



To: Ms. Katie Whewell
Senior Planner
City of Newton

Date: September 13, 2021

Memorandum

Project #: 14319.00

From: Randall Hart, Principal

Re: 1114 Beacon Street Redevelopment
Response to Transportation Peer Review Comments
Memorandum by BSC Group, Inc., dated May 4, 2020

Vanasse Hangen Brustlin, Inc. (VHB) has prepared the following response to comments received through the peer review of the Proposed Residential Development at 1114 Beacon Street Traffic Impact and Access Study (TIAS). Comments were received from BSC Group Inc. in a memorandum dated April 26, 2021. For ease of review, the comments that were received are outlined below along with the responses.

Study Methodology:

Comment 1: The study methodology is consistent with the requirements of the City of Newton and the Massachusetts Department of Transportation (MassDOT) guidelines for traffic impact assessment.

Response 1: No response necessary.

Comment 2: The study methodology is consistent with the December 31, 2019 TIAS that was submitted for the Project.

Response 2: No response necessary.

Existing Traffic Volumes:

Comment 3: The traffic volumes that were used in the December 31, 2019 TIAS were also used for the April 26, 2021 TIAS. The volumes were adjusted upward by applying a historical growth rate of 0.5 percent per year. The usage of pre-pandemic traffic counts is consistent with state guidelines.

Response 3: No response necessary.

Safety Evaluation

101 Walnut Street
PO Box 9151
Watertown, MA 02472-4026
P 617.924.1770



Comment 4: The intersection of Beacon Street/Walnut Street has a crash rate above the district average for signalized intersections and is also identified as a location where bicyclists experience reduced safety, resulting in several crashes between bicycles and motor vehicles. BSC recommends that the City continue to monitor this location to identify potential safety improvements.

Response 4: No response necessary.

No-Build Traffic Volumes:

Comment 5: The 2028 No-Build traffic volumes were developed in accordance with standard traffic engineering practice.

Response 5: No response necessary.

Build Traffic Volumes:

Comment 6: The ITE LUC that was used is appropriate for the proposed land use. BSC agrees with the trip generation methodology used in the TIAS.

Response 6: No response necessary.

Comment 7: The trip generation estimates represent an increase of 38 daily trips and 3 trips during both the weekday morning and evening peak hours when compared with the previous iteration of the site plan that was reviewed in May 2020.

Response 7: No response necessary.

Comment 8: BSC agrees with the usage of journey-to-work data to develop trip distribution patterns for the Project.

Response 8: No response necessary.

Traffic Operations Analysis



Comment 9: The traffic operations analysis was conducted in accordance with traffic engineering standards. The intersection of Beacon Street/Walnut Street currently experiences heavy traffic volumes on all approaches, with extensive queuing during the peak periods. The Project is not expected to significantly contribute to the queues or delays at the intersection. However, the queues do extend in all directions to block driveways of adjacent properties during the peak hours, contributing to additional vehicular conflicts at curb cuts.

Response 9: No response necessary.

Parking, Site Plan Review, and Mitigation

Comment 10: The parking supply consists of 50 spaces. Current zoning regulations require 2 spaces per unit, or a total of 68 spaces. Parking requirements by special permit can be as low as 1.25 spaces per unit, or a total of 43 spaces. The Applicant also provided additional data from ITE and other studies that document local trends throughout the Boston area and indicate that the parking demand is between 1.18 and 1.47 parking spaces per unit. BSC requests that the Applicant provide further explanation on specific measures that they are implementing to support less reliance on on-site parking.

BSC requests that the Applicant describe how visitor parking will be handled on the site. It is likely that there may be periods of time when there is a need for more than three parking spaces for visitors.

BSC requests that the Applicant describe if the Project will be built to accommodate future addition of electric vehicle spaces. We recommend that the garage be constructed in a manner to allow for additional electric vehicle parking spaces should demand increase in the future.

Response 10:

The proponent has decoupled parking from the units. There will be at grade bicycle parking on site and additional bicycle parking with each parking stall that has wall space in the parking garage should owners want it. The site is also located in close proximity to public transit with two bus stops on Walnut Street only a short walk away.

Regarding visitor parking: The surface parking stalls will be designated as short term (1 Hour) parking during typical business hours (8-5PM). During all other hours of the day, the parking space will be available to visitors of the facility.



It is very possible, that not all owners will want to purchase parking spaces. Surplus spaces could be used to accommodate visitors, and the Applicant has also agreed to reserve five spaces in the garage for visitor parking. The unit owner can reserve a visitor space with property management.

The current plan calls for the 7 electric vehicle spaces in the garage. The garage will be constructed in a way that will not preclude future expansion of electric charging stations should additional spaces be required.

Comment 11: An evaluation of pick-up/drop-off, delivery, move-in/move-out activity, and trash pick-up was not provided in the TIAS. The Applicant should provide information related to these activities. The Applicant should provide updated vehicle turning maneuvers throughout the site based on the largest moving vehicle expected to serve the Project. The Applicant should also identify where pick-up/drop-off, deliveries, loading, move-in/move-out, and trash/recycling will occur on the site.

