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RON GORNBERG

MEMORANDUM - BY HAND

To: Newton Board of Aldermen
From: Stephen J. Buchbinder, Esquire
Re: The Station at Riverside/Special Permit Petition #258-12
Date: November 13, 2012

This memorandum will serve to provide responses to questions asked by members of the Board at the October 16, 2012 public hearing as well as additional information requested in the Planning Department memorandum. The responses to questions and additional information requested by the Planning Department are included in a number of documents, as itemized below. We have attempted to organize the responses to questions by subject matter and in each case the question and Alderman asking the same have been identified. These documents are as follows:

1. Memorandum from Randall C. Hart of Vanasse Hangen Brustlin, Inc. ("VHB") dated November 6, 2012 addressing transportation concerns.
2. Memorandum from Richard S. Hollworth of VHB dated November 6, 2012 addressing civil engineering concerns.
3. Memorandum from Shauna Gillies-Smith of Ground, Inc. dated November 6, 2012 addressing design and landscaping concerns.
4. Memorandum from Tamara Roy of ADD, Inc. dated November 6, 2012 addressing design concerns.
5. Memorandum from Richard A. Hollworth dated November 9, 2012 addressing snow removal.
6. Construction Period Impacts prepared by Avison Young which sets forth a general overview of the project construction schedule and addresses construction concerns.
7. Parking Management Plan prepared by Randall C. Hart of VHB dated November 6, 2012.
8. Transportation Demand Management Plan by Matt Kealey of VHB dated November 9, 2012.
9. Plans entitled MBTA Garage Plans Levels 1 & 2, MBTA Garage Plans Levels 3 & 4 and MBTA Garage Plans Levels 5 & 6, dated November 5, 2012 by ADD Inc.

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Memorandum
Newton Board of Aldermen
November 13, 2012

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10. Memorandum from Jack Englert of Criterion Development Partners ("CDP") dated November 2, 2012 addressing the criteria used to generate the unit mix for the project.
11. Letter from Bob Engler to Jack Englert of CDP dated October 30, 2012 addressing a subsidized housing issue.
12. Memorandum from RKG Associates dated November 7, 2012 addressing a school enrollment issue.

Some of the questions not addressed in the documents above are set forth below as follows:

What happens at end of lease (Fuller)

When the lease expires, the MBTA will likely renew it. Otherwise, it will own the improvements outright. The zoning status of the approved development will not change, as the development is not an "essential governmental purpose" being carried out by the MBTA.

Where will current cars parking to use the T go during construction (Albright)

During the construction of the garage, approximately 625 spaces will be provided for the commuters, a reduction of roughly 335 spaces. As VHB's parking analysis shows, about 300 - 350 spaces of the 960 spaces available are typically empty, except during Red Sox games. At those times, the overflow parking would be directed to other T facilities (i.e., Woodland).

Community center - rent? (Fuller)

Details on community center vague (Fuller)

Community space - what if not wanted by City - anything planned for space if not community space - why only 8000 square feet (Albright)

The developer has proposed creating approximately 8,000 square feet of space on the second floor of Building C (adjacent to the MBTA Intermodal Facility) for use as a community center. The developer would create the space and then lease it to the City or to a separate entity which would operate the community center for a dollar a year.

Certain Aldermen have expressed a preference for the City not to own and operate the community center in order not to have financial responsibility for the same. The community center at the Hyde School offers one model which might be appropriate. The Hyde Community Center is operated by the Newton Highlands Community Development Corporation, a private non-profit corporation which received the physical plant from the City. I have been told that the Hyde Community Center is entirely self-supporting and receives no municipal, state or federal funding. The Hyde Community Center runs a variety of programs, some of which are provided at no cost and others of which charge a fee. I have enclosed a brief description of the Hyde Community Center obtained from its website which offers some additional information. In doing so, the developer is not suggesting that modeling a community center at Riverside should follow the model used at Hyde or that the latter is the only approach. We merely offer this to show what might be accomplished.

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Newton Board of Aldermen
November 13, 2012

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The integrity of the physical structure would be maintained by the developer or its successor in interest, so that the community center would not have responsibility for repairs to the roof or exterior walls. The community center would have to maintain the interior of the space and would have to pay for utilities.

If the Board determines that a community center is not desirable, some or all of the space could be used for offices for various municipal and/or private non-profit programs. The zoning legislation establishing the Mixed Use 3 Transit Oriented District does require some community use, although a minimum square footage is not specified. The 8,000 square foot number was arrived at as a size which would accommodate a full service community center.

I look forward to further discussion of this matter at the continued public hearing.

cc: (By Hand, w/enclosures)
Ms. Linda Finucane
Ouida C. M. Young, Esquire
Ms. Eve Tapper
(By First Class Mail, w/enclosures)
Mr. William Renke
Anette Seltzer Lewis, Esquire



Vanasse Hangen Brustlin, Inc.

101 Walnut Street
P. O. Box 9151
Watertown, MA 02471-9151
617 924 1770
FAX 617 924 2286
www.vhb.com

Memorandum

To: Mr. Stephen Buchbinder
Schlesinger and Buchbinder
1200 Walnut Street
Newton, MA 02461-1267

Date: November 9, 2012

Project No.: 10865.00

From: Richard S. Hollworth, P.E.
Principal

Re: Station at Riverside Redevelopment
Response To Alderman Comments
October 2012 LUC Hearing

On behalf of our client, BH Normandy Riverside LLC, we have prepared this memorandum in response to a comment raised by the Planning Department regarding the Station at Riverside Special Permit filing. More specifically, the Planning Department requested clarification regarding the proposed snow removal plan for the project. We offer the following information relating to the snow removal operations:

A snow removal management plan will be developed for the project in conjunction with the MBTA. All vehicular and pedestrian routes will be kept free of snow and ice at all times. As previously noted, the on-site paved surfaces are significantly reduced due to the replacement of surface parking with structured parking and parking beneath proposed buildings. Therefore, the amount of snow to be cleared from the site will be significantly reduced. During light to moderate snow fall events ample room is available along the edge of the roadways and sidewalks to temporarily direct accumulated snowfall. A dedicated lane north of the MBTA ICF has been provided between the structure and existing tracks to receive snow cleared from the upper level of the ICF through snow gates. In the event of more severe snowfall events, the use of trucks to haul snow off-site may be required.



Vanasse Hangen Brustlin, Inc.

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Memorandum

To: Mr. Stephen Buchbinder
Schlesinger and Buchbinder
1200 Walnut Street
Newton, MA 02461-1267

Date: November 6, 2012

Project No.: 10865.00

From: Richard S. Hollworth, P.E.
Principal

Re: Station at Riverside Redevelopment
Response To Alderman Comments
October 2012 LUC Hearing

On behalf of our client, BH Normandy Riverside LLC, we have prepared this letter in response to the comments raised by the Board of Alderman during the Station at Riverside Public Hearing held on October 16, 2012. The format below reflects the Alderman comments in bold italic type, followed by the VHB response in normal type.

Comment: Will I and I mitigation be on site or off site (Fuller)

Response: The inflow and infiltration into the City of Newton municipal sewer system is an existing regional deficiency and the subject of a MassDEP Administrative Consent Order requiring the removal of inflow and infiltration into the sewer system. In response the City of Newton has undertaken several improvement projects and engaged a consultant, Weston and Sampson, to conduct a comprehensive review to identify existing sources of inflow and infiltration within the sewer system and establish priorities for potential improvement projects. It is expected that the majority of the mitigation for the Station at Riverside Project will remove inflow and infiltration within the off-site municipal sanitary sewer system. We are working with the City of Newton Engineering Department and Weston and Sampson to define an appropriate mitigation plan for the removal of inflow and infiltration into the municipal system. It is important to note, that the project will have a net positive impact, i.e., increased system capacity, by virtue of the implementation of the inflow and infiltration mitigation. Ultimately, the City of Newton will determine the specific locations for mitigation.

Comment: Will I and I mitigation be 8:1 (Crossley)

Response: The aforementioned MassDEP Administrative Consent Order requires the removal of a minimum 4 gallons of inflow and infiltration for each gallon of wastewater generated (4:1 removal ratio). The City of Newton may require supplemental mitigation and has a stated goal of an 8:1 removal ratio. The proponent will continue to work with the City to meet its' requirements.

Comment: *Impact on Lyons Field and Quinobequin Road (Hess-Mahan)*

Response: Specific impacts will be further assessed in conjunction with the City of Newton and their consultant, Weston and Sampson. Again, it is important to note, that the project will have a net positive impact, i.e., increased system capacity, by virtue of the implementation of the inflow and infiltration mitigation. As noted above, the City will determine the specific locations for required mitigation based on existing priorities at that time.

Comment: *Any plans to reuse rainwater runoff from the building - if not why not (Albright)*

Response: Yes. We have identified locations to install cisterns to capture rooftop runoff and store rainwater for reuse as an irrigation supply.

Comment: *Underground wires on Grove Street (Albright)*

Response: Yes. Underground utility systems in Grove Street are planned subject to the approval of the City of Newton and private utility service providers.



Date: November 2, 2012

To: Stephen Buchbinder

From: Jack Englert

Re: Unit Mix Criteria Overview – Riverside Development, Newton, MA

Dear Steve:

A question was raised at the hearing on October 17th regarding the criteria used to generate the unit mix for the proposed development. While determining mix is far from an exact science, the following rationale is what was used for the Riverside Development.

1. Location:

The primary factor is a project's location, particularly its proximity to public transportation and core employment. This project offers direct transit access to key employment centers including the Back Bay, Downtown Boston and Newton-Wellesley Hospital. We expect to attract young professionals (25-35) in many of the core employment sectors, including financial services and healthcare. In most instances, the younger the demographic the more skewed the unit mix is to smaller one-bedrooms and studios.

2. Market Demographics and Changing Cultural Preferences:

Demographic trends have been a major driver of residential construction. The "second wave" baby boom (the children of baby boomers) have created an influx of people in the early stages of their careers. This trend will continue throughout the decade as millennials graduate from secondary educational institutions and move into the workforce. Young professionals are more likely to rent than are older individuals and households. Again, young professionals will typically rent smaller units.

There have also been very significant cultural shifts among the desires of young people. First, young people are waiting longer to get married and have children. In addition to delayed family formation, this age cohort does not have the same desire to own a home and has a different definition of "The American Dream" from their parents. The recent burst of the housing bubble and observed drop in house values have contributed to this. Lastly, mobility is highly valued and owning a home is seen as somewhat of an anchor, interfering with their ability to pick up and move easily. This has created additional demand for rental housing among individuals in their late 20s and early 30s. As this group tends to form unmarried households, the demand is primarily for studio and one-bedroom units.

There is an additional cultural and demographic trend that is driving demand for new rental housing. The empty nester population is growing and many older households are looking to downsize while continuing to remain in their communities. This particular

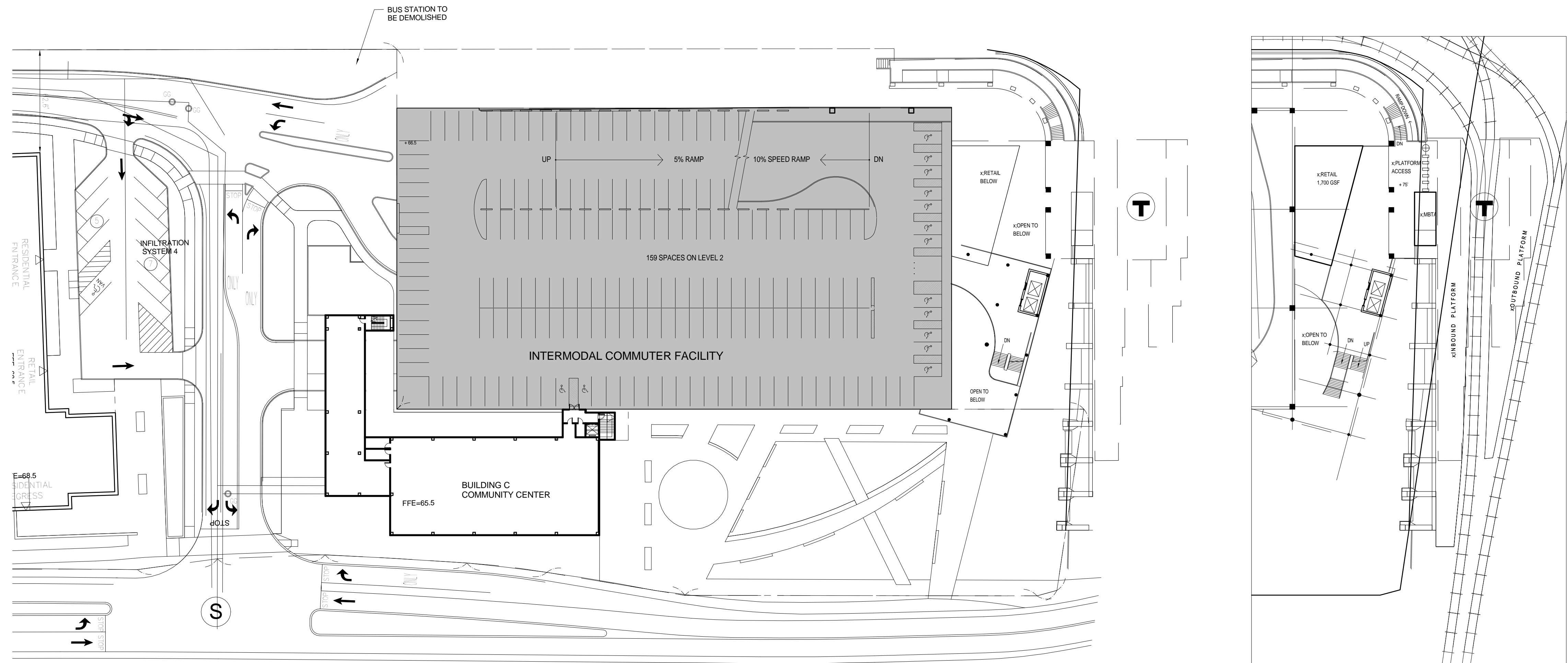
demographic tends to look for one-bedroom with den or two-bedroom units. However, there is less demand among this group than among the young professional group which is one reason that we offer fewer two-bedroom units.

3. Global apartment trends (cost efficiency and gross rent ceiling):

The recent trends have shown an increased popularity towards smaller units, partially due to a resident's desire to keep the gross rent lower and partially due to a global sustainable lifestyle initiative wherein less is more. The economic downturn has had some influence on this, but there is a clear trend towards moving closer to urban cores and living in a more efficient and sustainable manner that will endure across all economic conditions.

Criterion has several similar projects in the Boston MSA and tracks most developments of comparable size and scope. Demand for one-bedroom units consistently outperforms demand for two-bedroom units and there we see quite a bit less demand for three bedroom units. This is not only the case for Criterion projects, but is experienced by most developers of transit-oriented infill redevelopment projects similar to this one. As a result, having a unit mix that is more heavily weighted toward one-bedroom and studios at Riverside is in keeping with a blend of units that has proven successful in this market.

