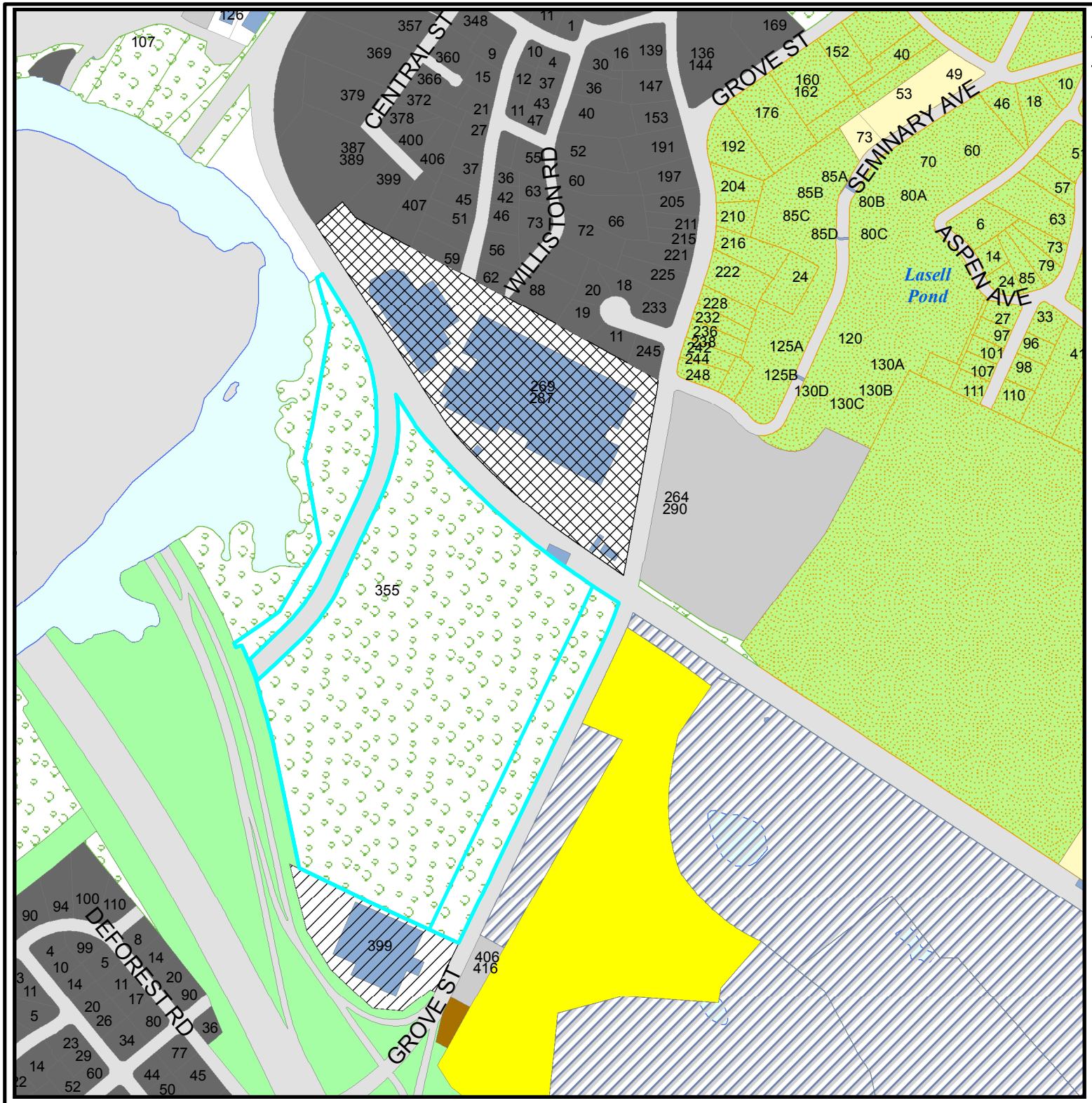
Riverside Zoning

City of Newton, Massachusetts



The information on this map is from the Newton Geographic Information System (GIS). The City of Newton cannot guarantee the accuracy of this information. Each user of this map is responsible for determining its suitability for his or her intended purpose. City departments will not necessarily approve applications based solely on GIS data.

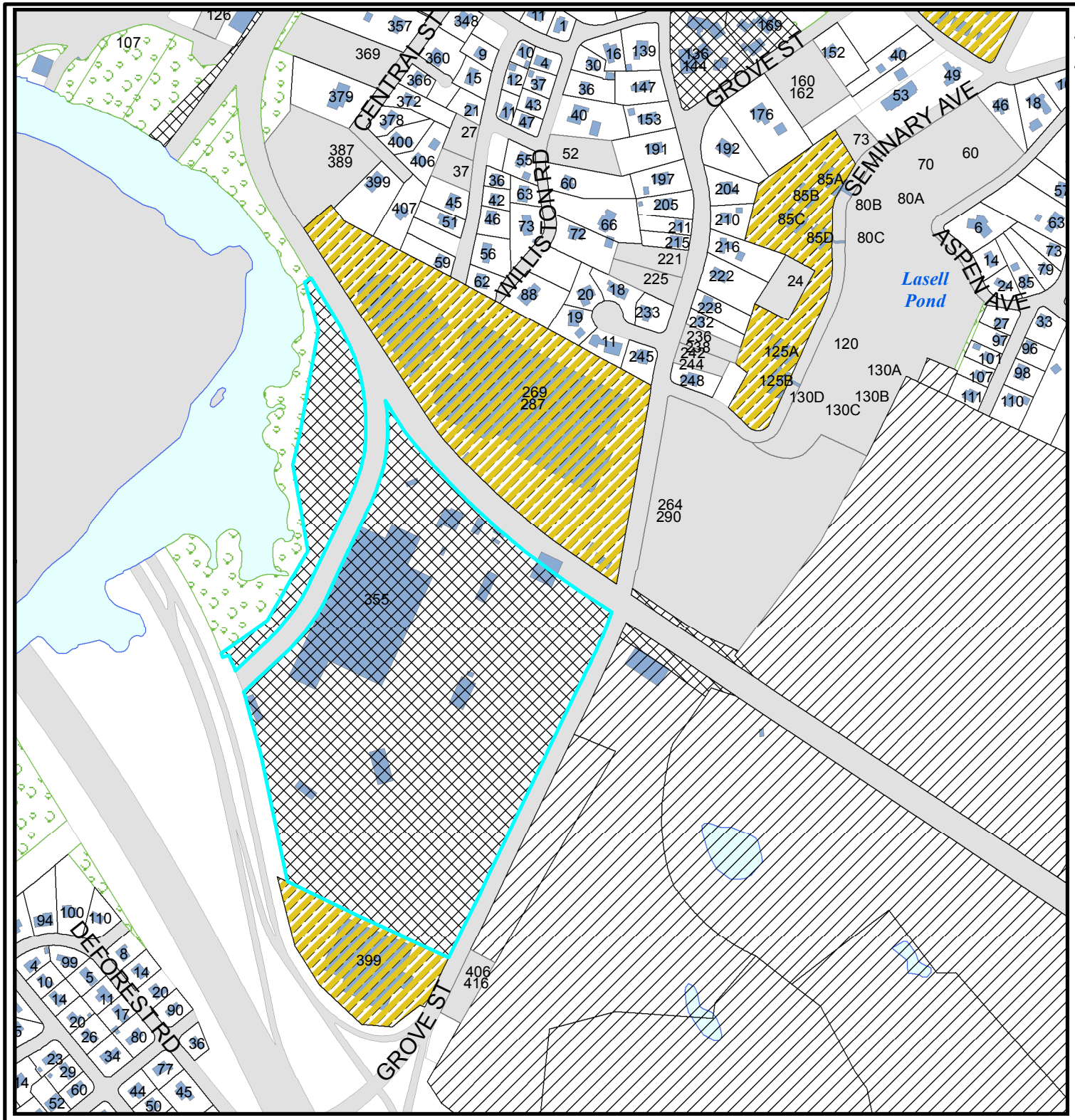
CITY OF NEWTON, MASSACHUSETTS
Mayor - Setti D. Warren
GIS Administrator - Douglas Greenfield

Attachment A

Map Date: October 11, 2012

Riverside Land Use

City of Newton, Massachusetts



Legend

Land Use

- Single Family Residential
- Multi-Family Residential
- Commercial
- Golf Course
- Open Space
- Nonprofit Organizations

N
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CITY OF NEWTON, MASSACHUSETTS
Mayor - Setti D. Warren
GIS Administrator - Douglas Greenfield

0 75 150 300 450 600 Feet

Attachment B

Map Date: October 11, 2012

ATTACHMENT C

Telephone
(617) 796-1120
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(617) 796-1089
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Setti D. Warren
Mayor

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

Candace Havens
Director

ZONING REVIEW MEMORANDUM

Date: August 28, 2012

To: John Lojek, Commissioner of Inspectional Services

From: Seth Zeren, Chief Zoning Code Official
Eve Tapper, Chief Planner for Current Planning

Cc: Stephen J. Buchbinder, attorney representing applicant
Candace Havens, Director of Planning and Development
Ouida Young, Associate City Solicitor

RE: Request to rezone the property MU3/TOD and permit the development of a mixed-use center

Applicant: BH Normandy Riverside, LLC	
Site: 327 Grove Street	**SBL:** 42011 0003A
Zoning: PUB	**Lot Area:** 9.4 acres (Development Parcel)
Current use: MBTA surface parking lot	**Proposed use:** Mixed-use center

BACKGROUND:

The property at 327 Grove Street consists of a 22-acre lot owned by the Massachusetts Bay Transportation Authority (MBTA) occupied by a 960-stall surface parking lot and a rail service yard. In 2009, the MBTA Board of Directors authorized the lease of a portion of the parcel to the applicant, BH Normandy Riverside LLC, for a mixed-use development incorporating office, retail, and residential uses. The proposed development will be located on approximately 9.4 acres of land currently occupied by the MBTA surface parking lot. The applicant proposes to construct three buildings containing an aggregate of 580,000 square feet of office, residential, and retail uses in addition to a community use space and accessory parking structures. A fourth building, a new multi-story intermodal commuter facility and parking structure will be built to replace the lost commuter transit parking on a portion of the lot retained in the control of the MBTA. As part of the operations of a state Authority, this intermodal commuter facility is exempt from local land use regulations and not addressed by this review. To support the proposed development, the applicant also proposes to make off-site traffic access improvements, including a rear access road that connects directly to Recreation Road across a portion of the lot at 399 Grove Street (the Hotel Indigo).

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

- The Station at Riverside Project Statistics, unsigned, unstamped, undated
- Revised Office Parking Layout, by Add Inc., dated 8/7/12
- Building B Parking Facility Plan, Upper and Lower Level, by Cube3 Studio, Architects, dated 8/2/12
- Revised site plans, signed and stamped by Curtis R. Quitzau, Engineer, dated 8/27/12
    - Area plan showing development parcel
    - Overall Zoning Assessment for Development Parcel
    - Zoning Assessment for Building A
    - Zoning Assessment for Building B
    - Zoning Assessment for Building C
    - Beneficial Open Space for Development Parcel
- Site plans, signed and stamped by Curtis R. Quitzau, Engineer, dated 8/1/12
    - Existing Area Plan
    - Overall Proposed Development Plan
    - Site Plan for Building A
    - Site Plan for Building B
    - Site Plan for Building C
    - Beneficial Open Space for Development Parcel
- Beneficial Open Space Plans and supplemental programming description, unsigned and unstamped by Ground, Landscape Architects, dated 8/13/12
- Detailed survey of existing site conditions (7 sheets), signed and stamped by Paul R. Foley, Surveyor, dated 7/31/12

ADMINISTRATIVE DETERMINATIONS:

1. The applicant proposes to rezone a portion of 327 Grove Street and 399 Grove Street to MU3/TOD and organize the portion of 327 Grove Street as a Development Parcel under an Organization of Owners, per Sections 30-13(g)(1) and (g)(3). This zoning review employs the development parcel for all zoning calculations and determinations. To rezone the land as proposed, the Board of Aldermen must approve the change to the zoning map. (See Attachment A: Map of the Development Parcel). This zoning review assumes that the parcel will be zoned to MU3/TOD. If it is not rezoned, this review does not apply.

2. The applicant's site plan shows three buildings to be developed within the development parcel, labeled: "A," "B," and "C" (see Attachment A) Although the applicant's plans do not include the specific identity of the tenants at this time, Building A is expected to be occupied by an office tenant, Building B by 290 units of multi-family housing and 5,000 square feet of commercial uses, and Building C by 15,000 square feet of commercial uses and a community use space, as allowed per Section 30-13, Table A. Furthermore, to afford flexibility in future leasing, the applicant further requests approval for the following special permit uses: offices on the ground floor, health clubs on the ground floor, medical office, retail banking and financial services, and retail, personal service, and eating and drinking establishments of more than 5,000 square feet of floor area. To utilize the site for the above uses the applicant must obtain a special permit from the Board of Aldermen per Section 30-13, Table A.

3. Per Section 30-13(g), developments of 20,000 or more square feet of gross floor area located in the MU3/TOD require a special permit and must comply with the provisions of Sections 30-13(g)(1)-(3), Section 30-15(v) and Section 30-15, Table 1 and Table 3, Sections 30-24(a) through (d) and (f) though (j) including (c)(7), (c)(8), (c)(9), (i), and (j) which deal specifically with a mixed-use development in the MU3/TOD zoning district.

