Ruthanne Fuller
Mayor

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

Telephone
(617) 796-1120
Telefax
(617) 796-1142
TDD/TTY
(617) 796-1089
www.newtonma.gov

Barney S. Heath
Director

PUBLIC HEARING/WORKING SESSION MEMORANDUM

DATE: October 22, 2021

MEETING DATE: October 26, 2021

TO: Land Use Committee of the City Council

FROM: Barney S. Heath, Director of Planning and Development
Neil Cronin, Chief Planner for Current Planning
Katie Whewell, Senior Planner

CC: Petitioner

In response to issues raised at the City Council public hearing, 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 #175-21 **60, 66-68 Austin Street**

Special Permit/Site Plan Approval to allow a for-profit educational use, reconfiguration of the parking stalls, and waivers of associated parking, lighting, and landscaping requirements.

The Land Use Committee (the "Committee") held a public hearing on this petition on Tuesday, June 22, 2021. The public hearing 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 Committee as well as by members of the public. This memo reflects those issues and concerns, as well as revised materials submitted by the petitioner as of October 22, 2021.

Executive Summary

This petition consists of two commonly owned, adjacent parcels: 60 Austin Street, and 66-68 Austin Street in the Business 5 ("BU-5") zoning district. The two parcels have a combined 35,405 square feet and are improved with a commercial building at 60 Austin Street and a two-family dwelling at 66-68 Austin Street. The parcels share a parking facility at the rear of the site and have parking stalls located at the sides of the buildings. The petitioner is seeking to establish a for-profit educational use, which requires a special permit. The two-family residential use at 66-68 Austin Street will remain.

The petitioner is seeking to establish a for profit educational use on site. The petitioner submitted an anticipated class schedule **(Attachment A)** which shows eight classrooms with 132 classes per week

and an average of 18 classes per day, with a maximum class size of ten students. Occasionally, classes on the same day have the same start time, but more often classes are staggered to start every five to ten minutes. The first weekday class typically starts around 3:00 PM and the last weekday class ends at 8:50 PM. Weekend classes typically begin around 9:00 AM and the last weekend class ends at 6:30 PM.

The petition requires relief to allow the for-profit educational use and to legitimize many nonconforming aspects of the shared parking facility. Such nonconformities include stall dimensions, aisle widths, location of parking stalls, and the non-accessory parking use which has existed for decades. The petitioner is proposing to alter the parking facility, which requires special permits to legalize the arrangement and the nonconforming aspects of the parking. The petitioner is now subject to the lighting, landscaping, and screening requirements for parking facilities over five stalls, for which they are also seeking a waiver. Much of this relief reflects the existing conditions of the site but requires relief to legitimize the site conditions.

Transportation

The Petitioner engaged Vanasse Hangen Bruslin ("VHB") to perform a traffic study for the proposed for-profit educational use. The City engaged Green International Inc. ("Green") to conduct a peer review of VHB's review. The trip generation was calculated by utilizing the proposed class schedule, expected number of students, and carpool data from another location. For the weekday evening peak hour, there is an expected increase of 200 total trips, 100 entering, and 100 exiting. For the Saturday midday peak, the use is expected to add 196 trips, 98 entering and 98 exiting. VHB notes that the weekday evening peak and Saturday peak reflect a more conservative analysis, as no credit was used to reflect the prior medical office use. Green states no further information as required regarding the trip generation analysis.

Crash data analysis was provided for the Lowell Street and Austin Street intersection with 18 crashes in five years. VHB noted that the City has explored safety improvements and would like to assist in moving the project forward. The petitioner agreed to contribute $50,000 to improvements at the Austin Street and Lowell Street intersection. This contribution will help fund the cost of improvements including curb extensions to reduce turning radii, a mountable median island, crosswalk warning signs, and pavement markings. The City's Transportation Division is satisfied with this mitigation.

Green also requested turning movements for emergency vehicles with special consideration to the western driveway which measures 11.1 feet wide. VHB provided the turning movement diagram which showed the vehicle encroaching on three parking stalls, a utility pole, and a fence. When requested to provide a plan without encroachments, VHB stated the building would be sprinkled, and the plan was endorsed by the Fire Department. VHB also submitted a plan showing minor encroachments. Green found that the revised plan and plan to sprinkle the building as acceptable and raised no further concerns with emergency vehicle access.

In the traffic analysis, the petitioner stated that a parking attendant and teacher will manage the parking operations at pick up and drop off times. The site is expected to operate with vehicular pick

up and drop off entering at the western driveway and circulating through the site to pick up or drop off the student. The drop-off/pick-up loop can accommodate 21 vehicles. It is also expected that older students may utilize alternate modes of transportation. The City's Director of Transportation noted the increased demand for bicycle parking at Newton North High School, and requested the petitioner incorporate additional bike parking beyond the four stalls originally proposed. As a result, there is now parking for ten bicycles at the front of the building, and an area designated for "future" bicycle spaces. The petitioner should clarify the intent of the spaces marked as "future" bicycle spaces and whether these spaces will be sheltered.

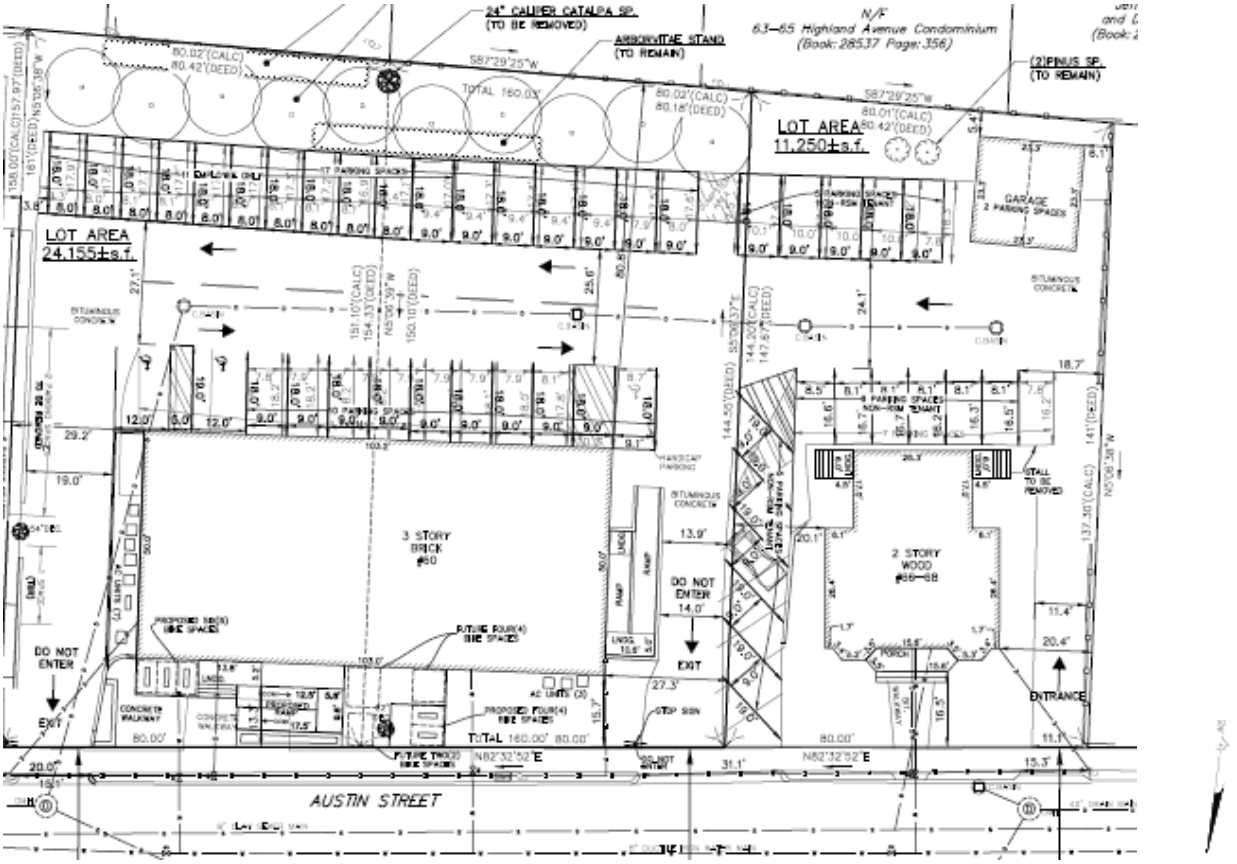
Revised Site Plan

Many of the proposed site improvements incorporated were in response to feedback from the City's Transportation Division, Planning Staff, and Green. The two-way traffic pattern behind 60 Austin Street, additional bike racks for students, uniform parking stalls, increasing the eastern drive aisle, and the middle driveway functioning as exit only were all results of the peer review process. Green also noted the intersection sight distance from the driveways may be an issue in the spring and summer when vegetative overgrowth is possible. The petitioner committed to trimming and maintaining vegetation within the required sight distance.

