

PRESS RELEASE

FOR IMMEDIATE RELEASE

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Survey Results Illustrate Continued Concern Over Impacts of Proposed Riverside Development

(Newton, MA) – The Riverside Station Neighborhood Coalition (“RSNC”) recently conducted a survey of residents in the communities surrounding the Riverside T station. 120 residents responded to the survey. The overwhelming sentiment expressed was a concern over the impacts that will be caused by the latest proposal to develop the land being leased by the MBTA.

The thirty-minute survey included questions on preferences and priorities for site design, site use, and impact mitigation. The overall response was a concern that the amount of office and multi-family residential units proposed was going to have a detrimental impact on the neighborhoods. Respondents to the survey expressed a clear preference for mitigating additional traffic by creating direct access into the site from I-95. Of the options for proposed uses, respondents most preferred that a restaurant with fewer than 50 seats be located on the site. The most popular selection for neighborhood mitigation was the creation of pathways to and from the location.

“This community has looked long and hard at the situation and we have evaluated each proposal based on its merits,” said Bill Renke, co-chair of the RSNC. “The developers are continuing to improve upon their proposals, but this survey shows that when it comes to satisfying the concerns of the neighborhoods, we’re not quite there yet.”

“This is a good location for a development,” said Josh Krintzman, member of the RSNC Steering Committee. “But it has to be done right and done in a way that actually improves conditions in the city and surrounding neighborhoods. The survey comments truly demonstrate how thoughtful and constructive this community is being when it comes to collaborating on this development.”

“What astounds me is how many people continue to actively participate and engage in this process. Since the first concept plan was released in 2009, we’ve consistently had extremely high attendance at our community meetings, averaging about 200 people at each,” said Lynne Sweet, co-chair of the RSNC. “The survey completion rate and results show how concerned our neighbors are about the impacts that a development of this magnitude will have on our neighborhoods.”

A summary of the survey results and the survey itself are available on the RSNC website-
<http://www.riversidestation.info/SurveyResults>.

The Riverside Station Neighborhood Coalition was created in 2010 to advocate for the residents of the areas most affected by the proposed development at Riverside. It is run by a steering committee with members drawn from the Lower Falls Improvement Association, Lasell Neighborhood Association, and Auburndale Community Association. For more information about the RSNC or the Riverside development, please visit <http://www.riversidestation.info/>.

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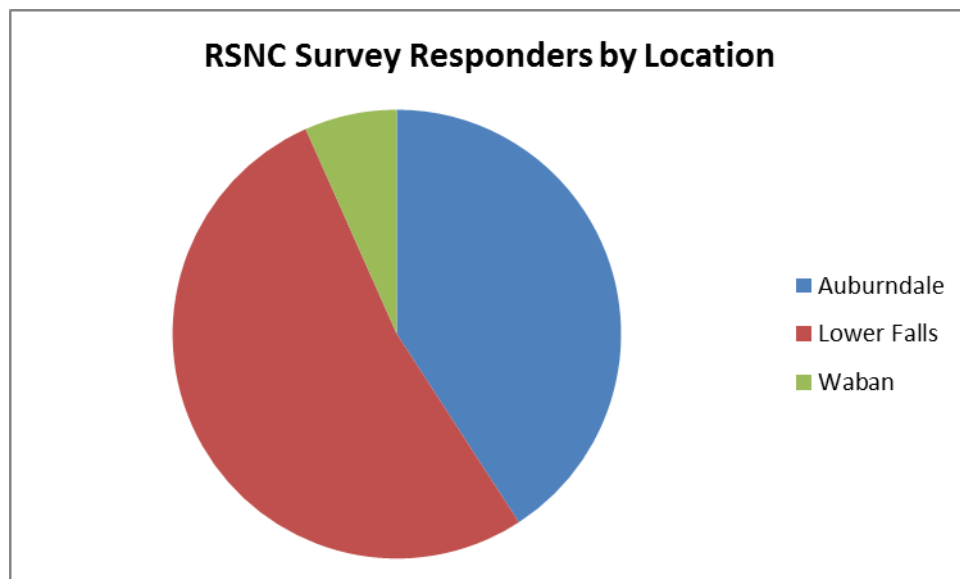
**Preliminary Results of the RSNC Riverside Station Development Survey
March 13, 2011**

On January 29th the Riverside Station Neighborhood Coalition (“RSNC”) held a meeting for the residents of Auburndale, Lasell Village, Newton Lower Falls, and Waban to inform residents of the status of the proposed development by BH Normandy at Riverside Station and to get feedback on a neighborhood questionnaire. The questionnaire, which is intended to capture the sentiments of residents living in Auburndale, Lower Falls, and Waban, was conducted from February 9, 2012 –February 24, 2012, predominately over the internet. The RSNC advertised the survey via word of mouth as well as various e-mail lists to reach area residents. In addition, it set up a dedicated e-mail account for respondents, as well as drop boxes and a mailing address for participants. The survey was also available on the RSNC web site. As a result of the RSNC efforts, 120 surveys were received and entered into the survey results.

The RSNC readily admits that it was not the easiest survey to complete and members of the RSNC spent time working with some residents to assist them in completing the survey. Not all residents chose to respond to all questions. We limited our responses to two per household, and many households responded with one survey for more than one family member. In the coming weeks we hope to sort the results by the communities.

The overall survey results show that residents would like to see a smaller project, with less retail and office space, and fewer residential units. There is a strong desire for restaurant space, smaller residential units, and outdoor recreational space. Residents do not want a big box store, bio manufacturing or a drive through restaurant. Residents want traffic and pedestrian impacts addressed, with a number one choice of direct access to and from Route 128. They want school safety issues addressed. They also want storm water and waste water impacts to be addressed.

The first chart shows the number of respondents as self-identified by neighborhood. It shows that 53% of the responses were from residents residing in Newton Lower Falls, 41% from residents residing in Auburndale and 7% from residents residing in Waban.