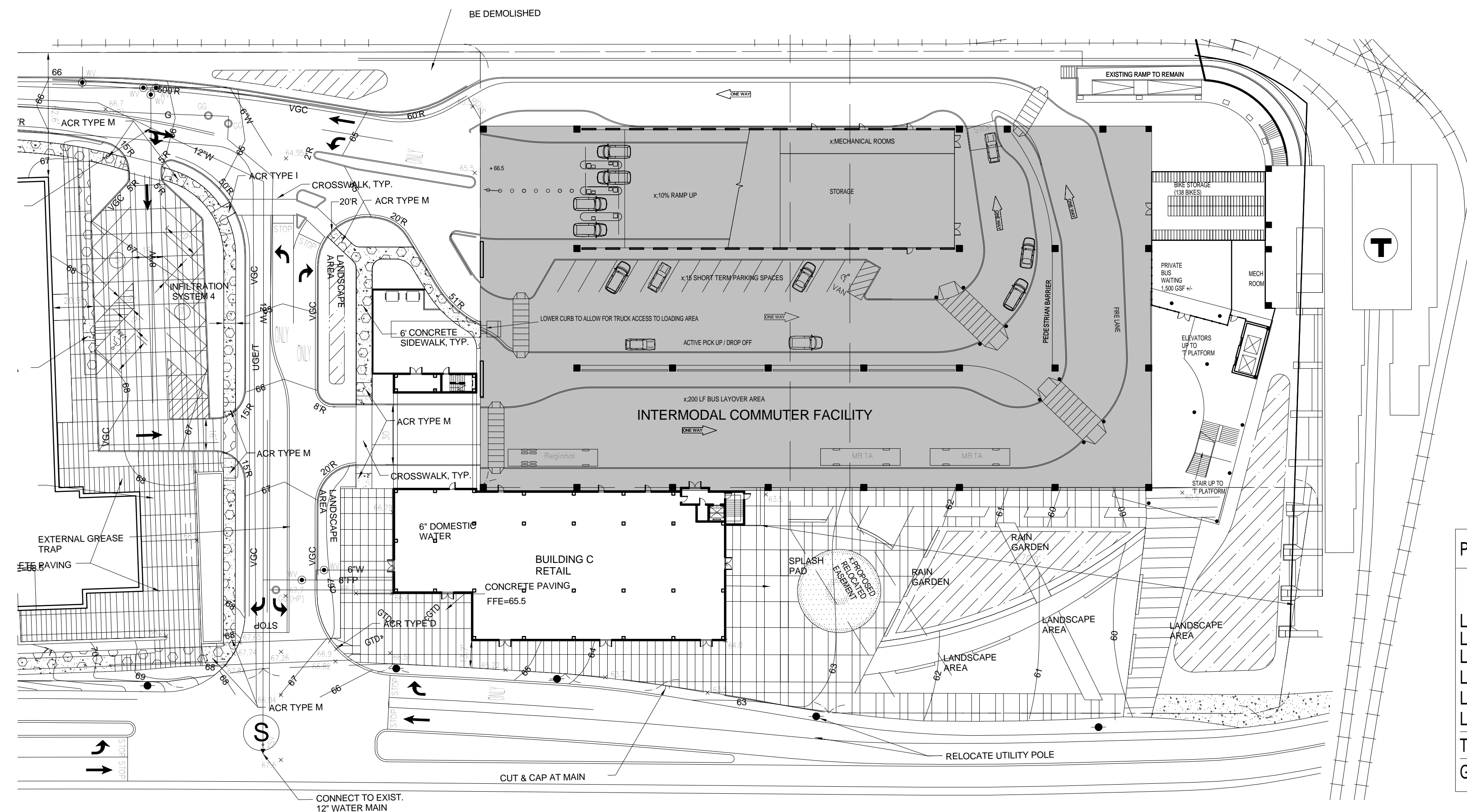
RIVERSIDE MBTA GARAGE



2 MBTA GARAGE - LEVEL 2
1" = 40'-0"

GROVE STREET

INTERMODAL GARAGE
PLATFORM LEVEL



1 MBTA GARAGE - LEVEL 1
1" = 40'-0"

GROVE STREET

PARKING SUMMARY:

	STD.	HC.
LEVEL 6	206	+ 2
LEVEL 5	206	+ 2
LEVEL 4	206	+ 2
LEVEL 3	206	+ 2
LEVEL 2	145	+ 14
LEVEL 1	14	+ 1
TOTAL:	983	+ 23
GRAND TOTAL:	1,005	

ADD Inc
311 SUMMER STREET BOSTON, MA 02110 617.234.3100

ISSUANCES

No.	Description	Date
		11/05/2012

Checked By: _____ Checker

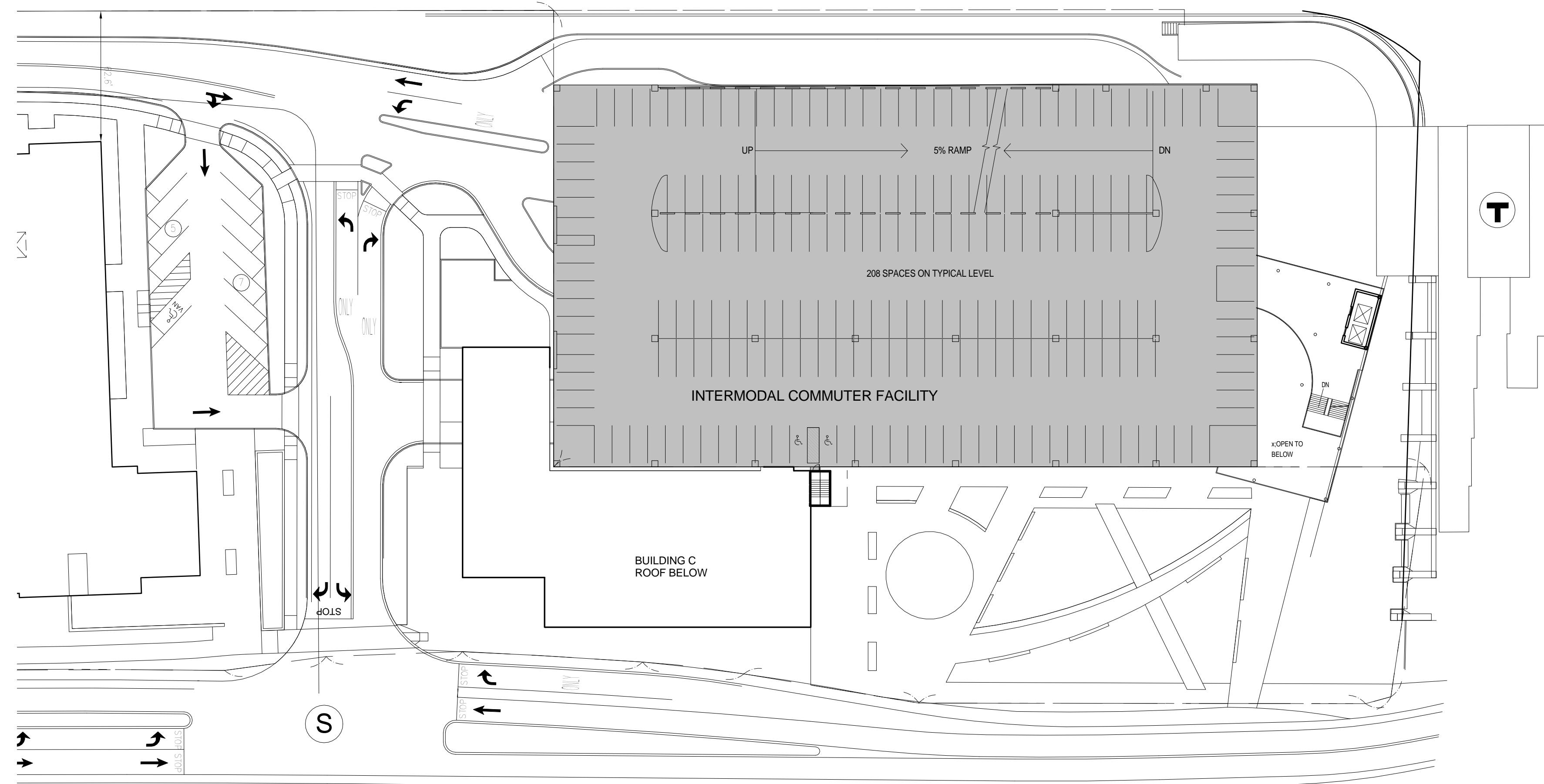
MBTA
GARAGE PLANS
LEVELS 1 & 2

Drawing Scale: 1" = 40'-0"

Job No. 09026.00

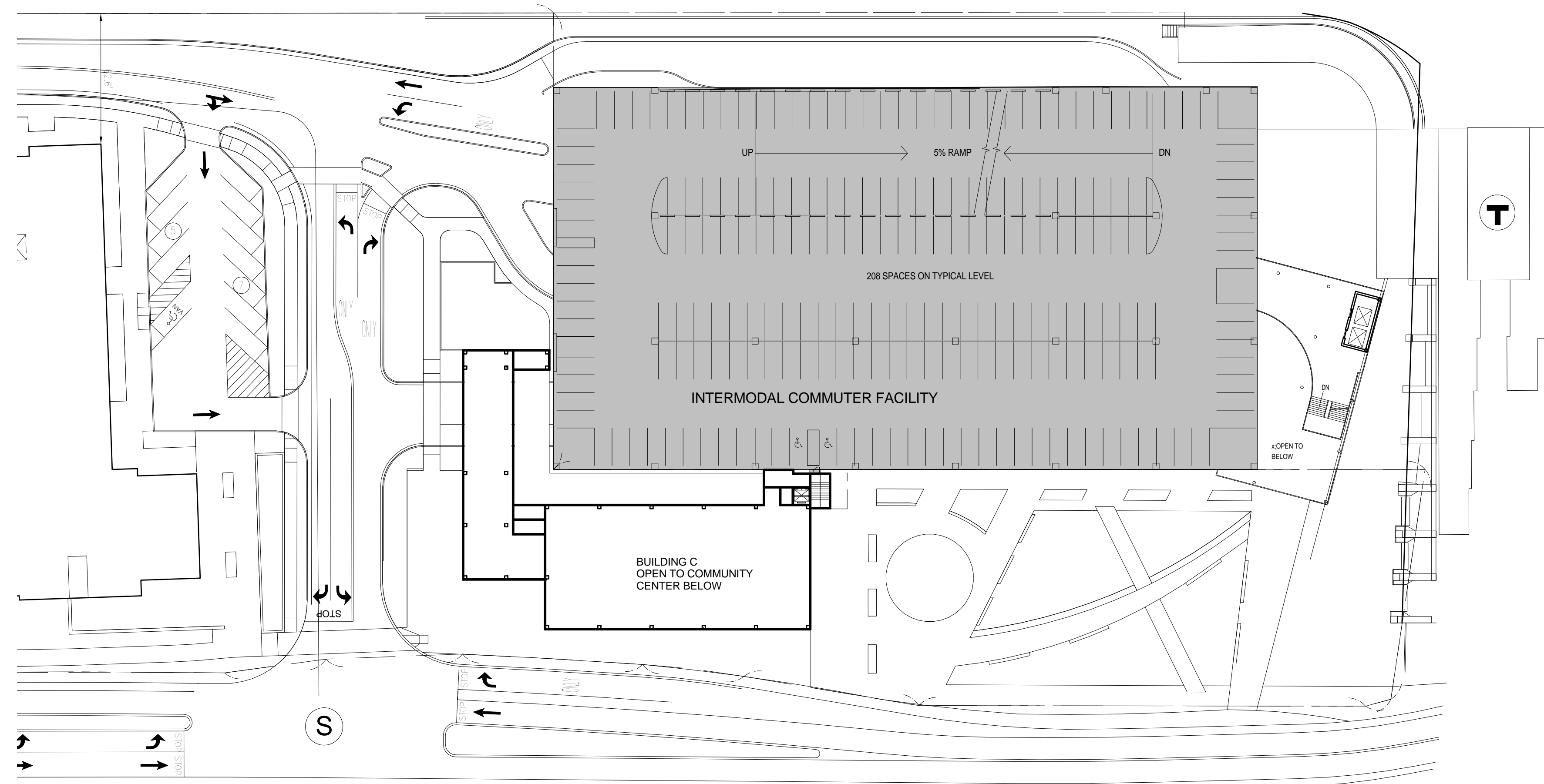
T - 100

RIVERSIDE MBTA GARAGE



2 MBTA GARAGE - LEVEL 4
1" = 40'-0"

GROVE STREET



1 MBTA GARAGE - LEVEL 3
1" = 40'-0"

GROVE STREET



311 SUMMER STREET BOSTON, MA 02210 617.234.3100

ISSUANCES

No.	Description	Date
		11/05/2012

Checked By: _____ Checker

MBTA GARAGE PLANS LEVELS 3 & 4

Drawing Scale: 1" = 40'-0"

Job No. 09026.00

T - 101

MEMORANDUM

RE: The Station at Riverside
Newton, MA

Response to Questions from Alderman at Public Hearing
Response to Additional Material requested per Planning Department Report

From: Shauna Gillies-Smith, Ground Inc.

Date: November 06, 2012

Response to questions of City of Newton Alderman

Below are responses to questions or issues raised by individual Alderman at the public hearing on October 16, 2012, regarding the proposed Station at Riverside Development. The Alderman who raised the issue is identified in parentheses.

- Interconnection of hotel with Riverside (Laredo)

There are direct pedestrian path connections between the Riverside Development and the Indigo Hotel on both the south side of the internal roadway and from the office building. The plan shown at the public hearing shows the path to the Indigo property crossing a surface parking stall; an improved connection would shift that pathway connection to the end of the lower Indigo parking lot. Please see attached Diagram G-1

- Access to overlook (Yates) / Access to Charles River (Fischman)

It is the design and development team's intention to provide a path down to Recreation Road and also another path out to a seating/ picnic area overlooking the Charles River Basin. The path to Recreation Road would descend approximately 21 feet while the overlook would remain at the upper level. It should be noted that while the two paths are intended to be executed by the design and development team, the paths sit on MassDOT and MDC property, and as such their execution would be subject to obtaining approvals from the two governmental agencies. Please see attached Diagram G-1

In addition, and subsequent to the public hearing, the design team has developed a revised pedestrian circulation strategy at the location of the internal roundabout to simplify pedestrian movement. Please see attached Diagram G-2

- More detail needed about interrelationship between retail area and open space with MBTA garage (Laredo)

The open space and the retail both benefit from the movement of people coming and going from the surrounding neighborhoods to the MBTA or waiting for the buses. People will be crossing the park, using the benches, or grabbing coffee or snacks from the retail.

It is intended that the MBTA facility be visually porous at the ground level yet be designed to avoid any dangerous conflicts between pedestrians and vehicles. There are two primary connections between the garage and the open space: the first is at the elevator to the community space and upper garage levels, and the second is at the location of the stair up to the 'T' level. The remainder of the south edge of the MBTA facility will include benches along the edge that to provide seating for the bus users as well as discourage cross movement.

The landscape design reinforces the selective separation of the MBTA facility and the open space with planting beds and trees lining the edge of a pathway along the MBTA façade, and seat walls that define the edge to the children's splash fountain area, providing a physical barrier. See Diagram G-3

The Riverside Station design and development team will continue to work with the MBTA to assure that the design of the intermodal facility enhances the uses, appearance, and safety of the Station at Riverside Development.

- How big is dog run (Albright)

The dog run is currently 780 square feet. Please see attached Diagram G-4.

- How big is community garden (Albright)

The community garden run is currently 700 square feet overall including surrounding planting. There are 9 garden plots that total 280 square feet (approximately 31 feet each). Please see attached Diagram G-4.

Additional Information requested by City of Newton Planning Department

Below are responses to additional information requested per the City of Newton Planning Department Report regarding the public hearing on October 16, 2012, for the proposed Station at Riverside Development.

- Landscaping details along pathway to Charles River overlook

It is the design team's intention to provide a path down to Recreation Road and also another path out to a seating/ picnic area overlooking the Charles River Basin. The path to Recreation Road would descend approximately 21 feet while the overlook would remain at the upper level. It should be noted that while the two paths are intended to be executed by the design and development team, the paths sit on MassDOT and MDC property, and as such their execution would be subject to obtaining approvals from the two governmental agencies.

The specifics of the detailing of the potential pathways will need to be developed in coordination with the MassDOT and MDC. The intention is for the paths have a natural "walk through the woods" character using a material such as stone dust or small gravel for the walking surface. Due to the substantial grade change the path down to Recreation road would not be accessible. The path to the overlook may or may not be able to be made accessible due to the existing rock ledge and grade conditions. If the grades to the overlook can be made to be accessible, a stabilizer could be included with the stone dust to make the surface accessible as well.

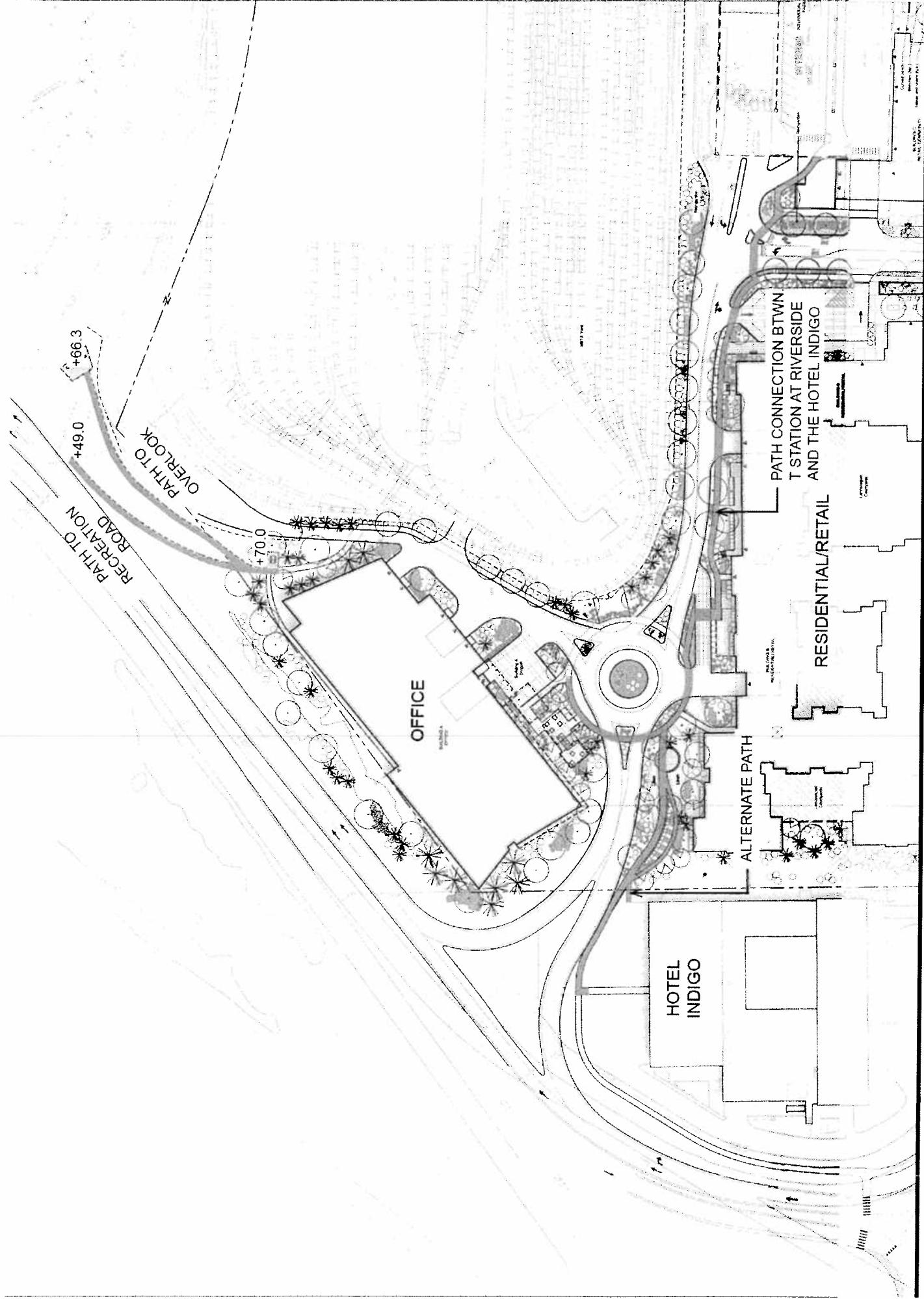
- Tree removal plan

The current MBTA site is predominantly an asphalt surface with tree planting on two edges. There are two areas on the site where there are a number of volunteer trees growing very densely together. The first is located on a steep slope between Grove Street and the current MBTA parking lot on the southwest edge of the site (Area B). The second is located at the northwest edge of the property above a steep slope and adjacent to the MBTA yards (Area D). A small line of intentionally planted trees defines the current edge between the Indigo and MBTA properties. (Area C). Additionally there is an area along Grove Street at the east of the property that contains both intentionally planted and volunteer trees (Area A).