4. Per Section 30-13(g)(2), the proposed development includes at least one use from Categories A, B, and C of Section 30-13, Table A, and a community use space. The total floor area of all uses in Categories A, B, and C, shall not exceed 580,000 square feet and each use category may not exceed the thresholds listed in the table below.

MU3/TOD Zone	**Allowed**	**Proposed**
Category A	225,000 square feet	225,000 square feet
Category B	20,000 square feet	20,000 square feet
Category C	335,000 square feet, 290 units	335,000 square feet, 290 units
TOTAL	580,000 square feet	580,000 square feet

5. The development must comply with the dimensional standards of Section 30-15, Table 1 and Table 3 and Section 30-15(v) (see chart below).

MU3/TOD Zone	**Required/Allowed by S.P. per §30-15, Table 1 and Table 3 and §30-15(v)**	**Proposed**
Lot Size (Development Parcel)	9 acres	9.4 acres
Lot Area Per Dwelling	1,200 square feet	1,412 square feet
Frontage	80 feet	1,163 feet
Building Height • Building A • Building B • Building C	135 feet	 120 feet 54 feet 49.5 feet
Setbacks, Building A* • West (Rt. 128) • North (MBTA) • South (Indigo)	 0 feet 0 feet 60 feet	 .5 feet 38.1 feet **3.6 feet**
Setbacks, Building B* • East (Grove St.) • South (Indigo) • Rear (MBTA)	 27 feet 27 feet 0 feet	 33.7 feet 37 feet 62.6 feet
Setbacks, Building C* • North (MBTA) • East (Grove St.)	 0 feet 24.75 feet	 0 feet **13.7 feet**
FAR	2.4	2.18
Min. Beneficial Open Space	15%	17.9%

* Required setbacks are ½ building height except for perimeter lot lines adjoining a state highway right-of-way or land owned by a state instrumentality, where the setback may be zero feet for nonresidential uses.

6. The applicant's site plan shows the proposed setback from Building A to the lot line of the Indigo Hotel as 3.6 feet. Per Section 30-15, Table 3, a required setback of one-half the building height (or in this case 60 feet) is required. To construct Building A as proposed, the applicant must obtain a special permit from the Board of Aldermen per Section 30-15(v)(1) to waive compliance with the setback standards.

7. The applicant's site plan also shows the proposed setback from Building C to the lot line with Grove Street as 13.7 feet, where 24.75 feet is required per Section 30-15, Table 3. To construct Building C as proposed, the applicant must obtain a special permit from the Board of Aldermen per Section 30-15(v)(1) to waive compliance with the setback standards.

8. Per Section 30-15, Table 3, a mixed-use development permitted under Section 30-13(g) must provide 15% beneficial open space, as defined in Section 30-1. The applicant's plans show three areas of the site that have been designated as beneficial open space, for a total of 73,070 square feet of area, or 17.9% of the site. These areas must be designed and operated in a fashion consistent with the definition of Beneficial Open Space in Section 30-1.

9. Per Section 30-19(d)(22), parking requirements for developments in the MU3/TOD shall be set by a shared-parking analysis that demonstrates that the number of stalls provided is sufficient for the combination of uses proposed. To utilize the site as proposed, the applicant must submit a shared-parking analysis for review by City staff and a peer reviewer (hired by the City and paid by the applicant) and obtain a special permit from the Board of Aldermen per Section 30-19(d)(22).

10. To determine compliance with the parking facility design standards, this review treats the three parking facilities separately. Facility A is the parking structure located under Building A; Facility B is the parking structure located under Building B; and Facility B1 is the surface parking lot located to the north of Building B.

11. Facility A is a 571-stall parking structure and must comply with the design standards of Sections 30-19(h) and (k). The parking facility floor plan shows 529 parking stalls with dimensions of 9' x 18,' 30 "compact" parking stalls with dimensions varying between 7.67' x 18' and 9' x 17'. Per Section 30-19(h)(2), parking stalls must have a minimum dimension of 9' x 19.' None of the parking spaces in this structure meet these minimum dimensions. In addition, although the plan delineates "compact" parking stalls, there is no such definition or smaller dimensional standard in the Newton Zoning Ordinance. The plans do show 12 handicap parking stalls as required for a 571-stall parking facility per Section 30-19(h)(2)(c). These handicap stalls conform to the required dimensional standards per Section 30-19(h)(2). The applicant's plans show some end stalls that lack the required maneuvering space, per Section 30-19(h)(2)e). The applicant's plans show conforming 24' maneuvering aisles throughout, per Section 30-19(h)(3). The applicant's plans show 11' entrance and exit drives where a minimum of 12 feet is required for one-way travel, per Section 30-19(h)(4). The applicant's plans show a 32-stall bicycle parking facility located on the first floor, as required per Section 30-19(k). To construct the parking facility as proposed, the applicant must obtain a special permit from the Board of Aldermen, per Section 30-19(m), to waive the required stall dimensions, end-stall maneuvering space, and entry and exit drive width.

12. Facility B is a 429-stall parking structure and must comply with the design standards of Sections 30-19(h) and (k). Per Section 30-19(h)(2), the applicant's plans show 420, 9' x 19' parking stalls, and nine handicap parking stalls as required by Section 30-19(h)(2)c). The applicant's plans show conforming maneuvering aisle widths and entrance and exit driveways. Two end parking stalls on the south side of the upper level, however, lack the additional maneuvering space required by Section 30-19(h)(2)e). The applicant's plans also show 27 tandem parking stall pairs, 17 on the

upper level and ten on the lower level; these 27 tandem parking stalls are not individually accessible, as required by Section 30-19(h)(5). The plan shows a bicycle parking facility for 30 bikes as required by Section 30-19(k). To construct the parking facility as proposed, the applicant must obtain a special permit from the Board of Aldermen, per Section 30-19(m), to waive the required end-stall maneuvering space and to allow tandem parking.

13. Facility B1 is a 12-stall outdoor parking facility located to the north of Building B and must comply with the parking design standards of Sections 30-19(h), (i), and (j) The proposed parking facility conforms to the setback requirements of Section 30-19(h)(1). The applicant's plans show 12 conforming parking stalls, including one required handicap-parking stall, per Section 30-19(h)(2). The applicant's plans show a conforming 16-foot maneuvering aisle for 45-degree angled parking stalls, per Section 30-19(h)(3). The applicant's plans show the required buffer but do not note the landscape treatments around the perimeter of the parking facility, per Section 30-19(i)(1)a). The applicant's plans do not note compliance with Section 30-19(j) for lighting, surfacing, curbing, and maintenance. The applicant must provide the required landscape screening, lighting, surfacing, and maintenance, or obtain a special permit from the Board of Aldermen per Section 30-19(m) to waive these requirements.

14. Per Section 30-19(l), an office building of 225,000 square feet of gross floor area must provide three off-street loading bays. These loading bays must be no less than ten feet in width, 35 feet in length, and twelve feet in height. The applicant's plans show two loading bays that conform to the dimensional standards of Section 30-19(l)(3)a). The applicant's plans do not clearly show compliance with the surfacing, grading, lighting, and other requirements of Sections 30-19(l)(3)b) through (3)e). The applicant must obtain a special permit from the Board of Aldermen, per Section 30-19(m) to waive one required loading bay. In addition, the applicant must either comply with the other design requirements or obtain a special permit waiver from the Board of Aldermen, per Section 30-19(m).

15. Per Section 30-19(l), one loading bay is required for the 5,000 square feet of retail space to be located in Building B. The applicant's plans do not show the required loading facility. To construct the building as proposed, the applicant must obtain a special permit from the Board of Aldermen, per Section 30-19(m), to waive one required loading bay.

16. Per Section 30-19(l), one loading bay is also required for Building C. The applicant's plans do not show the required loading facility. To construct the building as proposed, the applicant must obtain a special permit from the Board of Aldermen, per Section 30-19(m), to waive one required loading bay.

17. The applicant proposes to construct 290 multi-family dwellings by special permit, therefore triggering the requirements of Section 30-24(f). Per the calculation in Section 30-24(f)(3), the applicant must provide 44 inclusionary housing units (15% of the total). The applicant should consult with the Housing Division of the Planning Department to ensure compliance with all requirements of Section 30-24(f) for inclusionary housing.

18. Per Section 30-24(i)(7) and notwithstanding the other signage requirements of Section 30-20, the applicant must submit a comprehensive signage program for approval by the Board of Aldermen.

Zoning Relief Required		
Ordinance	*Site*	*Action Required*
	Rezone the proposed development parcel to MU3/TOD	Zoning Map Change
§30-13(g), (g)(1), and (g)(3)	Permit a development of greater than 20,000 square feet;	S.P. per §30-24, establish a Development Parcel and Organization of Owners
Ordinance	*Uses*	*Action Required*
§30-13, Table A	Allow office on the ground floor; medical office; retail, personal service, and eating and drinking establishments of more than 5,000 square feet of floor area; retail banking and financial services; and health clubs on the ground floor	S.P. per §30-24
Ordinance	*Structures*	*Action Required*
§30-15, Table 3; §30-15(v)(1)	Allow a setback of 3.6 feet from Building A to the Indigo Hotel property line, where 60 feet is required	S.P. per §30-24
§30-15, Table 3; §30-15(v)(1)	Allow a setback of 13.7 feet from Building C to the Grove Street property line, where 24.75 feet is required	S.P. per §30-24
Ordinance	*Parking*	*Action Required*
§30-19(d)(22)	Provide a shared-parking analysis demonstrating the adequacy of the proposed parking facility	S.P. per §30-24
§30-19(h)(2), (h)(2)e), and (h)(4); §30-19(m)	**Parking facility A:** Allow a typical stall dimension of 9x18 feet and 30 smaller "compact" stalls where 9' x 19' is required, permit end parking stalls without the required maneuvering space, and allow entry and exit drives that are 11' wide where 12' is required	S.P. per §30-24
§30-19(h)(2)e) and (h)(5); 30-19(m)	**Parking facility B:** Permit 27 tandem parking stalls and end parking stalls without the required maneuvering space	S.P. per §30-24
§30-19(i)(1)(a), §30-19(j); §30-19(m)	**Parking facility B1:** Provide required landscape screening, lighting, surfacing, and maintenance, or obtain a waiver	S.P. per §30-24
§30-19(l); §30-19(m)	**Loading A:** Waive one required loading bay and comply with design requirements or obtain a waiver	S.P. per §30-24
§30-19(l); §30-19(m)	**Loading B:** Waive one required loading bay	S.P. per §30-24
§30-19(l); §30-19(m)	**Loading C:** Waive one required loading bay	S.P. per §30-24
Ordinance	*Signage*	*Action Required*
§30-24(i)(7)	Submit a comprehensive signage program	Approval by Board of Aldermen in conjunction with the special permit process for the mixed-use development

ATTACHMENT A: Map of the Development Parcel

CITY OF NEWTON
ENGINEERING DIVISION

MEMORANDUM

To: Alderman Ted Hess-Mahan, Land Use Committee Chairman

From: John Daghlian, Associate City Engineer

Re: Special Permit – The Station at Riverside

Date: October 3, 2012

CC: Lou Taverna, PE City Engineer (via email)
Linda Finucane, Associate City Clerk (via email)
Eve Tapper, Chief Planner (via email)
Alexandria Ananth, Sr. Planner (via email)
Derek Valentine, Planner (via email)

In reference to the above site, I have the following comments for a plan entitled:

The Station at Riverside
Grove Street
Newton, MA
Prepared by: VHB Inc.
Dated: August 27, 2012

Executive Summary:

This project involves construction of 588,000 square feet of building space (exclusive of an *Intermodal Building*) on 9.4 acres site. Clarification is needed in regards to the Intermodal building; it appears that this is not part of the filing of the Special Permit based on the narrative and the subdivision of land shown on Sheet S-2.0. The lot of the intermodal building is labeled as Public Use; will the MBTA file a separate permit for this 1,000-vehicle parking garage and Intermodal Building or will the applicant include this as part of this project? Who will be the owner of this facility, and who will maintain this facility. If the intermodal building has separate ownership, it would appear that access easements would be needed between the owner of this building and the special permit under submission.

The intermodal building is sited directly over an existing 60" diameter stormwater drain main that is within a 30-foot wide City main drain easement. This is not sound engineering practice, with the placement of a 180-foot wide building over this 60" pipe; future access for maintence is impossible. If the building must be placed as proposed, the 60" drainpipe should be relocated, so that it is complete accessible for future maintence. In concert with the relocation of the 60" drain pipe the landowners will have to grant the City a new main drain easement and it shall be recorded at the Middlesex Registry of Deeds.

The siting of a proposed *residential- retail* building labeled *"Building B"* is directly over a 48" diameter water transmission line, owned by the Massachusetts Water Resource Authority (MWRA) in which the Authority is requiring the applicant to relocate so that the water main is completely accessible. It appears that extensive blasting may be required for the relocation of the water main, and construction of some components of *'Building A'* along the property line and Route 128.

The sanitary sewer basin – the [*pipe network downstream*] that this project will contribute substantial flows needs improvements in regards to capacity, due to deficiencies caused from *Infiltration & Inflow (I&I: groundwater infiltrating pipes and sewer manholes & inflow from illegal sump pumps and other illicit connections)*. Flow calculations are needed from the proponents to indicate the total amount of additional sewage flow that will be added to the system; the capacity of the existing downstream network, and options for I/I removal. The Director of Utilities will need to review various options for I&I removal, estimated construction costs, and benefits to upgrading the sewer system within this sewer basin/network.