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Size of Development

The first section of the survey asked residents to respond to the proposed size of the development by use. The instructions for this section, entitled: "SITE DESIGN MATTERS", were as follows: *"The current zoning proposal by our Ward 4 Alderman, #400-11: is as follows: Requesting establishment of a Business 5/Riverside Zone: a mixed-use transit-oriented district at the site of the current Riverside MBTA rail station. The proposed new zone shall allow by special permit a single commercial office building not to exceed 225,000 square feet with a maximum height of 9 stories, two residential buildings not to exceed 290 housing units in total, retail space not to exceed 20,000 square feet, along with a multi-use community center. According to information provided by the developer in connection with the new site plan, the residential units will be broken down into 65% one bedroom units, 30% two bedroom units and 5% three bedroom units. The purpose of this section is to see if you agree with this proposal, or if you would like to have something different so please put "X" by the items with which you most agree."*

The first section asked about office space, and the majority of respondents, 65% would like to see a decrease in the amount of office space and only 7% felt it should be increased.

The second section asked about multi-family rental space, and the majority of respondents, 68% would like to see a decrease in the amount of multi-family rental space and only 4% felt it should be increased.

The third section asked about retail rental space, and there was no clear preference. .

The chart below shows the response by real estate type:

	Office	Multi-Family	Retail
Increase	7%	4%	21%
Decrease	65%	68%	39%
Appropriate	28%	29%	39%

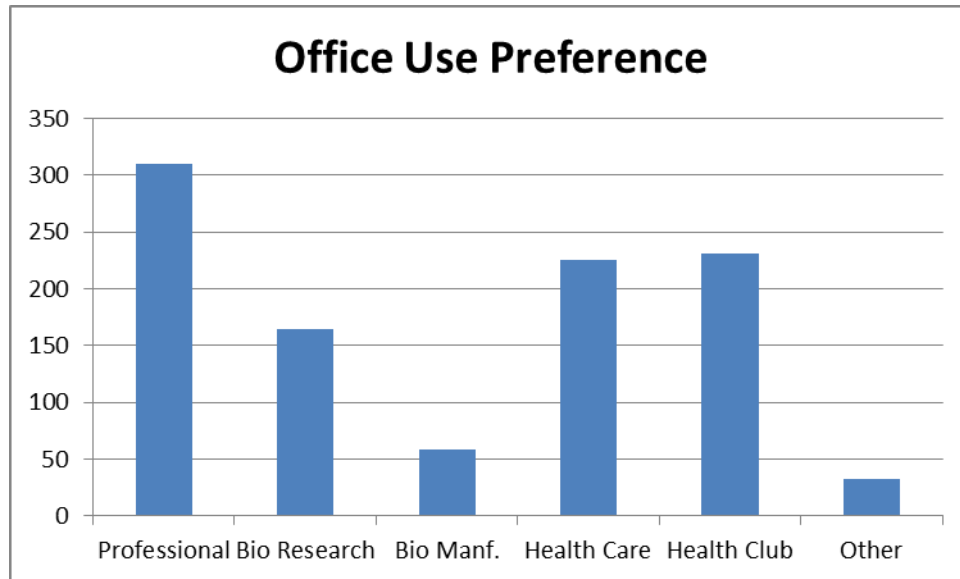
Preferences

The next section asked for preferences for uses within a real estate type as well as preferences for uses that residents do not want on the site. This was the part of the survey that caused the most difficulty for responders; however because of the volume of responses, clear trends did emerge. A number of responders only entered a number for preferences and did not use their "no" votes and vice versa. For purposes of calculating results for this section, we added all numbers entered into a category, and for no votes, we gave each a value of one.

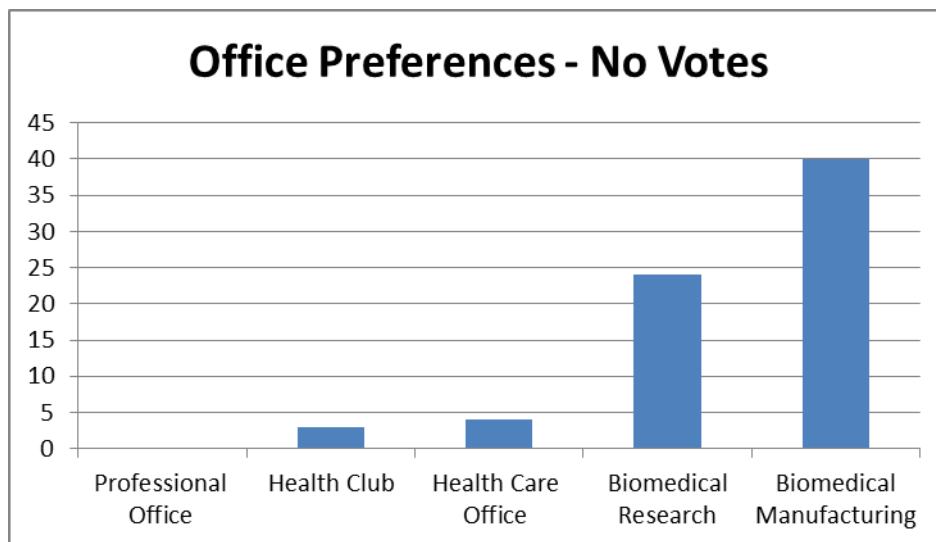
The following were the instructions: *"Please select your top 5 desired uses of the development (within each category – Office, Retail, Residential, and Community Space) and rank from 5-1, the uses you want to see on the site by type, with 5 as the most desired and 1 of lesser importance. ALSO – if there are any uses to which you are absolutely OPPOSED, please write "NO" on that line. You may do this for up to 10 uses total, including all four categories."*

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The first category was office uses, however this section only had six possible selections and many persons may not have understood that they could leave a line blank, so they responded to all lines. There was a strong preference for professional office use. Other suggestions included day care, start up incubator space, community pool, bookstore café, law offices and psychotherapy offices.

