



**40 RUGG ROAD  
BOSTON (ALLSTON), MA  
SUPPLEMENTAL INFORMATION REPORT**

**Submitted To:**  
Boston Planning and Development Agency



**boston planning &  
development agency**

**Submitted by:**  
The Michaels Organization



**Prepared by:**  
Bohler Engineering



**In Association With:**  
DiMella Shaffer  
Kittelson & Associates  
Tech Environmental, Inc.  
Robinson & Cole LLP  
AEI Consultants  
Northeast Geotechnical, Inc.  
Consulting Engineering Services  
New Ecology, Inc.  
Solomon McCown





Michaels Development Co.  
Interstate Realty Management Co.  
Michaels Military Housing  
Michaels Management Services  
Continental Mortgage Co.  
Prestige Building Corp.  
Riverside Capital, LLC  
University Student Living, LLC

January 22, 2018

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Mr. Brian P. Golden  
Boston Planning & Development Agency  
One City Hall Square  
Boston, MA 02201

**Re: 40 Rugg Road Project Request for Supplemental Information**

Dear Director Golden:

The Michaels Organization (the "Proponent") is pleased to submit for your review this supplement to the Project Notification Form (the "Supplemental Information Report"), dated January 22, 2018, for the 40 Rugg Road Project located in the Allston/Brighton Neighborhood District (the "Project"). As set forth in the Supplemental Information Report, the Proponent proposes to construct a new mixed-use residential, retail, and artist complex at 40 Rugg Road.

A revised development program that is presented for your consideration is one that is responsive to the Request for Supplemental Information, dated December 8, 2017 including comments received by the BPDA from Agencies of the City of Boston and elected officials, the public and the Impact Advisory Group (IAG). As such, since our last Article 80 submission (PNF submission dated July 25, 2017), the Project has incorporated substantial changes to the Project, including, but not limited to:

- Reserved 8 of the 34 affordable rental units as "artist units"
- Reserved 1,350 SF of gallery/work space for each artist resident on the first floor of Building C
- Allocated 1,500 SF as flexible gallery/work space in common areas throughout the buildings
- Reduced the building's overall width as well as the residential and retail GFA from 294,400 SF (FAR of 3.6) to 257,870 SF (FAR of 3.13) – 12, 300 SF has been created and reserved for artist gallery/work space, making the Project's total GFA 270,170 SF (FAR 3.28)
- Developed a local artist design concept for the Parking Garage façade and exterior open space
- Reduced ground floor retail space from 2,700 SF to 2,500 SF

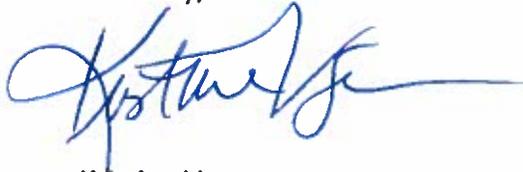
Corporate Office  
3 E. Stow Rd.  
PO Box 994  
Marlton, NJ 08053  
Tel: 856.596.0500  
Fax: 856.596.6093

- Total unit count increased from 261 to 265
- Shifted Building C's residential lobby from Braintree Street to Rugg Road to enhance the residential "feel" of the Rugg Road elevation
- Reduced the brick façade to one-story
- Extended and enhanced the street design on Rugg Road (i.e. street trees and furnishing zones)
- Adjusted the Building B top plate towards a courtyard to break down the scale
- Added a top floor terrace and shifted Building B's lobby to enhance courtyard connection and arrival experience

In addition to the aforementioned changes, which seek to further build consensus with the City and Community, the Proponent has continued its dialogue with the Community regarding all of the benefits the Project will provide and, as a result, our public benefits package has increased and become even more robust.

The Michaels Organization thanks you and your staff for its consideration of the 40 Rugg Road Project and for the collaborative nature of the Article 80 process. We continue to believe that such a collective effort will help bring the Project to fruition and ensure that this impactful Project realizes its great potential for Allston and the City of Boston.

Sincerely,



Kristina Vagen  
Vice President

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# 1.0 APPLICANT/PROPONENT INFORMATION

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## 1.1 Development Team

### 1.1.1 Names

#### 1.1.1.1 Proponent

Proponent:           The Michaels Organization  
                          3 East Stow Road  
                          Marlton, NJ 08503  
                          Kristina Vagen  
                          Jay Russo

The 40 Rugg Road development will be wholly owned by a sole purpose limited liability corporation named Rugg Road USL, LCC, an already formed Massachusetts Limited Liability Corporation (herein referred to as “Ownership Entity”). This entity’s EIN number is 81-3295988. The Manager of this Ownership Entity is Michael J. Levitt with the address of 3 E Stow Road, Suite 100, Marlton, NJ 08053. Michael J. Levitt is also the sole member of the Michaels Holding Company I, LP, who is the sole member of The Michaels Development Company I, LP who D/B/A The Michaels Organization.

The Michaels Organization, or an affiliate thereof, will be defined as the Project’s Developer and receive a development fee for this project oversight. Upon financial closing, a to-be-determined “Principal Investor” affiliate entity will be admitted to the Ownership, but an affiliate of Michael J. Levitt will remain as Managing Member and as an equity partner, likely holding a 10% interest.

#### 1.1.1.2 Attorney

Legal:                   Robinson & Cole LLP  
                          One Boston Place, 25<sup>th</sup> Floor  
                          Boston, MA 02108  
                          800-762-2678  
                          Timothy Twardowski

### **1.1.1.3 Project Consultants and Architects**

Architect:	DiMella Shaffer 281 Summer Street Boston, MA 02210 617-426-5004 Frank Valdes, AIA Tal Shifriss
Civil Engineering & Permitting Consultant:	Bohler Engineering 75 Federal Street, Suite 620 Boston, MA 02110 617-849-8040 Stephen Martorano, PE Timothy Hayes, PE
Transportation Consultants:	Kittelson & Associates 50 Congress Street, Suite 935 Boston, MA 02109 857-265-2153 Ellen Donohoe-Moshier, PE, ENV SP
Environmental Consultant:	AEI Consultants 112 Water Street Boston, MA 02109 857-350-3519 Stephen Graham, PE, LSP
Geotechnical Consultant:	Northeast Geotechnical, Inc. 6 Hart Circle Georgetown, MA 01833 508-598-3510 Mark Zambernardi, PE
Mechanical, Electrical and Plumbing Systems and Fire Protection:	Consulting Engineering Services 128 Carnegie Row, Suite 204 Norwood, MA 02062 Douglas Lajoie, PE
Landscape Architects:	Bohler Engineering 75 Federal Street, Suite 620 Boston, MA 02110 617-849-8040 Matthew Mrva, RLA

Acoustical, Air Quality & Wind Consultants:	Tech Environmental 303 Wyman Street 295 Waltham, MA 02451 781-890-2220 Mark C. Wallace, QEP, INCE
LEED Consultants:	MaGrann Associates 2401 Walnut Street Philadelphia, PA 19103 Jon Jensen, LEED AP
Public Relations:	Solomon McCown 177 Milk Street Boston, MA 02109 Daniel Cence
Structural Engineer	L.A. Fuess Partners 101 Federal Street, Suite 502 Boston, MA 02110 Aaron Ford, PE

## 1.2 Legal Information

### 1.2.1 *Pending Legal Judgements or Actions Concerning Proposed Project*

At this time, the Project team is not aware of any legal judgements or actions pending concerning the Proposed Project.

### 1.2.2 *History of Property's Tax Arrears*

The Project team is not aware of any history of tax arrears on the property.

### 1.2.3 *Site Control Over Project*

The Ownership Entity currently has Site Control by virtue of a Purchase and Sale Agreement with the current owners of the property: Rugg Road Realty Trust, Mark Resnick and Michael Polacco. This agreement was executed by all parties in August 2016 (with John O'Donnell signing as President of the Ownership Entity). This agreement was amended four (4) times to clarify some business terms, including environmental costs and insurances and an extension of the due diligence period for the Purchaser. Per the agreements, closing and "takedown of the land" by the Ownership Entity will occur within 120 days of the Purchasers receipt of the final "Approvals" (defined as

approvals all but the building permit). Seller is required to removal all on-site utility poles and Purchaser will responsible for ACM abatement and building demolition.

#### 1.2.4 ***Public Easements in Proximity of Site***

There is currently an NStar easement for the utility services noted above. Seller is responsible for removing it as a condition of sale.

## 2.0 PROJECT SITE

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Project Name: 40 Rugg Road Proposed Mixed-use Development

Address/Location: 28-32 & 40 Rugg Road, 76-78 Braintree Street, and 10-10R & 38-40 Penniman Road, Boston, MA 02134

Assessor's Parcel #s: 2201825000, 2201807000, 2201808000, 2201810010 and 2201821010.

The Michaels Organization (the "Proponent") proposes to construct a new mixed-use residential, retail, and artist complex at 40 Rugg Road (the "Project"), on a 1.89-acre lot, comprised of five parcels (the "Site") located in the Allston/Brighton Neighborhood District. The Site is relatively flat and is currently improved with a surface parking lot containing 45 parking spaces, and four existing industrial buildings: a one-story brick building fronting on Penniman Road, a two-story brick building fronting on Rugg Road, a one and a half-story building fronting on Penniman and Rugg Road, and a one-story brick building adjacent to Braintree Street. The Site is bounded by Penniman Road to the West, Braintree Street to the North, Rugg Road to the East and existing industrial buildings to the South. See Figure 2-1, Locus Map. And Figure 2-2 through Figure 2-5 for Aerial Views of the Existing Site and Existing Conditions Photographs.

## 2.1 Area Maps of Proposed Project

Figure 2-1: Aerial Locus Map

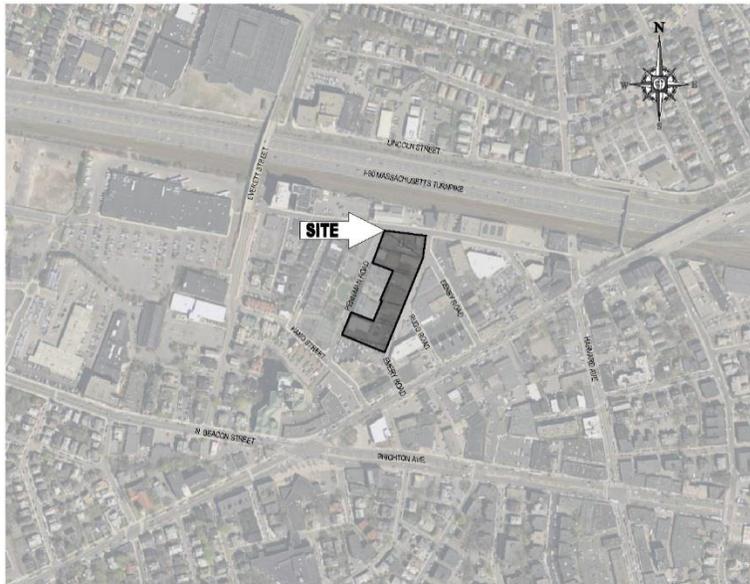
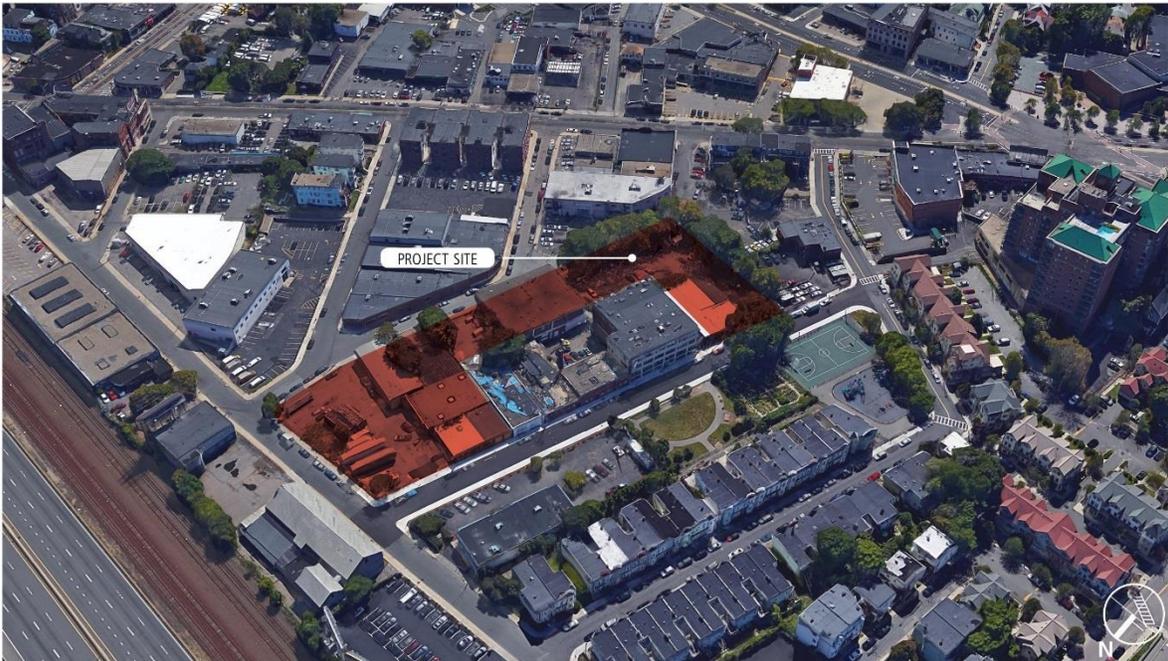


Figure 2-2: Aerial Views of Existing Site



AERIAL VIEW OF SITE LOOKING SOUTH-WEST

SOURCE: GOOGLE



AERIAL VIEW OF SITE LOOKING SOUTH-EAST

SOURCE: GOOGLE

DiMella  
Shaffer

Figure 2-3: Existing Conditions Photographs



VIEW LOOKING EAST FROM BRAINTREE STREET

SOURCE: GOOGLE

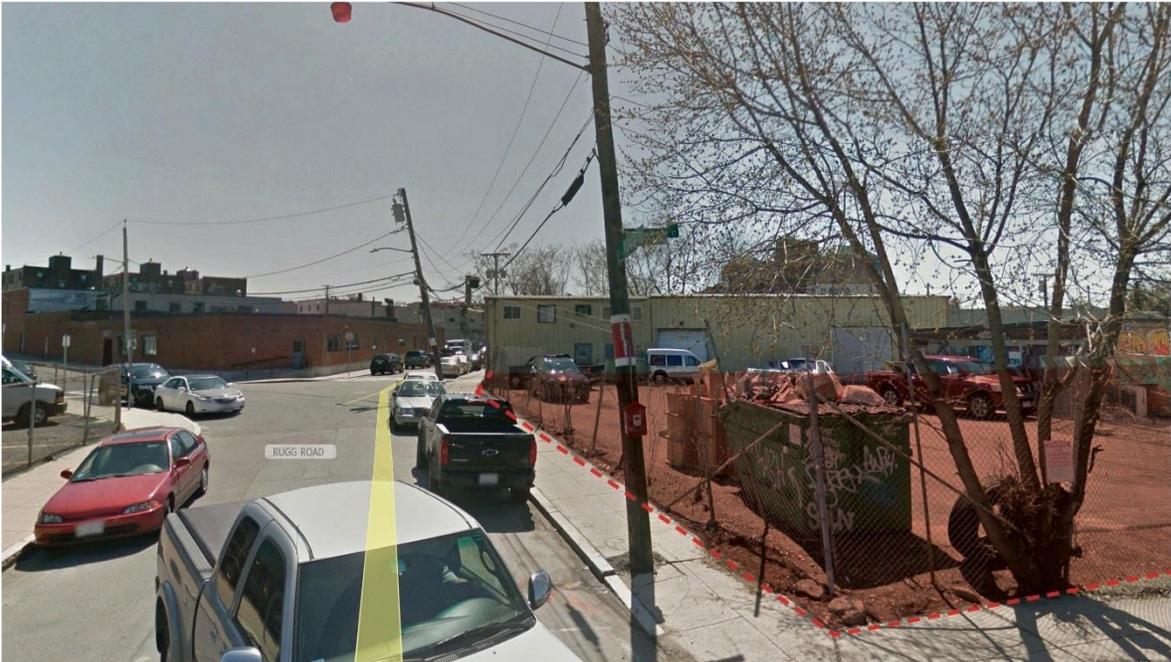


VIEW LOOKING WEST FROM BRAINTREE STREET

SOURCE: GOOGLE

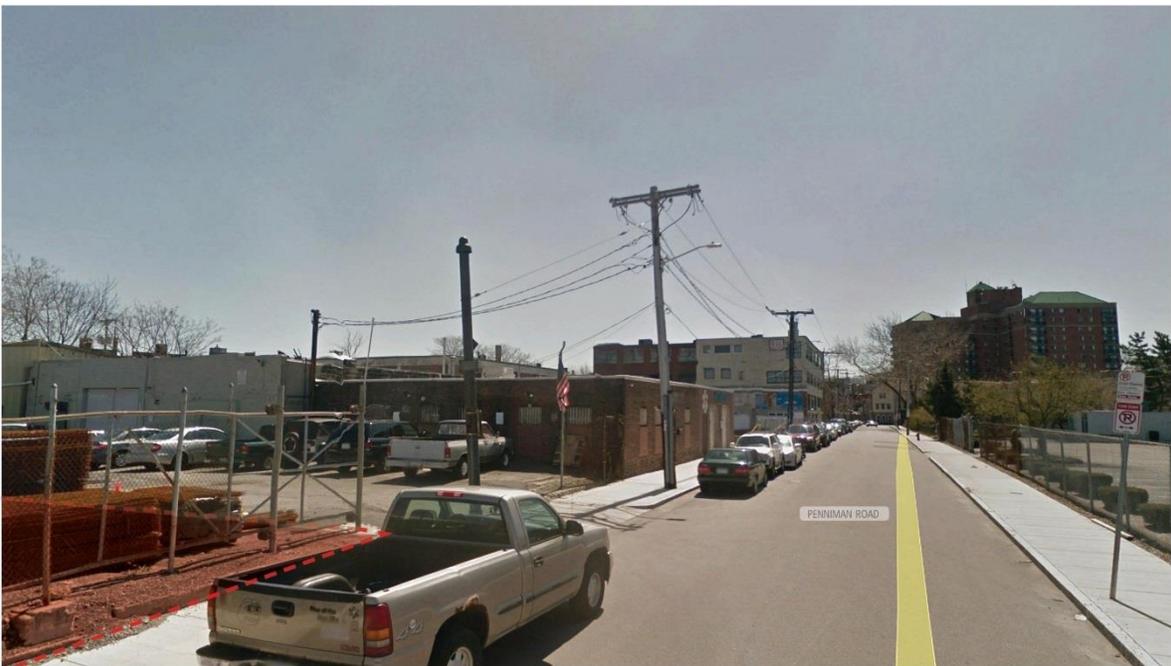
DiMeja  
Shaffer

Figure 2-4: Existing Conditions Photographs



VIEW LOOKING SOUTH-WEST FROM RUGG ROAD

SOURCE: GOOGLE



VIEW LOOKING SOUTH-WEST FROM PENNIMAN ROAD

SOURCE: GOOGLE

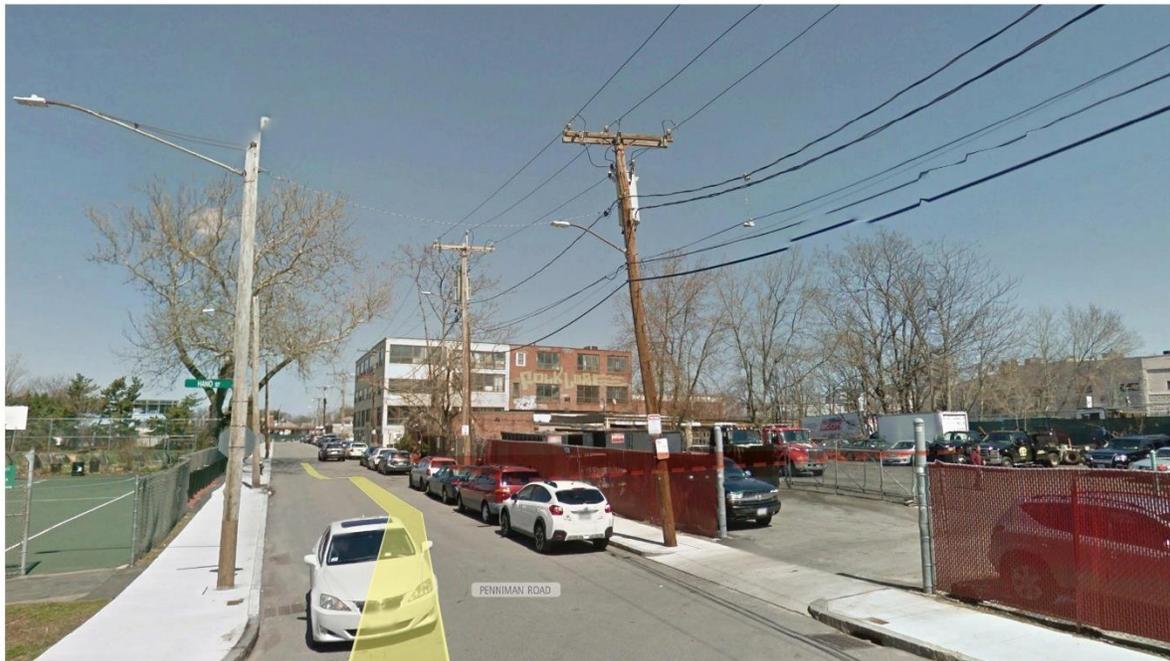
DiMella  
Shaffer

Figure 2-5: Existing Conditions Photographs



VIEW LOOKING NORTH-EAST FROM EMERY ROAD

SOURCE: GOOGLE



VIEW LOOKING NORTH-EAST FROM PENNIMAN ROAD

SOURCE: GOOGLE

DiMella  
Shaffer

## 2.2 Existing Conditions Survey

In order to better understand the existing conditions and infrastructure on and immediately adjacent to the Project Site, a boundary, topographic survey and utility survey was performed. The ALTA-NSPS Land Title Plan, inclusive of metes and bounds, can be seen on Figure 2-6.

## 2.3 Current Zoning

The Project is subject to land use controls contained in the Boston Zoning Code. In accordance with Article 80B of the Boston Zoning Code, the project is subject to the requirements of Large Project Review because it exceeds 50,000 square feet of gross floor area. The Project also is subject to review by the Boston Civic Design Commission under Article 28.

The Project is located within the Allston-Brighton Neighborhood District, governed by Article 51 of Boston Zoning Code and is also located in the Braintree Street Local Industrial Subdistrict designated LI-1. The Site is also included within the area of the Brighton Guest Street Area Planning Study (Planning Study) developed by Sasaki Associates, the private developer, the City of Boston, and the Boston Redevelopment Authority, which was issued in March 2012 with eight months of community input. The Planning Study establishes a long-term vision for the area as an innovative and vibrant mixed use urban destination, and the Project has been designed in accordance with this vision.

To the extent possible, the Project has been designed to comply with the applicable zoning requirements. Although the Planning Study identifies “rental residential land uses” as one of the most viable in the area and establishes a long-term vision of the area as an “urban mixed-use destination with vibrant community and residential uses,” multifamily dwellings are not permitted under Article 51. Under the current zoning, the applicable dimensional requirements for the Site include a maximum FAR of 1.0 and a maximum building height of 35 feet. However, the Planning Study recommends that this area have an increased FAR ranging from 1.25 to 3.25 and a height limit of 60-110 feet (6 to 12 stories). Therefore, a variance relief from the Zoning Board of Appeal will be requested.

The Project is also subject to Article 37 (Green Building) of the Boston Zoning Code. It will therefore be designed and constructed to be LEED certifiable. See Section 4.2.5 for further discussion of the LEED credits that the Project intends to achieve.







## 3.0 PROJECT DESCRIPTION AND ALTERNATIVES

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### 3.1 Project Site and Surroundings

The Proponent proposes to redevelop 82,325 square feet of land area (“Site”) bounded by Braintree Street to the north, Penniman Road to the west, Rugg Road and Emery Road to the East and existing industrial buildings to the South. See Figure 2-6 Existing Conditions Survey.

The Site is currently occupied by four existing buildings ranging between one to two stories, including associated surface parking areas, sidewalks and temporary trailers. Adjacent to the site there are two parcels facing Penniman Road - 30 Penniman contains an existing 4-story masonry building and 20 Penniman, currently under construction, will contain a 5-story 36-unit condominium building. Beyond its border streets, the Site is facing a 5-story 80-unit residential building at 61-83 Braintree Street that is currently under construction; the Penniman Road Play Area park and the Millwright Apprentice & Training Center on Penniman Road; multiple commercial / office buildings on Rugg Road; and Brighton Moving and Storage at its south border with Hano Street beyond.

Currently the Site and the existing structures on the property do not provide a street wall or pedestrian-level activity. Consequently, in its current condition the Site is not an inviting environment for the public. Therefore, in the context of new development along Braintree Street and Penniman Road, the Project will provide a much-needed urban revitalization and improved connections to nearby properties and public transportation as well as an enhanced pedestrian experience.

The Project is located less than one quarter of a mile from the new Boston Landing MBTA Commuter Rail Station and in close proximity to several MBTA bus routes. MBTA bus routes 64 and 66 run along Cambridge Street and MBTA bus routes 57 and 66 run along Brighton Avenue and Harvard Avenue. Additionally, the Site is located approximately 0.5 miles from the Harvard Avenue Station of the MBTA Green light-rail system. The project’s proximity to these pedestrian amenities is reflected in the “Walk Score” for the Project Neighborhood, which scores a 96 where daily life and errands do not require a car.

All existing sidewalks adjacent to the Site will be reconstructed as part of the construction process and will incorporate design elements recommended in the Boston Complete Streets Guidelines and Brighton Guest Street Area Planning Study (Planning Study) dated March 2012; specifically, the improvements in the public ways will include a “furnishing zone” containing a permeable paver strip and series of street trees designed to capture and infiltrate stormwater runoff from the public way sidewalks.

The Site is located within the area of the Planning Study and has been identified by the Planning Study as having “significant capacity” and “immediate potential” for development. The Project complies with the Planning Study vision for “an urban mixed use district featuring vibrant community uses and residential development.”

The proposed Project entails the development of two new, 6-story residential buildings with ground floor retail space and an automated parking structure. The buildings will contain 265 rental apartments, 34 of which will be affordable units. To conform with the Inclusionary Development Policy, additional affordable units are expected to be leveraged by the Proponent’s \$1.5MM contribution for nearby homeownership in concert with the City.

The Project will also include ground floor retail and common spaces for residents. A new green space, approximately 11,000 SF, will be created within the Site with direct access from each building’s ground floor amenity areas for use by its residents. This safe and well-lit space is intended to provide a pleasant walkway that connects Penniman Park and the surrounding neighborhood to the other side of Rugg Road as well as part of the Cambridge Street commercial corridor. This layout is designed directly in keeping with the Planning Study’s desired “interconnected open space” amongst parcels within the neighborhood, as illustrated in the image below.



The majority of parking will be provided by a 168-space automated parking garage and 8 additional spaces provided at grade along Emery Road. Building A and B will be located in an “L”-shape configuration along the southern and eastern boundaries of the Site; Building C will be located in a “C”-shape configuration on the northern side of the site, wrapping around the parking structure. Vehicular access will be provided from Penniman Road.

The combined footprint of the buildings, including the parking garage, is approximately 48,106 square feet, or approximately 58% of the 82,325 square feet site. The Gross Floor Area (GFA), excluding the 12,300 SF dedicated to artist work and gallery space, of the Project is 257,870 SF, providing an FAR of 3.13, which falls within the density range recommended in the Planning Study. The total GFA of the Project, including the space reserved for artist use, is 270,170 square feet, providing a Floor Area Ratio (FAR) of 3.28. As the FAR for the Project is higher than the current zoning FAR, which is 1.0, a variance will be requested from the Zoning Board of Appeal.

The Site is relatively flat and contains varied soil conditions due to the Site’s historical use as a laundry facility. On-site treatment of subsoils and the remediation of contaminants both on site and off site will be performed per Massachusetts Department of Environmental Protection (DEP) regulations. These conditions are discussed in Section 5.10 of the 40 Rugg Road Project Notification Form (PNF).

