CITY OF NEWTON, MASSACHUSETTS

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Ruthanne Fuller
Mayor

ZONING BOARD OF APPEALS

To: Zoning Board of Appeals Members
From: Adrianna Henriquez, Clerk
Date: August 2, 2021
Subject: Materials for **August 9, 2021** Public Hearing

Packet 2

Hello,

Please see the following supplemental materials for the upcoming hearing on August 9, 2021 Public Hearing. The following board members are scheduled to sit: *Brooke Lipsitt (Chair), William McLaughlin, Treff LaFleche, Michael Rossi, Stuart Snyder and Elizabeth Sweet (Alternate)*.

1. August 9, 2021 Revised Agenda
2. Letter from U-Chan dated July 18, 2021
3. Planning and Development Department Memorandum dated August 2, 2021
4. August 2, 2021 Dunstan East Submission containing the following documents:
    1. Documents prepared by Elkus Manfredi Architects including the following:
        a. Eastern Façade Elevations (dated July 29, 2021)
        b. Washington Street Armory View (dated July 29, 2021)

Thank you,

Adrianna Henriquez

ahenriquez@newtonma.gov | (617) 796 1133

Ruthanne Fuller
Mayor

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ZONING BOARD OF APPEALS

Adrianna Henriquez, Board Clerk

The Zoning Board of Appeals will hold this meeting as a virtual meeting only on Monday, August 9, 2021 at 7:00 pm. While this meeting was previously noticed as both a virtual and in-person meeting, no in-person meeting will take place at City Hall.

To view and participate in this meeting using Zoom, click this link: https://us02web.zoom.us/j/83974692244 or call 1-646-558-8656 and use the Meeting ID 839 7469 2244.

AGENDA

Revised 8/2/2021

The Zoning Board of Appeals will hold this meeting as a virtual meeting only on Monday, August 9, 2021 at 7:00 pm. While this meeting was previously noticed as both a virtual and in-person meeting, no in-person meeting will take place at City Hall.

1. **#04-21** Bryan Gary and Pamela Stephenson of 81 Old Orchard Road, Newton, Massachusetts, pursuant to M.G.L. c. 40A, § 8, and 15, appealing the May 26, 2021 issuance of a building permit by the Commissioner of Inspectional Services for the construction of a structure within the rear and side setbacks at 45 Old England Road, Newton, Massachusetts. The subject property is located at 45 Old England Road and is located in a Single-Residence 1 (SR-1) District.

2. **#09-19(2)** Dunstan East, LLC, applying to the Zoning Board of Appeals, pursuant to Massachusetts General Laws Chapter 40B, to amend and make substantial changes to the Comprehensive Permit previously granted to the applicant on July 8, 2020 for a project located in the Business 2 Zoning District at 1149, 1151, 1169, 1171-1173, 1179, and 1185 Washington Street, 12, 18, 24, and 25 Kempton Place, and 32 and 34 Dunstan Street in Newton, Massachusetts containing approximately 3.58 acres. The applicant proposes to incorporate the 6,983 square foot parcel located at 1157 Washington Street into the development parcel, demolish the building located at 1149 Washington Street, and increase the height of Building 3. The revised project will contain a 302-unit residential development, which includes 64 new units in Building 3, and 76 of the total number of units will be affordable. The revised project will contain approximately 5,821 square feet of retail space, and 338 parking stalls (42 of which are new).

3. Review and approval of minutes for April 28, 2021 meeting.

The location of this meeting/event is wheelchair accessible and Reasonable Accommodations will be provided to persons with disabilities who require assistance. If you need a Reasonable Accommodation, please contact the city of Newton's ADA/Section 504 Coordinator, Jini Fairley, at least two business days in advance (2 weeks for ASL or CART) of the meeting/event: jfairley@newtonma.gov or (617) 796-1253. The city's TTY/TDD direct line is: 617-796-1089. For the Telecommunications Relay Service (TRS), please dial 711.

Uniting Citizens for Housing Affordability in Newton

July 18, 2021

Ms. Brooke Lipsitt, Chair
Zoning Board of Appeals
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Re: **Proposed Revision to Dunstan East Comprehensive Permit #09-19**

Dear Ms. Lipsitt,

U-CHAN is writing to inform the Zoning Board of Appeals (ZBA) of its support for the revisions to the Dunstan East Comprehensive Permit #09-19 (which the ZBA previously voted to approve on July 8, 2020). We urge the ZBA to approve the revisions which will increase the total number of units in the development from 234 to 302, an increase of 68 units. In accordance with applicable zoning requirements, at least 25% of the total units must be affordable for those with incomes at 80% or below of the AMI. Therefore, the number of affordable units included in the revised Dunstan East project must be at least 76.

In the original Dunstan East Comprehensive Permit, the proponent, Mark Development, was required to include 59 units at 80% of the AMI. In recognition of the need for more housing for those with lower incomes, Mark Development included within those original 59 affordable units 8 units targeted at those with incomes at 50% of the AMI.

The revised Dunstan East proposal, in compliance with zoning, requires that 76 units be affordable, an increase of 17 additional affordable units. To adhere to its previous ratios, Mark Development is agreeing to include within the 17 additional affordable units two (2) units at 50% of AMI.

U-CHAN notes that the revisions to the Dunstan East Comprehensive Permit will increase affordable housing opportunities in perpetuity. The ZBA's approval of the requested revisions will enable lower-income wage earners, many of whom were disproportionately impacted by the pandemic, to provide essential housing for their families, thereby fostering a more diverse and inclusive Newton community.

Sincerely,

Emily Cagwin, Marcia Johnson & Josephine McNeil
Co-Chairs, U-CHAN

Mission is to educate the citizens of Newton about the need for housing in our city.

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City of Newton, Massachusetts
Department of Planning and Development
1000 Commonwealth Avenue Newton, Massachusetts 02459

Ruthanne Fuller
Mayor

Barney S. Heath
Director

PUBLIC HEARING MEMORANDUM

DATE:	August 2, 2021
MEETING DATE:	August 9, 2021
TO:	Zoning Board of Appeals
FROM:	Barney S. Heath, Director of Planning and Development Neil Cronin, Chief Planner for Current Planning Michael Gleba, Senior Planner
COPIED:	Mayor Ruthanne Fuller City Council

In response to questions raised at the Zoning Board of Appeals public hearings on April 28, 2021, June 10, 2021 and June 28, 2021 the Planning Department is providing the following information for the upcoming continued public hearing/working session. This information is supplemental to staff analysis previously provided at the public hearing.

PETITION #09-19(2) **Dunstan East**

Dunstan East, LLC, applying to the Zoning Board of Appeals, pursuant to Massachusetts General Laws Chapter 40B, to amend and make substantial changes to the Comprehensive Permit previously granted to the applicant on July 8, 2020 for a project located in the Business 2 Zoning District at 1149, 1151, 1169, 1171-1173, 1179, and 1185 Washington Street, 12, 18, 24, and 25 Kempton Place, and 32 and 34 Dunstan Street in Newton, Massachusetts containing approximately 3.58 acres. The applicant proposes to incorporate the 6,983 square foot parcel located at 1157 Washington Street into the development parcel, demolish the building located at 1149 Washington Street, and increase the height of Building 3. The revised project will contain a 302-unit residential development, which includes 64 new units in Building 3, and 76 of the total number of units will be affordable. The revised project will contain approximately 5,821 square feet of retail space, and 338 parking stalls (42 of which are new).

The Zoning Board of Appeals (ZBA) opened the public hearing on this petition on April 28, 2021, which was held open for the petitioner to respond to questions and concerns raised in the Planning Department's Memorandum and at the public hearing by the Board as well as by members of the public. The Board held subsequent meetings on June 10th and June 28th.

EXECUTIVE SUMMARY

The Permit Holder, Dunstan East, LLC, was granted a comprehensive permit by the ZBA for a development including the construction of three buildings containing, in the aggregate, 238 residential units (including 59 Affordable Units), 5,821 square feet of retail space, and 296 parking stalls. Also included in the approved development plan was an approximately 8,222 square foot existing office building at 1149-1151 Washington Street (the "Approved Project").

The Permit Holder now seeks to expand Building 3, which would include an additional 64 residential units, an additional 42 parking stalls, and a sixth floor toward Washington Street (the total height would be lower than the 81.10 foot approved by the comprehensive permit). Additional street level residential units would be located along the proposed Brook Drive along the northern portion of the site (the "Revised Project"). The Revised Project would have a total of 302 units (with 76 affordable units) and would maintain a 1:1 residential unit-parking stall ratio.

This memo contains an analysis of the Revised Project, specifically Building 3 and whether it aligns with the Washington Street Vision (Vision). The Horsley Witten Group (Horsley Witten), the on-call consultant hired by the City, provided comments which can be found attached to this memorandum **(Attachment A)**. Additionally, this memo will continue the peer review of the transportation aspects of the Revised Project. Since the transportation peer review was presented at the public hearing on June 28th, the Permit Holder responded on July 16th; in turn, the City's peer reviewer, BETA Group, Inc (BETA) has additional comments **(Attachment B)**. The Planning Department, as well as Horsley Witten and the Urban Design Commission (UDC) are generally supportive of the Revised Project's design and find it to be consistent with the Washington Street Vision Plan. The majority of the comments raised by BETA in their June 2021 memo have been satisfied. BETA is supportive of the residential parking ratio and has no further concerns regarding traffic generation, however some additional information has been requested, particularly to determine if the proposed commercial and visitor parking will be sufficient.

I. CONSISTENCY WITH THE WASHINGTON STREET VISION PLAN

The Vision was adopted by the City Council in December of 2019. The Vision discusses priorities for that portion of Washington Street from West Newton through Newtonville to the Crafts Street intersection before Newton Corner. The Vision is intended to inform discussions about public investments and to guide private development to align with Newton's priorities. The Vision contains guiding principles for Unique and Vital Village Centers, Safe Multimodal Transportation, Housing Diversity, Global Climate and Local Environment, and Excellence in Placemaking and Design. The Vision is available here:

http://www.newtonma.gov/civicax/filebank/documents/100643.

In advance of the June 10, 2021 ZBA public hearing, the Planning Department, as well as Horsley Witten, provided an analysis of the site design for alignment with the Vision. The Planning Department and Horsley Witten found site design and sustainability aspects to

be consistent with the Vision. That memorandum can be found in the below link:

https://www.newtonma.gov/home/showpublisheddocument/70577/637583486104900000

The below analysis pertains to the architectural plans, renderings, street sections, and shadow study submitted on May 27, 2021 that could not be incorporated into the above memorandum. The Permit Holder did present to the Urban Design Commission (UDC) on June 9, 2021 and the UDC Report is attached to this memorandum **(Attachment C)**. The Permit Holder also submitted materials on July 21, 2021 which are incorporated into the below analysis.

Unique and Vital Village Centers:

- *Promote narrow and transparent shopfronts*
  The expanded Building 3 features a transparent ground floor, with a commercial space occupying approximately 35 feet of building frontage along Washington Street; the remaining frontage would consist of lobby and or amenity space. Although the use and tenant are unknown at this time, the Permit Holder provided a revised parking calculation for a 75-seat café. As noted by Horsley Witten such a use would increase vitality along this portion of the site and would extend the ground-floor commercial space within Buildings 1 and 2 along the entire frontage.