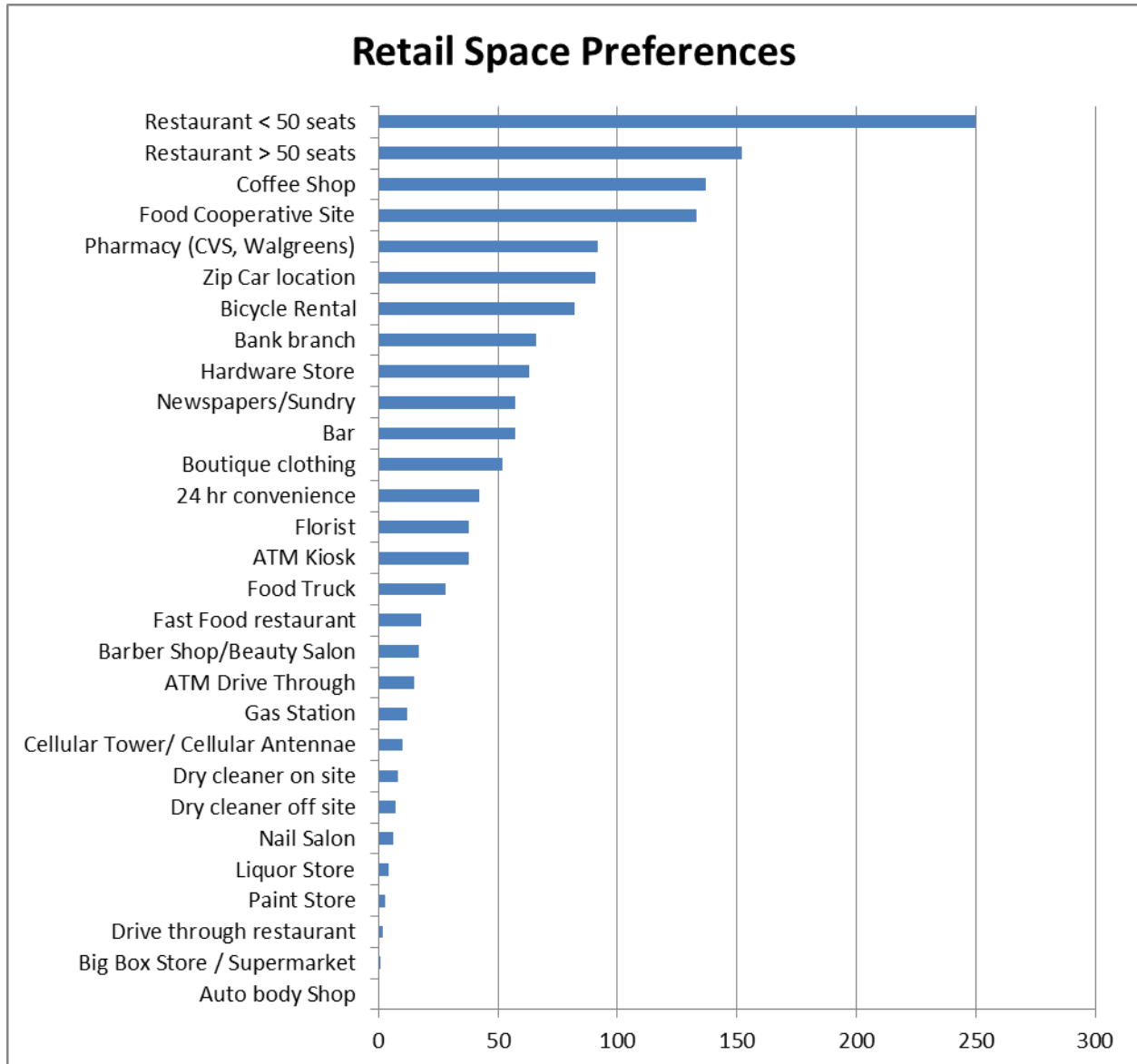


Looking at respondents who did not want specific office uses, the one that was least desirable was biomedical manufacturing with 40 votes or 1/3 of all respondents.



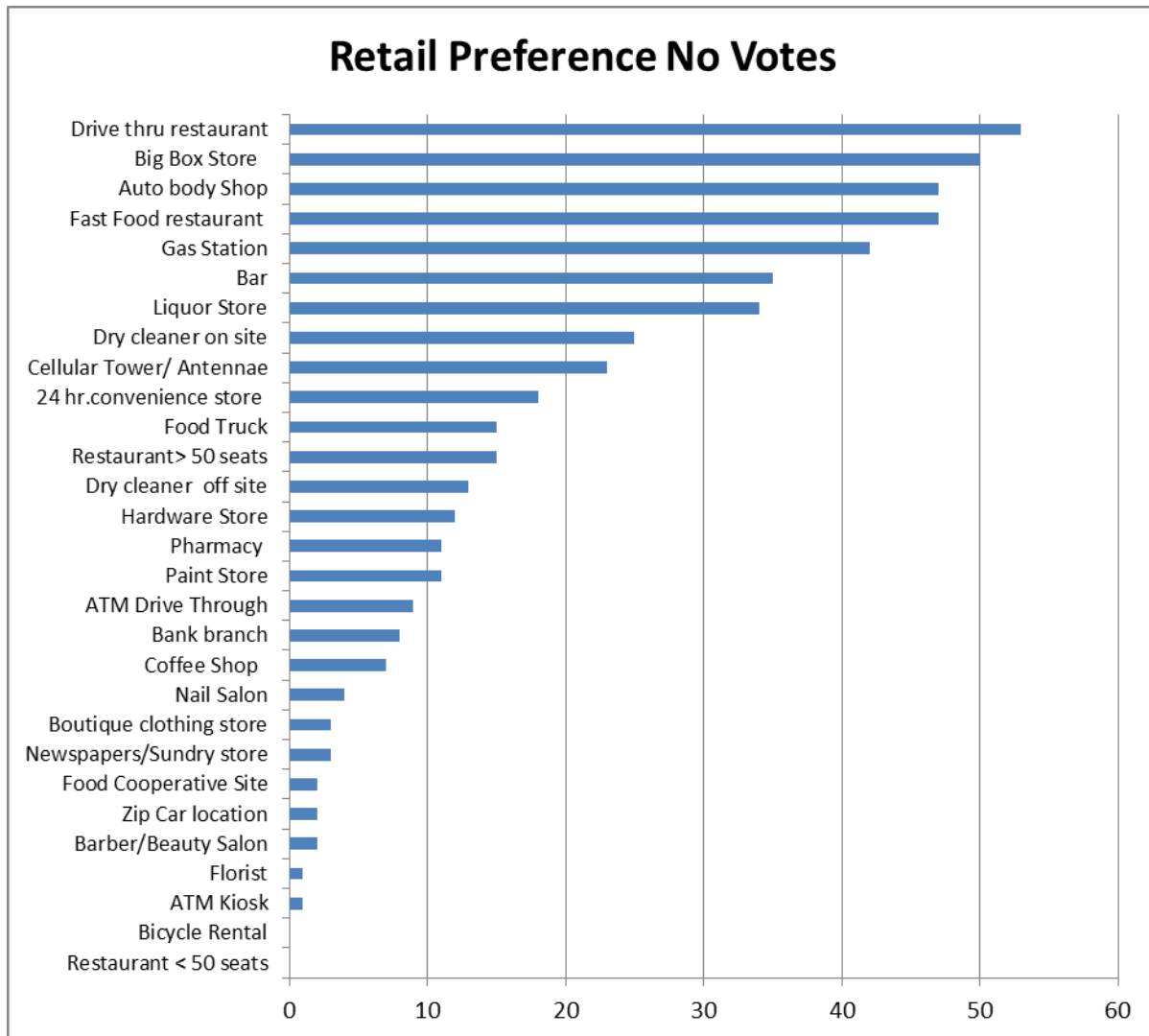
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The next category was retail uses and there were 28 choices in this category. The majority of responders in this section favored sit down restaurants or a coffee shop. A large number wanted smart growth related uses such as Zip Car and Bicycle Rental, and sustainable uses such as a food cooperative site, as shown on the following chart:



