchbinder

SJB/mer

cc: (By Email)
Alderman Ted Hess-Mahan
Ms. Candace Havens
Mr. Justin Krebs
Mr. Kevin Daly