Figure 3-1: Site Plan

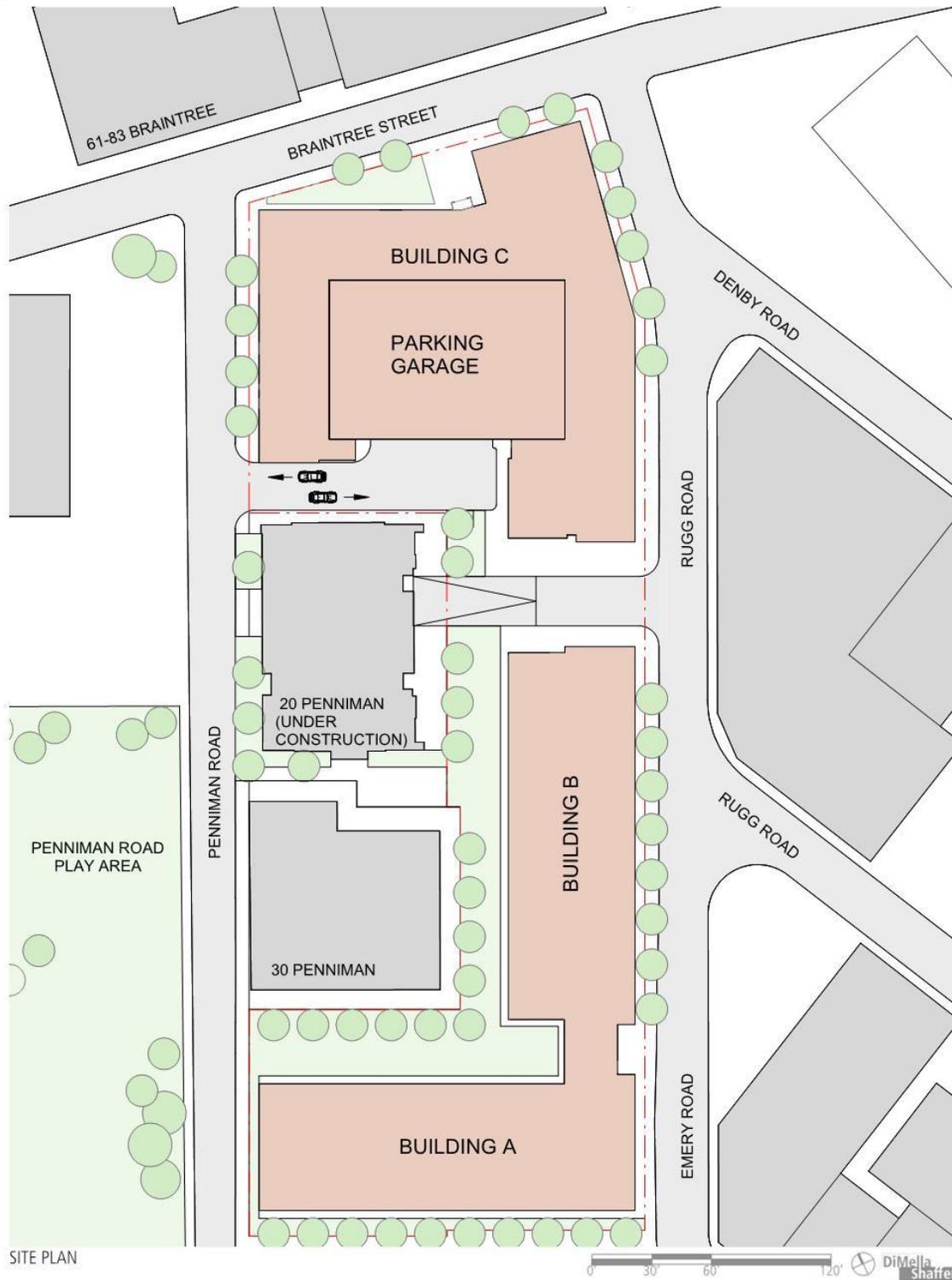


Figure 3-2: Ground Floor Plan

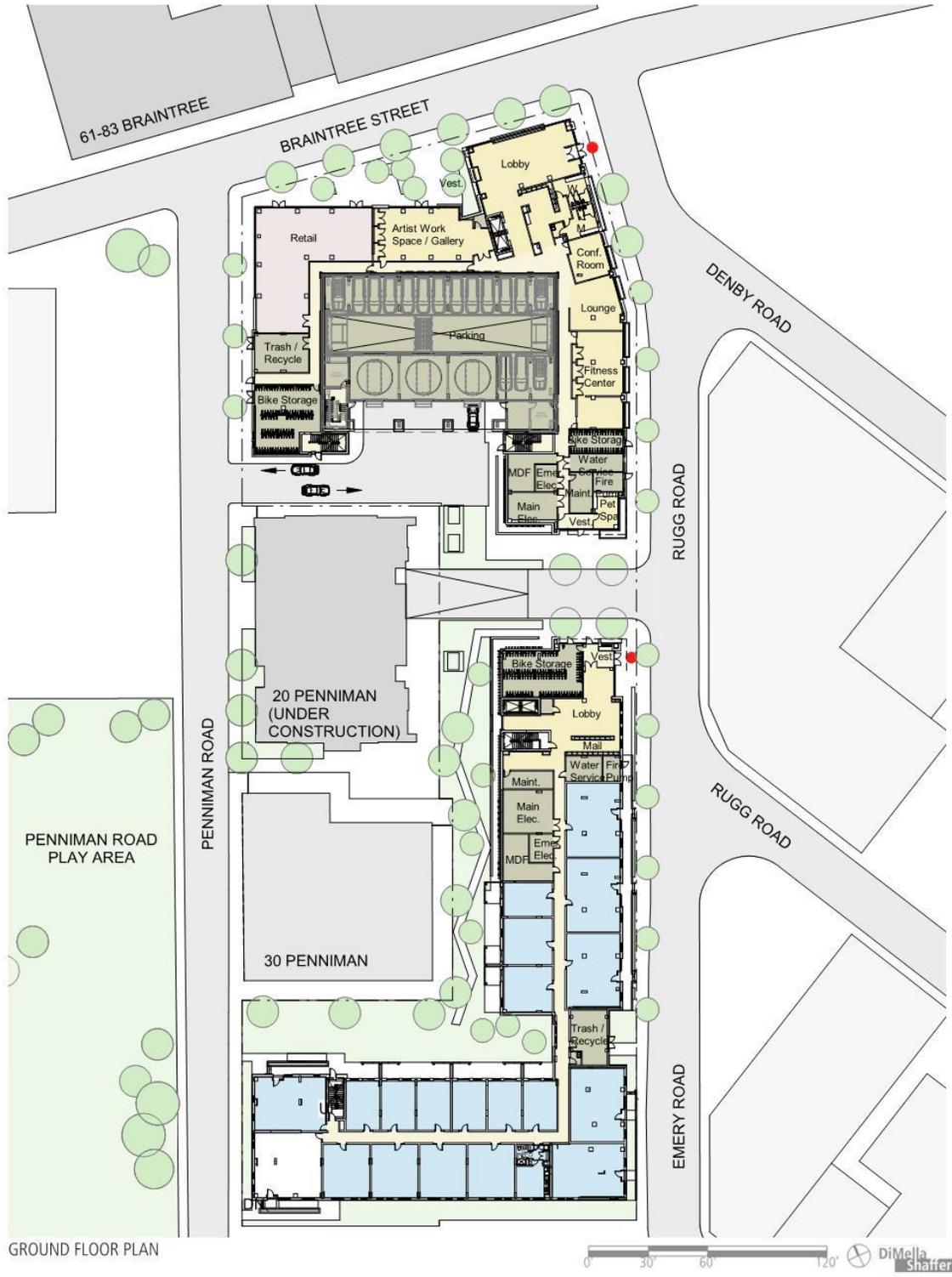


Figure 3-3: Level 2-4 Floor Plans

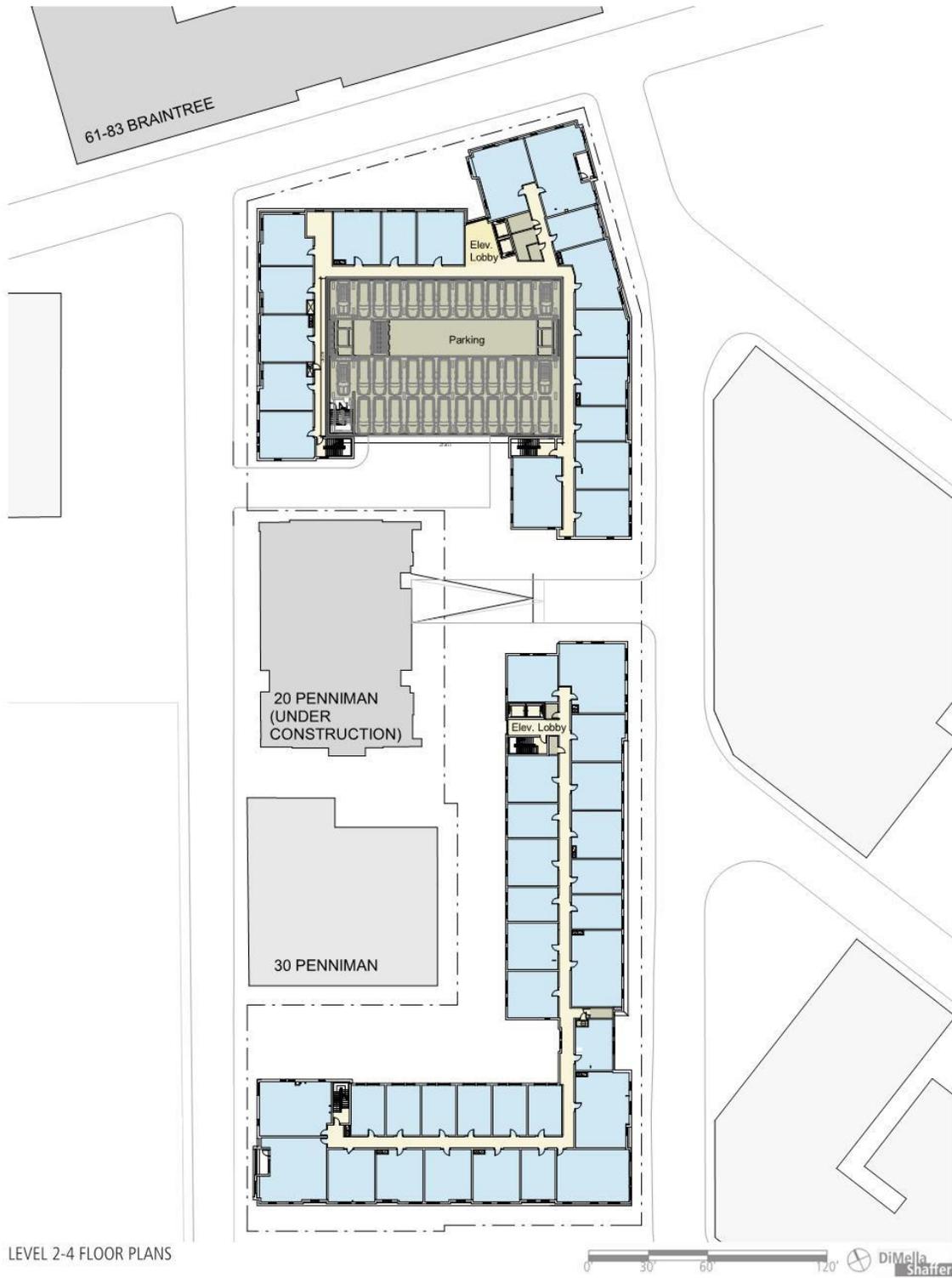


Figure 3-4: Level 5 Floor Plan

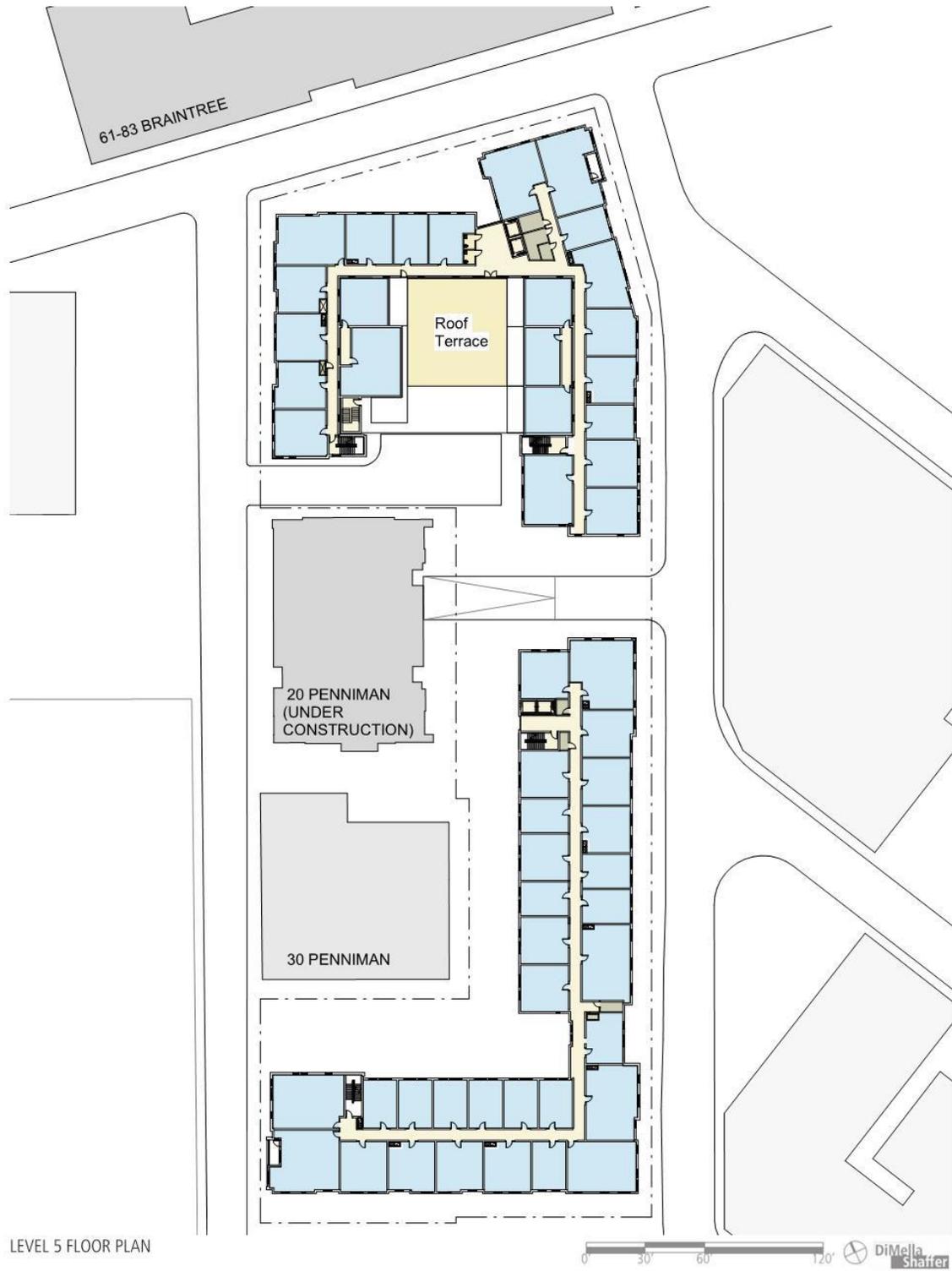


Figure 3-5: Level 6 Floor Plan

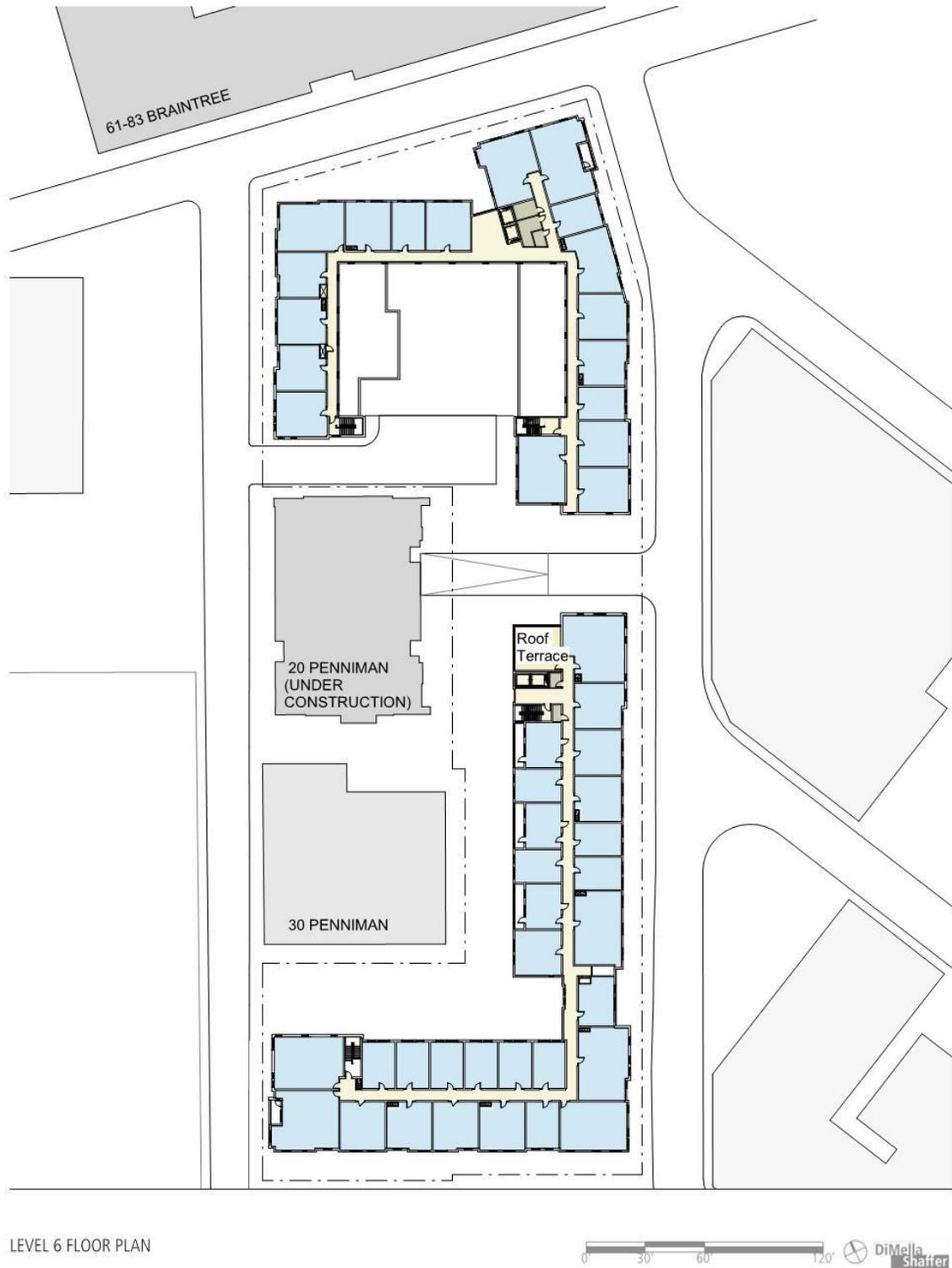
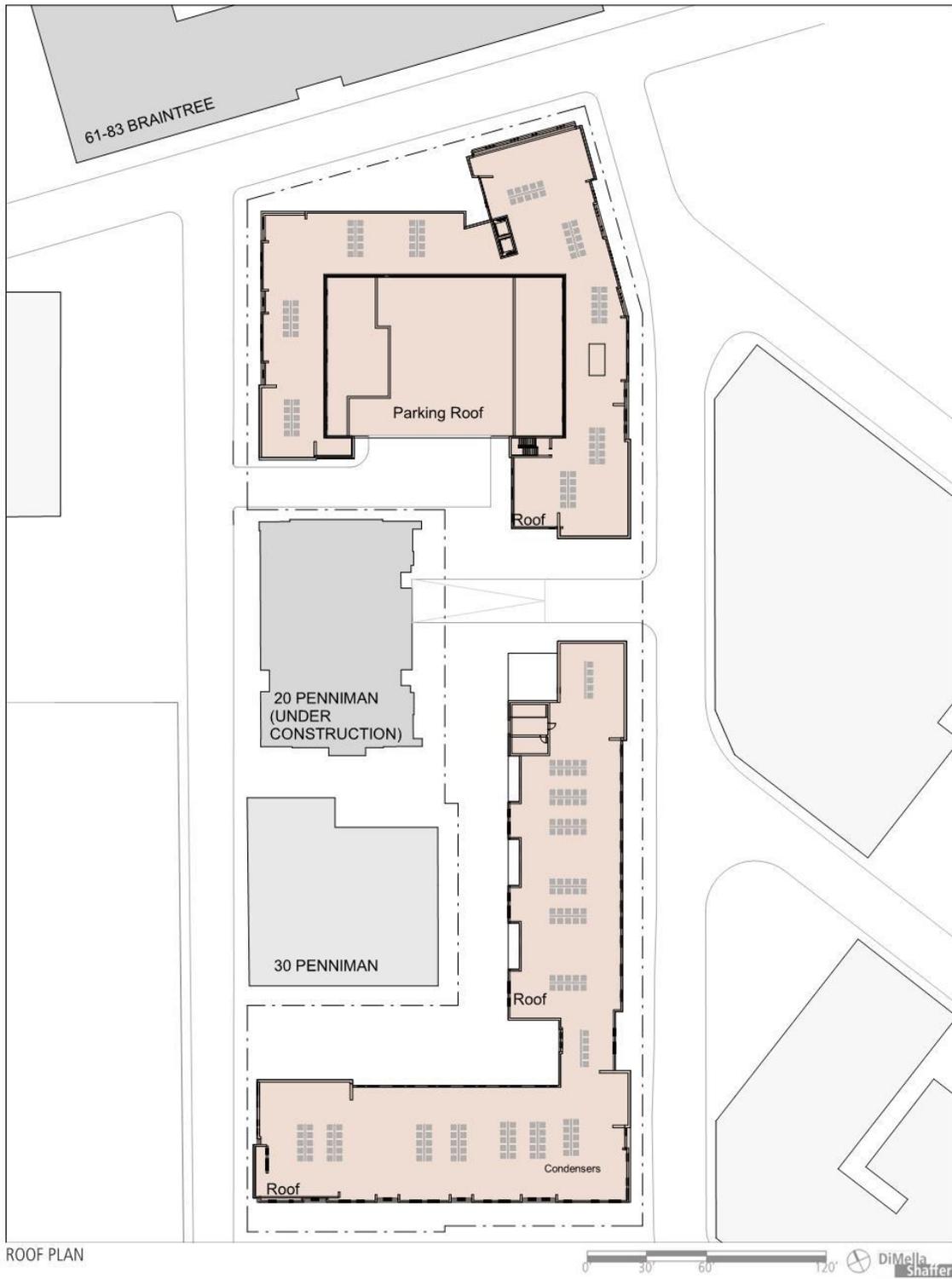


Figure 3-6: Roof Plan



**Table 3-1: Project Program**

Project Component	Dimensions / Counts	
	Current Proposal	July 25, 2017 PNF Proposal
Gross Floor Area (FAR)	257,870 SF (3.13 excluding artist space)	294,400 SF (3.6)
Artist Gallery/Work Space (FAR)	± 12,300 SF (0.15)	N/A
Total GFA (FAR)	270,170 SF (3.28)	294,400 SF (3.6)
Parking	168 garage spaces + 8 surface spaces	168 garage spaces + 12 surface spaces
Ground Floor Retail	2,500 SF	2,700 SF
Ground Floor Amenities	10,000 SF	14,000 SF
Residential	212,500 SF	188,286 SF

### 3.1.1 *Ground Floor Uses*

The proposed building footprint for the new residential buildings is 39,800 square feet. Building C contains 2,500 square feet of retail space at the ground floor level to the north along Braintree Street to activate the pedestrian realm along this portion of the building. The ground floor will also include a mix of one-bedroom and studio apartments within Buildings A and B, two central lobbies, resident spaces for lounges and community gathering, a fitness center, and artist gallery/workspace, and common areas including bicycle storage, trash, and service functions. See Figure 3-2 Ground Floor Plan.

The Project will expand the current mix of ground floor uses in the area to activate and enhance the existing streetscape. Principal vehicular access will be provided through a new access driveway off of Penniman Road.

### 3.1.2 *Residential Units*

The proposed new apartments will provide a diverse mix of housing for the Braintree Street LI Subdistrict. The Project will provide a total of 265 dwelling units comprised of 86 studio apartments with an average of 460 square feet, 122 one-bedroom apartments with an average of 640 square feet, and 57 two-bedroom

apartments with an average of 990 square feet. In Building A-B the dwelling units will be organized around a central corridor; in Building C, the dwelling units will be organized along a single-loaded corridor, wrapping around the parking structure. The layout and shape of the buildings are intended to provide an efficient footprint that will create an urban edge along the border street while keeping the parking structure off of the public realm. The fifth floor of Building C will provide a direct access to a residential roof deck on top of the parking structure, as illustrated in the image below.



**Table 3-2: Project Program**

Level	Studio	One-Bedroom	Two-Bedroom	Total Units
01	8	6	7	21
02	15	24	9	48
03	15	23	10	48
04	15	23	10	48
05	15	27	11	53
06	18	19	10	47
Total	86	122	57	265

### 3.1.3 *Parking and Access*

The Project will be located partially on an existing parking lot that currently contains 45 surface-level parking spaces. The existing parking lot will be removed and replaced with 168 new spaces in a 5-story automated parking garage and 8 surface-level spaces. All of the parking garage spaces will be reserved for use by residential tenants. The surface-level spaces will be available for shared use by retail/commercial patrons, residents and visitors.

The automated parking system introduces a green, safe, and convenient parking solution. The system allows vehicles to be stored with a greater density than conventional parking systems and therefore conserves open space. Upon arrival, the driver will park the car in one of the loading turntables and leave the building. A sensor then analyzes the vehicle size and takes it to an empty space. Upon returning, the driver will scan a card or key and the system will bring their car to one of the exit bays.

Access to the parking garage will be provided by a new driveway off of Penniman Road, as shown in the image below. Vehicle pick up and drop off to the buildings, and visitor parking will be accessed from Rugg Road by a driveway that is shared with the property located at 20 Penniman Road, which has access rights via a deeded easement.



### 3.1.4 *Landscaping*

A new landscape area of approximately 11,000 square feet will be created between Building A-B and the two neighboring residential buildings on Penniman Road. The green courtyard will provide residents of the Project with pedestrian access to nearby recreational and natural amenities across Penniman Road.



To enhance the street scape on Penniman Road, the parking garage is located in the center of Building C. To re-create the ground level open space, the parking structure rooftop will serve the tenants as an outdoor amenity space and include the implementation of both hardscape and softscape elements.

Outdoor seating areas may be provided in front of the retail space and residential entrance on Braintree Street, as illustrated in the image below. Streetscape along the public right of ways surrounding the project will be designed per Boston Complete Streets standards.



### 3.2 Development Schedule and Costs

Provided in the following are the anticipated major milestones for the 40 Rugg Road project:

Contractor on Board 4/2018

Lake Acquisition, Financial Closing, and Designs Complete 6/2018

Abatement & Demolition Complete 7/2018

Article 80 Process, Permits and Other Entitlements complete 11/2018

Commencement of “Vertical” Construction 11/2018

Commencement of Project Branding & Leaseup March 2020

Construction Completion 9/2020

Anticipated Total Development Costs \$107MM

### 3.3 Alternatives Analysis

This section summarizes the Initial PNF Proposed Alternative and the Current Proposal as it has evolved since the Preliminary Design and PNF. The No Build Alternative and the As-of-Right Alternative are provided in sections 2.4.1 and 2.4.2 of the PNF.

#### 3.3.1 Initial PNF Proposed Alternative

As detailed in the project summary, the Proponent proposes to redevelop the existing site with a vibrant, economically feasible mixed-use residential, retail,

and artist/gallery development. In the PNF, the Project team initially proposed an alternative that included two new 6-story buildings with a combined total of approximately 294,400 square feet, that would contain 261 rental apartment units, 2,700 square feet ground floor retail space, residential amenities, and a 168-parking space automated valet parking structure.

### **3.3.1.1 Boston Civic Design Commission (BCDC) Review**

In August 2017, the Project team presented a physical model, detailed elevations, and a detailed site plan to the Boston Civic Design Commission (BCDC) for their review and commentary. At the BCDC Subcommittee meeting, held later in the month, the Project team was advised to reduce the brick façade to one-story, complete the street design on Rugg Road (i.e. street trees), and develop a design for the Parking Garage façade and exterior open space. In addition to the BCDC proposed revisions, the Project team also adjusted the Building B top plate towards a courtyard to break down the scale, added a top floor terrace and shifted Building B's lobby to enhance courtyard connection and arrival experience. Moreover, following the BCDC Subcommittee meeting in October 2017, the Project team also shifted Building C's residential lobby from Braintree Street to Rugg Road to enhance the residential "feel" of the Rugg Road elevation.

The site plan revisions following the BCDC Subcommittee meetings were incorporated to produce the Current Proposal.

### **3.3.2 Current Proposal**

As discussed above, the design process went through multiple iterations after meeting with community stake holders. In addition to the design elements recommended to, and accepted by, the Project team during their meetings with the BCDC board, the Current Proposal reduced the building's width and added artist units as well as artist meeting and flexible work spaces. Eight of the 34 affordable rental units were designated as artist unit, and 1,350 SF of gallery/work space was provided on the first floor of Building C per artist resident. In addition, 1,500 SF was included as flexible gallery/work space in common areas throughout the buildings. The addition of artist units and artist work/flex space, however, impacted the necessary square footage requirements for the needed market rate apartments. Therefore, five additional units were added, bringing the unit count for the Current Proposal to 265.

The new unit count represents a minimal difference of four additional units from the Initial PNF Proposed Alternative submission. Despite adding four additional units, the Current Proposal has reduced the Project's GFA to 257,870 SF and FAR to 3.13, excluding the 12,300 SF dedicated to artist work space and gallery. The additional artist work/gallery space brings the Project's total GFA to 270,170 SF and FAR to 3.28, which is over the 3.25 FAR limit recommended in the Planning Study. However, to meet the demand for artist space repeatedly expressed by the community, the Project's total FAR had to slightly surpass the recommended density.

Overall, the Current Proposal includes two new 6-story buildings with a combined total of approximately 270,170 square feet, 265 rental apartment units, 2,500 square feet ground floor retail space, residential amenities, and a 168-parking space automated valet parking structure.

Building upon the aspirations set forth in the Initial PNF Proposed Alternative, the retail and residential elements of the Current Proposal contribute to the City's vision for this neighborhood as outlined in the recent Planning Study. The design intends to increase light and activity to enhance pedestrian comfort and form a strong linkage to the vitality of the Guest Street corridor while further activating Braintree Street, the new Boston Landing Commuter Rail Station, and Cambridge Street. The plans for the Project aim to enhance this section of Braintree Street and act as a catalyst for future development and encourage more projects to invest in the surrounding area.



To achieve these goals, 40 Rugg Road will be built along the street edges at the perimeter of the Site and provide an internal green courtyard for the tenants to enjoy while creating a visual link between Penniman Road Park, the surrounding neighborhood, and Rugg and Emery Road. This safe and well-lit landscaped courtyard will further activate the public realm by providing a pleasant experience for pedestrians and granting access to 40 Rugg Road’s ground level amenities including: a retail space – in which the future tenant will serve the community’s commercial needs – with large storefront windows that wrap the corner of Penniman and Braintree Streets, animating the street; two welcoming entrance lobbies for residents on Rugg Road; and a transparent first floor façade along Braintree Street displaying the interior community and amenity spaces, including the newly encompassed gallery space for artists that has an entrance directly off a triangular public plaza facing Braintree Street.



Because the immediate blocks that bound the development Site are characterized by different scaled, mixed-use buildings surrounded by surface parking lots enclosed with chain-linked fences, the development team paid particular attention to encompassing design elements that gently introduce scale, breaking up the building mass into two six-story buildings, each with unique features, stitched together by open spaces and pedestrian access points, and that together wrap around an internal 5-level automated parking structure hidden from the street.

With this approach, the development provides a publicly accessible green corridor between the new buildings and their neighbors, and also affords a public plaza area facing Braintree Street which provides a pronounced, well-designed entrance for the new first floor gallery space. Darker, brick material will wrap the “bookends” of each building to ground the European modern design and large loft-like windows throughout the facade will enhance the transparent and open feel of the design. This approach is directly in keeping with the Planning Study recommendations that state the design should “reveal the creative uses occurring in the district by making buildings transparent where possible...” and “reflect a forward thinking architectural building treatment with contemporary design.”



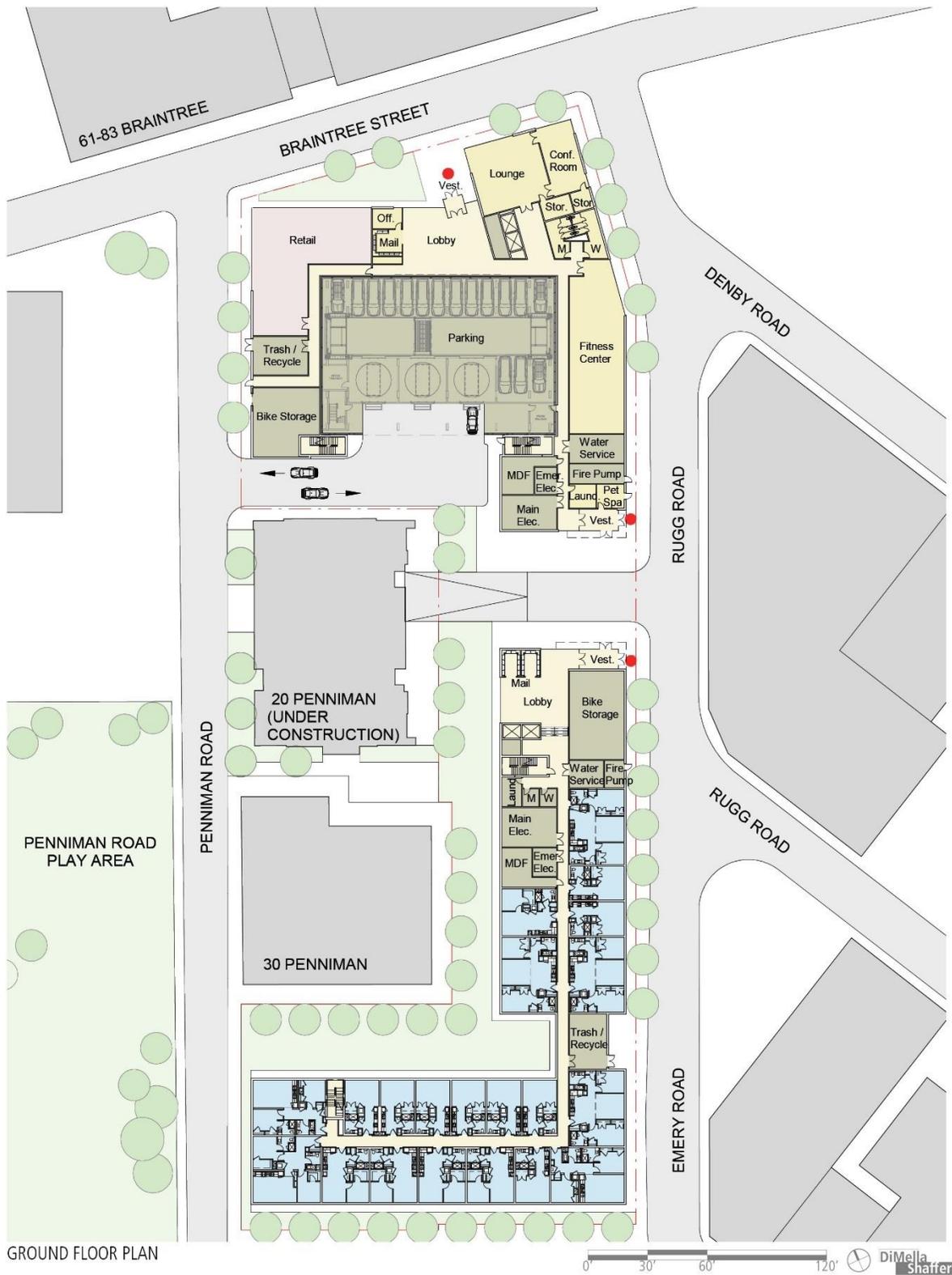
The Proponent will continue to work with the Boston Transportation Department (BTD) and BPDA in an effort to achieve a comprehensive design that is integrated with the surrounding community. The preliminary design called for the parking structure to have frontage and access along Penniman Road. After conversations with the BTD and BPDA, it was determined that this design would have less favorable traffic impacts and would not provide the pedestrian friendly use along Penniman Road consistent with the Complete Streets Initiative and the Planning Study. Additionally, the community seeks to preserve the residential feel of Penniman Road which could not be realized with the parking structure’s original location. The Proponent, in recognition of these comments, has developed the Current Proposal with the parking structure set back within

the property allowing for improved traffic patterns and more pedestrian accessible routes around the project. See Figure 3-7 for the Original Design, Figure 3-8 for the Initial PNF Proposed Alternative, and Figure 3-9 for the Current Proposal.

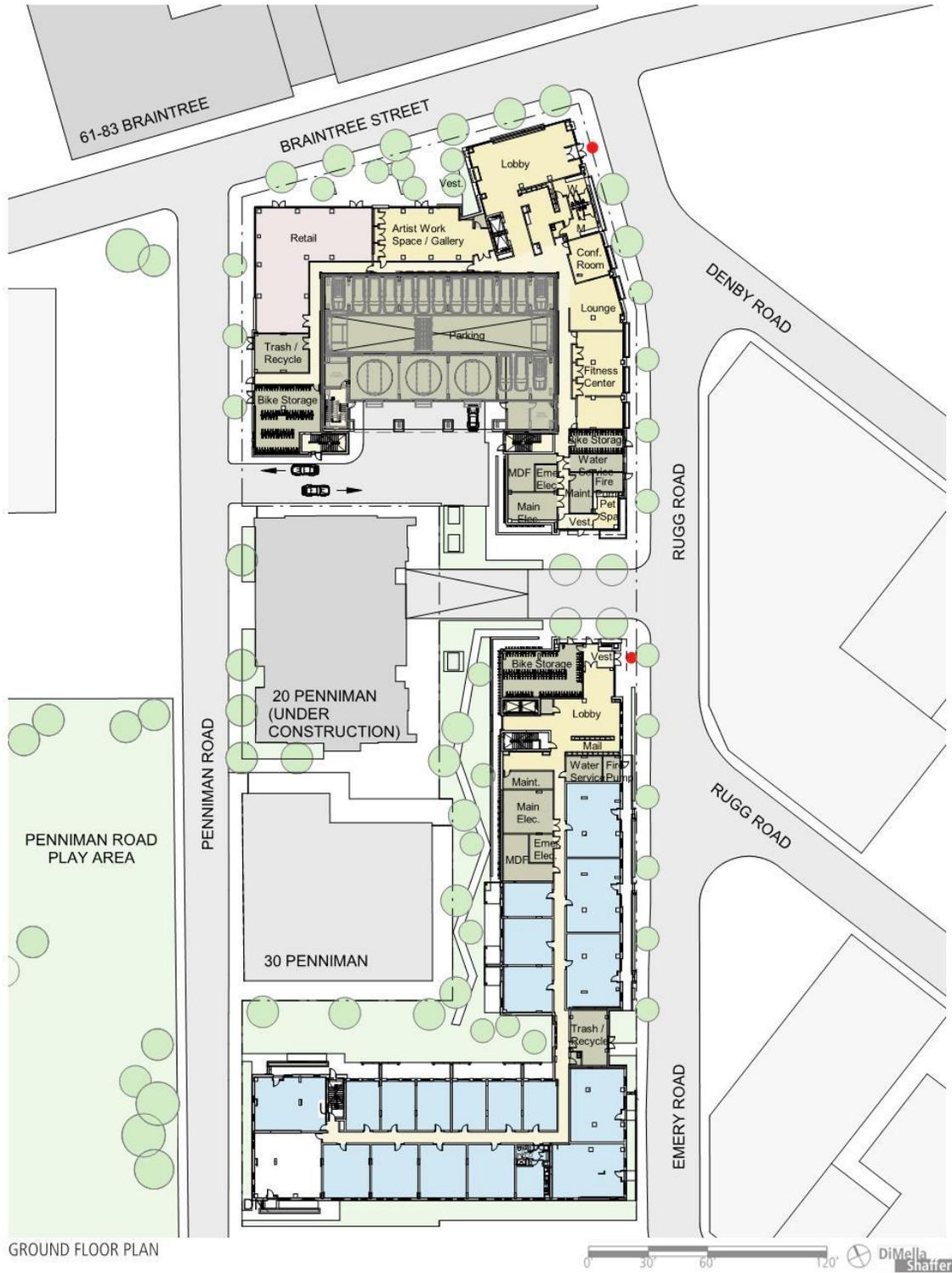
**Figure 3-7: Pre-PNF Application Design – Ground Floor Plan**



Figure 3-8: July 25, 2017 PNF Proposed Alternative – Ground Floor Plan



**Figure 3-9: Current Proposal – Ground Floor Plan**



Currently, the Site is an untested area for commercial activity. There is little retail and pedestrian activity surrounding the site. No new market rate housing has yet to emerge. Taking these leasing dynamics into consideration, and the vision outlined by the Planning Study, the Proponent identified a ground floor retail/artist gallery component, residential lobby, and amenity space along with upper floor residential as the best use group to economically drive the development of the Site. The Site's substantial frontage along Braintree Street and unique location within the Planning Study area will help to revitalize the area, provide a complementary use to the surrounding developments happening in the area, and help to promote future growth in the neighborhood and Braintree Street LI Sub district.



### **3.3.2.1 Impact Summary**

The Current Proposal will generate an estimated 35,550 gpd of sewer discharge and use approximately 39,100 gpd of water. Per conversations with the Boston Water and Sewer Commission (BWSC), the City's infrastructure has the capacity to meet the water and sewer needs of the Current Proposal. The Proponent will pay the City additional water and sewer fees, as well as a substantial inflow and infiltration fee to upgrade the infrastructure.

The Current Proposal will dramatically improve the existing stormwater management system by utilizing Stormwater Best Management

Practices to meet current stormwater quality standards, emulate groundwater recharge, and control the peak flow of stormwater runoff over existing conditions.

The Current Proposal will include necessary mitigation for traffic impacts including Traffic Demand Management (TDM) measures, bicycle amenities, real-time transit information in building's lobby, guaranteed ride home program, car sharing and discounted ZipCar rates, transportation awareness events and transportation information and material.

The Current Proposal will meet the State Stretch Code requirements and Boston's Article 37 – Green Buildings and Climate Resiliency Guidelines. Section 5.6 in the PNF fully describes the greenhouse gas analysis.

The Site will incorporate Boston Complete Street requirements, open plaza areas, and various vegetated areas to create a vibrant community space.

Additionally, the Current Proposal achieves the goals of the Planning Study by providing vibrant community mixed-uses (including retail and artist/gallery space) and residential development. The development will also provide economic benefit in the form of construction and permanent jobs.

### **3.3.3 *Alternatives Analysis Conclusion***

After thorough analysis of possible project alternatives, it was determined that the Current Proposal provides an economically feasible project that best achieves the goals of providing job and wealth creation, meeting the intent of the Planning Study, and economic benefit to the area. Other alternatives were found to hinder the Proponent's ability to provide ample job creation, economic benefit, and community benefits while still being a practical venture. The Current Proposal generates the greatest benefits to the local community, provides a harmonious project to the other developments in the area, and meets the goals of the Planning Study.

## 4.0 Public Benefits

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As part of the redevelopment effort, the Project is committed to and anticipates numerous community and public benefits. These benefits include the creation of much-needed housing and affordable housing units, construction and permanent job creation, improved pedestrian amenities, expanded retail/artist gallery, and/or restaurant options, and additional tax revenue to the City of Boston by increasing the assessed value of the Property.

### 4.1 Anticipated Employment Levels

The Project is expected to bring over 285 residents, whose spending power and economic contribution are expected to support 89 jobs. As a part of the construction process, the Project will provide 234 construction jobs and 14 permanent jobs. Furthermore, the Project's proximity to the Boston Landing MBTA Station will create corresponding economic development.

The proponent is committed to adhering to the Boston Resident Jobs Policy which outlines the minimum target number of minorities, women and residents working on the Project at any given time. There will be a designated area on the construction site for the posting of job applications so that all local and Boston residents can be aware and apply for any potential employment opportunities. The Proponent will work closely with local community leaders to ensure that the Project fosters opportunities for employment.

### 4.2 Future Activities and Programs

By transforming an underutilized site into a vibrant mixed-use residential and retail/artist gallery location, the Project will contribute substantially to the improvement of the pedestrian environment, the potential retail and service vitality of the neighborhood, and the urban design and architectural character of the Brighton/Braintree Street area.

#### 4.2.1 *Transportation*

The Project is to be located immediately adjacent, 0.2 miles and less than a 5-minute walk, to the Boston Landing MBTA station, leveraging and enhancing the use of public transportation in the City and the surrounding region to offer direct, economical and environmentally friendly access to the site for tenants, businesses, customers, employees, individuals, and others.

The Project is expected to generate an additional 446 transit trips per day on the Framingham/Worcester Commuter Line, generating an additional \$732,550 in revenue per year (for trips from Boston Landing to South Station) for the MBTA. (See section 6.6.2 in the PNF for the determination of the generated transit trips per day.) This same trip would afford the new residents efficient commutes downtown consistently of only two stops and about a 15-minute ride.

#### **4.2.2 *New Market Rate and Affordable Housing Units***

The Project will provide 265 units of much-needed housing and will satisfy the City's Inclusionary Development Policy ("IDP") by designating 13% of the total units as affordable (34 affordable housing units). The affordable housing units will be constructed on site and be reserved for low income families in accordance with IDP regulations, and the unit sizes and unit mix will be consistent with BPDA Policy of Affordable Housing.

#### **4.2.3 *Incorporation of Artist Space and Work***

The Proponent recognizes the value and impact artists and their art have in the Project's neighborhood and is thereby allocating eight of the 34 onsite affordable units for City of Boston certified artists. The artist-reserved units will integrate specific accommodations, such as larger unit entrances, flexible floor plans, and more modest finishes, to make the space more applicable for artist use. The artist-reserved units will be adjacent to one another, all on the same floor (the 2<sup>nd</sup> floor of Building C), and will be located immediately above the artists' gallery and workspace reserved for them on the first floor of Building C. Each artist will be provided 1,350 SF on the first floor of Building C for gallery and/or work space. Furthermore, artwork will also be displayed in common areas throughout the building, including a 1,500 SF flexible gallery/work space, as well as outdoors.

In addition to providing affordable housing for artists, the Proponent has voluntarily agreed to work with Artists for Humanity to incorporate civically conscious public art components that are respective of the neighborhood's history. Beginning with a graphic "wrap" of the automated parking garage, the Proponent also intends to work closely with the artists who will call 40 Rugg Road home, as well as the artists community as whole, to incorporate public art components throughout the development, which may include wayfinding signs, artistic bike racks, outdoor seating, and plantings and associated landscape architecture. An illustrative image of the graphic "wrap" is provided below.



#### 4.2.4 *Improved Pedestrian Amenities*

The Project design team will work closely with the Boston Transportation Department (BTD) and is committed to working within the guidelines established in the Complete Streets Initiative to provide improved pedestrian access around the Site. These improvements will provide ADA/AAB compliant routes, street landscaping, a street furnishing zone, and improved pedestrian experience. Public way improvements will adhere to City of Boston standards and the Planning Study. The Planning Study envisions Braintree Street as a live/work street with a narrow right of way. The Project's design is consistent with the Planning Study vision with retail and amenity spaces proposed on the ground floor and residential above along Braintree Street. In addition, the proposed buildings along Braintree Street will be setback from the existing sidewalk limits and right of way in order to enhance the walkability and increase the public realm experience as outlined by the Planning Study. Under the Planning Study, the remaining streets surrounding the Project are considered neighborhood streets. The proposed streetscapes for Rugg Road, Penniman Road, and Emery Road will be consistent with the vision of the neighborhood street which includes on-street parking, trees along the curb, and a setback zone to provide a buffer to residential ground floor units.



#### **4.2.5 *New Retail and Service Development***

The Project will provide approximately 2,500 square feet of ground floor retail, artist/gallery and/or restaurant space, which will both create pedestrian activity around the Site and the neighborhood and provided amenities to the neighbors and residents of the Project. As noted above, retail is proposed along Braintree consistent with The Planning Study vision.

#### **4.2.6 *LEED Certifiable Building***

The Project is being designed to achieve a LEED Silver Certifiable Level for Residential Mid Rise (LEED MR). This requires the project team to commit to incorporating environmentally sustainable design elements into the design. These elements will improve the efficiency of the building, help protect the local and global environment, and improve the quality of life for the Project residents as well as the neighborhood. Further discussion of the sustainable design and practices can be found in Chapter 4.0 Sustainability of the PNF.

## 5.0 COMMUNITY PROCESS

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The Project will exceed 50,000 square feet of new gross floor area, which is the threshold for developments being subject to Large Project Review under Article 80 of the Boston Zoning Code (the “Code”). As such, the 40 Rugg Road PNF was submitted to engage the Boston Planning Development Agency process.

### 5.1 List of Meetings

Past Meetings the Proponent has held with City Agencies as well as associates interested in or affection by the Project:

LOI Submitted & Filed	5/24/17
Extended PNF Submission (asking for expanded PNF/DPIR)	7/19/17
ACA Meeting	7/19/17
1st BAIA Meeting (Pre- EPNF Submission)	7/20/17
Scoping Session with All City Agencies	8/15/17
Meeting with Allston Brighton CDC (#1)	8/16/17
BPDA Public Meeting	8/24/17
Meeting with Artists for Humanity (#1)	8/24/17
Meeting with MAB Disability Services (Paul Emello, Rugg Rd Abutter)	8/25/17
BCDC Subcommittee Meeting	8/29/17
BTD Transportation Meeting	8/29/17
First EPNF Comment Period Expiration (60 days) & Extension (30 days)	9/14/17
Meeting with Artists for Humanity (#2)	9/21/17
IAG Meeting (1st)	9/25/17
Article 85 - Demo Delay Filing	9/25/17
Formal BRA process - First Closed IAG Meeting	9/27/17
Inspectional Services Department (ISD) Meeting - Discuss Garage (need Performance design)	9/27/17
Public Improvement Commission - Public Ways work	10/2/17
Community Meeting with HANO Residents	10/3/17
ZBA "Turn Down Letter" (meeting request)	10/10/17
BCDC Subcommittee Meeting #2	10/17/17
IAG Meeting (#2)	10/17/17
EPNF Comment Extension Expiration	10/31/17
ACA Meeting 2 & Vote	11/15/17
Formal Written BPDA Request to Comments	12/8/17
Meeting with Allston Brighton Main Streets	12/28/17
Meeting with Allston Brighton CDC (#2)	1/18/18

Future Meetings the Proponent intends to hold with City Agencies as well as associates interested in or affection by the Project:

Before ZBA Approval: BCDC, ACA, and IAG

Post ZBA: Additional meetings with the ISD and Fire Department to secure building permit(s), continued meetings with the utilities, additional MassDEP meetings to ensure compliance during remediation, further meetings with BPDA and Department of Housing and Community Development (DHCD) to discuss usage of the \$1.5MM developer contribution, meeting(s) with BPRD, Police Department, and Community to discuss Penniman Park Improvements, Community Meeting(s) to provide project updates after receipt of permits (GC to discuss logistics and pest management), community cleanup event(s), and a groundbreaking ceremony.

## 5.2 Names and Addresses of Entities Interested In or Affected By the Proposed Project

Names and addresses of abutters and project area owners in a 300-foot radius from 40 Rugg Road and 28 Rugg Road are listed in Appendix 3. Community and business groups as well as other associations interested in or affected by the Project are listed below:

Allston Civic Association  
P.O. Box 822  
Allston, MA 02134

Boston City Council – District 9  
One City Hall Square  
Boston, MA 02201

Allston Village Main Streets  
161 Harvard Avenue, Suite 11  
Allston, MA 02134

Boston Civic Design Commission  
(BCDC)  
One City Hall Square  
Boston, MA 02201

Artists for Humanity  
100 W 2<sup>nd</sup> Street  
Boston, MA 02127

Boston Parks and Recreation  
Department (BPRD)  
1010 Massachusetts Avenue, 3<sup>rd</sup>  
Floor  
Boston, MA 02118

Beantown Properties  
535 Albany Street, Floor 5  
C/O The Food Loft  
Boston, MA 02118

Boston Planning & Development  
Agency (BPDA)  
One City Hall Square  
Boston, MA 02201

Boston Transportation Department  
(BTD)  
One City Hall Square, Room 721  
Boston, MA 02201

Boston Water and Sewer  
Commission (BWSC)  
980 Harrison Avenue  
Boston, MA 02119-2540

Brian J. Honan Apartments  
33 Everett Street  
Boston, MA

Hano Homes  
1 Hano Street  
Allston, MA 02134

Homeowners Union of Allston-Brighton  
(HUAB)

MAB Community Services  
200 Ivy Street  
Brookline, MA 02446

Unbound Visual Arts  
320 Washington Street, Suite 200  
Boston, MA 02135

40 Rugg Road Impact Advisory Group  
(IAG)



**BOSTON PLANNING & DEVELOPMENT AGENCY**

**REQUEST FOR SUPPLEMENTAL INFORMATION  
40 RUGG ROAD PROJECT**

**SUBMISSION REQUIREMENTS  
FOR SUPPLEMENTAL INFORMATION REQUEST**

**PROPOSED PROJECT:** 40 RUGG ROAD PROJECT

**PROJECT SITE:** 28-32 & 40 RUGG ROAD, 76-78 BRAINTREE STREET, 10-10R & 38-40 PENNIMAN ROAD, ALLSTON

**PROPONENT:** THE MICHAELS ORGANIZATION

**DATE:** DECEMBER 8, 2017

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The Boston Redevelopment Authority (“BRA”) d/b/a The Boston Planning & Development Agency (“BPDA”) is issuing this Supplemental Information Request in response to the Project Notification Form (“PNF”) which the Michaels Organization (the “Proponent”) filed for the 40 Rugg Road project on July 25, 2017. Notice of the receipt by the BPDA of the PNF was published in the [Boston Herald](#) on July 19, 2017 which initiated a public comment period which was extended until October 31, 2017. Comments received since then have subsequently been added as well.