It appears that this site and the *Hotel Indigo* will be swapping some land to provide for access for this petition, if this is the case then an Approved Not Required (ANR) Plan in accordance with Mass. Gen. Laws Chapter 41, Section 81P, to combine the two lots will be needed.

If this project were approved, as a public benefit all the overhead wires along Grove Street should be placed underground along the entire frontage of this petition, as all of the sidewalk and curb line will be modified, this would be the ideal circumstance to provide this improvement.

Grove Street is a *Scenic Road* per City Ordinance, and any tree removal, curb line modification and street modifications need to be approved by the Planning Board.

Since the Riverside MBTA Station is part of an *Emergency Evacuation System*, it is imperative to note that the Station access must never be hindered during construction.

Grade Changes:

1. Details are needed of the proposed retaining walls along the frontage of Grove Street where the retaining walls will be approximately 20-feet high.

2. All walls over 4-feet will need a safety fence along its entire length.

3. As a result of the massive grade change occurring along Grove Street in front of the proposed residential building, a large number of mature deciduous & coniferous trees will be lost this will need to comply with the City's Tree Ordinances.

4. Although architectural elevations were supplied, some site sections would be useful in evaluating these grade changes.

Construction Management:

1. A detailed construction management plan is needed for this project. At a minimum, it must address the following: staging site for construction equipment, lay down areas identified for construction materials, parking of construction worker's vehicles, phasing of the project with anticipated completion dates and milestones, safety precautions, emergency contact personnel of contractor. Anticipated dewatering during construction, site safety & stability. Address any impact to abutting properties.

2. Stabilized driveway entrances are needed during construction in concert with a tire wash and mud removal to ensure City streets are kept clean.

3. A site safety plan is needed which will show paths of travel for emergency vehicle access during construction. How the site will be secured during construction and after hours.

Blasting:

1. A Blasting Permit will be required by the Newton Fire Department. This will include a pre-blast survey.

2. If an on-site rock crushing operation is planned, the applicants need to address issues in regards to noise control & dust control.

Drainage:

1. The proposed drainage improvements as proposed by the applicants will improve both water quality and quantity exiting the site. A peer review is being performed and will be provided via separate cover. Further detailed profiles of each infiltration system is required, in addition to on-site soil testing for recharge systems, all tests are required within 20-feet of each system.

2. The Operations and Maintenance (O&M) plan for Stormwater Management Facilities is acceptable and if the project is approved the O&M must be incorporated into the deeds; and recorded at the Middlesex Registry of Deeds. A copy of the recording instrument shall be submitted to the Engineering Division.

3. It is imperative to note that the ownership, operation, and maintenance of the proposed drainage system and all apparentness including but not limited to the drywells, catch basins, and pipes are the sole responsibility of the Homeowners Association.

Environmental:

1. Has a 21E investigation & report been performed on the site, if so copies of the report should be submitted the Newton Board of Health and the Engineering Division.

2. Are there any existing underground oil or fuel tanks, are they to be removed, if they have been evidence should be submitted to the Newton Fire Department, and Newton Board of Health.

3. As the total site disturbance is over an acre, a Phase II General Construction (NPDES) Permit will need to be filed with DEP & EPA. A Stormwater Pollution Prevention Plan (SWPPP) will need to be developed.

Sewer:

1. Detailed profiles are needed which shows the existing water main, proposed water service(s), sewer main and proposed sewer service(s) with the slopes and inverts labeled to ensure that there are no conflicts between the sewer services and the water service. The minimum slope for a service is 2.0%, with a maximum of 10%. Pipe material shall be 6" diameter SDR 35 PVC pipe within 10' of the dwelling then 4" pipe per Massachusetts State Plumbing Code. In order to verify the slopes and inverts of the proposed service connection, two manholes of the existing sanitary sewer system need to be identified on the plan with rim & invert elevations. The crown of the service connection & the sewer main need to match.

2. A hydraulic capacity of the downstream sanitary sewerage system needs to be evaluated and submitted to the Engineering Division, and the Director of Utilities. This study needs demonstrate that there will be no impact to the municipal system and should address at a minimum:

    - A plan showing a reduction in infiltration and inflow into the sanitary sewer system of at least eight gallons for every one gallon of sanitary sewage contributed by this development;

    - A calculation of the life-cycle cost of the proposed sanitary system;

3. Use City of Newton Details in lieu of the details submitted.

4. With the exception of natural gas service(s), all utility trenches within the City's right of way shall be backfilled with Control Density Fill (CDF) Excavatable Type I-E, detail is available in the City of Newton Construction Standards Detail Book.

5. All new sewer service and/or structures shall be pressure tested or video taped after final installation is complete. Method of final inspection shall be determined solely by the construction inspector from the City Engineering Division. All sewer manholes shall be vacuum tested in accordance to the City's Construction Standards & Specifications. The sewer service will NOT be accepted until one of the two methods stated above is completed. All testing MUST be witnessed by a representative of the Engineering Division. A Certificate of Occupancy will not

be recommended until this test is completed and a written report is received by the City Engineer. ***This note must be added to the final approved plans.***

6. All sewer manholes shall be vacuum tested in accordance to the City's Construction Standards & Specifications. The sewer service will NOT be accepted until one of the two methods stated above is completed. All testing MUST be witnessed by a representative of the Engineering Division. A Certificate of Occupancy will not be recommended until this test is completed and a written report is received by the City Engineer.

Water:

1. A quantitative analysis that demonstrates that the water demands of the proposed development will not overburden the water supply of existing infrastructure provided by the City, including fire flow testing for the proposed fire suppression system, exterior fire hydrants, as well as domestic demands from the entire development. The applicant must coordinate these tests with both the fire department and utilities division; representatives of each department shall witness the testing and test results shall be submitted in a written report. Hydraulic calculations shall be submitted to the Fire Department for approval. Hydraulic analysis for both domestic and fire suppression will be required via hydraulic modeling in a format acceptable to the utilities director.

2. All water connections shall be chlorinated & pressure tested in accordance to AWWA and the City of Newton Construction Standards and Specifications prior to opening the connection to existing pipes.

3. Approval of the final configuration of the water service(s) shall be determined by the Utilities Division, the engineer of record should submit a plan to the Director of Utilities for approval

General:

1. As of January 1, 2009, all trench excavation contractors shall comply with Massachusetts General Laws Chapter 82A, Trench Excavation Safety Requirements, to protect the general public from unauthorized access to unattended trenches. Trench Excavation Permit required. This applies to all trenches on public and private property. *This note shall be incorporated onto the plans*

2. All tree removal shall comply with the City's Tree Ordinance.

3. Due to the total square footage of the building, a scale-massing model will be needed.

4. The contractor is responsible for contacting the Engineering Division and scheduling an appointment 48 hours prior to the date when the utilities will be made available for an inspection of water services, sewer service, and drainage system installation. The utility is question shall be fully exposed for the inspector to view; backfilling shall only take place when the City's Inspector has given their approval. *This note should be incorporated onto the plans*

5. The applicant will have to apply for Street Opening, Sidewalk Crossing, and Utilities Connecting permits with the Department of Public Works prior to any construction. *This note must be incorporated onto the site plan.*

6. The applicant will have to apply for a Building Permits with the Department of Inspectional Service prior to any construction.

7. Prior to Occupancy Permit being issued, an As-Built Plan shall be submitted to the Engineering Division in both digital format and in hard copy. The plan should show all utilities and final grades, any easements and final grading. *This note must be incorporated onto the site plan.*

8. If a Certificate of Occupancy is requested prior to all site work being completed, the applicant will be required to post a Certified Bank Check in the amount to

cover the remaining work. The City Engineer shall determine the value of the uncompleted work. *This note must be incorporated onto the site plan.*

Note: If the plans are updated it is the responsibility of the Applicant to provide all City Departments [Conservation Commission, ISD, and Engineering] involved in the permitting and approval process with complete and consistent plans.

If you have any questions or concerns please feel free to contact me @ 617-796-1023.

ATTACHMENT E

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Peabody, MA 01960-7985
tel: 978-532-1900 fax: 978-977-0100
www.westonandsampson.com

planning, permitting, design, construction, operation, maintenance Weston&Sampson®

October 5, 2012

Lou Taverna, P.E.
City Engineer
1000 Commonwealth Avenue
Newton Centre, MA 02459

Re: Drainage System Peer Review – Riverside Development Project

Mr. Taverna:

Weston & Sampson is pleased to provide this letter report related to our peer review of the proposed drainage system for the Riverside Development Project.

We reviewed the following major documents provided by the City of Newton:

- Stormwater Management Report, Dated: August 27, 2012, by:Vanasse Hangen Brustlin
- Site Plans: The Station at Riverside Dated: August 27, 2012, by:Vanasse Hangen Brustlin

The elements of our review within the documents included:

- A general review of the drainage system for the development.
- Review the Grading Plan, the Utility Plan, and drainage related detail sheets.
- Check sizing of drain pipes and infiltration systems.
- Review compliance with Massachusetts Stormwater Standards.
- Review compliance with City of Newton Stormwater Standards.
- Review compliance with Charles River Watershed TMDLs for Pathogens and Nutrients.
- Review the HydroCAD and StormCAD models that were used for Massachusetts Stormwater Compliance.

A Stormwater Management Report documents compliance with the Massachusetts Stormwater Management Standards and is a required submittal with the Notice of Intent. Our review of the Stormwater Management Report was performed to determine compliance with the items listed above. Additional reviews for other components will be performed by City of Newton Conservation Commission and MADEP reviewers.

The Riverside Development Project is governed by the following stormwater regulations that protect communities from development changes that adversely affect stormwater quality and quantity:

- Massachusetts Stormwater Management Standards
- Total Daily Maximum Loads, Environmental Protection Agency

- City of Newton Stormwater Standards

Our review includes an evaluation of compliance with each of these elements.

EXECUTIVE SUMMARY

The impact land development has on a drainage basin is a critical concern for tributary communities. Concerns center on stormwater quality and quantity. Stormwater quality and quantity are both directly impacted by the percentage of pervious and impervious land cover within a watershed.

Pervious land cover, such as grass, soil, and woods, decrease the amount of stormwater runoff, while impervious land cover, such as pavement and buildings, increase the amount of stormwater runoff from a storm event.

The Riverside Development Project, as presented for our review, will not adversely affect the Charles River Watershed due to a net reduction of ½ acre of impervious area. The ½ acre reduction will reduce the volume and rate of flow to the Charles River Watershed and improve stormwater quality through a variety of treatment systems.

Best Management Practices (BMPs) and Low Impact Development (LIDs) are Land Planning and Engineering Design approaches to managing stormwater runoff. These practices emphasize conservation, onsite natural features, and engineered hydrologic controls to protect stormwater quality while reducing runoff flow rates.

The existing Riverside MBTA site incorporates one (1) BMP, an oil/water separator. The Riverside Development Project incorporates a combination of ten (10) BMP's and LID's with five (5) infiltration systems and five (5) bio-retention systems. The increase of nine (9) BMP's on the site, in conjunction with the reduction of impervious area, will reduce stormwater quality and quantity impacts on the community and the Charles River Watershed.

Massachusetts Stormwater Management Standards Review

The Massachusetts Stormwater Standards 1 thru 10 are applicable to the project. We have determined that the proposed Stormwater system is in compliance with the standards to the extent described below.

Standard 1 - No New Untreated Discharges – No new stormwater conveyances (e.g., outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.

Upon review of the Stormwater Management Report and Site Plan the project appears to be in compliance with Standard 1. The project is utilizing an existing outfall and has provided Best Management Practices (BMP's) for treatment. Minimal treatment exists on the current site.

Standard 2 - Peak Rate Attenuation – Stormwater management systems must be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates.

Upon review of the Stormwater Management Report, Site Plan and hydrologic modeling computations the project appears to be in compliance with Standard 2. Table 3 - Peak Discharge Rates, indicates peak discharge rates for existing and proposed conditions that show a net discharge rate reduction for the 2-year, 10-year, and 100-year 24-hour storm event as required.

The reduction is attributed to the decrease in impervious area and flow attenuation through the proposed BMP's.

The project site is stated as being outside the 100-year BLSF and has been confirmed against FIRM.

Standard 3 - Recharge To Groundwater – Loss of annual recharge to ground water shall be eliminated or minimized through the use of infiltration measures.

Upon review of the Stormwater Management Report, Site Plan, hydrologic modeling computations, BMP sizing data, recharge volume requirements, and recharge capture area adjustment the project appears to be in compliance with Standard 3. Table 4 - Summary of Recharge Calculations show these results.

The Riverside Development Project incorporates a combination of ten (10) BMP's and LID's with five (5) infiltration systems and five (5) bio-retention systems to increase annual groundwater recharge.

Standard 4 - Water Quality – Stormwater management systems must be designed to remove 80% of the average annual post-construction load of Total Suspended Solids (TSS).

Upon review of the Stormwater Management Report, Site Plan, hydrologic modeling computations, BMP sizing data, and TSS calculation worksheet the project appears to be in compliance with Standard 4.

The Riverside Development Project incorporates a combination of ten (10) BMP's and LID's with five (5) infiltration systems and five (5) bio-retention systems and removes at least 80% of TSS. This is confirmed in the MADEP TSS worksheet calculations.

Standard 5 –Land Uses With Higher Potential Pollutant (LUHPPL)

Upon review of the Stormwater Management Report, Site Plan, and hydrologic modeling computations it appears that the project is not a LUHPPL and does not generate higher concern.

We confirmed that the land use designations for the Riverside Development Project site are not on the MADEP LUHPPL list.