Excellence in Placemaking and Design

Area-wide Planning Principles

- *Ensure Newtonville and West Newton remain distinct and vital*
  The Vision defines the "Cheesecake Brook lots" as the lots east of Chestnut Street and extending as far as Trader Joes as an area where density and height are recommended because the land is underutilized and because they are walkable to the transit and services offered by West Newton Square. Per the Vision, the site is within an area that calls for three- to six-story buildings.

- *Foster moments of arrival*
  The expanded Building 3 in both footprint and number of stories would foster a moment of arrival to those traveling westbound on Washington Street. From east to west, the building steps up from four to five to six stories which focuses the bulk in the middle of the site and allows for a transition in scale from the West Newton Armory to Kempton Place. The revised architectural plans indicate the four-story portion would be comprised of brick, while the above stories would be comprised

of metal panels. The transparent storefront on the ground-floor would "wrap" the corner and trellises as well as planters would be installed to provide some interest to those traveling west and to residents and guests accessing the courtyard. In addition to the transparent storefront, windows have been added to all stories.

- *Require gentle transitions to adjacent neighborhoods*
  The Approved Project included a five-story Buildings 3, with the existing one- and two-story structures at 1157 and 1149 Washington Street, respectively remaining. Because Building 3 was deeper into the site, north of these two structures, its bulk and mass was set back from both the West Newton Armory, and the properties to the north, as evidenced by its 99-foot setback. Expanding Building 3 to Washington Street changes the Washington Street frontage, but also brings the structure closer to the West Newton Armory by reducing the right-side setback from approximately 23 feet (existing two-story structure) to six feet. Separately, Horsley Witten noted Building 3's sixth story continues approximately 122 feet north from Washington Street towards Brooke Drive, yet does not continue to all the way the northern façade. This step back preserves what is viewed as a sixth-story exposure, due to the change in grade, from the properties north of the site from the Approved Project. Horsley Witten and the Planning Department believe Building 3's step down from six stories to four stories at the eastern boundary and preserving the fifth-story exposure from the Approved Project is consistent with the Vision and results in a four-story exposure that is consistent with the height of the West Newton Armory.

- *Encourage variety in building size and shape*
  The Vision calls for development to reflect the incremental building pattern of Newton which resulted in villages containing buildings of different heights, shapes, and materials. Razing the structures at 1157 and 1149 Washington Street adds 148 feet of Washington Street frontage, which is occupied by Building 3's expanded footprint. As a result, Building 3 takes the shape of a horseshoe with a short leg on both Washington Street and the open space at the rear of the site, and a long leg on Kempton Place. This shape is similar to Buildings 1 and 2 because of the several frontages on site.

  Although the structures have similar shapes, Building 3 presents more as a vertical structure with a tower-like element at the corner of Washington Street and Kempton Place before stepping down to five and four stories towards the east. Building 2's Washington Street frontage is more evenly divided by its four- and five-story exposures resulting in a more horizontal massing. Lastly, Building 1 also contains six stories, but the Washington Street façade is more modern than Building

3 with projecting bays and recessed balconies. As a result, the overall project contains a variety of building sizes and shapes.

Site Planning Principles

- *Break down the scale of larger projects with new streets, paths, and open spaces* Building 3's expanded footprint results in a more consistent street wall along Washington Street and results in an appropriate building height to street width ratio within Kempton Place. Still, the result is a 270-290-foot length of uninterrupted facades of Buildings 2 and 3 which was noted by both Horsley Witten and the Urban Design Commission. The Planning Department agrees with the benefits brought by the expanded Building 3 but echoes Horsley Witten and the UDC and suggests the Permit Holder consider additional strategies to break down this façade.

In summary, the Planning Department believes the Revised Project aligns with several goals of the Vision. As discussed in the previous memorandum, Building 3's expanded footprint removes visible parking from the Washington Street and Kempton Place frontages, thereby allowing both frontages to be engaging for pedestrians. This experience is increased with the ground-floor commercial space within Building 3. In addition, Building 3 would foster a moment of arrival to those traveling west, while transitioning from Washington Street to abutters to the east and to the north. Lastly, the expanded Building 3, taken together with the approved Buildings 1 and 2, results in a project that varies in building height, shape, and massing.

II. TRANSPORTATION

The City's transportation peer review consultant, the BETA Group, has drafted an updated analysis of the transportation aspects of the project based on the Permit Holder's responses to BETA's June 2021 memo. These include traffic, public transportation, pedestrian and bicycle facilities, internal circulation and parking, loading and curbside activity, transportation demand management strategies and consistency with the City's Street Design Guide.

The peer review notes that the Permit Holder's approach to assessing existing 2021 traffic volumes is acceptably conservative, its projected 0.5% annual traffic growth rate is reasonable, and its 2028 Build traffic volumes are acceptable.

BETA's updated peer review analyzes the responses provided by the Permit Holder on July 15th, July 16th, July 20th and July 21st. BETA has found that the Permit Holder's responses have addressed the majority of their comments. Regarding proposed mitigation and improvements, the review notes needed changes to the signal timing at several area

intersections.

The peer review makes some requests for additional information and/or clarifications about several topics including:

- Whether the proposed sidewalk improvements include the construction of a protected bike lane if one is recommended by the City Engineer at the time of construction.
- Confirmation on the number of bike parking spaces in Building 3 and clarification on whether the commercial bike parking spaces will be weatherproof and secure.
- Whether both proposed loading spaces on Washington Street are needed given the loading space on Kempton Place, which would also serve Building 3.
- BETA finds the 1:1 residential parking ratio sufficient, however they have questions and concerns regarding the commercial and visitor parking such as: whether the proposed 27 commercial and 11 visitor spaces be designated for separate use or shaded spaces; how those spaces will be managed; where those spaces will be located in the parking garage; whether the pick-up/drop-off zone will be used for parking outside of typical loading and delivery hours; and whether the commercial and visitor spaces will be adequate. BETA has requested additional information based on other comparable sites that demonstrate the commercial and visitor parking will be sufficient.
- Details regarding the shared parking operation in terms of hours for each use and where these spaces will be located.
- Consider providing one accessible space on Kempton Place.
- EV-ready parking spaces should be shown on the site plan.

The review also requests additional details on the Applicant's proposed Transportation Demand Management Plan, including the number of electric vehicle parking spaces and information regarding possible car- and bike- sharing facilities. Lastly, it also recommends that a transportation management plan (to be approved by the City) to reduce trucks impacts to roadways and intersections be developed for the project.

The Planning Department notes several additional issues that require clarification. The Washington Street right-of-way, including its curb space and sidewalks, are under the control of the City and not the Permit Holder. As such, issues related to the placement of loading and pick-up/drop space, etc. along that thoroughfare's curb would usually be considered to be under the jurisdiction of the Traffic Council and the City Council. As the future design for Washington Street is not final, it is generally preferable that such facilities be located within the project site rather than within the Washington Street right-of-way.

Also, regarding parking, projections on the use of visitor/customer parking stalls would be

helpful in analyzing the adequacy of the 36 stalls proposed for commercial customers and residential visitors. An example of such a projection would be how many visitors to the 302 residential units would be expected at peak (and other) times. Such information is important as the number of spaces available for commercial customer use would be diminished by that amount (and, of course, vice versa).

The Permit Holder should address these issues at its earliest possible convenience to allow for appropriate responses by BETA

III. ADDITIONAL INFORMATION AND MATERIALS

The Permit Holder should respond to all questions and requests for more information raised in this memorandum. In response to comments from Horsley Witten, the Permit Holder submitted civil engineering details, including plans, on July 21, 2021 which are under review. The Planning Department expects to resolve all peer-review comments in advance of the ZBA's public hearing on September 9, 2021.

IV. CONCLUSION AND NEXT STEPS

The Planning Department will continue to review the proposal and as, where appropriate and authorized, coordinate reviews of the project by City agencies and consultant peer reviewers and provide updated and expanded memoranda in advance of future ZBA hearings.

ATTACHMENTS

Attachment A: Horsley Witten Group memorandum dated July 24, 2021
Attachment B: BETA Group Inc, memorandum, dated August 2021
Attachment C: Urban Design Commission Memorandum, dated June 23, 2021

Horsley Witten Group
Sustainable Environmental Solutions
112 Water Street • 6th Floor • Boston, MA 02109
857-263-8193 • horsleywitten.com

MEMORANDUM

To: Michael Gleba, Neil Cronin, Jennifer Caira – City of Newton

From: Janet Carter Bernardo, PE and Jonathan Ford, PE

Date: July 2, 2021

Re: Peer Review of the Revised Dunstan East 40B Development
Building Height, Massing, and Scale

The intent of this memorandum is to provide the City of Newton with a peer review of the Dunstan East building height, massing, and scale. The Applicant is proposing to develop a three-building mixed-use residential and retail area along Washington Street in Newton, Massachusetts. Recently submitted documents include the following site/landscape changes:

1. The site area has been expanded from 3.3 acres to 3.6 acres as the entirety of parcels 31-7-28, 31-7-28A, 31-7-29, and 31-7-30 are now included in the project.
2. The total residential units have been increased from 244 units to 302 units.
3. The retail/restaurant space has decreased from 12,442 square feet (sf) to 6,247 sf. *(Applicant noted this is 5,821 sf as of the April 8 ZBA submission.)*
4. The structured parking spaces have increased from 286 spaces to 322 spaces.
5. The proposed building area has increased from 425,945 gross sf to 503,880 gross sf.
6. The footprint of Building 3 has been expanded to Washington Street.
7. Demolition of existing buildings at 1149 and 1157 Washington Street is proposed.
8. The internal private courtyard for Building 3 has been updated and expanded.
9. The design of the Building 1-2 courtyard has been revised.
10. The design of the Building 3 riverfront park space has been revised slightly.
11. The design of Kempton Place has been reconfigured slightly.
12. Minor detail-oriented revisions and adjustments were made to Building 1 and Building 2 footprints, street design details, site layout elements, and landscape design.
13. The total impervious area reduced from existing conditions has increased from approximately 8,900 sf to approximately 10,000 sf.
14. The proposed compensatory flood storage area is expected to change minimally pending further refinement of the architectural and landscape designs. The grading shown adjacent to Cheesecake Brook on the April 2021 plans is almost identical to the April 2020 plan set. Horsley Witten Group (HW) understands that the final design of Building 3 includes piers along the north side to allow flood storage beneath the building.

The boardwalk and stone dust walking path adjacent to Building 3 are being reconfigured by the Landscape Architect.

In the spring of 2020 and May of 2021, peer review memoranda on various aspects of the project were provided by HW to the City of Newton. This memorandum does not include previous comments and is specifically limited to new and changed elements of the plan included in the documents listed below.