Response 11: It should be noted that access to the site has been substantially changed based on comments from the City of Newton Planning Department and the City appointed peer consultant. Specifically, the former plan had two access driveways. Planning and the peer reviewer requested that the two driveways be consolidated to a single driveway. Based on those comments, the Proponent has created a single access driveway for the site. While a single access driveway may be less efficient for the site, operations with certain protocols will work for this facility. Access and circulation for the various types of vehicles is described below. In addition, AUTO turn diagrams have been prepared for each type of vehicle and are included as an attachment.

- Drop-off and pick-up (Taxi's, Uber, etc.): A car would pull in the driveway and park along the curb at the Drop-off entrance. Alternatively, the car can pull into one of the visitor spaces if it is available. The car leaves the site by backing out into access aisle.
- Trash pick-up: Trash truck will enter the site and drive near the garage entrance. The trash collector will go into the garage and bring the bins out to the truck. The truck will then back into the visitor parking area and exit the site. Trash will be collected on a scheduled basis and the property manager will cone-off visitor parking when trash trucks are expected to ensure that the egress path is clear. It is assumed that a 35-foot trash truck would be the maximum size used at the site.
- Moving Vans / and Trailers: A truck pulls in and parks in the visitor parking area. To egress the truck will need to back into the drive aisle and then exit the site. The maximum size moving truck that will be allowed on site will be an SU 30. Move in protocols will be established and



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the site manager will know when moving trucks are expected and cone off a visitor parking space to ensure it is available.

Comment 12: The Applicant noted that car sharing services such as ZipCar and Enterprise will “dampen enthusiasm for car ownership”. BSC requests that the Applicant identify the nearest car sharing locations and how this will serve the residents of the Project site. We recommend that the Applicant work with a car sharing company to locate one vehicle available to the public on the Project site.

Response 12: Zipcar currently has a location in Auburndale at the Riverside T station in Newton. That appears to be the closest car share location. It is not practical to provide an onsite zip car (or similar type of service).

Comment 13: BSC recommends that the Applicant provide exterior bicycle racks for visitors.

Response 13: In response to this comment, two bicycle locking posts will be added (4 bicycle capacity) adjacent to the front door with added walkway pavement for this area. See the revised plan attached.

Comment 14: A review of the City of Newton’s Zoning Ordinance verifies that the minimum dimensions of the driveways shall be 20-feet. The driveway widths are acceptable.

Response 14: No response necessary.

Comment 15: BSC recommends that the Applicant continue to work with the fire department for review to ensure safe emergency access is provided throughout the entire site.

Response 15: The applicant will continue to coordinate with the fire department as necessary.

Comment 16: BSC notes that the Applicant eliminated one of the proposed driveways shown in the December 31, 2019 TIAS. The elimination of a driveway was a recommendation in our May 4, 2020 comment letter and we acknowledge that this change is reflected n the current site plans.

Response 16: No response necessary.

Comment 17: BSC recommends that the Applicant develop a Transportation Demand Management (TDM) program to further reduce the need for parking and to reduce the number of single-occupancy vehicle trips to and from the site. Specific TDM measures to be considered may include locating a car sharing parking space on the site (Comment #12) and providing transit incentives and discounts to residents.



Response 17: A Traffic Demand Management (TDM) plan will be developed.

Comment 18: BSC requests that the Applicant describe the bicycle storage room including the proposed location within the building, size of room, and type of storage devices that will be used.

Response 18: The bike storage/repair room is located on the garage level (northeast corner). The room is 20 feet by 25 feet and is designed to accommodate 20 bicycles. A bike rack will also be installed outside (north east corner of building along Beacon Street) that can accommodate 4 additional bicycles. In addition, two additional bike racks will be installed per parking space should the buyer want that in their parking space. Plans showing these locations in detail are provided as an attachment to this document.

Comment 19: In our previous review, BSC requested that the Applicant install and MBTA bus shelter along Walnut Street northbound, adjacent to the Whole Foods parking lot. Based on a review of the existing sidewalk width and the dimensional requirements for bus shelters in Chapter 7 of the MBTA's Bus Stop Planning & Design Guide, a shelter is feasible at this location. The design guide indicates that for constrained locations, shelters can be 1-3 feet deep with a canopy of 4 feet in width. The design guide also indicates that the shelter can be 6 inches to one foot from the back of sidewalk n this location. We request that they Applicant revisit the feasibility of installing a bus stop at this location.

Response 19: The need for a bus stop exists today with or without the proposed project in place. The proposed project is expected to have on minor influence on MBTA bus activity. That said, the Proponent will participate in an initiative to start a fund toward a bus shelter. Pending all necessary approvals for the Project, the Proponent will make a onetime contribution of \$5,000.