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Looking at respondents who did not want a specific retail use, the least desirable retail uses were drive through and fast food restaurant, big box store, auto body shop, gas station, liquor store, bar, dry cleaner with cleaning on site, cellular tower/cellular antennae and a 24 hour convenience store, as shown on the following chart:



The next category was residential uses.

- 29 respondents had a strong opinion about owner occupied housing, with 23 in favor and 6 opposed.
- 33 respondents had a strong opinion about age restricted housing, with 22 in favor and 11 opposed.

When asked to state if they like the current unit mix, many respondents suggested no three bedroom units, and also more one bedroom units.

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The next category was community space uses.

- 51 respondents had a strong opinion about outdoor community space, with all 51 in favor.
- 53 respondents had a strong opinion about indoor community space, with 46 in favor and 7 opposed.
- 42 respondents had a strong opinion about a community garden, with 39 in favor and 3 opposed.

Community Space comments: We have listed below for specific uses desired in outdoor and indoor community space. Most frequently we heard that people wanted walking paths for outdoor space and meeting/community flexible space for indoor space.

Outdoor:

- Walking paths
- Playground
- Biking
- Ice skating rink/Dog Park with fence
- Garden Plots
- Bike, walking trail, connecting to Lower Falls and Auburndale. Design safe recreational path so kids don't have to walk on Grove/ highway to Williams School
- Recreational park
- Outdoor Music Gazebo
- Seating and a fountain
- Public gardens
- Community recreations center including park, walking paths, playground, pool, skating rink
- Basketball court, soccer field, tennis court, jogging paths, outdoor track
- Access to Charles for boating/canoeing
- Green space / conservation area
- Outdoor swimming pool, outdoor café, music pagoda
- Field, tennis/basketball court

Indoor:

- Meeting/community function rooms for , classrooms and/or, flexible space Exercise/Gym space for classes, volleyball, basketball court, indoor track, indoor soccer, swimming pool
- Cultural arts center, performance hall, concert, dance, theater space
- Library branch, party space

Mitigation

The next section dealt with mitigation matters described as “What does the neighborhood need to have to function somewhat normally after the project is built (rather than it would be nice to have).” We asked respondents to score from 10-1 the items that matter most to them across

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four categories with 10 as the most important and 1 as of less importance: Traffic and Pedestrian, Schools, Storm water and wastewater management, and off-site amenities. In certain instances we asked for respondents to enter suggestions. Our instructions were as follows:

Traffic and Pedestrian

“Some of these matters address the rate of speed traffic will flow or move through the neighborhood, either keeping it moving, or slowing it down. We know the developer is still proposing roundabouts over Route 128, but since the peer review has not yet been done, the most beneficial solution is still unclear. There are some matters that are essential to the development that have previously been included in plans proposed by the developer and we anticipate that they will continue to be included (such as a left hand turning lane into the Riverside Station from Grove Street, two lanes only over the Route 128 bridge, planted median similar to Riverside Center on Grove Street) therefore we have intentionally left them off this list.

Schools

There are several issues in which the school system will be impacted by the development of Riverside Station. In the case of Williams School it may exacerbate traffic/pedestrian access, and in the case of the local elementary schools, it may add students.

Stormwater and Wastewater Management

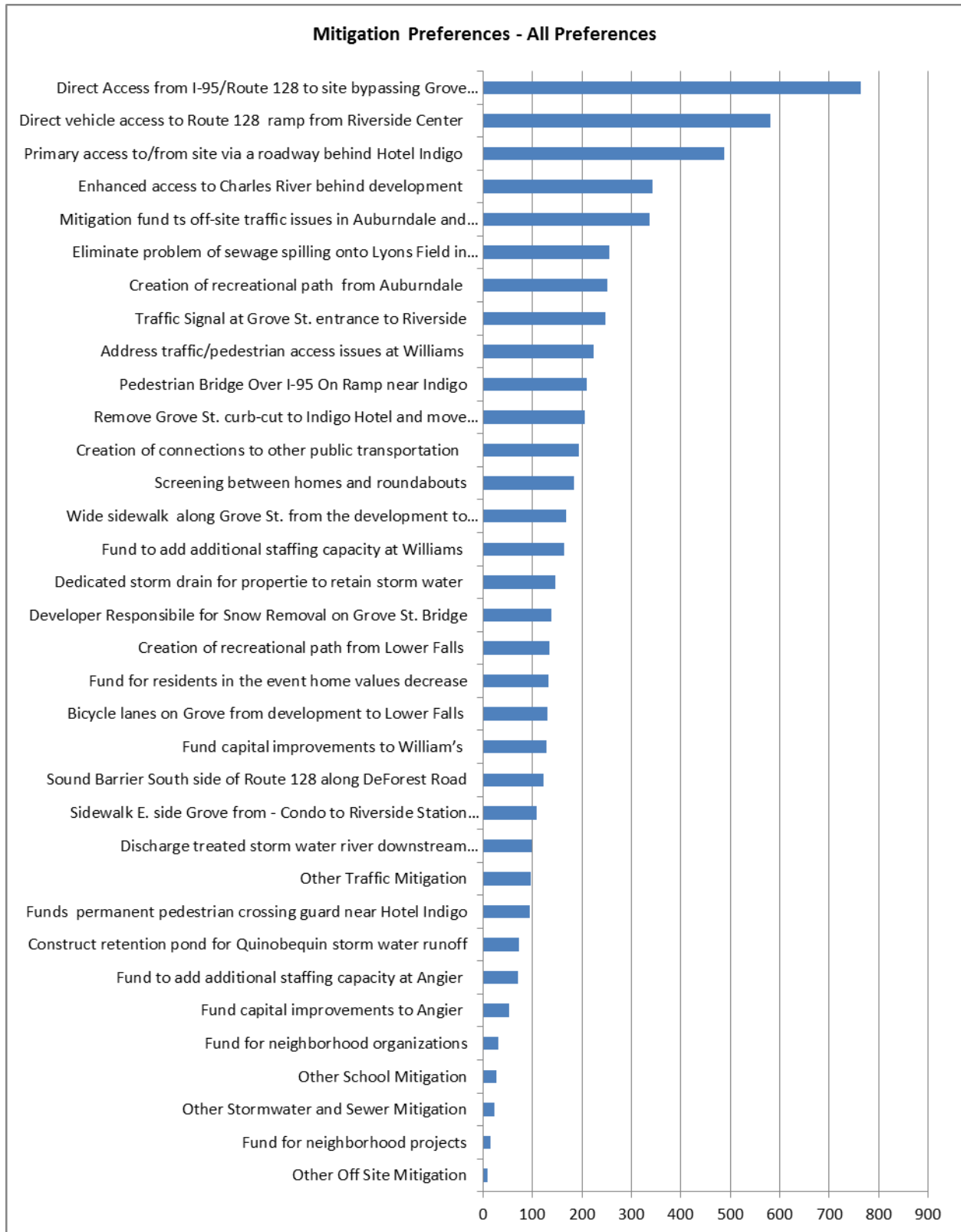
There will be regulatory mandates to manage impacts to the existing systems created by the new development. In addition to this, would you like to see the developer address any of these other issues in the neighborhood?