This document is not a Scoping Determination as we are not requesting a Draft Project Impact Report. This document is only requesting that the Proponent provide more details around the information that was submitted in the PNF and respond to all comments and feedback received during the initial comment period. When the Proponent files a response to this request we will start a new comment period and continue the public review process.

On May 25, 2017, the Proponent filed a Letter of Intent in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston. On July 25, 2017 the Proponent filed a Project Notification Form (“PNF”) pursuant of Article 80 Large Project Review for a proposal which includes the construction of a new residential complex at 40 Rugg Road in Allston comprised of two new 6-story buildings totaling approximately 248,088 square feet. The proposed project will contain 261 rental apartment units, ground floor retail space, residential amenities, and 46,350 square feet of an automated valet parking structure.

On August 24, 2017, the BPDA hosted a publically-advertised community meeting regarding the PNF at WGBH-Yawkey Theater, 1 Guest Street. On September 27, 2017, the BPDA hosted an Impact Advisory Group (“IAG”) meeting at the Jackson Mann Community Center, 500 Cambridge St. On October 17, 2017 the BPDA hosted an additional IAG meeting at the Jackson Mann Community Center, 500 Cambridge St. The public comment period concluded on October 31, 2017.

Written comments in response to the PNF received by the BPDA from agencies of the City of Boston and elected officials are included in **Appendix A** and must be answered in their entirety. Written comments

in response to the PNF received by the BPDA from the public are included in **Appendix B** and must be answered in their entirety. Written comments in response to the PNF received by the BPDA from the Impact Advisory Group are included in **Appendix C** and must be answered in their entirety.

Special attention should be given to the comment letters. The letters represent the opinions of the active residents, business leaders and elected officials of the community in which the Proponent intends to develop the Proposed Project. Much of the discussion during the development review process as evidenced in the comment letters has been centered on two main themes: (1) reduction in density; and (2) preference for homeownership. The Agency requests the Proponent address these primary concerns in the Supplemental Information response. Develop and present potential reprogramming alternatives effectively addressing the community feedback. In addition to a written response to the comment letters, in order to minimize and mitigate the Proposed Project's impacts, the BPDA encourages the Proponent to continue to work with those parties, including the IAG and community, who have expressed concern.

Supplemental Information is requested that the BPDA requires for its review of the Proposed Project in connection with Article 80 of the Code, Development Review and Approval and other applicable sections of the Code.

## **I. PROJECT DESCRIPTION**

The Michaels Organization proposes to construct a new residential complex at 40 Rugg Road on a 1.89-acre lot, comprised of five parcels (the "Project Site") located in Allston. The Project Site is relatively flat and is currently improved with a surface parking lot containing 45 parking spaces, and four existing industrial buildings.

The Proponent plans to develop two new 6-story buildings totaling approximately 248,088 square feet that will contain 261 rental apartment units, ground floor retail space, residential amenities and 46,350 square feet of automated valet parking structure (the "Proposed Project"). The combined footprint of the residential buildings will total approximately 43,100 square feet and the height of each building will be approximately 69-feet. The parking structure footprint will be 8,500 square feet and its height will be approximately 45 feet. The new parking garage will contain approximately 168 parking spaces and be accessed from Penniman Road.

## **II. PREAMBLE**

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BPDA a filing with supplemental information that meets the requirements of this request by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. After submitting the supplement information filing, the Proponent shall publish notice of such submittal. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA after the public notice has been published. If the BPDA determines that the filing of supplement information adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the PAD will announce such a

determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

### III. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 15 copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified are required. The electronic copy should also be emailed to Casey Hines at Casey.A.Hines@Boston.gov. The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this request for supplemental information should be included in the booklet for reference.

#### A. General Information

1. Applicant/Proponent Information
  - a. Development Team
    - (1) Names
      - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
      - (b) Attorney
      - (c) Project consultants and architects
    - (2) Business address, telephone number, FAX number and e-mail, where available for each
    - (3) Designated contact for each
  - b. Legal Information
    - (1) Legal judgments or actions pending concerning the Proposed Project
    - (2) History of tax arrears on property owned in Boston by Applicant
    - (3) Evidence of site control over Project Site, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
    - (4) Nature and extent of any and all public easements into, through, or surrounding the site.

2. Project Site
  - a. An area map identifying the location of the Proposed Project
  - b. Description of metes and bounds of Project Site or certified survey of the Project Site.
  - c. Current zoning
3. Project Description and Alternatives
  - a. The filing of supplement information shall contain a full description of the Proposed Project and its components, including, its size, physical characteristics, development schedule, costs, and proposed uses. This section shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to illustrate clearly the Proposed Project shall be required.
  - b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.
4. Public Benefits
  - a. Anticipated employment levels including the following:
    - (1) Estimated number of construction jobs
    - (2) Estimated number of permanent jobs
  - b. Current and/or future activities and program which benefit adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, etc.
  - c. Other public benefits, if any, to be provided.
5. Community Process
  - a. A list of meetings held and proposed with interested parties, including public agencies, abutters, and business and community groups.
  - b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

## **B. REGULATORY CONTROLS AND PERMITS**

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the filing.

A statement on the applicability of the Massachusetts Environmental Policy Act (MEPA) should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedure.

### **C. PUBLIC NOTICE**

The Proponent will be responsible for preparing and publishing in one or more newspapers of general circulation in the City of Boston a Public Notice of the submission of the filing of supplemental information to the BPDA. Following publication of the Public Notice, the Proponent shall submit to the BPDA a copy of the published Public Notice together with the date of publication.

**APPENDIX A**  
COMMENTS FROM CITY PUBLIC AGENCIES



MARK CIOMMO  
BOSTON CITY COUNCIL  
DISTRICT 9

October 25, 2017

**Re: Proposed Development of 40 Rugg Road**

Dear Ms. Hines,

We, the elected officials representing Allston-Brighton, submit the following comment letter regarding the development of 40 Rugg Road. The project, proposed by the Michaels Organization, is subject to ongoing Large Project Review by the Boston Planning and Development Agency.

A Letter of Intent for this project was filed on May 24, 2017, and a Project Notification Form was submitted on July 7. The community has met with the developers on August 24, September 27, and October 17. At the request of elected officials and the IAG, the comment period was extended to October 31. We would like to thank the IAG and the community for their continued time and input.

The proposed project is located at 40 Rugg Road, between Braintree and Cambridge Streets. It will be sited on a 1.89 acre lot, consisting of five combined parcels. The developer is suggesting 260 rental units for this site.

The community has raised several concerns regarding the proposed development, including homeownership, density, transit and parking. We share these concerns and encourage the BPDA and the Michaels Organization to address them as the process unfolds.

**Homeownership**

Owner-occupancy is an important component of any stable neighborhood. According to the 2010 US Census, homeownership in Allston stands at 9.4%. It is therefore important that any proposed project in Allston-Brighton considers the benefits of owner-occupied units.

The Michaels Organization has stated that homeownership is not feasible for this site. The developer has pledged \$1.5 million in payment to off-site affordable homeownership, totaling five units. This is insufficient for a project of this size, and we encourage them to reconsider. For example, 20 Penniman Road will consist of 36 condominium units, and a proposed project at 46 Hichborn Street will consist of 46 condominium units. Several projects have initially proposed

1

rental units, but have incorporated homeownership after feedback from elected officials and the community.

### Density

At a Floor-to-Area Ratio of 3.6, the proposed project is currently too dense. We ask the developer to reduce the density to match the existing neighborhood. We are typically willing to accept denser projects when they contain a homeownership component.

2

### Transit and Parking

The proposed project will offer on-site surface spaces and garage parking that will utilize a novel automated parking system. This represents a parking ratio of .77, which is too low given the scale of the project.

The site is served by the MBTA's new Boston Landing Station and four bus lines on Cambridge Street. The new commuter rail station is a great addition to our community, and we appreciate the Michaels Organization offering a free commuter rail pass for all residents. However, this is a large project and all adjacent streets are quite narrow with little on-street parking available. For this reason, traffic and parking will remain a concern.

3

### Environmental Impacts

As the existing project contains industrial structures and some abandoned buildings, we are also pleased the Michaels Organization has committed to soil and groundwater cleanup. Over 12,000 cubic yards will be removed. The project will be constructed to LEED Silver specifications.

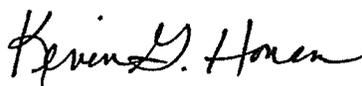
### Conclusion

The proposed project is in need of homeownership units, reduced density, traffic mitigation, and increased parking availability. We look forward to working with the community, the Boston Redevelopment Authority, and the Michaels Organization going forward.

Sincerely,



Mark Ciommo  
Boston City Councilor  
District 9



Kevin Honan  
State Representative  
17<sup>th</sup> Suffolk District



Michael Moran  
State Representative  
18<sup>th</sup> Suffolk District



Casey Hines &lt;casey.a.hines@boston.gov&gt;

## BPRD Comments on 40 Rugg Road

1 message

**Carrie Marsh** <carrie.marsh@boston.gov>

Fri, Dec 8, 2017 at 3:26 PM

To: Teresa Polhemus <teresa.polhemus@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Casey Hines <casey.a.hines@boston.gov>

Cc: Christopher Cook <christopher.cook@boston.gov>, "Liza Meyer, ASLA" <liza.meyer@boston.gov>

Please accept this email as comment on the proposed project at [40 Rugg Road](#), which is across the street from Penniman Park in the Allston/Brighton neighborhood. Please share it with the proponent, the IAG, the general public and the BPDA Board.

This project will provide 261 apartment units, with 94 studios, 105 one bedroom units and 62 two bedroom units. The buildings could include 261 - 550 residents.

The project will require zoning relief for density, height (69' is proposed, 25' is allowed) and FAR (3.5 is proposed, 1.0 is allowed). It is not clear what is required for minimum onsite open space, or whether the project meets that requirement. The project will provide a narrow linear open space corridor in the setback along the building, and a roof deck.

1

The project will cast shadows on Penniman Park in the mornings, year round. The shadow studies begin at 9:00am. However, given that the building at 40 Rugg Road is east of Penniman Park, it is likely that the shadow impacts would be greatest before 9:00am. This should be assessed.

2

The residents of the building will need to seek active recreation in existing and limited public open spaces such as Penniman Park. This is the only open space within the one mile corridor from Ringer Park to Smith Field. This is a park which is in desperate need of renovation

BPRD respectfully requests that the applicant mitigate its impacts to Penniman Park through a contribution to the Fund for Parks for the renovation and maintenance of that open space. This contribution should be commensurate with the density of users and should further mitigate the shadow impacts on the park. A capital renovation of the park would cost between \$1-2 million depending on the scope of work.

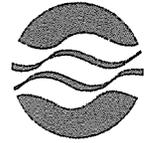
3

BPRD further requests that if pets are allowed, that the project include a dog recreation space, so that the needs of pets are accommodated onsite, and not in the neighborhood's public open spaces.

4

Thank you for your consideration.

**Boston Water and  
Sewer Commission**



980 Harrison Avenue  
Boston, MA 02119-2540  
617-989-7000

August 21, 2017

Ms. Casey Ann Hines  
Senior Project Manager  
Boston Planning & Development Agency  
One City Hall Square  
Boston, MA 02201

Re: 40 Rugg Road, Allston  
Project Notification Form

Dear Ms. Hines:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed 40 Rugg Road project located at 40 Rugg Road in the Allston neighborhood of Boston.

The proposed project is located on an approximately 1.89 acre site. The site currently contains a four buildings and a surface parking lot. The proponent, The Michaels Organization, proposes to construct two new mixed use buildings with approximately 261 residential units, 2,700 square feet (sf) of commercial space, approximately 168 garage parking spaces and 12 surface spaces. The site is bounded to the north by Braintree Street, to the south by industrial buildings, to the west by Penniman Road and to the east by Rugg Road.

According to the PNF, the proposed water demand is approximately 41,833 gallons per day (gpd). The Commission owns and maintains an 8-inch Southern Low water main in Rugg Road, a 10-inch Southern Low water main in Penniman Road and a 12-inch Southern Low water main in Braintree Street.

According to the PNF, the proposed sewage generation is 38,030 gpd. For sewage and storm drain service, the site is served by a 12-inch sanitary sewer and a 15-inch storm drain in Rugg Road, a 12-inch sanitary sewer in Penniman Road and a 15-inch sanitary sewer and an 18-inch storm drain in Braintree Street.

The Commission has the following comments regarding the PNF:

General



1. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at The Michaels Organization's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval when the design of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs.



Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>

5. The Michaels Organization should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, The Michaels Organization will be required to apply for a RGP to cover these discharges.
6. The Michaels Organization is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
7. The Commission will require The Michaels Organization to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction.
8. It is The Michaels Organization's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, The Michaels Organization must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

#### Water

1. The Michaels Organization must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. The Michaels Organization should also provide the methodology used to estimate water demand for the proposed project.
2. The Michaels Organization should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In



particular, The Michaels Organization should consider outdoor landscaping which requires minimal use of water to maintain. If The Michaels Organization plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.

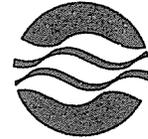
3. The Michaels Organization is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. The Michaels Organization should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, The Michaels Organization should contact the Commission's Meter Department.

#### Sewage / Drainage

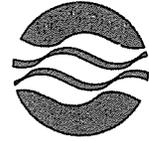
1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. The Michaels Organization will be required to submit with the site plan a phosphorus reduction plan for the proposed development. The Michaels Organization must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application The Michaels Organization will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.



- Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
  - Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. The Michaels Organization is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.
  3. The Commission encourages The Michaels Organization to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
  4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. The Michaels Organization is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, The Michaels Organization will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
  5. The Michaels Organization must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
  6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water



quantity and recharge. In addition to Commission standards, The Michaels Organization will be required to meet MassDEP Stormwater Management Standards.

7. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
8. The Commission requests that The Michaels Organization install a permanent casting stating “Don’t Dump: Drains to Charles River” next to any catch basin created or modified as part of this project. The Michaels Organization should contact the Commission’s Operations Division for information regarding the purchase of the castings.
9. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission’s Sewer Use Regulations. The Michaels Organization is advised to consult with the Commission’s Operations Department with regards to grease traps.
10. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission’s Sewer Use Regulations. The Commission’s Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.  
Chief Engineer

JPS/afh

cc: Kristina Vagen, The Micheals Organization  
M. Connolly, MWRA via e-mail  
M. Zlody, BED via e-mail  
P. Larocque, BWSC via e-mail

**APPENDIX B**  
COMMENTS FROM THE PUBLIC



Emily Wieja <emily.wieja@boston.gov>

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## Fwd: 40 Rugg Road Comments

1 message

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**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:29 PM

----- Forwarded message -----  
From: [REDACTED]  
Date: Sun, Oct 29, 2017 at 9:38 PM  
Subject: 40 Rugg Road Comment  
To: Casey.A.Hines@boston.gov

M Hine ,

I seem to have sent the wrong copy of my letter.

Please delete the previous copy and accept this one.

Sorry for any inconvenience.

Thank you,

Liz Breadon  
33 Champney Street,  
Brighton MA 02135

### Casey Ann Hine

Senior Project Manager  
617.918.4244

### Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



**40 Rugg Road (1).doc**

29K

Ms Casey, A. Hines

Boston Planning and Development Agency

Regarding: 40 Rugg Road Development, Allston, 02134

Thank you for the opportunity to comment on this project. I have attended several community and IAG meetings for this development.

In opening I would like to address some comments directly to the BPDA. I am a long time resident and community activist in Allston Brighton. I have attended numerous development meetings for the past 10 years and we continue to be confronted with the same issues over and over again. For the past decade the residents of the neighborhood have consistently raised need for more home ownership. We need affordable deed restricted condos and affordable rentals, including rentals for families. Yet the situation has not improved but gone from bad to worse. The Mayor's IDP for workforce housing with an AMI of 70% is just not affordable for the vast majority of Allston Brighton residents. If this trend is not reversed home ownership in Allston - Brighton will decrease even further with disastrous effects of the social fabric of our neighborhood. To reverse this trend new developments need to be 50/50 condo/rental. I urge the BPDA to start to really listen to what the neighborhood wants and needs and to convey this to prospective developers.

1

With regard to the 40 Rug Road development there are several issues that are of concern.

**Affordability:**

It is of concern that almost every project that comes up for review in Allston Brighton has the standard 70% AMI ( 13% IDP). This level of affordability is out of reach for most young professionals wishing to rent in our neighborhood where the actual median income is around \$35K. This project is an opportunity to build a mix of affordable rental units and deed restricted affordable condos.

2

**Homeownership:**

With every new development that is built in Allston Brighton that is exclusively rental our already low homeownership levels are depressed further. This is happening at an accelerated rate. Allston has 10% homeownership and Brighton has 22% down from 26% in 2010. The city's homeownership rate is 35%. This is hugely detrimental to the long-term economic and social stability of our community.

This is an issue that the BPDA needs to address with some urgency. Any development of this scale should be requires to have at least 50% deed restricted condos to address the pressing issues of owner occupancy.

3

**Density:**

The massing and density of this project leaves very little scope for green space and wide sidewalks with trees that would add to the general appeal of the location. These

4

260 units in addition to the other new development next door will create additional pressure of the adjacent Pennimann Park.

Sincerely,

Elizabeth A. Breadon  
33 Champney Street,  
Brighton, MA 02135



Emily Wieja <emily.wieja@boston.gov>

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## Fwd: Proposed development at 40 Rugg Road

1 message

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**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:22 PM

----- Forwarded message -----

From: **Bernie Toale** [REDACTED]  
Date: Sat, Oct 28, 2017 at 11:11 AM  
Subject: Proposed development at 40 Rugg Road  
To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Dear Casey,

We have owned a home at 45 Hano Street for over 40 years and for many years rented studio space at the former Rugg Road studios at 40 Rugg Road. We are concerned about the proposed development at that location. Our primary concern is it's size - 6 stories,

1

--  
Bernie Toale  
[REDACTED]

--  
**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



# Fwd: proposed development at 40 Rugg Road, Allston

1 message

Casey Hines <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:22 PM

----- Forwarded message -----

From: Bernie Toale [REDACTED]  
Date: Sat, Oct 28, 2017 at 12:45 PM  
Subject: proposed development at 40 Rugg Road, Allston  
To: casey.a.hines@boston.gov  
Cc: Emma Walters [REDACTED], "Carol Ridge Martinez, Executive Director" [REDACTED]

Casey Ann Hines

Boston City Hall

1 City Hall Ste 242

Boston, Massachusetts, 02201

October 26, 2017

Dear Ms Hines,

We have owned a home at 45 Hano Street in Allston for over 40 years and for many years we were artists who rented studio space at 40 Rugg Road, formerly Rugg Road Artists Studios.

We are concerned about the proposed re-development of this building for 261 rental units, retail space and indoor parking. It is also to be 6 stories high. Under this proposal there are no units for sale and a very limited affordable rental units.

As residents with a great deal of history in our neighborhood I can tell you that this building is too tall and has too many units for the neighborhood. This particular area (4 short residential streets) is hemmed in by the Mass Pike, Cambridge Street and the Everett Street Bridge. Currently there is no available parking most of the time. Recently an 80 unit student housing building, Trac 75 (the leases are for 9 months) was built on a property adjoining this proposed development. That building has already been resold in less than one year as student housing to this very same developer - the Michaels Organization. The addition of 260+ units to this very small neighborhood will guarantee that there is never any available parking and other services will also be affected. The developers of this property state on their website that they build student and military housing. **This will be student housing as most units are designed at 500 square feet.** There is no proposed option for home ownership so there will be no incentive for the tenants to maintain the property or neighborhood in any way. You may know that Allston is already called Rat City and the tenants in our neighborhood have been very actively working with the city on the rat infestation that occurred with the demolition and new construction of the New Balance Headquarters. There is also a proposal to build 1000 units on the Stop and Shop location, 2 blocks from Rugg Road. Our neighborhood is under seige for developers.

- 1
- 2
- 3

The impact on traffic and safety plus the general chaos can not be overlooked. The city of Boston must expand their vision of the future and develop better neighborhood environments by providing more green space, park services, playground area. Our existing park services are already poorly managed and will be severely impacted by adding more people, traffic and pets on the existing footprint. Although there is probably a token amount of money set aside for "neighborhood improvements", I'm fairly confident that this will be forgotten in the process as it has in the past. And as a dog owner, I can tell you that the small park on Penniman street has become the dumping ground for the recent increase

- 4

in dogs to the neighborhood due to Trac 75. 261 more units will make that park extremely soiled and unusable for people meaning we desperately need a dog walking area - the next closest green space is the Charles River, one mile away.

In order to add more housing to this area, the City also needs to seriously reconsider the playground/basketball court/community garden/Penniman park. Monies were once allocated, and used to redesign this area but the project was never completed. Lighting and water were brought to the site but never connected. Currently there is no lighting within the play area, although the power source is there. This is a safety issue. This should be a part of the master plan if this is to become the vibrant neighborhood that it has been for the past 100+ years.

--  
Bernie Toale and Joseph Zina, 45 Hano Street, Allston, MA 02134  
[REDACTED]

--  
**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



Emily Wieja <emily.wieja@boston.gov>

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**Fwd: HUAB's comment letter re. 40 Rugg Rd. Allston**

1 message

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**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:22 PM

----- Forwarded message -----

From: **Homeowners Union of A-B** [REDACTED]  
Date: Thu, Oct 5, 2017 at 3:34 PM  
Subject: HUAB's comment letter re. 40 Rugg Rd. Allston  
To: Casey Hines <Casey.A.Hines@boston.gov>  
Cc: warren.oreilly@boston.gov, jerome.smith@boston.gov, Brian Golden <brian.golden@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Mark Ciommo <mark.ciommo@boston.gov>, Kevin Honan <kevin.honan@mahouse.gov>, Michael Moran <Michael.Moran@mahouse.gov>, Will Brownsberger <william.brownsberger@masenate.gov>

Attached please find a comment letter from the Homeowners Union of Allston-Brighton regarding proposed development project at 40 Rugg Rd. in Allston.

--

**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)

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 **huab-rugg2.doc**  
25K

Monday, October 23, 2017

Dear Members of the 40 Rugg Road IAG,

We are writing this letter on behalf of the residents of the Brian J. Honan Apartments and the Hano Homes regarding the Michaels Organization's proposal for 40 Rugg Road. The Brian J. Honan Apartments and the Hano Homes are 70 units of low-to-moderate income housing owned by Allston Brighton CDC. Many of us have lived in the Hano Street neighborhood for the past 10 years and have seen the neighborhood change for the better—and for the worst. We have appreciated having the opportunity to meet with representatives from the Michaels Organization directly to have dialogue around the potential impacts and benefits that this development will bring to this section of the neighborhood.

Since our initial meeting with the developer on October 3<sup>rd</sup> and the following IAG meeting on October 17<sup>th</sup>, we were pleased to hear that some initial commitments have been made, specifically:

- **Additional public safety measures:** *Cameras, improved lighting on Penniman Road, and some traffic calming measures.* The Penniman Park area is problematic due to substance use, sleeping, and fighting—the installation of cameras and improved lighting would make the neighborhood much safer. Also, we would like to see these traffic calming measures along Penniman Road and Hano Street, as many of our children cross the street at the intersection of Hano and Penniman to use the basketball court and playground. 1
- **The inclusion of 12 guest spaces:** With on-street parking at a premium, anything that can be done to reduce the spillover of parking into the adjacent neighborhood is appreciated. 2
- **Improvements to Penniman Park:** Penniman Park is an asset to this neighborhood, but usage of the park is difficult due to the safety concerns mentioned previously mentioned. We were pleased to hear that the developer is dedicating some money to make improvements to the park and look forward to working with them to design and activate a park that truly reflects the neighborhood.
- **Additional money dedicated to the development of affordable homeownership:** Many of us who live in the Brian J. Honan apartments are ready to buy homes and establish our piece of the American Dream, but with the development of mostly market rate/luxury rentals and investors purchasing housing stock with cash—there is very little opportunity for those of us who are ready to purchase homes, to do so. We feel that this would allow us the opportunity to fully plant roots in a community that we have called home for many, many years. 3

With the appreciation we have towards the Michaels Organization for including us in the community process, we have some concerns as well, largely dealing with rodent control and construction mitigation (noise, debris, construction parking). We would like to request that the developer continues to build upon their relationship with us and notify residents of construction timelines and their rodent control plan. We are already overrun by rats with the development of the condos on Penniman and the construction along Rugg Road would only intensify this problem. 4

We are submitting this preliminary comment letter with the expectation of our continued dialogue with the Michaels Organization to remedy any outstanding concerns and the efficient delivery of any community benefits.

Thank you,

The residents of Brian J. Honan Apartments and the Hano Homes.

Ms. Casey Ann Hines  
Boston Planning and Development Agency

Dear Ms. Hines:

We write on behalf of the Homeowners Union of Allston-Brighton (HUAB).

We ask for an extension of the comment period related to the proposed housing development at Rugg Road in Allston.

We ask for this extension for a number of reasons:

- first, only two community meetings have been held to discuss this project and one was conducted in late August, timing that prevented many people from attending;
- second, the Impact Advisory Group appointed to review this project has met only once;
- third, Allston-Brighton residents have advanced a number of criticisms of the proposal, indicating the need for more public discussion of the project;
- fourth, the proposed project on Rugg Rudd will set an important precedent for future housing development in Allston-Brighton.

The Homeowners Union also advances the following comments concerning the proposal.

In keeping with our objective to increase owner-occupancy in Allston-Brighton, we recommend that the proposed project be re-designed so that it provides opportunities for owner-occupied housing.

We propose that the project's housing units be evenly divided into 50 percent condominium units designed for owner-occupants and 50 percent rental units. The inclusion of condominiums would respond directly to Allston-Brighton's declining owner-occupancy rate. Allston has a troubling 10% owner-occupancy rate, while Brighton's owner-occupancy rate has declined from 26.8 percent in 2010 to 22 percent in 2017. These owner-occupancy rates compare unfavorably to the city-wide average of 34 percent. To put it simply, Allston-Brighton would benefit significantly from enhanced residential stability.

We also stress that this project will set an important precedent for future housing development in Allston-Brighton. The neighborhood would be ill served by the current proposal for exclusively rental housing.

Our recommendation for the inclusion of condo units in the Rugg Road development also would complement the 20 Penniman Road project, an exclusively condominium project that is now under construction.

Finally, with the expectation that the comment period will be extended, HUAB will advance a more detailed appraisal of the project in the near future.

We thank you for your attention to this letter.

Sincerely,

Eileen Houben  
Secretary  
Homeowners Union of Allston-Brighton

cc. Warren O'Reilly, Mayor's Office of Neighborhood Services, Allston-Brighton  
Liaison



Emily Wieja <emily.wieja@boston.gov>

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## Fwd: Development at 40 Rugg Rd, Allston, comment period

1 message

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**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:30 PM

----- Forwarded message -----

From: **Laura Bethard** [REDACTED]  
Date: Tue, Oct 3, 2017 at 12:19 PM  
Subject: Development at 40 Rugg Rd, Allston, comment period  
To: "Casey.A.Hines@Boston.gov" <Casey.A.Hines@boston.gov>  
Cc: Anthony D'Isidoro [REDACTED]

Dear Ms. Hines,

Please extend the deadline for commentary due to the lack of sufficient time for the community review process to be completed. The site is an awfully large jump in height for that area, and it doesn't appear that the development contains any housing appropriate for families.

1

Best regards,

Laura Bethard

If thou were a latin treti e ich wolde putte thee in the vernacular

--  
**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



Emily Wieja <emily.wieja@boston.gov>

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## Fwd: 40 Rugg Road -- request to extend comment period

1 me age

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**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:30 PM

----- Forwarded message -----

From: **Joanne D'Alcom** [REDACTED]  
Date: Tue, Oct 3, 2017 at 12:10 PM  
Subject: 40 Rugg Road -- request to extend comment period  
To: Casey.A.Hines@boston.gov

Dear Casey Hines –

I am a longtime resident of the Allston-Brighton area, and I am writing to request that the BPDA take steps to extend the comment period for the major development proposed for 40 Rugg Road. As far as my notices reflect (and I am on the BPDA list for meeting notices), only two public meetings have occurred to address the development: one on August 24<sup>rd</sup> that I attended (during a heavy summer vacation period), and a single IAG meeting on September 27<sup>th</sup> that I was not able to attend.

This is a major proposed development and additional time is needed for the public to be able to evaluate the impact and make meaningful comments. Also, it is unrealistic for the Impact Advisory Group – which is supposed to be acting as the public's surrogate – to make meaningful comments and give meaningful feedback after only a single meeting!

Thank you.

Joanne D'Alcom, 48 Leamington Road

--

**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



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## Fwd: 40 Rugg Road - Urban Planning?

1 message

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**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:31 PM

----- Forwarded message -----

From: **Eric Porter** [REDACTED]  
Date: Tue, Oct 3, 2017 at 10:34 AM  
Subject: 40 Rugg Road - Urban Planning?  
To: Casey.A.Hines@boston.gov

Ms. Hines,

As a 20 year resident of Allston I am frustrated that the ONLY urban planning of Allston Brighton is coming from various outside developers, rather than a proper urban planning department of the City of Boston.

Nearly 0% of the 6000-7000 apartments that have been built or proposed to be built have any homes that can be purchased. This is a great way to require what will be 21,000-28,000 new residents of Allston/Brighton to be under the age of 35 who don't want to own a home, nor have children and maybe have a car if they are lucky. Hardly a realistic long term plan in my opinion especially considering what you are talking about adding 30% more population to A/B.

40 Rugg Road is another one of these fiascos where the out of state developer gets what they want and Allston/Brighton could massively suffer for it for the next 50-100 years. 261 apartments is 750-1000 people on a 1.9 acre of land. This is an LI-1 zoning which I believe no apartments are allowed be built here (?).

1

I strongly feel that you need to extend the comment period beyond the October 9th date for this very large proposed building at 40 Rugg Rd. and really consider the impact that this building and all of the other buildings are going to have on Allston/Brighton for the extended future.

Thank you,

Eric Porter

--

**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



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## Fwd: 40 Rugg Road comment to the BPDA

1 me age

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Casey Hines <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:30 PM

----- Forwarded message -----

From: **Eva Webster** [REDACTED]  
Date: Tue, Oct 3, 2017 at 2:59 PM  
Subject: 40 Rugg Road comment to the BPDA  
To: Casey Hines <Casey.A.Hines@boston.gov>  
Cc: Brian Golden <brian.golden@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, "David Carlson, BRA" <david.carlson@boston.gov>, Viktorija Abolina <viktorija.abolina@boston.gov>

Dear Ms. Hines:

The proposed 261 unit development at 40 Rugg Rd. is another example where the BPDA has decided to give a green light to developers to file a project that proposes whatever will generate greatest profits for them with inexpensive wood-frame construction — while it completely disregards the neighborhood's needs. The parcel of land in question is not properly zoned for residential development, so the issues of FAR, setbacks, open space, etc. are left up to the developer's self-serving interpretation.

I assume you know what is happening across the street, at 75 Braintree Street — thanks to the BPDA, those investors are about to get obscenely rich at the expense of renters who will be paying very high rents to the next set of investors, while the neighborhood is stuck with a cheap and ugly building:

**Fwd: Grossman/Waypoint to Sell Trac 75 Apartments; 80 New Units Could Hit \$43M - The Real Reporter**  
[https://therealreporter.com/article/grossman\\_waypoint\\_to\\_sell\\_trac\\_75\\_apartments\\_80\\_new\\_units\\_could\\_hit\\_43m](https://therealreporter.com/article/grossman_waypoint_to_sell_trac_75_apartments_80_new_units_could_hit_43m)

And with respect to 40 Rugg Rd., once again, residents of Allston-Brighton — exhausted from relentless development pressures and never ending public meetings where we can only plead to be heard — are asked to accept a massive, overly dense cash-cow rental development that later in the process will be likely value-engineered to resemble a stack of shipping containers with windows punched into them (like the Braintree St. project).

Allston-Brighton desperately needs attractive, well-designed, quality homeownership housing (Allston has only 9% owner-occupancy!) with adequate amount of ground open space to accommodate normal size trees — housing that lends itself to comfortable, peaceful long-term living — not revolving door-like, soulless, transient, dormitory-like developments that developers prefer to build because that's what makes most money for them.

It is up to the city to ensure that new development projects provide what is needed in the neighborhood — not just facilitate what allows developers to make a killing.

The October 9 deadline for comments re. 40 Rugg Rd. is premature, and I implore you to have it extended.

Sincerely,

Eva Webster  
Brighton resident, homeowner and neighborhood activist for over two decades

--

**Casey Ann Hines**

*Senior Project Manager*

617.918.4244

**Boston Planning & Development Agency (BPDA)**

One City Hall Square | Boston, MA 02201

[bostonplans.org](http://bostonplans.org)

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

Dear Ms. Hines,

As an abutter to the proposed development of 40 Rugg Road, there are some concerns that my neighbors and I share:

**Affordability:** I am pleased to see that the developer is including 34 affordable apartments as part of their proposal, however, this is only the bare minimum. We are seeing a lot of luxury and higher-end apartments being proposed and built in Allston Brighton. In order to receive my support as an abutter, I would like to see more affordable units included in this development. Additionally, there are not enough family-oriented apartments being built in the neighborhood, this proposal does not include any three-bedroom units. We would like to see more family-oriented apartments included in this proposal.

1

**Parking and Traffic:** There are 261 units being proposed, but only 168 parking spaces. Parking is tight in this area as it is and adding this development will only make parking harder for those of us who have to find on-street parking close to home. Additionally, Hano Street and Penniman Road are very narrow and consideration should be given to how traffic will move through these streets, without causing massive delays and backups into the neighborhood—a neighborhood densely settled by families with children.

2

**Construction:** With all of the development happening on Penniman Road, Braintree Street, and North Beacon Street, we are seeing an increase of rats in the neighborhood. The developer should make a commitment to reduce the influx of rodents in the neighborhood (as a result from their development), as well as plans to reduce construction noise and debris/dust.

3

**Community Benefits:** Community benefits for this project should benefit those most impacted by this development. Abutters to this project would like to see investments made in Penniman Park (both the Playground and green space areas). With all of the development slowly creeping in, Penniman Park is our escape from overdevelopment. We also would like improved lighting, not only along Rugg Road, but along Penniman Road as well. These streets are problematic during the evening and overnight areas with substance use and drug dealing. This project will bring more “eyes” to the area, which will benefit us all, but investments in Penniman Park and lighting improvements are necessary.

4

Best,

*Therapy Junk*  
57 Everett St  
Allston, MA 02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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Best,

*Ja Ferrme Balaban*  
25 HANO ST. ALLSTON, MA

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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Best,

*Carole M. Puran*  
5 HANO street  
ALLSTON MA 02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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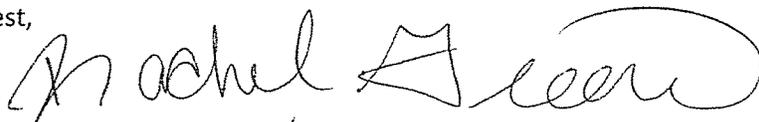
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Best,

  
Rachel Green  
33 Hano St.

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

Dear Ms. Hines,

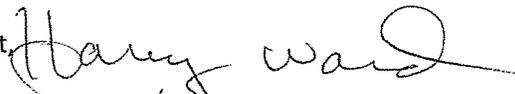
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Best,  
  
21 Hano St  
Allston Ma  
02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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Best,

Bessie Harris  
39 Hano St  
Allston Ma  
02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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Best,

  
21 HANO ST.  
Allston, MASS

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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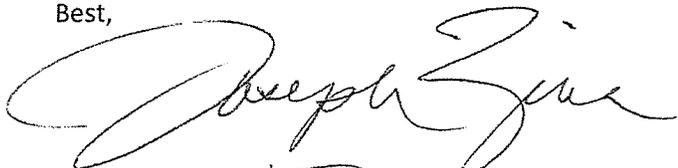
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Best,



Joseph ZINA

45 HANO ST Allston,  
MA 02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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Best,

Jaling Kuang

19 hano street

Boston MA 02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

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51 Hano St  
Allston MA 02134

Casey Hines  
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One City Hall Square, Boston, MA 02201

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Best,



57 Everett St unit k Allston, ma 02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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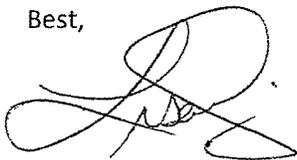
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LISA Smith  
57 EVERETT ST.  
Unit L.  
Allston, MA 02134

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Kathleen Kirkpatrick  
57 Everett Street Apt E  
Allston MA 02134

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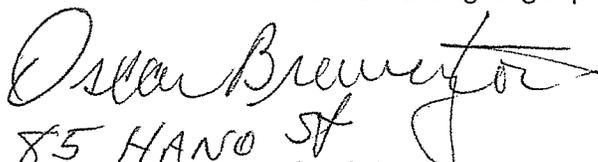
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85 HANO ST  
ALLSTON, MA 02134

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Stacy Benjamin  
69 Hano Street

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Best,

Lily Lin



75 HANO STREET

ALLSTON

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Boston Planning and Development Agency  
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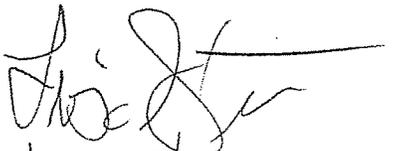
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636 Hano St

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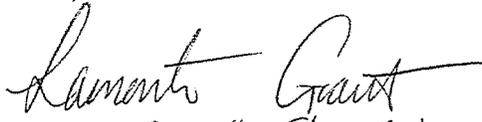
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Galvez R Berrios  
34 Hano St  
Allston MA 02134

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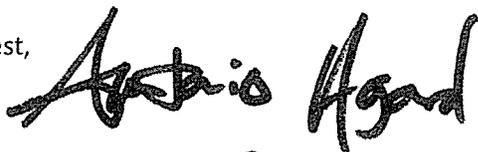
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**Construction:** With all of the development happening on Penniman Road, Braintree Street, and North Beacon Street, we are seeing an increase of rats in the neighborhood. The developer should make a commitment to reduce the influx of rodents in the neighborhood (as a result from their development), as well as plans to reduce construction noise and debris/dust.

**Community Benefits:** Community benefits for this project should benefit those most impacted by this development. Abutters to this project would like to see investments made in Penniman Park (both the Playground and green space areas). With all of the development slowly creeping in, Penniman Park is our escape from overdevelopment. We also would like improved lighting, not only along Rugg Road, but along Penniman Road as well. These streets are problematic during the evening and overnight areas with substance use and drug dealing. This project will bring more “eyes” to the area, which will benefit us all, but investments in Penniman Park and lighting improvements are necessary.

Best,

  
53 Everett

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

Dear Ms. Hines,

As an abutter to the proposed development of 40 Rugg Road, there are some concerns that my neighbors and I share:

**Affordability:** I am pleased to see that the developer is including 34 affordable apartments as part of their proposal, however, this is only the bare minimum. We are seeing a lot of luxury and higher-end apartments being proposed and built in Allston Brighton. In order to receive my support as an abutter, I would like to see more affordable units included in this development. Additionally, there are not enough family-oriented apartments being built in the neighborhood, this proposal does not include any three-bedroom units. We would like to see more family-oriented apartments included in this proposal.

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Best,

  
72 Hano Street  
H15M 02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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Best,

16 Cleaveland Ave Allston MA 02134  
Casonya Harper

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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Best,

Maria Bonilla

16 Hano Street

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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Best,



16 HANO ST

ALLSTON

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

Dear Ms. Hines,

As an abutter to the proposed development of 40 Rugg Road, there are some concerns that my neighbors and I share:

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Best,

Sean Iv.

26 Blaine St., Allston, MA

SMorab



Emily Wieja <emily.wieja@boston.gov>

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## Fwd: 40 Rugg Road public meeting follow up

1 me age

Casey Hines <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:23 PM

----- Forwarded message -----

From: Joe Zina [REDACTED]  
Date: Thu, Aug 24, 2017 at 9:32 PM  
Subject: 40 Rugg Road public meeting follow up  
To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>, "michael.rooney@boston.gov" <michael.rooney@boston.gov>

Hi Casey

We all met Michael Rooney at last nights meeting.

We are willing and able to be involved as property owners at 45 Hano Street, Allston as abutters with concerns for all the new development projects on Rugg Road, Braintree, Penniman, Emery streets.... as well as Stop and Shop future 1000 units

The developers and city need to know we have big concerns for allowing the creation of rental units vs. mixed and owner occupied units. Small 500 sq feet rental units for college and young professionals vs affordable owner occupied seems to be a trend that is flying through the approval of the city. At 40 Rugg Road the proposal to build 260+ units with 167 parking spaces is ridiculous for our existing neighborhood. Unrealistic planning for green space and dog walking areas is unacceptable. The infestation of RATS when demolition of old buildings to create new buildings happens and how badly it impacts the neighborhood is a growing problem here. ① ② ③

Keep me informed and I can voice my concerns at community meetings.