The Petitioner submitted a revised site plan indicating an organized flow of traffic, with vehicles entering the site via the western driveway, which measures 11.1 feet wide, and exiting either the middle driveway or eastern driveway. From previously submitted plans, circulation was expanded to allow vehicles parked directly behind the building to utilize the middle exit driveway, instead of a one-way path of travel to the eastern driveway. Green raised concerns with the drop-off and pick-up loop blocking other businesses on site from exiting. As a result, the middle driveway was changed to exit only and the eastern exit-only drive aisle width was increased 16.5 feet to 19 feet, where 12 feet is required. This allows a "pull over" area where vehicles may pull over while waiting for a student, allowing vehicles to exit the site, and reducing the queue length.

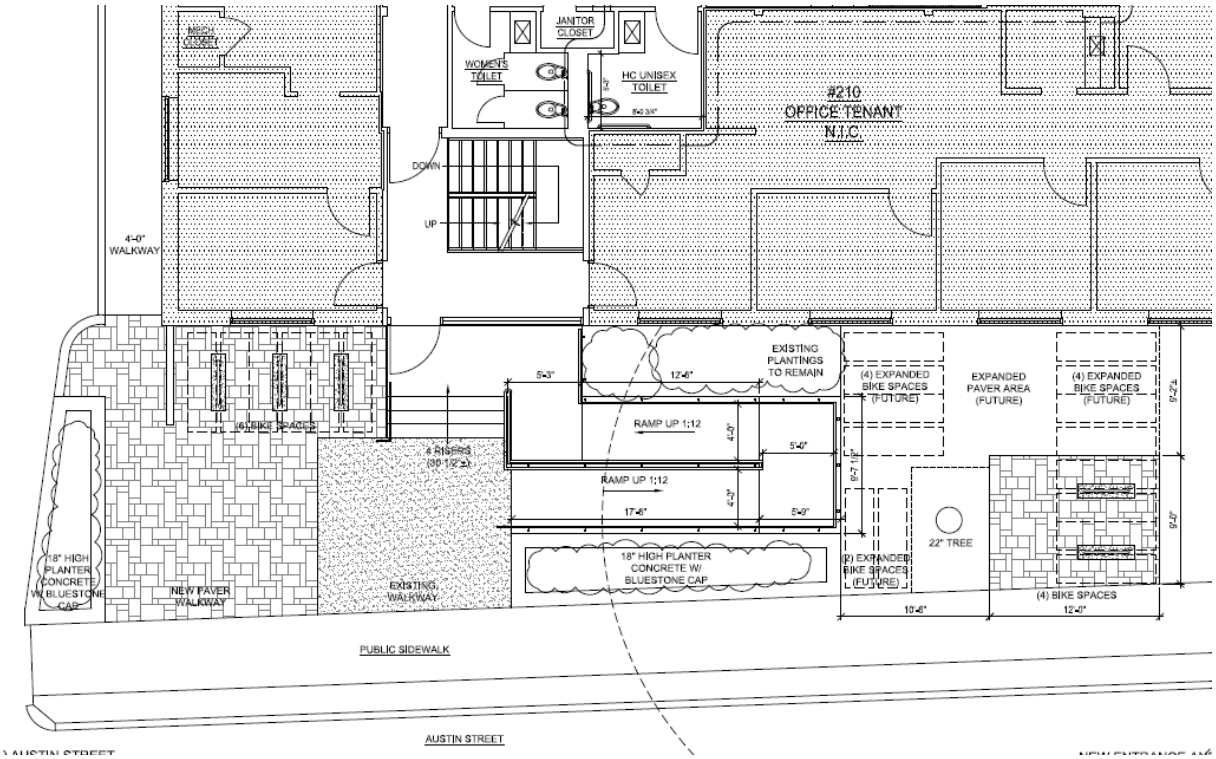
The City and the City's Peer Reviewer recommended that the parking stalls be made more uniform, where existing stalls have varying lengths and widths. The revised plans show uniform spaces of 8-9 feet wide and 18 feet in length for 90-degree parking stalls. In making the middle driveway an exit-only, the angled parking spaces were made to have a depth of 19 feet, meeting the minimum stall depth requirements. The petitioner still requires a waiver for stall dimensions, but the stall dimensions are more compliant with the zoning ordinance.

Proposed Site Plan



Also included within the revised site plan are enhancements to the front entrance such as an accessible ramp, concrete walkway, and increased bike parking.

Proposed Front Entrance Detail



Planning Recommendations

Overall, the Planning Department believes the site is an appropriate location for the proposed for-profit educational use and associated waivers based on the site improvements that will facilitate an orderly flow of traffic and staggered class times. The Planning Department recommends a lookback condition regarding site circulation, and a condition to hold the petitioner to maintaining the vegetation within the site distance triangle.

ATTACHMENTS:

Attachment A: Anticipated Class Schedule
Attachment B: Zoning Review Memorandum
Attachment C: Final Traffic Memorandum prepared by Green International, dated October 13, 2021
Attachment D: DRAFT Council Order