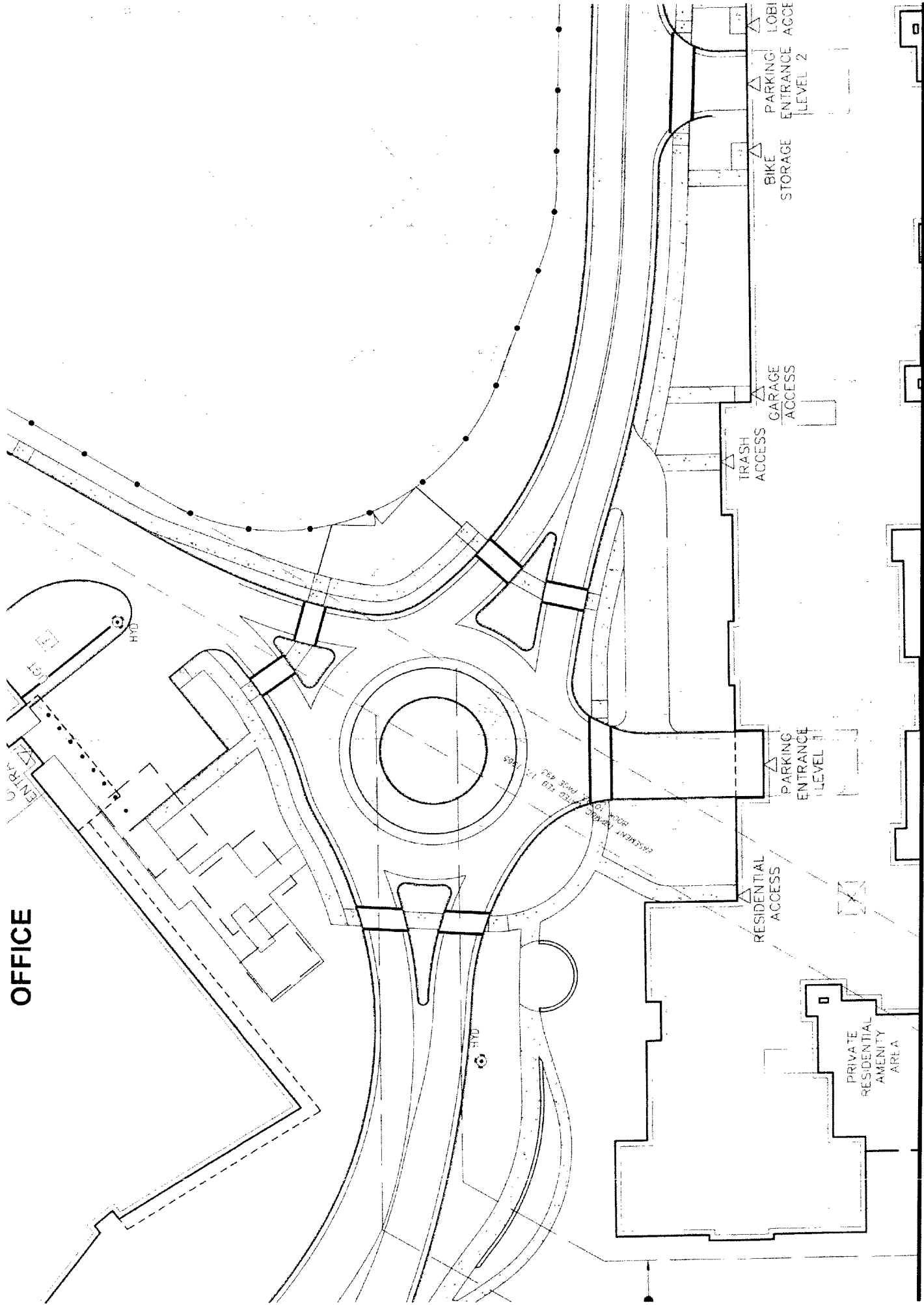
The proposed Station at Riverside plan indicates shade trees, ornamental trees and evergreen trees throughout the site. There are shade trees and ornamental trees planted on either side of the walkway along Grove Street. Shade trees line the internal drives, and both shade and ornamental trees, as well as selective evergreen trees, are planted in all of

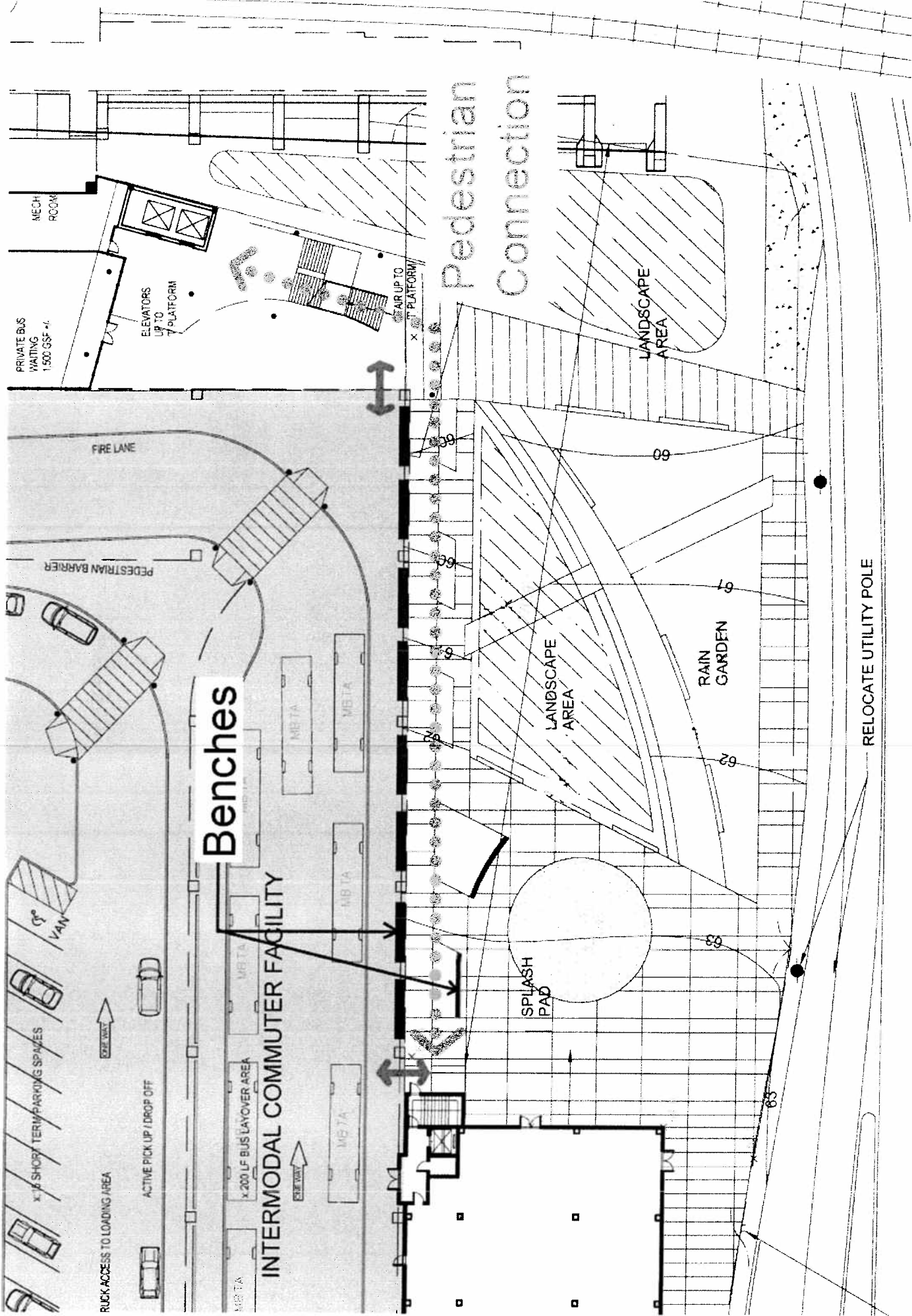
the open spaces. The proposed trees have been spaced to allow for shade and sensory interest as well as for ease of movement, ease of use, and open sight lines for safety.

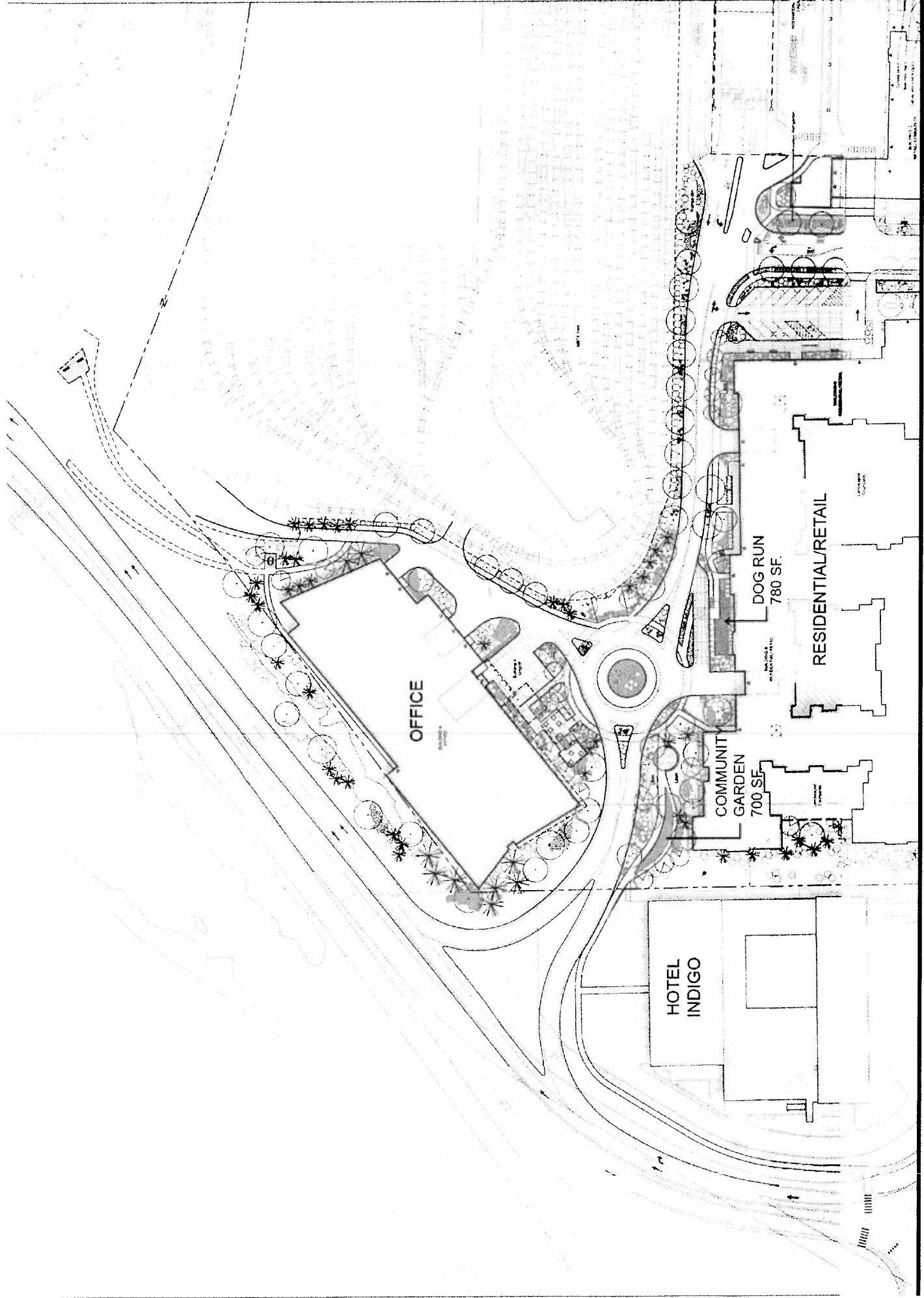
Due to the road realignment, new building footprints and substantial re-grading, all of the trees on the site are currently being proposed to be removed. The total caliper inches of existing trees on the site in these four areas over 8 inches has been estimated at 2096 inches. The total caliper of the proposed trees equals 362 inches. The difference is partially due to the age of the existing trees and substantially due to the density of tree planting in the two existing "thicket-like" areas.



OFFICE







MEMORANDUM

TO: Stephen J. Buchbinder, Esquire
FROM: RKG Associates, Inc.
DATE: November 7, 2012
SUBJECT: Variance Analysis for Education Impacts – Riverside TOD

In response to inquiries from the Newton Aldermen regarding what impacts a 10% variance could have on RKG's estimate for school age children and education impacts from the Riverside TOD project¹ we offer the following:

The RKG report noted a potential for 44 students at the Riverside TOD entering the school system in FY 2016. The annual education costs associated with these students was \$624,800 (or \$14,200/student), which when coupled with the estimated costs to provide municipal services to Riverside TOD result in an annual net positive property tax to the City of Newton of \$482,710, as summarized in Table 1.

As stated in the RKG report, actual student enrollment counts are ever changing and if the number of students at Riverside varied by plus or minus 10% from the report, education costs and net property tax impacts would change accordingly. Whether the actual number of students at the Riverside TOD was 10% greater or 10% less compared to the RKG report, the estimated annual net property tax to the City of Newton remains positive.

Table 1 – Variance Analysis for Education Impacts

Education \$ Variance Analysis for Riverside TOD Impacts	RKG Report	+10% Variance	-10% Variance
Total Students	44	48	40
Williams	31	34	28
Brown	4	4	4
Newton South	9	10	8
Total Property Tax			
Tax	\$1,923,981	\$1,923,981	\$1,923,981
less Municipal \$	(\$816,471)	(\$816,471)	(\$816,471)
less Education \$	(\$624,800)	(\$681,600)	(\$568,000)
	\$482,710	\$425,910	\$539,510
FY 2016 Capacity Over/Under			
Williams	(34)	(3)	0
Brown	(85)	(81)	(81)
Newton South	(32)	(23)	(24)

SOURCE : RKG Associates, Inc. and City of Newton, MA

Additionally, whether a plus or minus 10% variance in the number of students, all schools have excess capacity to absorb these additional students (FY 2016), noting that the estimated 34 Williams students (+10% variance) does bring the school to capacity.

¹ Economic and Fiscal Impact Analysis of the Proposed Riverside Station Transit Oriented Development - Newton, Massachusetts (dated July 14, 2012) prepared by RKG and issued separately.