The one category where the site could have qualified as a LUHPPL is the number of parking spaces. This concern was addressed by reducing the number of uncovered parking space surfaces below the MADEP threshold.

Standard 6 –Area of Critical Environmental Concern (ACEC)

Upon review of the Stormwater Management Report and Site Plan, the project does not appear to be in a ACEC.

We reviewed the MAGIS database and confirmed that there are not any ACEC within the discharge area for the Riverside Development Project.

Standard 7 –Project Classification – New Development or Redevelopment

Upon review of the Stormwater Management Report, and Site Plan, the project appears to be in compliance as a redevelopment project.

Standard 8 – Construction Period Pollution Prevention – Erosion and Sedimentation Controls

Upon review of the Stormwater Management Report, the project appears to be in compliance. An erosion and sediment control program has been developed in accordance with MADEP requirements.

The Construction Pollution Prevention Plan implements:

- Erosion Control Barriers – For Wetland Protection
- Stabilized Construction Exits – For Offsite Sediment Protection
- Pavement Sweeping – For Sediment Removal
- Temporary Sedimentation Basins and Diversion Basins - As necessary for fine-grained sediment protection
- Catch Basin Inlet Protection – For Sediment Inflow Protection
- Temporary Mulching and Seeding –For Soil stabilization
- Dewater Protocol – For Sediment Removal

Standard 9 – Operation and Maintenance Plan

Upon review of the Stormwater Management Report, the project appears to be in compliance. An Operation and Maintenance Plan has been developed in accordance with MADEP requirements..

The Long-Term Operation and Maintenance Plan implements:

- Maintenance of Pavement Systems
- Maintenance of Vegetative areas
- Management of Snow and Ice
- Spill Prevention Response Plan
- Stormwater Maintenance Measures For Catch Basins, Infiltration Systems, Water Control Devices, Outfalls, Roof Drain Leaders, and Bioretention Basins

Standard 10 – Prohibition of Illicit Discharges

Upon review of the Stormwater Management Report and Site Plan, the project appears to be in compliance. The documents indicate that all sanitary and stormwater structures remaining from the existing development will be removed.

City of Newton Standards Review

In addition to the "no net increase in post construction peak discharge rates" required in MADEP Standard 2, the City of Newton also requires "no net increase in post construction flow volume".

Upon review of the Stormwater Management Report, Site Plan and hydrologic modeling computations, the project appears to be in compliance with the City of Newton Volume requirements. Table 5 - Stormwater Volume Analysis, indicates peak discharge volumes for existing and proposed conditions that show a net discharge volume reduction for the 2-year, 10-year, and 100-year 24-hour storm event as required.

The reduction is attributed to the decrease in impervious area and flow attenuation through the proposed BMP's.

Total daily Maximum Load (TDML), EPA, Charles River Watershed Association Review

The project proposes the use of BMP's and LID's capable of achieving the required 65% phosphorous removal. Actual phosphorous removal will be determined during the final drainage design process.

Conclusion

The proposed Riverside Development Project appears to be in compliance with evaluation criteria, including Massachusetts Stormwater Standards, City of Newton Stormwater Standards, and TMDLs for the Charles River Watershed. In general the project will improve water quality and reduce peak runoff rates and volume through a reduction in impervious area and the implementation of BMPs and LIDs.

There are several utility crossings along the route of proposed drainage structures. Elevation data for the proposed structures was not included with the project documentation. Each crossing should be evaluated to ensure there are not any vertical conflicts.

The Intermodal Commuter Facility is shown over the existing 60-inch drainage culvert. Access to this pipe for future repair and maintenance should be provided.

All existing drainage infrastructure should be cleaned and inspected to ensure that it meets the theoretical carrying capacities that were assumed in the calculations.

Weston & Sampson reviewed our specific technical findings with the developer on October 4, 2012. There are several outstanding items that need to be confirmed and provided. Most of these items are missing support documentation and apparent typographical errors. Other items will

require minor additional calculations that are not expected to impact the findings of our report. Please note that the report conclusions are based on receiving this documentation and verifying its compliance with our meeting discussions. A list of the outstanding issues are included in Appendix A of this report.

Weston & Sampson appreciates the opportunity to present our findings. If you have any questions or require additional information please call me. I may be reached at (978) 532-1900 x2280.

Very truly yours,

WESTON & SAMPSON ENIGINEERS, INC.

10/5/2012

X

David M. Elmer, PE
Senior Associate
Signed by: David Elmer

cc: File

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APPENDIX A – OUTSTANDING ISSUES

APPENDIX A – OUTSTANDING ISSUES

OUTSTANDING ISSUE STANDARD 2 Peak Rate Attenuation:

A. The proposed flow rates in Table 3 do not correspond to the computational hydrologic data in Appendix G, please clarify.

B. A confirmation of subarea area and composite curve number (CN) break down was not completed due to insufficient information and impacts the results.

C. Pending final confirmation of HSG A as the assumed soil group for the site. Permeability test need to be performed to finalize infiltration basin sizing.

D. Time of Concentration backup needs to be provided.

OUTSTANDING ISSUE STANDARD 3 Recharge To Groundwater:

A. Page 19 states a Required Recharge Volume of 22,050 cubic feet and 21,038 cubic feet of recharge provided. The Required recharge Volume of 22,050 does not correspond to the computational data of 18,654 or 18,667 stated in table 4. Recharge Provided page 11-22,647 page 19-21,038 recharge calculations 18,654. Correct inconsistencies.

B. A confirmation of subarea area and composite break down (impervious in particular) was not completed due to insufficient information and impacts the results.

C. Pending final confirmation of HSG A as the assumed soil group for the site as it determines the Required Recharge Volume and Provide Recharge Volume.

D. Is the separation from high seasonal groundwater and the bottom of exfiltration beds greater than 4 FT.? Not confirmed.

OUTSTANDING ISSUE STANDARD 4 Water Quality:

A. TSS removal rates concur with MassDEP Stormwater handbook, clarification of the selected BMP option should be provided in the write-up to correspond with TSS removal calculation worksheet.

B. A confirmation of subarea area and composite break down (impervious in particular) was not completed due to insufficient information and impacts the results.

OUTSTANDING ISSUE City of Newton Stormwater Standards:

A. Table 5 Existing 10-year volume should be 0.75 not .075?

B. Table 5 units (AF) not (CF)?

C. The proposed volumes in Table 5 do not correspond to the computational hydrologic data in Appendix G, please clarify.

OUTSTANDING ISSUE General:

A. Document TMDL - 65% reduction in phosphorus to be provided.

B. Check the catch basin inlet capacity. Some CB Inlets may need double structures.

OUTSTANDING ISSUE STORMCAD:

A. What Design Storm for sizing?

B. Why flows introduced at manholes?

C. Why intensity on nodes w/o C values?

D. Why CA values on nodes w/o C or A

E Should A values be at CB's not MH?

F. Where is flow from infiltration or bio retention system overflows?

G. Where are subareas introduced to the system?

H. Check that Areas tributary to CB's + Areas tributary to Infiltration/Bio retention systems = Site Area

I. Why flows of 3.2 cfs in CO-10 - CB-K7 inflow upstream is 0.30 cfs

J Why total flows in the range of 1.0-46 cfs? Total of 16cfs introduced? Check influent to site.

ATTACHMENT F
Report Index

The full report can be found on the City's website at
www.newtonma.gov/gov/planning/current/devrev/hip/riverside/impact.asp

Traffic Impact and Access Study

Riverside MBTA Station Redevelopment

Newton, Massachusetts

Prepared for **BH Normandy Riverside, LLC**
The Walsh Company
99 Summer Street
Boston, MA 02110

Prepared by ***VHB*/Vanasse Hangen Brustlin, Inc.**

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February 2012

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ATTACHMENT G

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August 13, 2012

City of Newton, Massachusetts
Attn: David Koses, Project Manager
Department of Planning and Community Development
1000 Commonwealth Avenue
Newton, Massachusetts 02459

Subject: Transportation Impacts Peer Review – Traffic Impact and Access Study (TIAS) for Riverside MBTA Station Redevelopment, Newton, Massachusetts

Dear David:

In accordance with our Agreement, Fay, Spofford & Thorndike is pleased to submit a detailed peer review of the TIAS prepared for the proposed Riverside MBTA Station Redevelopment plan. This letter provides an Executive Summary of our peer review. A separate Technical Memorandum provides details of the analysis associated with our peer review findings.

It is our understanding that the most critical issues for the City are the accuracy and methodology of the Riverside Station TIAS and the effectiveness of proposed traffic and site parking mitigation measures.

Specifically, this peer review addresses the following reports:

- TIAS, Riverside MBTA Station Redevelopment, Newton, Massachusetts prepared by Vanasse Hangen Brustlin, Inc. (VHB), February 2012.

- TIAS Separate Technical Appendices, Riverside MBTA Station Redevelopment Volumes 1 and 2, Newton, Massachusetts prepared by VHB, February 2012.

We understand the TIAS was prepared to respond to City and neighborhood requests to expand the study area while reducing the size and scale of the proposed Riverside Station area development compared to earlier concepts developed during the past three years. The TIAS follows up on a Draft EIR submitted to MEPA during June 2011 for an earlier, higher-density version of this project.

To provide overall peer review guidance, FST reviewed relevant excerpts (Attachment 1) from the City of Newton's most recent zoning update dated May 15, 2012. This zoning

update identifies, in a broad sense, the City's expectations for traffic and parking mitigation.

Traffic peer review findings are based on typical traffic engineering practices and analysis procedures. FST relies on a myriad of standard transportation industry resources from the Transportation Research Board's Highway Capacity Manual (HCM 2000), publications of the Institute of Transportation Engineers (e.g., latest editions of ITE Trip Generation and Parking Generation reports), the Massachusetts Department of Transportation (MassDOT) Project Development and Design Guidelines publication, and software identified in the MassDOT Highway Division's *A Guide on Traffic Analysis Tools.* Both SIDRA and VISSIM traffic analysis tools are approved by MassDOT. The Applicant's engineer provided FST with VISSIM files used to simulate their roundabout analyses conducted using SIDRA.

On April 26th, 2012, in connection with this peer review, FST staff conducted field reviews of the City's list of 34 intersections and 3 weave sections cited in its RFP within the traffic impact study area during the AM and PM peak periods. Schools were in session during this field review. Because Red Sox game days were cited by the City and neighborhood residents as representing typical high traffic conditions on Grove Street traffic demands, PM peak period site-related traffic and neighborhood parking conditions were reviewed during a Red Sox game day on May 31st, 2012. LaSalle College was not in session during this observation day.

While not in our original Scope of Services, at the City's request, FST performed independent counts of Grove Street at the MBTA and office/residential driveways immediately north of the MBTA. Schools were not in session during these counts that were conducted on June 21, 2012, but the purpose of the additional count was to collect new traffic volumes and review actual vehicular turning movements for the MBTA site driveway at Grove Street plus the office development (Riverside Equity). These turning movements were then compared to projected turning movements assumed in the TIAS, as discrepancies between TIAS assumptions and actual turning movements were cited at the Riverside Neighborhood Committee meeting.

Finally, to gain a better understanding of the site-related transportation and parking issues, FST participated in discussions of site-related traffic and parking issues at the following meetings:

- April 10th, 2012 – with City of Newton officials to discuss the history and key issues from the City's perspective.

- May 2nd, 2012 – with Riverside Neighborhood Committee representatives and Newton officials. FST presented quick initial peer review findings and gained a better understanding of abutter/neighborhood issues.

- May 31st, 2012 – with Newton officials, and representatives of the Applicants who requested this meeting to explain the history of the project and provide additional insight into the factors that influenced the evolution to the current proposal.

- June 22, 2012 – with Newton planning officials to review the status of peer review findings.

- June 26, 2012 – with Newton planning officials to hear the Applicant's presentation on the latest site plan and listen to Newton aldermen and resident comments on the site plan as amended and presented.

Executive Summary

The Riverside site is located in an area intended to take advantage of the existing regional highway and public transportation system as a transit-oriented develop (TOD). The size and impacts of the proposed redevelopment plan discussed in the TIAS are reduced approximately 20% since the publication of a DEIR in June 2011. The proposed Riverside Station redevelopment plan identified in the TIAS calls for replacing 963 existing surface commuter parking spaces on the 9.4-acre Riverside site with a mixed use redevelopment as follows:

- 225,000 gross square feet (gsf) of office space with 563 garaged parking spaces within Building A on the west side of the site.

- 320,000 gsf is allocated to 290 apartments served by 435 garaged parking spaces within Building B on the south central side of the site plus 11 surface spaces.

- The 31,300 gsf within Building C consists of 19,300 gsf unspecified retail space plus 12,000 gsf community building space served by no designated parking spaces. The MBTA Riverside Intermodal Station with Green Line light rail service will be provided on a separate parcel that replaces 963 existing surface parking spaces with 1,005 garaged commuter parking spaces on a much smaller footprint.

- In aggregate, the TIAS site parking would include a total of 2,014 parking spaces –1,005 dedicated to the MBTA commuters and 1,009 dedicated to new site land uses.