Joe Zina  
[REDACTED]

Bernie Toale  
[REDACTED]

--  
Joe Zina

--  
**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



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## Fwd: Rugg road public comment

1 me age

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**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:23 PM

----- Forwarded message -----

From: **Jacob Gilbertson** [REDACTED]  
Date: Wed, Aug 23, 2017 at 12:52 PM  
Subject: Rugg road public comment  
To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Hello. This email is to address the proposed development in the Rugg Road area of Allston. I am very disturbed by the proposed development and the larger amount of development in the Allston Brighton area happening right now. The Rugg Road area in particular has long been a haven for the arts and music community in Allston and I believe the development should allow for some kind of a space within it to address the loss of the Rugg Road building before being allowed to move forward. Developments like this are exactly the kind of thing that kill arts and music in urban areas, and if the city keeps allowing development in such a way it will soon be a cultural wasteland. The lack of care for current residents in allowing such a development is maddening as well. The paltry number of "affordable" units proposed in this development will do nothing to offset the trends of rising rent and proliferating luxury developments at the expense of the vast majority of people who live in this area and don't want or need luxury apartments. They need normal, safe, and affordable housing. If this development has the word luxury in it, it should not be allowed to move forward. Luxury developments serve the wants of very few outside the community at the expense of the vast majority within it who are in desperate need of middle class, market rate or below housing. It makes me sick the complete absence of care that the city has shown this area by letting luxury developers run roughshod over the community here. You are selling us out to benefit the city coffers at the individual expense of many thousands of people in Allston Brighton and all over the city. I beg of you, don't sell the soul of this city to real estate speculators and developers! We love this neighborhood and want to stay. Please do the right thing.

-Jacob Gilbertson  
115 Franklin Street  
Allston MA

--  
**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)

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40 Rugg Road Public Comments via website form 2017-10-30

Date	First Name	Last Name	Organization	Opinion	Comments
8/2/2017	John	Powell	Allston Civic Association	Neutral	<p>This is a very large development with marginal parking imbedded in a site that is not well served by local streets or larger roadways. Brighten Avenue is already at maximum usage for approximately 16 of 24 hours. Rugg Road can hardly be called a street. The indicated parking is marginal for the occupancy specified. This building will be "over occupied." The history of the site and the adjacent schools and recent site development (New Balance) all indicate enormous pressure to over occupy individual units within this development.</p>
9/18/2017	John	Quatrala	Unbound Visual Arts	Neutral	<p>Since this site replaces what was for many years the Rugg Road Art Studios, and part of the Allston Arts District Arts District, it would be very fitting if some of the affordable units could become live/work spaces for artists. At one time the building was filled with emerging and accomplished artists and was the focal point of Allston Open Art Studios. As a non-profit arts organization, based in Allston-Brighton, we hear all time from artists looking for affordable work and living spaces. Perhaps those units could all be clustered together and a small public dedicated exhibit space also be included. Retaining artists in Allston-Brighton is one of the goals of Boston Creates and as such would be an excellent and fitting community benefit for this real estate development, if it is approved. Unbound Visual Arts would be pleased to be involved further as the review gets underway. Thank you.</p>

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10/10/2017	Tim	Calderwood		Neutral	I would like to hear the plans to accommodate the increase in traffic and parking in Allston Village that will surely come with this large of a project. Additionally, what if any, improvements to outdoor community spaces will be made. Thank you.
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Casey Hines &lt;casey.a.hines@boston.gov&gt;

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**Project Comment Submission: 40 Rugg Road**

1 message

**kentico@boston.gov** <kentico@boston.gov>

Mon, Oct 30, 2017 at 5:51 PM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment\_email\_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 2245

Form inserted: 10/30/2017 5:51:25 PM

Form updated: 10/30/2017 5:51:25 PM

Document Name: 40 Rugg Road

Document Name Path: /Development/Development Projects/40 Rugg Road

Origin Page Url: /projects/development-projects/40-rugg-road

First Name: Bob

Last Name: Pessek

Organization: Allston Civic Assoc., Homeowners Union of Allston-Brighton

Email: grilkpessek@verizon.net

Street Address: 9 High Rock Way

Address Line 2: 1

City: Allston

State: MA

Phone: (617) 562-0390

Zip: 02134

Opinion: Oppose

Comments: Good Day, There are two major deficiencies in the 40 Rugg Road: 1. It is too large (see the zoning violations), at a total of 262 units. The total number should be reduced to 200 units or less. This would reduce general congestion and afford more area for green space. 2. Equally damning is the total lack of homeownership opportunities--something sorely needed in Allston-Brighton. Thus, half of the units--100 or less--should be condos with deed restrictions that require owner occupancy. This is not some radical, untried suggestion, but what is being done in Boston and other cities. Also, the owner-occupied condos should have 3-bedroom units added to the mix. The design/style of the current plans suggest an over-sized shoebox. Homes should be welcoming; not bland structures that remind one of military barracks or student dorms. Finally, take a look at the steel-framed and concrete structure being completed on Penniman Road adjacent to the 40 Rugg Road proposals. Well-built, this is the kind of place where people will want to make a home. So, too big, no homeownership, time to get back to the drawing board.

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PMContact: casey.a.hines@boston.gov

Project ID: 2564

October 31, 2017

Ms. Casey Ann Hines  
Boston Planning and Development Agency

Re: 40 Rugg Road development proposal

Dear Ms. Hines:

We write on behalf of the Homeowners Union of Allston-Brighton (HUAB). The purpose of this letter is to provide comments concerning the above-referenced proposal.

HUAB does not believe this project should be approved as proposed. It needs significant modifications in order to have it correspond with the interests and needs of the Allston-Brighton community.

Below are our recommendations, with a rationale to support those points.

- We recommend a reduction in the density and scale of the project. | ①

We advance this view because the current planned two buildings occupy almost the entire site. Reducing the density, massing and scale of the project would result in a number of improvements, including wider sidewalks, more green space between the buildings, and the planting of more and larger trees.

We recommend that the proposed buildings be reduced by one floor and that the upper floors of the buildings be setback from the street. This would produce a more attractive development, one that would promote residential stability. | ②

- In keeping with our objective to increase owner-occupancy in Allston-Brighton, we recommend that the proposed project be changed so that it provides opportunities for owner-occupied housing. | ③

We propose that the project's housing units be evenly divided into 50 percent condominium units designed for owner-occupants and 50 percent rental units. The inclusion of condominiums is eased by the fact that the current proposal calls for two separate buildings at the site, and their size and massing can be easily adjusted to enable a mixed project (ownership and rental).

The inclusion of owner-occupied condominiums would respond directly to Allston-Brighton's declining homeownership rate. Allston has a troubling 10% owner-occupancy rate, while Brighton's owner-occupancy rate has declined from 26.8 percent in 2010 to 22 percent in 2017. These owner-occupancy rates compare unfavorably to the city-wide average of 34 percent. To put it simply, Allston-Brighton would benefit significantly from enhanced residential stability.

To achieve the goal of increasing owner-occupancy housing in Allston-Brighton, we also recommend that the condominium units be deed restricted or otherwise legally structured to prevent them from being acquired by investors and turned into rentals. This provision for deed restricted condo units also will make the building more attractive to individuals/families who want to put down roots in Allston-Brighton; this corresponds to one of HUAB's central goals.

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We also stress that this project will set an important precedent for future housing development in Allston-Brighton. The neighborhood would be ill served by the current proposal for exclusively rental housing.

Our recommendation for the inclusion of condo units in the Rugg Road development would complement the adjoining 20 Penniman Road project, an exclusively condominium project that is now under construction.

The current proposal by the developer to commit \$1.5 million to fund owner-occupied housing at another site is an inadequate response to the current crisis relating to owner-occupied housing in Allston-Brighton. As the developer noted, this commitment would produce just 5 owner-occupied units. An acceptance of this proposal by the BPDA and City would produce the following negative outcome: the creation of 261 rental units and the creation of 5 owner-occupied units at some point in the future. As a consequence, this proposal actually reduces Allston's troubling 10 percent owner-occupancy rate. Therefore, we do not support the creation of a \$1.5 million fund to create 5 units of owner-occupied housing at another location.

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- In keeping with our focus on residential stability, we recommend that the developer enter into an agreement with the BPDA that would prevent renters or condo owners from using their units primarily or exclusively for short-term rentals associated with services like Airbnb.
- We ask that the BPDA project reviewers ensure there is a pick-up/drop-off area for taxis, Ubers etc. as well as off-street access to the project by moving trucks, delivery trucks, and garbage trucks. The current proposal lacks attention to this important issue.
- We ask the BPDA and the developer to devote attention to traffic calming measures on the surrounding streets, and especially near the adjacent public park.
- We ask the BPDA to take the appropriate steps to ensure that the developer place all utility lines underground at the site, so public sidewalks are free of utility poles.

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We thank you for your attention to this letter.

Sincerely,

October 31, 2017

Casey Hines  
Boston City Hall  
1 City Hall Ste 242  
Boston, MA 02201

Dear Ms. Hines,

I am writing to you in regard to the proposed development at 40 Rugg Road. The Rugg Road area has long been a haven for artists and musicians in Allston with the Rugg Road Studios at 40 Rugg Road and community artist space at 28-32 Rugg Road. Arts and culture has been an integral part of this community for several decades and is one of the main reasons our neighborhood is such a dynamic and attractive place to live. Unfortunately, given the desirability of our neighborhood, artists in our community continue to be displaced by climbing real estate prices, rent, and demolition of artist space for residential development.

Although we appreciate the developers' inclusion of public art in the proposal and their collaboration with Artists for Humanity, there needs to be a stronger effort to provide physical artist space in the project to replace the space they are removing. **As such, I am recommending that there be dedicated affordable live-work units on-site and that they permanently remain dedicated to artists.**

Sincerely,

Mary Taylor  
116 Franklin Street #2  
Allston, MA 02134

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Casey Hines &lt;casey.a.hines@boston.gov&gt;

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**40 Rugg Rd proposal**

1 message

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**Nancy O'Hara** <nohara3@verizon.net>  
To: "Casey A. Hynes" <Casey.A.Hines@boston.gov>

Tue, Oct 31, 2017 at 1:55 PM

October 31, 2017

Ms. Casey Ann Hines  
Boston Planning and Development Agency

Re: 40 Rugg Road development proposal

Dear Ms. Hines:

We do not believe this project should be approved as proposed. It needs significant modifications in order to have it correspond with the interests and needs of the Allston-Brighton community.

We are in agreement with the points made by our civic group HUAB re the problems with this 40 Rugg Rd Development.

Sincerely,

Mike and Nancy O'Hara



Casey Hines &lt;casey.a.hines@boston.gov&gt;

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**Allston Housing**

1 message

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**matthew woellert** <m.s.woellert@gmail.com>  
To: casey.a.hines@boston.gov

Tue, Oct 31, 2017 at 2:56 PM

Dear Ms. Hines,

My name is Matthew Woellert, I am an Artist and Musician who has lived in Allston for the past 9 years. I have worked as an artist for years I taught in public schools, traveled the country teaching/performing puppetry, as well as playing music. Allston has been a wonderful place to call my home for the past 9 years, and as much as I enjoy seeing the neighborhood grow and flourish it also brings with it a handful of negative things: the spikes in rent, as well as the loss of long standing community art spaces. It is so very unfortunate that as an artist the number one threat to your ability to live in a neighborhood is when people start spending money to fix up old buildings or cracked sidewalks. I have been priced out of every apartment I have lived in in this city, and I know it is only a matter of time before it happens again.

I am writing to you regarding the proposed development at 40 Rugg Road. The Rugg Road area has long been a haven for artists and musicians in Allston with the Rugg Road Studios at 40 Rugg Road and community artist space at 28-32 Rugg Road. Arts and culture has been an integral part of this community for several decades and is one of the main reasons our neighborhood is such a dynamic and attractive place to live. Unfortunately, given the desirability of our neighborhood, artists in our community continue to be displaced by climbing real estate prices, rent, and demolition of artist space for residential development.

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Sincerely,

Matthew Woellert

53 Brentwood St.

Allston Ma 02134

October 31, 2017

Casey Hines  
Boston City Hall  
1 City Hall Ste 242  
Boston, MA 02201

Dear Ms. Hines,

I am writing to you in regard to the proposed development at 40 Rugg Road. The Rugg Road area has long been a haven for artists and musicians in Allston, with the Rugg Road Studios at 40 Rugg Road, and community artist space at 28-32 Rugg Road.

Arts and culture has been an integral part of this community for several decades and is one of the main reasons our neighborhood is such a dynamic and attractive place to live.

Unfortunately, given the desirability of our neighborhood, artists in our community continue to be displaced by climbing real estate prices, rent, and demolition of artist space for residential development.

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**As such, I am recommending that there be dedicated affordable live-work units on-site and that they permanently remain dedicated to artists.**

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Thank you,



Ross Miller  
107 Franklin Street,  
Allston, MA 02134  
[www.rossmiller.com](http://www.rossmiller.com)

**Additional Note:** Currently my work is as a public artist. Local project include: Original Shoreline between City Hall and Faneuil Hall; Harbor Fog on the Greenway; and the annual net starlight winter decorations (for 30 years) in Downtown Crossing.

As a young artist, just beginning my career, I had a studio at 40 Rugg Road for 14 years. (1982-1996) At that time the building supported a community of working artists, designers, photographers, writers, and theater professionals.

Affordable working and live-work studios are essential in the diverse mix of housing needs in Allston, and contribute greatly to the vitality, safety and stability of the community.



Casey Hines &lt;casey.a.hines@boston.gov&gt;

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**Rugg Road development, Allston**

1 message

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**Chris Fitch** <chrisfitch@rcn.com>  
To: casey.a.hines@boston.gov

Tue, Oct 31, 2017 at 4:41 PM

October 31, 2017

Casey Hines

Boston City Hall

1 City Hall Ste 242

Boston, MA 02201

Dear Ms. Hines,

I am writing to you in regard to the proposed development at 40 Rugg Road. The Rugg Road area has long been a haven for artists and musicians in Allston with the Rugg Road Studios at 40 Rugg Road and community artist space at 28-32 Rugg Road. Arts and culture has been an integral part of this community for several decades and is one of the main reasons our neighborhood is such a dynamic and attractive place to live. Unfortunately, given the desirability of our neighborhood, artists in our community continue to be displaced by climbing real estate prices, rent, and demolition of artist space for residential development.

Although we appreciate the developers' inclusion of public art in the proposal and their collaboration with Artists for Humanity, there needs to be a stronger effort to provide physical artist space in the project to replace the space they are removing. **As an alumnus of such a rich hive of creative activity, I am recommending that there be dedicated affordable live-work units on-site and that they permanently remain dedicated to artists.**

1

Sincerely,

Chris Fitch

23 Jason Street

Arlington, MA, 02476

CF Design

www.chrisfitchdesign.com

Chrisfitch@rcn.com

617-335-3497

Sent via satellite....



161 Harvard Avenue, Suite 11  
 Allston, Massachusetts 02134  
 Telephone: 617.254.7564  
 Fax: 617.254.2442  
 mainstreets@allstonvillage.com  
 www.allstonvillage.com

October 31, 2017

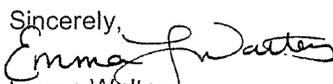
Casey Hines  
 Boston City Hall  
 1 City Hall Ste 224  
 Boston, MA 02201

Dear Ms. Hines,

I am writing this letter on behalf of Allston Village Main Streets and our Board of Directors. We are a local non-profit dedicated to protecting and promoting the vitality Allston Village, serving the needs of the community, and assisting the businesses of Allston in their success. We view this development as a significant project that will shape further development in this section of our neighborhood. In this comment letter you will find a number of suggestions that we hope will be addressed in this proposal so that this development can live up to its potential and so our neighborhood can continue to thrive.

- **We recommend that 25% of the affordable units be live-work spaces for artist and that they be permanently dedicated to arts.** Arts and culture has been an integral part of this community, especially on Rugg Road. This project includes builds that were once artist spaces and there needs to be a stronger effort to provide physical artist space to replace what they are removing. 1
- **We recommend that the green space be redesigned to be more public facing and less hidden within the development.** Allston Village, especially this industrial corner of the neighborhood, is severely lack in green open space. It's essential to building healthy, livable cities and great improves the quality of life for all residents and neighbors. We appreciate the public access, but as currently designed is simply a visual amenity for their private residents. 2
- **We request that the developer commit to working with AVMS to find a commercial tenant that fits the need of the residents and the community and one that will set a precedent to enliven an up-and-coming corridor.** We also ask that the commercial tenant be one that values hiring locally. 3
- **We request that the developer designate on-site parking for employees and business owners.** This is crucial in helping to alleviate parking availability strains in the neighborhood. 4
- **We would like to see a designated loading dock on-site for commercial vehicles.** The surrounding streets are far too narrow. It is unsafe for pedestrians, cyclists, and motorists to have commercial vehicles parking on the street. 4

Allston Village Main Streets looks forward to continuing a dialogue on this development and working in partnership with the developer to ensure the best possible outcome for the neighborhood.

Sincerely,  
  
 Emma Walters  
 Executive Director



Casey Hines &lt;casey.a.hines@boston.gov&gt;

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**Comments on 40 Rugg Road Allston Proposal**

1 message

**Paula Alexander** <rnina3344@hotmail.com>

Tue, Oct 31, 2017 at 5:45 PM

To: Casey Hines &lt;Casey.A.Hines@boston.gov&gt;

Cc: Kevin Honan &lt;kevin.honan@mahouse.gov&gt;, Michael Moran &lt;Michael.Moran@mahouse.gov&gt;, Mark Ciommo &lt;mark.ciommo@boston.gov&gt;, "warren.oreilly@boston.gov" &lt;warren.oreilly@boston.gov&gt;, "homeownersunionab@gmail.com" &lt;homeownersunionab@gmail.com&gt;

October 31, 2017

Ms. Casey Ann Hines  
Boston Planning and Development Agency

Re: 40 Rugg Road development proposal

Dear Ms. Hines:

I am writing to provide comments on this proposed development in Allston. As a long-time resident of Allston, I vote for this proposal to not be approved in this form. It is much too dense and will further make traffic even more of a problem in the Allston-Brighton neighborhood. I suggest that a detailed traffic study be done to provide further information and suggestions for improvement in this area. Just adding more buses will not solve the problem. As it stands now, following the Route 66 MBTA bus line from Dudley, to Harvard Ave, Cambridge Street, North Harvard Street, through Harvard Square, multiple buses, autos, trucks, construction vehicles are stacked up on this route with nowhere to go. I can see the cause of this problem on the streets in our community is the result of allowing real estate companies to over-build with no regard to these adverse consequences.

1

The design and architecture leaves much to be desired. There are no attractive features on the exterior of the buildings and a re-design should be made to improve the appearance and not detract from the neighborhood.

2

The Homeowners Union of Allston Brighton have provided a number of excellent suggestions to improve on this over-development. Careful consideration and action should be taken in order to provide a better quality of life for the residents and businesses in the neighborhood.

Thank you for your consideration.

Sincerely,

Paula Alexander  
Allston residentcc: Eileen Houben, Secretary, Homeowners Union of Allston-Brighton  
Representative Kevin Honan, Representative Michael Moran, Senator Will Brownsberger, City Councilor Mark Ciommo and Warren O'Reilly, Mayor's Office of Neighborhood Services, Allston-Brighton Liaison



Casey Hines <casey.a.hines@boston.gov>

## 40 Rugg Road comments

1 message

**Kirsten Ryan** <knryan264@gmail.com>

Tue, Oct 31, 2017 at 9:07 PM

To: Casey.A.Hines@boston.gov

Cc: Mark Ciommo <mark.ciommo@boston.gov>, warren.oreilly@boston.gov

Dear Ms. Hines

I'm writing to echo my strong support for the comments of the Homeowner's Union of Allston-Brighton (attached letter) on this development.

The pace and scale of developments in our neighborhoods is unprecedented and alarming.

Homeownership promotes strong neighborhoods and A-B is fighting a losing battle. We need the city and the BPDA to slow this progression. This project should provide significant owner-occupied deed restricted units-- on site- not off site at some future date and place.

Furthermore the height, density is overwhelming and should be scaled back to allow for wider sidewalks and street trees. Lastly, I'm concerned about affordable housing and I think the project % affordable units should be raised to 20%.

Thank you

Kirsten Ryan

9 Oakland Street Brighton

1

2

3

 **huab-Rugg Rd final.doc**  
34K



Casey Hines &lt;casey.a.hines@boston.gov&gt;

## "Allston Residents want homeownership for 40 Rugg Road" (Allston Bulletin)

1 message

**Eva Webster** <evawebster@comcast.net>

Wed, Nov 1, 2017 at 12:25 AM

To: Casey Hines &lt;Casey.A.Hines@boston.gov&gt;

Cc: Brian Golden &lt;brian.golden@boston.gov&gt;, Jonathan Greeley &lt;jonathan.greeley@boston.gov&gt;, Michael Rooney &lt;Michael.Rooney@boston.gov&gt;, Jerome Smith &lt;jerome.smith@boston.gov&gt;, Warren O'Reilly &lt;warren.oreilly@boston.gov&gt;, Mark Ciommo &lt;mark.ciommo@boston.gov&gt;, Tony Disidoro &lt;anthonydisidoro@msn.com&gt;, Pete Leis &lt;peteleis@gmail.com&gt;, HUAB-BOARD &lt;huab-board@googlegroups.com&gt;, Bill Conroy &lt;william.conroy@boston.gov&gt;

Dear Casey —

There was an article in the Allston Bulletin newspaper a while ago that reported on the BPDA public meeting regarding 40 Rugg Rd. that was held late last summer. I thought I would forward you the link (see below). I also pasted the article in its entirety farther down, and highlighted in yellow some key passages (what seemed most important to me).

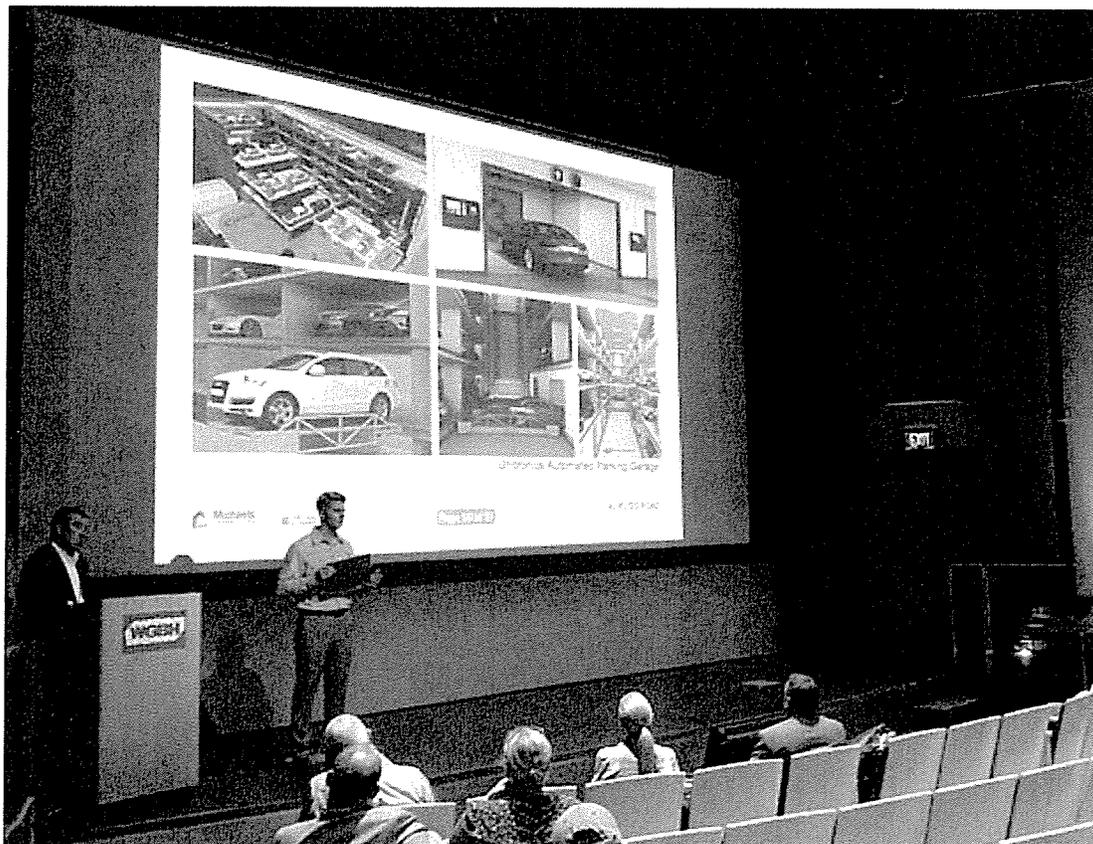
I hope the BPDA takes this information into account when decisions about the 40 Rugg Rd. proposal are made.

Sincerely,

Eva Webster

**Fwd: Allston Residents want homeownership for 40 Rugg Road**<http://bulletinnewspapers.com/23513/298301/a/allston-residents-want-homeownership-for-40-rugg-road>

August 30, 2017 | By Jeff Sullivan



*Allston and Brighton residents both said they don't want more rentals in their respective neighborhoods until more homeownership is created.*

About 30 residents came by last week's Boston Planning and Development Agency (BPDA) meeting for the proposed redevelopment of 40 Rugg Rd.

The project would have significant hurdles to cross on its own – due to its required change of use from industrial zoning to residential and various other zoning variances – but residents are also concerned that this project is all rentals, with no home ownership component.

“I see no homeownership we which we really need out here, desperately I'd say,” said resident Bob Pessek. “I see all we've gotten before, land boxes, and I think it's a little too big.”

The proposal calls for 261 rental units, and would take up an envelope of 248,088 square feet, with an automated parking structure of 46,350 square feet. The automated parking structure – which would use a lift system similar to what is currently happening in New York City – would also have 168 spaces.

The project would require variances for the parking structure, since it is not considered regular parking by the zoning code. The building is also too high for the zoning code at 60 feet, and has a floor to area ratio (FAR) of 3.6 in an area zoned for 1.0 (though it was mentioned in the Project Notification Form that a recent planning study from the city recommended that the FAR be in the range of 1.25 to 3.25) and a height limit of 60 to 110 feet (whereas the zoning code stipulates a height of 35 feet). The project would, at a height of 69 feet, also need a variance for height.

Allston Brighton Community Development Corporation (ABCDC) board member Anthony D'Isidoro pointed out that while the community has its own problems with this particular project, the fact that it has been piled on to so many other projects in the area has them concerned about traffic safety.

“My biggest concern, and this isn't really direct at this development team specifically, it's more a question to the BPDA,” he said. “Unlike the New Balance development, where you had a pretty substantial site with one developer as part of that project, the community did a great job of insisting taking a commercial area and transforming in to a residential/office area and with the extra pedestrian traffic, bicycling and car traffic what have you, there was a need to transform the streets that were built primarily for commercial to a more residential use. The dilemma we have here is we have a site area Braintree Street, Everett Street, Cambridge Street, Franklin Street, that is undergoing transformative change.”

D'Isidoro went on to say that the entire area would need to be changed, as there is also a development within the property (20 Penniman) already under construction, with many nearby developments.

“More than ever with this site this is going to be a primarily residential location and what assurances does the community have that the city is going to look at the entire street grid of this large site and ensure that a complete street strategy is implemented based on sidewalks, roads, turn radiuses, bump-outs, you name it, to make it safe?”

Boston Transportation Department (BTD) Senior Transportation Planner Bill Conroy was at the meeting, and said the department is looking intensely at the area.

“We know there've been massive changes along that corridor,” he said. “So we're looking at how we're going to reform that streetscape and we're working with the different developers on that.”

For instance, Conroy said they are looking at the intersection of Denby and Braintree streets to see if making Cambridge a one-way street down to Denby makes sense. He added that the proposed 1,000-unit development at 60 Everett St. at the former Stop and Shop had not been in their plans before it was proposed.

“We thought it was going to be a supermarket there, not a small town,” he said. “So we really have to roll up our sleeves and think how the whole street grid is going to work... We have a map showing all of the projects coming together, so it's not going to be a perfect storm.”

Residents were also concerned about the affordability aspect of the project. Representative for the development team Daniel Cence said they would be adhering to Boston Mayor Marty Walsh's inclusionary development policy (IDP) to have 13 percent of the units be designated affordable within 70 percent of the area median income (AMI). But resident Christine Varriale pointed out that the AMI of the area is skyrocketing, and many cannot afford the affordable units.

“Who do you think this development is for?” she said. “Who do you think are the people who are going to live here, because

it's definitely not the people of Allston Brighton. People are going to move because they can't afford to stay in developments like this, how are we going to have neighborhood stability if everyone's going to move?"



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## RE: 40 Rugg Rd. Development proposal

1 message

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Eileen Houben <eileenkh@gmail.com>

Fri, Nov 3, 2017 at 5:09 PM

To: casey.a.hines@boston.gov

Cc: Kevin.Honan@mahouse.gov, Michael.Moran@mahouse.gov, Will Brownsberger <willbrownsberger@gmail.com>, mark ciommo <mark.ciommo@cityofboston.gov>, warren.oreilly@boston.gov, brian.golden@boston.gov

Dear Ms. Hines:

We feel the current proposal is not good for Allston-Brighton or Boston.

It is too dense, too high, too large an FAR & footprint. It is adding apt.s when there is a much greater need (and the current market supports this) for condos and owner-occupied homes in Allston & Brighton. There is not enough green space - we need more, not less, for quality of life.

1  
2

The current development proposals & construction, even before this one, are adding to the congestion not only in AB but in all of Boston <cf Senator Brownsberger's website> and no one has been willing to plan first what's needed, and then invite developers to meet those needs. Instead, the community is fighting a losing battle on countless fronts against what developers ask for. Their plans go into the BPDA system and then we're always on defense. Instead, there should be planning what's needed & having developers go to the community before a lot of money has been put into plans. Or the BPDA should **maintain** the carefully worked on zoning of our community by rejecting proposals that require major variances, especially when there is no exceptional need shown (as required by the article 51 zoning) but has not been the case for most of the granted variances of the past 2-3 yrs of projects.

Thank you,  
Eileen & Jeffrey Houben  
residents of Corey Rd >40 yrs

**APPENDIX C**  
COMMENTS FROM THE IMPACT ADVISORY GROUP

Casey Hines  
Boston City Hall  
1 City Hall Ste 242  
Boston, MA 02201

October 31, 2017

Dear Ms. Hines,

The 40 Rugg Road Impact Advisory Group (IAG) views this as a significant project that will shape future residential development within this former industrial area of Allston. As such, the BPDA and other city agencies, for example the BTDA, need to devote considerable care in evaluating the merits of this proposal. This project will set an important precedent for future development in this area and should conform to the guidelines of the Guest Street Area Planning Study. A properly designed building that meets the needs of the Allston-Brighton community, therefore, has the potential to lead to a well planned residential district in this part of Allston.

Given significant concerns that are developed in our subsequent discussion, **the IAG does not support the project as it is currently proposed.** We hope our comments help to inform a planning process that produces a project that better reflects the needs and interests of the Allston-Brighton community. We remain committed to working with the developer and the BPDA to produce this outcome.

Below we have listed a number of concerns and suggestions related to the building itself, the impact on the immediate community, and the impact on the broader Allston-Brighton neighborhood.

## Building Structure and Occupancy

### 1) *Density:*

This project has a Floor Area Ratio of 3.6, which is above the Brighton Guest Street Area Planning Study recommendations of 1.25 to 3.5 (and well above the current zoning of maximum FAR of 1.0). **We recommend the FAR be no more than 3.0**, which would allow density without placing as much of a burden on the lot and limit the population increase on the surrounding neighborhood and existing streetscape and traffic. We believe the current design will create an imposing presence on this corner, and while understanding the motives of the developer to maximize their development for efficiency and profit, we also view this corner as a crucial component of how Braintree Street will function. When compared with the current proposal, a FAR of no more than 3.0 will lessen strain on a neighborhood that was never designed for such density.

To achieve a more balanced FAR that is closer to the ideals of the neighborhood, **we would like to see this project decreased in height by one story across the whole project, and to have setbacks in the final story to lessen the perception of an overbuilt lot.** The current design of six stories is out of step with the surrounding neighborhood of three-story townhouses along Hano Street. The current design is also one-story higher than the adjacent condo building at 20 Penniman, and two-and-one-half stories higher than the adjacent project at 30 Penniman. A shorter building would cast shorter shadows on the neighboring city park and homes in the Hano Street neighborhood.

Furthermore, the proposed building's edges comes up against the sidewalks on Penniman Rd, Rugg Rd, and Braintree St to create a narrow sidewalk, specified by the developer as a 5' pedestrian zone and 1'6" furnishing zone. This is the *minimum* pedestrian zone as defined in the City of Boston's

Complete Streets Guidelines for a Neighborhood Connector road. Instead, **the IAG would like to see the preferred guidelines for pedestrian zone be met, with significant setbacks from the sidewalk to create a 15'6" preferred sidewalk zone**, which includes a 8' pedestrian zone, a 2' frontage zone, and a 5' greenscape/furnishing zone. Since the developer plans to rebuild the sidewalks along these streets to make them ADA compliant, we see no reason for the developer not to build to the preferred standard.

2

To accomplish a greater setback from the sidewalk, we also recommend **increasing the accessible green space on the surrounding landscaping, which may require redesigning the public green space to be facing the streets** rather than being hidden within the development. This whole lot, and indeed this former-industrial corner of Allston as a whole, deserves to be "greened" through the **addition of substantial street trees** while still allowing for 5' of passable sidewalk. The developer should also improve the condition of the sidewalk by **incorporating street lighting** into the streetscape redesign.

3

### 2) Affordability

The median income of Allston/Brighton is \$52,362. Given the current market rate for housing and the proposed rent for this development, most neighbors in Allston/Brighton would be spending more than 50% of their annual income on this housing. As we experience one of the region's most expensive housing markets, **we recommend that the developers increase the percentage of their affordable units to 20% of the development**. This inclusion rate has worked successfully in Cambridge without discouraging development.

4

### 3) Artist Space

Arts and culture has been an integral part of this community for several decades and is one of the main reasons our neighborhood is such a dynamic and attractive place to live. Unfortunately, given the desirability of our neighborhood, artists in our community continue to be displaced by climbing real estate prices, rent, and demolition of artist space for residential development. Although we appreciate and applaud the developers inclusion of public art in the proposal and their collaboration with Artists for Humanity, there needs to be a better effort in providing actual physical artist space in the development to replace the space they are removing. **We recommend that 25% of the affordable units be live-work spaces for City of Boston certified artists and that they be permanently dedicated to artists.**

5

### 4) Unit composition

The development as proposed includes 94 studio, 105 one-bedroom, and 62 two-bedroom apartments. With the majority of units being 1-bedroom units or fewer, **we recommend a significant increase in the number of 2-bed apartments as well as the addition of 3-bed apartments**. Apartment size, number of bedrooms, and apartment layout should be conducive for family living. There should be an option for families and those interested in creating roots and stability in this neighborhood.

6

### 5) Homeownership

**We recommend that the project's housing units be divided into 50 percent condominium units designed for owner-occupants and 50 percent rental units.** The fact that the current proposal calls for two separate buildings at the site makes it easier to include condominium units.

7

This recommendation responds directly to Allston-Brighton's declining owner-occupancy rate. Allston has a very low 10 percent owner-occupancy rate, while Brighton's owner-occupancy rate has declined

from 26.8 percent in 2010 to 22 percent in 2017. These owner-occupancy rates compare unfavorably to the city-wide average of 34 percent.

To ensure the goal of increasing owner-occupancy housing in Allston-Brighton, **we also recommend that the condominium units be deed restricted.** This would produce owner-occupied units rather than condominiums units purchased as an investment. The provision for deed restricted condo units also will make the building more attractive to individuals/families who want to live in Allston-Brighton for an extended period of time.

8

The proposal by the developer to commit \$1.5 million to fund owner-occupied housing at another site, while well intentioned, is an **inadequate response to the lack owner-occupied housing in Allston-Brighton.** As the developer noted, this commitment would produce 5 owner-occupied units. An acceptance of this proposal by the City would produce the following negative result: the creation of 261 rental units and the creation of 5 owner-occupied units at some point in the future. As a consequence, this current proposal, if accepted, would actually reduce Allston's troubling 10 percent owner-occupancy rate.

9

6) Environmental Standards. **We encourage the developer to attain LEED gold status** which further demonstrates commitment to building residents and A-B environment.

10

## Immediate Neighborhood

### 1) *Parking*

Though the parking ratio of 0.64 is in-keeping with the current demographic of car ownership amongst renters in Allston, this project seems to have no disincentive for its car-owning residents to obtain a free on-street permit from the City of Boston and park on city streets. Adding on-street parkers will create an undue burden along Penniman Rd and Hano St, a neighborhood already strained for current residents who have no access to a private parking garage. If this is deemed to be the case, the developer should offer certain parking amenities, such as space in their private parking garage, to the surrounding neighbors of the Hano St neighborhood at a subsidized rate. **After the building attains full occupancy, we recommend that the developer track and share usage and occupancy rates for the onsite garage and work with the BPDA and BTM to offer available garage parking to the neighborhood residents.**

11

The main vehicle access points to the development should be designed in a way that minimizes trips taken down Penniman Rd and through the Hano St neighborhood. To this end, **the entrance/exit to the parking garage should be relocated away from Penniman Rd, and we recommend that all vehicle trips to the development occur either directly from Braintree St or from Rugg Rd/ Denby Rd.** The current proposal has the parking garage access immediately adjacent to the city park, which will bring excessive car traffic to an (neighborhood) area where children play.

12

### 2) *Penniman Park*

The IAG appreciates the developer has offered to dedicate \$60,000 for improvements of Penniman Park and we agree that updating this park would benefit the residents of this community. After some research, needed improvements to a city park could cost \$200K to \$400K including ongoing maintenance. An initial fund of \$85,000 with an additional \$20,000 a year for a maintenance and improvements fund for Penniman Park is more realistic.

13

Two examples of much-needed safety-related improvements in the park include a) the addition of a police call box and b) lighting improvements in and around the park would be highly appreciated. These improvements would significantly decrease drug dealing and increase the quality of life for this community.

14

These improvements will help demonstrate the developer's commitment to the A-B community and to the residents of the area. Please keep in mind new and old residents would greatly appreciate and benefit from all these improvements.

### 3) Rodent Mitigation

The IAG assumes the develop will perform the normal rodent abatement procedures during construction. Additionally, the **IAG encourages the developer to perform ongoing rodent mitigations** in the neighborhood (defined by Braintree-Cambridge-Hano-Everett Strs) such as professional abatements and purchasing appropriately constructed trash and recycle bins for all non-commercial residents.

15

## Allston Brighton

### 1) Transportation

**We recommend the developer become a member of the Allston-Brighton Transportation Management Association (ABTMA)**, which is an organization that provides transportation alternatives and facilitates non-single-occupancy-vehicle trips for its members. By becoming a member, the developer will bolster transportation improvements throughout Allston and Brighton, and will also gain access to the amenities provided by the ABTMA, such as shuttle buses, investment in public transit, bicycle education and repair services, and other mode-sharing opportunities.

16

However, the IAG also acknowledges that the ABTMA is a private, third-party organization which can only fill some of the gaps we face in our public transit, and the developer should not rely solely on any private organization to provide transportation solutions to our congested streets without also making significant investments in the MBTA. **The developer should also financially support specifically the 57, 86, and 64 MBTA bus routes, the Green Line B-Branch, and the Framingham/Worcester Commuter Rail Line.** We realize the failings of the MBTA are a greater problem that cannot be solved by one development, however, we hope to inspire the City of Boston to follow the lead of nearby examples such as Kendall Square by creating a standard where all developments must financially support local public transit in order to improve service throughout the neighborhood, thereby, increasing capacity and quality of service.

17

The developer should also have public ZipCars (or other public car-sharing) available on-site. The current proposal does accommodate car-sharing, but only for its residents which does little to benefit the greater Allston neighborhood.

18

### 2) Jobs for A/B residents.

The IAG reminds the developer and the BPDA of the importance of creating construction jobs that provide a working-wage for Allston-Brighton residents. **We also recommend that 2 of the 4 permanent jobs created by the development go to Allston-Brighton residents.**

19

Thank you for the consideration of this letter. We look forward to working with the developer, the BPDA and other city groups to create a project of which we can all be proud.

Signing Members of the 40 Rugg Road Impact Advisory Group

Kevin M. Carragee

Dan Daly

Rosie Hanlon

Peter Leis

Ethan Long

Galen Mook

Alejandra Velasquez

Emma Walters

Cc: William Brownsberger, Kevin Honan, Michael Moran, Mark Ciommo, Warren O'Reilly

## APPENDIX 1: RESPONSE TO COMMENTS

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This Section provides responses to the Supplemental Information Request issued by the Boston Planning & Development Agency (BPDA) on December 8, 2017 in response to the Project Notification Form (PNF) filed for the 40 Rugg Road project on July 25, 2017. Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on July 19, 2017 which initiated a public comment period which was extended until October 31, 2017.