Anticipated Class Schedule

Attachment A

Day \ Room	#1	#2	#3	#4	#5	#6	#7	#8
Monday	Grade 6 algebra 4:00-6:00	Grade 1 3:20-4:50	Grade 10 Precalc 4:15-6:45	Grade 2 3:15-5:15	Grade 4 3:30-5:30	Grade 6 algebra 3:50-5:50	Grade 6 algebra 3:40-5:40	Grade 8 geometry 3:45-5:15
	Grade 9 algebra 6:10-8:40	Grade 2 5:00-7:00	Grade 10 Trig 7:00-8:30	Grade 2 5:30-7:30	Grade 9 Algebra 5:40-8:10	Grade 7 geometry 6:00-7:30	Grade 6 geometry 5:50-6:50	Grade 8 algebra 5:30-8:00
Tuesday	#1	#2	#3	#4	#5	#6	#7	#8
	Kindergarten 3:00-4:30	Grade 7 algebra 3:30-6:00	Grade 1 3:30-5:00	Grade 5 3:20-5:20	Grade 3 3:20-5:20	Grade 5 3:50-5:50	Grade 2 3:50-5:50	Grade 6 algebra 3:40-5:40
	Kindergarten 4:45-6:15	Grade 7 algebra 6:10-8:40	Grade 2 5:10-7:10	Grade 3 5:35-7:35	Grade 4 5:30-7:30	Grade 6 algebra 6:00-8:00	Grade 6 geometry 6:00-7:00	Grade 8 algebra 5:50-8:20
Wednesday	#1	#2	#3	#4	#5	#6	#7	#8
	Grade 2 3:50-5:50	Grade 7 algebra 3:40-6:10	Grade 2 3:20-5:20	Grade 4 4:10-6:10	Grade 3 3:30-5:30	Kindergarten 3:30-5:00	Grade 5 3:40-5:40	Grade 7 algebra 3:50-5:20
	Grade 3 6:00-8:00	Grade 8 algebra 6:20-8:50	Grade 4 5:30-7:30	Grade 9 geometry 6:20-7:50	Grade 7 geometry 5:40-7:10	Grade 5 5:10-7:10	Grade 6 algebra 5:50-7:50	Grade 6 algebra 6:30-8:30
Thursday	#1	#2	#3	#4	#5	#6	#7	#8
	Grade 3 3:50-5:50	Grade 7 algebra 3:50-6:20	Grade 2 3:20-5:20	Grade 4 3:30-5:30	Grade 1 3:30-5:00	Grade 5 3:20-5:20	Grade 5 3:40-5:40	Grade 6 algebra 4:00-6:00
	Grade 4 6:00-8:00	Grade 6 algebra 6:30-8:30	Grade 3 5:30-7:30	Grade 4 5:40-7:40	Grade 3 5:15-7:15	Grade 5 5:30-7:30	Grade 6 geometry 5:50-6:50	Grade 10 precalc 6:10-8:40
							Grade 8 geometry 7:20-8:50	
Friday	#1	#2	#3	#4	#5	#6		#8
	Prek 3:30-4:30	Grade 7 algebra 3:00-5:30	Grade 2 3:00-5:00	Grade 1 3:10-4:40	Grade 3 2:50-4:50	Grade 3 3:30-5:30	Grade 4 2:50-4:50	Grade 7 geometry 3:45-5:15
	Kindergarten 4:40-6:10	Grade 5 5:40-7:40	Grade 2 5:10-7:10	Grade 1 4:50-6:20	Grade 4 5:00-7:00	Grade 5 5:40-7:40	Grade 6 algebra 5:00-7:00	Grade 6 geometry 5:25-6:25
								Grade 6 geometry 6:40-7:40
Saturday	#1	#2	#3	#4	#5	#6	#7	#8
	Grade 2 9:15-11:15	Grade 8 algebra 9:15-11:45	Grade 5 9:20-11:20	Kindergarten 9:00-10:30	Grade 9 algebra 9:10-11:40	Grade 6 algebra 9:20-11:20	Grade 6 algebra 9:00-11:00	
	Grade 1 11:30-1:00	Grade 8 geometry 11:45-1:15	Grade 2 11:30-1:30	Kindergarten 10:45-12:15	Grade 9 geometry 11:45-1:15	Grade 6 geometry 11:25-12:25	Grade 6 geometry 11:10-12:10	
	Grade 4 1:30-3:30	Grade 8 algebra 1:45-4:15	Grade 3 11:45:1:45	Grade 1 12:45-2:15	Grade 10 Precalc 1:45-4:15	Grade 7 geometry 12:55-2:25	Grade 4 1:15-3:15	
	Grade 5 3:40-5:40	Grade 8 geometry 4:15-5:45		Grade 3 2:30-4:30	Grade 10 trig 4:15-5:45	Grade 7 algebra 2:30-5:00		
Sunday	#1	#2	#3	#4	#5	#6	#7	#8
	Grade 1 9:15-10:45	Grade 3 9:00-11:00	Prek 11:00-12:00	Grade 4 9:45-11:45	Grade 7 algebra 9:10-11:40	Grade 4 9:10-11:10	Grade 6 algebra 10:00-12:00	
	Grade 3 11:00-1:00	Grade 4 11:10-1:10	Grade 2 12:10-2:10	Grade 2 12:00-2:00	Grade 7 geometry 11:50-1:20	Grade 5 11:20-1:20	Grade 6 geometry 12:10-1:10	
	Grade 1 1:30-3:00	Kindergarten 1:30-3:00	Grade 1 2:25-3:55		Grade 3 1:50-3:50	Grade 8 algebra 1:50-4:20	Grade 9 algebra 1:40-4:10	
	Kindergarten 3:15-4:45				Grade 7 algebra 4:00-6:30	Grade 8 geometry 4:30-6:00	Grade 9 geometry 4:15-5:45	

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Director

ZONING REVIEW MEMORANDUM

Date: May 10, 2021

To: John Lojek, Commissioner of Inspectional Services

From: Jane Santosuosso, Chief Zoning Code Official
Neil Cronin, Chief Planner for Current Planning

Cc: Katherine Braucher Adams, Attorney
The Russian School of Mathematics, Inc
Barney S. Heath, Director of Planning and Development
Jonah temple, Assistant City Solicitor

RE: Request to allow a for-profit educational use, to alter a nonconforming non-accessory parking facility use and waivers relative to parking

Applicant: The Russian School of Mathematics, Inc	
Site: 60 Austin Street, 66-68 Austin Street	**SBL:** 24009 0009, 24009 0007
Zoning: BU5	**Lot Area:** 24,155 square feet, 11,250 square feet
Current use: Office building and two-family residence	**Proposed use:** No change

BACKGROUND:

The property at 60 Austin Street consists of 24,155 square feet improved with an office building constructed in 1970 in the Business 5 zoning district. The adjacent parcel at 66-68 Austin Street consists of 11,250 square feet and is improved with a two-family dwelling and surface parking, also in the BU5 district. The two separate properties are held in common ownership and a portion of the parking for the office building at 60 Austin Street is located at the rear of 66-68 Austin Street. The petitioner proposes to locate a for-profit school in office space and to make modifications to the parking areas on both lots. The proposed for-profit school requires a special permit as well as waivers from the parking requirements.

The following review is based on plans and materials submitted to date as noted below.

- Zoning Review Application, prepared by Katherine Braucher Adams, attorney, dated 3/18/2021
- Project Information, submitted 3/18/2021
- Parking Calculation, submitted 3/18/2021
- Certified Plot Plan Proposed Conditions, prepared by VTP, surveyor, dated 3/19/2021
- Land Title Survey, signed and stamped by Joseph R. Porter, surveyor, dated 1/18/2021
- Floor Plans, prepared by DLA Architecture, dated 3/3/2021

ADMINISTRATIVE DETERMINATIONS:

1. The petitioner proposes to locate a for-profit educational use within the office building. Per sections 4.4.1 and 6.3.14.B.2, a special permit is required to allow a for-profit educational use in the Business 5 zoning district.

2. There are currently 52 parking stalls shared between the two properties; 33 located at 60 Austin Street and 19 stalls located at 66-68 Austin Street. The petitioner intends to make modifications to the two parking lots, reducing the overall number of stalls to 47, with 29 stalls located at 60 Austin Street and 18 stalls located at 66-68 Austin Street.

   The petitioner intends to divide 8,703 square feet of office into two spaces, of which 4,687 square feet will remain office use and 4,016 square feet will be used for the for-profit educational use. The 4,141 square foot medical office, as well the two residential units at 66-68 Austin Street will remain.

Existing Use	**Requirement**	**Total**
Office 8,703 square feet	1 stall/250 square feet	35 stalls
Medical Office 4,141 square feet	1 stall/200 square feet	21 stalls
Residential 2 units	2 stalls/dwelling unit	4 stalls
TOTAL REQUIRED		**60**
Proposed Use	**Requirement**	**Total**
For-Profit educational use 11 staff	1 stall/staff member	11 stalls
Office 4,687 square feet	1 stall/250 square feet	19 stalls
Medical Office 4,141 square feet	1 stall/200 square feet	21 stalls
Residential 2 units	2 stalls/dwelling unit	4 stalls
TOTAL REQUIRED		**55 stalls**

   The proposed uses on site decrease the parking requirement by five stalls. The petitioner intends to reconfigure the parking areas, reducing the total number of stalls by five. While the "credit" from the previous use is reduced by five to accommodate the reconfiguration, the proposed uses require five fewer stalls. As such, the credit satisfies the requirement and no waiver is necessary.

3. Per section 5.1.16.A, off-street parking required for the principal uses served must be located on the same lot as those uses. The petitioner intends to continue to use the parking on both properties to provide parking for the office building. A special permit per section 5.1.13 is

required to allow for the off-site parking at 66-68 Austin Street for the business uses at 60 Austin Street.

4. Per section 4.4.1, non-accessory parking is not allowed, by right or by special permit in the Business 5 zoning district. The parking for the two subject properties has functioned as one lot since at least the 1980s, prior to the adoption of regulations relative to non-accessory parking facilities, rendering the parking for 60 Austin Street at 66-68 Austin Street nonconforming. The petitioner proposes minor alterations to the parking facility at 66-68 Austin Street, requiring a special permit per sections 4.4.1 and 7.8.2.C.2 to alter the nonconforming non-accessory parking facility use.