On June 26th, 2012, the Applicant submitted a revision of the above from that indicated in the TIAS as follows:

- The 225,000 gross square feet (gsf) of office space within Site Building A will be served by 571, rather than 563 garaged parking spaces on the west side of the site.
- The 290 apartments within Building B will include 335,000 gsf rather than 320,000 gsf as cited in the TIAS. Additionally, Building B will contain 5,000 gsf of retail space, for a total of 340,000 gsf. These uses will be served by 443 garaged parking spaces plus 14 surface parking spaces in Building B on the south central side of the site.
- The 23,000 gsf within Building C consists of 15,000 gsf of retail space plus 8,000 gsf community building space served by no designated parking spaces.
- To summarize, the difference between the TIAS plan and that described on June 26th is that the retail and residential components would increase by 700 gsf and 15,000 gsf, respectively, while the community building is reduced by 4,000 gsf. This produces a net 2% increase in occupied building space of approximately 11,700 gsf compared to that evaluated in the TIAS.
- In aggregate, site parking with the revised plan would include a total of 2,033 parking spaces –1,005 dedicated to the MBTA commuters, while 1,028 would be provided for new site land uses, a 2% increase of the site parking supply assumed in the TIAS.

Daily site trip generation cited in the TIAS will be approximately 5,088 new trips (2,044 in and out) with 496 AM peak hour trips (356 in and 140 out) and 575 PM peak hour trips (198 in and 377 out). *We conclude the TIAS trip generation estimates are reasonable for the proposed site land uses*.

Three site access strategies were evaluated in the TIAS:

- Option A – Primary access would be via a right-in/right-out from a proposed northbound (NB) I-95 Collector-Distributor (C-D) Road serving the Exit 22-24 ramp system plus plus two roundabouts at the Grove Street intersections of Exit 22. Secondary access would be via a full signalized access from a median-divided Grove Street replacing the existing Grove Street MBTA access.
- Option B-2 – Primary access would be via a right-in/right-out/left out across a proposed NB I-95 C-D Road providing two-way access between the site plus two roundabouts at the Grove Street intersections of Exit 22. Secondary access would be via a full signalized access from a median-divided Grove Street replacing the existing Grove Street MBTA access. Unlike Option A, Option B-2 incorporates a

shared right/through lane on the southbound Grove Street approach to the MBTA site drive, rather than the exclusive right and left lanes approaching Grove Street. This change reduces the capacity of the MBTA site drive intersection with Grove Street.

- Option F - Full signalized access from Grove Street plus two roundabouts at the Grove Street intersections of Exit 22, with fewer modifications to the existing NB I-95 C-D Road than proposed with Options A or B-2. While analyzed in the TIAS, Option F is not proposed. We agree it should be dropped from further consideration as an access option for many reasons including:

    - The single driveway access to the proposed development is unacceptable for emergency access reasons;
    - It would create a residential/commercial/multi-modal development site concentrated on essentially on a 1,000+ foot cul-de-sac;
    - Based on the TIAS, Option F would increase traffic on Grove Street between Exit 22 and the MBTA site driveway by 4,380 daily vehicle trips or 415-485 vehicle trips during the AM and PM peak hours.
    - It results in an LOS E (capacity) increase in traffic and queuing on Grove Street headed toward Exit 22 during the PM peak hour.

Each TIAS access strategy proposes similar physical treatment for Grove Street, a designated scenic route, which is state owned between Exit 22 and the MBTA driveway. All three TIAS access Options A and B-2 call for widening Grove Street on the MBTA side of the street affecting approximately 1,000 linear feet along the MBTA site frontage between the Green Line railroad overpass and Exit 22 serving I-95. All options retain a tree-lined Grove Street and create new landscaped medians approaching a signal at what will be the secondary entrance to the Riverside site. Option A shows a two- lane exit from the site onto Grove Street, while Option B-2 shows a single shared left/right lane exit onto Grove Street. In all cases, the MBTA driveway entrance at Grove Street is to be controlled by a traffic signal.

Both Options A and B-2 access strategies call for direct connections between the site and regional highway interchanges Exits 22-25 via its proposed NB I-95 C-D Road. The Exit 22 stop-controlled interchange is replaced with two single lane roundabouts approximately 800 feet apart with Options A and B-2. Option A replaces the existing NB C-D Road with a proposed NB I-95 C-D Road that eliminates the existing connection to Recreation Road. Option B-2 creates a two-way median-divided segment on the proposed NB I-95 C-D Road with a new left turn movement crossing the C-D Road between the new right-in/right-out driveways to the site. Option B-2 provides a new site connection to the Exit 22 interchange via a left turn across the proposed NB I-95 C-D

Road, thus reducing traffic volumes on Grove Street between the MBTA driveway and Exit 22.

The June 26th site plan involves a slight variation of Option B-2 not reviewed in this letter. It incorporates a shared through/right lane on the Grove Street approach from Auburndale, rather than an exclusive through lane and an exclusive right turn lane. This change would reduce the overall intersection capacity slightly from that shown in the TIAS.

A 'preferred alternative' is not cited in the TIAS. Options A and B-2 would require filing and Federal Highway Administration approval of a Federal Interchange Modification Report (IMR) that has not yet been prepared or obtained. All interchange modifications must connect directly to public streets; i.e., the interior site drive connection to Grove Street must be a public, not private, way.

The TIAS indicates that both Options A or B-2 will retain or reduce the volume of traffic on the 1,100-foot segment of Grove Street between the MBTA Grove Street entrance and Exit 22 compared to the No-Build Option. As presented in the TIAS, Option A, on a daily basis, should have approximately the same overall volume as the No-Build Alternative on this segment of Grove Street, while Option B-2 reduces its volume by an estimated 1,580 vehicles per day compared to the No-Build Alternative. It does this by removing some of the right turns out of the site and converting them into left turns onto the proposed NB I-95 C-D Road that would have a two-way segment as part of the Exits 22-25 interchange system between I-95, I-90 and Route 30 (Commonwealth Avenue). The reduction of the 1,580 vehicles per day also improves operations of the proposed northbound off-ramp roundabout.

According to the TIAS distribution pattern, FST estimates Access Options A and B-2 increase Grove Street volumes just north of the site by approximately 800 vehicle trips per typical weekday and 80-85 vehicle trips during the AM and PM peak hours.

Site access mitigation measures pertaining to Options A and B-2 focus on enhancing multi-modal safety and reducing traffic on the Grove Street segment that would otherwise experience the largest projected impact between the site and the regional highway system. This segment of Grove Street in question abuts a condominium development and a golf course opposite the MBTA site and the Indigo Hotel.

Based on the review of TIAS data, site visits, and the evaluated Access strategies we conclude:

- The TIAS existing and future No-Build analyses overall were done acceptably, including assumptions pertaining to background traffic growth.

- Trip generation estimates are generally reasonable estimates for the uses cited.

- While the regional traffic distribution pattern identified on Table 9 of the TIAS is reasonable, we conclude that the site-related traffic distributed to the Grove Street-Auburn Street-Washington Street corridor should be increased. Site-generated traffic is too strongly oriented to the regional highway system. This is based on both the historic counts and confirmed by new counts FST conducted on June 21, 2012 pertaining to the Riverside office driveways and MBTA driveway. We recommend re-analysis of 13 intersections, 11 intervening intersections with expected site-related traffic assuming increases of 60-85 *additional* trips per hour during peak hours compared to the volumes presented in the TIAS. These include:

    - Grove Street at the Route 128 Northbound Ramps – not signalized
    - Grove Street at the Riverside MBTA Parking Lot Driveway –signalized
    - Grove Street at the Riverside Office Building (South) and Apartment Driveways – not signalized
    - Grove Street at the Riverside Office Building (Center) and Apartment Driveways – signalized
    - Grove Street at Hancock Street – not signalized
    - Grove Street at Woodland Road – not signalized
    - Grove Street at Central Street/Auburn Street – signalized
    - Commonwealth Avenue (Route 30) at Auburn Street – signalized
    - Washington Street (Route 16) at Auburn Street – signalized
    - Washington Street (Route 16) at Perkins Street and Massachusetts Turnpike (I-90) EB On-Ramp (two intersections) – signalized
    - Washington Street (Route 16) at Massachusetts Turnpike (I-90) WB Off-Ramp – signalized

  Conversely, traffic reductions of up to 60-85 site related vehicle trips per hour during peak hours are expected at the Grove Street Exit 22 roundabouts and the site driveway intersection with the proposed northbound interchange Frontage Road.

- From a traffic operations perspective, Option A's features provide acceptable levels of service. Option B-2 provides the best overall operating features with the greatest amount of flexibility. Option B-2 provides useful redundancy in site access that is a good strategy for emergency vehicle access.

- Access Option A does not require a westerly sight line to accommodate left turns onto the proposed NB I-95 C-D Road. It retains a one-way northbound flow

pattern on the modified NB I-95 C-D Road without creating a two-way segment and does not create a potential left turn crossing hazard. The available sight line with Option B-2 could become problematic if landscaping and /or winter storm events create sight line obstructions next to the left turn lane and/or the C-D Road. AASHTO assumes a 3.5 foot eye level to see an object to 2 feet in height from the road to calculate sight distance. If snow banks or landscaping exceed 3.5 feet in in height, vision of on-coming vehicles would be impaired. However, Option B-2 could be approved with the caveat that the Applicant maintains adequate stopping sight distance at all times for motorists using the proposed left turn lane.

- If Option B-2 is preferred by the City, we would recommend that the Riverside site's two-lane approach to Grove Street be substituted for the single lane approach shown with Option B-2. Even though the intersection would be operating overall at LOS B, the queuing analysis shows that the 95th percentile queue is likely to back up across the MBTA garage entrance at times during afternoon peak hours.

- Pedestrian and bicycle access features of Options A and B-2 should be adjusted at the roundabouts and the Grove Street at MBTA site entrance during the design phase to reduce the potential for hazardous pedestrian crossing maneuvers.

    - Roundabouts should be designed to maximize deflection to the minimum entering speed that FHWA will allow for the anticipated design vehicle. All exit traffic should be required to yield to Grove Street traffic at the west Exit 22; bicyclists coming from the Newton Lower Falls direction will have a safer merge opportunity.

    - For safety reasons, all pedestrian crosswalks should be located to the north side of the interchange to and from the Lower Falls Area, as that is where sidewalks are proposed and pedestrians can cross one lane at a time between refuge areas.

  Crosswalks illustrated on the south and east sides of the East roundabout should be eliminated. Pedestrian demands on the east side of Grove Street and crossing Grove Street at that location are very low and expected to remain low and would not meet demands for installation of a crosswalk at either location. Residents who live in the condominium complex, should they choose to cross Grove Street would need to use the new marked shoulder on the east side of Grove Street shared by bikes to cross at the Grove Street signal with the MBTA Driveway. Unlike the No-Build and existing conditions, pedestrians to and from the condominium complex would be able to cross Grove Street at the future MBTA Grove Street traffic signal that will have pedestrian actuation. Because large

trees would be adversely affected, it is not anticipated that a sidewalk is warranted on the east side of Grove Street in the No-Build or Build conditions between Exit 22 and the MBTA Site drive. To the north of the MBTA site, however, an ADA compliant sidewalk on the east side of Grove Street and crosswalk at the future signal at the MBTA site drive would benefit existing Newton residents who live north of the site and on the east side of Grove Street. This action should be considered as a potential mitigation measure, working to retain all trees and using pervious sidewalk material to accommodate tree roots. A crosswalk at Grove Street and the MBTA Site drive should be considered to provide Lower Falls bicyclists coming from the south and residents who may be walking on the east side of Grove Street with a push-button crossing opportunity to enter or leave the site.

- The site's parking strategy pertaining to individual site user groups and shared parking, as presented in the TIAS, is not clearly defined and needs to be. As presented in the TIAS, the MBTA garage and 11 surface parking spaces represent the supply of parking that will be available to satisfy future retail and community space parking demands. Unanswered questions include:

    - Where exactly will retail and community space employees and visitors park? It is not clear whether retail and community building parking demands will remove commuter spaces and require parking fees or whether the 11 spaces[1] will be time period limited or reserved for retail or community building employees.

    - How are retail and community building parking spaces to be managed?

    - What are the potential non-specific shared parking arrangements cited in the TIAS?

    - Will the office use parking supply and a portion of the residential parking supply be available for shared parking arrangements? If so, during what times of the day or week?

  These questions must be answered to evaluate whether the proposed site parking supply is adequate as proposed.

- Notwithstanding recommended changes to roundabout pedestrian and bicycle accommodation features discussed above, the two proposed Grove Street

[1] The June 26th site plan shows approximately 14, rather than 11, surface parking spaces will be available outside the garage.

roundabouts at the Exit 22 interchange should work efficiently under Options B-2 or A by 2022, given anticipated traffic growth. Assuming a consistent site land use strategy, the east Exit 22 roundabout should work even better with the anticipated traffic redistribution discussed above. It is anticipated that both interchange roundabouts will have superior crash reduction features over alternative traffic signalization or stop control associated with existing or No-Build conditions. Should, for any reason, background traffic grow more than projected, Option B-2 has more capacity to accommodate additional traffic growth beyond the year 2022 than Option A.

- The on-site roundabout is expected to operate acceptably.

- Except during the PM peak period, when the maximum or 95th percentile queue on the southbound MBTA Site Drive exit to Grove Street is expected to extend back to the garage exit, on-site intersections with Options A and B-2 should operate acceptably. *On-site* pedestrian circulation features are generally acceptable. The proposed sidewalk directly adjacent to the I-95 northbound C-D Road would be undesirable for safety reasons.[2]

- Grove Street physical alterations allow for full access of the future MBTA entrance. The proposed intersection treatment provides the greatest flexibility for access whether Option A or Option B-2 is accepted by MassDOT and FHWA. Nonetheless, we recommend the southbound site approach to Grove Street be designed with two lanes, rather than one lane with Option B-2, as proposed with Options A or F. A single southbound lane, with maximum storage of 12 vehicles at 25 feet per car, is likely to congest up toward the MBTA garage very quickly, thereby blocking the garage entrance or even the on-site northbound lane to the garage. Additionally, we recommend that the site/Grove Street signal be coordinated with the signal at the Riverside Equity site that is less than a quarter mile away.