Attachments

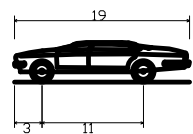
- Auto Turn Diagrams
 - › Uber/Lyft
 - › Garbage Truck
 - › Moving Truck
- Revised Site Plan with Bike Racks
- Architectural Drawings showing Bicycle Repair Room/Storage

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Auto Turn Runs

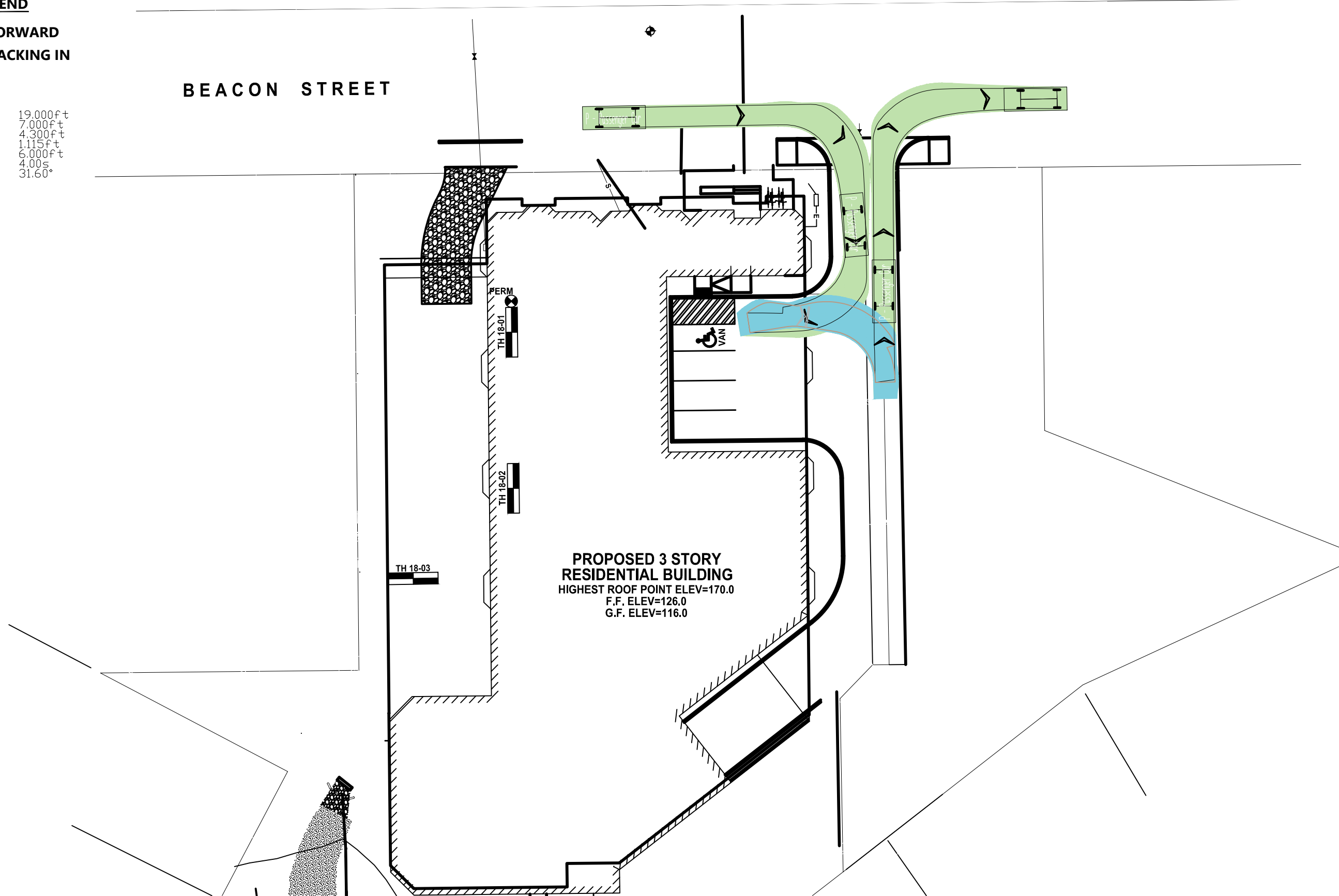


LEGEND

- █ FORWARD
- █ BACKING IN

P - Passenger Car	19.000ft
Overall Length	7.000ft
Overall Width	4.300ft
Overall Body Height	1.115ft
Min Body Ground Clearance	6.000ft
Track Width	4.00s
Lock-to-lock time	31.60°
Max Steering Angle (Virtual)	