HW reviewed the following updated documents:

- Stormwater Report, Dunstan East Mixed-Use Redevelopment, Washington Street, Newton, Massachusetts, prepared by VHB, revised May 17, 2021 (133 pages).
- Sustainability Strategic Plan, Dunstan East, Newton, MA, prepared by New Ecology, dated April 7, 2021 (9 pages).
- Dunstan East/List of Waivers Requested (Revised as of April 8, 2021) (3 pages).
- Dunstan East Commercial Use Parking Calculation (Revised April 5, 2021) (1 page).
- Site Plans, Dunstan East, Washington Street, West Newton, Massachusetts, prepared by VHB, date issued April 28, 2020, date revised April 8, 2021, including:
    - Title Sheet
    - Legend and General Notes — Sheet C-1.0
    - Site Plan and Erosion & Sediment Control Plan — Sheet C-2.0
    - Site Plan — Sheet C-3.0
    - Grading and Drainage Plan — Sheet C-4.0
    - Utility Plan — Sheet C-5.0
    - Site Details 1 — Sheet C-6.1
    - Site Details 2 — Sheet C-6.2
    - Site Details 3 — Sheet C-6.3
    - Site Details 4 — Sheet C-6.4
    - Boundary and Topographic Survey — Sheet 1 of 4
    - Boundary and Topographic Survey — Sheet 2 of 4
    - Boundary and Topographic Survey — Sheet 3 of 4
    - Boundary and Topographic Survey — Sheet 4 of 4
- Landscape Plans, Dunstan East, Washington Street, West Newton, Massachusetts, prepared by VHB & Halvorson, dated April 28, 2020, revised April 8, 2021, including:
    - Site Materials — Sheet L1.1
    - Planting Plan — Sheet L1.2
- Dunstan East Architectural Plans Unit Reduction (Rev 1), prepared by VHB and Elkus Manfredi Architects, dated May 6, 2020, including:
    - Existing Site Layout Plan — A001
    - Buildings 1, 2, and 3, Level P2 — A120
    - Buildings 1, 2, and 3, Level P1 — A121
    - Buildings 1, 2, and 3, Level 1 — A122
    - Buildings 1, 2, and 3, Level 2 — A123

  - Buildings 1, 2, and 3, Level 3 A124
  - Buildings 1, 2, and 3, Level 4 A125
  - Buildings 1, 2, and 3, Level 5 A126
  - Buildings 1, 2, and 3, Level 6 A127
  - Buildings 1, 2, and 3, Roof Plan A128
  - Building Elevations – Building 3 A303
  - Building Sections – Building 3 A322
- Dunstan East Photometric Plan, prepared by Reflex Lighting, dated April 1, 2021.

Updated June, 2021 materials:

- Proposed Public Open Space Vision slide prepared by Halvorson, dated June 23, 2021.
- Street Sections by Elkus Manfredi, dated May 26, 2021 (3 pages).
- Responses to ZBA and City Councilors, prepared by Mark Development, dated May 27, 2021 (7 pages).
- Responses to ZBA, City Councilors, Planning Department, Horsley Witten, and Engineering Department, prepared by Mark Development, dated June 22, 2021 (11 pages).
- Lighting Product Submittals, prepared by Reflex Lighting, dated June 18, 2021.
- Figure Ground Plan prepared by Elkus Manfredi, dated May 26, 2021.
- Building Elevations and Views prepared by Elkus Manfredi, dated May 26, 2021 (12 pages).
- Shadow Study prepared by Elkus Manfredi, dated May 26, 2021 (48 pages).
- Architectural Plans prepared by Elkus Manfredi, dated November 25, 2019 last revised May 26, 2021 (12 sheets).

Vision Plan

Building 3 height, scale, and massing was reviewed to determine consistency with the principles outlined in the Washington Street Vision Plan adopted December 16, 2019. The Vision Plan guiding principles listed below (bulleted principles in bold type) are especially relevant to building height, scale, and massing and were the basis of review. HW offers the numbered comments below. HW did not review building design/architecture.

- **Vision Plan: Use buildings and trees to make a more comfortable environment.**
  - Streets and sidewalks with defined edges.
  - Narrow and transparent shopfronts.

1. Proposed buildings provide a consistent building face along Washington Street, Dunstan Street, Kempton Place, and Brook Street to generate sense of enclosure and a more comfortable pedestrian environment. The proposed courtyard between Buildings 1 and 2 breaks the streetwall appropriately to break down the larger block

for pedestrian permeability. See comments on following pages regarding Building 3 and Kempton Place.

2. Approximately 35 feet of Building 3 frontage on Washington Street was converted to retail. The space is described by the Applicant as amenity driven retail, i.e. a bakery/café, fast casual food, wine store, or small-scale fitness space. This retail space as described will help the activation of the streetscape considerably. The remainder of the Building 3 ground floor Washington Street frontage is comprised of lobby/amenity space with a single entry near the Kempton Place intersection. It is noted that three additional relatively narrow retail spaces are proposed in Buildings 1 and 2. Has addition of another retail space to the Building 3 ground floor similar to Building 2 been considered?

- **Vision Plan: Design for music and community events in public spaces.**

3. The Building 3 courtyard is designed to limit access to residents only. HW comments were previously provided supporting the design of the Building 1 and 2 courtyard and the Cheesecake Brook public space to provide for public activity and circulation. The Applicant has also responded that the Building 1 and 2 courtyard is primarily a public passage and gathering space, and will be a lively public space. The design of the courtyard and design/uses at building edges facing the space supports this vision.

   Additional information specific to the anticipated type and scale of music and community events, how the design of the space would accommodate those events, as well as the programming intent and community partnerships should be provided to clarify. The Cheesecake Brook open space may also accommodate smaller-scale programming such as nature walks or children's events, and the design of Brook Drive may also support occasional closure for street festivals or community gatherings if desired.

- **Vision Plan: Promote small blocks.**

4. As previously noted in prior review comments, the design of the project to provide the public passage through the Building 1 and 2 courtyard as well as the public passage through the project via Kempton Place and Brook Drive are the most beneficial elements promoting small blocks and breaking down the scale of the Building 1 and 2 block. The project as proposed is consistent with this Vision Plan principle.

5. Provision of a pedestrian connection to the east via the Armory property to Armory Street would be a great public benefit consistent with the Vision Plan and Vision Report and should be enthusiastically encouraged. The Cheesecake Brook open space as designed appears to be compatible with adding this pedestrian connection at the east property line in the future. Any barriers that make this future connection more difficult should be avoided.

- **Vision Plan: Promote diverse building and unit sizes.**
- **Vision Plan: Encourage variety in building size and shape, including variety in height along a given block.**

- **Vision Plan: Foster moments of arrival – taller buildings mark arrival at edges, then heights in the village core areas are kept relatively low.**
- **Vision Plan: Require gentle transitions to adjacent neighborhoods.**
- **Vision Plan: Provide human scale design.**
    - Provide more architectural detail at lower stories.
    - Provide upper story setbacks for taller buildings.
    - Provide well-defined edges.
    - Provide building to street width ratios with a similar relationship.

6. Compared to the plans last modified April 8, 2021, the updated Building 3 design (May 27, 2021) includes the following revisions:
    a. The sixth residential level (as measured from Washington Street) has been extended approximately 122 feet further down Kempton Place towards Cheesecake Brook. The sixth level is set back approximately 5-6 feet from Washington Street, stepping out from street-facing units onto what appears to be a balcony. Portions of the fifth and sixth levels are set back from Kempton Place beginning at the bend in the building and extending toward Brook Drive and Cheesecake Brook.
    b. The sixth level (measured from Washington Street) steps back approximately 30 feet at Cheesecake Brook. The apparent building height from Cheesecake Brook is still six levels since residential units are present at the lower floor due to the change in elevation from Washington Street to Brook Drive (grade at Brook Drive and Cheesecake Brook is one level below grade at Washington Street).
    c. Building 3 elevation along Washington Street has been revised to step down from 6 levels at Kempton Place to four levels at the site's east property line.
    d. Additional variation in massing and materials has been provided along the Building 3 Kempton Place elevation.
7. The project site is within "Medium Heights – Village Character" on the Vision Plan Height Principles Diagram. The proposed building heights are within the 3-6 story height range in the Vision Plan.
8. The proposed changes to Building 3 shift upper floor massing from the Building 3 east edge along Washington Street down Kempton Place towards Cheesecake Brook. The building strategically incorporates setbacks at upper levels along Cheesecake Brook, Kempton Place, and Washington Street to reduce the apparent building height at street level – consistent with the Vison Plan and an improvement compared to the approved Building 3 design and previous design.
9. The proposed revision to transition along Washington Street from 6 levels at Kempton Place to 4 levels at the site east edge is more consistent with the Vision Plan principle to provide gradual transition to adjacent neighborhoods.

10. The Applicant noted in its May 27 response to comments that the Building 3 massing along Washington Street will be revised to address concerns with the building's relationship to the Armory. HW has not seen these revisions therefore we have no comment at this time.

11. The relationship between building height and street width (building face to building face) for Kempton Place appears to be between 1 and 1.5. HW understands additional materials will be submitted providing more information regarding this cross section. By itself, the height-to-width ratio is appropriate to provide a comfortable, enclosed street pedestrian realm. The proposed street design and cross-section elements are appropriate as designed, and the changes to extend parallel parking and street trees with the acquisition of the Washington Street parcel provides a great improvement for streetscape character and comfort.

12. The uninterrupted length of the Building 2 and Building 3 facades along Kempton Place (between 270-290 feet) is atypical in the neighborhood and surrounding vicinity, as can be seen on the submitted Figure Ground Plan dated May 26, 2021. As noted in comment above, the building height to width relationship and block sizes appears to be appropriate. The uninterrupted length condition is somewhat mitigated via internalizing this relationship within the project, with the subtle bend in the street providing variety, and with the vista relief in both directions – to Cheesecake Brook and Washington Street. Renderings and animations demonstrated from sidewalk eye-level perspective at Cheesecake Brook, Washington Street, and various locations in between, will be the most effective in conveying how Kempton Place will feel.

Shadow Study

The study for June 21st and December 21st represent seasonal extremes (shortest and longest shadows), and March 21st and September 21st represent averages.

13. Based on the submitted shadow study dates for "averages" March 21st and September 21st, impact of new shadows on adjacent properties is minimal at mid-day times (between 10:00 AM and 3:00 PM). Morning shadows from Building 1 will provide some shade on Dunstan Street until around 10:00 AM or 11:00 AM, and evening shadows from Building 3 will provide shadow onto the Armory property beginning around 2:00 PM or 3:00 PM. Kempton Place and the Building 1/2 courtyard will see sun between approximately 10:00 AM and 2:00 PM. Brook Drive and portions of the proposed Cheesecake Brook open space will be in shadow much of the day due to their location north of the proposed buildings.

14. Reviewing the extreme impacts (December 21), public areas to see year-round use including the Building 1/2 courtyard and Kempton Place will see partial sun for several hours mid-day when the street and courtyard orientation is in alignment with the sun angle. The private Building 3 courtyard will be in full shadow the majority of the day.

15. It appears based on the submitted analysis that shadow impacts on adjacent properties and public spaces are within generally accepted tolerances. Mitigating

factors including setbacks of upper stories and building alignment contribute to impacts and should be reviewed if building or open space design changes.