Conclusions

The Riverside Station redevelopment represents 'smart growth', as the site is well situated to take advantage of existing regional highway and public transportation resources. The TIAS and its Technical Appendices were generally well prepared and provide the necessary traffic data required to evaluate the potential future traffic impacts and the resulting multi-modal environment. Traffic impacts are lower than those estimated with a larger development quantities assumed during last year's DEIR. Traffic

[2] The revised June 26th Riverside site concept plan does not show this sidewalk, instead emphasizing additional trees and landscaping along the I-95 northbound C-D Road.

data collection and analysis procedures employed in the TIAS were conducted in accordance with Commonwealth of Massachusetts EOEA Traffic Analysis guidelines. The TIAS indicates there was, and continues to be, substantial coordination effort between the Applicant of the Riverside Station redevelopment plan and Commonwealth of Massachusetts transportation agencies, the City of Newton, and local stakeholders.

Our major peer findings are:

- Traffic mitigation strategies proposed in the TIAS are generally well thought out and address key traffic impacts. Option A access plan is acceptable. Option B-2 is workable, but will require measures to ensure adequate sight lines at all times at the left lane approaching the northbound I-95 C-D Road. FHWA concurrence is needed for either access plan.

- The traffic distribution pattern between the site and MassPike Exit 16 needs to be re-evaluated at up to 13 intersections to reflect the likely route choices of site users focusing on the AM and PM peak hours. Additional non-structural traffic mitigation measures may be necessary to keep demands on Grove Street north of the site at or below TIAS projections.

- Site parking needs to be clarified for the retail and community building users to determine whether the proposed site parking supply is adequate.

- Option A's pedestrian crossing features are superior to Option B-2 as they pertain to the crossing on the north side of theI-95 C-D Road at the proposed Exit 22 east roundabout. Pedestrians need only cross one-lane of traffic at that location versus two lanes, one in each direction, with Option B-2.

- Generally, Option B-2 traffic operational features are preferable to Option A features, with one important exception. The left turn sight line with Option B-2 could conceivably be jeopardized if snow banks or landscaping exceed 3.5 feet in height along the northbound C-D Road or the right side of the island on the left turn approach to the intersection. The identified sight line issue with Option B-2 must be addressed.

Safety features of future pedestrian and bicycle accommodations could be improved by incorporating suggested minor changes during the design phase (refer to attached Technical Memorandum). FST has included in this letter a limited number of suggestions concerning potential modifications to proposed site access strategies. Consistent with our on-site peer review observations and findings, suggested modifications address the most critical issues raised by the City of Newton and abutting neighbors.

We appreciate the opportunity to provide this peer review on behalf of the City of Newton and its constituents and will be available to answer questions you may have on these findings.

Very truly yours,

Fay, Spofford & Thorndike
By

Gary L. Hebert, PE, PTOE
Vice President

Attachments:

Technical Memorandum: Detailed Peer Review Findings

ATTACHMENT H

City of Newton

DEPARTMENT OF PUBLIC WORKS

TRANSPORTATION DIVISION
110 Crafts Street
Newton, MA 02460

Setti D. Warren
Mayor

DATE: October 9, 2012

TO: Candace Havens, Director of Planning

FROM: William G. Paille, P.E., Director of Transportation

RE: **Riverside MBTA Station Redevelopment Project**

The City has completed its initial review of the Traffic Impact and Access Study (TIAS) for the referenced project prepared by Vanasse Hangen Brustlin, Inc. (VHB), dated (February 2012). In addition, the City has reviewed the findings of the Transportation Impacts Peer Review prepared by Fay, Spofford & Thorndike (FST) and submitted to the City on August 13, 2012. Finally, as a result of a public participation program, the City has received input from local residents, project abutters, business owners, school representatives, Newton Police and Fire personnel, bicycle and pedestrian advocates and the Massachusetts Bay Transportation Authority (MBTA). As a result, the City respectfully submits the following:

- In general, the City concurs with the technical memorandum prepared by FST with respect to the limit of the study area, existing traffic analysis, traffic growth adjustments, trip generation, trip distribution pattern, future no-build traffic analysis, future access options and mitigation adequacy.

- Bicycle and Pedestrian Access Along Grove Street:

  As stated in the TIAS and the FST peer review, the City concurs that no sidewalk be proposed along the east side of Grove Street for several reasons including the need to cross pedestrians from the east side to the west side at several locations to access key destinations (i.e. MBTA train station and the Williams School); potential impact to several mature shade trees along the MBTA site frontage; and the need for right-of-way acquisition to accommodate a shift of Grove Street to the west into MBTA property in order to accommodate a 6 foot walk on both sides of the street. The City prefers to keep all pedestrian traffic on the west side of Grove from the west roundabout, the bridge over I-95, past the MBTA property and into the village of Lower Falls.

  The City prefers the typical section provide a dedicated bicycle lane of 5 feet along both sides of Grove Street through both the west and east roundabouts, along the bridge over I-95 and along the MBTA frontage if feasible but requires a minimum of a 4 foot paved shoulder along both sides to accommodate bicycles.

  The existing bridge provides a clear width of approximately 54 feet. The City prefers a dedicated 6 foot bicycle lane along the east side of the bridge that is separate from the travel lane and a separate 14 foot bicycle lane/walk along the west side.

- Collector-Distributor (C-D) Road:

  The TIAS does not consider the use of a roundabout at the Collector-Distributor (C-D) road. Was this option considered? Does current Federal Highway Administration or MassDOT policy restrict or prohibit

the use of a roundabout within an interstate system? The City has serious concerns regarding the safe operation of the C-D intersection as presented in the study and not just for sight distance as noted by FST in their report. The City is concerned that once vehicles exit the east roundabout toward I-95, speeds will increase dramatically in the northbound direction and result in high speed collisions with vehicles turning left from the site. There is also concern of excessive vehicle queuing into the site at the intersection in the morning and evening peak hour due to insufficient gaps along the C-D road. The City believes a roundabout at this location will result in better sight distance, lower entering/exiting speeds and better flow.

- East Roundabout:

  The City has serious concern for the proposed slip lane onto Grove Street EB at the east roundabout. We understand the need to facilitate the flow of traffic volume exiting I-95 NB but not at the risk of public safety. We believe the slip lane does not have sufficient deflection to reduce speed entering the roundabout and will result in excessive speed along Grove Street past the MBTA site.

- Roundabout Lighting:

  The City requests the design consultant consider incorporating street lighting at each of the pedestrian crossings at each roundabout location (west, east and MBTA site). The City also requests consideration of permanent crosswalk treatments in addition to pavement markings to create a more visible crossing such as resin, stamped concrete or reflectors.

- MBTA Site:

  The City requests the developer provide sufficient accommodations for bicycles including racks, storage lockers and future hubway.

  The City desires to maintain access between the C-D road and the MBTA site to the existing abandoned railroad bridge across I-95 to serve as a future bicycle/pedestrian access to the site.

William G. Paille, P.E.
Director of Transportation
City of Newton

Cc: Dave Turocy, DPW Commissioner, File

ATTACHMENT I

Stantec Consulting Services Inc.
55 Green Mountain Drive
South Burlington VT 05403
Tel: (802) 864-0223
Fax: (802) 864-0165

September 21, 2012

Ms. Candace Havens
Planning Director
City of Newton
1000 Commonwealth Avenue
Newton, MA 02549

Re: The Station at Riverside
Newton, MA

Dear Candace:

On behalf of Equity Office thank you for inviting us to attend the presentation on August 8, 2012 by Fay, Spofford & Thorndike (FS&T) regarding their review of the traffic study prepared by VHB for the above referenced project. We greatly appreciate having the opportunity to interact directly with you and FS&T regarding the anticipated traffic impacts of this significant development proposal. Having reviewed our observations from the meeting with our client, we have been asked to submit this letter documenting Equity's continued traffic concerns. These are presented below.

Route 128 Access

As you know, Equity's primary concern from a traffic perspective is that access between Route 128 and their asset on Grove Street, the Riverside Center office building, not be degraded as a consequence of the Station project. More specifically, traffic operations along Grove Street at the Route 128 Northbound Ramps, Southbound Ramps and MBTA Station Driveway intersections with the Station project built must be maintained at existing levels or improved. However, based on the FS&T findings, expected future traffic operations at these locations are still not known. More importantly, the future traffic operations will be highly dependent upon the access plan approved for the Station project.

FS&T has commented on the three alternative site access plans offered by VHB for the Station project. Comparing the three access plans based on the information presented in the most recent VHB study, Equity Office believes the only viable alternative is Option B-2 as it is the only option with the potential to result in no degradation in through traffic and no material traffic volume increases on Grove Street north of Route 128 and in particular at the MBTA Driveway/Grove Street intersection. Option B-2 allows traffic from the development project and MBTA Station traffic to enter and exit the site from the proposed Route 128 Northbound Collector-Distributor (C-D) Road. Under Option B-2, left-turns would be allowed from the site onto the C-D Road thereby reducing the volume of traffic that might otherwise turn right from the MBTA Driveway and congest Grove Street. Option A is similar to Option B-2 except that left turns would not be allowed from the site onto the proposed C-D Road thereby requiring this traffic to use Grove Street and the MBTA Driveway. Option F requires all Station traffic to use Grove Street and the MBTA Driveway. Based on the information presented to date, Equity has concluded that Options A and F are unacceptable.

Option B-2

FS&T has raised concerns that Option B-2 may not be viable due to sight line constraints along the C-D Road that would create an unsafe condition for traffic turning left from the development and transit station site. FS&T recommended that this sight line constraint be further studied by the applicant and/or by the City. A solution to eliminate this sight line constraint must be developed in order to make Option B-2 viable. Equity asks that the City require the applicant to mitigate any conditions which are inconsistent with a viable Option B-2. Note that other variations of Option B-2 have been considered previously that include traffic signal control and grade separation to safely accommodate the left-turn movement.

MBTA Driveway

Without left-turns permitted from the Station site to the proposed C-D Road, Options A and B-2 are identical. For both options, FS&T recommends that the MBTA Driveway approach to Grove Street be constructed as two lanes rather than one as proposed by VHB. FS&T recommends this change to minimize vehicle queuing on the project site. Equity sees this change as an opportunity to minimize the amount of green time allocated to the MBTA Driveway at the proposed traffic signal and maximize the green time available to through traffic on Grove Street, traffic that may be traveling to or from Riverside Center. Should the development project move forward and plans are developed to signalize this intersection, Equity requests the opportunity to review and comment on the proposed signal timing plans before the signal timing is approved as part of any project mitigation. Further, Equity requests that as a condition of any special permit granted for the development project, there be a requirement that the Owner of 275 Grove Street be given the prior opportunity to review and comment on any signal timing plans for traffic signalization at this intersection to insure that there are no adverse impacts on traffic coming to or from its site. Any such review and comment could be made in consultation with the city traffic engineer and planning department. Equity would seek to minimize delays to through traffic on Grove Street resulting from the development project and the signal timing of this proposed signal.

Traffic Assignments

FS&T seems comfortable with the manner in which VHB assigned traffic to the two proposed site access points. VHB essentially assigned all traffic originating from Route 128 and associated with new uses on the site (office, residential and retail) to the proposed C-D Road. VHB also reassigned more than half of the MBTA related traffic from the MBTA Driveway to the proposed C-D Road. We continue to question the reassignment of existing MBTA Driveway traffic. All MBTA parking under proposed conditions will be located at the northern portion of the site and most directly accessed by way of the existing MBTA Driveway. Existing commuters are accustomed to using this driveway and will likely continue to use this driveway. We are skeptical that the proposed signage associated with the Station project will effectively result in the traffic shifts assumed in the study. Nor are we comfortable with the suggestion made by FS&T that the proposed traffic signal could be timed to discourage access by way of the MBTA Driveway. (Any delays imposed on traffic destined to the MBTA would also impact traffic destined to Riverside Center.) Should the assumed traffic shifts not occur, traffic operations at the MBTA Driveway and Grove Street intersection will be worse than projected in the VHB study. This will result in longer than projected delays to pass through the

intersection when traveling to or from Riverside Center. Accordingly, we ask that the City require the applicant to conduct a sensitivity analysis that considers a less aggressive reassignment of existing traffic flows and that identifies alternative mitigation, if any, necessary to accommodate the alternative traffic patterns.

Grove Street North Access

We are pleased to see that FS&T took exception to VHB's assumed site traffic distribution relative to trips oriented to/from Grove Street north of the site. We raised this same concern in earlier correspondence. According to FS&T, the VHB study has understated the volume of project traffic using Grove Street North and consequently has also understated the expected impacts to the Riverside Center driveways. We look forward to reviewing the revised analysis and mitigation proposals, if any, requested by FS&T and to be prepared by VHB. We will want to understand how the alternative traffic pattern will impact expected traffic operations at the MBTA Driveway/Grove Street intersection and at Grove Street intersections with the Riverside Center driveways.

Option F

We concur with FS&T in finding that Option F, sole access by way of the MBTA Driveway with extensive widening of Grove Street, is not a viable option. However, we are concerned that FS&T has not documented their reasons for reaching this conclusion. We ask that their rational be documented to preclude reconsideration of Option F in the event that the applicant fails to get MassDOT approval for Option B-2.