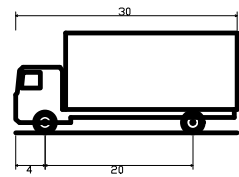
BEACON STREET



**PROPOSED 3 STORY
RESIDENTIAL BUILDING**
 HIGHEST ROOF POINT ELEV=170.0
 F.F. ELEV=126.0
 G.F. ELEV=116.0



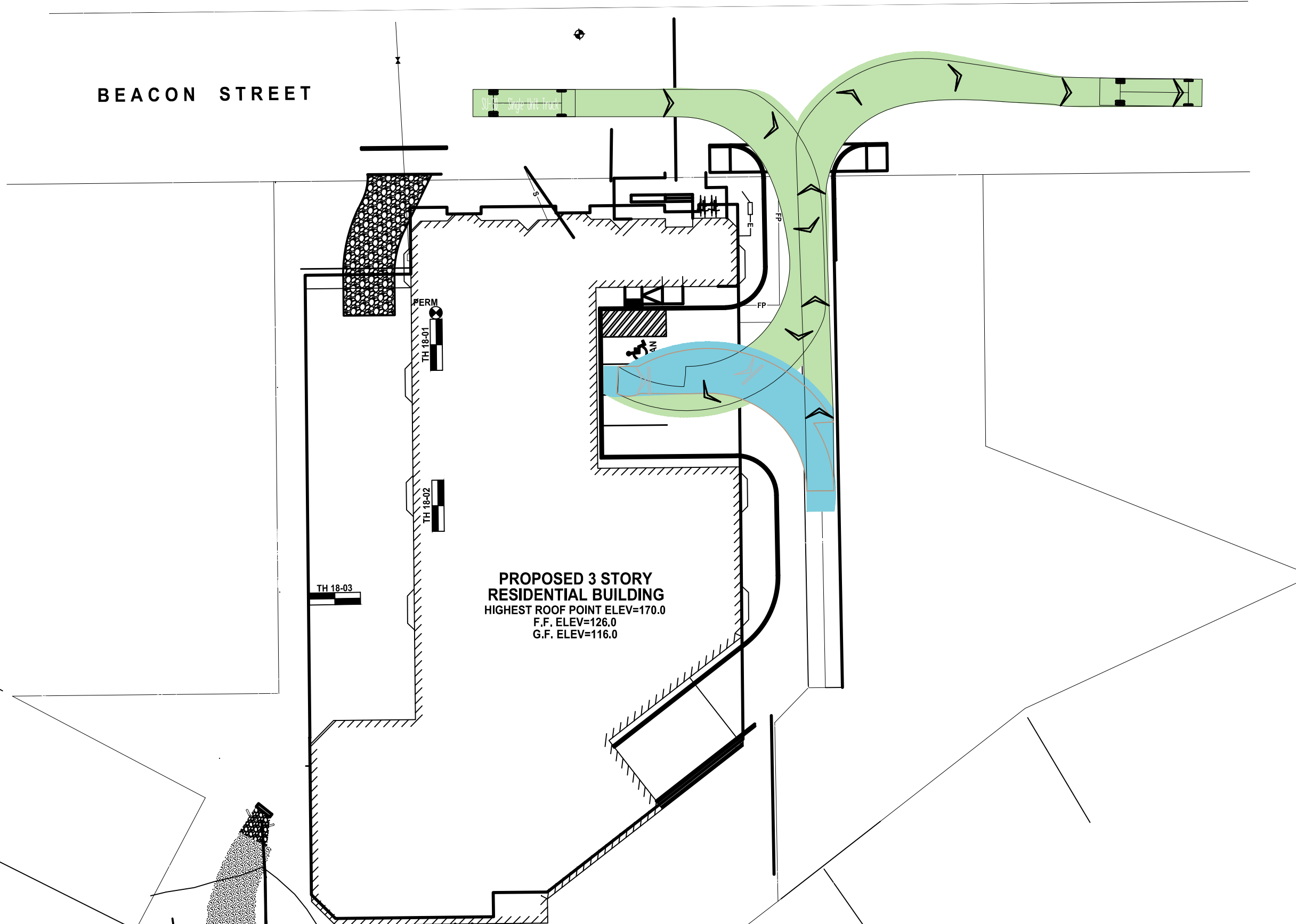
Turning Movement Diagram - TNC Vehicle
 The Beacon
 1114 Beacon Street
 Newton, Massachusetts



SU-30 - Single Unit Truck
 Overall Length 30.000ft
 Overall Width 8.000ft
 Overall Body Height 13.500ft
 Min Body Ground Clearance 1.367ft
 Track Width 8.000ft
 Lock-to-lock time 5.00s
 Max Steering Angle (Virtual) 31.80°

LEGEND
 FORWARD
 BACKING IN

BEACON STREET

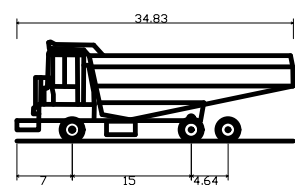


**PROPOSED 3 STORY
 RESIDENTIAL BUILDING**
 HIGHEST ROOF POINT ELEV=170.0
 F.F. ELEV=126.0
 G.F. ELEV=116.0

PERM
 TH 18-01
 TH 18-02
 TH 18-03



Turning Movement Diagram - Moving Truck (SU-30)
 The Beacon
 1114 Beacon Street
 Newton, Massachusetts