Newton, Massachusetts

The Dunstan Residences West Newton Redevelopment

Transportation Engineering Peer Review

August 2021

TRANSPORTATION ENGINEERING PEER REVIEW RESPONSE TO COMMENTS

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The Dunstan Residences West Newton Redevelopment
Newton, Massachusetts
Transportation Engineering Peer Review

TRANSPORTATION ENGINEERING
PEER REVIEW RESPONSE TO COMMENTS

Prepared by: BETA GROUP, INC.
Prepared for: City of Newton

August 2021

The BETA Group, Inc. (BETA) has reviewed the transportation Response to Comments Memo submitted by VHB dated July 15, 2021, and TDM Summary Memo dated July 16, 2021. Revised site plans dated July 20, 2021, and Revised Commercial Use Parking Calculations dated July 21, 2021 were also reviewed. The VHB responses addressed the initial transportation comments made in the BETA report dated July 15, 2021. Comments to VHB responses are provided in blue text. For completeness, all comments and responses are provided below.

1.0 Introduction

Mark Development (Applicant) has proposed a mixed-use development to be located along Washington Street, Dunstan Street, and Kempton Place in Newton, Massachusetts. The three-acre site is currently home to various existing residential, retail, auto service, and office buildings.

In March 2020 BETA began a review of a mixed-use development known as "Dunstan East" which was approved in July 2020 and consisted of three new buildings with 324 residential units, 8,318 square feet of retail and 294 parking spaces. After the project approval an additional parcel at 1157 Washington Street was incorporated into the project site which would increase the square footage of Building 3. The Applicant is requesting Approval of Substantial Changes for the increase in apartment units. BETA Group, Inc. (BETA) has conducted a transportation peer review of the engineering documents submitted to the City of Newton for the proposed development.

1.1 Project Description

As proposed, the Applicant is requesting Approval of Substantial Changes to construct a mixed-use development with 302 residential units (studio units to three bedrooms), 5,821 square feet (SF) of retail space and 338 total parking space s (322 off-street and 16 on-street).

Vehicle access to the garages will be provided from Dunstan Street and Kempton Place. A new roadway (Brook Street) is proposed at the back of Buildings 1 and 2 and will connect Dunstan Street with Kempton Place. Pedestrian access to the buildings will be provided from Washington Street, Dunstan Street, Kempton Place, and Brook Street.

1.2 Basis of Review

In conducting this peer review, the BETA team reviewed the following items:

- Transportation Impact and Access Study (TIAS): The Dunstan Residences West Newton redevelopment, Newton, Massachusetts, dated April 2021, prepared by VHB, Inc.
- Site Plans, issued April 28, 2020, revised April 8, 2021, VHB, Inc. (14 sheets)
- Program Modification Traffic Generation Memorandum, Newton, Massachusetts, dated June 3, 2021, prepared by VHB, Inc.
- City of Newton Zoning Board of Appeals Comprehensive Permit Application, Dunstan East, LLC
- Newton Street Design Guide, A Living Document, June 2018

- Zoning Review Memorandum, City of Newton, December 19, 2019
- Newton City Ordinances Volume II – Chapter 30: Zoning Ordinance, December 31, 2017
- Applicable federal, state, and industry guidelines, standards, and regulations

This peer review document outlines BETA's findings, comments, and recommendations on the engineering plans and studies submitted to the City of Newton for The Dunstan Residences West Newton Redevelopment. The peer includes the following transportation related elements:

- Traffic
- Public Transportation
- Pedestrian and Bicycle Facilities
- Internal Circulation and Parking
- Loading and Curbside Activity
- Transportation Demand Management Strategies
- Consistency with Newton Street Design Guide
- Other

2.0 Existing Conditions

2.1 Study Area

The following 30 locations, within the City of Newton, were identified as study intersections in the TIAS based on the engineer's knowledge of the area and input provided by City of Newton:

1. Washington Street/Auburn Street – signalized
2. Washington Street/Prospect Street – signalized
3. Washington Street/Perkins Street – signalized
4. Washington Street/I-90 EB On-Ramp – signalized
5. Washington Street/I-90 WB Off-Ramp – signalized
6. Washington Street/Putnam Street - unsignalized
7. Washington Street/Elm Street - signalized
8. Washington Street/Cherry Street - signalized
9. Washington Street/Highland Street - signalized
10. Washington Street/Waltham Street/Watertown Street - signalized
11. Washington Street/Chestnut Street - signalized
12. Washington Street/Davis Court/Jacob's Auto Sales Driveway – unsignalized
13. Washington Street/Dunstan Street - unsignalized
14. Washington Street/Kempton Place - unsignalized
15. Washington Street/Cross Street - unsignalized
16. Washington Street/Lowell Avenue – signalized
17. Washington Street/Walnut Street – signalized
18. Watertown Street/Eden Avenue – unsignalized

19. Watertown Street/Davis Court – unsignalized
20. Watertown Street/Davis Avenue – unsignalized
21. Watertown Street/Dunstan Street – unsignalized
22. Watertown Street/Adella Avenue (west) – unsignalized
23. Watertown Street/Cross Street/Adella Avenue (east) – unsignalized
24. Watertown Street/Albemarle Road – signalized
25. Watertown Street/Walnut Street – signalized
26. Webster Street/Elm Street – unsignalized
27. Webster Street/Cherry Street – signalized
28. Waltham Street/Webster Street – unsignalized
29. Waltham Street/River Street – unsignalized
30. Chestnut Street/Austin Street – unsignalized

In lieu of locally preferred thresholds, ITE methodologies[1] and Massachusetts Department of Transportation's (MassDOT's) Transportation Impact Assessment Guidelines[2] suggest that an intersection should be evaluated when site-generated trips are projected to experience a noticeable increase in peak-hour traffic volumes (i.e., ≥100 vehicles and/or ≥5%). The rationale is that an increase of 100 vehicles per hour or 5% could impact the vehicular operations on an intersection approach. Based on the trip generation and distribution projections (as reflected on Figure 11: Trip Distribution) and the site-generated traffic-volume networks provided in the Appendix, BETA finds the study area intersections evaluated to be appropriate to determine the traffic impacts associated with the proposed development.

2.2 TRAFFIC VOLUMES

Manual turning movement counts (TMCs) were collected on Thursday, April 11th, 2019 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM and Saturday, April 27th, 2019 from 11:00AM to 2:00PM. Data indicates the weekday AM peak hour occurs from 7:30 AM to 8:30 AM, the PM peak hour occurs from 5:00 PM to 6:00 PM, and the Saturday peak occurs from 12:00-1:00PM. The City of Newton school vacation was April 15th to April 19th, 2019. BETA concurs with the traffic data collection time periods.

Traffic volume data were also collected via automatic traffic recorder (ATR) on the same days as the TMC's on Washington Street west of Dunstan Street and Watertown Street, and west of Davis Avenue over 24-hour periods. Typically, ATR data is collected over a consecutive 48-hour period, however BETA finds the two separate data collection days adequate.

Comment 2.1: Upon review of the ATR data provided in the Appendix and the Traffic Volume section of the report there are inconsistences between Table 1 – Observed Traffic Volumes and the rest of the ATR data. The Saturday daily volume for Watertown Street should be 6,980 vehicles per day in the table. Also, the Saturday K-factors should be revised to 8.7% for Washington Street and 8.3% for Watertown Street.

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1 Transportation Impact Analyses for Site Development: An ITE Proposed Recommended Practice. Washington, DC: Institute of Transportation Engineers, 2010.

2 Massachusetts Department of Transportation. "Transportation Impact Assessment (TIA) Guidelines." MassDOT Development Review – Planning Process. Commonwealth of Massachusetts, March 13, 2014.

Response: See below the revised Table 1, which shows the corrected values.

Table 1 Observed Traffic Volumes (Revised)

	Weekday Daily [a]	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Daily	Saturday Midday Peak Hour		
Location	Vol.	Vol. [b]	K Factor [c]	Dir. Dist. [d]	Vol.	K Factor	Dir. Dist.	Vol.	Vol.	K Factor	Dir. Dist.
Washington Street				EB			EB				WB
west of Dunstan Street	12,100	1,100	9.1%	56%	1,070	8.8%	55%	8,850	775	8.7%	56%
Watertown Street				EB			WB				EB
west of Davis Avenue	8,500	625	7.3%	52%	685	8.1%	51%	6,980	580	8.3%	52%

Source: VHB; Based on automatic traffic recorder (ATR) counts conducted in April 2019.
a Average Daily Traffic (ADT) volume, expressed in vehicles per day
b Peak period traffic volumes expressed in vehicles per hour
c Represents the percent daily traffic which occurs during the peak hour
d Directional distribution of peak hour traffic
Note: Peak hours do not necessarily coincide with the peak hours of turning movement counts.

BETA: Comment addressed.

2.2.1 Seasonal Adjustment

Traffic on a given roadway typically fluctuates throughout the year depending on the area and the type of roadway. To determine if the traffic-count data needed to be adjusted to account for this fluctuation, the seasonal traffic-volume data from MassDOT Permanent Count Stations located along Interstate 90 (I-90) and Interstate 95 (I-95) in Newton and Weston were analyzed. This information revealed that traffic volumes in April were found to be slightly above average conditions; and therefore, the volumes were not adjusted in order to provide a more conservative analysis condition. BETA finds this methodology appropriate.

2.2.2 Year 2021 Adjustment

The 2019 traffic volumes were increased by 0.5 percent per year to provide 2021 Existing Condition volumes.

As a result of the ongoing pandemic, MassDOT has issued an Engineering Directive E-20-005 in April 2020 which introduces a Guidance on Traffic Count Data memorandum. The intent of this guidance is to provide a procedure by which historical data collected after January 1, 2014 but prior to the pandemic is acceptable without any additional approval required. The guidance considers traffic volumes for the year 2019 (Pre-COVID) to be current. No further guidance has been provided by MassDOT related to traffic volumes, so it is not required that a growth rate be applied to the 2019 volumes to bring them to the year 2021. This approach likely provides a more conservative assessment of the traffic volumes in the year 2021 and is acceptable.

2.2.3 Vehicle Speeds

Vehicle speeds were collected via ATR along Washington Street and Watertown Street in the vicinity of the development roadways. The posted speed limit on Washington Street is 35 miles per hour (mph) and on Watertown Street is 25 mph.

Comment 2.2: Revise Table – Existing Traffic Speed Summary to reflect the correct Watertown Street ATR location.

Response: See below the revised Table 2, which shows the corrected location of the ATR on Watertown Street.

Table 2 Existing Traffic Speed Summary (Revised)

Location	Speeds (mph)		
	Posted	Ave [1]	85th [2]
Washington Street, west of Dunstan Street	35	EB:34 WB: 34	EB:39 WB: 38
Watertown Street, west of Davis Avenue	35	EB:29 WB: 29	EB:34 WB: 34

Based on automatic traffic recorder counts conducted on April 11 and April 27, 2019

BETA: Comment addressed.

The average and 85th percentile speeds along Washington Street were within range of expectations for a posted 35 mph speed limit. The average and 85th percentile speeds along Watertown Street were 29 mph and 34 mph, respectively, which is four (4) miles and nine (9) miles over the posted speed limit. This data highlights a speed issue along Watertown Street in the study area.