Attachments

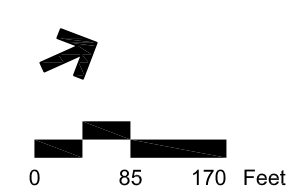
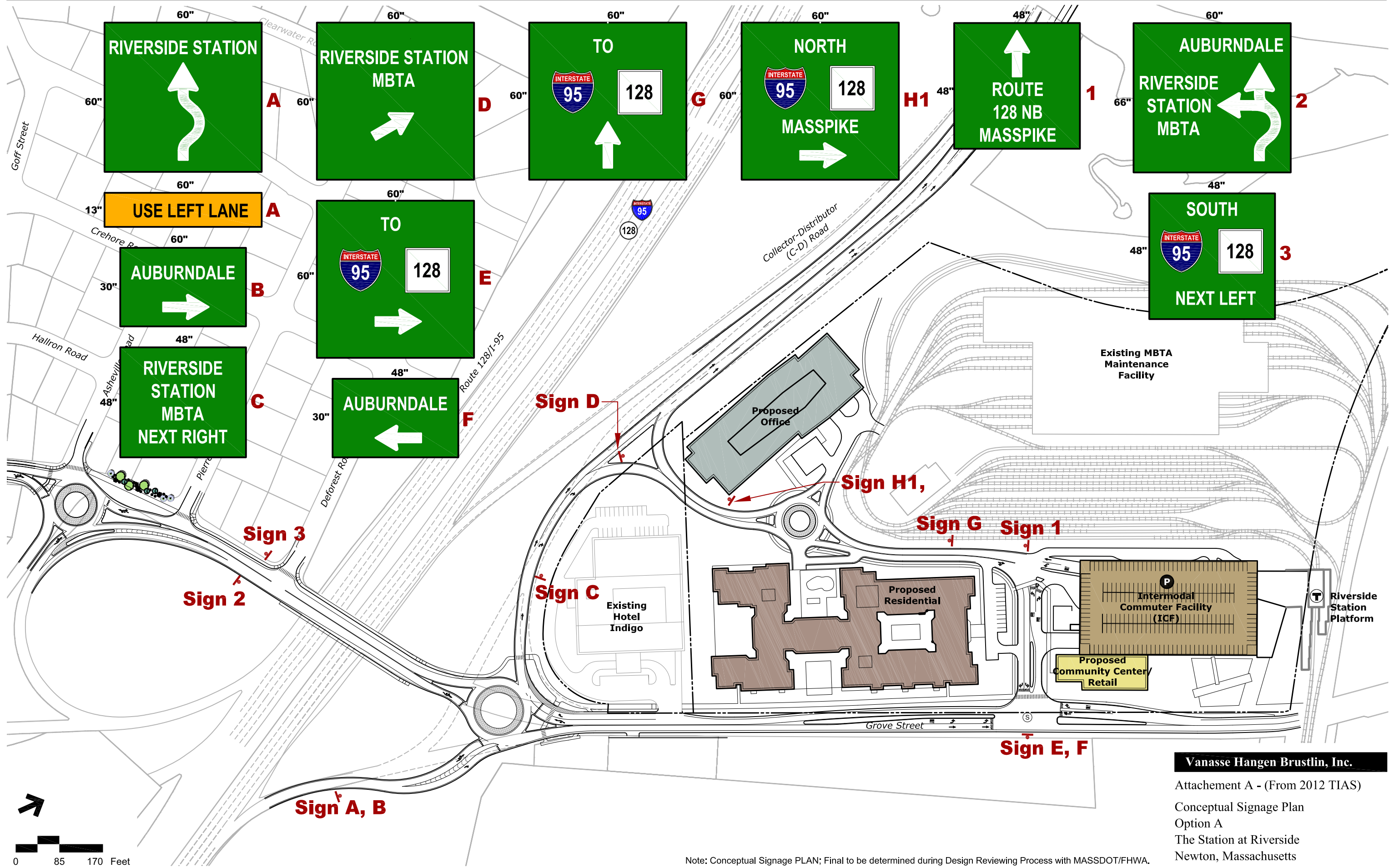
Table 1 Mitigated Intersection Capacity Analysis

Location	2022 Build with Mitigation Conditions Full C-D Road Access (Option B-2)					2022 Build with Mitigation Conditions Full C-D Road Access (Option B-2 – 10 PERCENT INCREASE)					2022 Build with Mitigation Conditions Right-Turn C-D Road Access (Option A)					2022 Build with Mitigation Conditions Right-Turn C-D Road Access (Option A – 10 PERCENT INCREASE)				
	v/c ^a	Delay ^b	LOS ^c	Vehicle Queues 50th ^d 95th ^e		v/c	Delay	LOS	Vehicle Queues 50th 95th		v/c	Delay	LOS	Vehicle Queues 50th 95th		v/c	Delay	LOS	Vehicle Queues 50th 95th	
Grove Street at Riverside MBTA Driveway ^f																				
<i>Weekday Morning</i>																				
Grove Street EB L	0.17	4	A	8	23	0.18	3	A	7	16	0.17	4	A	8	21	0.18	4	A	8	23
Grove Street EB T	0.73	7	A	134	312	0.72	7	A	119	207	0.73	7	A	132	288	0.74	8	A	135	294
Grove Street WB T	0.48	8	A	86	172	0.52	9	A	82	138	0.53	10	A	86	164	0.53	10	A	87	167
Grove Street WB R	0.06	4	A	0	8	0.06	5	A	0	8	0.05	4	A	0	8	0.06	4	A	0	9
MBTA Driveway SB LR	0.30	19	B	49	156	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MBTA Driveway SB L	--	--	--	--	--	0.36	19	B	13	52	0.27	18	B	13	41	0.29	18	B	14	44
MBTA Driveway SB R	--	--	--	--	--	0.03	10	B	0	20	0.07	14	B	0	28	0.07	14	B	0	29
Overall	0.66	8	A	--	--	0.67	7	A	--	--	0.66	9	A	--	--	0.66	9	A	--	--
<i>Weekday Evening</i>																				
Grove Street EB L	0.52	11	B	13	37	0.51	9	A	13	32	0.45	10	B	13	38	0.49	11	B	14	45
Grove Street EB T	0.43	5	A	63	104	0.40	3	A	58	95	0.42	4	A	63	104	0.42	4	A	63	104
Grove Street WB T	0.87	22	C	231	449	0.81	15	B	221	437	0.88	23	C	231	449	0.88	23	C	231	449
Grove Street WB R	0.05	4	A	0	7	0.05	4	A	0	8	0.05	4	A	0	7	0.05	4	A	0	8
MBTA Driveway SB LR	0.72	32	C	60	153	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MBTA Driveway SB L	--	--	--	--	--	0.82	50	D	46	104	0.54	25	C	43	83	0.55	26	C	45	89
MBTA Driveway SB R	--	--	--	--	--	0.07	14	B	0	25	0.55	17	B	68	135	0.60	18	B	77	149
Overall	0.82	16	B	--	--	0.79	13	B	--	--	0.75	15	B	--	--	0.77	16	B	--	--
Grove Street at the Route 128 NB Ramps ^g																				
<i>Weekday Morning</i>																				
Grove Street EB LT	0.58	8	A	--	187	0.59	9	A	--	199	0.60	9	A	--	0	0.62	9	A	--	0
Grove Street WB T	0.62	16	B	--	157	0.64	17	B	--	169	0.82	28	C	--	332	0.86	33	C	--	385
Grove Street WB R	0.13	11	B	--	17	0.14	11	B	--	18	0.15	11	B	--	19	0.15	12	B	--	20
Route 128 NB Off-Ramp LT	0.68	25	C	--	193	0.72	29	C	--	221	0.62	21	C	--	149	0.65	23	C	--	170
Route 128 NB Off-Ramp R	0.60	14	B	--	152	0.60	14	B	--	154	0.54	12	B	--	116	0.54	12	B	--	118
C-D Road SB LR	0.16	8	A	--	24	0.17	8	A	--	26	--	--	--	--	--	--	--	--	--	--
Overall	0.68	13	B	--	--	0.72	14	B	--	--	0.82	16	B	--	--	0.86	17	B	--	--
<i>Weekday Evening</i>																				
Grove Street EB LT	0.31	5	A	--	70	0.32	5	A	--	74	0.33	5	A	--	0	0.35	5	A	--	0
Grove Street WB T	0.71	16	B	--	222	0.72	16	B	--	226	0.95	38	D	--	676	0.97	43	D	--	30
Grove Street WB R	0.36	11	B	--	54	0.36	11	B	--	54	0.42	13	B	--	64	0.42	13	B	--	3
Route 128 NB Off-Ramp LT	0.31	10	A	--	47	0.31	10	A	--	47	0.29	9	A	--	41	0.30	9	A	--	42
Route 128 NB Off-Ramp R	0.43	8	A	--	78	0.43	9	A	--	79	0.42	8	A	--	68	0.42	8	A	--	68
C-D Road SB LR	0.55	20	B	--	114	0.58	21	C	--	128	--	--	--	--	--	--	--	--	--	--
Overall	0.71	12	B	--	--	0.72	12	B	--	--	0.95	20	C	--	--	0.97	22	C	--	--

Table 1 Mitigated Intersection Capacity Analysis (continued)

Location	2022 Build with Mitigation Conditions Full C-D Road Access (Option B-2)					2022 Build with Mitigation Conditions Grove Street Only Access (Option F)					2022 Build with Mitigation Conditions Right-Turn C-D Road Access (Option A)					2022 Build with Mitigation Conditions Right-Turn C-D Road Access (Option A)				
	v/c	Delay	LOS	Vehicle Queues 50th 95th		v/c	Delay	LOS	Vehicle Queues 50th 95th		v/c	Delay	LOS	Vehicle Queues 50th 95th		v/c	Delay	LOS	Vehicle Queues 50th 95th	
Grove Street at the Route 128 SB Ramps^h																				
<i>Weekday Morning</i>																				
Grove Street EB LTR	0.62	13	B	--	146	0.63	13	B	--	152	0.62	13	B	--	146	0.63	13	B	--	152
Grove Street WB LTR	0.45	10	A	--	98	0.45	10	A	--	110	0.45	10	A	--	98	0.45	10	A	--	110
Route 128 SB Ramps NB LT	0.03	14	B	--	4	0.76	19	B	--	245	0.03	14	B	--	4	0.76	19	B	--	245
Asheville Road SB LTR	0.02	13	B	--	2	0.02	13	B	--	3	0.02	13	B	--	2	0.02	13	B	--	3
Overall	0.62	11	B	--	--	0.76	14	B	--	--	0.62	11	B	--	--	0.76	14	B	--	--
<i>Weekday Evening</i>																				
Grove Street EB LTR	0.52	15	B	--	102	0.53	15	B	--	105	0.52	15	B	--	102	0.53	15	B	--	105
Grove Street WB LTR	0.72	10	A	--	268	0.73	10	A	--	281	0.72	10	A	--	268	0.73	10	A	--	281
Route 128 SB Ramps NB LT	0.32	10	A	--	52	0.33	10	A	--	53	0.32	10	A	--	52	0.33	10	A	--	53
Asheville Road SB LTR	0.02	22	C	--	3	0.02	22	C	--	3	0.02	22	C	--	3	0.02	22	C	--	3
Overall	0.72	11	B	--	--	0.73	11	B	--	--	0.72	11	B	--	--	0.73	11	B	--	--
C-D Road at the Proposed Site Driveway																				
<i>Weekday Morning</i>																				
C-D Road NB T	0.11	0	A	--	0	0.11	0	A	--	0										
Site Driveway WB L	0.13	10	B	--	11	0.14	10	B	--	12										
<i>Weekday Evening</i>																				
C-D Road NB T	0.20	0	A	--	0	0.20	0	A	--	0										
Site Driveway WB L	0.38	14	B	--	44	0.40	14	B	--	49										

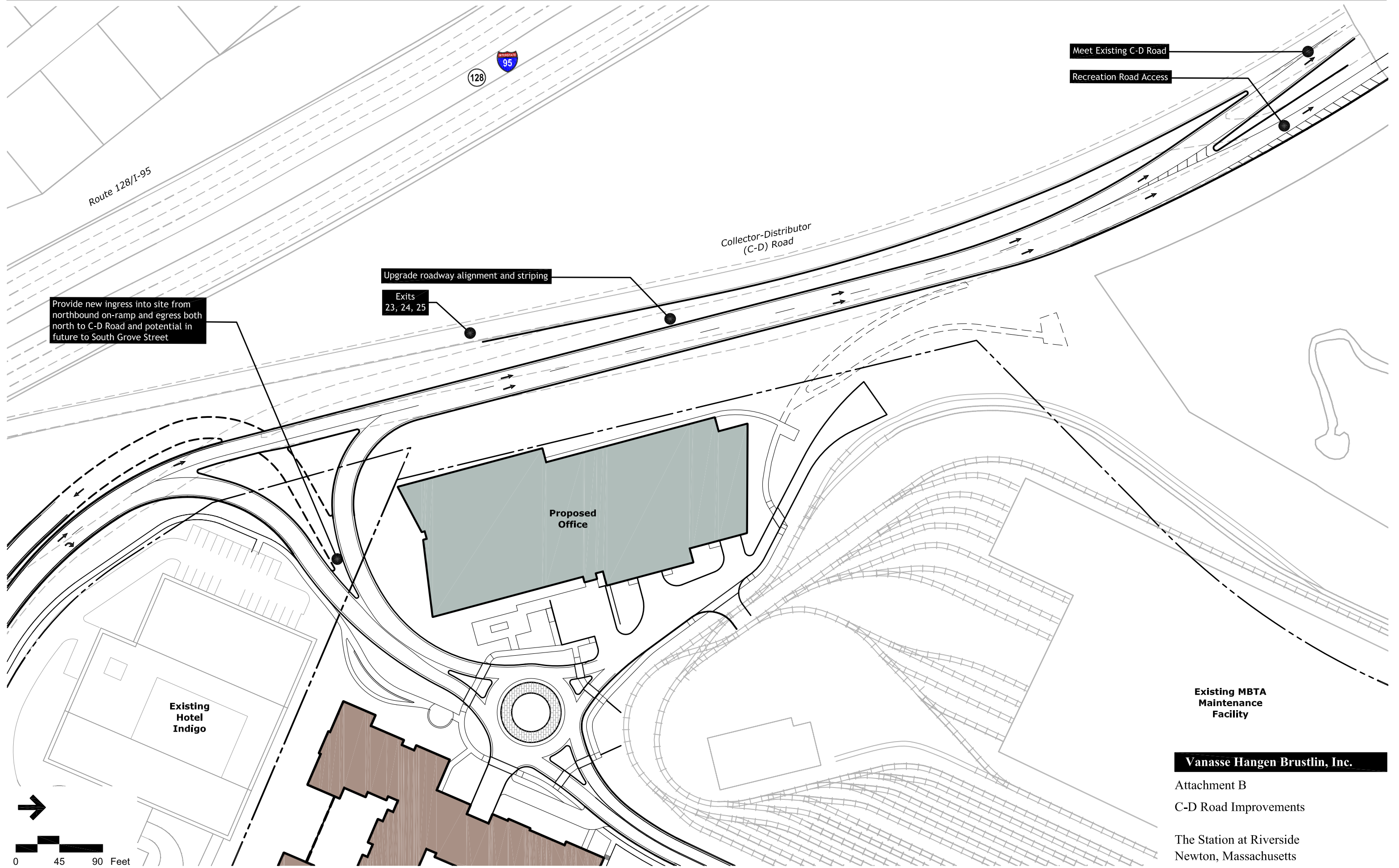
a volume to capacity ratio.
b average delay in seconds per vehicle .
c level of service.
d 50th percentile queue length, measured in feet.
e 95th percentile queue length, measured in feet.
f Grove Street at the Riverside MBTA Driveway is proposed to be signalized under 2022 Build with Mitigation conditions.
g Grove Street at the Route 128 Northbound ramps is proposed to be reconstructed as a roundabout under 2022 Build with Mitigation conditions.
h Grove Street at the Route 128 Southbound ramps is proposed to be reconstructed as a roundabout under 2022 Build with Mitigation conditions.



Vanasse Hangen Brustlin, Inc.

Attachement A - (From 2012 TIAS)
Conceptual Signage Plan
Option A
The Station at Riverside
Newton, Massachusetts

Note: Conceptual Signage PLAN; Final to be determined during Design Reviewing Process with MASSDOT/FHWA.



Provide new ingress into site from northbound on-ramp and egress both north to C-D Road and potential in future to South Grove Street

Upgrade roadway alignment and striping

Exits
23, 24, 25

Meet Existing C-D Road

Recreation Road Access

Proposed
Office

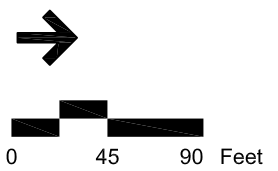
Existing
Hotel
Indigo

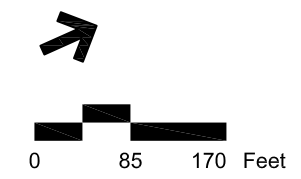
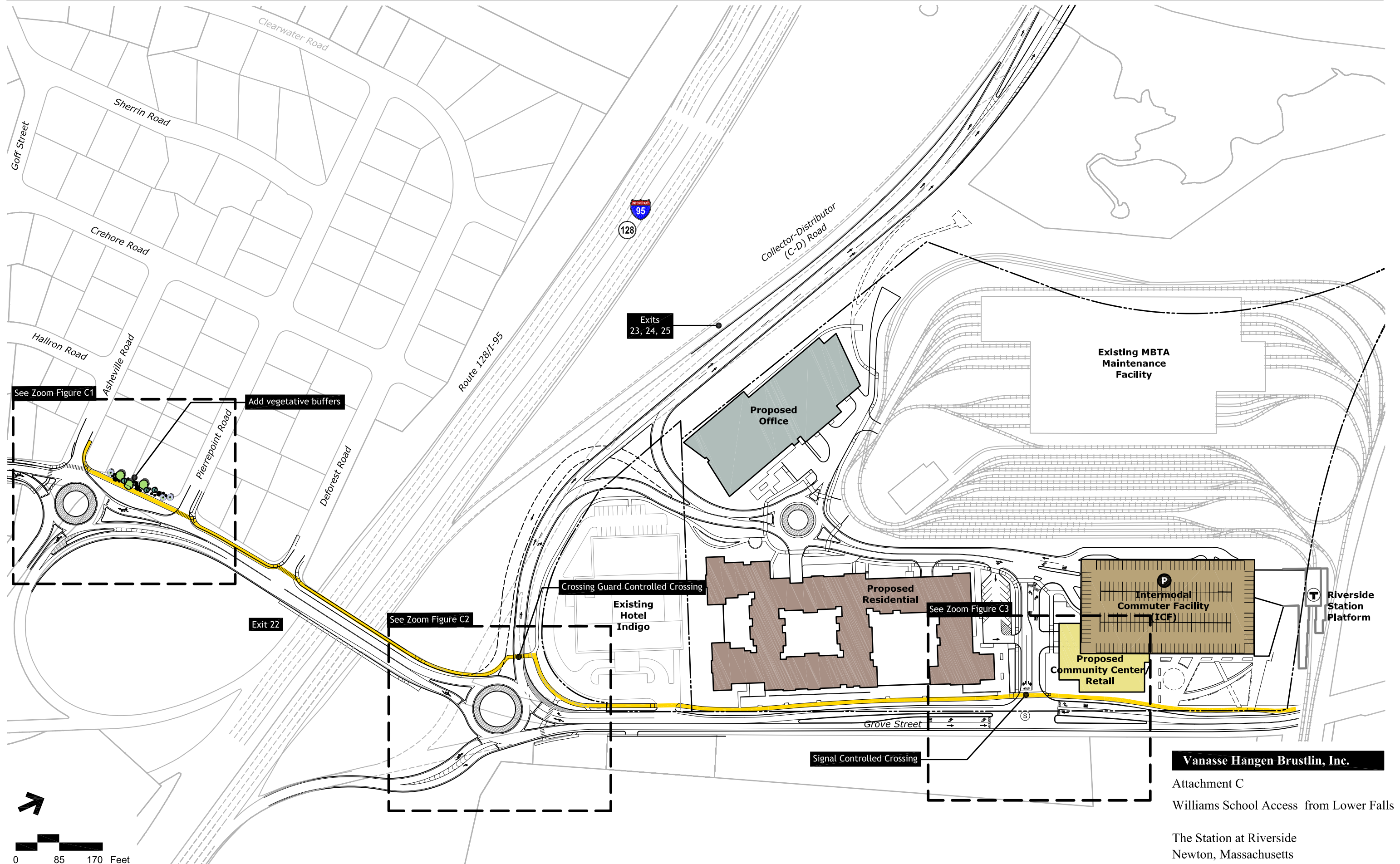
Existing MBTA
Maintenance
Facility

Vanasse Hangen Brustlin, Inc.