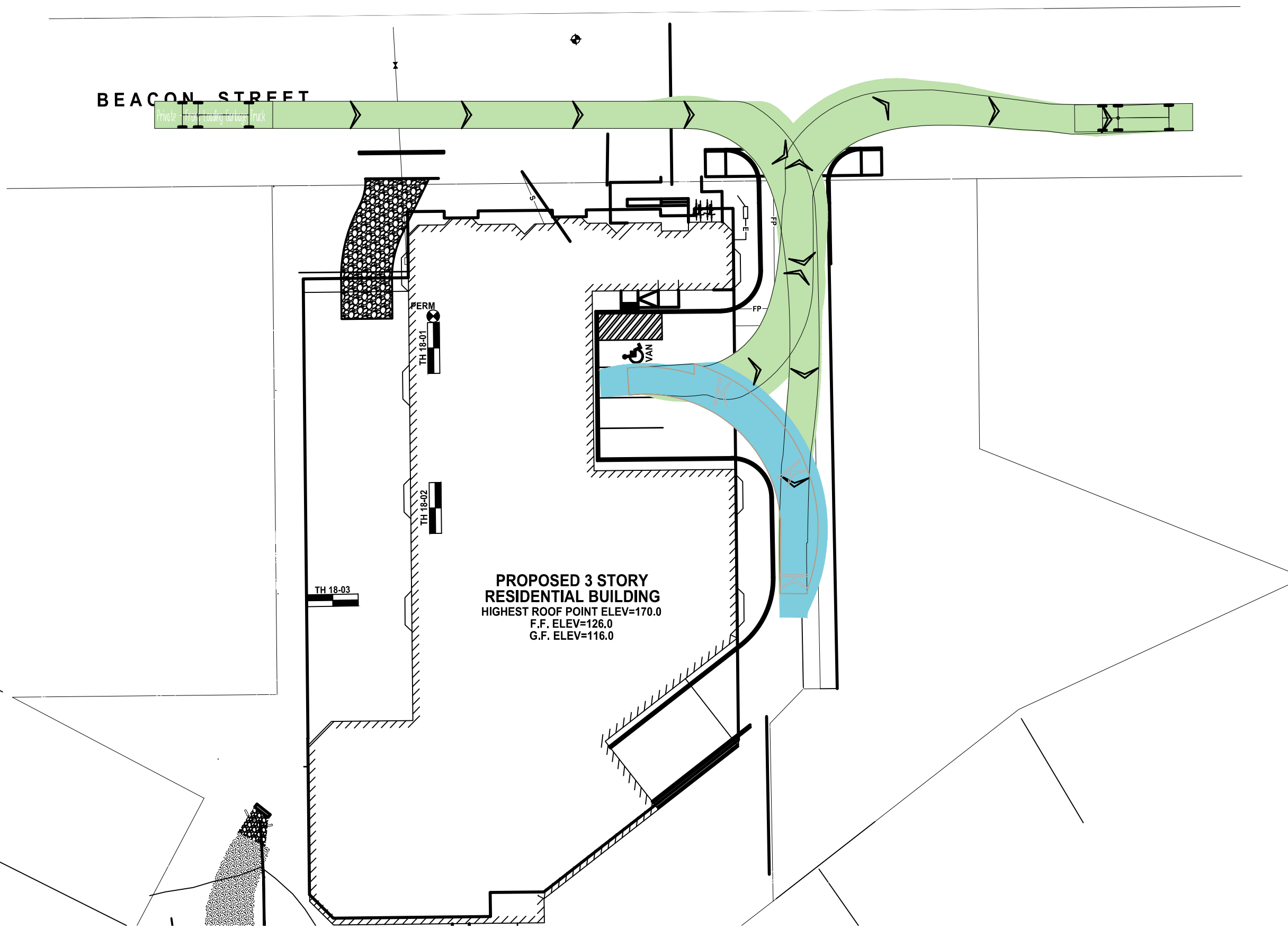
LEGEND

- FORWARD
- BACKING IN

Private - Front Loading Garbage Truck
 Overall Length 34.830ft
 Overall Width 8.000ft
 Overall Body Height 12.500ft
 Min Body Ground Clearance 0.789ft
 Track Width 8.000ft
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 38.000ft