2.2.4 Crash History

Crash data for the study area intersections were obtained from MassDOT between 2014 and 2018. Incident occurrence was also compared to the volume of traffic through each intersection to determine significance and whether potential safety problems exist. Accordingly, crash rates were calculated for each study area intersection and compared with the district wide (MassDOT District 6) average of 0.52 MEV and 0.71 MEV for unsignalized and signalized intersections, respectively. Based on this evaluation, the following six study area intersections were noted to have experienced crash rates that exceeded the district-wide averages.

- Location 9 - Washington Street/Highland Street
- Location 10 - Washington Street/Waltham Street/Watertown Street
- Location 11 - Washington Street/Chestnut Street
- Location 26 - Webster Street/Elm Street
- Location 27 - Webster Street/Cherry Street
- Location 28 - Waltham Street/Webster Street

The same intersections experienced higher than average crash rates during the last review for the years 2013-2017. Out of the six intersections, intersection locations 9, 10, and 11 are currently under construction through the West Newton Square project.

Comment 2.3: As noted in the prior review of this site, a Road Safety Audit should be considered for the remaining higher than average crash locations 26, 27, and 28.

Response: We recognize that intersections 26, 27, and 28 have higher crash rates than the MassDOT average crash rates. These intersections, however, are not listed as HSIP or Top 200 Intersection clusters so conducting RSA's would not make them eligible for

federal funding of improvements. As noted, when the original project was approved, the Proponent has worked with the City to focus improvements along Washington Street to include a bus shelter, sidewalk, and the introduction of a HAWK or similar pedestrian crossing.

BETA: No further comment.

2.2.5 Highway Safety Improvement Program

In addition, the following intersections are listed in MassDOT's Highway Safety Improvement Program (HSIP) database such that they are eligible for federal and state funds to alleviate safety deficiencies.

- Location 6 - Washington Street/Elm Street
- Location 8 - Washington Street/Cherry Street
- Location 9 - Washington Street/Highland Street
- Location 10 - Washington Street/Waltham Street/Watertown Street
- Location 11 - Washington Street/Chestnut Street
- Location 12 - Washington Street/Davis Court/Jacob's Auto Sales Driveway
- Location 17 - Washington Street/Walnut Street
- Location 18 - Watertown Street/Eden Avenue
- Location 19 - Watertown Street/Davis Court
- Location 30 - Chestnut Street/Austin Street

The intersections of Washington Street/Highland Street, Washington Street/Waltham Street/Watertown Street, and Washington Street/Chestnut Street are both high crash locations, MassDOT HSIP eligible, and currently being redesigned.

3.0 Future Conditions

3.1 Background Traffic Growth

3.2.1 Historic Traffic Growth

The TIAS stated that comparing historic traffic volumes from several studies over the last several years for other developments and researching projects in proximity to the subject site revealed an annual growth rate of 0.5% or less for the study area would be reasonable.

Work from home abilities and mandates have increased because of the Covid-19 pandemic and may continue for an extended time. This will continue to have an impact on the peak traffic volumes and time periods. Therefore, for this project and at this time, BETA finds the 0.5% annual traffic growth rate to be reasonable.

3.2.2 Site-Specific Traffic Growth

In addition to utilizing a historical growth rate, traffic generated by other planned developments was considered in developing the 2028 No-Build traffic volumes. Based on discussions with City of Newton, the TIAS identified more than 20 other developments that would were considered to add traffic to the project study roadways and intersections. Traffic generated for each of these developments was taken

from filed traffic impact studies or estimated based Institute of Transportation Engineers, Trip Generation, 10th Edition. These vehicle trips were then added to the study roadways and intersections.

Comment 3.1: Many of site developments listed provide approval or construction updates as of 2019. Consider updating the status of these developments.

Response: Status updates of the background projects is provided below:

>429 Cherry Street: The project involves the construction of 13 residential units and 900 sf of office space at 429 Cherry Street in West Newton village. This project is under construction as of April 2019. ***Received temporary occupancy certificates earlier this year; working on final co.***

>424-432 Cherry Street: The project involves the conversion of 5,000 sf of commercial space into six residential units and to construct a separate building on-site with three additional residential units for a total of nine residential units at 424-432 Cherry Street in West Newton village. This project has been approved but has not started construction as of April 2019. ***Moving forward but with the existing building remaining office; still three units in the proposed building***

>1314 Washington Street: The project involves a three-story addition to the two-story Santander Bank building at 1314 Washington Street in West Newton village. Once completed, the site will consist of a 30,000-sf building which will contain a 2,400-sf bank, 13,200 sf of office space, and a 120-seat restaurant. This project has been approved but has not started construction as of April 2019. ***City is not sure if this will move forward***

>1440-1450 Washington Street: The project involves the construction of a daycare facility operating with 45 students and six staff members at 1440-1450 Washington Street in West Newton. Construction on this project is expected to start in Spring 2019. ***Complete***

>Washington Place: The project involves the construction of 140 residential units and 43,860 sf of retail space at the intersection of Washington Street and Walnut Street in the Newtonville neighborhood of Newton. This project is under construction is currently under construction. ***Complete***

>28 Austin Street: The project involves the construction of 68 residential

>236 Auburn Street: The project involves the construction of 10 residential units and a congregate care living facility with five bedrooms at 236 Auburn Street in the Auburndale neighborhood of Newton. This project is currently under construction, ***complete***

>143 Rumford Avenue: The project involves the construction of a 107,000 sf self-storage facility and a one story 5,520 sf retail/office building at 143 Rumford Avenue in Newton. The self-storage facility opened in early 2019 and as of April 2019 construction had not yet started on the retail/office building. To present a conservative analysis, traffic projections for the full project were added to the study area roadways, ***complete***

>160 Stanton Avenue: The project involves the expansion of the Golda Meir House with the construction of 69 additional residential units at 160 Stanton Avenue in the Woodland neighborhood of Newton. This project has been approved but has not started construction as of April 2019. ***Building permit yet to be issued***

>Riverside Redevelopment: The project involves the construction of 1.025 million square feet of development on the existing Hotel Indigo and Riverside T Station parking lot on Grove Street in Newton. The proposal includes 280,000 sf of office space, 600 residential units, 52,000 sf of restaurant/retail space, and a 150-key hotel. The proposal has been submitted and approved by the City of Newton as of November 2020. ***In permitting***

>1089 Washington Street/58 Cross Street: The project involves the reuse of an existing 5,000-square-foot building as a marijuana dispensary. The business is expected to be open in 2020. ***Under construction, temporary occupancy certificate to be requested shortly***

>Russian School of Math: The project involves the proposed redevelopment of the 4,000-sf medical office at 46-48, 60, and 66-68 Austin Street in Newton to a space designed for the Russian School of Mathematics. The project proposal has not yet been submitted to the City of Newton. ***In Permitting***

>131 Rumford Avenue: The project involves the construction of an

approximately 5,500 sf medical marijuana facility. As of January 2021, the project has not yet submitted the special permit application. ***Special permit will be heard this fall***

>15-21 Lexington Avenue: The project involves the construction of 24 residential units. As of January 2021, the project has been approved, but is not yet under construction. ***Approved; building permit application not yet submitted***

>20 Kinmonth Road: The project involves the construction of 24 residential units. As of January 2021, the project has been approved and is under construction. ***Building permit under review***

>77-83 Court Street: The project involves the construction of 36 residential units. As of January 2021, the project has been approved, and has been constructed. ***Completed***

>1114 Beacon Street: The project involves the construction of 34 residential units replacing the existing 6,059 square foot restaurant building. This project is currently under review by the City of Newton. ***In permitting***

>1158 Beacon Street: The project involves the construction of a 2,300 square foot marijuana establishment. As of February 2021, the project is currently under review by the City of Newton. ***Special permit under consideration***

BETA: No further comment.

3.2 ROADWAY IMPROVEMENTS

Based on discussions with City of Newton, the TIAS identified the following roadway improvement projects that may impact transportation operations in the study area and within the seven-year design horizon which were incorporated into the analyses:

- West Newton Square Enhancements: This project is currently under construction and has been included in the No-Build and Build analyses.

- Washington Street at Walnut Street and Lowell Avenue Improvements: The TIAS states that the roadway and signal improvements were recently installed, however these improvements were not incorporated into the existing condition analyses but only in the No-Build and other future analyses.

Comment 3.2: The roadway and signal improvements installed at the intersection of Walnut Street and Washington Street were not included in the Existing condition analyses. The Existing conditions analyses should be revised for the intersection of Walnut Street and Washington Street to reflect the existing conditions.

Response: For the previously completed TIAS, the existing conditions analysis was completed for year 2019. When the TIAS was updated, the year of the existing conditions was updated to 2021. The 2019 traffic counts were grown to 2021 using MassDOT guidelines for traffic growth during the COVID pandemic. The improvements at the intersection of Washington Street and Walnut Street should have been reflected in the existing conditions analysis. The updated LOS table for this intersection is included below in the revised Table 11, which is reflective of this intersection with the roadway and signal improvements in place under existing conditions. The associated Synchro worksheets are enclosed with this memo.

Table 11 Signalized Intersection Capacity Analysis (Revised Intersection 17)

Location / Movement	2021 Existing Conditions v/c [a]	Del [b]	LOS [c]	50 Q [d]	95 Q [e]	2028 No-Build Conditions v/c	Del	LOS	50 Q	95 Q	2028 Build Conditions v/c	Del	LOS	50 Q	95 Q
17: Washington Street at Walnut Street															
Weekday Morning															
EBL/T/R	0.61	28	C	205	266	0.63	26	C	173	m246	0.65	27	C	183	m257
WB L/T/R	0.64	30	C	134	188	0.73	33	C	170	#263	0.75	34	C	180	#281
NB L	0.50	41	D	39	#84	0.62	50	D	46	#106	0.65	52	D	49	#111
NBT	0.75	44	D	239	#391	0.90	60	E	273	#456	0.92	63	E	273	#456
NB R	0.40	6	A	0	59	0.45	7	A	1	64	0.46	7	A	1	64
SBL	0.29	45	D	24	59	0.69	82	F	38	#114	0.90	>120	F	38	#118
SBT/R	0.95	82	F	~266	#442	1.20	>120	F	~326	#508	>1.20	>120	F	~326	#508
Total		37	D				51	D				65	E		
Weekday Evening															
EBL/T/R	0.66	30	C	198	258	0.70	29	C	170	m244	0.72	30	C	177	m252
WB L/T/R	>1.20	93	F	~258	#378	>1.20	>120	F	~372	#497	>1.20	>120	F	~394	#521
NB L	0.65	50	D	52	#120	0.80	67	E	64	#154	0.76	63	E	61	#145
NBT	0.69	41	D	209	#321	0.83	52	D	239	#394	0.91	61	E	269	#450
NB R	0.31	6	A	0	45	0.36	6	A	0	54	0.36	6	A	0	54
SBL	0.20	42	D	18	46	0.43	54	D	25	62	0.60	75	E	26	#81
SBT/R	1.08	116	F	~258	#433	>1.20	>120	F	~312	#495	>1.20	>120	F	~365	#553
Total		61	E				98	F				115	F		
Saturday Midday															
EBL/T/R	0.40	26	C	101	171	0.45	28	C	200	274	0.45	28	C	202	276
WB L/T/R	0.68	33	C	158	261	0.85	45	D	343	#498	0.86	45	D	346	#505
NB L	0.28	26	C	42	93	0.50	39	D	81	132	0.50	39	D	81	132
NBT	0.41	27	C	127	232	0.46	36	D	234	327	0.47	36	D	234	327
NB R	0.29	5	A	0	47	0.30	5	A	0	56	0.30	5	A	0	56
SBL	0.11	38	D	14	45	0.16	46	D	29	64	0.16	46	D	29	64
SBT/R	0.68	46	D	166	312	0.84	66	E	312	#434	0.84	67	E	312	#434
Total		29	C				39	D				39	D		

a Volume to capacity ratio.
b Average total delay, in seconds per vehicle.
c Level-of-service.
d 50th percentile queue, in feet.
e 95th percentile queue, in feet.
~ Volume exceeds capacity, queue is theoretically infinite.
# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal

BETA: No further comment.