5. Per section 5.1.8.A.1 no parking may be located within any required setback distance from a street or side lot line, and may not be within five feet of the street. The petitioner proposes to maintain parking stalls within the rear and side setbacks and within five feet of the street requiring a special permit per section 5.1.13.

6. Section 5.1.8.A.2 requires that no outdoor parking be located within five feet of a building containing dwelling units. The petitioner intends to maintain parking stalls within five feet of the two-family dwelling at 66-68 Austin Street, requiring a special permit per sections 5.1.13.

7. Per section 5.1.8.B.1 the minimum width for a parking stall is 9 feet. The petitioner proposes several stalls with reduced widths, down to 7.8 feet, requiring a special permit per section 5.1.13.

8. Per section 5.1.8.B.2 the minimum depth for parking stalls is 19 feet. The petitioner proposes several stalls with reduced depths, down to 16.5 feet, requiring a special permit per section 5.1.13.

9. The petitioner intends to create a one-way entrance along the western lot line of 66-68 Austin Street and an exit only on the eastern lot line of 60 Austin Street. Per section 5.1.8.D.1, entrance and exit driveways for one-way traffic must be a minimum of 12 feet wide. The petitioner proposes an entrance driveway of 11.1 feet wide, requiring a special permit per section 5.1.13.

10. Per section 5.1.9.A, outdoor parking facilities with more than five stalls must provide perimeter landscaping and screening. No perimeter landscaping or screening is indicated in the plans, requiring a special permit per section 5.1.13.

11. Per section 5.1.9.B, outdoor parking facilities with more than 20 stalls must provide interior landscaping. No interior landscaping is indicated, requiring a special permit per section 5.1.13.

12. Section 5.1.10 requires all outdoor facilities used at night to have security lighting with a minimum intensity of one-foot candle over the entire surface of the facility. The petitioner seeks a waiver from this provision per section 5.1.13.

Zoning Relief Required		
Ordinance	*Required Relief*	*Action Required*
§4.4.1 §6.3.14.B.2	Request to allow a for-profit educational use	S.P. per §7.3.3
§4.4.1 §7.8.2.C.2	Request to alter a nonconforming non-accessory parking facility	S.P. per §7.3.3
§5.1.16.A §5.1.13	Request to allow the parking requirements to be met off-site	S.P. per §7.3.3
§5.1.8.A.1 §5.1.13	Request to allow parking with the side and rear setback and within five feet of the street	S.P. per §7.3.3
§5.1.8.A.2 §5.1.13	Request to allow parking within five feet of dwelling units	S.P. per §7.3.3
§5.1.8.B.1 §5.1.13	Request to waive the minimum parking stall width requirement	S.P. per §7.3.3
§5.1.8.B.2 §5.1.13	Request to waive the minimum parking stall depth requirement	S.P. per §7.3.3
§5.1.8.D.1 §5.1.13	Request to waive the minimum driveway width for one-way traffic	S.P. per §7.3.3
§5.1.9.A §5.1.13	Request to waive the perimeter screening requirements	S.P. per §7.3.3
§5.1.9.B §5.1.13	Request to waive the interior landscaping requirements	S.P. per §7.3.3
§5.1.10 §5.1.13	Request to waive the lighting requirements	S.P. per §7.3.3

GREEN INTERNATIONAL AFFILIATES, INC.
239 LITTLETON ROAD, SUITE 3 WESTFORD, MA 01886
T: (978) 923-0400 | F: (978) 399-0033 | WWW.GREENINTL.COM

October 13, 2021

Ms. Katie Whewell
Senior Planner
Planning and Development Department
Newton City Hall
1000 Commonwealth Ave
Newton, MA 02459

Subject: **Final Responses to Comments**
Proposed Russian School of Mathematics
46-48 and 66-68 Austin Street
Newton, Massachusetts

Dear Ms. Whewell:

On behalf of the City of Newton (the City), Green International Affiliates, Inc. (Green) is submitting this letter of review of VHB's responses to the previous responses submitted by Green to the City on September 10, 2021 from our engineering peer review of the application package for the proposed Russian School of Mathematics on Austin Street. This review included an examination of the following documents submitted in support of the proposed project:

- Traffic Impact Assessment (TIA) Memorandum titled "Proposed Russian School of Mathematics – 46-48 and 66-68 Austin Street – Newton, Massachusetts", prepared by VHB, dated May 25, 2021.
- Plan titled "Newton, Massachusetts at #46-48, 60, 66-68 Austin Street," prepared by VTP Associates, Inc., dated April 23, 2021.
- Plan titled "Russian School of Mathematics, 60 Austin Street, Newton, Massachusetts," prepared by DLA Architecture, dated March 3, 2021.
- Zoning Review memorandum titled "Request to allow a for-profit educational use, to alter a nonconforming non-accessory parking facility use and waivers related to parking," prepared by the City of Newton, dated May 10, 2021.

What follows are the original comments submitted by Green, followed by the corresponding VHB response in italicized text, followed by Green's latest comments in bold text. After reviewing the latest site plan in coordination with City staff, new comments regarding the site layout have been added at the end of this letter.

May 2021 Traffic Impact and Access Review

1. Green's original comment: The memorandum included the following six study intersections:

    - Lowell Avenue at Austin Street
    - Austin Street at Site Driveway 1
    - Austin Street at Site Driveway 2
    - Austin Street at Site Driveway 3
    - Austin Street at Site Driveway 4

- Walnut Street at Austin Street

Green generally concurs with the study area used in the TIA. It is unclear why Site Driveway 4, which provides access to 46-48 Austin Street, was included in the study. It operates separately from the rest of the site and has its own driveway and parking lot. The applicant should clarify the operations of this driveway with respect to the proposed development.

VHB Response: As stated in the May 2021 TIAS, Site Driveway 4 is adjacent east of Driveway 3, separated by a curb, and provides access to a parking lot located in the rear of Building C, the third, eastmost building on the Development Site. Initially the Project contemplated a connection to the parking and Driveway 4 but that changed as the Project was further developed. The usage for Building C is expected to remain the same under all future conditions, with or without the Project in place. However, it should be noted that Building C is held under common ownership of Buildings A and B and, while operations for Building C from an access standpoint will remain the same, it was included in the study for consistency.

Green Response**: No further information is required.**

2. Green's original comment: The applicant should include a discussion of any existing bicycle facilities or lack thereof.

VHB Response: VHB conducted an inventory of the existing bicycle facilities within the vicinity of the Project Site. Sharrows exist in both directions along Austin Street between Lowell Avenue and Walnut Street. East of the Project Site, along the frontage of the 28 Austin Street apartment building, there are five, two-bike, bicycle racks.

The Proponent will also install a bike rack next to the front entrance stair. This bike rack can accommodate 4 bikes.

Green Response**: No further information is required.**

3. Green's original comment: Turning movement counts (TMCs) were collected during the weekday evening peak period from 4:00 PM to 6:00 PM and the Saturday midday peak period from 11:00 AM to 2:00 PM. Due to the COVID-19 pandemic, historical TMCs were utilized from April and May 2015 at the intersections of Lowell Avenue at Austin Street and Walnut Street at Austin Street. The historical TMCs were adjusted using methodology outlined by MassDOT. Because no historical traffic data were available at the site driveway, traffic volumes were estimated using ITE Trip Generation methodology for the existing land uses.

Green concurs with the utilization of the weekday evening and Saturday midday peak periods since the proposed Russian School of Mathematics will not be open during the weekday morning peak period. Green concurs with the utilization of historical data due to the COVID-19 pandemic. Green notes that the "Guidance on Traffic Count Data" issued by MassDOT in April 2020 states that "MassDOT considers 2019 data to be existing." Existing traffic volumes in the TIA were adjusted from 2015 to 2019 as outlined in the guidance, then further adjusted from 2019 to 2021 using an annual growth rate. The Applicant should use 2019 volumes for existing conditions as reflected in the MassDOT guidance. However, growing the volumes 2 additional years produces a more conservative condition, and this is unlikely to have an impact on the conclusions of the report.

VHB Response: VHB acknowledges Green's comments and concurs that while the analysis is overly conservative it will not impact the overall conclusions of the report. No further response required.