Attachment B
C-D Road Improvements

The Station at Riverside
Newton, Massachusetts

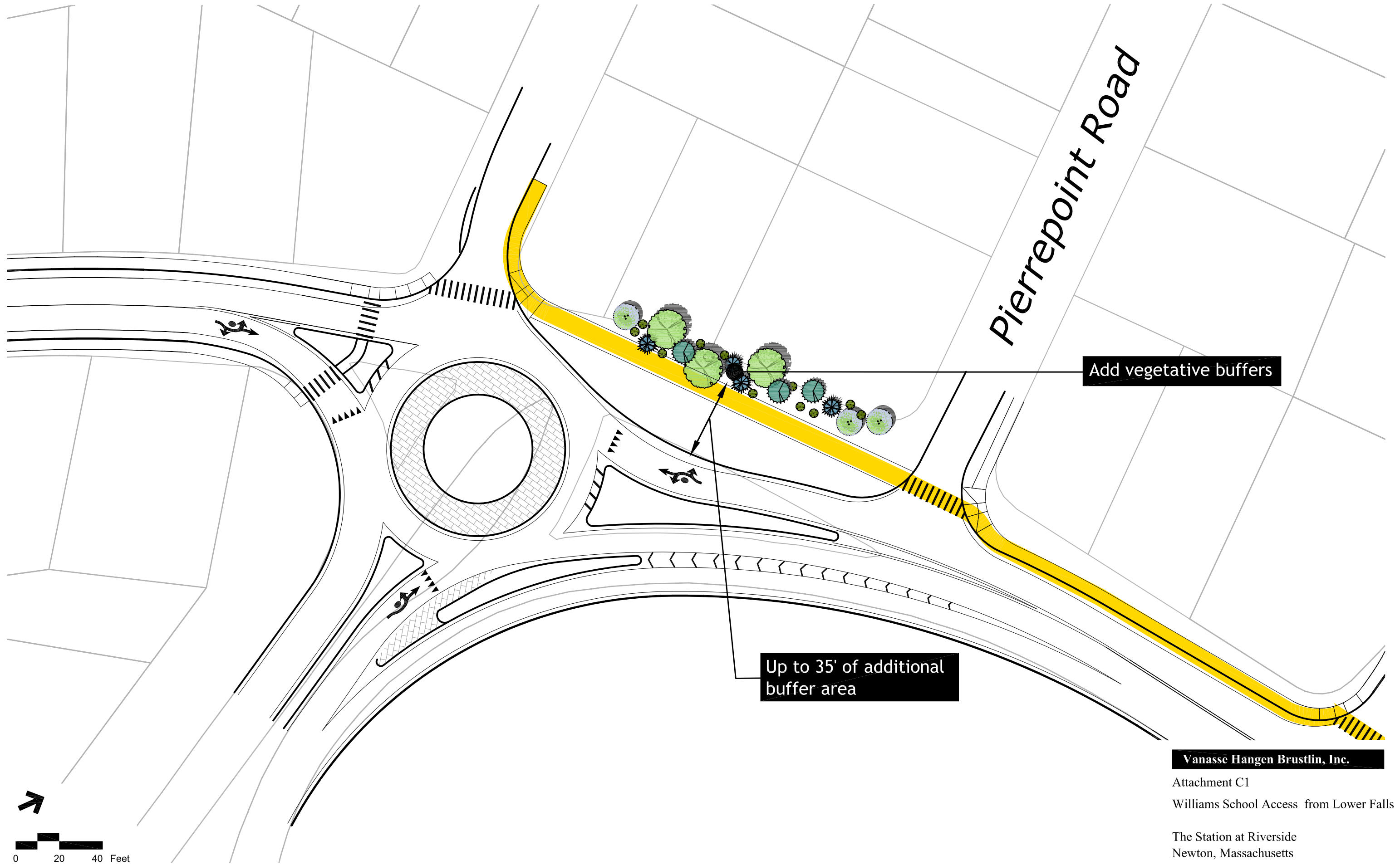




Vanasse Hangen Brustlin, Inc.

Attachment C
Williams School Access from Lower Falls

The Station at Riverside
Newton, Massachusetts



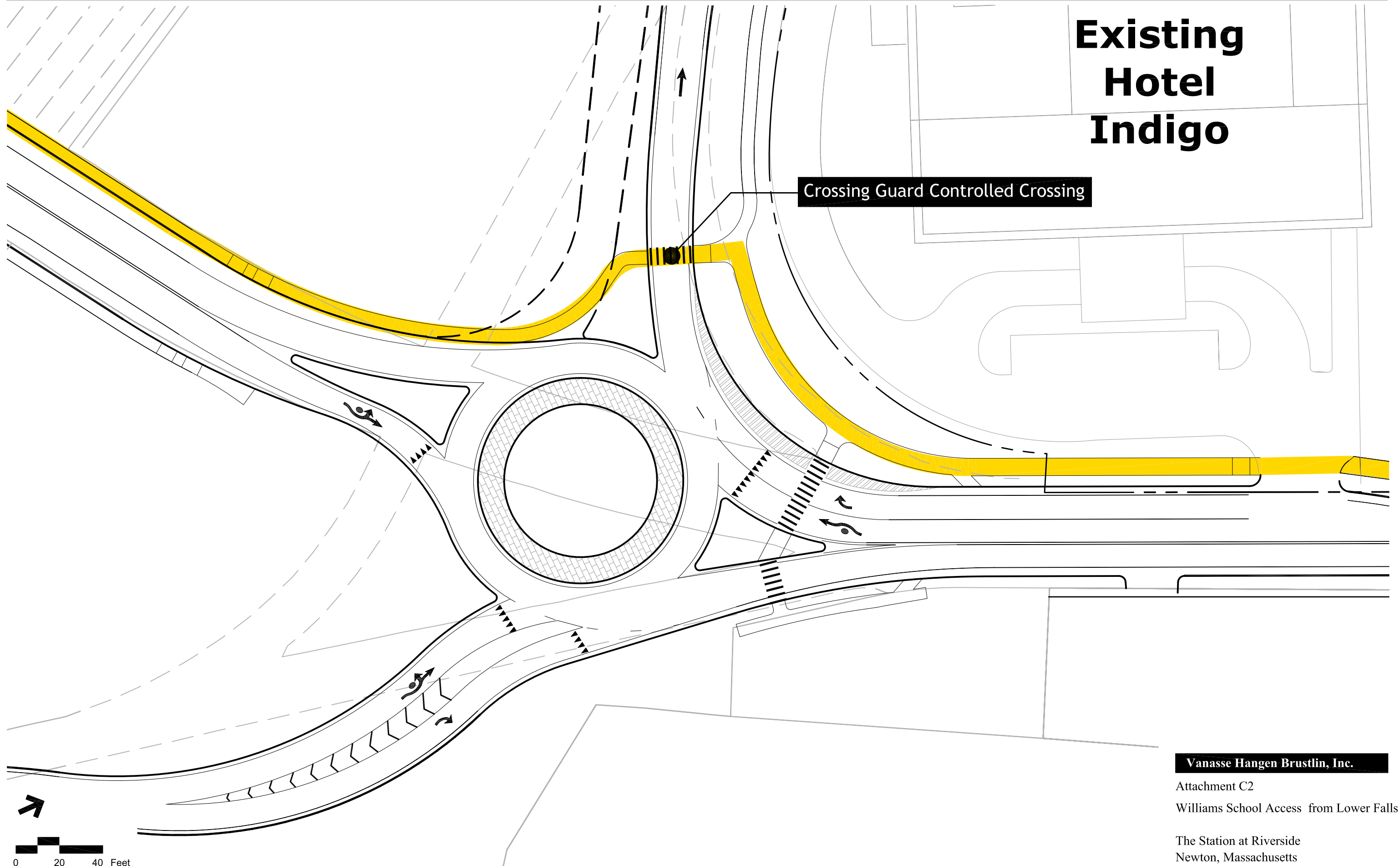
Add vegetative buffers

Up to 35' of additional buffer area

Vanasse Hangen Brustlin, Inc.

Attachment C1
Williams School Access from Lower Falls

The Station at Riverside
Newton, Massachusetts



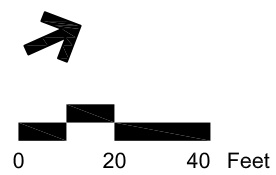
Existing Hotel Indigo

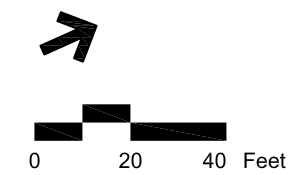
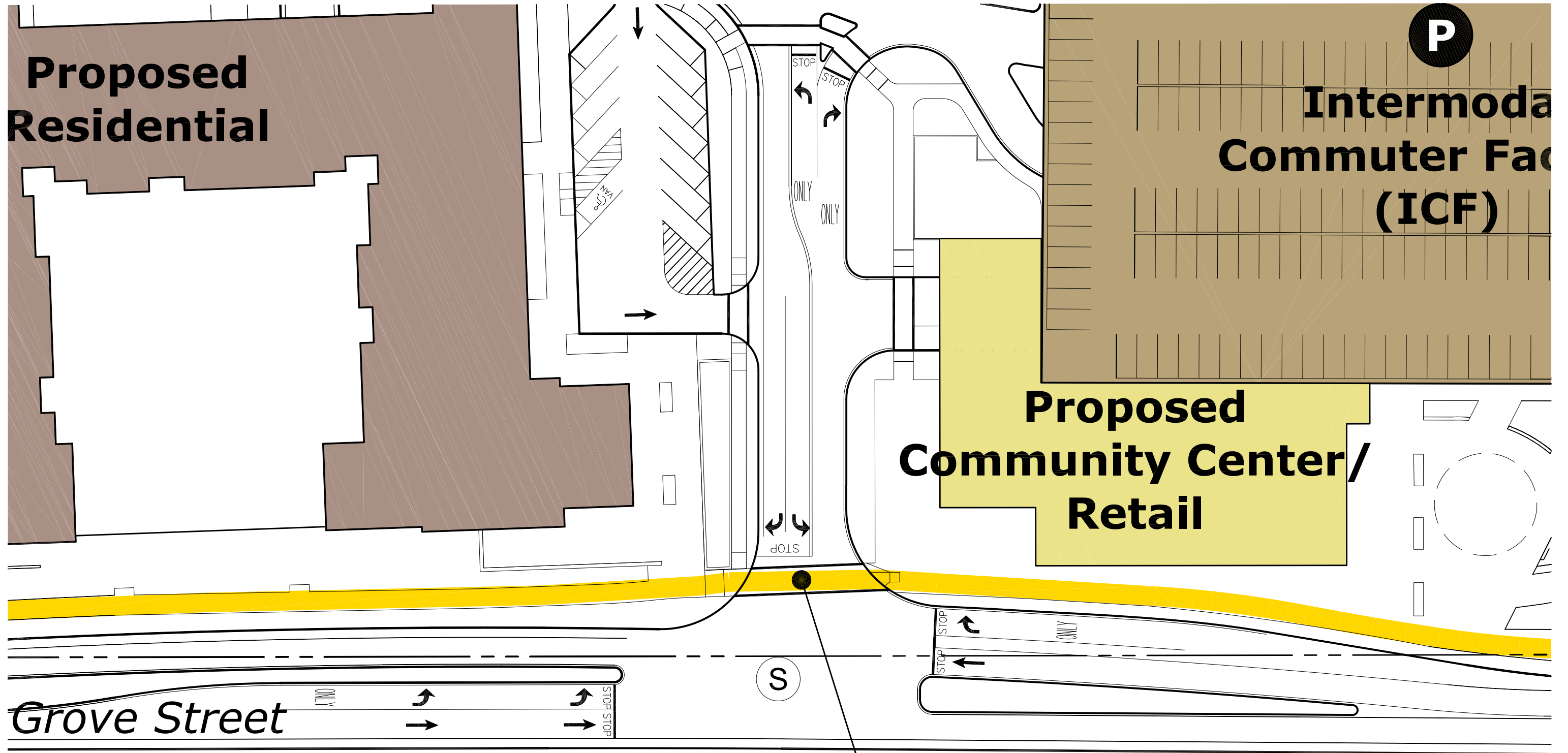
Crossing Guard Controlled Crossing

Vanasse Hangen Brustlin, Inc.

Attachment C2
Williams School Access from Lower Falls

The Station at Riverside
Newton, Massachusetts





Vanasse Hangen Brustlin, Inc.

Attachment C3
Williams School Access from Lower Falls

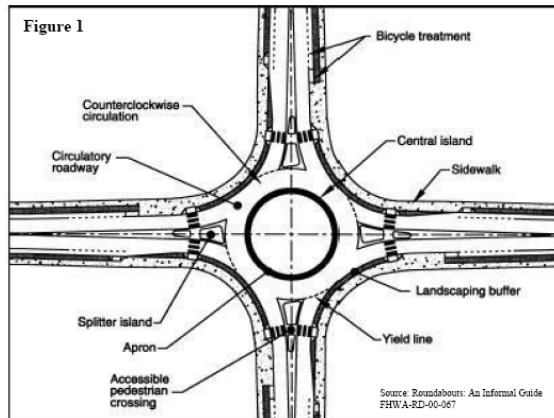
The Station at Riverside
Newton, Massachusetts

Roundabout Fact Sheet

What is a Roundabout?

A Roundabout is generally a circular shaped intersection where traffic travels in a counterclockwise direction around a center island. Vehicles entering the circulating roadway must yield to vehicles already circulating. Roundabouts have specific design elements that require vehicles to approach and proceed through the intersection at slow speeds, increasing safety and efficiency.

Figure 1 below shows all the features that are included in a typical single lane Roundabout.



Roundabouts are not rotaries or larger traffic circles. Key differences include

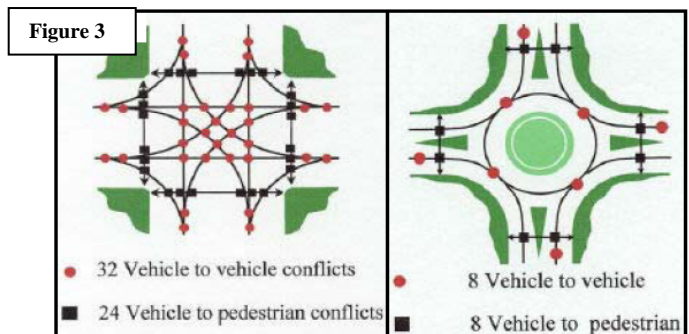
1. All roundabouts force the entering driver to alter the vehicle path around a central island. Rotaries/traffic circles were designed by providing a weaving length between entry and exit points.
2. Roundabouts are typically much smaller than rotaries/traffic circles, varying in size from 70 feet to 300 feet in diameter. Figure 2 below is a picture of an existing rotary being converted to a roundabout.



Benefits

Roundabouts can be alternatives to traffic signals and stop signs to control traffic at intersections. In many cases, they have several advantages over signals and stop signs, including:

- Fewer accidents and injury crashes
 - 37 percent reduction for all crashes and 51 percent reduction for injury crashes.
- Increased pedestrian safety.
 - 89 percent reduction for all pedestrian injury crashes.
- Fewer Vehicle to Vehicle and Vehicle to Pedestrian Conflict points. See Figure 3.



- Reduced vehicle speeds
 - A properly designed roundabout will reduce vehicle speeds 10 to 20 mph depending on approach speed.
- Eliminates “Lost Time” inherent to traffic signals
- Traffic capacity increases 30-50% over traffic signals
- Reduced vehicle delay and fuel consumption
- Improved air quality by reduced idling
- Reduced electricity usage (by removing existing traffic signal) therefore less cost to the city
- Reduced road noise
- Sustainable, lower maintenance cost than traffic signals
- Aesthetically pleasing improvement, see Figure 4.