Roundabouts

FS&T noted that the modifications may be required relative to the design of the two proposed roundabouts on Grove Street. Acknowledging that the current plans are still conceptual, they indicated that the final designs may need to incorporate greater deflection on the Route 128 Ramp approaches to slow down traffic entering the roundabouts. Presumably, this would enhance safety for motorists, pedestrians and bicyclists. We support efforts to make the proposed roundabouts safe but also ask for the opportunity to review any plan revisions in order to understand how these revisions may affect roundabout capacities, delays and travel times to/from Riverside Center.

Rear Access Connection

We note that there was discussion at the peer review meetings of a direct roadway connection between the C-D Road, the development site and Equity's Riverside Center site. Obviously, any such connection will directly impact the operations of Equity's existing, occupied site. It is critical that Equity be kept apprised of any studies or other initiatives related to any proposed connection in order to assess impacts and offer comments.

Timetable for State and Federal Approvals and City Permitting

Many of the topics addressed in the City's Peer Review and the input from members of the community at the Peer Review traffic meetings result in the conclusion that material traffic

mitigation is going to be necessary. In particular, the design and approval of the roundabouts; the Grove Street approach and signal timing, and very importantly, the integration of the C-D road access with Option B-2 all require planning, design, permitting, and construction before any component of the development project or the revised parking facility for the MBTA is built and go into service and monitoring thereafter for possible adjustments and further mitigation. We request that the City require these project mitigation conditions be approved before material time is devoted to further permitting of the development project.

In addition, Equity restates its position that the City (and State and Federal approval agencies to the extent applicable) require all the necessary mitigation to support Option B-2 be in place and functioning before any component of the development project or the new MBTA structured parking be implemented. The Peer Reviewers indicated that if Option B-2 becomes acceptable and viable, the approvals from MassDOT and the Federal Highway Department, based on their experiences, will “take a long time” to obtain and perhaps years; and that approval process cannot begin until the project and the mitigation is well defined. Thus, Equity requests that any Special Permits granted include conditions that (i) no building permits may be issued until all required approvals to implement Option B-2 and the other roadway improvements have been obtained; and (ii) no occupancy permits may be issued until all required onsite and off-site mitigation is constructed and operating as intended.

Thank you again for allowing us to meet with FS&T prior to finalization of the peer review report. We request that we be kept informed of all project development planning as it evolves. Please do not hesitate to call if you have any questions regarding the above.

Respectfully,

STANTEC CONSULTING SERVICES INC.

Richard Bryant
Senior Project Manager

Tel: (802) 864 0223
Richard.Bryant@stantec.com

cc. H. Levine, Esq., F. Stearns, Esq., John Conley, Kristen Faia, Eliot Weisman

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ATTACHMENT J

Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Jeffrey B. Mullan, MassDOT Secretary & CEO
Richard A. Davey, General Manager
and Rail & Transit Administrator

massDOT
Massachusetts Department of Transportation
Rail & Transit Division

October 18, 2010

Mayor Setti D. Warren
City of Newton
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Re: Rear Access Roadway, Riverside Development Project

Dear Mayor Warren:

As you know, the MBTA has been asked to consider allowing an alternative access road behind its maintenance and layover facility at Riverside Station. The original concept for the road was contained in the permits granted for the adjacent 275 Grove Street-Riverside Center office complex. To avoid burdening Grove Street with additional site traffic, there was a permit condition to study the feasibility of constructing alternative access through the MBTA property. Now that a new project has been proposed for the MBTA's parcel, there is a renewed interest in this concept.

Please be advised that after serious analysis and consideration, the MBTA has determined that an alternative access roadway through the rear of the Authority's Riverside complex is neither feasible or safe. Staff from MBTA operations, safety, and environmental departments toured the site to evaluate the impacts on their respective areas of responsibility.

The area of the proposed roadway is adjacent to the Green Line's primary maintenance facility, as well as storage tracks associated with those functions. As a result, the MBTA believes construction of the access roadway would:

- Have a serious adverse effect on current maintenance operations;
- Present a significant safety issue due to its proximity to these maintenance functions;
- Require removal of the storage tracks which are a necessary component of current operations;
- Encroach upon the immediately adjacent watershed and wetland impact areas of the Charles River.

Based upon the above referenced impacts to the safe and efficient operation of the MBTA's Riverside maintenance facility, the Authority cannot approve an alternative access roadway through the rear of the complex.

Thank you and please contact me if you have any questions or need additional information regarding this matter.

Sincerely,

Mark E. Boyle
Assistant General Manager for Development

Cc: Richard A. Davey, MBTA General Manager and Rail & Transit Administrator

ATTACHMENT K

Transportation Advisory Group

Recommendations on Riverside Street Changes

October 5, 2012

1. **Do Not widen Grove Street. Do Not Signalize the Riverside turn**.

We have heard the neighborhood's concerns about increased traffic and think the City can support measures to keep traffic at or below current levels.

The proposal to widen Grove until the Riverside turn will only encourage more cars, more speeding, and discourage other users. It will not add capacity, only storage of cars waiting to merge to one lane.

According to the FST Peer Review, whichever option is selected, the volume of traffic on Grove will be retained or reduced. **Therefore, it should not be necessary to widen Grove.**

If there is no increase in traffic, and the Collector-Distributor entrance works, as FST concludes it will, there will be no increase, but a decrease in left-turns in and out of the Grove Street entrance. **Therefore there is no need to add a traffic signal.**

If Grove is widened it will also preclude a sidewalk on the south side, which is not optimal for the many users of Grove street:

- Children from Lower Falls walking to & from Williams School or the bus stops to middle- and high-schools
- Red sox fans who park on LF streets
- Cyclists
- Commuters
- Neighbors of LF who want to visit Auburndale on foot or Auburndale neighbors wanting to visit LF or Wellesley Hills.

2. Roundabout Geometry

Both roundabouts should be designed to maximize traffic calming, making cars and trucks slow to safe speeds. As currently depicted in the plans, the roundabouts include unsafe right turning lanes. These allow early acceleration onto the highway and unsafe acceleration onto Grove—a two-lane street. Both scenarios endanger pedestrians and bicyclists. Further, the right turn lane onto the C-D road will encourage acceleration that will endanger motorists exiting the development onto the C-D road, whether they are making right or left turns. The development entrance there is downhill and around a corner from where the acceleration would start on Grove Street—making sight-lines difficult. This lane also impedes the movement of cars from the roundabout to the Hotel Indigo lot. **ALL FOUR right-turn lanes are unsafe, unnecessary and should be eliminated** to allow the roundabouts to work as intended.

Crosswalks should be placed on both the north and south sides of both roundabouts, and should be textured and painted for visibility. They should also be well-lit at night, and placed in such a way that drivers can see even our shortest pedestrians. All exit traffc should be required to yield to Grove Street traffic, as FST recommends.

3. Charles River Paths & future Rail Trail

The connections from the site to the Charles River Paths should be retained or created, as should possible connections to a future Rail Trail across Rt. 128 and the river. The parklands can become a destination for T riders from Boston, and will further enhance the vitality of the site.

4. Bridge—**better protect cyclists and pedestrians**

   The bridge over 128 is 56' wide, and has enough width for the proposed 8' bike lanes on both sides. However, the temptation for drivers will be to try to use these lanes for travel, endangering motorists and cyclists. Instead, the curbed area should be widened to 14' and 6' cycle tracks installed next to 7' sidewalks. There should be a roughened surface or paver barrier between the elevated ways to keep cyclists from straying into the walkway and vice versa. The curb should also have some steel or rubber barrier to further protect the cycle/walk way from traffic. 12' travel lanes can be maintained, and Newton would have its **first protected cycle track**. The location of the track will give pedestrians even more protection from traffic.

   Sidewalks and cycle tracks should be on BOTH sides of the bridge. Bicycle traffic should not have to cross the road twice to go north—or south—on Grove St. This is unsafe and unnecessary.

5. Grove Street treatment for Bicycles

   If the bridge is built as recommended, the bicycle traffic on Grove Street should increase. The street is currently fairly safe for cyclists, but to ensure that drivers understand the rules of the road, **Sharrows** should be added to the north side of Grove Street and signs noting that "**Bikes May Use Full Lane**" placed along the road in both directions.

6. Pedestrian Access from Riverside Office Park

   The MBTA should provide at-grade access directly from the parking lot at Riverside Office Park to the station, as it does for our stations at Eliot, Newton Highlands and Newton Centre. Pedestrians now are forced to walk all the way to Grove Street and back. This access will make taking the T more attractive for the workers at the Office Park, encourage them to use the park and retail at Riverside, and will open potential shared parking use at the Office Park lot for sporting events or other peak parking times.

7. Bus loops inside the parking garage

   The five-story MBTA parking garage could be smaller if the bus loops are eliminated. A covered walkway through the community space and retail area can be added, perhaps with a people mover sidewalk for those with mobility issues. This will add vitality to the retail/community areas of the site and remove fumes from the parking structure and station.

ATTACHMENT L

CITY OF NEWTON, MASSACHUSETTS

FIRE DEPARTMENT HEADQUARTERS

1164 Centre Street, Newton Center, MA 02459-1584
Chief: (617) 796-2210 Fire Prevention: (617) 796-2230
FAX: (617) 796-2239 EMERGENCY: 911

Bruce A. Proia
Chief

Setti D. Warren
Mayor

October 9, 2012

Candace Havens
Director of Planning and Development
1000 Commonwealth Avenue
Newton Ma, 02459

Re: Riverside Project

Dear Ms Havens

On Tuesday September 11th 2012 , Chief Proia, Deputy Chief Castro and myself met with the Riverside Project development team in the conference room at Fire Headquarters.
We reviewed the plan and generally had no objections to the proposed project.

We asked for a dedicated site plan as it relates to hydrant locations and Fire Department connections .
We further requested a Bus 45 template be applied to the plans showing all possible turns and turnarounds as it relates to fire apparatus.

I am waiting to hear from the development team with regard to our requests.

If I can be of any help to you please contact me.

Paul Chagnon
Assistant Chief, Newton Fire Dept.
617.796.2203
pchagnon@newtonma.gov

ATTACHMENT M

Setti D. Warren
Mayor

City of Newton, Massachusetts

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

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(617) 796-1089
www.newtonma.gov

Candace Havens
Director

M E M O R A N D U M

DATE: **October 11, 2012**

TO: **Candace Havens, Planning Director**

FROM: **Brian Lever, Preservation Planner**

SUBJECT: **Historical context of The Station at Riverside**

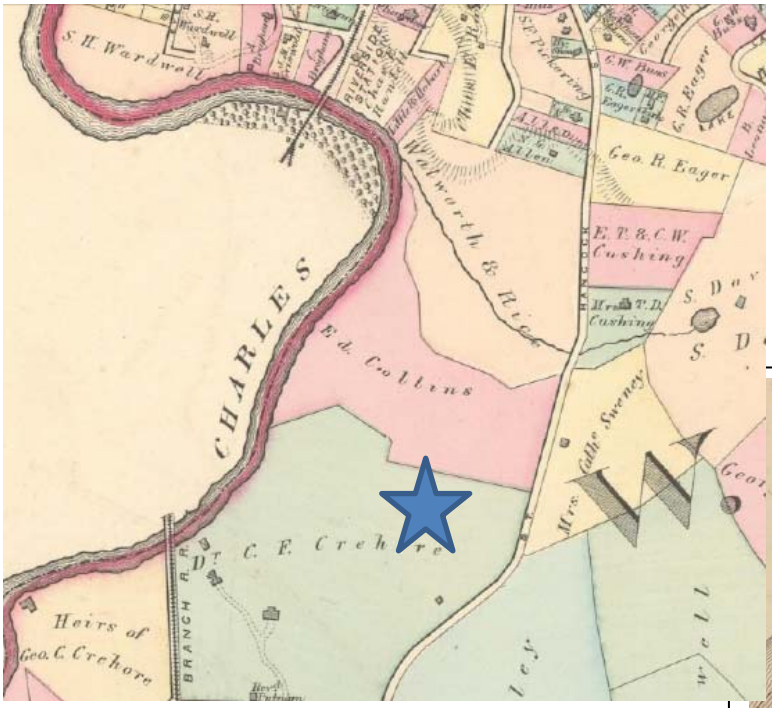
CC: **Land Use Committee of the Board of Aldermen**

The property today known as the MBTA Riverside Station was by 1874 owned by the Crehore and Collins families and used as a residence, worker housing for the mills in Lower Falls, and farmland. The Collins family owned the eastern parcel consisting today of the Riverside Station. The Crehore family owned the western parcel, what is today the neighborhood between Route 128 and the Lower Falls Playground as well as the area occupied by Route 128, the Hotel Indigo, and the western edge of the MBTA property. In 1874 the Riverside Station or depot, operated by the Boston and Albany Railroad, was located in Auburndale adjacent to Central Street near the Charles River on the rail line. The development of the present Riverside Station was driven by the construction of the Circuit Line or Highlands Branch in 1886 connecting Brookline to Riverside via Newton Highlands, what is today the Riverside or D line. After the construction of the Circuit Line, the Boston and Albany Railroad purchased the Collins property for use as a rail yard with spurs for storage and service of trains and cars. The railroad also constructed a round house on the property for turning trains to access different rail spurs.