Green Response**: No further information is required.**

4. Green's original comment: Green reviewed seasonal variation data and agrees that since traffic volumes in April and May are historically higher than an average month, the existing traffic volumes do not need to be adjusted. No further information regarding seasonal variation is needed.

   VHB Response: No further response required.

   Green Response**: No further information is required.**

5. Green's original comment: Crash data were presented from information provided by the MassDOT Highway Division Safety Management/ Traffic Operations Unit for the years 2014-2018 for the six study intersections. During the five-year period that was examined, the Lowell Avenue at Austin Street intersection was stated to have experienced 18 crashes, the Walnut Street at Austin Street intersection was stated to have experienced 12 crashes, and the driveway intersections were stated to have each experienced 0-4 crashes. The Applicant recognizes that the City has planned safety improvements for the intersection of Lowell Street at Austin Avenue and would like to assist in moving this project forward.

   Green reviewed the numbers of crashes with data available from the MassDOT IMPACT Crash Query and Visualization tool and concurs that all crashes at the study intersections have been included. No further information regarding crash data is needed.

   VHB Response: No further response required.

   Green Response**: No further information is required.**

6. Green's original comment: Stopping sight distance (SSD) and Intersection sight distance (ISD) were listed in the TIA as exceeding the required distances. However, Green's review indicated that ISD at Driveways 3 and 4 is restricted by shrubbery in the median between the two driveways. The Applicant should address this limitation by trimming or removing the vegetation.

   VHB Response: It should be noted that VHB conducted the sight distance analysis during January of 2021 and, at the time of the analysis, vegetative overgrowth was not an obstructing factor. However, it is possible that vegetative overgrowth is a problem in the spring and summer months and, as such, the Applicant is committed to trimming and maintaining vegetation to improve sight distance at the Site driveways.

   Green Response**: The Applicant commits to controlling vegetation to maintain required sight distance. Please provide sight triangle diagrams that specify the area of trimming/ removal on the plans.**

   VHB Response: Site triangle diagraphs are provided as an attachment to this document.

Green Response**: We have reviewed the site triangle diagram and find the area to be kept clear acceptable. No further information is required.**

7. Green's original comment: The site distance discussion states that proposed driveways will remain in the same locations as existing site driveways "with the consolidation of Site Driveways Three and Four." The applicant should revise this to be consistent with the rest of the TIA, figures, and plans which indicate that these driveways will remain separate with Driveway 3 converted to exit-only.

   VHB Response: VHB acknowledges Green's comment and concurs that the proposed driveways will remain in their existing locations, with Driveways 3 and 4 separate from one another, as under existing conditions.

   Green Response**: No further information is required**.

8. Green's original comment: The future conditions were evaluated for a seven-year horizon which is consistent with MassDOT TIA guidelines. The background growth is indicated to be 0.5% per year based on "a review of recent traffic studies", however information from these studies or additional information to support the background growth was not included in the appendix and cannot be verified. The applicant should provide details supporting the 0.5% background growth rate.

   VHB Response: VHB reviewed nearby traffic studies in determining a 0.5-percent background growth rate. Specifically, VHB reviewed the Austin Street TIA, West Newton (Dunstan East) TIAS, Riverside TIAS, and Washington Place TIAS. As discussed in the Austin Street TIA, no growth rate was applied in modeling future volumes based on discussions with City of Newton staff.

   The West Newton (Dunstan East) TIAS used an annual growth rate of 0.5-percent. The growth rate was determined following a comparison of traffic volumes along Washington Street from November 20151 & June 20162 to the 2019 volumes collected as part of the West Newton (Dunstan East) traffic study. The results of the comparison indicated that 2019 volumes were actually lower than those conducted in 2015-2016. As stated in the TIAS, a 0.5-percent growth rate was used to provide a conservative analysis. Furthermore, this study reviewed the TIAS for the Riverside MBTA Station redevelopment which used a 0.5-percent growth rate.

   The Riverside MBTA Station redevelopment project, while not in the vicinity of the Project Site, is a major development project in the City of Newton. A 0.5-percent growth rate was determined to be appropriate, whilst conservative, for this study based on a historical comparison of 2009 and 2014 traffic volumes to 2019 traffic volumes which indicated that traffic counts have remained consistent, if not decreased, over the past five-to-ten years. Finally, the Washington Place TIAS was reviewed and found to have used a 0.5-percent growth rate as based on nearby development projects in the City of Newton. Based on this review, it appears traffic volumes within the vicinity of the Site (e.g West Newton, Austin Street, Washington Place) and throughout Newton (e.g Riverside MBTA Station) have remained consistent, if not decreased, over the past five-to-ten years. To remain both consistent with nearby development projects and conservative in our analysis, a 0.5-percent growth rate was utilized.

   Green Response**: This is an acceptable justification of the 0.5-percent growth rate. No further information is required.**

9. Green's original comment: The TIA states that traffic volumes estimated to be generated by ten proposed developments in the project vicinity were incorporated into the No-Build volumes; however, these volumes are not shown, and Green is unable to verify whether they have been included. The memorandum does not explain how traffic impacts from the Dunstan East development were incorporated into No-Build volumes. The applicant should provide the traffic volumes associated with each of the proposed developments that were included in the No-Build volumes.

   VHB Response: The traffic volume data associated with each of the background developments included in the No-Build volumes is included in the Attachments to this document. The Dunstan East development, referred to as "West Newton" in the TIAS, is expected to generate only a small number of trips through the Project study area. The trips associated with Dunstan East were based on the Site-generated trips presented in Table 8 of the "Dunstan Residencies West Newton Redevelopment" November 2019 TIAS, including the removal of the existing Shoe Barn trips from Kempton place. As part of this study, these trips were then distributed to the study area, including the intersections of Lowell Avenue at Washington Street and Walnut Street at Washington Street, from which VHB extrapolated the volumes to the Site study area.

   Green Response**: Green has reviewed the background development data and concurs with the methodology for incorporating these traffic volumes into the No-Build condition. No further information is required.**

10. Green's original comment: Green has reviewed the proposed trip generation, which is based on the expected number of students and proposed class schedule. Based on the analysis spreadsheets provided in the appendix, it appears that 10 students are expected to attend each class. Please clarify whether this assumption is correct and explain where it originates from.

    The trip generation for the evening peak hour was based on the average number of students expected to be picked up and dropped off over the course of the week. The applicant should utilize the peak weekday to generate the trips to reflect the peak condition. In addition to the proposed class schedule, please provide pick-up and drop-off data and the associated class schedules from the existing Russian School sites to support the trip generation.

    VHB Response: RSM will have maximum class sizes of 10 students at the Austin Street facility.

    As requested, the peak weekday trip generation was estimated and included in the updated analysis. Table 1 provides a comparison of the previous trip generation, utilized in the May 2021 TIAS, to the anticipated peak weekday trip generation. Site-generated traffic volume networks are included in the Attachments.

Table 1 Trip Generation - Comparison

Time Period	Direction	Previous Project Trips [a]	Peak Weekday Project Trips [b]	Difference
Weekday Evening	Enter	92	100	+8
	Exit	92	100	+8
	Total	184	200	+16

Note: Trip generation estimate based on the proposed schedule for the Russian School of Mathematics and application of 25% carpool assumption. Assumed approximately 10 students per class.

a Based on the average number of students being picked up/dropped off during the peak hour of 5:15 PM – 6:15 PM for the proposed schedules for Tuesday, Wednesday, and Thursday.

b Based on the number of students being picked up/dropped off during the peak hour of 5:15 PM – 6:15 PM for the peak weekday schedule (Thursday).

VHB has updated the 2028 Build Condition analysis to be reflective of this adjustment to trip generation. The results of this analysis are presented in Table 2 and the capacity analysis worksheets are included in the Attachments.