When I first heard it was going in, I thought, “That’s crazy; that will never work”... Now, traffic keeps moving all of the time, I’ve changed my mind 180 degrees.” - Bellevue, WA



October 30, 2012

Jack Englert
Criterion Development Partners
160 Trapelo Road, Suite 280
Waltham, MA 02451

Re: DHCD's Subsidized Housing Inventory

Jack:

I discussed the concern raised at the Newton Housing Partnership meeting about “family” housing in the Regulatory Agreement and whether or not 1 bedroom units counted on the Subsidized Housing Inventory with Toni Hall at DHCD and she pointed out that if I read the full paragraph where that sentence is contained on page 2 of the LIP Regulatory Agreement and turned the page to the top of page 3, I would see the words, “or individual”, meaning that studio or 1BR units occupied by an individual also can count on the SHI. The chart in the 40B regulations also shows that an affordable mix of units can contain 1BR units, so there is, and has been, no issue with counting studio and 1BR units on the SHI (regardless of the number of persons in those units).

Bob Engler



November 9, 2012

Vanasse Hangen Brustlin, Inc.

Ref: 10865.02

Mr. Stephen Buchbinder
Schlesinger and Buchbinder
1200 Walnut Street
Newton, MA 02461-1267

Re: The Station at Riverside

Dear Steve:

As requested, VHB has prepared responses to comments made by the Planning Board on two specific transportation-related topics: (1) Details of the proposed Transportation Demand Management program for The Station at Riverside; and (2) Discussion of proposed bicycle accommodations along Grove Street.

Transportation Demand Management

The goal of the Transportation Demand Management (TDM) plan is to reduce the Project's overall traffic impact through the implementation of measures that are aimed at affecting the demand side of the transportation equation, rather than the supply side. By their very nature, TDM programs attempt to change people's behavior, and to be successful, they must rely on incentives or disincentives to make these shifts in behavior attractive to the commuter or retail customer.¹ TDM programs are designed to maximize the people-moving capability of the existing transportation infrastructure by increasing the number of persons in a vehicle, providing and/or encouraging the use of alternate modes of travel, or influencing the time of, or need to, travel.

¹ Implementing Effective Travel Demand Management Measures: Inventory of Measures and Synthesis of Experience, prepared by Comsis Corporation and the Institute of Transportation Engineers, for the U.S. Department of Transportation, DOT-T-94-02, September, 1993, p. I-1.

The term TDM encompasses both alternatives to driving alone and the techniques or supporting strategies that encourage the use of these alternativesⁱⁱ TDM alternatives to driving alone include carpools and vanpools, public and private transit, and non-motorized travel, including bicycling and walking. TDM alternatives can also influence when trips are made. For example, alternative work hours (compressed work weeks, flextime, and telecommuting) can affect what time of day trips are made, or if trips occur at all on certain days. On an area-wide basis, the provision of park and ride facilities and transit services can also provide a competitive alternative to drive-alone commuting. TDM strategies are the supporting measures that encourage the use of alternatives to driving alone. TDM strategies include financial incentives, time incentives, the provision of new or enhanced commuter services, dissemination of information, and marketing alternative services. TDM strategies include all the incentives and disincentives that increase the likelihood for people to change their existing travel behavior.



Transportation Demand Management Program

The Proponent is committed to implementing an extensive TDM program. The site's mix of uses and proximity to transit opportunities will help promote alternative modes of travel and reduce the number of cars traveling to the site. The following initiatives are proposed by the Proponent and are described in further detail in the following pages:

- Commitment to membership in the 128 Business Council
- Provide an on-site direct connection to MBTA platform from the office and residential uses
- Provide a TDM coordinator on site
- Provide comprehensive commuter information on the site
- Promote carpool/rideshare programs
- Promote guaranteed ride home programs
- Promote alternate transportation modes
- Facilitate bicycle and pedestrian travel

ⁱⁱ Implementing Effective Travel Demand Management Measures: Inventory of Measures and Synthesis of Experience, prepared by Comsis Corporation and The Institute of Transportation Engineers, for the U.S. Department of Transportation, DOT-T-94-02, September, 1993, P. 1-2.



General TDM Measures

TDM Coordinator

A TDM coordinator will be appointed or hired to oversee site-related transportation demand management. The person (or persons) in this role will coordinate with other parties within the site area to help alleviate the reliance on single-occupant motor-vehicle travel to the site. To that end, the TDM measures identified in the following section will be implemented under the direction and supervision of this person. The duties of the TDM Coordinator will include, but not be limited to: disseminating information on alternate modes of transportation and developing related marketing materials; developing and implementing appropriate TDM measures; and monitoring the effectiveness of those measures.

Commuter Information

The TDM coordinator will provide central commuter information centers within the buildings on site to assist employees and visitors. These locations could include the lobby of the office buildings, the entrance of retail facilities, common areas, and locations that have high visibility to customers and employees. Available information will include schedules for the MBTA bus and train routes. Specific measures to promote ridership are also noted below for specific uses.

Facilitate Bicycle and Pedestrian Travel

Travel to the site by biking or walking will be promoted by the Proponent or prospective tenants through the provision of convenient bicycle and pedestrian amenities. Bike racks will be provided throughout the site at locations in the vicinity of various buildings within the overall redevelopment. In addition, an extensive bike storage area will be provided on the first floor of the Intermodal Commuter Facility. The number of spaces will be refined based on input from the Board of Alderman and the Planning Department. Due to the site's proximity to residential neighborhoods, walking to/from and within the site will be encouraged by the provision of a pedestrian-friendly site layout, which features an extensive network of sidewalks and crosswalks at key points both within the site and connecting to the existing pedestrian network. As part of the Project, the proposed improvements are also tied into a vast on-site pedestrian network via sidewalk along the site frontage and connections to the existing sidewalk across the Grove Street Bridge over Route 128, and into in the Lower Falls area. As mentioned previously, the proposed roundabouts at the Route 128 ramp terminals will also enhance the pedestrian safety in this area by slowing vehicles down on Grove Street. In addition, roundabouts are well known for improving the safety of roadway crossings,



which is important in this area with adjacent residential neighborhoods and nearby schools. The on-site pedestrian network will also provide a connection to the existing access points to the Charles River.

Specific TDM Measures

The TDM coordinator will encourage employers within the site to implement all possible and practical TDM measures. As not every TDM program will be suitable for every type of employer, such as telecommuting or flexible work hours, the coordinator will offer technical assistance to individual tenant employers to evaluate potential programs and to implement them when appropriate. Potential employer-based TDM measures may include the following:

- Provide flexible hours so that employees have the option of commuting outside the peak traffic periods. Similar benefits can also be realized through staggered work hours so that employee trips occur over a broader period and thereby reduce peak hour demands.
- Massachusetts' employers have the ability to finance the cost of their employees' parking, transit or vanpool expenses. These benefits are not considered taxable income for the employee, and employers may write off these costs as a transportation expense. Alternatively, employees may use pre-tax dollars for the purchase of transit passes, pay vanpool fares, and to cover qualified parking costs.
- Consider telecommuting options.
- Hold promotional events for bikers and walkers.
- Provide incentives for bicycle and HOV commuting.
- Prioritize local hiring.
- Offer direct deposit to employees.
- Provide a guaranteed ride home program to eliminate an often-cited deterrent to carpool and vanpool participation.
- Sponsor vanpools and subsidize expenses.
- Provide preferential carpool and vanpool parking within the parking garages and spaces near office building entrances as a convenience to participants and to promote ridesharing.
- Provide subsidies to employees who purchase monthly or multiple trip transit passes.



Bicycle Accommodations on Grove Street

As currently proposed in the February 2012 Traffic Impact and Access Study, the improvements along Grove Street would provide 4-foot bike accommodations on both sides of Grove Street between the Grove Street Bridge and the Green Line train trestle. On the Grove Street Bridge, bike accommodations would widen out to 8 feet on both sides with 5-foot sidewalks on both sides as well. At numerous public meetings, City officials and residents have asked questions about whether or not the Grove Street cross section on the bridge could be modified to provide a variety of pedestrian and bicycle accommodations. Given the current width of the bridge, there are certainly opportunities to provide different treatments within the area that exists. The Proponent will continue to work with the City throughout this process to refine the bridge cross section as necessary.

The primary reason for proposing 4-foot bicycle accommodation along Grove Street between Route 128 and the train trestle is that throughout the project, there has been a consistent message from the City and the residents that they want to minimize roadway widening on in this area. There is an opportunity, if desired, to provide a 5-foot bike lane for the majority of this section of Grove Street, but some constraints may exist in the area of the state highway layout at the Route 128 Northbound Ramps as well as the train trestle. Again, the Proponent will continue to work with the City throughout this process to modify the lane widths and bicycle accommodations where it is feasible and desirable to do so.

If you need any additional information, please feel free to give us a call.

Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.



Matt Kealey, P.E., PTOE
Project Manager



CONSTRUCTION PERIOD IMPACTS

Overview

This following is a general overview of the Project Construction schedule and sequencing and identifies steps that will be taken during construction to minimize potential temporary environmental impacts related to the demolition and construction phase of the Project. More specifically, it also identifies the steps that will be taken to minimize impacts related to noise, air quality (dust), wetlands, water quality and construction related traffic. Careful consideration has been given to developing plans to minimize construction phase impacts – specifically to pedestrian access and safety, potential impacts to the local neighborhoods and protection of the Charles River Watershed.

Generally, measures to reduce construction period impacts include controlling erosion and sedimentation, controlling dust, machinery air emissions and noise, properly managing construction related truck traffic and protection of pedestrians. Additionally, a Construction Management Plan (CMP) will be developed with input from the appropriate MBTA, State and local agencies. Guided by considerable input from the selected general contractor, the CMP will include detailed information on construction activities, specific construction mitigation measures, and construction materials and access and staging plans to minimize impacts to patrons, abutters and the local community. The CMP will define truck routes that will help in minimizing the impact of trucks on local streets. Barricades, walkways, lighting and signage will be identified to address public safety throughout the construction period.



Construction Timeline

The Project schedule and sequencing plan have been carefully planned and coordinated with existing MBTA facilities to minimize construction impacts and efficiently complete the proposed improvements. As noted above, careful attention must be paid to the construction sequencing of the site improvements and individual buildings due to the unique nature of the Project Site as an active MBTA commuter facility. The construction phase of the Project will proceed in a manner that protects the adjacent resource areas, minimizes site erosion, and provides safe working conditions for the contractor.

The project will be broken down into phases for both the onsite construction of the Buildings / Structures and the offsite roadway improvements. Below is a brief summary of the phases and current timeline assumptions:

Phase 1 – Intermodal Commuter Facility replacement parking garage will commence in August 2013 and be completed in November 2014.

During Phase 1 the Offsite Roadway improvements at the existing entry to the site will also begin. This work will include the widening and signalization at this entry. The work is scheduled to be completed in a 6 -8 month timeframe. March 2014 to November 2014.

The Proponent has been working closely with the MBTA to establish an Access / Construction Staging plan during Phase 1 to allow the MBTA commuter operations to continue with minimal disruption. The attached Construction Staging plan outlines how the MBTA bus circulation, commuter parking and pedestrian access will be maintained. During this phase the current 960 commuter spaces will be reduced to approximately 625 spaces. The buses will be rerouted on site to allow pick-up / drop/off of passengers.

In terms of construction access during Phase 1 in order to limit the potential for any construction vehicle traffic on local roadways, all contractors will be required to access the property by means of the Grove Street interchange. At this time, the Proponent is considering to provide a new dedicated construction access from the existing Recreation Road. This option is intended to further limit the amount of construction traffic on Grove Street and is subject to MassDOT and FHWA approval. This secondary construction access would be constructed prior to any work on site. Refer to attached Construction Staging plan for location.

Phase 2 – Remaining Build-out consisting of Residential Building B & Office Building A. The duration of construction for these two phases would be roughly 24 months and could potentially run concurrent. Jan. 2015 – Dec. 2016 subject to market conditions.

During Phase 2 the balance of the Offsite Roadway improvements at the two Grove St. roundabouts and the new access to the site off the CD road will also be completed at this time. The work is scheduled to be completed in a 12 month timeframe. July 2015 - June 2016.



Construction Hours

Construction of the Project will conform to all local, state, and federal laws and employ reasonable means to minimize inconvenience to residents in the general area. Exterior construction of the Project will occur predominantly during daytime hours no earlier than 8:00 AM and no later than 7:00 PM on any weekday, except for certain operations such as concrete finishing and emergency repairs. On Saturdays, exterior construction will occur no earlier than 8:00 AM and no later than 5:00 PM, with the same exceptions. The Building Inspector may allow longer hours of construction

under special circumstances, if a written request is provided to the Building Inspector in advance (except in emergencies). There shall be no exterior construction on Sunday or any state or federal legal holiday.

Air Quality Emissions

Dust generated from earthwork and other construction activities will be controlled by spraying with water. If necessary, other dust suppression methods will be implemented to ensure minimization of the off-site transport of dust. There also will be regular sweeping of the pavement of adjacent roadway surfaces during the construction period to minimize the potential for vehicular traffic to kick up dust and particulate matter.

All contractors will be required to adhere to all applicable regulations regarding control of dust and emissions. This will include, but not be limited to, maintenance of all motor vehicles, machinery, and equipment associated with construction activities and proper fitting of equipment with mufflers or other regulatory-required emissions control devices. The Proponent will require that the machinery of the contractor hired and the machinery of other sub-contractors hired to perform site work will utilize Low Sulfur Diesel (LSD) fuel or Ultra-Low Sulfur Diesel (ULSD) fuel in off-road construction equipment.

The construction process typically involves operations that may introduce two main types of air emissions: dust and vehicle exhaust. Clearing of vegetation, earthwork, blasting/excavation, and demolition activities provide the potential for release of fugitive dust emissions. The use and operation of construction vehicles and equipment provides the potential for increases of motor vehicle engine emissions. Blasting and/or rock crushing will be carried out in accordance with all federal, state and local blasting permit practices. No perchlorate containing explosives will be utilized.

Dust will be controlled using wetting agents, as necessary and the direct transfer of excavated soil into covered trucks will greatly diminish the potential for soil migration. If necessary, other dust suppression methods will be implemented to ensure minimization of the off-site transport of dust. There also will be regular sweeping of the pavement of adjacent roadway surfaces during the construction period to minimize the potential for vehicular traffic to kick up dust and particulate matter. Dust control and street cleaning will be components of the contractors SWPPP under the EPA GCP.

The Proponent is aware of the Clean Construction Equipment Initiative actively promoted by the Department of Environmental Protection (DEP) (engine retrofit program and/or use of low sulfur fuel). A number of construction managers and contractors already are participating in this program. To the greatest practical

degree, the Proponent will seek to engage a contractor familiar with and participating in this program.

The Proponent will require the use of ultra-low-sulfur diesel fuel exclusively in all diesel-powered construction equipment. Ultra-low sulfur diesel has a maximum sulfur content of 15 parts per million as opposed to low sulfur diesel fuel, which has a maximum sulfur content of 500 parts per million. In fact, by using ultra-low sulfur diesel fuel, there is a 97 percent reduction in the sulfur content as compared to low sulfur diesel fuel. In addition, the Proponent will direct its contractor(s) to retrofit any diesel-powered non-road construction equipment rated 50 horsepower or above to be used for 30 or more days over the course of the Project with EPA-verified (or equivalent) emission control devices (e.g., oxidation catalysts or other comparable technologies).

The Proponent and its contractors will comply with state law (M.G.L. Chapter 90, Section 16A) and DEP regulations (310 CMR 7.11(1)(b)), which limit vehicle idling to no more than five minutes in most cases. There are exceptions for vehicles being serviced, vehicles making deliveries that need to keep their engines running and vehicles that need to run their engines to operate accessories.

The Proponent will contractually require the construction contractors to adhere to all applicable regulations regarding control of dust and emissions. This will include, but not be limited to, maintenance of all motor vehicles, machinery, and equipment associated with construction activities and proper fitting of equipment with mufflers or other regulatory-required emissions control devices. No significant uncontrolled dust or air quality impacts are anticipated to be generated by construction activities.

Earthwork Activities

The development plan strives to minimize significant cut and fill to the extent possible. Site imported fill materials will primarily include structural materials to support the development. These materials include bituminous pavement, concrete pavement and slab base sections and building structural fill. All disturbed undeveloped areas will receive six inches of topsoil and, at a minimum, will be planted with an appropriate seed mix.

The source of the import material has not yet been determined. This determination will occur during the construction/bidding process when the site contractor is selected. However, the Proponent and their consultants will produce Project specifications that define the parameters of the materials that can be used at the Project Site for both structural and non-structural needs.

Construction Noise

The Project will generate typical sound levels from construction activities, including foundation construction, truck movements, heavy equipment operations, blasting for ledge removal and general construction activities. Construction activity associated with the Project may temporarily increase nearby sound levels due to the use of heavy machinery. Heavy machinery will be used intermittently throughout the Project's construction phases.

The Proponent will implement mitigation measures to reduce or minimize noise from construction activities. Specific mitigation measures may include:

- Construction equipment will be required to have installed and properly operating appropriate noise muffler systems and contractors will be required to maintain all original engine noise control equipment
- All exterior construction activities, such as site excavation/grading and new building construction will be managed and conducted in accordance with the City of Newton's requirements. Any necessary off-hour work will be minimized to the extent practicable.
- Appropriate traffic management techniques implemented during the construction period will mitigate roadway traffic noise impacts.
- Proper operation and maintenance, and prohibition of excessive idling of construction equipment engines, will be implemented as required by DEP regulation 310 CMR 7.11.
- The Project Site will be surrounded by safety fencing to provide security, as well as to mitigate construction noise and fugitive dust.
- Work hours and relevant noise generating activities will be reviewed with the City of Newton prior to construction.
- Appropriate operational specifications and performance standards will be incorporated into the construction contract documents.