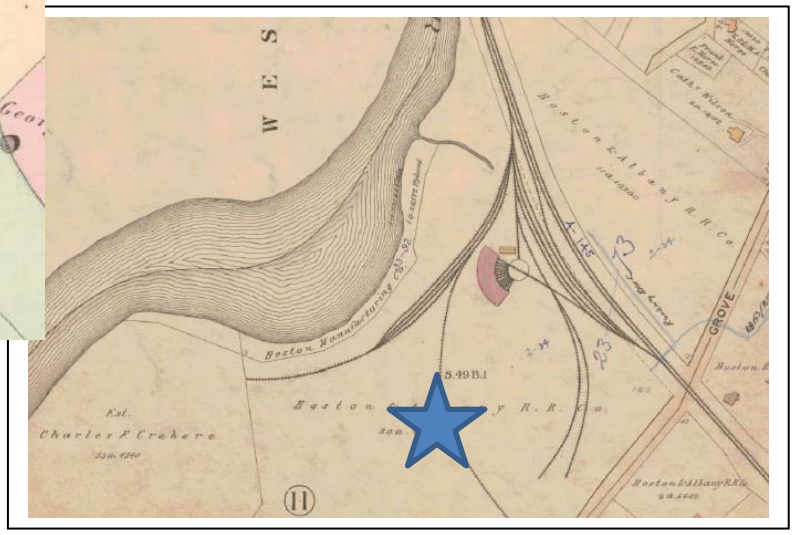
The Crehore property stayed within family ownership until approximately 1920 when the eastern portion of it was sold off to Louis Vassalotti and Cataldo Marchinni who operated Riverside Sand and Gravel on the property. The western portion of the Crehore property was parceled off into housing lots, which became the neighborhood between the Lower Falls Playground and Route 128. The houses in this neighborhood were largely constructed during and after World War II, with the exception of 50 Clearwater Road, which dates to the Crehore family ownership of the property and mills in Lower Falls.

On the eastern or Collins family parcel, in 1958, the Boston and Albany Railroad ended its operation of commuter trains along the Riverside Branch; this prompted the acquisition of the line by the Metropolitan Transit Authority (MTA). The MTA began service on the line in 1959 and the Riverside Station was then moved from adjacent to Central Street to its current location, with new buildings constructed for bus and rail service. On the western or Crehore family parcel, Riverside Sand and Gravel operated through the 1960s with a portion sold off to become the Hotel Indigo in 1963. Much of the remainder of the property was then occupied by Route 128.

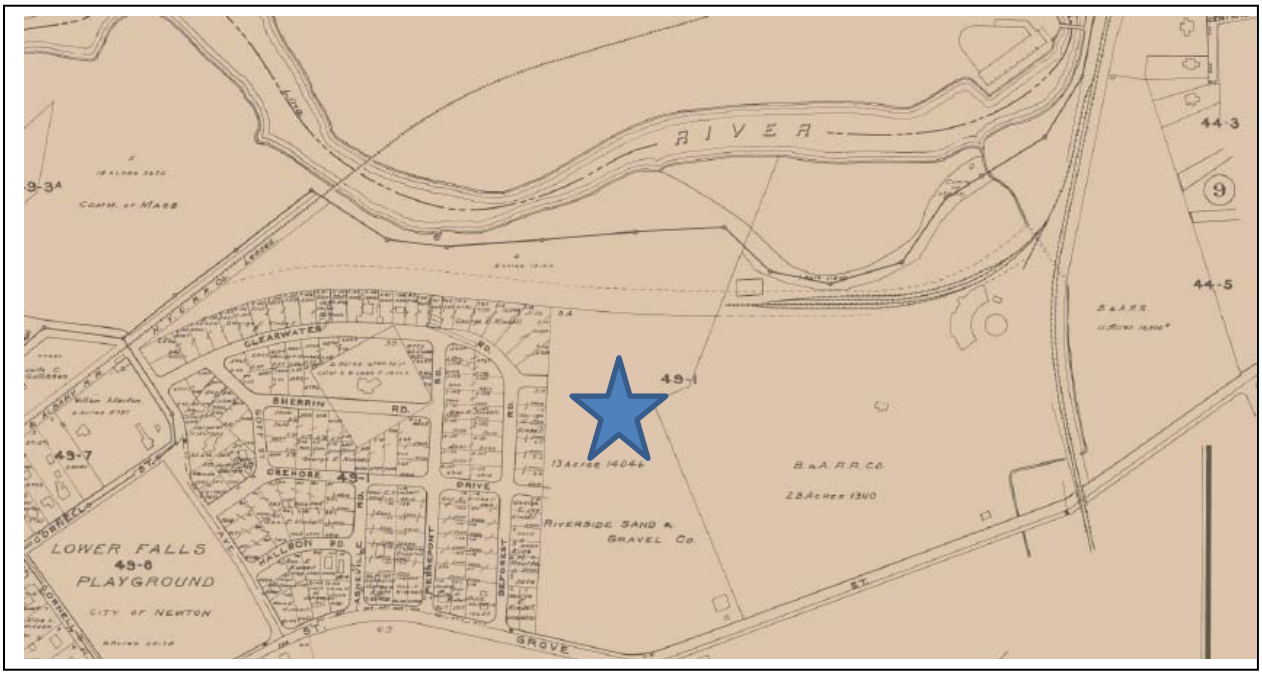
While the use of the Riverside Station as a rail yard has been continuous since at least 1895, the proposed development is unlikely to affect historic resources. The buildings on the Riverside Station are of modern construction and do not have any historic designation. The Newton City-wide Archaeological Survey identifies this parcel as an area that has high potential for archaeological remains. However, modifications to the landscape to accommodate rail operations have created significant ground disturbance and make the potential for disturbing archaeological sites unlikely.



Riverside Site 1874



Riverside Site 1895



Riverside Site 1929

ATTACHMENT N

CITY OF NEWTON, MASSACHUSETTS

Newton Housing Partnership

Setti D. Warren
Mayor

Candace Havens
Director
Planning & Development

Robert Muollo, Jr.
Housing Planner

Members

Bart Lloyd, Chair
Dan Violi, Vice-Chair
Sheila Ardery
Mark Caggiano
Andrew Franklin
Judy Jacobson
Phil Herr
Henry Korman
Peter Macero
Josephine McNeil
Hallie Pinta
Jeanne Strickland
Lynne Sweet
Dan Violi
John Wilson
Matthew Yarmolinsky

October 11, 2012

Ald. Ted Hess-Mahan, Chairman
Members of the Land Use Committee
Newton Board of Aldermen
Newton City Hall
Newton, MA 02459

Subject: The Station at Riverside Proposal

Dear Alderman Hess-Mahan and Members of the Land Use Committee:

The Newton Housing Partnership has twice had the opportunity to meet with Criterion Development Partners, the sponsors of the residential component of the proposed project located at 329 Grove Street, frequently known as "The Station at Riverside."

As part of its charge, the Partnership acts in an advisory capacity to the Mayor, the Board of Aldermen, the Planning and Development Board, the Zoning Board of Appeals, the Community Preservation Committee, and the City staff on developments proposing to provide affordable housing units. The project as proposed would include 44 units of inclusionary housing, per Section 30-24(f) of the Newton Zoning Ordinances.

The Partnership has carefully considered the housing being provided, its design and location within the project, the project's amenities, as well as technical information related to the affordability of the project, which was provided by the petitioner as part of its special permit application. The Partnership has found the proposed project to be consistent with the criteria for our support, which are *affordability, feasibility, suitability, livability*, and *sustainability*. The affordable unit rents will be affordable to households earning 65% of the Boston MSA area median income, and the project will serve low and moderate income households.

At these meetings, the Partnership provided suggestions and noted that further clarity around the following technical points would be helpful as the proposal makes its way through the public review process :

1. As a point of clarification, in order to achieve the inclusionary housing requirement that the mean income of households of the affordable units be no more than 65% of the Boston MSA area median income, the petitioner is proposing to use the 80% Boston MSA income limit, as published by the U.S Dept. of Housing and Urban Development as the income eligibility threshold. The

petitioner noted that the HUD-published 80% Boston MSA area median income is actually 66.5% of the area median income. This is because HUD does not consider the Boston MSA as a high cost housing area when determining income limits, and has capped the 80% of the Boston MSA area median income at the national area median income. According to the petitioner, this income eligibility threshold will ensure that the affordable units will serve households earning 65% or less of the area median income.

2. The Partnership notes that because of ambiguous drafting in the MA Department of Housing and Community Development (DHCD) form regulatory agreement, it is not clear that each of the 44 inclusionary housing units will count toward Newton's Subsidized Housing Inventory. Clarification should be sought from DHCD as to whether these units will be eligible.

3. Further detail regarding where the accessible units that must meet the MAAB Group 2 standards will be placed within the residential component, their proximity to elevators, which percentage should also be affordable, will need to be established during the following stages of the development process, and it was noted that interested parties (such as the Commission on Disabilities as well as other advocates) should weigh in on how these determinations will ultimately be made.

4. It appears from the drawings presented that a pedestrian at the vertical middle of the residential building will have difficulty accessing the entrance to the intermodal commuter facility. Pedestrians, including those with disabilities, might benefit from the presence of a pedestrian walkway at the vertical middles of the residential building and the intermodal commuter facility.

In concluding, the eligible members present at the meeting on October 10, 2012 voted unanimously to support the petition. If you have further questions for the Partnership please let me know.

Sincerely,

W. Bart Lloyd, Chairperson
Newton Housing Partnership

cc Steve Buchbinder, Schlesinger and Buchbinder, LLC
Candace Havens, Director
Trisha Guditz, Housing Programs Manager

ATTACHMENT O

CITY OF NEWTON, MASSACHUSETTS

Fair Housing Committee

Setti D. Warren
Mayor

Candace Havens
Director
Planning & Development

Robert Muollo, Jr.
Housing Planner

Members
Sheila Mondshein, Chair
Susan Paley, Vice-Chair
Philip Herr
Ald. Ted Hess-Mahan
Henry Korman
Kathy Laufer
Josephine McNeil
Esther Schlorholtz

October 10, 2012

Alderman Ted Hess-Mahan
Chairman, Land Use Committee
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02549

Subject: The Station at Riverside draft Inclusionary Housing Plan

Dear Alderman Hess-Mahan:

As you requested, the Newton Fair Housing Committee has considered from a fair housing perspective the Inclusionary Housing Plan submitted by the developer of the Station at Riverside.

Following its discussion of the proposed unit type distribution at the residential portion of the development, it is the Committee's opinion that the distribution of bedroom sizes provided is not likely to have a negative adverse impact on families with children. The Committee believes that the features of this transit-oriented development, with office, retail, and parking use as well as residential use, and an Intermodal Commuter Facility, are not likely to attract a large number of applicant families with children.

In addition to the above comment, we have the following additional comments and/or questions:

1) The Inclusionary Zoning Plan and its accompanying exhibits should address the number and types of units which will be made accessible for persons with a disability, and the applicable accessibility standards.[1]

2) Exhibit 2 (Marketing and Resident Selection Plan)
(a) The Equal Opportunity language set forth should also include gender identity as a prohibited factor.

[1] It is important that persons with mobility impairments be able to both move in and out of their residence and to access the community facilities, job opportunities and public transportation within and near the mixed use development, since such easy access for all persons is at the core of the intent of such a mixed use development. To enable this Committee and others to assess that, it would be helpful were we to be provided with materials making clear where access to each of the buildings in the development will be designed for unrestricted use by those who have mobility limitations, without reliance on such access as through a retail facility that may be available only at certain hours, or a garage.

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(b) The first paragraph on "Training" under "Due Process" should be revised to reflect all applicable legal authorities, as follows:

All persons involved with the processing of housing applications for the inclusionary units will receive training on the relevant requirements of and compliance with Title VIII of the Civil Rights Act of 1968, as amended (Fair Housing Act); Section 504 of the Rehabilitation Act of 1973; Title VI of the Civil Rights Act of 1964; Mass. Gen. Laws c. 151B; Executive Order 11063; and Executive Order 13166.

(c) The paragraph on “Documentation" under "Due Process" should conclude with the words "…and shall comply with all applicable legal requirements".
(d) Both the "Documentation" and "Appeals" paragraphs under "Due Process" should indicate that procedures will be available for applicants with a disability who request a reasonable accommodation in order to apply for and be accepted as a tenant.

3) Exhibit 2: Marketing and Resident Selection Plan Page on Eligibility (unnumbered)
(Paragraph on Household/Apartment Size)
Further clarification is needed, perhaps by the Massachusetts Department of Housing and Community Development, regarding the two person maximum per bedroom rule described in this paragraph. Would that apply, for example, to a couple with an infant? Given the potential for negative impact on families with children, shouldn't there be some provision for an exception where the specific facts would warrant?

4) LIP Regulatory Agreement. Above the listing of unit type and minimum sizes it states that, “All Low and Moderate Income Units to be occupied by families must contain two or more bedrooms.” If correct, that would preclude family occupancy of the majority of the units in the development as proposed, or require the exclusion of some units from consideration as Local Action Units which, if that is actually the case, should be stated now so that the community would know that and its consequence regarding inclusion on the Subsidized Housing Inventory.

If there are any questions about these comments or you wish to discuss them further, please feel free to contact me at sheilamond@yahoo.com or committee staff person Robert Muollo at rmuollo@newtonma.gov or (617) 796-1146. Thank you.

Very truly yours,

Sheila H. Mondshein
Chairperson, Newton Fair Housing Committee

Cc: Candace Havens, Director Planning and Development Dept.
Linda Finucane, Associate City Clerk
Stephen Buchbinder, Esq.