Off Site Amenities

Many of the requirements as to what can be built on site will be dictated by the zoning change and during the special permit process; the following are suggestions of off-site improvements or funds.”

Traffic and pedestrian issues dominated the mitigation items most chosen by respondents. Direct access to route 128 was listed as a first choice by 54 respondents and a priority by 89. Direct access from Riverside Center, through the MBTA Station to Route 128 and bypassing Grove Street was the second most popular mitigation choice. It is clear that impacts from traffic and pedestrian safety are the most important issues, but wastewater and school issues matter as well. The graph on the next page shows all of the responses.

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The next section provides comments for other mitigation matters not listed in our survey, or descriptions of what people want to see:

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Traffic and Pedestrian Matters:

- Pedestrian walk signal from condo to hotel.
- Bike lanes on Grove and surrounding streets (not roundabouts).
- Add platform to north side of Auburndale commuter rail station so trains can stop for inbound travelers during evening hours, ample parking for residents and offices.
- Mitigation of traffic on Quinobequin (5 responses).

Storm Water and Waste Water Management:

- Development and funding for a comprehensive plan to address all existing and potential water management issues within the affected region including analysis of how climate change will exacerbate problems in the next 100 years.
- Only in context of mitigating direct impacts from the project. In general and in principle, I am opposed to asking/making a condition of, the developer paying to mitigate preexisting conditions. That is a town/state responsibility.

Off Site:

1. Fund Auburndale Community Library
2. Fund Lower Falls Community Center
3. Fund new playground at Lower Falls
4. Handicap accessible commuter rail station in Auburndale
5. Creation of continuous recreational path from Concord Street pedestrian bridge to Marriott
6. Detail traffic study of Waban, Quinobequin Road, Route 16, Walnut St., Wellesley
7. Detailed study of water/waste management for Lower Falls and Waban specifically along
8. Quinobequin & all connecting systems from Route 16 inward

Survey Personal Opinions

The last section of the survey asked for respondents *“What do you think about the latest site plan and proposal?”* and allowed for narratives. All the comments have been included in a separate 10 page attachment. We did not proof for typos/spelling/grammar etc. due to the sheer volume of responses.

Survey personal opinions as to latest site plan and proposal

It is an improvement, but it is dismaying that the developers have not studied the expected traffic impacts on Quinobequin Road between Route 16 and Route 9. Furthermore, there is no evidence that any official, at any level, is looking at the combined impact of the Riverside Project and the anticipated restructuring of the Route 9/Route 128 interchange.

too big; infrastructure concerns and schools are already overcrowded

Can't say I'm familiar with all the latest details, but I do have an overwhelming concern about increased traffic and congestion on Grove Street. Also, with all the new housing, retail buildings and potential restaurants, office space, etc. where are all those (new) vehicles going to find parking??

So much better than all the earlier ones. Not sure how far we can push additional changes. What do you think?_

Under no circumstances would I welcome a big-box store, major retail center, or anything else that creates significant traffic, garbage, noxious fumes, or toxic by-products (regardless of whether they are properly disposed of). I do not want a new mall or shopping center built in my neighborhood.

Most of your retail options I'm strongly opposed to, but the addition of independent, community-minded small shops, bistros, urban food centers (e.g.: small food markets) would be OK—essentially, "green" businesses with a small footprint.

Two smaller buildings (4 stories) are far more desirable than a 9-story high-rise, which dwarfs everything short of the N-W Hospital.

I think that the biggest concern revolves around traffic and that direct access from I-95 is key to mitigating this issue. The second most important thing is to create something positive with this project that the neighborhood will enjoy being next to. This might be accomplished by creating recreational paths to the development and enhancing access to Charles River behind the development. Selecting more prestigious commercial endeavors may also help — nice restaurants and shops.

Overall the developers have made good strides and have been very accommodating. The project numbers have to work for them of course, but also no one doubts, the neighborhood and City. I actually look forward to this project advancing and have no stake whatsoever in the project.

It's getting there but still seems like it will add an awful lot of traffic. That is really my only concern__

For our work with the developer it is all about traffic; direct access to and from 95/128, real support for public transportation.

It is up to the city to plan for the schools and to fund them adequately

Still too big

Still needs direct access 128, not enough open space, not adequate river access, if no direct access then still too big, no three bedrooms, handicap access to Charles River

The project is still way too big, I am very concerned about traffic on grove street and the impact on Williams School

Too much traffic on Rt. 16 & Quinobequin

The reduction in size is good. I still don't see how the traffic issues will be dealt with so there are not too many entrances/exits. I like the idea of improved river access very much, wish we could have a walking path like the Newton/Waltham/Watertown river paths. It makes sense to have residential and commercial development at a transit center. There should be provisions for electric car charging for both residents and commuters. A gated community feel/reality should be resisted.