It should be noted that the current operations at the Wells Avenue RSM include a Saturday schedule of 58 classes, the maximum number of classes offered during the week. The proposed Austin Street RSM location is proposing to operate a maximum of 26 classes, also to be held on Saturday. The Wells Avenue location allows up to 200 students in the school at any given time with up to 15 students per classroom. The schedule allows up-to 17 classes to occur at any one time with up to 28 employees. Classes are staggered by 15 minutes. The current configuration at Wells Avenue consists of a one-way driveway that parents use for drop-off and pick-up. The storage length of this loop is approximately 200 feet and it is RSM's experience that queues under the existing schedule do not exceed the pick-up/drop-off loop. No formal counts or observational data is available and RSM is not back to standard in-class status so collection of data at this time does not make sense. The proposed Site has approximately 350 feet of internal storage within the Site and a maximum of 10 students per class.

The Wells Avenue RSM location will continue to operate at a significantly larger capacity, offering more classes at a larger class size, than the proposed Austin Street RSM and it is the experience of the RSM staff that the current pick-up/drop-off loop configuration is adequate. The proposed Austin Street RSM will offer a longer internal storage length at a lower anticipated volume than the existing location.

The class schedules for RSM on Wells Avenue has been included in the Attachments to this document.

Green Response**: It is understood that the maximum class size will be 10 students. Green has reviewed the updated capacity analysis based on the peak pick-up and drop-off time. The additional trips result in negligible changes in the Build analysis. No further information is required.**

11. Green's original comment: Green has reviewed the proposed trip distribution and concurs with the information provided by the applicant. No further trip distribution information is needed.

VHB Response: Since the filing of the TIA with the City the Proponent has considered modifications to the Site plan. Specifically, the middle driveway has been changed from one-way in to one-way out of the Site. Additionally, the parking spaces on the far western portion of the Site, between Driveways 1 and 2, are now being signed for non-RSM employees/tenants of the Site (see attached updated Site plan). By providing these spaces to non-RSM functions and adjusting the middle driveway to egress only, it affords such employees the opportunity to exit the Site without having to drive through the school pick-up/drop-off loop.

Green Response**: Green concurs that traffic operations will improve with the middle driveway changing from one-way in to one-way out. No further information is required.**

12. Green's original comment: The TIA states that Build Traffic volumes were developed by adding project-related traffic to the No-Build volumes. The applicant should include an explanation of how existing site trips were redistributed based on proposed site circulation.

VHB Response: In an effort to remain conservative, no credit for the existing Site trips were taken as part of the 2028 Build condition with the Project in place. The existing Site trips were therefore redistributed based on the proposed circulation pattern as part of the Project. As discussed in the May 2021 TIS, the changes proposed for the driveway access are to establish a one-way circulation loop for the 60 and 66-68 Austin Street properties in a counterclockwise direction. 46-48 Austin Street will allow both ingress and egress operations as it does today. During school hours, 3:00 PM – 9:00 PM on weekdays and 9:00 AM – 6:30 PM on weekends, there will be a pick-up/drop-off loop established whereby one enters the westmost driveway (Driveway 1), travels east through the back parking lot (counterclockwise), and exits at the existing driveway on the east side of the building (Driveway 3). Since the May 2021 TIS, the proposed directionality of Site Driveway 2 has been changed from one-way entering to one-way exiting to provide a secondary egress for vehicles associated with non-RSM functions. This will allow for vehicles not associated with pick-up/drop-off to circumvent the queue associated with the school. Existing ingress trips at Site Driveway 1 and existing egress trips at Site Driveways 2 and 3 will remain as these movements will be allowed under future operations. Existing egress trips at Site Driveway 1 were rerouted to Site Driveway 2 and existing ingress trips at Site Driveways 2 and 3 were rerouted to Site Driveway 1. The associated redistribution networks are included in the Attachments.

It should be noted that while the proposed directionality of Driveway 2 has changed since the May 2021 TIS, the RSM trip distribution remains the same, with 100% of trips entering Driveway 1 and exiting Driveway 3. This is consistent with the proposed circulation pattern that will be enforced under the supervision of school staff during pick-up/drop-off periods.

Green Response**: Green concurs with the methodology for redistribution of existing site trips. No further information is required.**

13. Green's original comment: Intersection capacity analyses indicate that during the weekday evening peak hour, the 95th percentile queue for the Lowell Avenue at Austin Street intersection is estimated to be 748 feet long. Site Driveway 3, where the proposed site trips will exit, is located approximately 365 feet east of the intersection. Green notes that this queue extending past the site exit may prevent vehicles from being able to turn left out of the site driveway. This is especially problematic during time periods where the expected number of vehicles utilizing the pick-up/drop-off loop exceeds the capacity of the loop. The Applicant should explain how they will manage times in which

the volume of vehicles utilizing the pick-up/drop-off loop is expected to exceed the capacity of the loop.

VHB Response: VHB conducted queue observations in the westbound direction at the intersection of Lowell Avenue at Austin Street during the weekday evening peak period (5:00PM – 6:00PM) on Thursday July 15, 2021. During this time the existing queue reached a maximum of 3 vehicles, approximately 75 feet, which cleared in under a minute. The queue was consistently zero to 25 feet (~ 1 vehicle) at all times during the peak hour. It should be noted that the analytical methodologies typically used for the analysis of unsignalized intersections use conservative analysis parameters, such as long critical gaps. Actual field observations indicate that drivers on minor streets generally accept shorter gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The analysis methodologies also do not fully take into account the beneficial grouping effects caused by nearby signalized intersections. The net effect of these analysis procedures is the over-estimation of calculated delays at unsignalized intersections in the study area. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

As discussed in the May 2021 TIS, the maximum average vehicles that are expected to be on-site during a 15-minute period ranges from 18 to 30 vehicles on a weekday and 16 to 27 vehicles on a weekend day. Under the proposed plan there are approximately 47 parking spaces on-site. In addition, the drop-off/pick-up loop has room for up to 21 vehicles, with the proposed Driveway 2 access change, and, as mentioned, the operation will be managed by a parking attendant and a teacher to ensure efficiency. It should be noted that the City of Newton is currently considering improvements at the intersection of Austin Street at Lowell Avenue to address existing issues. The Proponent is contributing to improvements at this location assuming local permits for the Project are achieved. However, the Proponent will monitor the operations of the Site Driveways and the flow at the Austin Street at Lowell Avenue intersection. Should remedial measures be necessary to address any issues, they will be considered and discussed with the City.

Green Response**: Green concurs that capacity analyses for unsignalized intersections tends to be overly conservative and that field observations represent a more realistic queue length. Synchro, the software utilized for capacity analysis, only provides the 95th percentile queue length for unsignalized intersections, so the output is unlikely to reflect average conditions. Based on the information provided, we concur that the westbound queue on Austin Street will not block the site exit. Additionally, the introduction of a second exit reduces the need for vehicles to recirculate, so the queuing issue is not as critical. No further information is required.**

14. Green's original comment: Green has reviewed the proposed traffic mitigation measures. Site Driveways 1 and 2 will be designated as entry only and Site Driveway 3 will be designated as exit only. A pick-up/drop-off loop will be established between the entry driveways and the exit driveway. A pick-up/drop-off area will be designated at Site Driveway 3. Class schedules have been staggered such that no more than two classes will begin or end during a 10-minute period. Green concurs with the method for staggering class schedules.

    The applicant should provide more detailed information regarding how the pick-off/drop-off area will operate. It appears that the pick-up/drop-off area will block the driveway exit. Please clarify how vehicles will exit the site during the pick-up/drop-off period.

VHB Response: As discussed in Response 13, there has been a change to the proposed Site Plan and corresponding circulation pattern since the May 2021 TIS. Under the current Site Plan, Site Driveway 1 will be designated as entry only and Site Driveways 2 and 3 will be designated as exit only. The pick-up/dropoff loop will remain as discussed in the TIS, with the primary ingress at Driveway 1 and primary egress from Driveway 3. The change in directionality at Driveway 2 has been implemented to allow vehicles exiting the Site to circumvent the pick-up/drop-off queue. As noted above, the parking spaces on the western portion of the Site, between Driveways 1 and 2, will be designated for non-RSM personnel. There, they will have the ability to exit the Site from Driveway 2. The Site Plan is included in the Attachments.