The comment letters have been reproduced and individual comments coded in the margins. Letters were received from the following elected officials, City of Boston Agencies, local organizations and individuals (corresponding code is in parentheses):

Boston City Council – District 9, Mark Ciommo [with State Representatives Kevin Honan and Michael Moran]

Boston Parks and Recreation Department (BPRD), Carrie Marsh

Boston Water and Sewer Commission (BWSC)

Elizabeth A. Breadon

Bernie Toale

Bernie Toale and Joseph Zina

Residents of Brian J. Honan Apartments and the Hano Homes

Homeowners Union of Allston-Brighton, Eileen Houben

Laura Bethard

Eric Porter

Eva Webster

Abutters to Proposed Development of 40 Rugg Road

Joe Zina and Bernie Toale

Jacob Gilbertson

Allston Civic Association, John Powell

Unbound Visual Arts, John Quatrale

Tim Calderwood

Allston Civic Association & Homeowners Union of Allston-Brighton, Bob Pessek

Homeowners Union of Allston-Brighton (HUAB)

Mary Taylor, Matthew Woellert, Ross Miller, and Chris Fitch

Allston Village Main Streets, Emma Walters

Paula Alexander

Kirsten Ryan

Eileen & Jeffery Houben

40 Rugg Road Impact Advisory Group (IAG)

**Boston City Council – District 9**

- 1 The developer has pledged \$1.5 million in payment to off-site affordable homeownership, totaling five units. This is insufficient for a project of this size, and we encourage them to reconsider.**

The initial intended use for this payment was vetted with the City in a meeting on October 17th at the City Sponsored IAG Meeting. The Development Team still considers this offer to create much needed homeownership units a viable alternative and continues to work with the City to identify local homeownership opportunities.

- 2 At a Floor-to-Area Ratio of 3.6, the proposed project is currently too dense. We ask the developer to reduce the density to match the existing neighborhood. We are typically willing to accept denser projects when they contain a homeownership component.**

The Proponent has developed the design for the 40 Rugg Road project in keeping with the Brighton Guest Street Area Planning Study (herein referred to as “Guest Street Plan”), developed by Sasaki Associates, the private developer, the City of Boston, and the Boston Redevelopment Authority, which was issued in March 2012 with eight months of community input. The Guest Street Plan provided design guidelines for buildings that include floor area ratios (FARs) of 1.25 to 3.25 for blocks within the “Central Zone” (which includes the block that is home to 40 Rugg Road as shown on the illustration provided on page 45 of the Guest Street Plan).

Recent design changes now include a reduction of the footprints of Buildings A and B by approximately 7,300 SF, reducing the FAR to 3.28, generally in line with the intention of the Guest Street Plan.

- 3 The proposed project will offer on-site surface spaces and garage parking that will utilize a novel automated parking system. This represents a parking ratio of 0.77, which is too low given the scale of the project.**

The Proponent has proposed this ratio of parking based on other comparable recently projects approved by the BPDA.

***Boston Parks and Recreation Department (BPRD)***

- 1**            **The project will require zoning for density, height (69' proposed, 25' is allowed) and FAR (3.5 is proposed, 1.0 is allowed). It is not clear what is required for minimum onsite open space, or whether the project meets that requirement.**

Since our submission of the PNF, we have notably reduced the building footprint and gross building square footage, thus reducing the FAR to 3.28. As noted above, the Guest Street Plan recommends an FAR of 1.25 to 3.25 and a height of 60-110 ft (6 to 12 stories). The 40 Rugg Road development is on the lower side of this recommended height.

The Boston Zoning Code requirement is 50 SF of usable open space per unit. Therefore, the Zoning Code requirement for the proposed 265 units is 13,000 SF. The Proponent, however, is providing  $\pm$  34,000 SF.

As set forth in the Boston Zoning Code, the open space requirement can be addressed with accessible balconies of main buildings or on the roofs of main buildings, and the front, side, and rear yards required by the Code for the lot that is not devoted to an accessory building or off-street parking or driveway purposes are required to be included in computing usable open space.

- 2**            **The project will cast shadows on Penniman Park in the mornings, year round. The shadow studies begin at 9:00am. However, given that the building at 40 Rugg Road is east of Penniman Park, it is likely that the shadow impacts would be greatest before 9:00am. This should be assessed.**

Per our analysis and shadow study, we looked at the impacts of the building shadows on the park and we have concluded per the supplied information on the PNF that the greatest impact is during the winter solstice at 9:00am. But by 12:00pm during the December 21 solstice the park no longer gets any shadows from our building. During the June, March and September studies, it is evident that these impacts are minimal if not at all on the Penniman Park. We believe our building to only have a minimal impact during a short morning period on the park during the winter month – highest at the solstice, and therefore not creating adverse shadow impacts. Please refer to Figures 5-1 through 5-6 in the PNF.

3

**BPRD respectfully requests that the applicant mitigate its impacts to Penniman Park through a contribution to the Fund for Parks for the renovation and maintenance of that open space. This contribution should be commensurate with the density of users and should further mitigate the shadow impacts on the park. A capital renovation of the park would cost between \$1 -2 million depending on the scope of work.**

The Proponent has agreed to provide a subsidy of \$60,000 to be used for the cleanup of the passive portion of the Penniman Park. The developer expects that these funds will be matched with in kind professional design and project management services. The Proponent requests that information be furnished to them supporting the \$1.0-2.0MM mentioned in the letter.

It is the development team's belief that many of the challenges that negatively impact the current condition of Penniman Park are: 1) the overall prescribed programming of the physical space – where oversized asphalt paths surrounding the play area and awkwardly intersects the lawn area; 2) the location of the privately administered community garden – which bifurcates the active area of the park at the corner of Hano Street and likely disturbs the lower-intensity activity of gardening; and 3) the park areas were built with inconsistent materials (specifically fencing) that makes this park feel like a disjointed and non-cohesive space.

Based on its initial review, the development team believes that the best way to leverage the \$60,000 in funds for a very visual improvement would be to focus on marked improvements to the existing Infrastructure and the utilization of cost efficient, high impact materials to remedy the community's perceived lack of safety within the space.

As it stands now about 3,000 SF of the total park area (currently estimated to be 10,000 SF – the developer plans to affirm this with further conversation with the BPRD) is paved, and there is one structured seating wall, two picnic tables and a number of existing trees. The space lacks quality, pedestrian scale lighting and public safety cameras.



For an immediate solution, which the Proponent has agreed to pay \$60,000 for and to oversee the administration of, in concert with the BPRD and the community at large through collaborative planning efforts, we expect that the 40 Rugg Road development can facilitate the following four prong effort:

- 1) Give Penniman Road Play area an identity. (+/- \$10,000.00)
  - a) Work with the City and community to create a definition for what makes this place special
    - i) Should we focus on a continuation of the artist approach that we will be utilizing on the 40 Rugg parking garage?
    - ii) Should we be highlighting the seating wall to sponsor community gathering?
  - b) Determine how this greenspace connects to the other adjacent uses
- 2) Maximize the usable green space. (+/- \$25,000.00) by:
  - a. Removing the existing asphalt paths and replacing with loam and seed.
  - b. Creating new pathways that maximize the use of the greenspace for group activity, sports, picnics, etc.
  - c. Improve the current quality of the lawn (determine is it currently irrigated? Is it the right species for the climate?)
- 3) Provide a more defined space for people to bring their dogs to go to the bathroom. (+/- \$15,000.00)
  - a. In addition to the pet refuge area included in the development site and provided in more detail below, plan to utilize a corner of the park as a “dog friendly” area, to create a defined separation of space.

4) In concert with the police department's current citywide initiatives and various available grant funding, implement a new lighting and security infrastructure (+/- \$10,000.00)

- 4 BPRD further requests that if pets are allowed, that the project include a dog recreation space, so that the needs of pets are accommodated onsite, and not in the neighborhood's public open spaces.**

As the landscape design for 40 Rugg Road progresses further, we intend to set aside an area outside of our building but within our site, separate from the publicly accessible courtyard areas for pet refuge.

### ***Boston Water and Sewer Commission (BWSC)***

#### **General**

- 1 Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued.**

Prior to demolition of any buildings, the Proponent will obtain a General Service Application (GSA) from the BWSC and upon issuance of the GSA, will cap all existing water, sewer and drain connections from the existing building. The Proponent will submit a Termination Verification Approval Form and submit to ISD for issuance of a demolition permit.

- 2 All relocated water mains, sewers and storm drains must be constructed at the Proponent's expense.**

The Proponent agrees to construct and finance all relocated water mains, sanitary sewers and storm drains.

- 3 Any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the infiltration/inflow (I/I) reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require the**

**proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.**

The Proponent will continue to work with BWSC as the design progresses to determine the final sewer flow and fee that will be paid to BWSC in lieu of identifying and constructing I/I improvements. The final agreed upon fee will be paid at least 90 days prior to activation of water service.

- 4 The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into Street designs.**

The Project will comply with the Complete Streets Initiative in the design of the Public Ways, Penniman Road, Braintree Street and Emery Street, along the Project frontage. Specifically, the improvements in the Public Ways will include a "furnishing" zone containing a permeable paver strip and series of street trees designed to capture and infiltrate stormwater runoff from the public way sidewalks.

- 5 The Michaels Organization should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, The Michaels Organization will be required to apply for a RGP to cover these discharges.**

The Proponent is aware of the RGP and at the appropriate time, prior to construction, the Proponent will file a Notice of Intent with the EPA for an RGP for this project with current groundwater quality data.

- 6 The Proponent is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.**

At this time, it is not anticipated that the proposed project will be constructed over any Commission facilities. If necessary, the

Proponent will relocate any existing water lines within the proposed building footprint at their own expense. The Project will not construct buildings over existing sewer lines.

- 7 The Commission will require The Michaels Organization to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction.**

The Proponent recognizes this comment. The Proponent will ensure the necessary precautions are put in place to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the Site during construction.

- 8 It is The Michaels Organization's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, The Michaels Organization must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.**

Detailed capacity and impact analyses for the existing and proposed water, sewer and storm drain systems serving the project site will be prepared and submitted to BWSC during the Site Plan Application process.

### Water

- 1 The Michaels Organization must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. The Michaels Organization should also provide the methodology used to estimate water demand for the proposed project.**

Detailed estimates of peak and continuous maximum water demand for the Project's components will be prepared and submitted to BWSC during the Site Plan Application process.

- 2**            **The Michaels Organization should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, The Michaels Organization should consider outdoor landscaping which requires minimal use of water to maintain. If The Michaels Organization plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.**

The Project will be LEED certifiable in accordance with the BPDA's Article 37 Green Building program, as such various water conservation measures such as low-flow toilets and urinals, restricted flow faucets, and sensor operated sinks, toilets, and urinals and low-impact landscaping may be incorporated in order to meet the LEED water conservation requirements. Specific water conservation measures to be included in the Project will be more fully described as the building designs develop.

- 3**            **The Michaels Organization is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. The Michaels Organization should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.**

The Proponent will contact the Meter Department and obtain a hydrant permit from BWSC prior to the commencement of construction activities.

- 4**            **The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, The Michaels Organization should contact the Commission's Meter Department.**

The Proponent will contact the BWSC's Meter Department during the design process to determine MTU installation guidelines and configurations.

**Sewage / Drainage**

1

**The Project is located within the Lower Charles River Watershed, therefore, the Michaels Organization will be required to submit with the site plan a phosphorus reduction plan for the proposed development. The Michaels Organization must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.**

During the Site Plan Application process, the Proponent will submit a phosphorus reduction plan to the BWSC for review and approval.

The Project will direct the runoff from a majority of the Project Site to separated storm sewer systems owned and operated by BWSC. Prior to discharge, stormwater runoff will be collected and treated on-site and will be routed to subsurface infiltration systems sized in accordance with BWSC regulations and the Massachusetts Stormwater handbook in an effort to reduce the impact on the BWSC drainage system. Further details of the proposed stormwater management system will be provided to BWSC during the Site Plan Application process.

**In conjunction with the Site Plan and General Service Application the proponent will be required to submit a Stormwater Pollution Prevention Plan. The Plan must:**

**Identify best management practices for controlling erosion and preventing sediment discharge and contaminated groundwater or stormwater runoff to the Commission's system when the construction is underway.**

The Proponent will prepare a site specific Stormwater Pollution Prevention Plan (SWPPP) for the Project prior to construction which will identify BMP's for managing sediment, groundwater and stormwater discharge during the construction period.

**Include a site map which shows existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.**

A site map will be included in the SWPPP indicating existing drainage patterns as well as areas designated for storage and/or treatment of contaminated soils, groundwater or stormwater and locations of major treatment control structures.

**Provide a stormwater management plan in compliance with MassDEP standards. This should include a description of measures to control pollutants after construction is completed.**

The stormwater controls installed as part of this project will be in accordance with the requirements set forth by the MassDEP Stormwater Management regulations and the BWSC. The stormwater management system will be designed to improve the peak rate and quality of stormwater runoff generated by the proposed site improvements.

For long term operations and maintenance, the Proponent will create a Stormwater Management Plan that will include the following measures: Water quality and quantity controls; LID techniques; structural and non-structural stormwater BMP's that may include water quality units, subsurface infiltration structures, catch basins with deep sumps and oil debris traps, street sweeping; and water conservation measures such as low-flow fixtures, high efficiency appliances and low-impact landscaping.

**2 The proponent must determine if it is required to submit an NPDES General Permit for Construction.**

The Project's construction activities will disturb greater than one (1) acre and thus will require a NPDES General Permit for Construction under the EPA 2017 Construction General Permit. The Proponent will prepare a site specific Stormwater Pollution Prevention Plan (SWPPP) for the Project and apply for a NPDES General Permit for Construction prior to the commencement of construction activities. This plan will also be submitted to BWSC for their records prior to commencement of construction activities.

**3 Explore additional opportunities for protection of stormwater quality on site by minimizing sanding and the use of chemicals, pesticides, and fertilizers.**

The Project will provide structured parking in lieu of the existing surface lots thereby reducing the overall needs for sanding and deicing. Typical sanding and deicing will occur on Project drive aisles and paved

pedestrian areas. The Proponent is committed to minimizing use of pesticides and fertilizers through selection of native, drought resistant plantings.

- 4**            **The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. The Michaels Organization is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, The Michaels Organization will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.**

All dewatering discharges will be properly permitted and managed in compliance with BWSC and MWRA requirements as well as other state and federal requirements.

- 5**            **The Michaels Organization must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission’s system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.**

The stormwater controls installed as part of this project will be in accordance with the requirements set forth by the MassDEP Stormwater Management regulations and the BWSC. The stormwater management system will be designed to improve the peak rate and quality of stormwater runoff generated by the proposed site improvements. The Project will direct the runoff from a majority of the Project Site to separated storm sewer systems owned and operated by BWSC. Prior to discharge, stormwater runoff will be collected and treated on-site and will be routed to subsurface infiltration systems sized in accordance with BWSC regulations and the MassDEP Stormwater Management regulations in an effort to reduce the impact on the BWSC drainage system. Further details of the proposed stormwater management system will be provided to BWSC during the Site Plan Application process.

- 6**            **The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The**

**standards address water quality, water quantity and recharge. In addition to Commission standards, The Michaels Organization will be required to meet MassDEP Stormwater Management Standards.**

In addition to BWSC standards, the Project will comply with MassDEP Stormwater Management Standards. Further details on the proposed stormwater management system will be provided during the Site Plan Application process.

- 7 Sanitary sewage must be kept separate from stormwater. Commission requires that existing stormwater and sanitary sewer service connection which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.**

The Project will maintain separate utility infrastructure systems for sanitary sewage collection and stormwater collection. The Proponent will conduct dye testing on all existing sanitary sewer and stormwater service connections that are proposed for reuse in redevelopment.

- 8 The Commission requests that The Michaels Organization install a permanent casting stating “Don’t Dump: Drains to Charles River” next to any catch basin created or modified as part of this project. The Michaels Organization should contact the Commission’s Operations Division for information regarding the purchase of the castings.**

The Proponent will obtain “Do Not Dump: Drains to Charles River” plaques from BWSC for installation adjacent to all proposed catch basin inlets.

- 9 If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission’s Sewer Use Regulations the Michaels Organization is advised to consult with the Commission’s Operations Department with regards to grease traps.**

The Proponent will install grease traps for all Project uses that include food service and consult with BWSC with regard to such grease traps.

- 10 The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission’s Sewer Use Regulations. The Commission’s Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.**

The Proponent will provide an oil and grease separator for enclosed parking garage connection prior to connection into the municipal sanitary sewer system.

***Elizabeth A. Breadon***

- 1           The Mayor’s IDP for workforce housing with an AMI of 70% is just not affordable for the vast majority of Allston Brighton residents. If this trend is not reversed home ownership in Allston -Brighton will decrease even further with disastrous effects of the social fabric of our neighborhood. To reverse this trend new developments need to be 50/50 condo/rental.**

As noted in the public meetings, the 40 Rugg Road development is a portion of a master plan conceived by the current site owner, Mark Reznick of Beantown Properties, which also included Penniman on the Park aka 20 Penniman, the 32-unit condominium development currently anticipated to deliver next month. The Proponent, who does not build condominiums in any other markets, also spent a number of months on design scenarios that considered creating homeownership opportunities in the form of condominiums in a building at the corner of Braintree Street and Rugg Road. After consulting with a local broker and local contractors it was determined that the costs of excess environmental remediation, various unit upgrades, and additional egress and entrance accommodations for this separate building rendered this alternative infeasible.

When we came to this conclusion, the Proponent immediately began meeting with local stakeholders to find a way to support nearby, offsite homeownership opportunities and came to the conclusion of supporting a financial subsidy for a new condominium development on City sponsored land (described in greater detail to our response to the City council inquiry above).

- 2           It is of concern that almost every project that comes up for review in Allston Brighton has the standard 70% AMI (13% IDP). This level of affordability is out of reach for most young professionals wishing to rent in our neighborhood where the actual median income is around \$35K. This project is an opportunity to build a mix of affordable rental units and deed restricted affordable condos.**

Please see comment immediately above regarding homeownership opportunities. Regarding the affordability level, the Proponent intends to utilize a portion of the \$1.5MM in funds we have pledged, for additional affordable units over and beyond the City's requirement, to provide a deeper subsidy to provide more affordable rents at our onsite affordable artist units and/or at the city approved condominium development noted above.

- 3 Allston has 10% homeownership and Brighton has 22% down from 26% in 2010. The city's homeownership rate is 35%. This is hugely detrimental to the long-term economic and social stability of our community. This is an issue that the BPDA needs to address with some urgency. Any development of this scale should be required to have at least 50% deed restricted condos to address the pressing issues of owner occupancy.**

Please refer to the response above to the City Council regarding homeownership. It is the Proponent's intent to leverage its \$1.5MM contribution, in concert with the City, to create new homeownership opportunities in the Allston community.

- 4 The massing and density of this project leaves very little scope for green space and wide sidewalks with trees that would add to the general appeal of the location. These 260 units in addition to the other new development next door will create additional pressure of the adjacent Penniman Park.**

In addition to sponsoring the park improvements detailed for Penniman Park above, the Proponent will be providing a courtyard area, approximately 11,000 SF in size, within the site that will be maintained by our management company and will remain open for the community's use. This safe and well-lit space will provide a pleasant walkway that connects Penniman Park and the surrounding neighborhood to the currently bifurcated area of Allston on the other side of Rugg Road and part of the Cambridge Street commercial corridor. This layout is designed directly in keeping with the Guest Street Plan's desired "interconnected open space" amongst parcels within the neighborhood.

### ***Bernie Totale***

- 1 We are concerned about the proposed development at that location. Our primary concern is it's size - 6 stories,**

In keeping with our goals to design in accordance with the Guest Street Plan, our design team massed the building within the recommended six to twelve story building heights recommended along the Braintree Street corridor.

***Bernie Totale and Joseph Zina***

- 1           The addition of 260+ units to this very small neighborhood will guarantee that there is never any available parking and other services will also be affected.**

The Proponent and their consultants have done the necessary studies on traffic and the effects the project as planned will have on the surrounding neighborhood. The traffic engineers concluded that the surrounding area will not be adversely impacted by the proposed project. Please see Traffic Analysis in Appendix 2.

- 2           The developers of this property state on their website that they build student and military housing. This will be student housing as most units are designed at 500 square feet. There is no proposed option for home ownership so there will be no incentive for the tenants to maintain the property or neighborhood in any way.**

The Proponent develops and manages all types of multifamily rental properties, including a number of conventional rental housing communities that we have owned and managed since the early 1980s. The average unit size for the Rugg Road development is 656 SF. The only units below 500 SF are the studio units; the one and two bedroom units are larger and make up 67% of the total units. The Proponent maintains well-maintained and top performing properties throughout the country and intends to self-manage the 40 Rugg Road development as such.

- 3           You may know that Allston is already called Rat City and the tenants in our neighborhood have been very actively working with the city on the rat infestation that occurred with the demolition and new construction of the New Balance Headquarters.**

As has been communicated in a number of public meetings, the Proponent will enforce strict requirements that its remediation, demolition, and construction contractors maintain rigid pest control and remediation plans. This will be detailed in the construction logistics plans

the development team must submit to the City in advance of receiving permits as well as the Project Manual which will be part of the Construction Contract with the Proponent's chosen General Contractor. As the project is completed, management will also maintain rodent control contracts throughout operation.

- 4**            **Our existing park services are already poorly managed and will be severely impacted by adding more people, traffic and pets on the existing footprint. Although there is probably a token amount of money set aside for "neighborhood improvements" ... we desperately need a dog walking area - the next closest green space is the Charles River, one mile away.**

Please refer to the comment made above to the BPRD about the accommodations for pets both onsite and potentially in a portion of Penniman Park. At both locations, rubbish cans and free feces bags will be provided to assist walkers in curbing their dogs.

- 5**            **In order to add more housing to this area, the City also needs to seriously reconsider the playground/basketball court/community garden/Penniman park. Monies were once allocated, and used to redesign this area but the project was never completed. Lighting and water were brought to the site but never connected. Currently there is no lighting within the play area, although the power source is there.**

Please refer to the descriptions provided above regarding the proposed Penniman Park improvements and managed public space that the Proponent is providing onsite in its courtyard.

***Residents of Brian J. Honan Apartments and the Hano Homes***

- 1**            **The Penniman Park area is problematic due to substance use, sleeping, and lighting—the installation of cameras and improved lighting would make the neighborhood much safer.**

The Proponent recognizes, and agrees with, the community's concerns about Penniman Park and intends to work closely with them on a solution. Initial thoughts are detailed above.

- 2**            **We would like to see these traffic calming measures along Penniman Road and Hano Street, as many of our children cross the street at the**

**intersection of Hano and Penniman to use the basketball court and playground.**

Recent City initiatives such as “Neighborhood Slow Streets” include traffic calming measures to improve safety in Boston’s residential neighborhoods. The project team will work with the Boston Transportation Department (BTD) to address possible improvements in the neighborhood. All transportation-related mitigation will be codified as part of the Transportation Access Plan Agreement (TAPA) with BTD and will be implemented prior to the issuance of the building’s Certificate of Occupancy. Additionally, as noted in the last IAG meeting, the Proponent also met with the abutter across Rugg Road, MAB Community Services, who asked for an additional street crossing for their disabled clients on Rugg Road so that they may also safely utilize Rugg Road to access both the new Rugg Road courtyard, the improved Penniman Park, and the nearby commuter rail station.

- 3 Many of us who live in the Brian J. Honan apartments are ready to buy homes and establish our piece of the American Dream, but with the development of mostly market rate/luxury rentals and investors purchasing housing stock with cash—there is very little opportunity for those of us who are ready to purchase homes, to do so. We feel that this would allow us the opportunity to fully plant roots in a community that we have called home for many, many years.**

In keeping with the Proponent’s vision to help create affordable homeownership within the neighborhood, we propose to best leverage our \$1.5MM in funds to create the greatest amount of affordable homeownership opportunities possible. As noted above, initial conversations have begun with the City for a specific development in the neighborhood on city owned land. We intend to keep the neighborhood informed as progress is made with this development and are considering creating a 40 Rugg Road project website, in advance of our standard development websites we use for unit lease-up, in order to keep the neighborhood, City and other pertinent stakeholders immediately informed on the project as it proceeds through entitlements, permits, construction and throughout its operation. Our intent is to maintain the transparent management approach. We have started to date and use the website as a clearinghouse for providing information that the community is most interested in, including, most notably, the to-be-created new affordable homeownership opportunities and the ongoing developer mitigation for noise, rodents, and construction logistics.

- 4**                    **We would like to request that the developer continues to build upon their relationship with us and notify residents of construction timelines and their rodent control plan. We are already overrun by rats with the development of the condos on Penniman and the construction along Rugg Road would only intensify this problem.**

The Proponent pledges to continue to grow our relationship with the Brian J Honan apartment residents and the community at large through continued meetings, the proposed Penniman Park improvements, our involvement in upcoming neighborhood events, and through the website noted above.

As expressed in detail above, the Proponent is making a commitment to mitigate the current rodent situation and any nuisances created by the construction of the 40 Rugg Road development.

***Homeowners Union of Allston-Brighton, Eileen Houben***

- 1**                    **We propose that the project’s housing units be evenly divided into 50 percent condominium units designed for owner-occupants and 50 percent rental units.**

As noted above, Penniman on the Park aka 20 Penniman, which is part of the larger development site owned by Beantown Properties, will be providing 32 new condominium units this year. Additionally, we are focusing our efforts on supporting nearby, offsite homeownership opportunities in collaboration with the City.

***Laura Bethard***

**Please extend the deadline for commentary due to the lack of sufficient time for the community review process to be completed.**

The comment period has expired and thus a response to this would no longer be applicable.

***Eric Porter***

- 1**                    **261 apartments is 750-1000 people on a 1.9 acre of land. This is an LI-I zoning which I believe no apartments are allowed be built here (?).**

The 40 Rugg Road development is expected to yield approximately 316 bedrooms, which, even if each bedroom were doubly occupied (which is not the intended use and is highly unlikely) would only add 632 residents, not the amount noted above. The current zoning for the site was intended to support light industrial use which, as evidenced by the widespread vacancy and underutilization of industrial properties throughout the City and within other vacant sites nearby, is no longer a use the economy currently supports. Thus, we are looking for variances in FAR, building height, and use.

***Eva Webster***

- 1 Allston-Brighton desperately needs attractive, well-designed, quality homeownership housing (Allston has only 9% owner-occupancy!) with adequate amount of ground open space to accommodate normal size trees — housing that lends itself to comfortable, peaceful long-term living.**

The Proponent recognizes this comment. Please refer to the above narrative for efforts the Proponent has made to accommodate this and similar identified desires.

***Abutters to Proposed Development of 40 Rugg Road***

- 1 I would like to see more affordable units included in this development. Additionally, there are not enough family-oriented apartments being built in the neighborhood, this proposal does not include any three-bedroom units. We would like to see more family-oriented apartments included in this proposal.**

The 40 Rugg Road development's unit mix has been informed by comprehensive analysis of the Allston-Brighton rental submarket and trends within adjacent neighborhoods and the City as a whole. Our analysis has determined, through evaluation of both the current available housing stock and expressed rental demand, that the development's mix will be best accommodated by the market.

- 2 There are 261 units being proposed, but only 168 parking spaces. Parking is tight in this area as it is and adding this development will only make parking harder for those of us who have to find on-street parking close to home. Additionally, Hano Street and Penniman Road are very**

**narrow and consideration should be given to how traffic will move through these streets, without causing massive delays and backups into the neighborhood—a neighborhood densely settled by families with children.**

The City of Boston has seen a decline in residential auto-ownership in recent years. Carsharing programs, such as Zipcar, and rideshare programs (e.g., Lyft and Uber) have made it more attractive to use shared vehicles rather than own and store a personal vehicle in the City. The 2016 American FactFinder database indicates that approximately 43 percent of households in the neighborhood do not own a vehicle. As a result, less parking is needed to support new residential projects. Our analysis has concluded that this will hold for the Proposed Project as well. It is the goal of the Project team and the City to provide enough parking for new residents without overbuilding parking. No changes are proposed to parking on Hano Street or Penniman Road as part of the Project. Removal of on-street parking would improve traffic flow but may increase travel speeds in the neighborhood and would result in a loss of parking in the neighborhood.

- 3 With all of the development happening on Penniman Road, Braintree Street, and North Beacon Street, we are seeing an increase of rats in the neighborhood. The developer should make a commitment to reduce the influx of rodents in the neighborhood (as a result from their development), as well as plans to reduce construction noise and debris/dust.**

As expressed in detail above, the Proponent is making a commitment to mitigate the current rodent situation and any nuisances created by the construction of the 40 Rugg Road development. With our investments in this community, we are committing to being a good neighbor and respectable stewards of our property.

- 4 Community benefits for this project should benefit those most impacted by this development. Abutters to this project would like to see investments made in Penniman Park (both the Playground and green space areas). With all of the development slowly creeping in, Penniman Park is our escape from overdevelopment. We also would like improved lighting, not only along Rugg Road, but along Penniman Road as well. These streets are problematic during the evening and overnight areas with substance use and drug dealing. This project will**

**bring more “eyes” to the area, which will benefit us all, but investments in Penniman Park and lighting improvements are necessary.**

The Proponent recognizes this comment. It does not benefit our new development to turn a “blind eye” on the current poor condition of Penniman Park. As noted previously, the Proponent is committed to working collaboratively to improve the park and the overall walkability of the neighborhood in general.

***Joe Zina and Bernie Toale***

- 1 At 40 Rugg Road the proposal to build 260+ units with 167 parking spaces is ridiculous for our existing neighborhood.**

As previously noted above and in the PNF submission, the Proponent and our team of consultants have done the necessary studies on traffic and the effect the 40 Rugg Road project may have on the surrounding neighborhood in accordance with BTM guidelines. The studies have shown that at least 57% of the residents will walk, bike, or use public transportation as part of their regular commute to work. We expect that with the close proximity to the new Boston Landing MBTA Station on the Framingham/Worcester Commuter Line, resident ridership may be even higher, based on current trends we have been made aware of. The Proponent intends to implement additional initiatives, like transit subsidies, car share options, ample climatized private resident bike storage and a repair area, to help remedy parking impacts. We are also beginning conversations with local bike sharing and shuttle services.

- 2 Unrealistic planning for green space and dog walking areas is unacceptable.**

The Proponent recognizes this comment. The Proponent will accommodate its residents’ green space in the landscape design of the site in a well programmed and separate pet refuge area outside the buildings but within its site. As detailed previously, the courtyard will serve as an instrumental tool to creating connectivity from the 40 Rugg Road site to the newly improved Penniman Park and neighborhood as a whole.

- 3 The infestation of rats when demolition of old buildings to create new buildings happens and how badly it impacts the neighborhood is a growing problem here.**

As previously detailed, the Proponent and their contractors will implement a comprehensive rodent control plan through construction and ongoing, through operation.

***Jacob Gilbertson***

- 1           The rugg road area in particular has long been a haven for the arts and music community in Allston and I believe the development should allow for some kind of a space within it to address the loss of the rugg road building before being allowed to move forward.**

The Proponent agrees and places high value on the impact artists and art make to the vitality of a neighborhood, thus in addition to the commissioned artwork we are planning with the local nonprofit Artists for Humanity, who will employ Boston Public School students from Allston on the project, we also intend to reserve a portion of our affordable housing for artists and provide gallery and work space, equal to 1,350 SF per artist resident, on the first floor of our Building C. Artwork will also be displayed in common areas throughout the building, including a 1,500 SF flexible gallery/work space, as well as outdoors.

- 2           The paltry number of “affordable” units proposed in this development will do nothing to offset the trends of rising rent and proliferating luxury developments at the expense of the vast majority of people who live in this area and don’t want or need luxury apartments.**

The Proponent does not intend the 40 Rugg Road development to be unreachable “luxury housing” and will provide quality living environments at rents more affordable than what is currently contemplated in other proximate developments in the City’s pipeline.

***Allston Civic Association, John Powell***

- 1           This is a very large development with marginal parking imbedded in a site that is not well served by local streets or larger roadways.**

It is anticipated that most of the residents (57 percent) will walk, bike, or use public transportation as part of their regular commute to work. The Project will implement a robust Transportation Demand Management (TDM) plan to encourage alternative modes of transportation, discourage single-occupancy vehicle trips, and be attractive to future residents who

do not own a vehicle. For those that do chose to drive, future traffic generation estimates, included in the PNF, indicate that there is adequate capacity at surrounding intersections to accommodate the estimated additional traffic as a result of the Project during the peak hours.

### ***Unbound Visual Arts, John Quatralo***

- 1** **Since this site replaces what was for many years the Rugg Road Art Studios, and part of the Allston Arts District Arts District, it would be very fitting if some of the affordable units could become live/work spaces for artists.**

The Proponent agrees and has recently reserved eight of the total 34 onsite affordable units to be reserved for artists. Further, specific accommodations are currently being made to these unit designs to function more efficiently for artist use like larger unit entrances, flexible floor plans, and more modest finishes. These units will be adjacent to one another, all on the same floor (the 2<sup>nd</sup> floor of building C), and will be located immediately above the artists' gallery and workspaces we have created and reserved for them in the first floor of Building C.

### ***Tim Calderwood***

- 1** **I would like to hear the plans to accommodate the increase in traffic and parking in Allston Village that will surely come with this large of a project.**

A comprehensive traffic analysis was conducted as part of the PNF. See Chapter 6.0 in the PNF. This analysis indicates that upon completion and full-occupancy of the Project, there will be adequate capacity on neighborhood streets to accommodate the estimated site-generated traffic during the peak hours. Consistent with area trends, it is anticipated that not all residents will own a vehicle. For those that do own a vehicle, parking will be provided onsite.

- 2** **Additionally, what if any, improvements to outdoor community spaces will be made.**

In addition to the new courtyard area on our site and the proposed Penniman Park improvements, there will be two programmed and furnished resident-only outdoor spaces: one on the sixth floor of Building

B that will be approximately 600 SF in size and face the interior ground level courtyard, and another plaza, approximately 3,000 SF in size on the top of the automated parking garage, that will have direct resident access to the fifth floor of building C. The second, larger area will also be furnished and include a grill and bar area, a fire pit, comfortable gathering areas, and other more active design elements.

***Allston Civic Association & Homeowners Union of Allston-Brighton, Bob Pessek***

- 1 It is too large (see the zoning violations), at a total of 262 units. The total number should be reduced to 200 units or less. This would reduce general congestion and afford more area for green space.**

As noted in greater detail above, the 40 Rugg Road development's design was directly informed by the design guidelines set forth in the Guest Street Plan. With the provision of the courtyard on the interior of the site, we are affording the community a significant amount of usable and publicly accessible green space which provides an open space linkage to the adjacent blocks.

- 2 Lack of homeownership opportunities—something sorely needed in Allston-Brighton. Thus, half of the units--100 or less--should be condos with deed restrictions that require owner occupancy.**

As detailed in other responses above, the Proponent is committed to helping the City create homeownership opportunities within the Allston community.

- 3 Owner-occupied condos should have 3-bedroom units added to the mix.**

As detailed above, there are no homeownership or three-bedroom apartment units included as part of the 40 Rugg Road building program. The affordable condominiums that we will be financially supporting will likely be three and four bedroom units.

***Homeowners Union of Allston-Brighton (HUAB)***

- 1 We recommend a reduction in the density and scale of the project.**

As previously mentioned, the 40 Rugg Road design was informed by the guidelines set forth in the Guest Street Plan. The site is located within an

area identified as having “Immediate Potential,” for the density and scale proposed.

- 2 We recommend that the proposed buildings be reduced by one floor and that the upper floors of the buildings be setback from the street.**

As previously noted, the 40 Rugg Road design was developed in compliance with the design guidelines set forth in the Guest Street Plan.

- 3 In keeping with our objective to increase owner-occupancy in Allston-Brighton, we recommend that the proposed project be changed so that it provides opportunities for owner-occupied housing. We propose that the project’s housing units be evenly divided into 50 percent condominium units designed for owner-occupants and 50 percent rental units.**

As previously noted, the Proponent has pledged \$1.5MM to leverage homeownership opportunities off-site in the Allston community in concert with the City.

- 4 To achieve the goal of increasing owner-occupancy housing in Allston-Brighton, we also recommend that the condominium units be deed restricted or otherwise legally structured to prevent them from being acquired by investors and turned into rentals.**

Please refer to the description provided above. The \$1.5MM in funds to be provided by the Proponent will be used on City-owned land and they will determine deed restrictions for those homes.

- 5 The current proposal by the developer to commit \$1.5 million to fund owner-occupied housing at another site is an inadequate response to the current crisis relating to owner-occupied housing in Allston-Brighton.**

The Proponent is working in concert with the City. Please refer to responses provided above.

- 6 In keeping with our focus on residential stability, we recommend that the developer enter into an agreement with the BPDA that would prevent renters or condo owners from using their units primarily or exclusively for short-term rentals associated with services like Airbnb.**

Our management policy team does not permit our residents to sublet

their units and requires that our company approve any re-letting of apartments before the current resident is allowed off the lease and associated guarantees.

- 7 We ask that the BPDA project reviewers ensure there is a pick-up/drop-off area for taxis, Ubers etc. as well as off-street access to the project by moving trucks, delivery trucks, and garbage trucks. The current proposal lacks attention to this important issue.**

The Proponent will further clarify the drop off location(s) that are not located on the public streets.

- 8 We ask the BPDA and the developer to devote attention to traffic calming measures on the surrounding streets, and especially near the adjacent public park.**

Recent City initiatives such as “Neighborhood Slow Streets” include traffic calming measures to improve safety in residential neighborhoods. The project team will work with the BTD to address possible improvements in the neighborhood. All transportation-related mitigation will be codified as part of the Transportation Access Plan Agreement (TAPA) with BTD and will be implemented prior to the issuance of the building’s Certificate of Occupancy.

- 9 We ask the BPDA to take the appropriate steps to ensure that the developer place all utility lines underground at the site, so public sidewalks are free of utility poles.**

The Proponent has begun conversations with the utility provider about this issue and will make best efforts to locate utility lines below ground. The plan will be further vetted when a work order is submitted to EverSource and Verizon as part of the technical civil drawings.

***Mary Taylor, Matthew Woellert, Ross Miller, and Chris Fitch***

- 1 Although we appreciate the developers’ inclusion of public art in the proposal and their collaboration with Artists for Humanity, there needs to be a stronger effort to provide physical artist space in the project to replace the space they are removing. As such, I am recommending that there be dedicated affordable live-work units on-site and that they permanently remain dedicated to artists.**

The Proponent has agreed to reserve eight of the on-site affordable rental units as artist housing.

***Allston Village Main Streets, Emma Walters***

- 1 We recommend that 25% of the affordable units be live-work spaces for artist and that they be permanently dedicated to arts.**

The Proponent has agreed to reserve eight of the 34 on-site, or 23.5% of the total, affordable rental units as artist housing. The Proponent met with the City and Ms. Walters and was advised that these units should be grouped together in a single, readily accessible location within the development. The best space to do this has room for eight units and is located on the second floor of Building C.

- 2 We recommend that the green space be redesigned to be more public facing and less hidden within the development.**

A large part of the open/green space for the site, about 50%, faces Penniman Park, thus creating a visual connection between the two green open areas and a continuation, as well as an increase, of the pervious areas. The seamlessly continuous urban wall on Penniman Road is also now interrupted with the introduction of the open space, providing a visual connection further into the development. These project open areas will not be gated or blocked from being accessed by pedestrians. The open space will also have lights for way finding and circulation during evening hours, as well as for safety.

Please refer to description below, regarding setbacks. The siting of the buildings was directly informed by the development team's meetings with the BPDA and Boston Civic Design Commission (BCDC).

- 3 We request that the developer commit to working with AVMS to find a commercial tenant that fits the need of the residents and the community and one that will set a precedent to enliven an up-and-coming corridor. We also ask that the commercial tenant be one that values hiring locally. We request that the developer designate on-site parking for employees and business owners. This is crucial in helping to alleviate parking availability strains in the neighborhood.**

Based on our experience with tenants of similar sized and located spaces, we anticipate that the potential interested tenants for this

space will be either a fast-casual eatery or coffeehouse. The Proponent intends to meet with AVMS to discuss the onsite retail further. We are particularly interested to hear about the current market, especially any businesses who may be looking for space and what current potential tenant demands are for the landlord fitouts and anticipated tenant allowances.

- 4 We would like to see a designated loading dock on-site for commercial vehicles. The surrounding streets are far too narrow.**

Unfortunately, we are unable to provide off-street delivery space for the retail space located on the ground floor on the corner of Penniman and Braintree Streets. However, due to our experience with businesses of similar size in our mixed-use developments throughout the country - we are currently envisioning that the net rentable SF will only be approximately 2,500 in size - we do not anticipate any added challenges for loading supplies to the tenants.

***Paula Alexander***

- 1 I suggest that a detailed traffic study be done to provide further information and suggestions for improvement in this area.**

Consistent with the City's Article 80 process, a comprehensive traffic analysis was conducted to identify any Project-related transportation impacts in the study area. See Chapter 6.0 of the PNF. The Project team is committed to working with the BTDC through the TAPA process to provide transportation improvements.

- 2 The design and architecture leaves much to be desired. There are no attractive features on the exterior of the buildings and a re-design should be made to improve the appearance and not detract from the neighborhood.**

Please see section 3.2.3.1 in the Supplemental Report for the re-design of the building's exteriors discussed with the BCDC as well as section 3.2.4 for the information on 40 Rugg Road's proposed façade.

***Kristen Ryan***

- 1 This project should provide significant owner-occupied deed restricted units-- on site- not off site at some future date and place.**

As previously noted, the Proponent has committed \$1.5MM in additional funds to leverage further homeownership options in concert with the City.

**2 Furthermore the height, density is overwhelming and should be scaled back to allow for wider sidewalks and street trees.**

Even with the recent reduction of the building footprints, the setbacks of the buildings have been created to address the design intention of the Boston Complete Street Guidelines while still affording open space sufficient to set us apart from our neighbors and provide for the publicly accessible courtyard and Guest Street Plan-desired open space linkages.