3.3 No-Build Traffic Volumes

A 0.5% annual growth rate was applied to the 2019 traffic volumes over a nine-year period to reflect 2028 baseline No-Build traffic volumes. Additionally, many background developments and roadway improvement projects were added to the No-Build volumes for background development-related growth. Site-specific growth for major projects and projects near the site were reviewed and determined to be performed correctly.

3.4 TRIP GENERATION

3.4.1 PROJECT-GENERATED TRIPS

The proposed project consists of 302 apartments (studio units to three bedrooms), 5,821 SF of retail space, and 338 parking spaces.

3.4.1.1 EXISTING SITE-GENERATED TRAFFIC

Some of the project parcels are currently occupied including:

- The Barn Family Shoe Store and The Kids Barn, which are both active retail uses located off Kempton Place.
- Eastern Insurance and Greatest Age Fitness, Inc. in the office building at 1149 Washington Street.

The other uses on planned development parcels were either observed to be inactive or had negligible trip generation. Trip generation for the existing site uses was estimated based on traffic turning movements counts conducted at the intersection of Washington Street/Kempton Place for weekday morning and evening and Saturday midday periods. The vehicle trips entering and exiting Kempton Place during peak hours were attributed mainly to The Barn Shoe Store and The Kids Barn. BETA finds this methodology to be acceptable.

3.4.1.2 UNADJUSTED PROJECT-GENERATED TRAFFIC

The base/unadjusted project-generated traffic volumes were determined by utilizing trip-generation statistics published by the Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition. Land Use Code (LUC) 221 Multifamily Housing (Mid-Rise) and LUC 820 Shopping Center were used. The land uses are consistent with industry standards considering the tenants of the retail are unknown currently.

Comment 3.3: The backup data sheets in the Appendix show that 6,250 square feet was used to determine the number of retail trips. This value is more than the proposed retail space, so further effort is not necessary, and the unadjusted trips are on the conservative side.

Response: No response necessary.

3.4.1.3 PERSON TRIPS

The TIAS states that the ITE trips were then converted into person trips by applying the average vehicle occupancy (AVO) of 1.18 for residential trips and 1.82 for retail trips. BETA finds the methodology to be reasonable.

3.4.1.4 INTERNAL CAPTURE TRIPS

The vehicle trips calculated for each of the proposed uses represent single-use trips to the site on the study area system. Based on the ITE Trip Generation Handbook, studies have shown that for developments of mixed-use or multi-use sites, it is realistic to assume that there will be some internal trips within the site itself. This concept means that some patrons could visit more than one of the uses on the site. The ITE internal capture rates were then applied to the person trips generated by the proposed development to determine the number of person trips occurring entirely within the site. The resulting trips represent the persons entering and exiting the site from the adjacent roadway system. BETA finds this methodology to be reasonable.

3.4.1.5 MODE SHARE SPLITS

The TIAS presents mode shares based on US Census Bureau 2013-2017 American Community Survey data for the City of Newton for residences and assumptions for retail consistent with the USDOT 2017 National Household Travel Survey: These mode share percentages were then applied to the net-new person trips to be generated by the proposed development to determine the adjusted project trips my mode.

The US Census Bureau released 2018 data (January 23, 2020). As part of the original review BETA requested that the proponent evaluate mode share with the new data. The proponent provided mode share comparison and the results showed that the transit mode share for Newton overall increased from 12% (not including work at home trips) to 13%, but the mode share for the project census block is only 10%. The proponent suggested continuing to use 12% transit mode share for the residential portion of the project. BETA acknowledges that the 12% transit mode share is reasonable to use for the analysis, and there would be no significant differences between 10% and 13% transit mode share. It is also noted that due to Transportation Demand Management strategies proposed as part of the project, the transit mode share may increase above 13% in the future, but the 12% is reasonable for analysis purposes.

3.4.1.6 PASS-BY TRIPS

Not all the vehicle trips expected to be generated by the proposed retail component of the development represents new trips on the study area roadway system. A substantial portion of the vehicles visiting commercial/retail developments have been found to already be present in the adjacent passing traffic stream or are diverted from another route to the subject site. Based on data presented in the ITE Trip Generation Handbook, the average pass-by trip percentage for Land Use Code 820 (Shopping Center) is 34% during the Weekday PM peak hour and 26% during the Saturday Midday peak hour. BETA concurs with this methodology.

Comment 3.4: Change Grove Street to Washington Street in Pass-By Trips text on page 40 of the TIAS.

Response: The text on page 40 has been revised as shown in bold below:

While the ITE rates provide estimates for all the traffic associated with each land use, not all the traffic generated by the Project will be new to the area roadways. A portion of the vehicle-trips generated by the retail land use will likely be drawn from the traffic volume roadways adjacent to the Project Site. For example, someone traveling on Washington Street may choose to deviate from their original travel path to visit the site retail as an intermediate stop on their way to their ultimate destination. For this evaluation, ITE pass-by rates for LUC 820 (Shopping Center) were utilized for the retail trip generation and applied to existing trips on Washington Street. Specifically, 34-percent of the retail trip generation was assumed to be drawn from the surrounding roadway network during the weekday evening peak hour, and 26-percent if the retail trip generation as assumed to be drawn from the surrounding roadway network during the Saturday midday peak hour, as outlined in the ITE Trip Generation Handbook. For all other time periods studied, a 25-percent pass-by rate was assumed.

BETA: No further comment.

3.4.1.7 PROJECT-GENERATED TRIPS – BUILD CONDITIONS

The next step in determining the project-generated trip impacts on the adjacent roadway system was to apply the mode share splits to the person trips and then to recalculate these values back to vehicle trips from person trips. BETA reviewed the information and finds the methodology to be reasonable.

3.4.1.8 RIDE SHARE TRIP GENERATION

The TIAS did not estimate the level of vehicle trips generated by transportation network companies (TNC) such as Uber and Lyft. The operations of TNC pick-ups and drop-offs are discussed in Section 5, page 73 of the TIAS. BETA finds this approach acceptable.

3.4.1.9 TRIP DISTRIBUTION

Trips were assigned to the study area based on existing traffic patterns, population densities, locations of employment, and the efficiency of the nearby roadway system. Journey-to-Work data for the City of Newton based on the U.S. Census Data (2012-2016) were used to estimate the trip-distribution of the proposed residential trips. For the proposed retail component of the overall development, travel patterns are anticipated to be similar to the existing traffic patterns. BETA finds this methodology to be reasonable.

3.5 BUILD TRAFFIC VOLUMES

The project related traffic volumes were applied to the 2028 No-Build traffic volumes to reflect 2028 Build traffic volumes. The 2028 Build traffic volumes were reviewed and found to be acceptable.

4.0 TRANSPORTATION OPERATIONS ANALYSIS

4.1 INTERSECTION CAPACITY ANALYSIS

Capacity analyses were performed for the study intersections with the 2021 Existing, 2028 No-Build, and 2028 Build traffic volumes during the weekday AM, weekday PM, and Saturday midday peak hours.

4.1.1 SIGNALIZED INTERSECTION CAPACITY ANALYSIS

Many of the intersections with a movement or overall intersection level-of-service (LOS) F under the Build conditions are in the process of redesign. However, the following signalized intersections are within the study area with no planned intersection improvements, and have movements currently at LOS F and would continue to operate at LOS F for the No-Build and Build conditions:

- Washington Street/Auburn Street
- Washington Street/Prospect Street
- Washington Street/I-90 EB On-Ramp
- Washington Street/Albemarle Street NB
- Washington Street/Albemarle Street SB
- Watertown Street/Walnut Street

4.1.2 UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS

The majority of unsignalized intersection movements would operate at a LOS D or better under the Build conditions. However, the following movements at unsignalized intersections would continue to operate at LOS E or worse under Build conditions.

- Waltham Street/River Street: Weekday Morning and Evening – Eastbound LOS F
- Chestnut Street/Austin Street: Weekday Evening – Westbound LOS E

The Washington Street Vision Plan analyses were included in the Appendix. Based upon review of the analyses, all side streets on Washington Street within the vision plan would operate at LOS D or better under this concept which is reasonable.

4.1.3 Sight Distance

Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD) were measured by VHB at the project access and egress roadways on Washington Street at Dunstan Street and Kempton Place and Watertown Street at Dunstan Street. BETA staff independently measured SSD and ISD at the project access and egress roadways. BETA concurs that adequate SSD and ISD is available for the project access and access roadways on Washington and Watertown Streets.

4.1.4 Signal warrant analysis

As part of the TIAS, traffic signal warrants were examined. A signal warrant analysis was performed for the following intersections adjacent to the site in accordance with the procedures and criteria described in the MUTCD:

- Washington Street/Dunstan Street
- Washington Street/Kempton Place

Warrant 1 - Eight-Hour, Warrant 2 – Four Hour, and Warrant 3 – Peak Hour were examined. Signal warrant criteria, which was based on future Build volumes, was not met for any of the three warrants. The results of Warrant 1 were extrapolated based on the four hours of traffic volume data collected by turning movement counts. The reason being that if the 4-hour warrant criteria were not met with the peak four hours of a day, then the volumes for the remaining hours would be lower and the 8-hour warrant would not meet.

5.0 Proposed Mitigation and Site Access

5.1 Proposed Signal Timing Mitigation and Operations with Mitigation

Signal timing modifications were proposed by the Applicant at the following seven intersections and associated time periods to improve the overall or individual movements level-of-service (LOS).

- Washington Street/Prospect Street – Weekday Evening
- Washington Street/I-90 Eastbound On-Ramp – Weekday Evening
- Washington Street/Elm Street – Weekday Morning
- Washington Street/Lowell Avenue – Weekday Evening
- Washington Street/Walnut Street – Weekday Morning
- Watertown Street/Albemarle Street Southbound – Weekday Morning
- Watertown Street/Albemarle Street Northbound – Weekday Evening

The signal timing modifications would minimally improve the above-mentioned intersections. As a Condition of Approval for the previous project, the Board required the Applicant to revise traffic signal timing, phasing, splits, and offsets at Watertown Street at Albemarle Road and Washington Street at Prospect Street.

Comment 5.1 Signal timing for both the AM and PM peak periods should be included in the revised traffic signal timing, phasing, splits, and offsets for the seven intersections listed above and the intersection of Washington Street and Auburn Street which experiences an overall LOS F during the weekday evening peak.