BEACON STREET

Private - Front Loading Garbage Truck



**PROPOSED 3 STORY
 RESIDENTIAL BUILDING**
 HIGHEST ROOF POINT ELEV=170.0
 F.F. ELEV=126.0
 G.F. ELEV=116.0



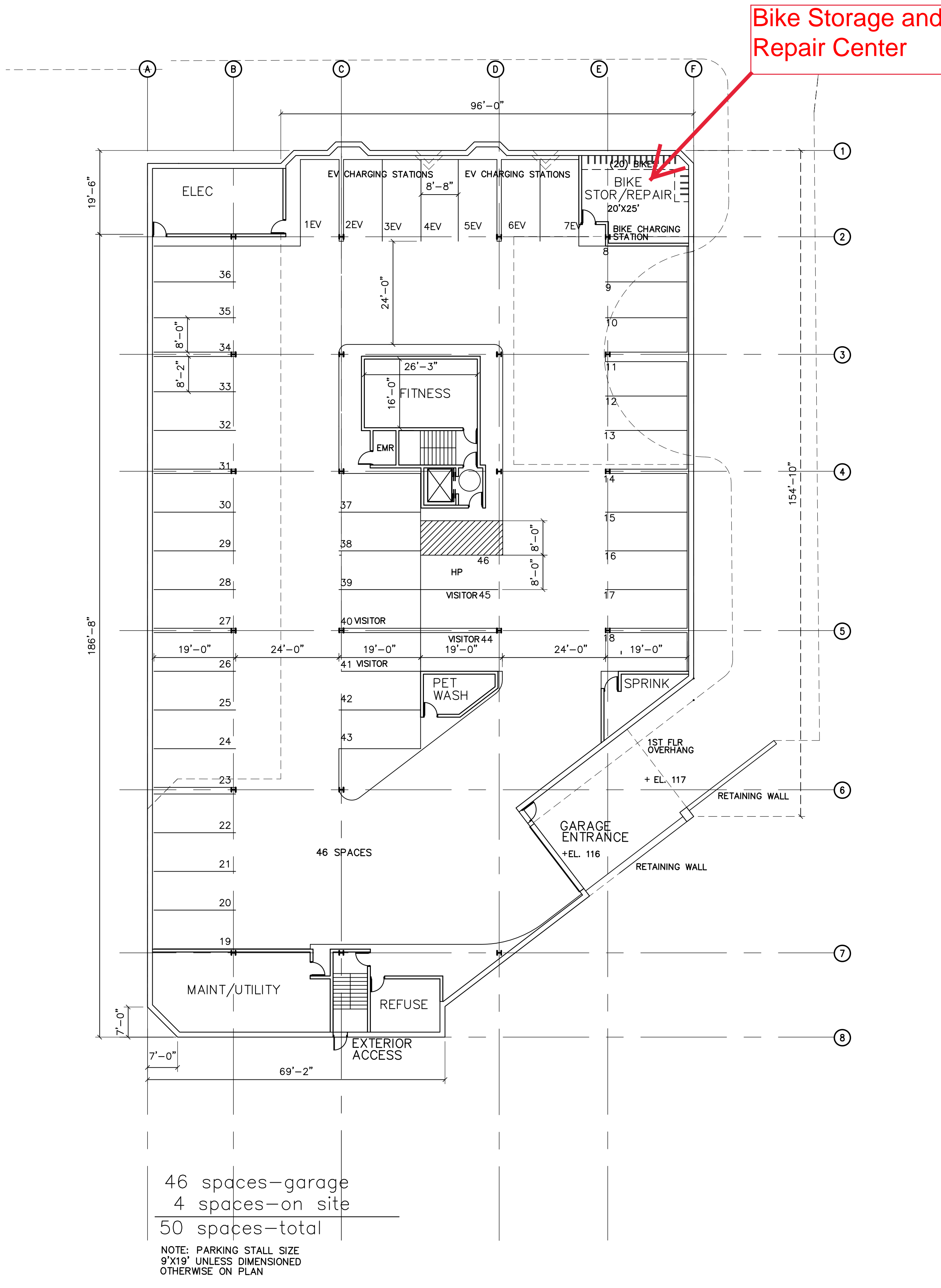
Turning Movement Diagram - Garbage Truck
 The Beacon
 1114 Beacon Street
 Newton, Massachusetts

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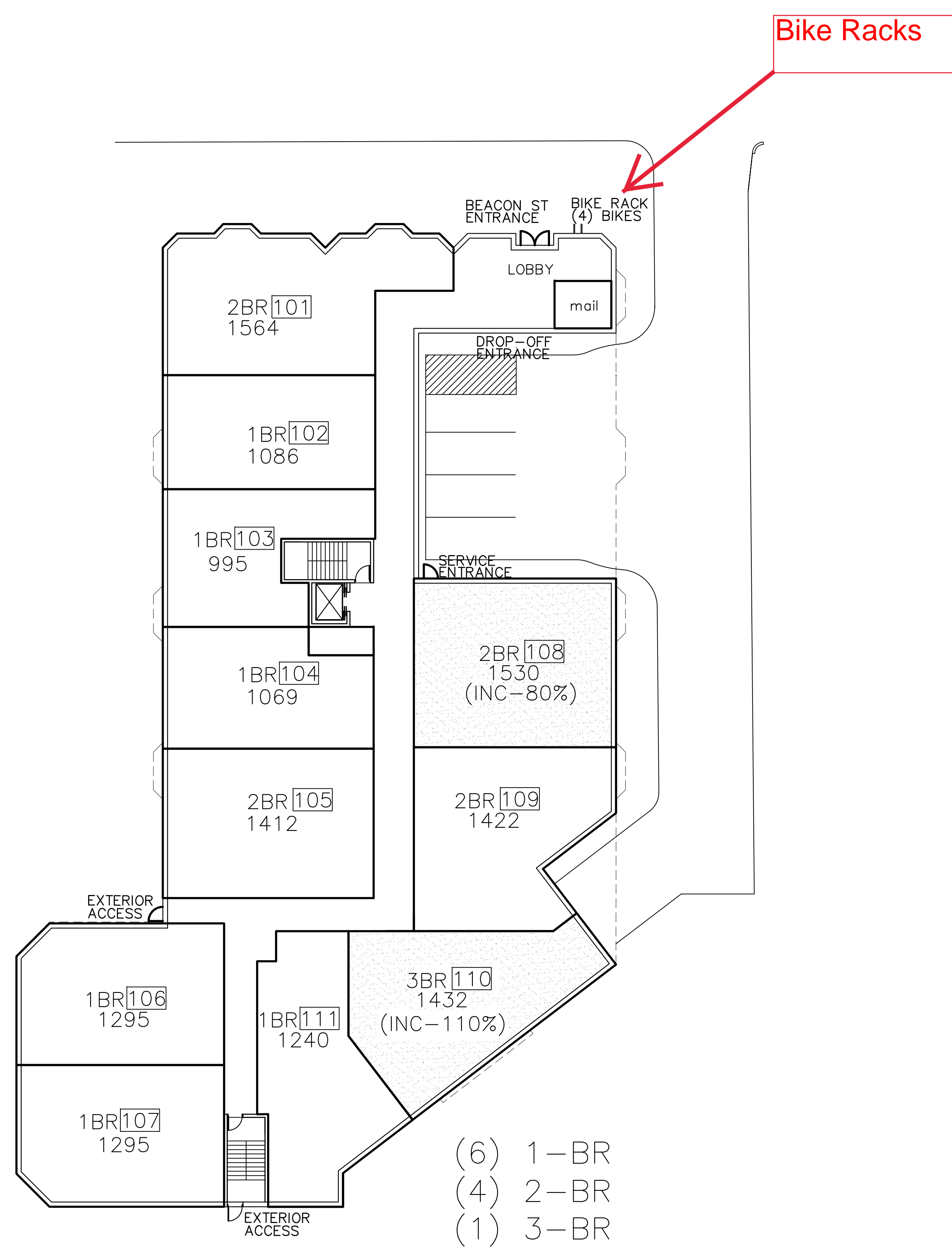