**3 Lastly, I'm concerned about affordable housing and I think the project % affordable units should be raised to 20%.**

The onsite affordable units equate to 13% of the total. To best accommodate the desired affordability and tenure, as required by the Inclusionary Development Policy, additional affordable units are expected to be leveraged by the Proponent's \$ 1.5MM contribution for nearby homeownership in concert with the City.

***Eileen & Jeffrey Houben***

**1 It is too dense, too high, too large an FAR & footprint. It is adding apt.s when there is a much greater need (and the current market supports this) for condos and owner-occupied homes in Allston & Brighton.**

As previously noted, the design and program for 40 Rugg Road was developed in concert with the recommended design intentions of the Guest Street Plan, as described in great detail in the PNF. The proposed Project is at the low end of the height range for what was recommended for the applicable block (6-12 stories).

**2 There is not enough green space – we need more, not less, for quality of life.**

The Proponent is creating more green space than is currently being provided at the site now. In addition to improving the existing Penniman Park for the neighborhood. The Proponent will be remediating the

contaminated soil and ground water on the site and providing public access to a newly clean site in our courtyard.

## **40 Rugg Road Impact Advisory Group (IAG)**

### **Building Structure and Occupancy**

#### **Density:**

- 1 We recommend the FAR be no more than 3.0... and... we would like to see this project decreased in height by one story across the whole project, and to have setbacks in the final story to lessen the perception of an overbuilt lot.**

Through the Urban Design/BCDC, process the project has changed from inception. The Project Team has taken into account the comments raised by IAG and in the community meetings and has reduced the overall scale of the building to an FAR of 3.3. With further design development since the last IAG meeting, we have reduced the building footprint and the resulting new FAR is less, now at 3.3.

- 2 The IAG would like to see the preferred guidelines for pedestrian zone be met, with significant setbacks from the sidewalk to create a 15'6" preferred sidewalk zone, which includes a 8' pedestrian zone, a 2' frontage zone, and a 5' greenscape/furnishing zone.**

Through the BCDC/Community process, the 40 Rugg Road development team has done its best to accommodate these concerns by shifting the residential entrances for Building C from Braintree Street to Rugg Rd. This allows the project to create a true open space/pocket park along the Braintree Street Corridor which also serves as the formal entrance for the newly added artist work and gallery space on the ground floor. Additionally, to provide a great residential character along Rugg Road, as is desired by the City, BCDC, and within the Guest Street Plan, the ground floor units in Buildings A and B that face the street have both front entrances, which are set back from the sidewalk with planting areas, and rear entrances.

- 3 To accomplish a greater setback from the sidewalk, we also recommend increasing the accessible green space on the surrounding**

**landscaping, which may require redesigning the public green space to be facing the streets rather than being hidden within the development... The developer should also improve the condition of the sidewalk by incorporating street lighting into the streetscape redesign.**

Please see the above commentary regarding the thought process behind the building setbacks. As a setback along the street increases, it reduces our ability to provide a usable courtyard space between the buildings within our courtyard area.

- 4 The median income of Allston/Brighton is \$52,362... As we experience one of the region's most expensive housing markets, we recommend that the developers increase the percentage of their affordable units to 20% of the development.**

We have provided 34 affordable rental units on site and have committed an additional \$1.5MM in funds to leverage affordable homeownership opportunities in concert with the City.

- 5 Although we appreciate and applaud the developers inclusion of public art in the proposal and their collaboration with Artists for Humanity, there needs to be a better effort in providing actual physical artist space in the development to replace the space they are removing. We recommend that 25% of the affordable units be live-work spaces for City of Boston certified artists and that they be permanently dedicated to artists.**

We have recently set aside eight units of our 34 on-site affordable units for City of Boston certified artists and have also provided approximately 9,600 SF additional artist work-display space on the ground floor of Building C.

- 6 With the majority of units being 1-bedroom units or fewer, we recommend a significant increase in the number of 2-bed apartments as well as the addition of 3-bed apartments. Apartment size, number of bedrooms, and apartment layout should be conducive for family living. There should be an option for families and those interested in creating roots and stability in this neighborhood.**

The 40 Rugg Road unit mix has been determined based on a comprehensive analysis of the Allston-Brighton submarket. Our analysis evaluated both the current available housing stock and demand and

created a mix that would have the best absorption. In addition, the Proponent's \$1.5MM contribution to the City's affordable housing funding pool is intended to support the development of larger residential units in Allston.

- 7 We recommend that the project's housing units be divided into 50 percent condominium units designed for owner-occupants and 50 percent rental units.**

The 40 Rugg Road development has been designed to be best accommodate the desired City and community goals while still remaining financially feasible to secure debt and equity. Please refer to the above narratives.

- 8 To ensure the goal of increasing owner-occupancy housing in Allston-Brighton, we also recommend that the condominium units be deed restricted. This would produce owner-occupied units rather than condominiums units purchased as an investment.**

No on-site condominiums are proposed. It is our understanding that the affordable condominiums for which our \$1.5MM will be used will be deed restricted by the City at an affordability level the City will determine.

- 9 The proposal by the developer to commit \$1.5 million to fund owner-occupied housing at another site, while well intentioned, is an inadequate response to the lack owner-occupied housing in Allston-Brighton.**

The Proponent recognizes this comment and that the amount it is proposing to contribute is not sufficient on its own to address this issue across the entire neighborhood. However, the Proponent understands that its additional contribution will be used to leverage investment by others, including the City, and these funds also need to be viewed as part of a comprehensive community benefit and mitigation package that exceeds what has been required previously.

- 10 We encourage the developer to attain LEED gold status which further demonstrates commitment to building residents and A-B environment.**

The Proponent will ensure that the building will be LEED Certifiable. We have weighed the merits of adding additional "green elements" to the

design, but they have to be financial feasible. Adding the formal “LEED certification” is a proprietary USGBC process that adds professional administrative costs that will not be realized as a better quality of life in the building or provide any further neighborhood benefit. We have elected to reserve funds towards the \$1.5MM for affordable housing homeownership.

- 11 The developer should offer certain parking amenities, such as space in their private parking garage, to the surrounding neighbors of the Hano St neighborhood at a subsidized rate. After the building attains full occupancy, we recommend that the developer track and share usage and occupancy rates for the onsite garage and work with the BPDA and BTD to offer available garage parking to the neighborhood residents.**

As the project proceeds towards permits we will continue to engage with the BTD. As previously mentioned, the project’s TAPA plan will include alternative strategies for addressing parking.

- 12 The main vehicle access points to the development should be designed in a way that minimizes trips taken down Penniman Rd and through the Hano St neighborhood. To this end, the entrance/exit to the parking garage should be relocated away from Penniman Rd, and we recommend that all vehicle trips to the development occur either directly from Braintree St or from Rugg Rd/Denby Rd.**

The development team initially conceived of having the parking access on Rugg Rd, but were advised by the BPDA, especially since the condominiums’ parking access is from Rugg Road - which was agreed upon by the adjacent 20 Penniman Rd developer, the condominium development and the BPDA during their “small project review” - that the proposed Project needed an alternative location. The Proponent was also asked to “hide the parking” from the streets and the only way to realistically accomplish this was to “wrap the building” around the parking as the Proponent has have accomplished with Building C. Alternatively, the Proponent could not add a driveway on Braintree Street because it would not meet BTD’s engineering standards as it would be less than 100’ from intersections in either direction.

- 13 The IAG appreciates the developer has offered to dedicate \$60,000 for improvements of Penniman Park and we agree that updating this park would benefit the residents of this community. After some research, needed improvements to a city park could cost \$200K to \$400K**

**including ongoing maintenance. An initial fund of \$85,000 with an additional \$20,000 a year for a maintenance and improvements fund for Penniman Park is more realistic.**

The Proponent has not been privy to the research done by either the IAG or the BPRD supporting the \$200 to \$400k budget. As noted above, the Proponent has a plan which provides for many of the improvements noted during the review process and falls within the \$60k budget, especially when this amount is considered in concert with the in-kind professional services that the development team will be providing. As previously noted, it is the Proponent's intent to also assist the neighborhood in leveraging additional grant and public funds for the revitalization of the park, as well as aiding in the creation of a "Friends Of..." group to ensure its continued stewardship of this public park. If the neighborhood chooses, it could use a portion of the \$60k for "ongoing" maintenance.

- 14 Two examples of much-needed safety-related improvements in the park include a) the addition of a police call box and b) lighting improvements in and around the park would be highly appreciated.**

Lighting and cameras, administered by the Boston police department, have been taken into account in our park improvement vision.

- 15 The IAG assumes the developer will perform the normal rodent abatement procedures during construction. Additionally, the IAG encourages the developer to perform ongoing rodent mitigations in the neighborhood (defined by Braintree-Cambridge-Hano-Everett Strs) such as professional abatements and purchasing appropriately constructed trash and recycle bins for all non-commercial residents.**

As detailed above, the Proponent will create and manage, directly or through its subcontractors, a comprehensive rodent control program for the site. As part of the construction logistics plan, appropriate rubbish control and professional abatements will be contracted and administered at the development with the intention of capturing and removing rodents from the site before they escape to the surrounding sites.

- 16 We recommend the developer become a member of the Allston-Brighton Transportation Management Association (ABTMA), which is**

**an organization that provides transportation alternatives and facilitates non-single-occupancy-vehicle trips for its members. By becoming a member, the developer will bolster transportation improvements throughout Allston and Brighton, and will also gain access to the amenities provided by the ABTMA, such as shuttle buses, investment in public transit, bicycle education and repair services, and other mode-sharing opportunities.**

The Proponent is committed to joining the ABTMA. This measure will be codified as part of the forthcoming TAPA with the BTM.

- 17 The developer should also financially support specifically the 57, 86, and 64 MBTA bus routes, the Green Line B-Branch, and the Framingham/Worcester Commuter Rail Line.**

The Project supports the use of transit and will encourage residents to use existing MBTA services in the area. Through planned residential transit subsidies, the Proponent is committed to funding MBTA services.

- 18 The developer should also have public ZipCars (or other public car-sharing) available on-site.**

The Proponent will consider contracting with ZipCar or a similar car sharing program that both the 40 Rugg Road and neighborhood residents can utilize. Additionally, the Proponent anticipates including resident-only electric car sharing in our garage through the Envoy program.

- 19 The IAG reminds the developer and the BPDA of the importance of creating construction jobs that provide a working-wage for Allston-Brighton residents. We also recommend that 2 of the 4 permanent jobs created by the development go to Allston-Brighton residents.**

Based on our initial calculations using the CCIM Three Rivers Model, 40 Rugg Road is expected to bring over 285 residents, whose spending power and economic contribution is expected to support 89 jobs, as well as 234 direct construction and 14 permanent jobs to the Project and within the vicinity of the station and will create corresponding economic development in and around the Boston Landing MBTA Station.

We expect that many of the permanent on-site jobs will go to Boston, if not Allston-Brighton specific, residents, including, most notably, the employees of our management company and retail space. The artists will also be Boston-based. Through continued communication with the BPDA, the City, and the neighborhood, the Proponent will make best efforts to ensure that Allston-Brighton residents are immediately informed of job openings and that qualified residents will be considered for employment. As the project progresses and a General Contractor is brought on board, the Construction job estimates will be further refined.

**APPENDIX 2: TRAFFIC REPORT**

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File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620001.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620001

Comment 1: N/S Street : Hano Street

Comment 2: E/W Street: Cambridge Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West		
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds
07:00 AM	1	3	0	110	5	0	6	102	0
07:15 AM	3	8	0	109	0	0	3	111	0
07:30 AM	2	9	0	97	4	0	8	92	0
07:45 AM	3	9	0	101	2	0	12	99	0
08:00 AM	1	3	0	114	1	0	5	102	0
08:15 AM	1	4	0	115	2	0	5	120	0
08:30 AM	0	4	0	111	1	0	9	99	0
08:45 AM	0	4	0	112	1	0	10	81	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	2	5	0	117	2	0	8	115	0
04:15 PM	1	4	0	138	4	0	8	106	0
04:30 PM	3	3	0	129	2	0	5	112	0
04:45 PM	0	6	0	142	4	0	8	113	0
05:00 PM	0	7	0	154	2	0	6	97	0
05:15 PM	0	7	3	140	2	5	9	96	0
05:30 PM	1	8	0	161	6	0	15	96	0
05:45 PM	2	9	0	144	3	0	4	98	0

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620001.ppd

Start Date: 4/13/2017

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Comment 1: N/S Street : Hano Street

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Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West		
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds
07:00 AM	0	0	0	10	0	0	0	2	0
07:15 AM	0	0	0	6	0	0	0	9	0
07:30 AM	0	0	0	10	0	0	0	6	0
07:45 AM	0	0	0	4	0	0	0	6	0
08:00 AM	0	0	0	7	0	0	0	2	0
08:15 AM	0	0	0	10	0	0	0	5	0
08:30 AM	0	0	0	3	0	0	0	3	0
08:45 AM	0	0	0	5	0	0	0	6	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	4	0	0	0	1	0
04:15 PM	0	0	0	3	0	0	0	3	0
04:30 PM	0	0	0	3	0	0	0	3	0
04:45 PM	0	0	0	2	0	0	0	3	0
05:00 PM	0	0	0	4	0	0	0	6	0
05:15 PM	0	0	0	2	0	0	0	4	0
05:30 PM	0	0	0	3	0	0	0	5	0
05:45 PM	0	0	0	3	0	0	0	4	0

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620001.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620001

Comment 1: N/S Street : Hano Street

Comment 2: E/W Street: Cambridge Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West		
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds
07:00 AM	0	0	6	1	0	13	0	1	0
07:15 AM	0	0	12	0	0	12	1	0	0
07:30 AM	0	0	9	0	0	15	0	0	0
07:45 AM	0	0	2	2	0	7	0	1	1
08:00 AM	0	1	5	0	0	11	0	2	0
08:15 AM	0	0	2	1	0	11	0	6	1
08:30 AM	0	0	3	0	0	9	1	0	5
08:45 AM	0	0	8	2	0	8	0	6	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	22	0	0	10	0	2	0
04:15 PM	0	0	15	2	0	11	0	1	0
04:30 PM	0	0	19	8	0	16	1	0	0
04:45 PM	0	0	11	1	0	8	0	1	0
05:00 PM	0	0	14	3	1	14	0	1	0
05:15 PM	0	0	12	3	0	24	0	1	6
05:30 PM	1	1	12	1	2	6	0	0	1
05:45 PM	0	0	17	5	0	17	0	0	0

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620001.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620001

Comment 1: N/S Street : Hano Street

Comment 2: E/W Street: Cambridge Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West		
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds
07:00 AM	0	0	0	10	0	0	0	2	0
07:15 AM	0	0	0	6	0	0	0	9	0
07:30 AM	0	0	0	10	0	0	0	6	0
07:45 AM	0	0	0	4	0	0	0	6	0
08:00 AM	0	0	0	7	0	0	0	2	0
08:15 AM	0	0	0	10	0	0	0	5	0
08:30 AM	0	0	0	3	0	0	0	3	0
08:45 AM	0	0	0	5	0	0	0	6	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	4	0	0	0	1	0
04:15 PM	0	0	0	3	0	0	0	3	0
04:30 PM	0	0	0	3	0	0	0	3	0
04:45 PM	0	0	0	2	0	0	0	3	0
05:00 PM	0	0	0	4	0	0	0	6	0
05:15 PM	0	0	0	2	0	0	0	4	0
05:30 PM	0	0	0	3	0	0	0	5	0
05:45 PM	0	0	0	3	0	0	0	4	0

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620001.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620001

Comment 1: N/S Street : Hano Street

Comment 2: E/W Street: Cambridge Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West		
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds
07:00 AM	1	3	0	110	5	0	6	102	0
07:15 AM	3	8	0	109	0	0	3	111	0
07:30 AM	2	9	0	97	4	0	8	92	0
07:45 AM	3	9	0	101	2	0	12	99	0
08:00 AM	1	3	0	114	1	0	5	102	0
08:15 AM	1	4	0	115	2	0	5	120	0
08:30 AM	0	4	0	111	1	0	9	99	0
08:45 AM	0	4	0	112	1	0	10	81	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	2	5	0	117	2	0	8	115	0
04:15 PM	1	4	0	138	4	0	8	106	0
04:30 PM	3	3	0	129	2	0	5	112	0
04:45 PM	0	6	0	142	4	0	8	113	0
05:00 PM	0	7	0	154	2	0	6	97	0
05:15 PM	0	7	3	140	2	5	9	96	0
05:30 PM	1	8	0	161	6	0	15	96	0
05:45 PM	2	9	0	144	3	0	4	98	0

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620001.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620001

Comment 1: N/S Street : Hano Street

Comment 2: E/W Street: Cambridge Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Hano St From North -- SB			Cambridge St From East -- WB			Cambridge St From West -- EB		
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds
07:00 AM	0	0	6	1	0	13	0	1	0
07:15 AM	0	0	12	0	0	12	1	0	0
07:30 AM	0	0	9	0	0	15	0	0	0
07:45 AM	0	0	2	2	0	7	0	1	1
08:00 AM	0	1	5	0	0	11	0	2	0
08:15 AM	0	0	2	1	0	11	0	6	1
08:30 AM	0	0	3	0	0	9	1	0	5
08:45 AM	0	0	8	2	0	8	0	6	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	22	0	0	10	0	2	0
04:15 PM	0	0	15	2	0	11	0	1	0
04:30 PM	0	0	19	8	0	16	1	0	0
04:45 PM	0	0	11	1	0	8	0	1	0
05:00 PM	0	0	14	3	1	14	0	1	0
05:15 PM	0	0	12	3	0	24	0	1	6
05:30 PM	1	1	12	1	2	6	0	0	1
05:45 PM	0	0	17	5	0	17	0	0	0

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620002.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620002

Comment 1: N/S Street : Denby Street

Comment 2: E/W Street: Cambridge Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West		
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds
07:00 AM	2	1	0	113	3	0	2	106	0
07:15 AM	1	4	0	122	3	0	2	107	0
07:30 AM	2	6	0	85	2	0	0	88	0
07:45 AM	0	0	0	110	2	0	4	100	0
08:00 AM	0	3	0	124	5	0	2	103	0
08:15 AM	1	2	0	111	1	0	3	98	0
08:30 AM	1	7	0	114	6	0	4	111	0
08:45 AM	0	0	0	98	4	0	5	85	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	5	1	0	131	8	0	7	121	0
04:15 PM	2	5	0	137	0	0	2	123	0
04:30 PM	0	3	0	130	6	0	3	112	0
04:45 PM	0	4	0	145	3	0	1	127	0
05:00 PM	1	4	0	159	3	0	4	123	0
05:15 PM	3	5	0	150	4	0	4	108	0
05:30 PM	2	6	0	150	2	0	1	106	0
05:45 PM	0	3	0	164	2	0	5	108	0

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620002.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620002

Comment 1: N/S Street : Denby Street

Comment 2: E/W Street: Cambridge Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West		
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds
07:00 AM	0	0	0	8	0	0	0	2	0
07:15 AM	0	0	0	7	0	0	0	5	0
07:30 AM	0	0	0	8	0	0	0	5	0
07:45 AM	0	0	0	7	0	0	0	7	0
08:00 AM	0	0	0	6	0	0	0	3	0
08:15 AM	0	0	0	10	0	0	0	6	0
08:30 AM	0	0	0	4	0	0	0	2	0
08:45 AM	0	0	0	4	0	0	0	7	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	4	0	0	0	1	0
04:15 PM	0	0	0	2	0	0	0	2	0
04:30 PM	0	0	0	3	0	0	0	4	0
04:45 PM	0	0	0	2	0	0	0	3	0
05:00 PM	0	0	0	3	0	0	0	6	0
05:15 PM	0	0	0	3	0	0	0	4	0
05:30 PM	0	0	0	2	0	0	0	4	0
05:45 PM	0	0	0	3	0	0	0	5	0

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620002.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620002

Comment 1: N/S Street : Denby Street

Comment 2: E/W Street: Cambridge Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West		
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds
07:00 AM	0	0	13	2	0	4	0	1	0
07:15 AM	0	0	3	0	0	2	0	2	0
07:30 AM	0	0	13	0	0	2	0	2	0
07:45 AM	0	0	2	4	0	2	0	4	1
08:00 AM	1	0	8	0	0	4	0	6	2
08:15 AM	0	0	5	1	0	10	0	12	3
08:30 AM	0	0	3	0	0	1	0	3	1
08:45 AM	0	0	0	3	0	3	0	9	1
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	11	0	0	2	1	3	2
04:15 PM	0	0	4	3	0	4	0	3	0
04:30 PM	0	0	9	7	0	7	0	3	1
04:45 PM	0	0	6	4	0	1	0	1	1
05:00 PM	0	0	8	5	0	5	0	1	0
05:15 PM	0	0	14	4	0	14	0	1	0
05:30 PM	0	1	19	5	0	4	0	4	3
05:45 PM	0	1	23	3	1	4	0	1	2

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620002.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620002

Comment 1: N/S Street : Denby Street

Comment 2: E/W Street: Cambridge Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Denby St From North -- SB			Cambridge St From East -- WB			Cambridge St From West -- EB		
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds
07:00 AM	0	0	13	2	0	4	0	1	0
07:15 AM	0	0	3	0	0	2	0	2	0
07:30 AM	0	0	13	0	0	2	0	2	0
07:45 AM	0	0	2	4	0	2	0	4	1
08:00 AM	1	0	8	0	0	4	0	6	2
08:15 AM	0	0	5	1	0	10	0	12	3
08:30 AM	0	0	3	0	0	1	0	3	1
08:45 AM	0	0	0	3	0	3	0	9	1
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	11	0	0	2	1	3	2
04:15 PM	0	0	4	3	0	4	0	3	0
04:30 PM	0	0	9	7	0	7	0	3	1
04:45 PM	0	0	6	4	0	1	0	1	1
05:00 PM	0	0	8	5	0	5	0	1	0
05:15 PM	0	0	14	4	0	14	0	1	0
05:30 PM	0	1	19	5	0	4	0	4	3
05:45 PM	0	1	23	3	1	4	0	1	2

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620002.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620002

Comment 1: N/S Street : Denby Street

Comment 2: E/W Street: Cambridge Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West		
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds
07:00 AM	2	1	0	113	3	0	2	106	0
07:15 AM	1	4	0	122	3	0	2	107	0
07:30 AM	2	6	0	85	2	0	0	88	0
07:45 AM	0	0	0	110	2	0	4	100	0
08:00 AM	0	3	0	124	5	0	2	103	0
08:15 AM	1	2	0	111	1	0	3	98	0
08:30 AM	1	7	0	114	6	0	4	111	0
08:45 AM	0	0	0	98	4	0	5	85	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	5	1	0	131	8	0	7	121	0
04:15 PM	2	5	0	137	0	0	2	123	0
04:30 PM	0	3	0	130	6	0	3	112	0
04:45 PM	0	4	0	145	3	0	1	127	0
05:00 PM	1	4	0	159	3	0	4	123	0
05:15 PM	3	5	0	150	4	0	4	108	0
05:30 PM	2	6	0	150	2	0	1	106	0
05:45 PM	0	3	0	164	2	0	5	108	0

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620002.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620002

Comment 1: N/S Street : Denby Street

Comment 2: E/W Street: Cambridge Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West		
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds
07:00 AM	0	0	0	8	0	0	0	2	0
07:15 AM	0	0	0	7	0	0	0	5	0
07:30 AM	0	0	0	8	0	0	0	5	0
07:45 AM	0	0	0	7	0	0	0	7	0
08:00 AM	0	0	0	6	0	0	0	3	0
08:15 AM	0	0	0	10	0	0	0	6	0
08:30 AM	0	0	0	4	0	0	0	2	0
08:45 AM	0	0	0	4	0	0	0	7	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	4	0	0	0	1	0
04:15 PM	0	0	0	2	0	0	0	2	0
04:30 PM	0	0	0	3	0	0	0	4	0
04:45 PM	0	0	0	2	0	0	0	3	0
05:00 PM	0	0	0	3	0	0	0	6	0
05:15 PM	0	0	0	3	0	0	0	4	0
05:30 PM	0	0	0	2	0	0	0	4	0
05:45 PM	0	0	0	3	0	0	0	5	0

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620003.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620003

Comment 1: N/S Street : Penniman Road

Comment 2: E/W Street: Braintree Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West		
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds
07:00 AM	4	18	0	1	3	0	13	2	0
07:15 AM	1	17	0	4	3	0	11	3	0
07:30 AM	2	15	0	2	5	0	22	3	0
07:45 AM	0	19	0	1	7	0	20	1	0
08:00 AM	2	22	0	2	4	0	17	4	0
08:15 AM	0	21	0	4	6	0	21	1	0
08:30 AM	3	26	0	2	8	0	25	1	0
08:45 AM	4	32	0	3	9	0	17	0	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	4	20	0	4	3	0	33	7	0
04:15 PM	2	30	0	3	3	0	23	3	0
04:30 PM	0	21	0	2	5	0	21	2	0
04:45 PM	2	24	0	4	3	0	41	6	0
05:00 PM	6	24	0	2	3	0	57	6	0
05:15 PM	5	14	0	2	4	0	39	7	0
05:30 PM	5	23	0	2	2	0	40	8	0
05:45 PM	3	21	0	1	1	0	37	9	0



File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620003.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620003

Comment 1: N/S Street : Penniman Road

Comment 2: E/W Street: Braintree Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West		
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds
07:00 AM	0	0	2	0	0	5	1	0	2
07:15 AM	0	0	0	0	0	8	0	0	2
07:30 AM	0	0	0	0	0	5	0	0	2
07:45 AM	0	0	0	0	0	1	0	0	0
08:00 AM	0	2	0	0	0	4	1	0	0
08:15 AM	0	1	0	0	1	7	1	0	0
08:30 AM	0	0	1	0	1	4	0	0	0
08:45 AM	0	0	2	1	0	6	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	1	1	0	0	0	6	0	0	0
04:15 PM	0	1	0	0	0	7	2	0	0
04:30 PM	0	2	2	0	0	6	1	0	0
04:45 PM	0	0	1	0	0	4	2	0	0
05:00 PM	0	3	0	0	0	7	2	0	0
05:15 PM	0	1	0	0	0	4	0	0	0
05:30 PM	0	2	0	0	0	3	1	1	0
05:45 PM	0	1	0	0	0	8	0	0	0



File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620003.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620003

Comment 1: N/S Street : Penniman Road

Comment 2: E/W Street: Braintree Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West		
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds
07:00 AM	4	18	0	1	3	0	13	2	0
07:15 AM	1	17	0	4	3	0	11	3	0
07:30 AM	2	15	0	2	5	0	22	3	0
07:45 AM	0	19	0	1	7	0	20	1	0
08:00 AM	2	22	0	2	4	0	17	4	0
08:15 AM	0	21	0	4	6	0	21	1	0
08:30 AM	3	26	0	2	8	0	25	1	0
08:45 AM	4	32	0	3	9	0	17	0	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	4	20	0	4	3	0	33	7	0
04:15 PM	2	30	0	3	3	0	23	3	0
04:30 PM	0	21	0	2	5	0	21	2	0
04:45 PM	2	24	0	4	3	0	41	6	0
05:00 PM	6	24	0	2	3	0	57	6	0
05:15 PM	5	14	0	2	4	0	39	7	0
05:30 PM	5	23	0	2	2	0	40	8	0
05:45 PM	3	21	0	1	1	0	37	9	0

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620003.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620003

Comment 1: N/S Street : Penniman Road

Comment 2: E/W Street: Braintree Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Braintree St From East -- WB			Penniman Rd From South -- NB			Braintree St From West -- EB		
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds
07:00 AM	0	0	2	0	0	5	1	0	2
07:15 AM	0	0	0	0	0	8	0	0	2
07:30 AM	0	0	0	0	0	5	0	0	2
07:45 AM	0	0	0	0	0	1	0	0	0
08:00 AM	0	2	0	0	0	4	1	0	0
08:15 AM	0	1	0	0	1	7	1	0	0
08:30 AM	0	0	1	0	1	4	0	0	0
08:45 AM	0	0	2	1	0	6	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	1	1	0	0	0	6	0	0	0
04:15 PM	0	1	0	0	0	7	2	0	0
04:30 PM	0	2	2	0	0	6	1	0	0
04:45 PM	0	0	1	0	0	4	2	0	0
05:00 PM	0	3	0	0	0	7	2	0	0
05:15 PM	0	1	0	0	0	4	0	0	0
05:30 PM	0	2	0	0	0	3	1	1	0
05:45 PM	0	1	0	0	0	8	0	0	0

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620004.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620004

Comment 1: N/S Street : Rugg Road

Comment 2: E/W Street: Braintree Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West		
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds
07:00 AM	6	17	0	5	2	0	13	4	0
07:15 AM	3	16	0	1	4	0	15	3	0
07:30 AM	2	25	0	0	3	0	25	4	0
07:45 AM	1	15	0	1	3	0	23	4	0
08:00 AM	0	23	0	2	2	0	21	3	0
08:15 AM	0	21	0	2	1	0	22	6	0
08:30 AM	1	22	0	5	8	0	26	6	0
08:45 AM	2	37	0	0	2	0	23	3	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	2	14	0	3	8	0	32	3	0
04:15 PM	4	29	0	6	2	0	28	0	0
04:30 PM	1	17	0	4	12	0	23	5	0
04:45 PM	3	23	0	3	6	0	38	5	0
05:00 PM	3	23	0	5	7	0	64	3	0
05:15 PM	3	18	0	1	6	0	44	2	0
05:30 PM	3	27	0	4	2	0	36	4	0
05:45 PM	1	20	0	6	4	0	39	1	0



File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620004.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620004

Comment 1: N/S Street : Rugg Road

Comment 2: E/W Street: Braintree Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West		
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds
07:00 AM	0	0	2	0	1	3	1	0	14
07:15 AM	0	0	3	0	0	4	0	0	5
07:30 AM	0	0	1	0	0	4	0	0	0
07:45 AM	0	0	0	0	0	2	0	0	5
08:00 AM	0	2	0	0	0	2	0	0	6
08:15 AM	1	1	0	0	0	5	1	0	2
08:30 AM	0	0	0	0	1	4	1	0	1
08:45 AM	1	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	3	0	0	3	0	0	0
04:15 PM	0	1	0	0	0	4	2	0	3
04:30 PM	0	0	3	0	0	5	0	0	0
04:45 PM	0	0	0	0	0	1	2	0	0
05:00 PM	1	3	0	0	0	8	1	0	1
05:15 PM	0	1	0	0	0	1	0	0	2
05:30 PM	0	1	0	0	0	5	2	0	0
05:45 PM	0	3	0	0	0	8	1	0	4

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620004.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620004

Comment 1: N/S Street : Rugg Road

Comment 2: E/W Street: Braintree Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Braintree St From East --WB			Rugg Rd From South -- NB			Braintree St From West -- EB		
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds
07:00 AM	0	0	2	0	1	3	1	0	14
07:15 AM	0	0	3	0	0	4	0	0	5
07:30 AM	0	0	1	0	0	4	0	0	0
07:45 AM	0	0	0	0	0	2	0	0	5
08:00 AM	0	2	0	0	0	2	0	0	6
08:15 AM	1	1	0	0	0	5	1	0	2
08:30 AM	0	0	0	0	1	4	1	0	1
08:45 AM	1	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	3	0	0	3	0	0	0
04:15 PM	0	1	0	0	0	4	2	0	3
04:30 PM	0	0	3	0	0	5	0	0	0
04:45 PM	0	0	0	0	0	1	2	0	0
05:00 PM	1	3	0	0	0	8	1	0	1
05:15 PM	0	1	0	0	0	1	0	0	2
05:30 PM	0	1	0	0	0	5	2	0	0
05:45 PM	0	3	0	0	0	8	1	0	4

File Name: C:\Users\stevi\Documents\2017\Petra\Allston, MA\Kittleson\1762\17620004.ppd

Start Date: 4/13/2017

Start Time: 7:00:00 AM

Site Code: 17620004

Comment 1: N/S Street : Rugg Road

Comment 2: E/W Street: Braintree Street

Comment 3: City/State : Allston, MA

Comment 4: Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West		
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds
07:00 AM	6	17	0	5	2	0	13	4	0
07:15 AM	3	16	0	1	4	0	15	3	0
07:30 AM	2	25	0	0	3	0	25	4	0
07:45 AM	1	15	0	1	3	0	23	4	0
08:00 AM	0	23	0	2	2	0	21	3	0
08:15 AM	0	21	0	2	1	0	22	6	0
08:30 AM	1	22	0	5	8	0	26	6	0
08:45 AM	2	37	0	0	2	0	23	3	0
09:00 AM	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0
04:00 PM	2	14	0	3	8	0	32	3	0
04:15 PM	4	29	0	6	2	0	28	0	0
04:30 PM	1	17	0	4	12	0	23	5	0
04:45 PM	3	23	0	3	6	0	38	5	0
05:00 PM	3	23	0	5	7	0	64	3	0
05:15 PM	3	18	0	1	6	0	44	2	0
05:30 PM	3	27	0	4	2	0	36	4	0
05:45 PM	1	20	0	6	4	0	39	1	0



# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 1

N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

## Groups Printed- Cars - Trucks

Start Time	Hano St From North		Cambridge St From East		Cambridge St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
07:00 AM	1	3	120	5	6	104	239
07:15 AM	3	8	115	0	3	120	249
07:30 AM	2	9	107	4	8	98	228
07:45 AM	3	9	105	2	12	105	236
Total	9	29	447	11	29	427	952
08:00 AM	1	3	121	1	5	104	235
08:15 AM	1	4	125	2	5	125	262
08:30 AM	0	4	114	1	9	102	230
08:45 AM	0	4	117	1	10	87	219
Total	2	15	477	5	29	418	946
Grand Total	11	44	924	16	58	845	1898
Apprch %	20	80	98.3	1.7	6.4	93.6	
Total %	0.6	2.3	48.7	0.8	3.1	44.5	
Cars	11	44	869	16	58	806	1804
% Cars	100	100	94	100	100	95.4	95
Trucks	0	0	55	0	0	39	94
% Trucks	0	0	6	0	0	4.6	5

# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 2

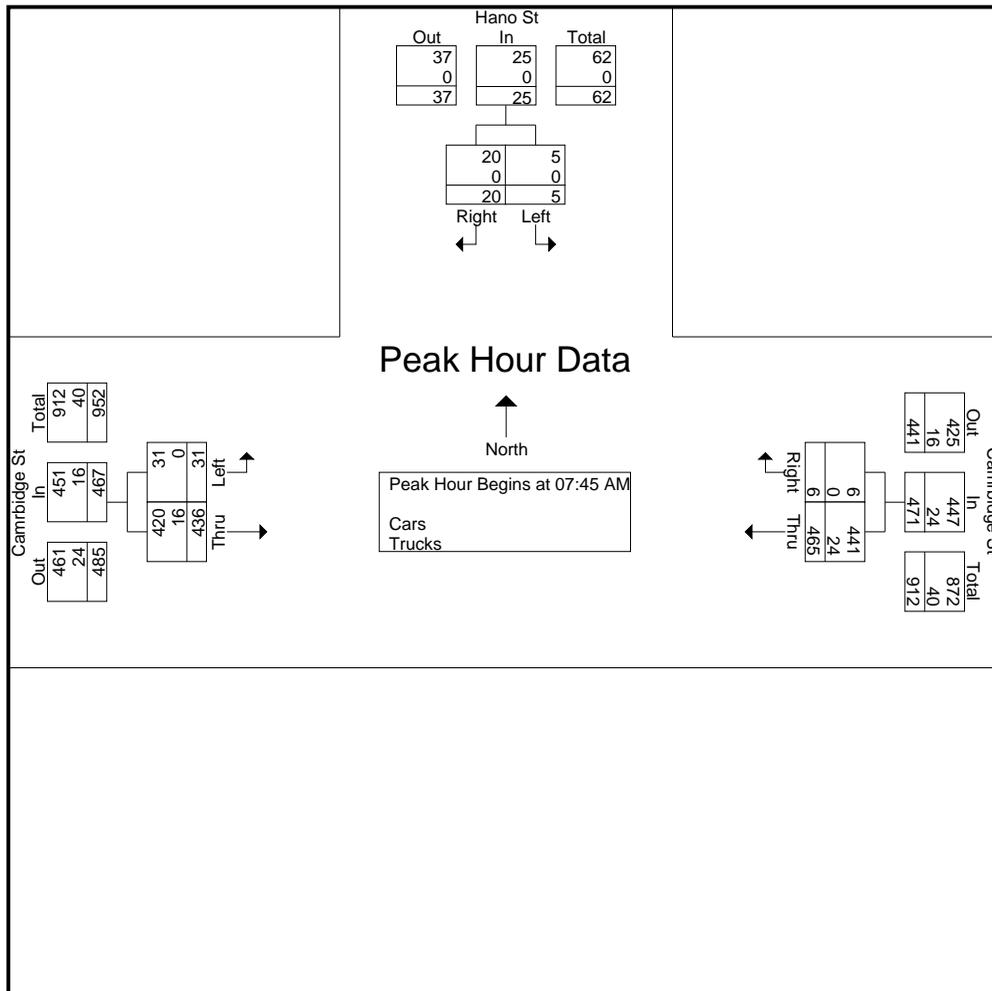
N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

07:45 AM	3	9	12	105	2	107	12	105	117	236
08:00 AM	1	3	4	121	1	122	5	104	109	235
08:15 AM	1	4	5	125	2	127	5	125	130	262
08:30 AM	0	4	4	114	1	115	9	102	111	230
<b>Total Volume</b>	5	20	25	465	6	471	31	436	467	963
<b>% App. Total</b>	20	80		98.7	1.3		6.6	93.4		
<b>PHF</b>	.417	.556	.521	.930	.750	.927	.646	.872	.898	.919
Cars	5	20	25	441	6	447	31	420	451	923
% Cars	100	100	100	94.8	100	94.9	100	96.3	96.6	95.8
Trucks	0	0	0	24	0	24	0	16	16	40
% Trucks	0	0	0	5.2	0	5.1	0	3.7	3.4	4.2



# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 3

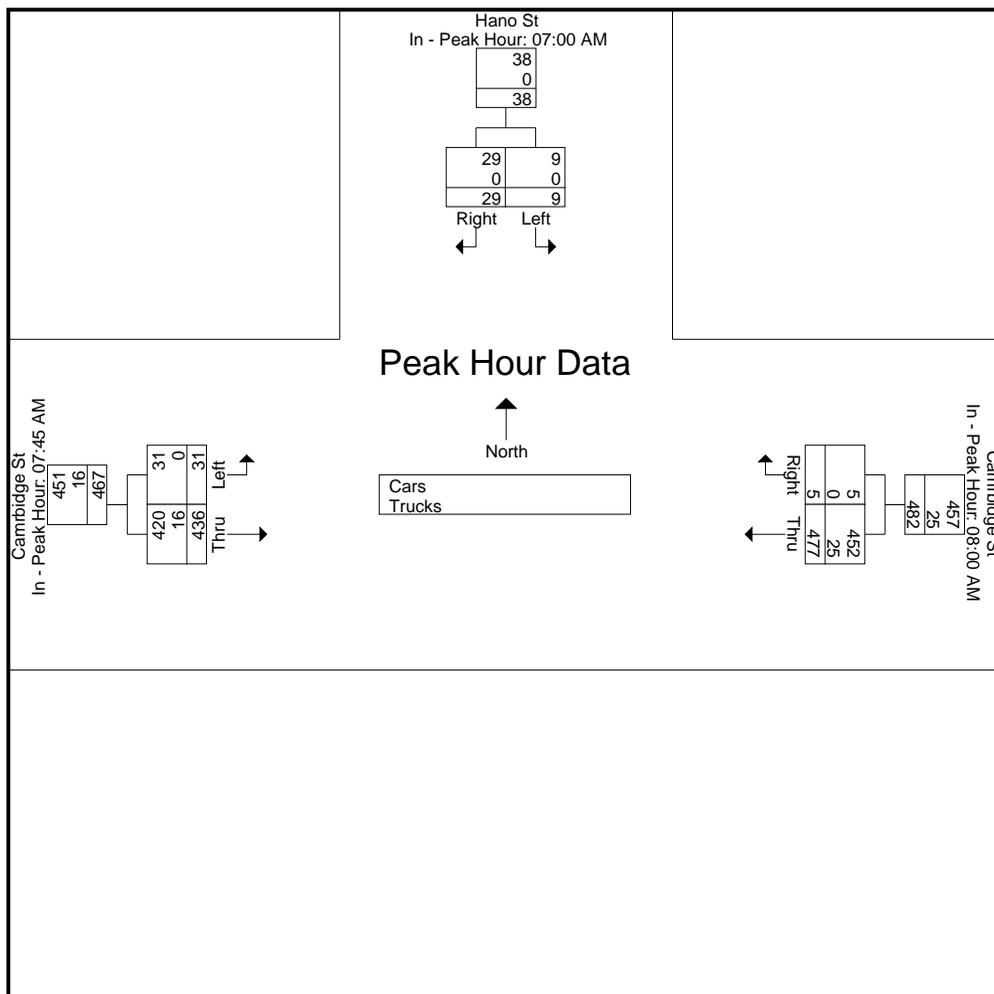
N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			07:45 AM		
+0 mins.	1	3	4	121	1	122	12	105	117
+15 mins.	3	8	11	125	2	127	5	104	109
+30 mins.	2	9	11	114	1	115	5	125	130
+45 mins.	3	9	12	117	1	118	9	102	111
<b>Total Volume</b>	9	29	38	477	5	482	31	436	467
<b>% App. Total</b>	23.7	76.3		99	1		6.6	93.4	
<b>PHF</b>	.750	.806	.792	.954	.625	.949	.646	.872	.898
Cars	9	29	38	452	5	457	31	420	451
% Cars	100	100	100	94.8	100	94.8	100	96.3	96.6
Trucks	0	0	0	25	0	25	0	16	16
% Trucks	0	0	0	5.2	0	5.2	0	3.7	3.4