Overall density and office building height needs to be further reduced. Most importantly, the project should not be permitted unless a combination of:

- (1) reduction in project size (scale and massing); and
- (2) direct ingress/egress to Rt. 128 to the site, the Indigo and Riverside Center

are sufficient to achieve no degradation in the level of service on Grove Street ***without the need to widen any portion of Grove Street to four lanes and without the need for roundabouts.***

In addition, the height of the buildings on the site must be reduced to be consistent with the character of the surrounding neighborhoods and Riverside Center.

The City must resist a zoning change which would permit a development of a scale which necessitates such dramatic changes in the character of Grove Street. For most Lower Falls residents, these changes will transform everyday errands, such as a to Star Market, into a project requiring the negotiation of a left turn across multiple lanes of heavy traffic (for example exiting DeForest) and/or navigating two roundabouts just to get as far as the entrance to the Indigo. For the residents of the condominiums across from the Indigo, the roadway changes and increased traffic will have an even more serious impact –making it impossible for them to exit their parking lot in either direction without significant hazard. The City should not be cowed by threats of a c.40B project – a common scare tactic rarely implemented.

I'm opposed to any development of the site, I think that the proposal is too large and will have a dramatic effect on the quality of life in LF at every level

project is still too large and doesn't do enough to address traffic concerns for Lower Falls

Still too big for this community. City may want more taxes but at what cost. The rest of the city has to realize Lower Falls and Auburndale are villages. Not just an access way to the highways. The city will lose revenue if values of residences change due to the traffic issues and changes of the look and feel of the community. The infrastructure cannot handle such a large project. The roads already cannot handle the traffic flow. Sewer and gas lines are overloaded and leaking. The attempts to clean up the Charles are hampered already by untreated overflow of runoff and waste.

It is larger than we would like.

It does not address the sewage problem.

Newton will not gain as much from the increased tax base as it will cost in additional services, police & school, etc., - See Philip Herr studies on this subject. Aldermen from other wards should be informed (lobbied) of this.

I continue to be extremely concerned about the effect on traffic, commuting to downtown, etc. We bought in this area because of ease of commuting access to downtown and good schools; this proposal will significantly affect the neighborhoods commuting access (along with the MBTA's plans to cancel express bus service to Riverside! And will create crowding at the schools, while significantly decreasing pedestrian safety in walking to Riverside station from Lower Falls.

I FEAR MOST FOR THE SEWER OVERFLOWS INTO LYONS FIELD AND THE WARE'S COVER AREA NEAR THE ISLINGTON PENINSULA. MAJOR TRAFFIC IN AUBURNDALE,, AND IN THE GROVE STREET NEIGHBORHOOD, IS ALSO A DANGER.

I think this site is extremely development-friendly. The site is wedged between an off-ramp, hotel parking lot, the highway, a train repair depot, and a T-stop. This is clearly an area that the city and residents should support improving. Naturally, we need to balance the project against nearby residents and environmental concerns, and consider the impact on local schools. I do believe that this is an excellent opportunity to improve access to the river and nearby parkland, creating a unique asset for Lower Falls and Auburndale. Further, I think it is important to embrace potential new sources of tax revenue to support our community schools and services. I look forward to a well-reviewed plan and ultimately the completed project.

Still an order of magnitude too big not to be disruptive to the surrounding communities

Traffic analysis using linear extrapolation of existing vehicle trips on Grove St unrealistic ____ Unacceptable until direct North AND South-bound access to 128 is resolved

I am still very concerned about the traffic that would be generated by this proposal. The number of additional vehicle trips is overwhelming and I am so worried about the negative impact on the neighborhood. The City and developer have competing interests vis-a vis the neighborhoods and are just focused on the \$\$\$\$\$\$. They really don't care about our quality of life. I am also concerned about the dangers presented to pedestrians walking to and from Riverside.

Thanks to all of you on the RSNC working hard on our behalf.

We doubt that this plan/development will yield sufficient revenue for Newton to justify the cost of all the adjustments/betterments that it will require. Additional children will crowd Williams and Angier schools -- another expense for the taxpaying public.

It's not transit-oriented. We should have 4, 5 and 6 story buildings – village scaled businesses – maybe 1 big office building close to the highway – as long as there is direct access. The MBTA parking garage should incorporate retail as well as the office building. Rather have a massive reduction in the housing units – no more than 200 studio and one bedroom units. Need more restaurants and maybe a bowling alley.

This plan does NOT provide strategies to address traffic down Quinobequin Rd. as well as Route 16 and Beacon St. through Waban and Route 9 at the end of QBQ. It also does not address the issues of water and sewer flow and overflow for Quinobequin Rd. and all the streets that intersect. This area is already stressed and broken in many locations. Any additional stress could cause catastrophic results. Many residents along these routes are extremely

I am very concerned that the size of this development as currently proposed will have a hugely negative impact on our wonderful Lower Falls neighborhood. My primary worries are about traffic and decreasing home values. Traffic is already terrible on days of Red Sox games; I hate to imagine what it will look like with thousands of additional vehicle trips per day, despite the roundabouts. We chose to live in Lower Falls because it is a quiet, family-friendly neighborhood. Additional traffic could change that.

It is an improvement over others. My major concern is the safety when pedestrians cross the street from the condo and the hotel and when cars are leaving the condo and make a left turn. I think that since the retail and community space only have the parking garage this makes that area unappealing to potential renters and users of the area.

I think it is still awful and does not address community needs. I think instead of being a draw for neighbors across Newton it will destroy the neighborhood character and make Lower Falls and Auburndale congested and ugly, and I think it will cause unimaginable costs that can't be measured now to the schools over time.

The roundabouts do not make sense. Even with them, there will be traffic backups that will prevent residents entering and leaving Lower Falls for hours in morning and evening. We need to have a safe way to walk to Riverside from Lower Falls that includes safe ways to cross the entrance ramps to 95 24/7 (traffic lights and better street lighting.) ___Residents want easy and safe access to Auburndale from Lower Falls 24/7 without having to get stuck in traffic jams. We already have this problem on Red Sox home game days and during morning rush hour to a much smaller degree than will occur if more traffic is added, due to this proposed development, unless a way is found to bypass Grove St.

