

We live at 517 Grove Street in Newton Lower Falls between Asheville Road and Pine Grove Avenue. The following issues caused by the new Riverside development plan will severely impact the safety and quality of life in Newton Lower Falls:

1. Inability to back out of our driveway at 517 Grove Street. The queue length for East bound Grove traffic in the morning is estimated to be 255 feet at the Asheville



roundabout (we are 125 feet from the roundabout), according to the Traffic Impact and Access Study. This blocks our entry into the East bound Grove Street traffic flow (also blocks 5 adjacent neighbors--see enclosed satellite map). At peak hours this roundabout design will block Pine Grove access to Grove East bound--a major route (50-100 residents) for the neighborhood to access 128 North. Traffic wise the Asheville roundabout is extremely detrimental to the safety and highway access convenience of the Lower Falls community.

2. Potential loss of parking along Grove Street. Currently there is parking on Grove Street in front of our house and neighbor's (#511-who require parking for pick up and drop off of elderly and special needs residents). Our driveway is only one car wide and we (three drivers) rely on this parking to switch cars when the last car is not the first to leave in the morning. Loss of parking on Grove would require us to temporarily park a block away while switching cars.

3. Decrease in property values due to inconvenient 128 access and street parking. East bound Grove traffic queues result in loss of safe East bound access along with loss of street parking will dramatically decrease property values for the neighbors near the circle.

4. The development drastically reduces East bound Grove traffic capacity and resident access. The traffic roundabout at Asheville causes a 71-fold decrease in traffic capacity for Grove Street East bound morning traffic according to the Traffic Impact and Access Study. This traffic plan design would likely benefit the Riverside development while severely impacting the driving safety, road access and parking convenience of the Newton Lower Falls community.

5. Realized traffic increases may be much higher than 35%. The traffic estimates for the project are based on a 1 person per 400 sq-ft estimate for the office building. If the office space clients are computer technology companies (a growth sector) this estimate could be off by several fold since this type of occupant has a much higher employee density. The estimate of a 35% increase in traffic at the Asheville roundabout would therefore be inaccurate and potentially causing roundabout capacity to be exceeded--drastically increasing the length of neighborhood traffic queues.

6. Detrimental health impact on Lower Falls residents. Idling cars in queue for the traffic circle will generate toxic exhaust fumes for local residents and waste energy resources.

7. Character of the Lower Falls community will be impacted. Our first exposure to the Lower Falls community was to visit new friends in the neighborhood. This quiet community was so appealing to us we moved here and love the enhanced quality of life this community offers. The current level of traffic on Grove street is quite tolerable, but a 35% increase in traffic (likely higher) through the neighborhood would change the nature of the community with new traffic queues disrupting our quality of life.

Sincerely,
Robert Sklar
Kathleen Zezulak
Sarah Sklar