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Revised Site Plan with Bike Rack



GARAGE (BASEMENT) PLAN 22,480 SF
1/16" = 1'-0"



FIRST FLOOR PLAN 17,725 SF

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THE BEACON
1114 BEACON STREET
NEWTON, MA

NO.	REVISIONS
06/18/21	REDESIGN
08/12/21	REVISED



43 Broad Street B204 Hudson, MA 01749
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TITLE
PRELIMINARY
GARAGE(BASEMENT)PLAN
FIRST FLOOR PLAN

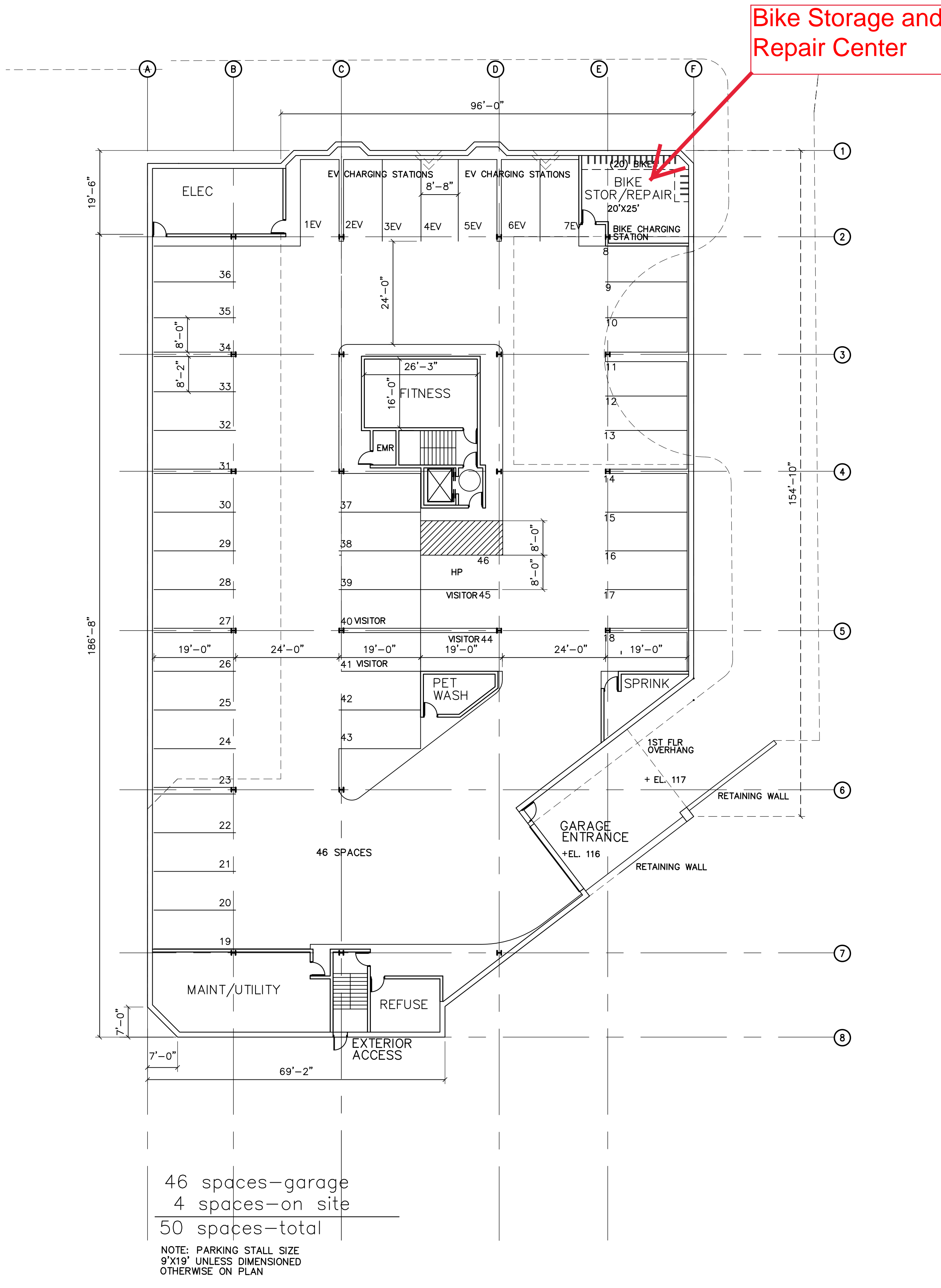
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CHKD BY	EFNA
DATE	10/23/20
SCALE	AS NOTED
PROJECT NO.	0000