PROJECT WILL LINE THE POCKETS OF A FEW AND DO LITTLE GOOD FOR THOSE WHO NOW LIVE HERE. ___A BETTER EXPLANATION OF THE WHOLE PROJECT SHOULD BE MADE AVAILABLE TO THE PUBLIC IN AUBURNDALE. WHO ARE THE INVESTORS AND HOW MUCH MONEY DO THEY PLAN ON MAKING AT THE EXPENSE OF PROPERTY OWNERS IN THE AREA. THIS PROJECT TAKES A QUIET AREA AND TURNS IT INTO A CITY. IT IS TRASHING AUBURNDALE AT THE EXPENSE OF THE REST OF THE CITY.

IT IS AS GOOD AS STEALING.

It is mandatory to do all items under Stormwater and Wastewater management.

I don't know how to really react until the thing is built. To me, the impact may be predictable but not conclusive until it is built. Personally we live far enough away from the hotel and Riverside that if we have to go another way to get from place to place, we will. I have other concerns that far outweigh the Riverside Development Project.

It is still too big, I'm concerned about the impact on Williams, and very concerned about the traffic impact during rush hour, particularly afternoon.

Thank you for allowing community input! I would like to see more retail and community-oriented space and less residential. I am concerned about the strain on the already overcrowded school situation of added students. I think it is essential to have resident-friendly access via a bike path along the river and bike paths on the street from Auburndale Square (and bike racks available and conveniently located) so that nearby residents don't have to drive there. I am in favor of smart growth and don't want everything to be car-dependent. I do like that the parking is not facing Grove Street - that is a big plus. It should be pedestrian-friendly (and bike-friendly), not only designed for cars. In order for the community to benefit, there should be more amenities for residents rather than more residences and offices, though I'm not opposed to some office and residential space. But looking at the plan online (unfortunately I have not been able to make the public meetings thus far), it looks like very little of the development is dedicated to enhancing the quality of life for existing residents.

__I think that the current parking lot/MBTA station is ugly, and I would be in support of some sort of development. I just don't think that the developers have a realistic idea of what the increased traffic could do to access in and out of Lower Falls, especially now that Washington Street in Wellesley Lower Falls has become much more congested with the new construction there. I believe there is a real possibility that we could become "trapped" in the neighborhood without appropriate traffic mitigation measures - therefore, this would be my priority for the development. I would actually really like a restaurant and/or sundry store within easier walking distance.

It will be a problem and a negative for the families that live around it, no way to get around that. Anytime that "industry" is moved in or around a residential area it is a negative for the neighborhood. Folks picked this area to live because of the balance that existed when they moved in, not for the hope that there might someday be another "drive through" next door. I worry about increased traffic on roads that were never meant for it and that are already stressed. I worry about who will be coming into our neighborhood, for what reasons, in what numbers and for what purpose. I truly hope that these choices are real and not "carrots" of intention, designed to lull the neighborhood into a false sense of security, only to be pulled away after the construction actually starts due to "circumstances beyond our control".

I think there are too many empty office and apartment buildings along the 128 corridor and building another is a waste of space

and money.

Roundabouts don't work, look at the Bourne Bridge area, traffic does not flow. No change in zone should be allowed, too much vacant office space.

Cars do not stop at stop signs

Project too big

Developer should assume all responsibility for any damages due to the project. Developer pay life time payments for deaths related to traffic injury on Grove St.

The plan is great improvement in size. Developer should consider partnering with LaSelle to expand their campus to create truly commuter friendly academic campus or 55 plus housing community, emphasis on green/smart growth including access to recreation, Charles river, golf course, and dedicated space for community gardens and local food

Concern about noise, traffic, pollution at roundabouts impacted adjacent homes. Scale still too big. Will ruin quality of life in NLF.

I think the proposal is way too big, it is like adding another village to Newton at a huge cost to the existing neighborhoods. I understand and agree that the site needs to be developed. There is such an opportunity here to make this truly transit oriented. How it is currently configured insures more traffic, more congestion and not a way to decrease how much cars are used, to increase pedestrian and bike use, to facilitate greater use of transportation. I think the idea of trying to develop this to increase tax revenue without fully considering the costs to the city and the costs to the existing neighborhoods is really too bad. I understand that there is a fear (and probably a reality?) of 40B but really that doesn't make sense for the developers unless I am totally misinformed.

I applaud efforts to reduce the size of the project but believe any form of development on this site is irresponsible until effective sewers/systems/infrastructure—based on quantitative analysis-- is in place to eliminate sewage and groundwater from running directly into the Charles at Quinobequin at Ware Cove/Lyons Park where discharges are clearly evident. Current capacity and overload of these systems precludes further development. Newton must honor state and federal environmental mandates and look to protecting the environmental health of its residents, recreational resources, and river.

I am most concerned about the traffic congestion and think the office park should be no more than 5-6 stories tall rather than 9 or 10 as proposed, in this RESIDENTIAL NEIGHBORHOOD and thereby contain far fewer parking spaces. Let us save this Auburndale from becoming just another congested suburban site.

It is lacking in imagination and will lead to development of a cultural desert. There are examples of mixed use zoning proposals out there that truly integrate the uses so that all regions of the site would be utilized 24 hours a day. I can imagine a site that would be like a very upscale village with retail distributed throughout at the lowest levels, business throughout at second and third levels, and upscale residential in the upper levels. This may strike us as strange, but it how people live in dense urban settings. Such development would be extremely desirable to a certain demographic (that could afford it), offer very desirable amenities to adjacent neighborhoods, not overburden schools, and not lead to such an increase in transportation demands that they would overburden Grove Street.

I do not think that the elementary school can handle the increased number of students from the current proposal (which greatly underestimates the number of students that will result from this project) and I also think that the increased volume of traffic will cut us off from the rest of Newton, at least during rush hours. There are already serious traffic issues getting on to 128 N in the morning – this will make a bad situation worse. Also, I am pretty certain that the increased traffic and rotary in front of my house will decrease my house's value

I think the latest site plan is still too large. I would prefer a 400K sq.ft. project (150K office, 200 residential units and 30K retail).