Limited ledge removal will be required during the site work phase of the Project. Blasting activities to remove rock and ledge will be restricted to daytime periods only, and no blasting will be conducted on Sundays. All blasting will be conducted in accordance with applicable safety regulations and immediate residential abutters to the Project Site will be notified prior to any blasting activities. A typical rock blast produces a maximum sound level in the audible range of 94 dBA L_{max} at 50 feet. The estimated instantaneous maximum (L_{max}) sound levels at the nearest residential properties from blasting on the site are 69 to 84 dBA. These levels are similar to existing daytime sound levels at these same locations of 60 to 87 dBA L_{max}. Therefore, blasting sound for brief periods during the day is not expected to create a noise nuisance condition to surrounding residential properties. Furthermore, all blasting activity will be done by a licensed blasting contractor in full compliance with all state and federal regulations for protecting residential areas.

Wetlands and Water Quality

During construction, the Project will include installation of erosion and sedimentation controls to ensure that there is minimal discharge of any sediment material into nearby wetland resource areas or off-site drainage systems. Site preparation activities, construction staging, and other requirements are described below. Additionally, a stormwater management plan, has been developed to minimize impacts on nearby resource areas from construction activities, and long term operation of the Project.

There is no work anticipated directly within wetland resource areas. Work within the 100-foot wetland buffer zone and Riverfront Area is also limited and includes minor regarding and restoration of open space to accommodate the proposed track relocation and future connection to the DCR bike path. Erosion and sedimentation controls including silt fence and hay bales will be installed along appropriate downgrade portions of the perimeter of the excavated areas to prevent construction materials from contaminating the storm drainage system.



Site Preparation, Construction Staging and General Construction Requirements

The Project Site preparation and construction staging for the Project will include several important steps. The contractor will establish site trailers and staging areas to minimize impacts on natural resources. The site trailers and staging areas will provide a location for erosion control equipment and supplies, documentation related to the Project's local and State permits as well as NPDES compliance, and spill control equipment. It is expected that the staging area will be located on compacted gravel or a paved surface, which will reduce potential erosion. As previously noted, the vast majority of the site has been previously altered with predominately paved areas associated with commuter parking areas. As such, these areas will be far more manageable as compared to a previously undisturbed site.

The following are some general requirements related to construction vehicle fueling and storage:

- Any refueling of construction vehicles and equipment will take place outside of the 100-foot wetlands buffer zone or riverfront area and will not be conducted in proximity to temporary sedimentation basins or diversion swales.
- No on-site disposal of solid waste, including building materials, is allowed in the 100-foot buffer zone.
- No materials will be disposed of into the wetlands or existing or proposed drainage systems. All contractors, including concrete suppliers,

painters and plasterers, will be informed that the cleaning of equipment is prohibited in areas where wash water will drain directly into wetlands or stormwater collection systems.

- The contractor will establish a water resource to supply a "water truck", or other means, to provide moisture for dust control and irrigation. Water will not be withdrawn from wetland areas.

Upon establishing the staging area, the contractor will then establish sedimentation and erosion controls as identified in the next section. Although specific construction and staging details have not been finalized, the Proponent will work with the Contractor to verify that materials staging and storage areas will be located to minimize impact to the surrounding neighborhood, pedestrian and vehicular traffic. All staging and vehicular unloading is anticipated to occur on-site.



Sedimentation and Erosion Control

The Project will include implementation of erosion and sedimentation controls during each phase of construction through implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will be adapted to fit the contractor's equipment, weather conditions, and specific construction activity. The following sedimentation and erosion control measures will be employed, as well as additional construction methods, in order to minimize impacts.

The program incorporates Best Management Practices (BMPs) specified in guidelines developed by the DEP and the U.S. Environmental Protection Agency (EPA). Proper implementation of the erosion and sedimentation control program will:

- Minimize exposed soil areas through sequencing and temporary stabilization;
- Place structures to manage stormwater runoff and erosion; and
- Establish a permanent vegetative cover or other forms of stabilization as soon as practicable.

The structural and non-structural practices proposed for the Project comply with criteria contained in the NPDES General Permit for Discharges from Large and Small Construction Activities issued by the EPA. Non-structural practices include:

- Temporary Stabilization;
- Temporary Seeding;
- Permanent Seeding;
- Pavement Sweeping; and
- Dust Control.

Structural practices include:

- Erosion Control Barriers,
- Stabilized Construction Exits;
- Temporary Sediment Basins;
- Diversion Swales;
- Temporary Check Dams;
- Catch Basin Inlet Protection; and
- Dewatering Filters.

In addition, a hay bale/silt fence line will be installed along the down gradient slope at the limit of work line. The installation of this hay bale/silt fence line will provide erosion and sedimentation controls for the Project, and will define the limit of disturbance for the site contractor.

Pre-Construction Erosion Control

- Erosion control barriers (silt fences or hay bale dyke) will be installed prior to the start of construction. These barriers will remain in place until all tributary surfaces have been fully stabilized.
- The contractor will establish a staging area, outside the 100-foot wetland buffer zone and riverfront area, for the overnight storage of equipment and stockpiling of materials.
- In the staging area, the contractor will have a stockpile of materials required to control erosion on-site to be used to supplement or repair erosion control devices. These materials will include, but are not limited to, hay bales, silt fence, erosion control matting and crushed stone.
- A temporary stone construction entrance is required to prevent tracking of silt, mud, etc, onto existing roads. The stone will be replaced regularly and, as needed, if silt-laden.
- The contractor is responsible for erosion control on the Site and will utilize erosion control measures where needed, regardless of whether the measures are specified on the construction plans or in supplemental plans prepared for the SWPPP.

General Erosion Control Measures

The most important aspects of controlling erosion and sedimentation are limiting the extent of disturbance, and limiting the size and length of the tributary drainage areas to the worksite and drainage structures. These fundamental principles will be the key factors in the contractor's control of erosion on the Project Site. If appropriate, the contractor will construct temporary diversion swales, settling basins or use a settling tank. If

additional drainage or erosion control measures are needed, they will be located in the upland, up-gradient from the hay bales and silt fences.

All disturbed surfaces will be stabilized a minimum of 14 days after construction in any portion of the Project Site has ceased or is temporarily halted, unless additional construction is intended to be initiated within 21 days.

The contractor is responsible for the maintenance and repair of all erosion control devices on-site. All erosion control devices will be regularly inspected. At no time will silt-laden water be allowed to enter sensitive areas (wetlands, streams, and drainage systems). Any runoff from disturbed surfaces will be directed through a sedimentation tank that will discharge by gravity to the existing on-site drainage system.

Soil Stabilization Specifications

All disturbed areas to remain open will be graded and stabilized with plantings, sod, grass, riprap, or other suitable material as shown or specified on the plans. A minimum of six inches of loam will be applied to all surfaces to be seeded. Loam will be uniformly applied, compacted, shaped, and smoothed prior to being seeded.

Seeding may be performed by hand, mechanical, or by tractor-mounted spreader. Hydroseeding or sod may also be used. Seeding before April 15, or after October 15, will be reapplied between these dates if a minimum germination of 90 percent of surface area coverage has not occurred, or if the surface has become unstable. Seed will be lightly raked into a depth of ¼-inch to one inch, with raking to be perpendicular to slope. Seeded areas will be mulched using seed-free straw, covering the area to a depth of one inch.

Utility Construction

The Proponent will construct utility trenches in a manner that will not direct runoff toward wetlands or to drainage system structures.

Drainage System

The following will be employed during construction activities in order to minimize impacts to the local drainage system:

- Inlet works shall be constructed to a point that will allow the stabilization of the area over the pipe, if the tributary drainage works are not to be immediately extended.
- Hay bale check dams shall be used on roadways to divert runoff onto stabilized areas.
- The drainage system will be installed from the downstream end up.
- Until tributary areas are stabilized, catch basin inlets will be filtered with a siltsack, or by placing filter fabric over catch basin grates and surrounding the grate with stone or sand bags. If intense rainfall is predicted before all tributary areas are stabilized, erosion control measures will be reinforced for the duration of the storm. Downstream areas will be inspected and any sediment removed at the end of the storm.
- Unfiltered water will not be allowed to enter pipes from unstabilized surfaces.
- Trench excavation will be limited to the minimum length required for daily pipe installation. All trenches will be backfilled as soon as possible. The ends of pipes will be closed nightly with plywood.
- Silt-laden waters should be intercepted prior to reaching catch basins. Any gross depositions of materials on paved surfaces will be removed.
- All paved areas shall be vacuum swept during the April-May period.
- Catch basins should be inspected monthly and cleaned in anticipation of the winter season in November and at the same time the roads are swept in the spring.

Maintenance of Erosion and Sedimentation Controls

Scheduled inspections and maintenance of erosion and sedimentation controls will be routinely performed by the Contractor and/or an Environmental Site Monitor to maintain the functional capacity of the stormwater system and to protect stormwater quality during construction. Sediment and erosion controls will be inspected within 12 hours following each storm event of 0.5-inch or greater. Immediate action will be taken to correct any failures that are observed and repairs and/or adjustments made promptly to any erosion and sedimentation control measures found to be inadequately performing. Silt sacks or hay bales will be installed in or around existing and new catch basins and a supply of replacement materials such as silt fence, hay bales, etc., necessary to make repairs or for first response in the event of an accidental release or failure, will be stored on-site. Catch basins in work areas will be cleaned when the sump becomes one-half full and accumulated sediment and debris should be removed from the site.



National Pollutant Discharge Elimination System

As previously discussed, the Project is subject to the provisions of the NPDES because the proposed development results in the disturbance of more than one acre of land. Prior to the start of construction, the property owner and/or general contractor must file a Notice of Intent (NOI) with the U.S. Environmental Protection Agency (EPA) under the NPDES General Permit for Construction Activities. The NOI will include a Storm Water Pollution Prevention Plan (SWPPP), largely consisting of the erosion and sedimentation control plan described herein. A SWPPP will be prepared by the general contractor prior to filing the NOI for the NPDES Phase II Stormwater General Permit. The general contractor is solely responsible for developing and implementing the SWPPP.

The SWPPP will be implemented during construction to comply with the requirements of the NPDES General Permit. The Project contractor will be responsible for implementing and maintaining all erosion and sedimentation control measures. Below are specific recording and inspection requirements:

NPDES Record Requirements

- A copy of the NPDES submittal and SWPPP must be kept on-site at all times during construction and will be made available to all interested parties.
- Records must be maintained pursuant to the permit for a period of three years from the date of stabilization of the Project Site as required. Stabilization occurs when the Project Site has over 70 percent vegetative growth and/or mechanical stabilization throughout.
- The detailed plans of completed work must be added to the NPDES and SWPPP information specified above as they become available.

NPDES Inspection Requirements

- All inspections will be conducted by qualified personnel who will produce written quantitative and qualitative reports on the construction methods, general condition of the Project Site, the condition of erosion control measures, and the status of the installation of drainage structures.
- Inspections are required during site alteration a minimum of one out of every seven days while surfaces are not stabilized.
- Inspections are required within 24 hours of storms which have 0.25-inches or greater of precipitation.
- Before/until the Project Site is fully stabilized, inspections will be conducted at monthly intervals for a period of one year.

Construction Traffic

The construction period will generate construction truck/vehicle traffic and construction employee traffic. The following is a summary of the expected impacts of construction truck traffic and the measures to be used to reduce any potentially negative impacts during the construction period.



Truck Access

The Proponent is committed to working with local and MBTA public officials to help ensure that appropriate traffic maintenance and protection measures are in place during construction. Designated routes for all associated construction truck traffic will be implemented. All construction deliveries will be required encouraged to access the project site via the Route 128 corridor and Grove Street interchange and not via local Newton or Wellesley roads.

The contractor will establish site construction trailers and staging areas to minimize impacts on traffic. Trucks will be required to wait in on-site staging/waiting areas and will be prohibited from stopping for extended durations on public roads, including Grove Street.



Traffic Maintenance

A pre-construction coordination meeting with the Proponent, General Contractor and City will be scheduled to designate truck routes and coordinate operations for off-site work required for the construction of roadway and related utility improvements. Generally, the off-site construction will be performed during off-peak travel periods. All reasonable efforts will be made to maintain existing traffic patterns at all times. Full road closures and detours will be avoided to the maximum extent possible and will be limited to off-peak travel periods.

Demolition, Excavation and Construction Waste

While overall demolition activities are minimal, all construction and demolition debris will be handled, managed, and disposed of in accordance with applicable regulations, including the "Waste Bans" as applicable at local solid waste facilities in the Project Site area (effective July 1, 2006 solid waste facility management regulations at 310 CMR 19.017). In addition, solid waste/debris generated by the Project's construction activities will be managed and disposed of in accordance with DEP's Waste and Recycling Regulations and Standards (310 CMR 16.00 and 310 CMR

19.000). It is anticipated that a majority of the existing asphalt, brick, and concrete will be recycled and/or reused on-site, where feasible.

As mentioned above, the amount of demolition to occur is limited. It is anticipated that any concrete demolition debris will be crushed on-site and reused on-site as backfill material. Bedrock and large boulders also will be crushed on-site and reused as backfill. To the extent possible, granular soils that are excavated will be reused as compacted backfill. Any geotechnically unsuitable soil, such as organic peat, will be disposed off-site at appropriate locations. During construction, there also will be solid waste generated by the various trades. These materials will be collected into dumpsters and hauled to licensed disposal facilities. To the extent feasible, separate containers or dumpsters will be provided to separate recyclable materials such as cardboard, paper, wood and metals.

Any asbestos-containing waste material will be managed in accordance with DEP's Solid Waste Management Regulations (310 CMR 19.061) for "special waste." A licensed waste management contractor will be retained to transport all debris to an approved landfill/disposal facility or reclamation facility.

MEMORANDUM

November 6, 2012

The Riverside at Riverside - Project Number 09026.00

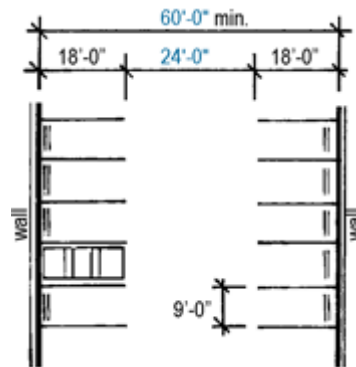
To: Steve Buchbinder
From: Tamara Roy
Re: Aldermen questions

Response to questions of City of Newton Alderman

Below are responses to questions or issues raised by individual Alderman at the public hearing on October 16, 2012, regarding the proposed Station at Riverside Development. The Alderman who raised the issue is identified in parentheses.

- Why are parking stalls in office garage smaller (Laredo) -

The parking garage stall dimensions follow established norms and are related to the office building column grid above. In nearly every office building our office has done, office building and structured parking column grids are 60' across, with 18' long stalls, 24' wide drive aisles, and 9' wide typical spaces. See diagram. In every case, these dimensions have served adequately.



- Is there office space over retail (Albright)

There is no longer any office space over the retail. The building in front of the MBTA parking garage is retail and community use.

- What amenities are in the office building - day care space - restaurant (Albright)

This will depend on the end-user. There will most likely be a cafeteria in the building.

- Would like office building to be more interesting (Albright)

We have tried to be sensitive to the overall massing of the building by breaking it into 4 different façade types - the glass over the entrance, the precast façade to the left of the entrance with 2-story window openings, the precast façade to the right of the entrance with 1-story window openings, and the metal panel façade facing the highway. We are happy to discuss this in greater length in terms of the detail of the precast panels, metal window system, and wood panels at the base.

- What are the shadow lines created by office building and residential building - what impact does this have on surrounding residential areas (Albright)

The shadow studies are included in our submission notebook. Because the site faces due southeast along Grove Street, the major public open spaces benefit from ample sun during most of the year. We would be happy to review them at the next meeting.

- Indoor space for bikers - where would bikes be parked (Albright)

In the residential building there is an area put aside for indoor bike parking within the parking garage next to the parking entrance. In the office building, there is an area for indoor parking within its parking garage, at the entrance level near the egress stair toward the west.

- Any plan for a green roof on retail building - if not why not (Albright)

We are investigating the possibility for a green roof over the retail building, however we must validate the costs before proceeding. All buildings in the project will be LEED-certified.

In addition, here are the ADD Inc. responses to the Newton Planning Department Report.

- Colors and materials of buildings -

The 10-story office building materials are a combination of colored and textured precast concrete in a gold color, glass, and silver metal panel, with a high-pressure laminate exterior panel with wood-grain appearance at the ground floor. The residential building materials consist of fiber cement panels in various colors with punched windows and metal panels. The retail and community center building next to the MBTA parking garage has a dark gray

stone or precast base course, metal panel and glass storefronts, with high-pressure laminate panels with a wood-grain appearance. On the second floor, the windows will be Kalwall, an impact-resistant material that reduces glare. Colorful canopies and signage from the retailer(s) will enliven the retail façade.

- Lighting Plan and Photometric Plan

We have engaged a lighting design firm to work with us to establish appropriate light levels required across the site and to help in the selection of light fixtures per the Stretch Code and aesthetic considerations. The results of their work will be available in the next few weeks.