Green Response**: Green concurs that this change in directionality of the driveways sufficiently addresses the issue of the pick-up/drop-off queue blocking the only parking lot exit. No further information is required.**

15. Green's original comment: The parking management section provides the "maximum average vehicles that are expected to be on-site during a 15-minute period." It appears that this is the number of vehicles expected to be in the pick-up/drop-off loop and does not include any parked vehicles such as staff members. The applicant should include the maximum number of vehicles expected to use the loop during a 15-minute period (45 vehicles on a weekday and 38 on a weekend) and the number of parking spaces expected to be utilized by staff members. Please provide data regarding parking space utilization and class schedules at existing Russian School sites.

    VHB Response: Once the RSM reaches maximum capacity they will have 1 teacher per classroom (11 if all are operating at the same time, which is unlikely), 1 Principal, 1 admin, and 1 parking attendant. As part of previous work on the Wells Avenue RSM facility, parking counts were conducted by a consultant. The related parking memorandum is provided in the Attachments for reference, but the data isn't all that useful in this instance because at the Wells facility, there is a second use on-site: Dance Fever. The parking work conducted did not separate parking associated with the RSM versus Dance Fever, rather it looked at total parking on Site.

    Green Response**: The Zoning Review Memorandum dated May 10, 2021 states that there will be 11 staff members which requires 11 parking stalls. Based on this response, there will be a maximum of 14 staff members on site. The Applicant should review class schedules to ensure that all classrooms will not be operating at the same time.**

    VHB Response: The Proponent will not schedule classes in all 11 classrooms simultaneously. The Proponent is amenable to capping the employees to 11 onsite at any given time.

    Green Response**: The 11 parking spaces located closest to the southeast corner of the site should be designated as employee-only as those spaces are most likely to be blocked by any pick-up/ drop-off queue.**

16. Green's original comment: The TIA lists two protocols that will be implemented to ensure efficiency of the pick-up/drop-off loop. The first is that parents will be instructed not to park on-site and patronize nearby businesses. The second is that parents will be sent around the loop a second time if their child is not at the curb for pick-up. Green has concerns about having vehicles drive through the loop more than once. This will increase the number of trips entering and exiting the site and will increase vehicle emissions due to the additional travel time. In addition, there may be times where the left-turn out of the site is blocked by queueing, and vehicles will not be able to circulate

efficiently. The applicant should consider whether they can provide short-term vehicle storage on-site to prevent the need to recirculate.

VHB Response: We understand the concern that the peer consultant has regarding potentially sending parents around the loop more than once if their child is not ready when they arrive at the pick-up location. While it is not likely to happen often, we feel that keeping the vehicles moving in the loop is an important feature of the proposed plan. While we do not think it will be necessary, RSM could implement a protocol whereby parents are given placards, to hang from their rear-view mirror, that identify the student to be picked up. An attendant can be stationed at the Driveway 1 entrance and radio the name of the student to be picked up to ensure that they are released to the curb and ready to be picked up without delay. We do not think this will be necessary, but it is something that can be considered.

Green Response**: We understand that there may not be available parking stalls on site to accommodate parents waiting to pick up their children. The Applicant should make an effort to encourage parents not to arrive before pick-up time and enact protocols to have students ready for pick-up at the designated time. The driveway is 19 feet wide approaching the Driveway 3 exit. Because there is sufficient width for two vehicles, the Applicant should consider requiring vehicles to pull over and wait for their student if they are not ready for pick-up, rather than circulating the site.**

VHB Response: The Proponent will allow vehicles to pull over and wait for students if they are not ready for pick up.

Green Response**: Green finds this approach acceptable. No further information is required.**

March and April 2021 Site Plans

17. Green's original comment: As outlined in the Zoning Review Memo dated May 10, 2021, the number of parking spaces provided conforms with zoning bylaws, as the proposed use results in 5 fewer required spaces and the project proposes to eliminate 5 spaces. Green concurs and no further information regarding the number of parking spaces meeting zoning bylaws is needed.

    VHB Response: No further response required.

    Green Response**: No further information is required.**

18. Green's original comment: As stated in the Zoning Review Memo, one of the proposed driveways is 11.1 feet wide, narrower than the 12 feet required by zoning bylaws. The Applicant should provide turning movement diagrams showing that emergency vehicles can enter, circulate through, and safely exit the site.

    VHB Response: The substandard driveway exists today, and the Proponent is not planning on changing it. A turning movement diagram for the City of Newton Fire Truck has been prepared and is included in the Attachments.

    Green Response**: The attached turning movement diagram shows the Fire Truck encroaching on 3 parking spaces, a utility pole, and a fence. Pease provide a plan showing that the fire truck can circulate through the site without encroachments.**

VHB Response: The Proponent has recently committed to installing sprinklers within the building. With this in mind, the Proponent has met with the Fire Department (Deputy Chief Melendez) and he has now endorsed the plan as is. With the addition of sprinklers within the building, circulation of the parking lot is not as much of an issue. Please see the attached endorsement plan with Fire Department signature.

However, for the purpose of being responsive to the comment, additional turning movement diagrams have been prepared and are provided as attachments. As you can see, there would still be some minor encroachments expected based on the program utilized. It should be understood that the turning movement diagrams created are highly conservative and our experience suggests that actual maneuverability is better than that displayed on the figures.

Green Response**: Green has reviewed the revised turning movement diagram and concurs that it does show less encroachment than was shown previously. Green finds this acceptable and no further information is required.**

19. Green's original comment: The location of the northernmost angled parking space adjacent to Driveway 2 requires drivers exiting the space to reverse onto the sidewalk within public right-of-way. The Applicant should remove or relocate this space to avoid encroachment onto the sidewalk.

    VHB Response: With the change in directionality of Site Driveway 2, the angled parking spaces will be reversed to allow egress from this driveway. This will eliminate the possibility of a driver reversing onto the sidewalk within the public right-of-way. The updated parking alignment is shown on the Site Plan in the Attachments.

    Green Response**: No further information is required.**

20. Green's original comment: The angled parking spaces along Site Driveway 2 range from 17.1 to 18.1 feet deep. The minimum depth required by zoning bylaws is 19 feet. Please provide a figure showing that sufficient aisle width is provided when vehicles are parked in these angled spaces.

    VHB Response: The angled parking spaces are 19 feet deep. As noted on the attached plan, the aisle width between the striped parking and the curb is approximately 14 feet for one-way egress which is sufficient.

    Green Response**: No further information is required.**

21. Green's original comment: Green has reviewed the site plan for ADA compliance and find that the appropriate number of accessible parking spaces are provided. The two accessible spaces proposed at the southeast corner of the building do not seem to be close to an accessible entrance. Please clarify whether the front building entrance is to be made accessible. If it is not, then the proposed accessible spaces should be located next to the existing accessible space at the southwest corner of the building.

VHB Response: The front entrance to the building, facing Austin Street, will be made accessible with the construction of a fully compliant ramp. An accessible route will be provided from the new accessible parking space at the southeast corner to the accessible front entrance.

Green Response**: No further information is required.**

22. Green's original comment: It is unclear whether the pick-up and drop-off area will block the exit from the site. Green is concerned that vehicles generated by other land uses will not be able to exit the parking lot without being caught in the pick-up/drop-off loop. The pick-up/drop-off area should be located such that it does not impede the path of vehicles entering or exiting the site.

    VHB Response: As discussed in Response 14, Site Driveway 2 has been changed since the May 2021 TIS to exit only. The change in directionality at Driveway 2 has been implemented to allow vehicles exiting the Site to circumvent the pick-up/drop-off queue. The Site Plan is included in the Attachments.

    Green Response**: No further information is required.**

23. Green's original comment: Please clarify whether there is sufficient space at Site Driveway 3 for vehicles turning right to bypass vehicles waiting to turn left. As mentioned previously, the westbound queue for Lowell Street may extend past the driveway and prevent vehicles turning left from exiting the site.

    VHB Response: The width of Driveway 3 at the curb-line is approximately 19-20 feet right at the curb line. However, the width tightens to approximately 16 feet approximately pretty quick into the site (approximately 15 feet from curb-line) so there is limited room at that width to accommodate 2 egress lanes. With limited depth to the width of the existing driveway it is anticipated that vehicles will need to egress the driveway in a single lane.