Off site: creating an ice rink/gardening. Concerned about capital improvements due at Williams and perhaps Burr. The schools must have the space, staffing, Angier particularly due to age, Williams and Burr should have added space if needed

I think we need to think of this proposal in tandem with the MBTA proposal too. With that in mind, the proposal has way too much parking which means more cars. Until the state proposes a way to mitigate already bad rush hour traffic problems, I think any proposal it too much for our neighborhood. I want to support public transportation but don't want to support traffic jams.

Much too large, traffic problems, health, population, problems school crowding, school safety, roundabouts a nightmare.

9 stories is too high, businesses that generate few cars.

I think the proposal is way too big, it is like adding another village to Newton at a huge cost to the existing neighborhoods. I understand and agree that the site needs to be developed. There is such an opportunity here to make this truly transit oriented. How it is currently configured insures more traffic, more congestion and is not a way to decrease how many cars are used or to increase pedestrian and bike use and to facilitate greater use of transportation. I think the idea of trying to develop this to increase tax revenue without fully considering the costs to the city and the costs to the existing neighborhoods is a travesty. I understand that there is a fear of 40B being invoked but that really doesn't make sense for the developers. Which proposal would actually increase traffic the most, 40B housing or the proposal as currently drafted?

I continue to have grave concerns about the scope of this project.

It's moving in the right direction, but the project still is too big for the neighborhood. We are very concerned about the impact on traffic and the schools, given the size and scope of the proposal. We do favor some kind of development, as the current Riverside station is an eyesore. We would like to see an appropriately scaled, mixed-use development that brings greenery and life to that asphalt-laden spot. Thanks to the coalition for all your hard work!

Question: Can we do a neighborhood field trip to see a roundabout?

I think the proposed plan is still too big. I don't want to see any projects of this scale anywhere in Newton. I want Newton to be primarily a residential community with businesses in the existing villages that serve residents.

Retail space hours: Rather than any 24 hour facilities, it may make more sense to have something open the same hours the T operates.

I wrote "NO" for retail uses I thought would generate excessive traffic and idling cars. In general retail that will serve occupants of the new buildings, T users and neighbors without generating more car trips would be most desirable

It does not address the traffic issues properly, that will be required for Auburndale and Lower Falls to function. A serious infrastructure plan from BH Normandy needs to be put on the table, i.e. direct access/exit ramps from I-95. Round about is not the answer, as it will never mitigate the number of vehicles on Grove St.

I think it lacks the vision to be an interesting multi-use development, along the lines of a Coolidge Corner type of destination area with housing/office and interesting shops/restaurants. If it turns out to be an office park with some apartments and only one sandwich shop, drycleaners/bank, etc. this will be a hugely missed opportunity to be more than a transportation hub/office park development

_As a resident of waban whose home is impacted by water issues on quinobequin road I am concerned about the increased traffic and sewerage that will tax out overburdened system. Additionally, our schools cannot handle additional students without significant improvement to infrastructure. What happens to the middle schools when these students get there – are our schools all ready to handle issues? Elementary is addressed but what about Middle and High School?

1. I am against roundabouts.
2. I think the residential section is too large. I'm not concerned with the number of units, but think that five stories is too tall.
3. I do not believe there will be enough parking for the residential units. Each adult will probably own a car. If only 1.5 spaces are provided per unit, then where will these cars park? Where do visitors for these units park? They should not be able to take up space in parking reserved for commuters, since increasing the parking space for commuters has been described as one of the major goals of the developers. (I have been a visitor to other 'residential' developments where parking was a major problem.)
4. Where will delivery trucks park for residential units. Fedex, etc, trucks shouldn't block traffic while driver is running around looking for a signature.

Same goes for delivery trucks for the retail space.

We are of the opinion that this development is too large for the already burdened sewage and flooding problems in this part of town .Please review the sewer/water department presentation about DIMINISHING WETLANDS given at Mayor Warren's meeting with Quinobequin's flood victims of March 2010.

Fundamentally I am opposed to this entire project because it will exacerbate the traffic problem in Auburndale square.

I favor density and the economic revenue benefits, but not with tall buildings that dominate the skyline. Rather, I favor density that comes from space freed up by curtailing parking spaces. This has the added effect incentivizing public transit, and reducing the need for costly traffic engineering to mitigate traffic. Objections related to spillover parking in neighborhoods is unfounded and easily mitigated by residential-only parking and parking time limitations, with exceptions made for residents for party parking. Preventing spillover parking is not difficult; it is routine and effective in Boston neighborhoods.

There should be a Hubway bike station at the Auburndale Commuter Rail station, and one at the Riverside station, that allow commuter rail users to easily ride to and from the development.

Prefer to eliminate residential space or restrict it to senior citizen housing as was done in Wellesley Lower Falls development. Prefer that retail space be reduced or eliminated. Prefer office space to residential/retail as office space will not generate traffic 24 hours a day. A transportation hub is not a safe or healthy place to raise children, so there should be no housing for families with children. I don't understand why the many health professionals in Newton aren't opposed to locating family housing at a transportation hub. Prefer that Grove Street be bypassed altogether.

I continue to believe that the project as proposed is far too big to be wedged in between 2 neighborhoods that are as cohesive, residential, quiet, and historic as Lower Falls & Auburndale. As currently configured, the Riverside project would overwhelm the neighborhoods with noise, pollution, and impossible traffic. In addition to the problems it would create on Grove St, the affect on other, already congested routes (such as Route 16 and Concord St, 128 to the Mass Pike) would be unbearable. I believe that the project would make Lower Falls a LESS desirable place to live and reduce the value of our houses, as well as the quality of life.

I agree that something should be built on the site. However, the current mixed-use proposal would not improve the city for its residents nor its reputation as the "Garden City" or a city dedicated to being a green pioneer. Public transportation is very important, and enhancing the Riverside depot makes sense. But does Newton really need more office space? If there was an existing structure for commercial space (such as Linden St in Wellesley), some shops & restaurants would be great. But imposing this use onto our residential neighborhood just doesn't make sense.

(P.S. In terms of retail store suggestions, above , I'd like to add: bookstore.)

It is an improvement, but it is dismaying that the developers have not studied the expected traffic impacts on Quinobequin Road between Route 16 and Route 9. Furthermore, there is no evidence that any official, at any level, is looking at the combined impact of the Riverside Project and the anticipated restructuring of the Route 9/Route 128 interchange.