Response: The initial recommended signal timing modifications for the seven intersections listed below can be seen by comparing the Synchro Worksheets for the build conditions and the build with mitigation condition included in the April 2021 TIAS appendix. VHB initially focused on the period that was most problematic, however, we have expanded to include both the AM and PM peak hours as requested. In addition, signal timing adjustments have been tested for the intersection of Washington Street at Auburn Street which can improve the overall delay of the intersection. The signal timing worksheets for this intersection are enclosed with this memo. It should be understood that the optimization analysis provided is preliminary and a more formal timing and phasing plan (optimization) will be conducted and provided to the City pending approval of the project.

- Washington Street at Prospect Street - Weekday Evening
- Washington Street at the I-90 Eastbound On-Ramp - Weekday Evening
  Washington Street at Elm Street - Weekday Morning
- Washington Street at Lowell Street - Weekday Evening
- Washington Street at Walnut Street - Weekday Morning
- Watertown Street at Albermarle Street Southbound - Weekday Morning
  Watertown Street at Albermarle Street Northbound - Weekday Evening

It is anticipated that if the City of Newton requires that these signal timing adjustments be implemented as part of the conditions of this Project's approval, optimized signal timing plans will be produced for the City.

BETA: No further comment.

As noted in Section 2.2.5 above, the following intersections within the study area are part of an HSIP cluster and in close proximity to the site.

- Location 12 - Washington Street/Davis Court/Jacob's Auto Sales Driveway
- Location 18 - Watertown Street/Eden Avenue
- Location 19 - Watertown Street/Davis Court

5.2 Pedestrian and Bicycle Facilities

The review of this section focused on site issues for the proposed Building 3.

Comment 5.2: The Newton Street Design Guide (June 2018) requires a five-foot wide sidewalk pedestrian zone and an additional two feet of width to accommodate amenities such as trees and streetscape elements on local streets. Confirm that all sidewalks will provide a minimum five feet clear effective width and ensure that the design of the sidewalks along Washington Street include a furniture zone flexible enough to incorporate bike racks that provide convenient access to the retail businesses.

Response: Sidewalks constructed or modified as part of the Project will provide a minimum five feet clear effective width and will include a furniture zone flexible enough to incorporate bike racks.

BETA: No further comment.

Comment 5.3: The minimum offsets for sidewalk amenities and furniture shown in the Newton Street Design Guide should be followed.

Response: Noted.

BETA: No further comment.

Comment 5.4: Detectable warning panels should be added across the Dunstan Street garage driveway and the two garage driveways on Kempton Place. Crosswalks can also be considered at these locations.

Response: Detectable warning panels will be added for the crossings across the Dunstan Street garage driveway and the two garage driveways on Kempton Place.

BETA: No further comment.

Comment 5.5: A total of 110 bicycle parking spaces in Building 3 are noted on Sheet A131. This exceeds the zoning requirement 5.1.11 for 30 bicycle parking spaces. The site plan shows there may be more than 110 bicycle parking spaces in Building 3. Confirm the number of total bicycle spaces in Building 3. Will access to bicycle parking in the Building 3 garage be restricted to Building 3 residents? Will outside bicycle parking be provided for visitors to Building 3?

Response: There are 210 bike parking spaces proposed in the garage for buildings 1 and 2, 110 bike parking spaces proposed in the building 3 garage, and 44 commercial bike parking spaces. The bike parking spaces associated with building 3 can be weatherproof and secure.

BETA: The number of bike parking spaces noted above do not appear to match the numbers shown in Site Plan A121 as an attachment to the response memo for Buildings 1 and 2, 3. Please clarify. The 44 outdoor bike parking spaces should be weatherproof and secure.

Comment 5.6 Along with constructing a new sidewalk on the north side of Washington Street along the project's frontage, the Applicant should construct a protected bicycle lane that is consistent with the City's Washington Street vision plan and as directed by the City's Engineer.

Response: The applicant plans to construct their Washington Street site frontage in a way that is consistent with the City's Washington Street Vision plan, and it will not preclude future construction of a protected bike lane.

BETA: Will the Applicant commit to construction of a protected bicycle lane if the City's Washington Street design is approved before construction of the proposed project?

5.3 Site Access and Circulation

The review of the following sections focused on site issues for the proposed Building 3.

5.3.1 Proposed Site Access

Access to the project will be provided by four locations:

- One garage driveway on the east side of Dunstan Street at Building 1
- One garage driveway on the west side of Kempton Place at Building 2
- One garage driveway on the east side of Kempton Place at Building 3
- Brook Street – a private road proposed as part of the project that provides access to the rear of the project site and access between Dunstan Street and Kempton Place

Comment 5.7: Each of the garage driveways is shown as 20 feet wide, which meets zoning standard 5.1.7.D.

Response: No response necessary.

Comment 5.8: Has the Newton Fire Department reviewed the site plan for emergency vehicle access?

Response: The Newton Fire Department has reviewed the site plan and concurs with the emergency vehicle access.

BETA: No further comment.

5.3.2 Curbside and Service/Loading Activity

Comment 5.9: Will the loading/drop-off/pick-up area on the west side of Kempton Place also serve Building 3?

Response: Yes, the loading/drop-off/pick-up area on the west side of Kempton Place will also serve Building 3.

BETA: No further comment.

Comment 5.10: Site Plan C-3.0 shows pick-up/drop-off area on Washington Street between Buildings 1 and 2. How will truck loading/deliveries be handled for Building 3?

Response: Mark Development will be petitioning the City for two loading spaces on Washington Street. One in front of Building 1 and the other in front of Building 3. It is envisioned that the loading spaces would be signed for loading from 9-5 only and can be used by the public during the remaining hours of the day.

BETA: Washington Street is under the City of Newton's jurisdiction and is currently in the process of being redesigned. BETA recommends that the applicant provide all accessible spaces and loading areas on their site to ensure that sufficient accessible spaces and loading areas will be provided on site regardless of the Washington Street redesign. Loading zones should be solely used for loading and not shared for parking use.

5.4 SITE PARKING

5.4.1 NUMBER OF PARKING SPACES REQUIRED

Comment 5.11: The project is proposing a total of 302 parking spaces for residents (one space per dwelling unit) and 36 parking spaces for commercial and residential visitor use, for a total of 338 parking spaces. The Board granted waivers for the previous project for reduced parking of one stall per multi-family unit. The proposed 302 parking spaces per dwelling unit is appropriate.

Response: No response is necessary.

Comment 5.12: The Board granted waivers for the previous project for reduced parking for 49 stalls for commercial/retail where 164 were required per Newton Zoning Code. As noted in the Program Modification Traffic Generation Memorandum, VHB, June 3, 2021, the retail space has been increased from 5,821 square feet to 7,771 square feet (+1,950 square feet). Will the increase in retail space necessitate increasing the number spaces for retail uses?

Response: The latest plans for the site include 27 parking spaces for the 7,771 square feet of retail, a retail parking ratio of 3.5 parking spaces per 1,000 square feet.

BETA: The Commercial Parking Calculation was revised by the Applicant (dated July 21, 2021) to reflect the proposed 7,771 square feet of commercial space (assuming restaurant use for a conservatively high estimate). This shows 141 parking spaces are required by the City with 27 commercial spaces provided and a waiver request for 114 spaces. An additional 11 spaces are proposed for visitors to the site resulting in a total of 38 retail + visitor spaces. A total of 16 on-street spaces and a 44-foot-long pick-up/drop-off zone are proposed on Kempton Place.

The 16 on-street spaces on Kempton Place for commercial and visitor use means that an additional 22 spaces will need to be designated in the garage for commercial/visitor use. If separate, how will they be managed? Designate the locations of the additional 22 spaces on the plans and the associated wayfinding signs directing patrons and visitors to the spaces provided within the parking garage. BETA recommends combining the total 38 commercial and visitor parking spaces as shared use parking only. In addition, the employee spaces should be cleared marked by signs and shown on the plans.

Provide shared parking information based on other comparable site(s)that demonstrate the amount of proposed parking for retail + residential visitors will be sufficient for this project.

The pick-up/drop-off zone should not be shared with any other form of parking during off hours, and therefore, the spaces should not be included as part of the proposed parking numbers.

Additionally, clearly mark on the site plans the move-in/move-out parking space and area locations for residents.

Comment 5.13: Using shared parking areas with different peak parking demands for land uses within a mixed-use development can reduce the total number of parking spaces required. Would a shared-parking arrangement be provided in the garages to accommodate peaking parking demand for the mix of land uses on-site?

Response: It is anticipated that the parking spaces on the site would be shared by the residential and retail users.

BETA: Will the applicant commit to a shared space operation? Please provide details of a shared space operation in terms of hours for each use and where these spaces will be located?

Comment 5.14: Will the 16 on-street parking spaces proposed on Kempton Place, which is a private roadway, primarily serve retail customers and visitors? Will these spaces be signed for short-term use?

Response: It is anticipated that the 16 on-street parking spaces will primarily serve retail customers and visitors. The spaces will be signed for short-term use.

BETA: No further comment.

5.4.2 Parking Design and Layout

The review of the following sections focused on site issues for the proposed Building 3.

Comment 5.15: Based on the City of Newton Zoning Ordinance (Articles 5.1.8.B.1 and 5.1.8.B.2), parking stalls must be a minimum of 9 feet wide, and 19 feet deep for angle/perpendicular parking. The spaces in the Building 3 parking garage are shown to be typically 18 feet long and 9 feet wide. This meets the City's minimum width requirement, but not the 19-foot depth requirement. The Board granted waivers for the previous project for parking stalls less than 19 feet long. There are three parking spaces marked with a "C" on the site plan. Are these for compact vehicles and what are the dimensions?

Response: The parking spaces marked with a "c" on the site plan are intended to be compact vehicle parking spaces. The dimensions of the parking spaces are 8' 6" wide and 18 feet deep. A plan showing the dimensions of the compact space is provided as an attachment.

BETA: No further comment.

Comment 5.16: The site plan shows three handicap spaces in the Building 3 garage which are 12 feet wide and 19 feet long. This meets the City's requirements.

Response: No response necessary.

Comment 5.17: The parking aisles shown in the Site Plan for the Building 3 garage are 22 feet wide which does not meet the City's minimum width of 24 feet. The Board granted waivers for the previous project for maneuvering aisle dimensions.

Response: No response necessary.

Comment 5.18: In accordance with the City of Newton Zoning Ordinance (Article 5.1.8.B.3 and Article 5.1.8.B.4), accessible parking facilities should be incorporated within the site plan. A total of 16 on-street parking spaces are proposed on Kempton Place. The applicant should consider designating one of these spaces for handicap parking.

Response: Handicap parking will be provided on Washington Street.

BETA: The revised site plan shows two proposed accessible spaces on Washington Street along the project frontage which would be pending until the final design of Washington Street is completed. Since Washington Street is under the City of Newton's jurisdiction and is currently in the process of being redesigned, BETA recommends that the applicant provide all accessible spaces and loading areas on their site to ensure that sufficient accessible spaces and loading areas will be provided regardless of the Washington Street redesign. The accessible spaces should be located on Kempton Place and an accessible path of travel should be provided closest to the building entrances. The plans should be updated as necessary to reflect these changes.