- Information respecting deliveries and trash pickup

Building A (Office Building) - A designated loading area with full height dock recessed beneath the building is provided north of the main building entry. A trash compactor is also provided within one of the bays of the recessed loading area. The loading dock provides direct access to the entire building via elevators and corridors.

Building B (Residential Building) - An at-grade dedicated loading area located in the rear of the building is accessed from the westerly garage driveway in the vicinity of the roundabout. The majority of trucks will unload deliveries and pick up trash for the residential building from this location. A dedicated double door to access the lowest floor of the garage is provided in close proximity to the loading area. The trash room and an elevator are also located in close proximity to this door. Occasional smaller vehicles may drop off items such as mail and Fed Ex packages at the main entrance to the residential building.

Building C (Retail/Community Building) - An at-grade dedicated loading area is designated in the lowest level of the ICF. Trucks will park in this area to unload deliveries and pick up trash. The first floor of the building will be serviced by an interior corridor along the rear of the

building. Upper floors will be accessed via an elevator located at the northeasterly corner of the building.

Recycling facilities will be provided at all trash disposal areas.



Vanasse Hangen Brustlin, Inc.

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Memorandum

To: Mr. Stephen Buchbinder
Schlesinger and Buchbinder
1200 Walnut Street
Newton, MA 02461-1267

Date: November 6, 2012

Project No.: 10865.00

From: Randall C. Hart
Director of Transportation Planning &
Engineering, LD

Re: Station at Riverside Redevelopment
Response To Alderman Comments
October 2012 LUC Hearing

Transportation:

Comment: *Discrepancy between Transportation Advisory Group and views of VHB and FST on tension between motor vehicles and pedestrian/bicyclists? (Crossley)*

Response: To improve on existing area operations and safety, improvements are necessary particularly in the vicinity of the Riverside Station site. The proposed improvements along Grove Street and along the CD Road have been initiated based on specific traffic projections and distributions expected as a result of the proposed project and the proposed changes in Riverside Station site access. Under the proposed plan there will be a modest increase in traffic along Grove Street between the Route 128/I-95 and the existing entrance to Riverside Station. Regardless of the proposed Station at Riverside Station Redevelopment project, improvements at the existing Riverside Station access is necessary and signalization is needed to accommodate existing and future demands. In general terms, the City's Peer Consultant has agreed with the proposed improvements along both Grove Street and the CD Road.

Both roundabouts will be designed to maximize approach deflection and will be proposed to contain only the minimum geometry necessary to efficiently and effectively accommodate the demands that are anticipated. Improvements are needed today without the project. The improvements planned accommodate both pedestrian and motor vehicle needs along the corridor and are being proposed to improve safety and operation.

Comment: *How will we encourage people to use the CD Connector access? (Laredo)*

Response: Under the proposed access plan, priority has been given to motorists who choose to enter the site from the CD Road access. Access to both the residential and office components of the project is more direct and a shorter distance from the highway by using the CD Road access. Access to the retail, community center, and the MBTA Garage is prioritized from the CD Road as direct access to all site facilities is free flow from the CD Road access. In contrast, access to the site from Grove Street requires movement through a traffic signal and the primary intersection on site in front

of the MBTA garage will be signed as STOP control on the northbound approach to give priority to the CD Road accessing motorists. In addition, a thorough regional and site way-finding sign plan is proposed to further support the CD Road driveway as the main access to the site (Attachment A which is Figure 26 from the February TIAS).

Comment: *Alternative to Interior Roundabout? (Fischman)*

Response: During the development of the site and transportation plan, several configurations of the internal intersection between the residential and office components of the project were evaluated. This includes a traditional four-way intersection with either 2-way or 4 way STOP control, offset intersections, and a modern roundabout. Given the need to control all movements efficiently at this critical location and the desire to slow traffic and make it a safe pedestrian environment, the modern roundabout option was chosen as it provides the best overall accommodations. Review of future condition operations of this intersection, assuming the roundabout is implemented, result in good operations during all periods.

Comment: *Would be helpful to see what 10% more traffic does to the situation?*

Response: As a result of the question, VHB performed a focused supplemental assessment that reviewed a 10% increase in project traffic generation at key intersections in the immediate vicinity of the site. This assessment was conducted during the critical weekday morning and weekday evening peak hour periods at the following locations:

- Grove Street at the Riverside Driveway
- CD Road at Riverside Driveway
- Route 128 Northbound Ramp/CD Road and Grove Street
- Route 128 Southbound Ramp/Asheville Road and Grove Street

As demonstrated in Table 1 (attached), even with an additional 10% increase in project traffic added to the system, the overall levels of operation will remain unchanged at these critical locations with only minor changes in delay. Refer to Table 1 attached.

In addition, as established pursuant to the Mixed-Use 3/Transit-Oriented District (Section 30-13(g)), monitoring and mitigation are required pursuant to Section 30-24(c)(9) as follows:

"Post-Construction Traffic Study. A special permit issued under section 30-13(g) shall provide for monitoring to determine consistency between the projected and actual number of weekday peak hour, Saturday peak hour, and weekday daily vehicle trips to and from the site and their distribution among points of access to the Mixed-Use Development. The special permit shall require a bond or other security satisfactory to the commissioner of public works and director of planning and development to secure performance as specified below:

- i) Monitoring of vehicle trips for this purpose shall begin within twelve months of full occupancy of each phase, or earlier if requested by the director of planning and development and commissioner of public works, and continue annually for two years following final build-out. Measurements shall be made at all driveway accesses to the Mixed-Use Development and/or intersections studied in the preconstruction Roadway and Transportation Plan. The commissioner of public works may require traffic monitoring earlier or more frequently if in his or her judgment, there appears to be degradation from the level of service projected by the pre-construction Roadway and Transportation Plan.
- ii) The actual number of weekday peak hour, Saturday peak hour, and weekday daily vehicle trips to and from the Mixed-Use Development at all points studied in the pre-construction Roadway and Transportation Plan shall be measured by a traffic engineering firm retained by the city and paid for by the petitioner or successor.

- iii) Mitigations will be required if actual total number of vehicle trips to and from the Mixed-Use Development measured per subsection (ii), above, summed over the points of access exceeds the weekday evening Adjusted Volume projected per applicable roadway design standards at the time and pending receipt of all necessary state and local approvals), as described in the Roadway and Transportation Plan submitted by the petitioner and listed in the Mixed-Use Development special permit in order to reduce the trip generation to 110% or less of the Adjusted Volume. Such reduction is to be achieved within twelve months after mitigation begins. The commissioner of public works and director of planning and development must approve any mitigation efforts prior to implementation."

This requirement of the Zoning Ordinances provides an assurance that mitigation may be needed if project traffic volumes exceed the projections by more than 10%.

Comment: *Where will the retail users park? (Fuller)*

Response: The retail proposed on site will be generally complementary to the other uses on site and we expect that many of the retail patrons will come from other site users as it will not be destination type retail. In other words MBTA commuters who are on site each day are likely to patronize the retail as are the residents who live in the residential building or who work in the office building. These people will not require specific parking for retail activity as they will already be on site. However to the extent that there are specific customer trips, parking will be available in two places on site. First, the 12 surface parking spaces located adjacent to the Grove Street entrance and the residential building are expected to be shared between residential and retail uses. In addition, retail parking will be identified on the second and possibly third floors of the MBTA parking garage. It is anticipated that the retailers and the MBTA will work out a lease arrangement for parking in these areas.

Comment: *Why are we relying upon MBTA garage (Fuller)*

Response: Maintaining "shared" parking supply to the extent possible on site is a responsible way to accommodate parking demands. As outlined the August 2012 Station at Riverside Parking Justification memorandum, the existing 960 space parking supply at Riverside is **not full** during normal conditions. In fact, on typical weekdays there are always more than 300 parking spaces available within the existing parking supply. Therefore, consolidation of and sharing of parking supply to the extent practical, is a reasonable and responsible approach toward meeting supply requirements.

Comment: *Peer Review questioned distribution to neighborhood (Fuller)*

Response: For the purposes of providing a sensitivity analysis, VHB has revised the traffic distribution to the eastern neighborhood based on the recommendations provided by the FST peer consultant. The results are provided in detail in a formal response to comments document that VHB prepared and submitted to the City in October 2012. This assessment was conducted as a sensitivity analysis to determine the difference in traffic operations between VHB's trip distribution from the February 2012 TIAS and FST's recommendations. Under this assessment, 13 intersections were reevaluated and the results are summarized in Tables 1-4 in the October 2012 VHB response to comments document. As demonstrated in the tables, the change in operation that would result at each location by a modification in the project traffic distribution is relatively minor. However, to address even minor changes in operational conditions as a result of the distribution modification, VHB is recommending the following addition to the Proponent's mitigation program (which is demonstrated in Table 4):

- Washington Street at Perkins Street: This intersection consists of a three-way signalized intersection under MassDOT jurisdiction. This traffic signal is part of a traffic signal system in the vicinity of the Route 16 and MassPike interchange and timing and phasing changes are proposed here similar to other locations within this system.
- Auburn Street at Commonwealth Avenue (eastern location): This intersection consists of a four-way signalized intersection under City of Newton jurisdiction. As outlined in Table 1, this intersection will operate at marginal levels in the future with and without this project. However, to attempt to add some efficiency to this location, the Proponent has determined that signal timing/phasing optimization would offer some improvement at this intersection, bringing the overall intersection back to LOS D during the weekday morning peak hour and LOS E during the weekday evening peak hour period.

Comment: *Roundabout at CD Connector Road (Hess-Mahan)*

Response: The idea of a potential roundabout was considered at the proposed entrance to the site along the CD Road, in fact the idea was initially mentioned by MassDOT at a working session that we had on the project. As the topic was discussed, it became very clear, very quickly, that it probably would not be beneficial for several reasons:

- Roundabouts are typically appropriate for three or four-way intersections where control for all movements is required and where entering traffic volumes on each approach are reasonably balanced.
- Only two movements require control at this location; the CD Road northbound through movement and the left turn coming out of the site, assuming that Option B-2 is implemented (right-turn in/right-turn out and left turn out of site). Since only two movements require control, and the northbound CD Road movement is a priority movement, a roundabout would introduce delay to a movement that is currently a free-flow access to the regional highway system.
- Since FHWA will have review authority with MassDOT, approval of this type of treatment, in consideration of the points made in the above bullets, does not appear feasible. MassDOT agreed with this assessment.

Comment: *Will left turn out be approved by DOT? (Fischman)*

Response: As described at the hearing, the project has been reduced in scale several times to be responsive to City and resident requests for a smaller project with less impact. Along with the reduction in project size is a reduction in traffic generation for the site. Each time the project has been reduced, the left turn egress to the CD Road allowing access back to Grove Street has become harder and harder to justify as the traffic volumes associated with that movement are not substantial enough during peak and normal conditions to warrant such measures. Given the uncertainty associated with the left turn out, Option A is the preferred access alternative (right-turn in/right-turn out) at the CD Road site access driveway. That configuration will be designed in a way that can easily accommodate a left turn out of the site in the future when it can be demonstrated that the left turn is warranted.

Comment: *When will answer be known on left-turn out (Fischman)*

Response: Final determination of approval for a left-turn out of the site to the CD Road would likely not come until formal submission was made to MassDOT and the FHWA. However, given the detailed discussions that have commenced on the subject with MassDOT, and in consideration of the

reductions in project program and subsequently traffic levels, we believe that Option A is the most viable access alternative that can be delivered with the redevelopment project. However, the Proponent will continue to work with MassDOT and attempt to justify the left-turn access from the site to the CD Road. If support for this initiative is not available initially, the access drive will be designed in a way that can easily accommodate a left turn out of the site in the future when it can be demonstrated that the left turn is warranted.

Comment: *Concern about traffic on Quinobequin, especially during construction (Crossley)*

Response: The Proponent will work with the City and DCR, to the extent practical, to ensure construction routing is limited to primary roadways and not secondary residential roadways like the southern portion of Quinobequin Road between Route 16 and Route 9.

Comment: *Possible Restrictions on construction vehicles on Quinobequin (Crossley)*

Response: The Proponent will work with the City and DCR, to the extent practical, to ensure construction routing is limited to primary roadways and not secondary residential roadways like the southern portion of Quinobequin Road between Route 16 and Route 9.

Comment: *How will CD Connector Road be designed? (Laredo)*

Response: The proposed CD Connector Road will be designed to meet MassDOT and FHWA design standards. A “zoomed in” plan has been provided to demonstrate the existing and proposed layout of the roadway. See attachment B.

Comment: *How will children walk to the Williams School from NLF?*

Response: Strong pedestrian connections are being made from the Lower Falls area to the site and beyond. Sidewalk is proposed across the Route 128 Bridge and a pedestrian crosswalk is proposed across the CD Road ramp just north of the roundabout. As represented to the community on numerous occasions during the development of the project, the Proponent will provide a crossing guard at this location during the morning and afternoon school arrival and departure periods to assist children crossing this location. In addition, a sidewalk is provided along the entire project frontage of Grove Street so there essentially will be a dedicated pedestrian sidewalk all the way from Lower Falls past the site and ultimately leading to the Williams School. See attachment C, C-1, C-2, and C-3 which demonstrates the walking path.

Comment: *Where would you park if you want to use the play area - fountain area (Albright)*

Response: We would expect that many people who live in proximity would choose to walk to the play area. However, to the extent that people will drive to the site, they can park in the MBTA parking garage

Comment: *How do pedestrians get into the site from Grove Street - only at light? (Albright)*

Response: As proposed, there are pedestrian crossing locations to the west and east of the Grove Street site driveway. To the west, there will be a crosswalk just to the west of the proposed roundabout. It is anticipated that pedestrians from the condominium complex across from the

Indigo Hotel would cross at this location if they were headed to the Indigo or to the Station at Riverside. Assuming they were headed to the Station at Riverside, once on the north side of the street they would have direct sidewalk access to the site without any additional need to cross Grove Street. To the east there is an existing crosswalk at the Riverside Office Center that can be utilized for pedestrians who wish to get to the north side of Grove Street. From the north side, there is a sidewalk leading west all the way to the site.

Comment: *The roundabouts don't look safe for pedestrians - pedestrian bridge (Albright)*

Response: Pedestrian accommodation at the roundabouts will be designed to meet current standards which are well known to be safe for pedestrians. In general, the addition of the roundabouts and traffic signal at the Grove Street entrance to Riverside Station will slow traffic along this corridor and make it a better pedestrian environment. It is well documented that roundabouts result in increased pedestrian safety (refer to the attached Roundabout Fact Sheet.)

Based on observations that have been conducted during the development of the project, pedestrian activity in this area is relatively low. Further consideration of a pedestrian bridge may be appropriate if pedestrian activity in this area were heavy but that is simply not the case. The proposed pedestrian measures continue to be refined as the project moves from concept to design development.

Comment: *How will the surrounding residential streets be protected from traffic impact (Albright)*

Response: By implementing access and offsite improvements that adequately accommodate anticipated traffic conditions, we are effectively and efficiently accommodating traffic flows. To the extent that traffic flows well on the primary arterial roadways there is less of a need or desire for motorists to seek alternative routes such as residential neighborhoods.

Comment: *Backup on ramp leading to roundabout likely at rush hour - further information to assure this won't happen- example of another roundabout used in similar situation? (Albright)*

Response: As outlined in the February 2012 VHB TIAS for the Station at Riverside project, peak hour operations of both the northbound and southbound Route 128/Grove Street roundabouts are good levels, LOS C or better during critical periods. Refer to Table 17 of the report for specific operations. As demonstrated in the table, the anticipated queues for peak hour periods are relatively short, particularly along the ramp approaches from the highway. Under all conditions, the expected vehicle queue on the ramp is contained on the ramp and spill back to the highway is not anticipated. As demonstrated, the operations are at good levels during the critical peak hour periods and as a result, the operations during non-critical hours will be even better.

Roundabouts at ramp terminals have been used in many states successfully in recent years and Massachusetts is now focused on implementing them in similar ways at locations where it makes sense to do so. A new roundabout has just been implemented at the interchange of Route 6 eastbound and Route 149 in the Town of Barnstable.

Comment: *Screening at roundabout? (Albright)*

Response: As discussed on many occasions in the public forum, the roundabout at the Southbound Route 128 Ramp and Grove Street has been shifted to the south in a substantial way. By moving the

intersection to the south we have effectively ensured that Grove Street is no closer to the residents than it is today. In fact, in all locations in close proximity to the roundabout, it is substantially further away from the residential properties than it is today. As much as 35 feet of additional buffer area is being created and we expect within that buffer area that there will be opportunities to add screening to provide a separation between the residential properties and Grove Street. This buffer does not exist to today. Refer to Attachment C-1.

Comment: *How firm is B2 as final plan - when will we know (Albright)*

Response: As described at the hearing, the project has been reduced in scale several times to be responsive to City and resident requests for a smaller project with less impact. Along with the reduction in project size is a reduction in traffic generation for the site. Each time the project has been reduced, the left turn egress to the CD Road allowing access back to Grove Street has become harder and harder to justify as the traffic volumes associated with that movement are not substantial enough during peak and normal conditions to warrant such measures. Given the uncertainty associated with the left turn out, Option A is the preferred access alternative (right-turn in/right-turn out) at the CD Road site access driveway. That configuration will be designed in a way that can easily accommodate a left turn out of the site in the future when it can be demonstrated that the left turn is warranted.