    Green Response**: Green understands that vehicles will need to egress in a single lane. Given the explanation above regarding the queue lengths at the intersection of Austin Street and Lowell Street, this is not expected to be an issue.**

Additional Comments

24. As Driveway 2 will be designated as exit-only, the drive aisle should be made two-way behind 60 Austin Street to allow vehicles parked behind the building to exit the parking lot using Driveway 2. The Applicant should add a centerline to the parking lot drive aisle behind 60 Austin Street to help align the potential queue for Driveway 3.

25. The Applicant should re-stripe the parking spaces in the parking lot to be a consistent width between 8 and 9 feet. Some spaces may be designated as compact if necessary to maintain the same total number of parking spaces.

26. The Massachusetts Architectural Access Board only requires two accessible parking spaces. Two 8-foot van-accessible spaces separated by an 8-foot aisle should be located adjacent to the southwest corner of the building, this will reduce the total amount of aisle space needed and provide two van accessible spaces on the shortest accessible path.

27. The Proponent is proposing 2 bike racks for 4 bike parking spaces. Given the population is students, and there are high rates of bicycling by students in the area as demonstrated by the ever-increasing demand for parking at NNHS (and all the schools), the petitioner should add bike parking for at least 10 bikes and commit to adding more bike racks as needed to meet demand.

Sincerely,
Green International Affiliates, Inc.

Corinne Tobias, P.E., PTOE
Transportation Planning Group

cc: W. Wong, Green
W. Scully, Green

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Attachment D
60, 66-68 Austin Street
#175-21

CITY OF NEWTON
IN CITY COUNCIL

ORDERED:

That the City Council, finding that the public convenience and welfare will be substantially served by its action, that the use of the site will be in harmony with the conditions, safeguards and limitations set forth in the Zoning Ordinance, and that said action will be without substantial detriment to the public good, and without substantially derogating from the intent or purpose of the Zoning Ordinance, grants approval of the following SPECIAL PERMIT/SITE PLAN APPROVAL to allow a for profit educational use, to alter a nonconforming non-accessory parking facility, to allow the parking requirements to be met off site, to allow parking within the side and rear setbacks and within five of the street, to allow parking within five feet of dwelling units, to waive the minimum stall dimensions, to waive the minimum driveway width for one-way traffic, and to waive certain requirements of parking facilities containing more than five stalls at 60, 66-68 Austin Street as recommended by the Land Use Committee for the reasons given by the Committee, through its Chairman, Councilor Richard Lipof:

1. The site is an appropriate location for the for-profit educational use due to its location in the Business 5 zone, its location in an area with a mix of uses, and the site improvements to facilitate the use. (§7.3.3.C.1)
2. The proposed for-profit educational use as developed and operated will not adversely affect the neighborhood due to its location in an area with a mix of uses, and the site improvements to facilitate the use. (§7.3.3.C.2)
3. There will be no nuisance or serious hazard to vehicles or pedestrians due to site improvements and proposed organized flow of traffic with dedicated entrance and exit driveways. (§7.3.3.C.3)
4. Access to the site over streets is appropriate for the types and numbers of vehicles involved because the site's three driveways are dedicated as entrance or exit only to facilitate an orderly flow of traffic. (§7.3.3.C.4)
5. Exceptions to literal compliance with the lighting and landscaping requirements for parking facilities with more than five stalls is in the public interest, and in the interest of safety to maintain a clear sight distance, and the use abuts residential uses where invasive species will be removed, and additional screening will be incorporated at the rear property line. (§5.1.13)
6. Exceptions to literal compliance with the dimensional parking requirements is in the public interest because the waivers reflect existing conditions and improvements to

be more compliant with the zoning ordinance have been made where possible without increase impervious area. (§5.1.13)

7. The proposed alterations to the nonconforming non-accessory parking are not substantially more detrimental than the existing nonconforming parking facility is to the neighborhood because the alterations bring the site further into compliance with standards for parking facilities. (7.8.2.C.2)

PETITION NUMBER:	#175-21
PETITIONER:	The Russian School of Mathematics
LOCATION:	60, 66-68 Austin Street, Section 24, Block 9, Lots 7 and 9, containing approximately 35,616 square feet of land
OWNERS:	L and B Realty Trust
ADDRESS OF OWNERS:	1311 Commonwealth Avenue Newton, MA 02465
TO BE USED FOR:	For Profit Educational Use
CONSTRUCTION:	Site Work Only
EXPLANATORY NOTES:	Special Permits per §7.3.3: to allow the for profit educational use (§4.4.1, §6.3.14.B.2), to alter a nonconforming parking facility (§4.4.1, 7.8.2.C.2), to allow the parking requirements to be met off site (§5.1.16.A, §5.1.13), to allow parking within the side and rear setbacks and within five feet of the street (§5.1.8.A.1, §5.1.13), to allow parking withing five feet of dwelling units (§5.1.8.A.2, §5.1.13), to waive the minimum stall dimensions (§5.1.8.B.1, §5.1.8.B.2, §5.1.13), to waive the minimum driveway width for one way traffic (§5.1.8.D.1, §5.1.13), to waive the perimeter and interior screening/landscaping requirements (§5.1.9.A, §5.1.9.B, §5.1.13), and to waive the lighting requirements (§5.1.10, §5.1.13).
ZONING:	Business 5 District

Approved subject to the following conditions:

1. All buildings, parking areas, driveways, walkways, landscaping and other site features associated with this special permit/site plan approval shall be located and constructed consistent with:
    a. Certified Plot Plan, showing proposed conditions at #46-48, #60 & #66-68 Austin Steet, signed and stamped by Joseph R. Porter, Professional Land Surveyor, dated March 19, 2021, most recently revised October 19, 2021.
2. The trash and recycling disposal shall be handled by a private entity and collection shall be scheduled at such times to minimize any disruption of the on-site parking and shall comply with the City's Noise Ordinance.
3. The Petitioner shall maintain the landscaping on site and trim any vegetative overgrowth within the sight distance triangle of the driveways.
4. Prior to the issuance of any building permit, the petitioner shall provide a final site plan for review and approval by the Department of Planning and Development and the Engineering Division of Public Works.
5. The petitioner shall adhere to the anticipated class schedule and other operational and parking measures outlined in the Traffic Access and Impact Study submitted by Vanasse Hangen Brustlin, Inc., dated May 25, 2021. These measures include but are not limited to:
    a. Maximum class sizes of ten students.
    b. Staggering class schedules.
    c. One teacher and one parking attendant to manage traffic operations at drop-off and pick up times.
6. Prior to the issuance of any occupancy permit, the petitioner shall make a one-time payment to the City of fifty thousand dollars ($50,000) to be used towards improvements at the intersection of Austin Street and Lowell Street.
7. At six (6) after receipt of a final certificate of occupancy, the petitioner shall attend a Land-Use Committee hearing to provide an update on:
    a. Peak drop-off and pick-up conditions;
    b. Status of employee parking demands;
    c. Traffic circulation; and
    d. Alternate modes of transportation utilized by students.
8. No Building Permit shall be issued pursuant to this Special Permit/Site Plan Approval until the petitioner has:
    a. Recorded a certified copy of this Council Order for the approved Special Permit/Site Plan Approval with the Registry of Deeds for the Southern District of Middlesex County.

b. Filed a copy of such recorded Council Order with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development

c. Filed with the City Clerk, the Commissioner of Inspectional Services, and the Department of Planning and Development, a statement from the Engineering Division approving the final site plan.

d. Obtained a written statement from the Department of Planning and Development that confirms plans submitted with any building permit are consistent with plans approved in Condition #1.

9. No Certificate of Occupancy/Final Inspection for the buildings and uses covered by this Special Permit/Site Plan Approval shall be issued until the petitioner has:

a. Filed with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development a statement by a registered architect or surveyor certifying substantial compliance with Condition #1.

b. Submitted to the Director of Planning and Development and Commissioner of Inspectional Services final as-built plans in paper and digital format signed and stamped by a professional land surveyor.

c. Filed with the Clerk of the Council, the Department of Inspectional Services and the Department of Planning and Development a statement by the City Engineer certifying that improvements authorized by this Order have been constructed to the standards of the City of Newton Engineering Department.