5.5 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) measures were summarized in the TIAS and stated to include the following programs:

- Reduced parking supply
- Transportation Coordinator
- Liaison with MassRides
- Carpool/ride share program
- Disseminating information on alternate travel modes
- Hosting occasional transportation-related events
- Distributing transit maps, schedules, and passes
- Monitor TDM effectiveness through surveys and other tools and adjust as necessary
- Complete regulatory reports to state and city agencies as required
- Implement a website providing travel-related information and promoting awareness alternative travel modes
- Advocating with state and local governments to improve transportation infrastructure
- Provide information at a central commuter information center
- Pedestrian-friendly layout to encourage walking on-site
- Indoor bike storage and fix-it station and bike racks outdoors
- Bike-sharing on-site
- Preferential electric vehicle/low emission car parking in parking garages by designating spaces and providing electric vehicle charging stations
- Shared parking for retail uses
- "Unbundling" of parking costs from rent/leases so that residents with vehicles will pay more to allow access to the parking garage
- Financial incentives for alternative transportation modes, such as discounted MBTA passes

Comment 5:19: The Applicant Has proposed a robust set of TDM measures which have been approved by the Board as part of the previous project. Will car-sharing (such as ZipCar) be considered on-site for Building 3? If so, where would these spaces be provided? Does the Building 3 TDM plan include reimbursement of two months of public transportation cost that was conditioned by the Board for the previous project? The public transportation reimbursement should include transit, as well as use of car-share and bike share.

Response: The Applicant is willing to include a car-sharing space for Zip Cars. The previous conditions of approval for this project included a two-month reimbursement during the first year of lease-up for public transportation cost, and this will be included in the TDM plan for this project.

BETA: No further comment.

Comment 5.20: Are any bicycle racks proposed along the Building 3 frontage on Washington Street? If so, where?

Response:

The project is proposing short term public bike parking facilities along the Washington Street in front of Building 3 and Kempton Place corridors. Bike racks will be located in the sidewalk furnishing zone between the proposed street trees (between pedestrian circulation corridor and the roadway curb). A total of 16 short term bike parking spots (8 bike racks) will be provided as part of this project (12 spaces on Washington Street and 4 on Kempton Place). Mark Development has also committed to fund a Blue Bike docking station in the immediate area. The location will be determined through coordination with the City.

BETA: No further comment.

Comment 5.21: How many electric vehicle charging stations will be provided? Where will these be located?

Response: It is anticipated that 10 percent of the parking will be EV-ready and reserved for future use by electric vehicles (EV). The EV charging stations will be implemented with the necessary demand for EVs. The enclosed site plan shows the locations of the EV-ready parking spaces.

BETA: The EV-ready parking spaces are not shown on the site plan provided. Please provide.

Comment 5.22 The TIS notes that the City uses the dock-less Limebike system. It should be noted that Newton now uses the Bluebikes system.

Response: We understand that the City of Newton no longer uses the Limebike system.

BETA: No further comment.

5.6 Consistency with the Washington Street Vision Plan

Comment 5.23: The Applicant should agree to coordinate with the City as needed as the Washington Vision Plan progresses. This includes the coordination of a planned road diet test on Washington Street by the City of Newton.

Response: The Applicant will coordinate with the City of Newton as needed as the Washington Vision Plan progresses.

BETA: No further comment.

Other Comments

Comment 6.1: A transportation management plan will need to be developed for the project to reduce trucks impacts to roadways and intersections. The plan will need to be approved by the City of Newton.

Response:

The Proponent is currently adjusting the TDM plans for buildings 1 and 2 to incorporate building 3. While many of the features of the plan are already outlined in the current plan, a formal Transportation Management Plan (TDM) will be developed for approval by the City of Newton pending approval of the project.

BETA: A construction traffic management plan will also be required to reduce impacts to roadways and intersections.

Program Modification Traffic Generation Memorandum

The proponent prepared a memorandum, dated June 2021, which summarizes the "sensitivity" analysis performed for an increase in retail space on the Dunstan East site compared to the retail space square footage noted in the TIAS dated April 2021. The retail space in the April 2021 TIAS consists of 5,821 square feet (SF) and the retail space for the Program Modification sensitivity analysis consists of 7,771 SF for an increase of 1,950 SF. The 302 residential units remain the same. The memorandum outlines the same steps as Section 2.4 Trip Generation above for the retail space increase. The project-generated vehicle trip results show a minimal increase in the total number of net vehicles trips which is no more than 8 trips during the individual peak periods. The increase in trips minimally impacts the adjacent intersections. BETA concurs that a full update to the TIAS is not necessary due to the minor change.

Attachment C

Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Department of Planning and Development
Urban Design Commission

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Barney Heath
Director

DATE: June 23, 2021

TO: Zoning Board of Appeals

FROM: Urban Design Commission

RE: 1149, 1151, 1157, 1169, 1171-1173, 1179, and 1185 Washington Street, 32 and 34 Dunstan Street, 12, 18, 24, and 25 Kempton Place – "Dunstan East"

CC: Barney Heath, Director of Planning and Community Development
Jennifer Caira, Deputy Director
Neil Cronin, Chief Planner
Petitioner

Section 22-80 of the Newton City Ordinances authorizes the Urban Design Commission to act in an advisory capacity on matters of urban design and beautification. At their regular meeting on June 9, 2021, the Newton Urban Design Commission reviewed the proposed project at 1149, 1151, 1157, 1169, 1171-1173, 1179, and 1185 Washington Street, 32 and 34 Dunstan Street, 12, 18, 24, and 25 Kempton Place for design. The Urban Design Commission had the following comments and recommendations:

- The UDC appreciates the applicant making some changes based on UDC's recommendations from April. The applicant's responsiveness, the information provided to UDC, its clear, very understandable, sections and scale references are incredibly helpful to understand the proposal, the relationship of building 3 to Cheesecake Brook is a dramatic improvement and looks incredibly interesting.
- The UDC commented that the changes are very positive and good, and the project has come a long way. The project has improved.
- The elevations and the massing look better, but it still feels massive along Kempton, 7 stories at the tallest.
- The UDC asked about getting natural light into the corridors. The applicant commented that it is not something they have done yet but not precluded it either, they will investigate it as the design progresses.
- The UDC recommended if the timing works out, it will be good if courtyard of building 3 can relate to the open spaces of the armory.

- The UDC commented that they appreciate all the effort that the applicant has put into the design and the studies provided.

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August 2, 2021

BY EMAIL AND HAND DELIVERY

Ms. Adrianna Henriquez Olmstead
Newton Zoning Board of Appeals
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Re: #09-19/Comprehensive Permit for Dunstan East, LLC Dated July 8, 2020 ("the Decision")/ Request for Approval of Substantial Changes

Dear Ms. Olmstead,

On July 21, 2021, the applicant provided elevations and a rendering of the Eastern façade of Building 3. These plans have undergone further refining and we are providing replacements for the following documents which were prepared by Elkus Manfredi Architects:

a. Eastern Façade Elevations (dated July 29, 2021); and
b. Washington Street Armory View (dated July 29, 2021).

Please feel free to contact me if you have any questions or require further information.

Sincerely,

Katherine Braucher Adams

Katherine Braucher Adams

Enclosures
cc: (By Email, w/enclosures)
Mr. Neil Cronin, ChiefPlanner
Mr. Michael Gleba, Senior Planner
(By Email, w/out enclosures)
Mr. Robert Korff
Mr. Damien Chaviano
Mr. Scott Lombardi

BUILDING 3 EAST ELEVATION - COURTYARD

EAST ELEVATION - BUILDING 3

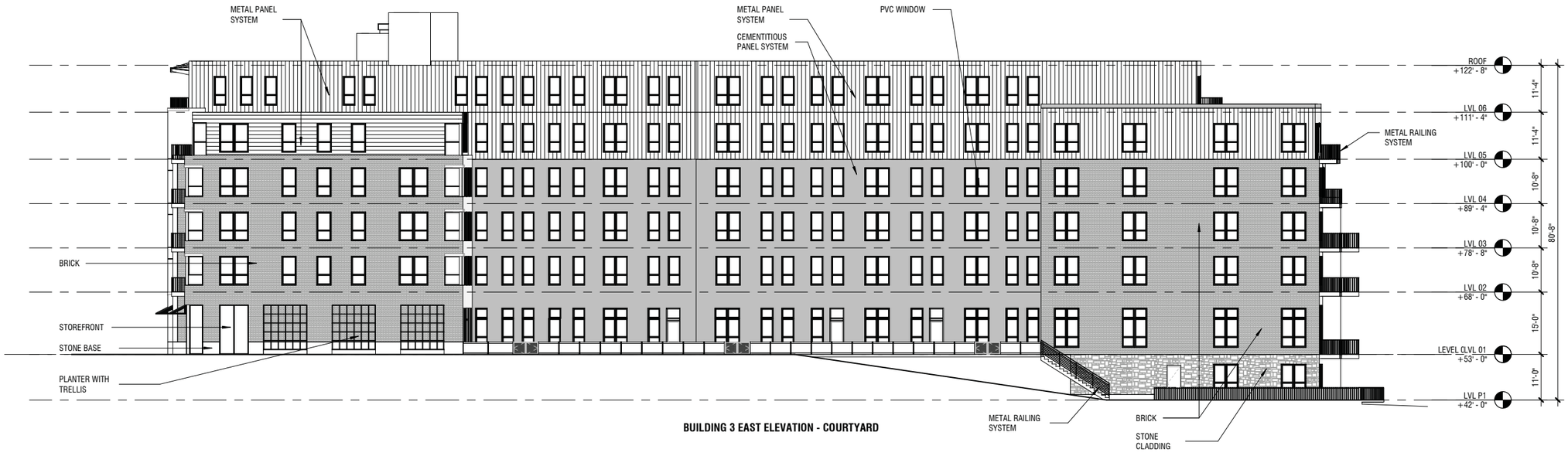
SUBMITTED
MAY 26, 2021

REGISTERED ARCHITECT
John H. Martin
8368
Boston
COMMONWEALTH OF MASSACHUSETTS

N

0 10 20 40

Dunstan East
Washington Street
West Newton, Massachusetts



BUILDING 3 EAST ELEVATION - COURTYARD

REVISED JULY 29, 2021

REGISTERED ARCHITECT
John H. Martin
8368
Boston
COMMONWEALTH OF MASSACHUSETTS

N

0 10 20 40

Dunstan East
Washington Street
West Newton, Massachusetts

DUNSTAN EAST
Newton, Massachusetts

EAST ELEVATION - BUILDING 3
JULY 29, 2021

MARK DEVELOPMENT

ELKUS | MANFREDI ARCHITECTS

DUNSTAN EAST
Newton, Massachusetts

PROPOSED BUILDING 3 - WASHINGTON STREET ARMORY VIEW WITH EXISTING TREE

JULY 29, 2021

MARK DEVELOPMENT

ELKUS | MANFREDI ARCHITECTS

DUNSTAN EAST
Newton, Massachusetts

PROPOSED BUILDING 3 - WASHINGTON STREET ARMORY VIEW

JULY 29, 2021

MARK DEVELOPMENT

ELKUS | MANFREDI ARCHITECTS