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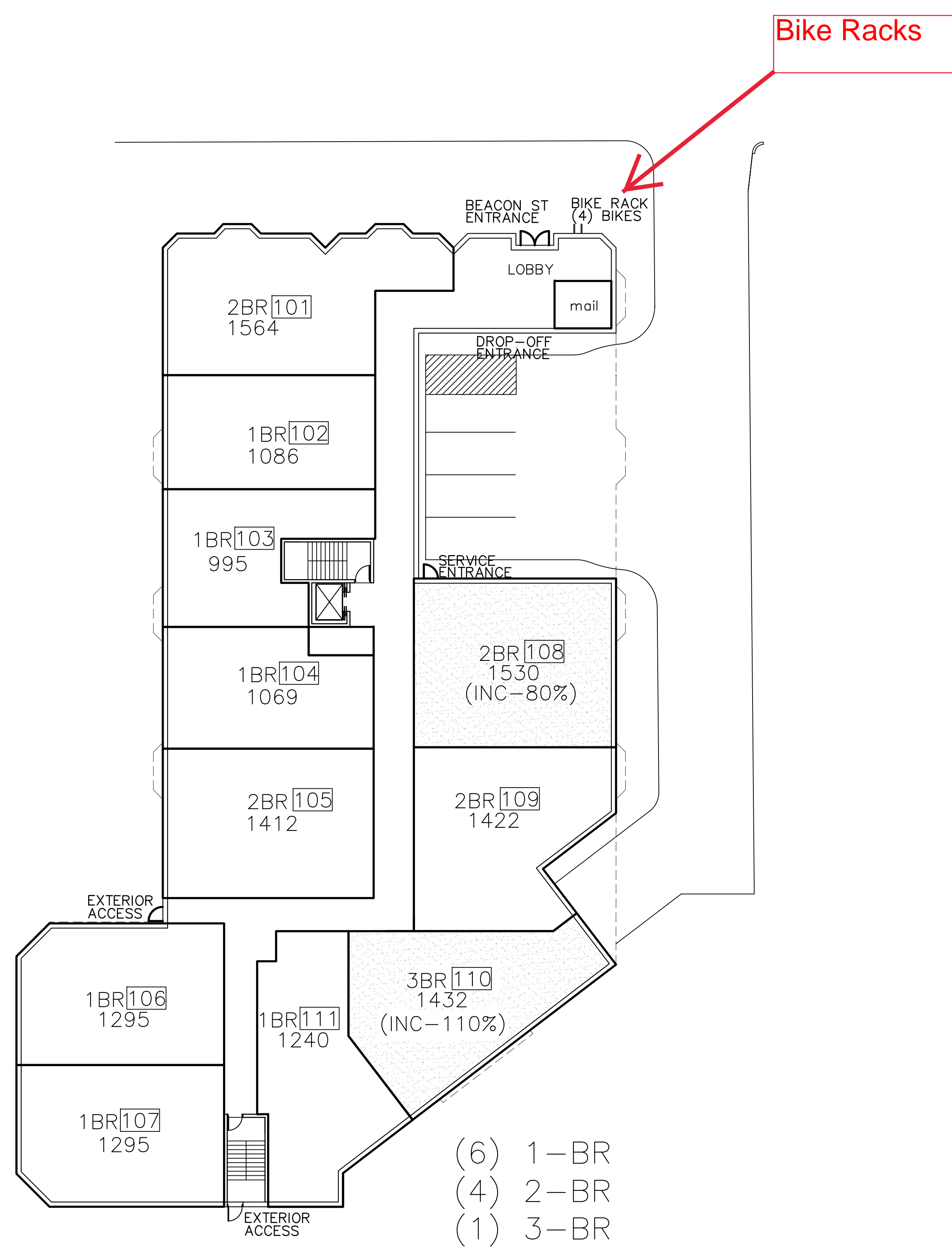
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Architectural Plan showing Bike Repair/Storage Room



GARAGE (BASEMENT) PLAN 22,480 SF

1/16" = 1'-0"



FIRST FLOOR PLAN 17,725 SF

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THE BEACON
1114 BEACON STREET
NEWTON, MA

NO.	REVISIONS
06/18/21	REDESIGN
08/12/21	REVISED

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TITLE
**PRELIMINARY
GARAGE(BASEMENT)PLAN
FIRST FLOOR PLAN**

DRWN BY	EFNA
CHKD BY	EFNA
DATE	10/23/20
SCALE	AS NOTED
PROJECT NO.	0000