# Accurate Counts

978-664-2565

N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620001  
 Site Code : 17620001  
 Start Date : 4/13/2017  
 Page No : 4

## Groups Printed- Cars

Start Time	Hano St From North		Cambridge St From East		Cambridge St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
07:00 AM	1	3	110	5	6	102	227
07:15 AM	3	8	109	0	3	111	234
07:30 AM	2	9	97	4	8	92	212
07:45 AM	3	9	101	2	12	99	226
Total	9	29	417	11	29	404	899
08:00 AM	1	3	114	1	5	102	226
08:15 AM	1	4	115	2	5	120	247
08:30 AM	0	4	111	1	9	99	224
08:45 AM	0	4	112	1	10	81	208
Total	2	15	452	5	29	402	905
Grand Total	11	44	869	16	58	806	1804
Apprch %	20	80	98.2	1.8	6.7	93.3	
Total %	0.6	2.4	48.2	0.9	3.2	44.7	

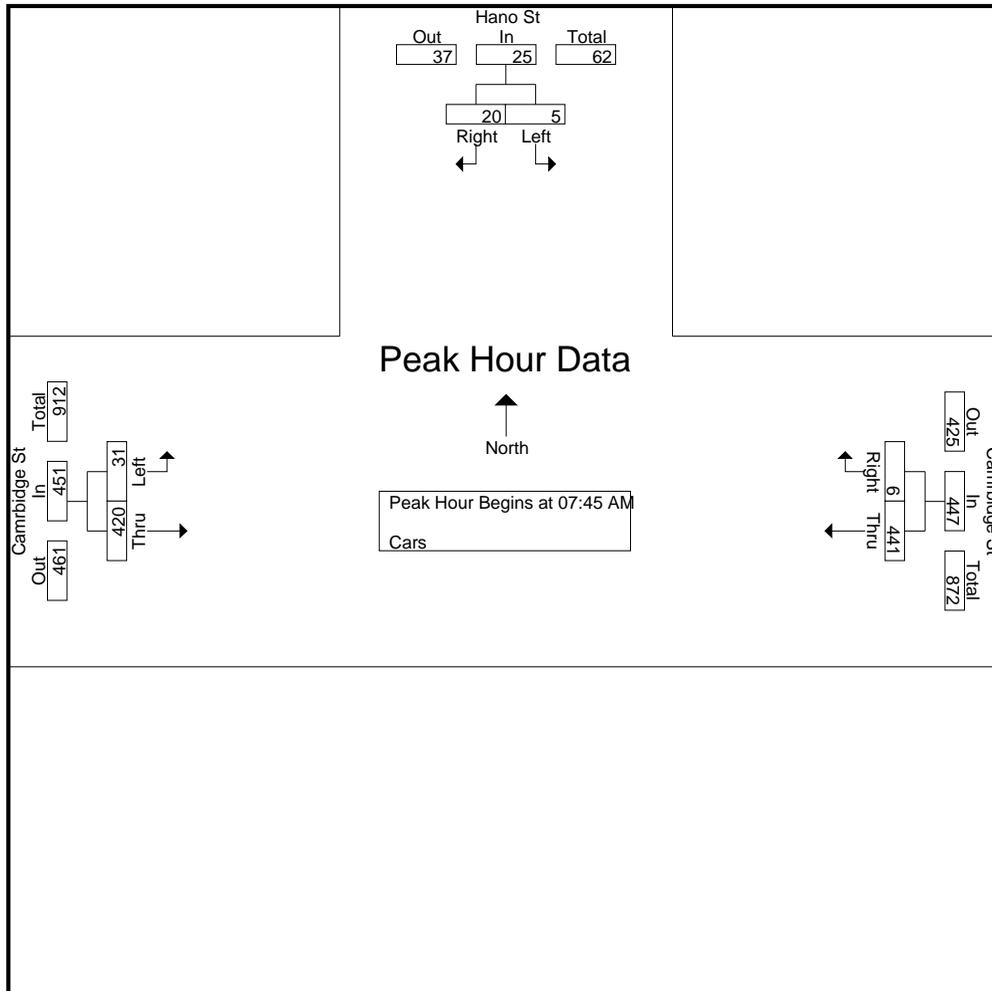
# Accurate Counts

978-664-2565

N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620001  
 Site Code : 17620001  
 Start Date : 4/13/2017  
 Page No : 5

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	3	9	12	101	2	103	12	99	111	226
08:00 AM	1	3	4	114	1	115	5	102	107	226
08:15 AM	1	4	5	115	2	117	5	120	125	247
08:30 AM	0	4	4	111	1	112	9	99	108	224
Total Volume	5	20	25	441	6	447	31	420	451	923
% App. Total	20	80		98.7	1.3		6.9	93.1		
PHF	.417	.556	.521	.959	.750	.955	.646	.875	.902	.934



# Accurate Counts

978-664-2565

N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

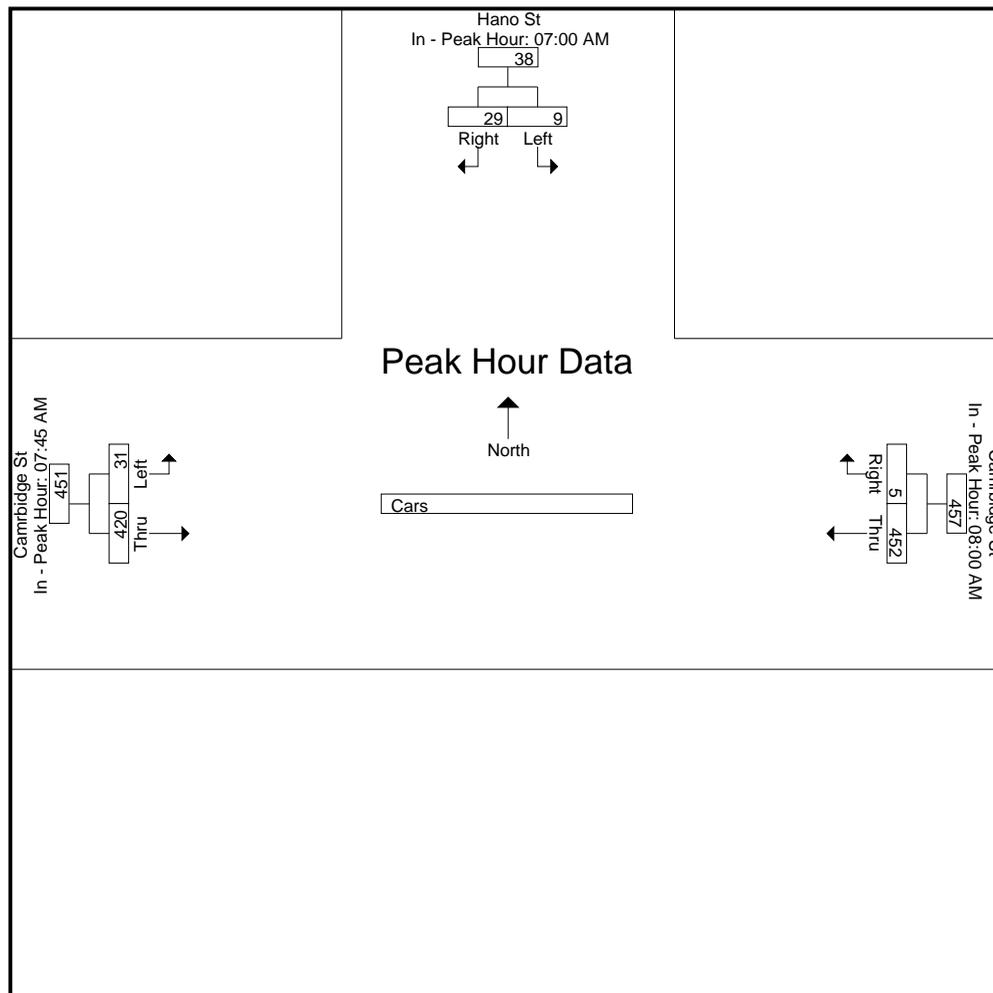
File Name : 17620001  
 Site Code : 17620001  
 Start Date : 4/13/2017  
 Page No : 6

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			07:45 AM		
+0 mins.	1	3	4	114	1	115	12	99	111
+15 mins.	3	8	11	115	2	117	5	102	107
+30 mins.	2	9	11	111	1	112	5	120	125
+45 mins.	3	9	12	112	1	113	9	99	108
<b>Total Volume</b>	9	29	38	452	5	457	31	420	451
<b>% App. Total</b>	23.7	76.3		98.9	1.1		6.9	93.1	
<b>PHF</b>	.750	.806	.792	.983	.625	.976	.646	.875	.902



# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 7

N/S Street : Hano Street

E/W Street: Cambridge Street

City/State : Allston, MA

Weather : Clear

## Groups Printed- Trucks

Start Time	Hano St From North		Cambridge St From East		Cambridge St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
07:00 AM	0	0	10	0	0	2	12
07:15 AM	0	0	6	0	0	9	15
07:30 AM	0	0	10	0	0	6	16
07:45 AM	0	0	4	0	0	6	10
Total	0	0	30	0	0	23	53
08:00 AM	0	0	7	0	0	2	9
08:15 AM	0	0	10	0	0	5	15
08:30 AM	0	0	3	0	0	3	6
08:45 AM	0	0	5	0	0	6	11
Total	0	0	25	0	0	16	41
Grand Total	0	0	55	0	0	39	94
Apprch %	0	0	100	0	0	100	
Total %	0	0	58.5	0	0	41.5	

# Accurate Counts

978-664-2565

File Name : 17620001

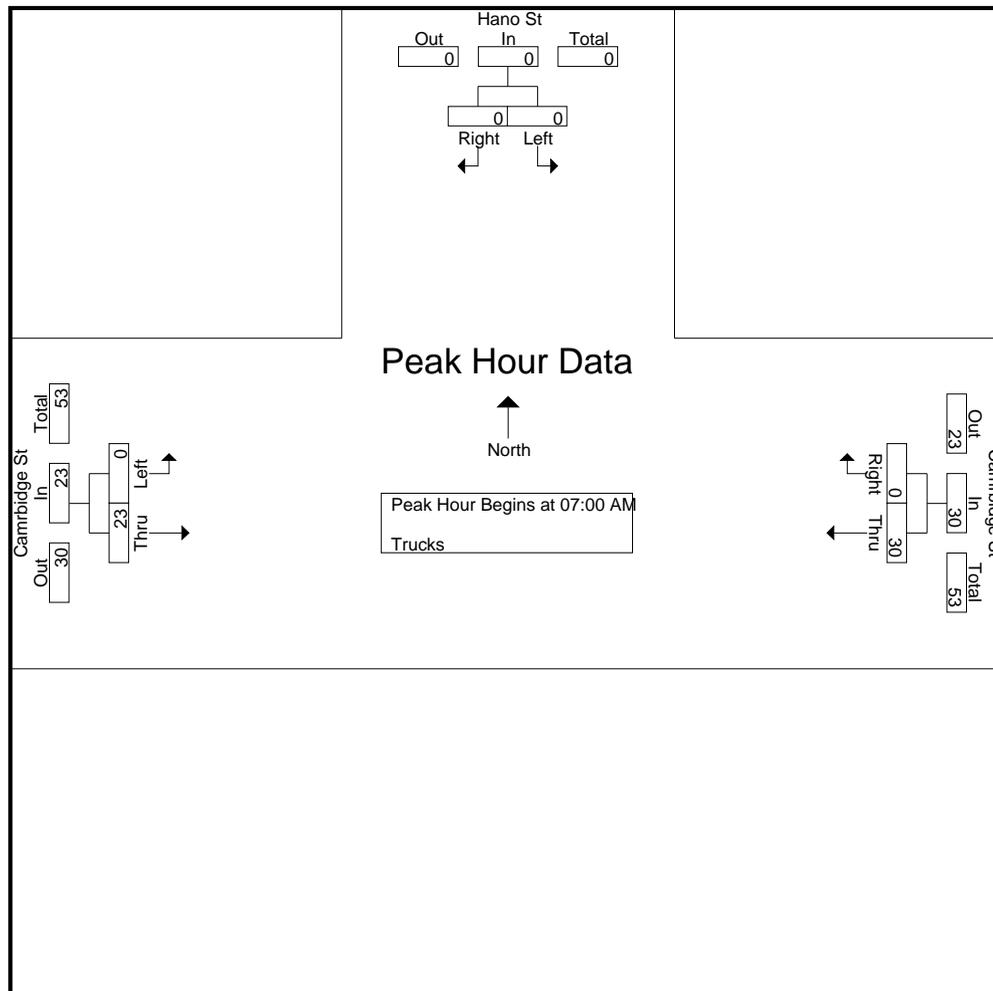
Site Code : 17620001

Start Date : 4/13/2017

Page No : 8

N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	<b>10</b>	0	<b>10</b>	0	2	2	12
07:15 AM	0	0	0	6	0	6	0	<b>9</b>	<b>9</b>	15
07:30 AM	0	0	0	10	0	10	0	6	6	<b>16</b>
07:45 AM	0	0	0	4	0	4	0	6	6	10
Total Volume	0	0	0	30	0	30	0	23	23	53
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.750	.000	.750	.000	.639	.639	.828



# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 9

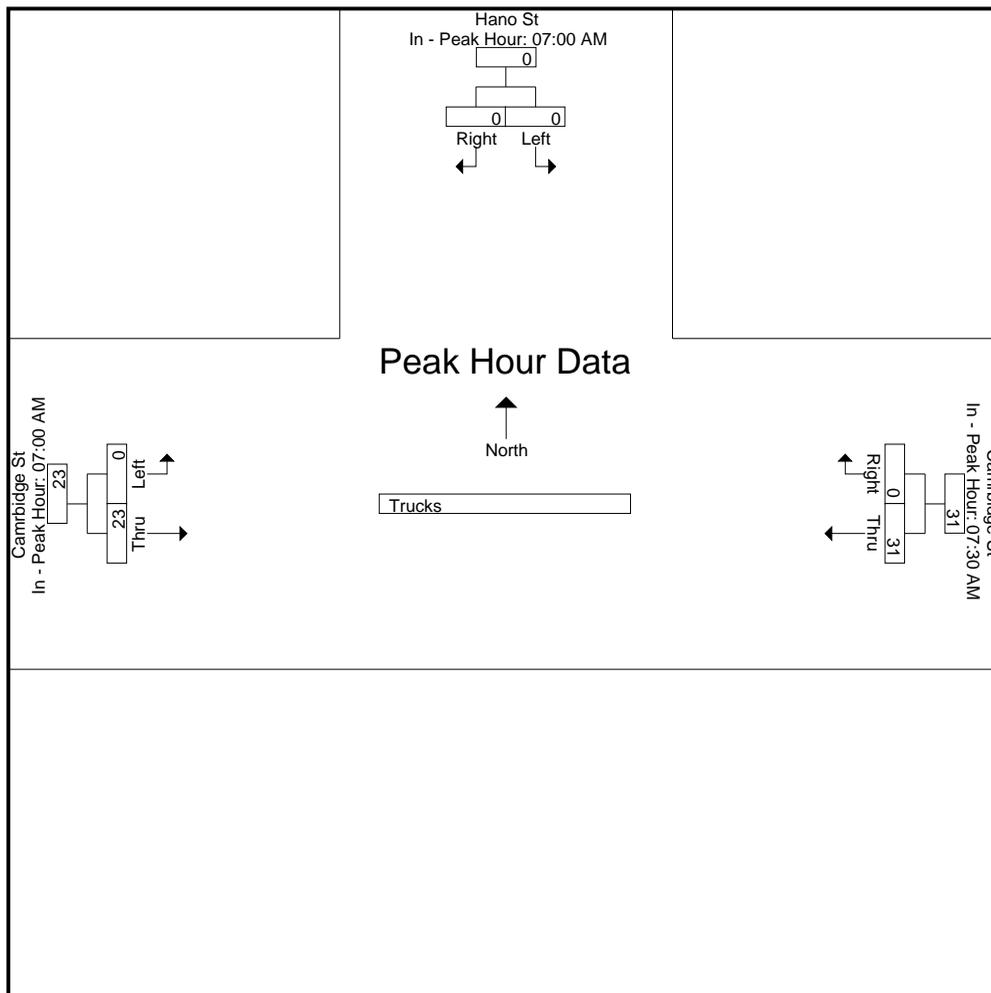
N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:30 AM			07:00 AM		
+0 mins.	0	0	0	<b>10</b>	0	<b>10</b>	0	2	2
+15 mins.	0	0	0	4	0	4	0	<b>9</b>	<b>9</b>
+30 mins.	0	0	0	7	0	7	0	6	6
+45 mins.	0	0	0	10	0	10	0	6	6
Total Volume	0	0	0	31	0	31	0	23	23
% App. Total	0	0	0	100	0	100	0	100	
PHF	.000	.000	.000	.775	.000	.775	.000	.639	.639



# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 10

N/S Street : Hano Street

E/W Street: Cambridge Street

City/State : Allston, MA

Weather : Clear

## Groups Printed- Bikes Peds

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds			
07:00 AM	0	0	6	1	0	13	0	1	0	19	2	21
07:15 AM	0	0	12	0	0	12	1	0	0	24	1	25
07:30 AM	0	0	9	0	0	15	0	0	0	24	0	24
07:45 AM	0	0	2	2	0	7	0	1	1	10	3	13
Total	0	0	29	3	0	47	1	2	1	77	6	83
08:00 AM	0	1	5	0	0	11	0	2	0	16	3	19
08:15 AM	0	0	2	1	0	11	0	6	1	14	7	21
08:30 AM	0	0	3	0	0	9	1	0	5	17	1	18
08:45 AM	0	0	8	2	0	8	0	6	0	16	8	24
Total	0	1	18	3	0	39	1	14	6	63	19	82
Grand Total	0	1	47	6	0	86	2	16	7	140	25	165
Apprch %	0	100		100	0		11.1	88.9				
Total %	0	4		24	0		8	64		84.8	15.2	

# Accurate Counts

978-664-2565

File Name : 17620001

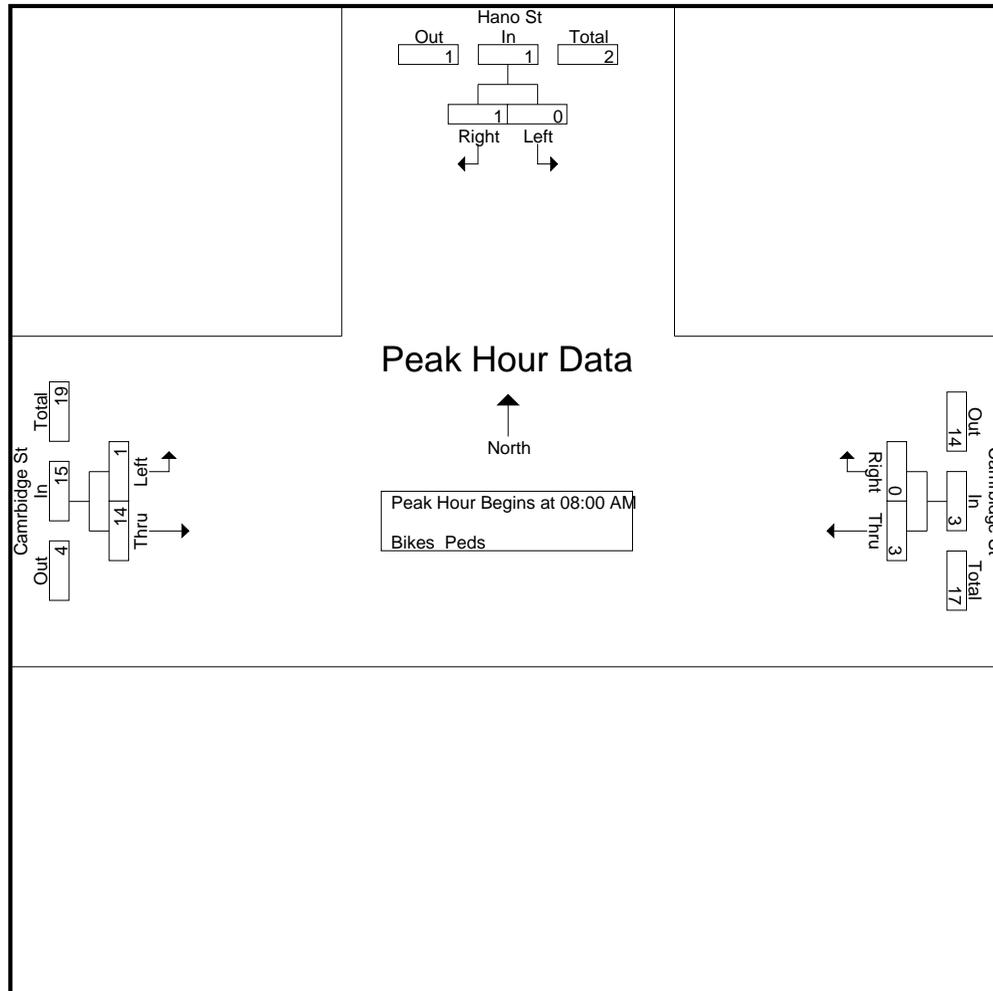
Site Code : 17620001

Start Date : 4/13/2017

Page No : 11

N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	1	1	0	0	0	0	2	2	3
08:15 AM	0	0	0	1	0	1	0	6	6	7
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	2	0	2	0	6	6	8
<b>Total Volume</b>	0	1	1	3	0	3	1	14	15	19
<b>% App. Total</b>	0	100		100	0		6.7	93.3		
<b>PHF</b>	.000	.250	.250	.375	.000	.375	.250	.583	.625	.594



# Accurate Counts

978-664-2565

N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

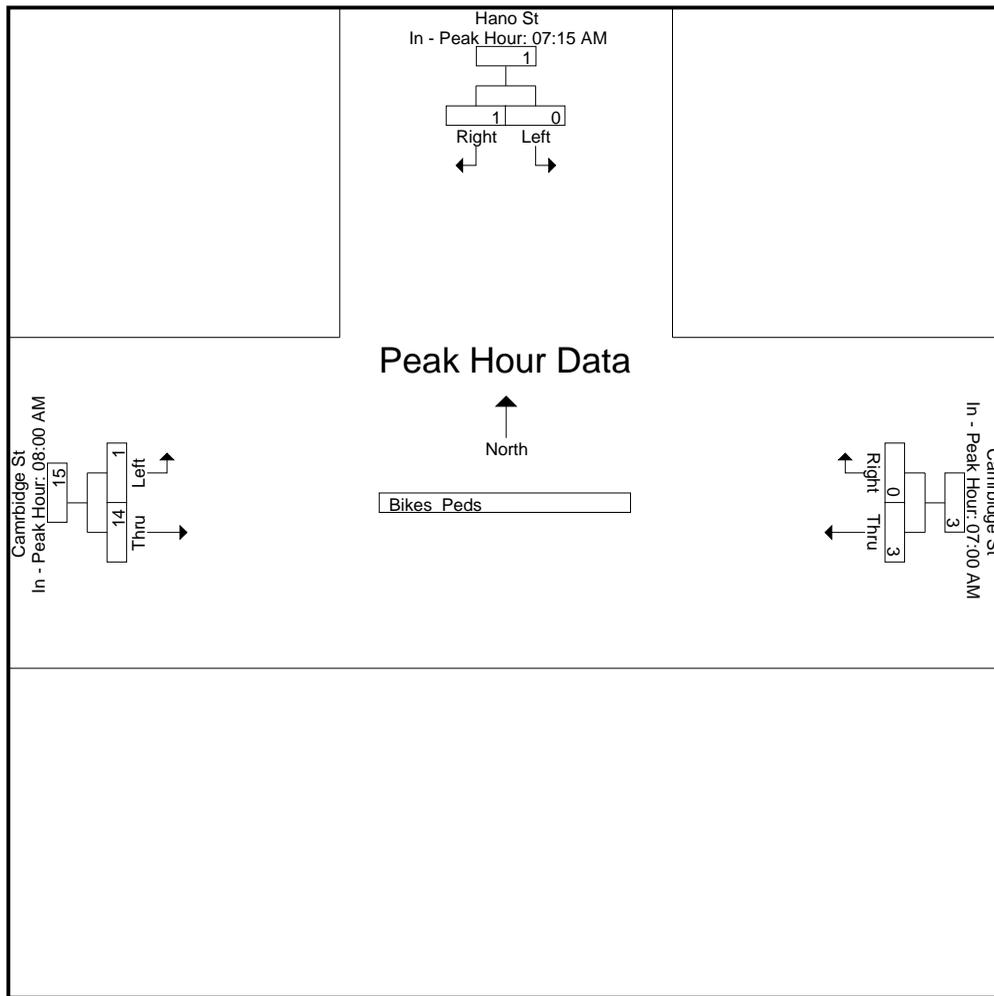
File Name : 17620001  
 Site Code : 17620001  
 Start Date : 4/13/2017  
 Page No : 12

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			08:00 AM		
+0 mins.	0	0	0	1	0	1	0	2	2
+15 mins.	0	0	0	0	0	0	0	6	6
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	1	1	2	0	2	0	6	6
Total Volume	0	1	1	3	0	3	1	14	15
% App. Total	0	100		100	0		6.7	93.3	
PHF	.000	.250	.250	.375	.000	.375	.250	.583	.625



# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 1

N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

### Groups Printed- Cars - Trucks

Start Time	Hano St From North		Cambridge St From East		Cambridge St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	2	5	121	2	8	116	254
04:15 PM	1	4	141	4	8	109	267
04:30 PM	3	3	132	2	5	115	260
04:45 PM	0	6	144	4	8	116	278
Total	6	18	538	12	29	456	1059
05:00 PM	0	7	158	2	6	103	276
05:15 PM	0	7	142	2	9	100	260
05:30 PM	1	8	164	6	15	101	295
05:45 PM	2	9	147	3	4	102	267
Total	3	31	611	13	34	406	1098
Grand Total	9	49	1149	25	63	862	2157
Apprch %	15.5	84.5	97.9	2.1	6.8	93.2	
Total %	0.4	2.3	53.3	1.2	2.9	40	
Cars	9	49	1125	25	63	833	2104
% Cars	100	100	97.9	100	100	96.6	97.5
Trucks	0	0	24	0	0	29	53
% Trucks	0	0	2.1	0	0	3.4	2.5

# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 2

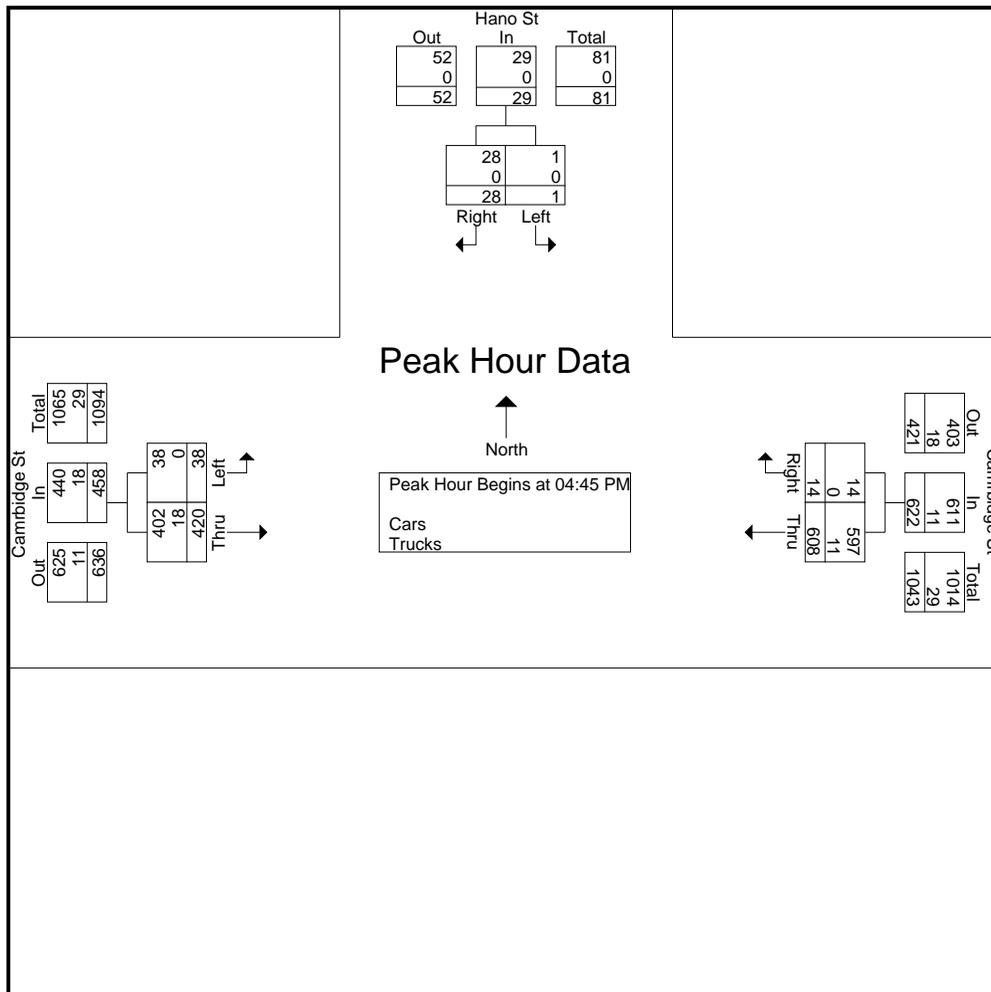
N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	6	6	144	4	148	8	<b>116</b>	<b>124</b>	278
05:00 PM	0	7	7	158	2	160	6	103	109	276
05:15 PM	0	7	7	142	2	144	9	100	109	260
05:30 PM	<b>1</b>	<b>8</b>	<b>9</b>	<b>164</b>	<b>6</b>	<b>170</b>	<b>15</b>	101	116	<b>295</b>
Total Volume	1	28	29	608	14	622	38	420	458	1109
% App. Total	3.4	96.6		97.7	2.3		8.3	91.7		
PHF	.250	.875	.806	.927	.583	.915	.633	.905	.923	.940
Cars	1	28	29	597	14	611	38	402	440	1080
% Cars	100	100	100	98.2	100	98.2	100	95.7	96.1	97.4
Trucks	0	0	0	11	0	11	0	18	18	29
% Trucks	0	0	0	1.8	0	1.8	0	4.3	3.9	2.6



# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 3

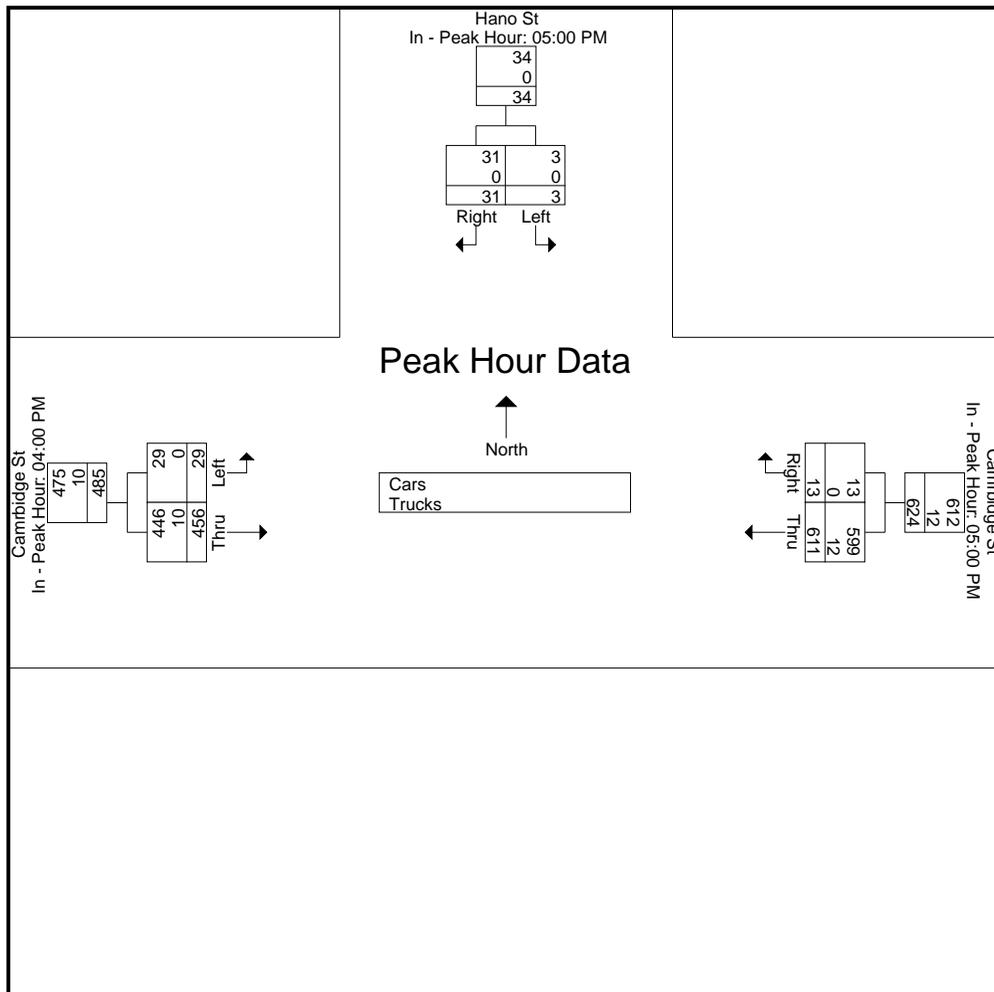
N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:00 PM		
+0 mins.	0	7	7	158	2	160	<b>8</b>	<b>116</b>	<b>124</b>
+15 mins.	0	7	7	142	2	144	8	109	117
+30 mins.	1	8	9	<b>164</b>	<b>6</b>	<b>170</b>	5	115	120
+45 mins.	<b>2</b>	<b>9</b>	<b>11</b>	147	3	150	8	116	124
Total Volume	3	31	34	611	13	624	29	456	485
% App. Total	8.8	91.2		97.9	2.1		6	94	
PHF	.375	.861	.773	.931	.542	.918	.906	.983	.978
Cars	3	31	34	599	13	612	29	446	475
% Cars	100	100	100	98	100	98.1	100	97.8	97.9
Trucks	0	0	0	12	0	12	0	10	10
% Trucks	0	0	0	2	0	1.9	0	2.2	2.1



# Accurate Counts

978-664-2565

N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620001  
 Site Code : 17620001  
 Start Date : 4/13/2017  
 Page No : 4

Groups Printed- Cars

Start Time	Hano St From North		Cambridge St From East		Cambridge St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	2	5	117	2	8	115	249
04:15 PM	1	4	138	4	8	106	261
04:30 PM	3	3	129	2	5	112	254
04:45 PM	0	6	142	4	8	113	273
<b>Total</b>	<b>6</b>	<b>18</b>	<b>526</b>	<b>12</b>	<b>29</b>	<b>446</b>	<b>1037</b>
05:00 PM	0	7	154	2	6	97	266
05:15 PM	0	7	140	2	9	96	254
05:30 PM	1	8	161	6	15	96	287
05:45 PM	2	9	144	3	4	98	260
<b>Total</b>	<b>3</b>	<b>31</b>	<b>599</b>	<b>13</b>	<b>34</b>	<b>387</b>	<b>1067</b>
<b>Grand Total</b>	<b>9</b>	<b>49</b>	<b>1125</b>	<b>25</b>	<b>63</b>	<b>833</b>	<b>2104</b>
Apprch %	15.5	84.5	97.8	2.2	7	93	
Total %	0.4	2.3	53.5	1.2	3	39.6	

# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 5

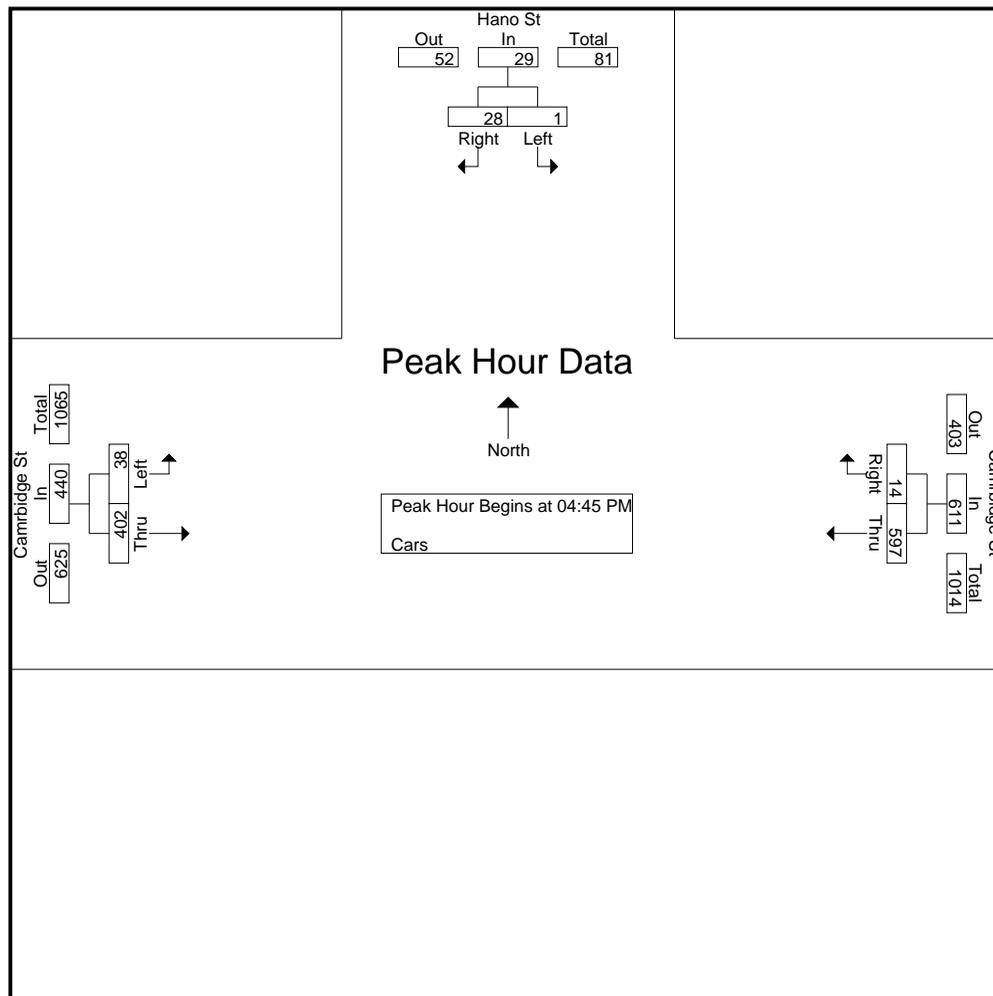
N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	6	6	142	4	146	8	<b>113</b>	<b>121</b>	273
05:00 PM	0	7	7	154	2	156	6	97	103	266
05:15 PM	0	7	7	140	2	142	9	96	105	254
05:30 PM	<b>1</b>	<b>8</b>	<b>9</b>	<b>161</b>	<b>6</b>	<b>167</b>	<b>15</b>	96	111	<b>287</b>
Total Volume	1	28	29	597	14	611	38	402	440	1080
% App. Total	3.4	96.6		97.7	2.3		8.6	91.4		
PHF	.250	.875	.806	.927	.583	.915	.633	.889	.909	.941



# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 6

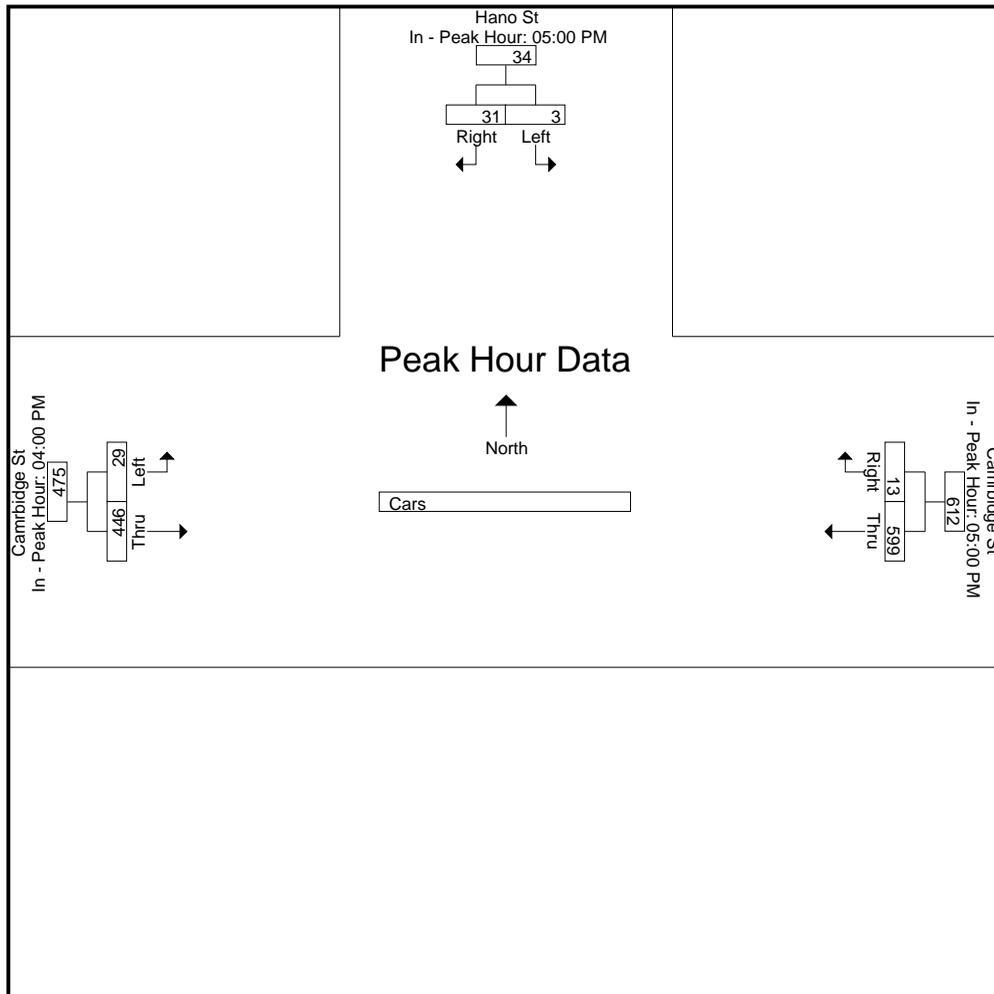
N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:00 PM		
+0 mins.	0	7	7	154	2	156	<b>8</b>	<b>115</b>	<b>123</b>
+15 mins.	0	7	7	140	2	142	8	106	114
+30 mins.	1	8	9	<b>161</b>	<b>6</b>	<b>167</b>	5	112	117
+45 mins.	<b>2</b>	<b>9</b>	<b>11</b>	144	3	147	8	113	121
Total Volume	3	31	34	599	13	612	29	446	475
% App. Total	8.8	91.2		97.9	2.1		6.1	93.9	
PHF	.375	.861	.773	.930	.542	.916	.906	.970	.965



# Accurate Counts

978-664-2565

N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620001  
 Site Code : 17620001  
 Start Date : 4/13/2017  
 Page No : 7

## Groups Printed- Trucks

Start Time	Hano St From North		Cambridge St From East		Cambridge St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	0	0	4	0	0	1	5
04:15 PM	0	0	3	0	0	3	6
04:30 PM	0	0	3	0	0	3	6
04:45 PM	0	0	2	0	0	3	5
Total	0	0	12	0	0	10	22
05:00 PM	0	0	4	0	0	6	10
05:15 PM	0	0	2	0	0	4	6
05:30 PM	0	0	3	0	0	5	8
05:45 PM	0	0	3	0	0	4	7
Total	0	0	12	0	0	19	31
Grand Total	0	0	24	0	0	29	53
Apprch %	0	0	100	0	0	100	
Total %	0	0	45.3	0	0	54.7	

# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 8

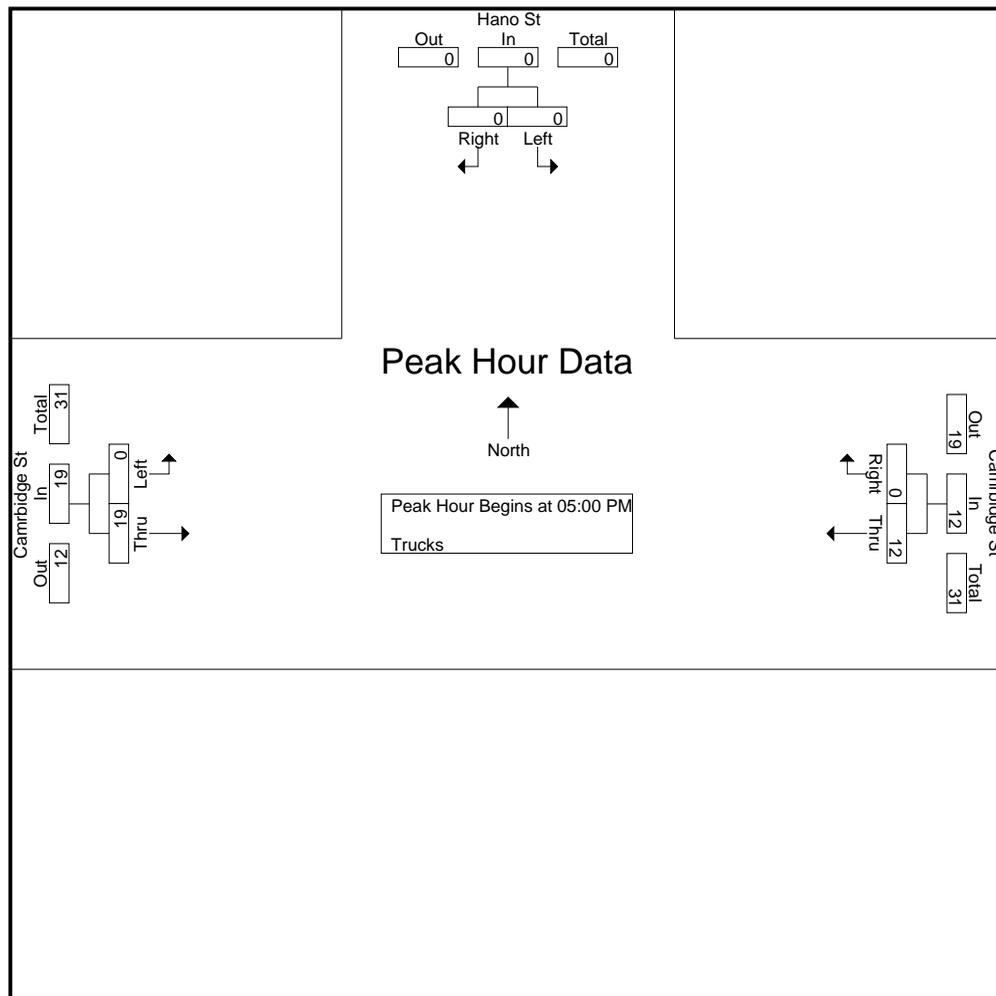
N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	0	0	4	0	4	0	6	6	10
05:15 PM	0	0	0	2	0	2	0	4	4	6
05:30 PM	0	0	0	3	0	3	0	5	5	8
05:45 PM	0	0	0	3	0	3	0	4	4	7
<b>Total Volume</b>	0	0	0	12	0	12	0	19	19	31
<b>% App. Total</b>	0	0		100	0		0	100		
<b>PHF</b>	.000	.000	.000	.750	.000	.750	.000	.792	.792	.775



# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 9

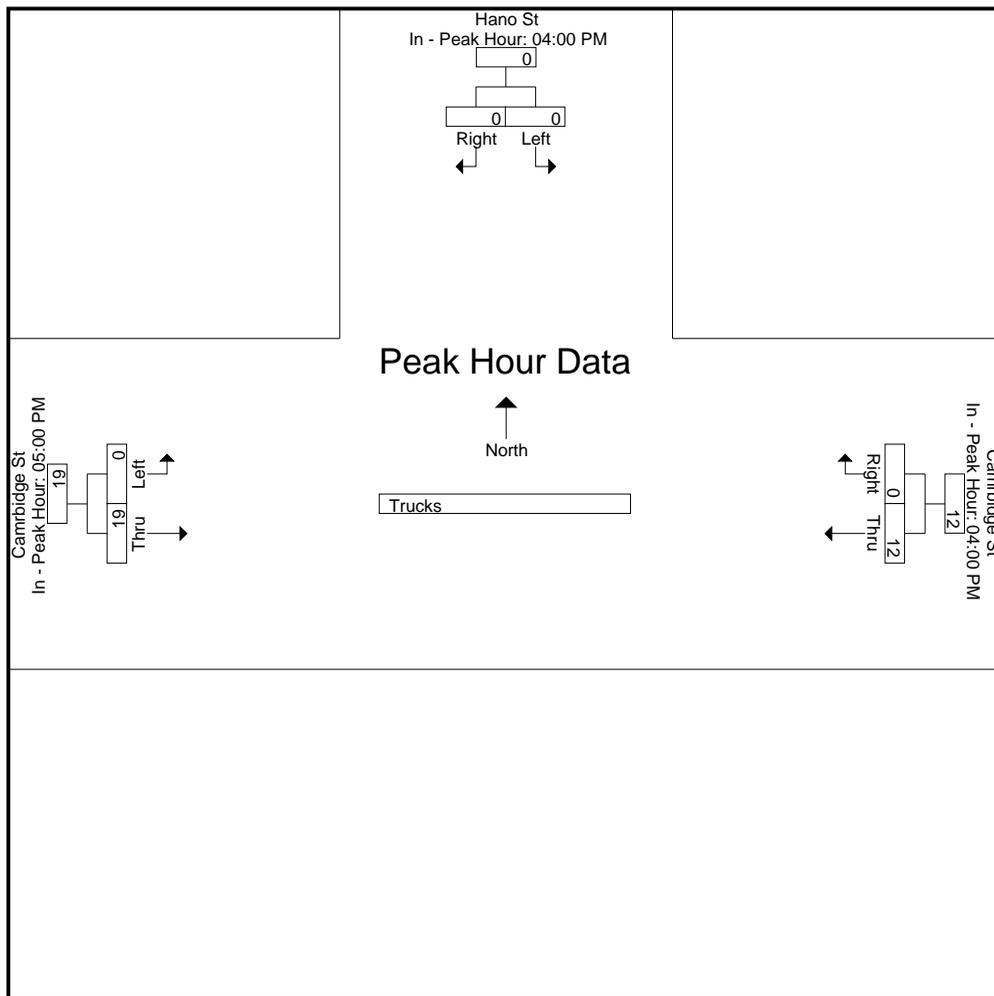
N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			05:00 PM		
+0 mins.	0	0	0	<b>4</b>	0	<b>4</b>	0	<b>6</b>	<b>6</b>
+15 mins.	0	0	0	3	0	3	0	4	4
+30 mins.	0	0	0	3	0	3	0	5	5
+45 mins.	0	0	0	2	0	2	0	4	4
Total Volume	0	0	0	12	0	12	0	19	19
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.750	.000	.750	.000	.792	.792



# Accurate Counts

978-664-2565

N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620001  
 Site Code : 17620001  
 Start Date : 4/13/2017  
 Page No : 10

## Groups Printed- Bikes Peds

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds			
04:00 PM	0	0	22	0	0	10	0	2	0	32	2	34
04:15 PM	0	0	15	2	0	11	0	1	0	26	3	29
04:30 PM	0	0	19	8	0	16	1	0	0	35	9	44
04:45 PM	0	0	11	1	0	8	0	1	0	19	2	21
<b>Total</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>45</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>112</b>	<b>16</b>	<b>128</b>
05:00 PM	0	0	14	3	1	14	0	1	0	28	5	33
05:15 PM	0	0	12	3	0	24	0	1	6	42	4	46
05:30 PM	1	1	12	1	2	6	0	0	1	19	5	24
05:45 PM	0	0	17	5	0	17	0	0	0	34	5	39
<b>Total</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>12</b>	<b>3</b>	<b>61</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>123</b>	<b>19</b>	<b>142</b>
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>122</b>	<b>23</b>	<b>3</b>	<b>106</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>235</b>	<b>35</b>	<b>270</b>
Apprch %	50	50		88.5	11.5		14.3	85.7				
Total %	2.9	2.9		65.7	8.6		2.9	17.1		87	13	

# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 11

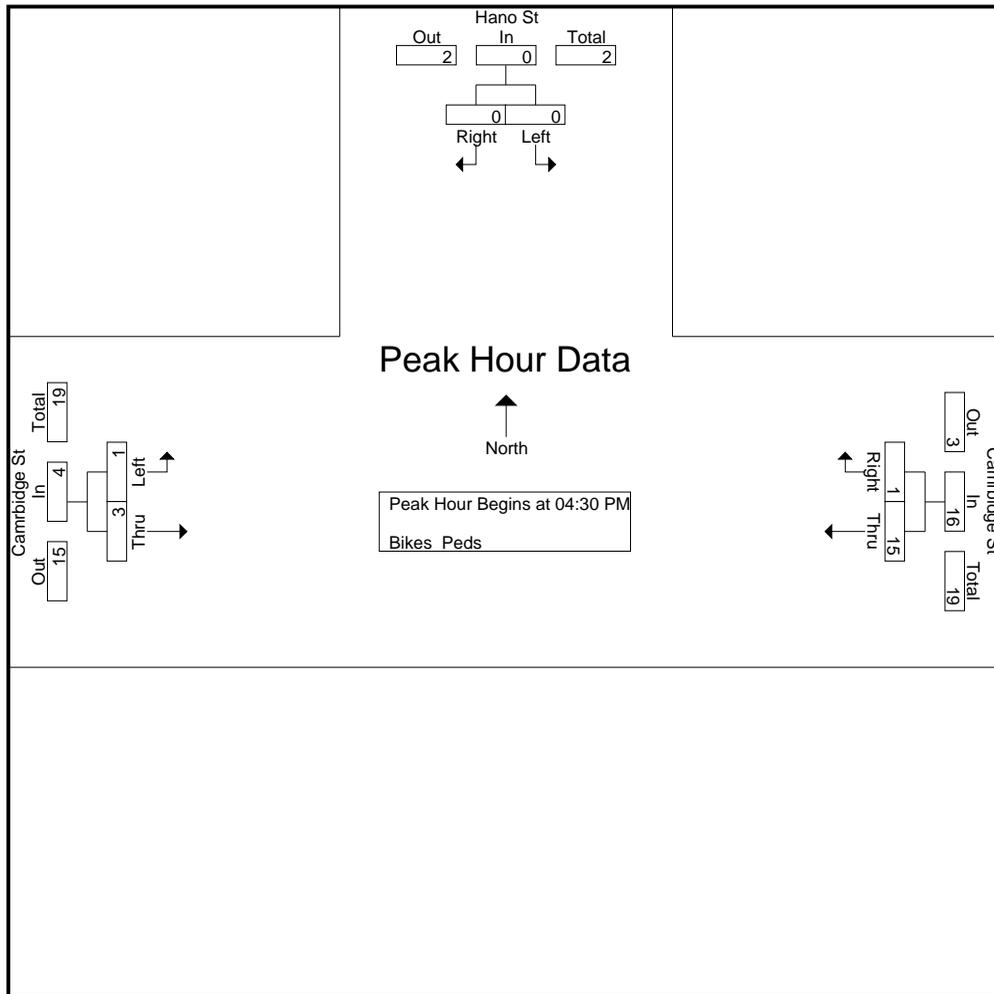
N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	0	<b>8</b>	0	<b>8</b>	<b>1</b>	0	<b>1</b>	<b>9</b>
04:45 PM	0	0	0	1	0	1	0	<b>1</b>	1	2
05:00 PM	0	0	0	3	<b>1</b>	4	0	1	1	5
05:15 PM	0	0	0	3	0	3	0	1	1	4
<b>Total Volume</b>	0	0	0	15	1	16	1	3	4	20
<b>% App. Total</b>	0	0		93.8	6.2		25	75		
PHF	.000	.000	.000	.469	.250	.500	.250	.750	1.00	.556



# Accurate Counts

978-664-2565

File Name : 17620001

Site Code : 17620001

Start Date : 4/13/2017

Page No : 12

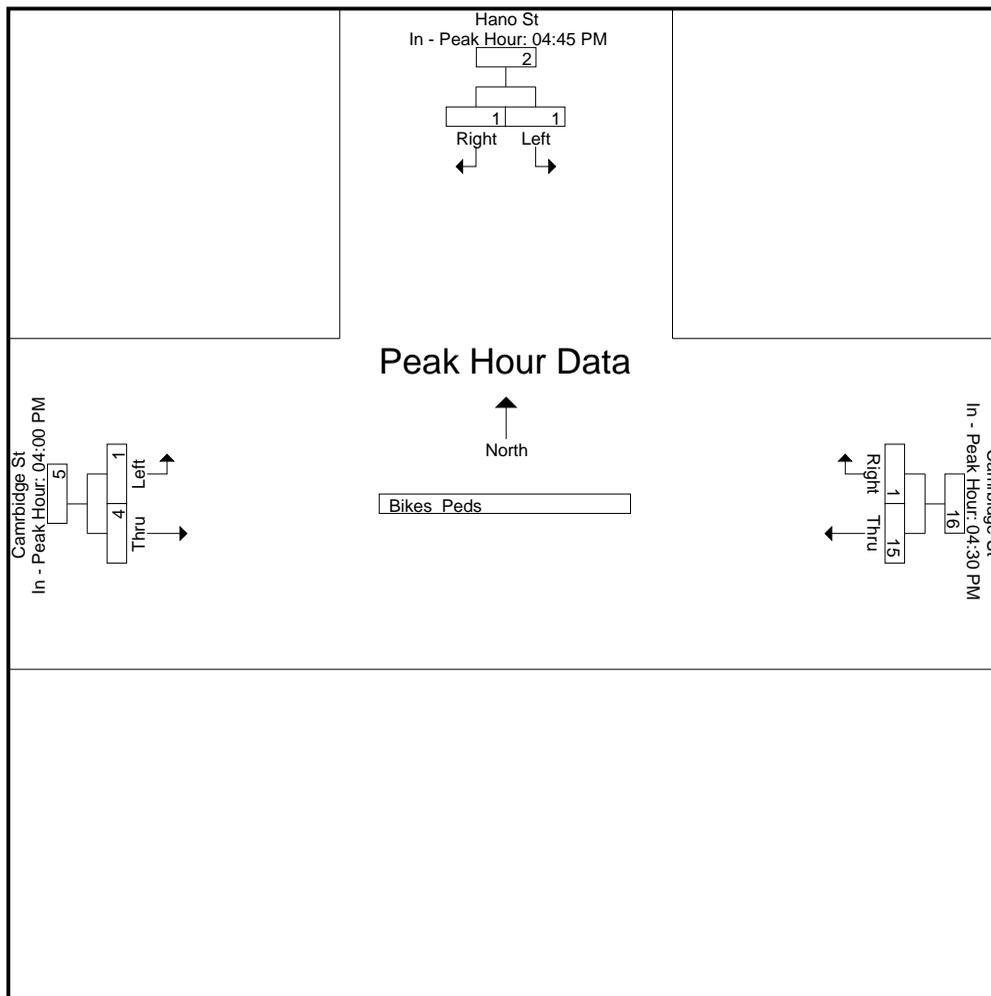
N/S Street : Hano Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Hano St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:00 PM		
+0 mins.	0	0	0	<b>8</b>	0	<b>8</b>	0	<b>2</b>	<b>2</b>
+15 mins.	0	0	0	1	0	1	0	1	1
+30 mins.	0	0	0	3	<b>1</b>	4	<b>1</b>	0	1
+45 mins.	<b>1</b>	<b>1</b>	<b>2</b>	3	0	3	0	1	1
Total Volume	1	1	2	15	1	16	1	4	5
% App. Total	50	50		93.8	6.2		20	80	
PHF	.250	.250	.250	.469	.250	.500	.250	.500	.625



# Accurate Counts

978-664-2565

File Name : 17620002

Site Code : 17620002

Start Date : 4/13/2017

Page No : 1

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

### Groups Printed- Cars - Trucks

Start Time	Denby St From North		Cambridge St From East		Cambridge St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
07:00 AM	2	1	121	3	2	108	237
07:15 AM	1	4	129	3	2	112	251
07:30 AM	2	6	93	2	0	93	196
07:45 AM	0	0	117	2	4	107	230
Total	5	11	460	10	8	420	914
08:00 AM	0	3	130	5	2	106	246
08:15 AM	1	2	121	1	3	104	232
08:30 AM	1	7	118	6	4	113	249
08:45 AM	0	0	102	4	5	92	203
Total	2	12	471	16	14	415	930
Grand Total	7	23	931	26	22	835	1844
Apprch %	23.3	76.7	97.3	2.7	2.6	97.4	
Total %	0.4	1.2	50.5	1.4	1.2	45.3	
Cars	7	23	877	26	22	798	1753
% Cars	100	100	94.2	100	100	95.6	95.1
Trucks	0	0	54	0	0	37	91
% Trucks	0	0	5.8	0	0	4.4	4.9

# Accurate Counts

978-664-2565

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

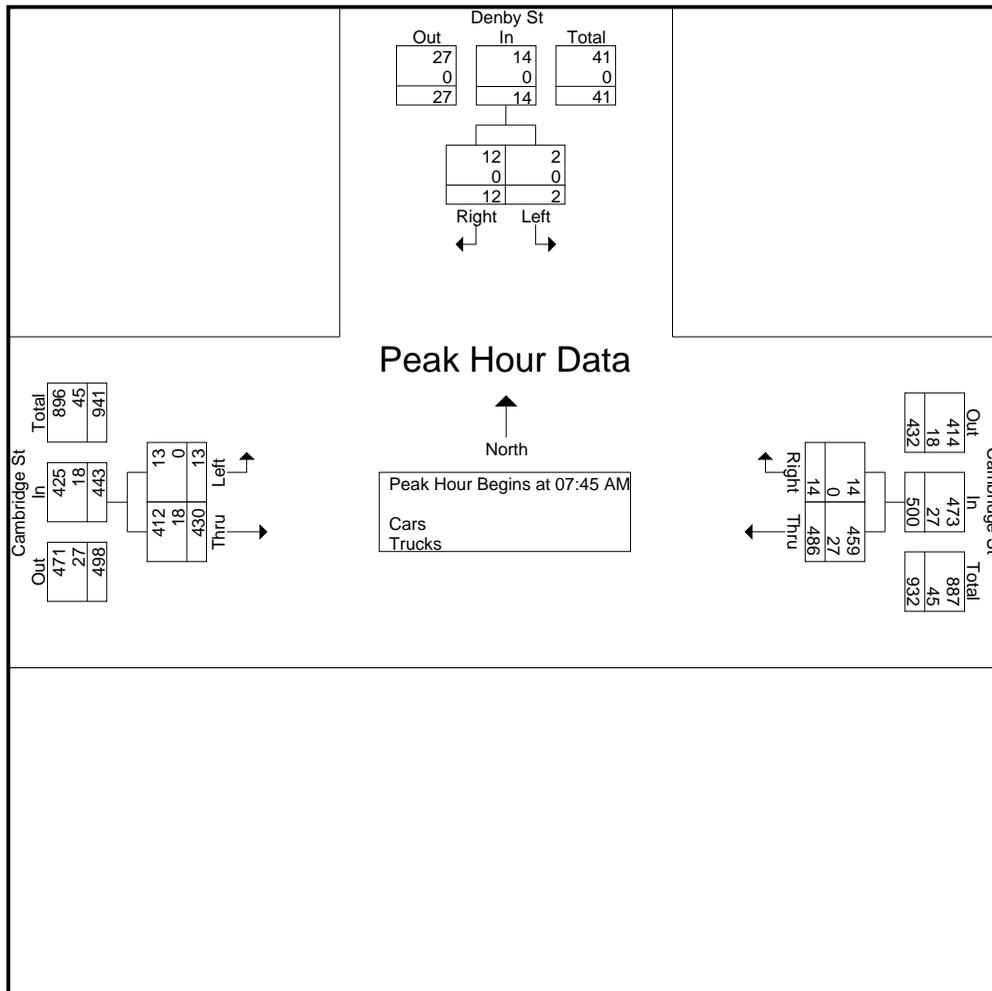
File Name : 17620002  
 Site Code : 17620002  
 Start Date : 4/13/2017  
 Page No : 2

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

07:45 AM	0	0	0	117	2	119	4	107	111	230
08:00 AM	0	3	3	130	5	135	2	106	108	246
08:15 AM	1	2	3	121	1	122	3	104	107	232
08:30 AM	1	7	8	118	6	124	4	113	117	249
<b>Total Volume</b>	2	12	14	486	14	500	13	430	443	957
% App. Total	14.3	85.7		97.2	2.8		2.9	97.1		
PHF	.500	.429	.438	.935	.583	.926	.813	.951	.947	.961
Cars	2	12	14	459	14	473	13	412	425	912
% Cars	100	100	100	94.4	100	94.6	100	95.8	95.9	95.3
Trucks	0	0	0	27	0	27	0	18	18	45
% Trucks	0	0	0	5.6	0	5.4	0	4.2	4.1	4.7



# Accurate Counts

978-664-2565

File Name : 17620002

Site Code : 17620002

Start Date : 4/13/2017

Page No : 3

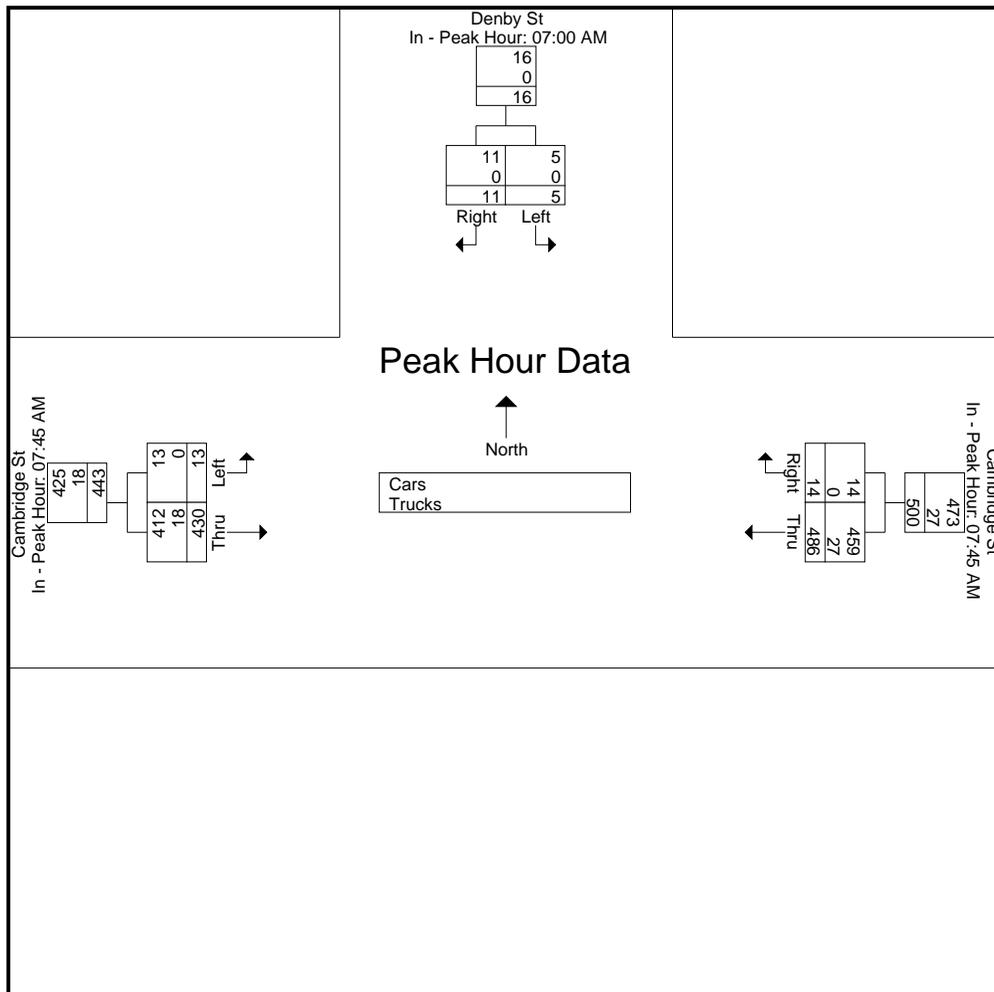
N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:45 AM			07:45 AM		
+0 mins.	2	1	3	117	2	119	4	107	111
+15 mins.	1	4	5	<b>130</b>	5	<b>135</b>	2	106	108
+30 mins.	2	<b>6</b>	<b>8</b>	121	1	122	3	104	107
+45 mins.	0	0	0	118	<b>6</b>	124	4	<b>113</b>	<b>117</b>
Total Volume	5	11	16	486	14	500	13	430	443
% App. Total	31.2	68.8		97.2	2.8		2.9	97.1	
PHF	.625	.458	.500	.935	.583	.926	.813	.951	.947
Cars	5	11	16	459	14	473	13	412	425
% Cars	100	100	100	94.4	100	94.6	100	95.8	95.9
Trucks	0	0	0	27	0	27	0	18	18
% Trucks	0	0	0	5.6	0	5.4	0	4.2	4.1



# Accurate Counts

978-664-2565

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620002  
 Site Code : 17620002  
 Start Date : 4/13/2017  
 Page No : 4

## Groups Printed- Cars

Start Time	Denby St From North		Cambridge St From East		Cambridge St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
07:00 AM	2	1	113	3	2	106	227
07:15 AM	1	4	122	3	2	107	239
07:30 AM	2	6	85	2	0	88	183
07:45 AM	0	0	110	2	4	100	216
Total	5	11	430	10	8	401	865
08:00 AM	0	3	124	5	2	103	237
08:15 AM	1	2	111	1	3	98	216
08:30 AM	1	7	114	6	4	111	243
08:45 AM	0	0	98	4	5	85	192
Total	2	12	447	16	14	397	888
Grand Total	7	23	877	26	22	798	1753
Apprch %	23.3	76.7	97.1	2.9	2.7	97.3	
Total %	0.4	1.3	50	1.5	1.3	45.5	

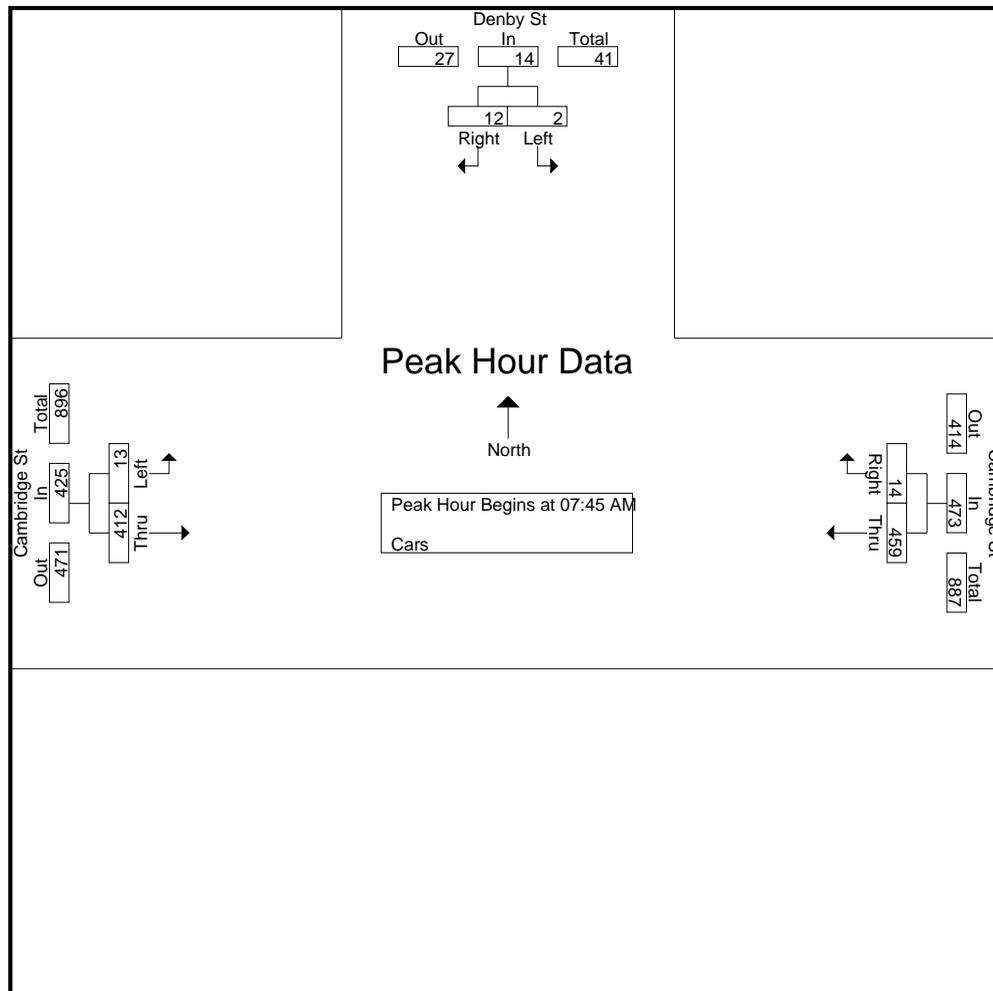
# Accurate Counts

978-664-2565

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620002  
 Site Code : 17620002  
 Start Date : 4/13/2017  
 Page No : 5

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	110	2	112	4	100	104	216
08:00 AM	0	3	3	124	5	129	2	103	105	237
08:15 AM	1	2	3	111	1	112	3	98	101	216
08:30 AM	1	7	8	114	6	120	4	111	115	243
Total Volume	2	12	14	459	14	473	13	412	425	912
% App. Total	14.3	85.7		97	3		3.1	96.9		
PHF	.500	.429	.438	.925	.583	.917	.813	.928	.924	.938



# Accurate Counts

978-664-2565

File Name : 17620002

Site Code : 17620002

Start Date : 4/13/2017

Page No : 6

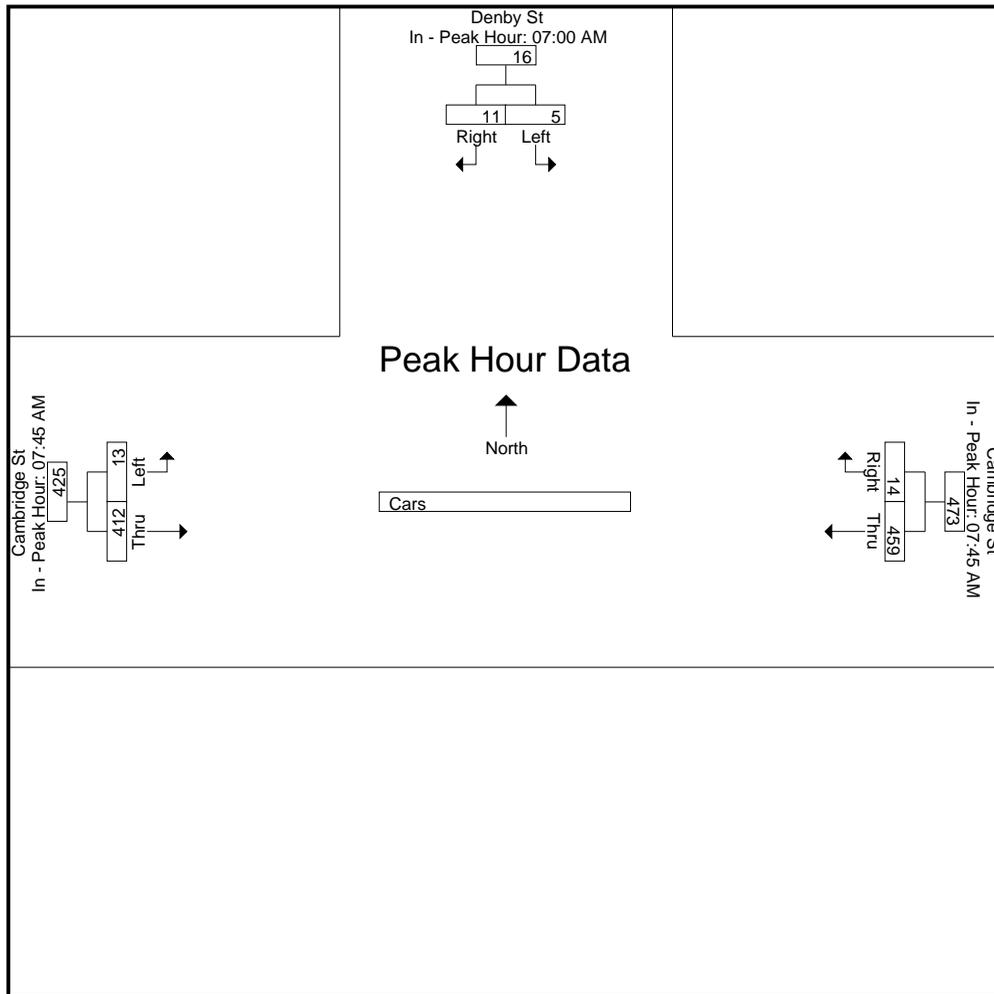
N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:45 AM			07:45 AM		
+0 mins.	2	1	3	110	2	112	4	100	104
+15 mins.	1	4	5	<b>124</b>	5	<b>129</b>	2	103	105
+30 mins.	2	<b>6</b>	<b>8</b>	111	1	112	3	98	101
+45 mins.	0	0	0	114	<b>6</b>	120	4	<b>111</b>	<b>115</b>
Total Volume	5	11	16	459	14	473	13	412	425
% App. Total	31.2	68.8		97	3		3.1	96.9	
PHF	.625	.458	.500	.925	.583	.917	.813	.928	.924



# Accurate Counts

978-664-2565

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620002  
 Site Code : 17620002  
 Start Date : 4/13/2017  
 Page No : 7

## Groups Printed- Trucks

Start Time	Denby St From North		Cambridge St From East		Cambridge St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
07:00 AM	0	0	8	0	0	2	10
07:15 AM	0	0	7	0	0	5	12
07:30 AM	0	0	8	0	0	5	13
07:45 AM	0	0	7	0	0	7	14
Total	0	0	30	0	0	19	49
08:00 AM	0	0	6	0	0	3	9
08:15 AM	0	0	10	0	0	6	16
08:30 AM	0	0	4	0	0	2	6
08:45 AM	0	0	4	0	0	7	11
Total	0	0	24	0	0	18	42
Grand Total	0	0	54	0	0	37	91
Apprch %	0	0	100	0	0	100	
Total %	0	0	59.3	0	0	40.7	

# Accurate Counts

978-664-2565

File Name : 17620002

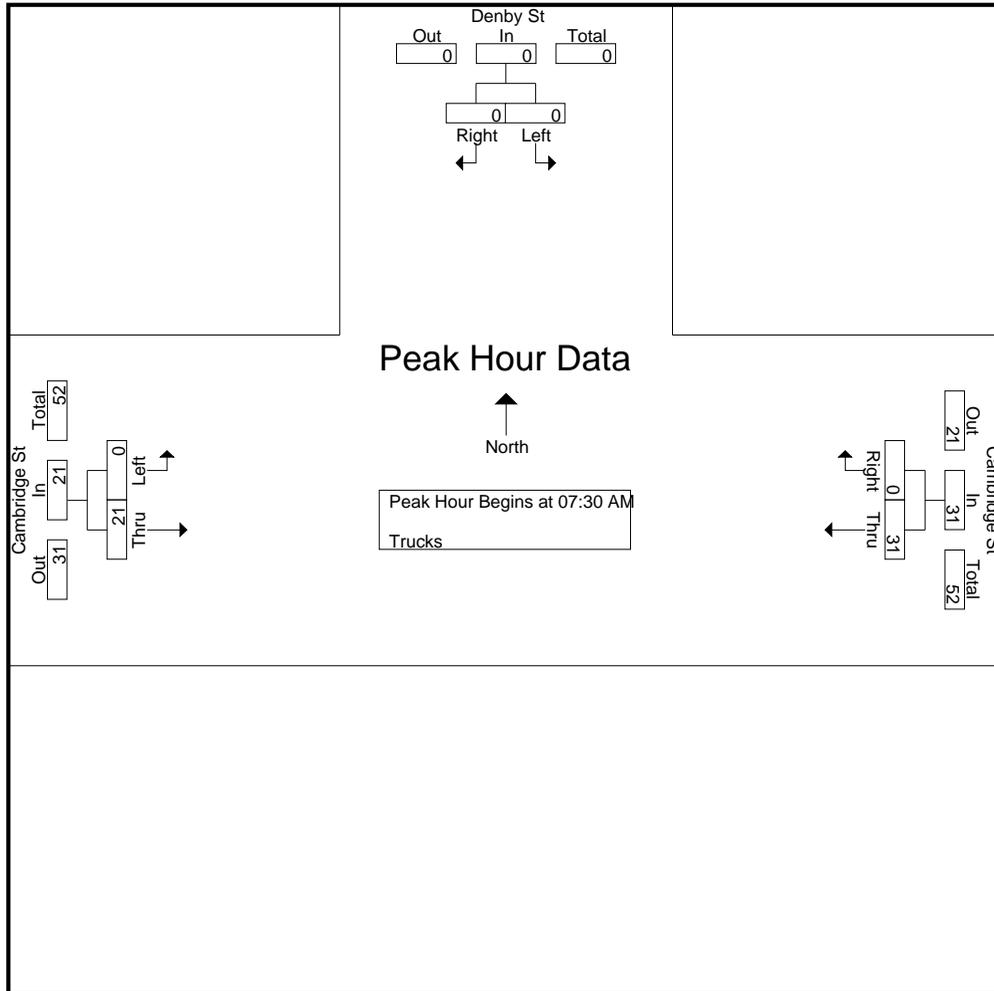
Site Code : 17620002

Start Date : 4/13/2017

Page No : 8

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	8	0	8	0	5	5	13
07:45 AM	0	0	0	7	0	7	0	7	7	14
08:00 AM	0	0	0	6	0	6	0	3	3	9
08:15 AM	0	0	0	<b>10</b>	0	<b>10</b>	0	6	6	<b>16</b>
Total Volume	0	0	0	31	0	31	0	21	21	52
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.775	.000	.775	.000	.750	.750	.813



# Accurate Counts

978-664-2565

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

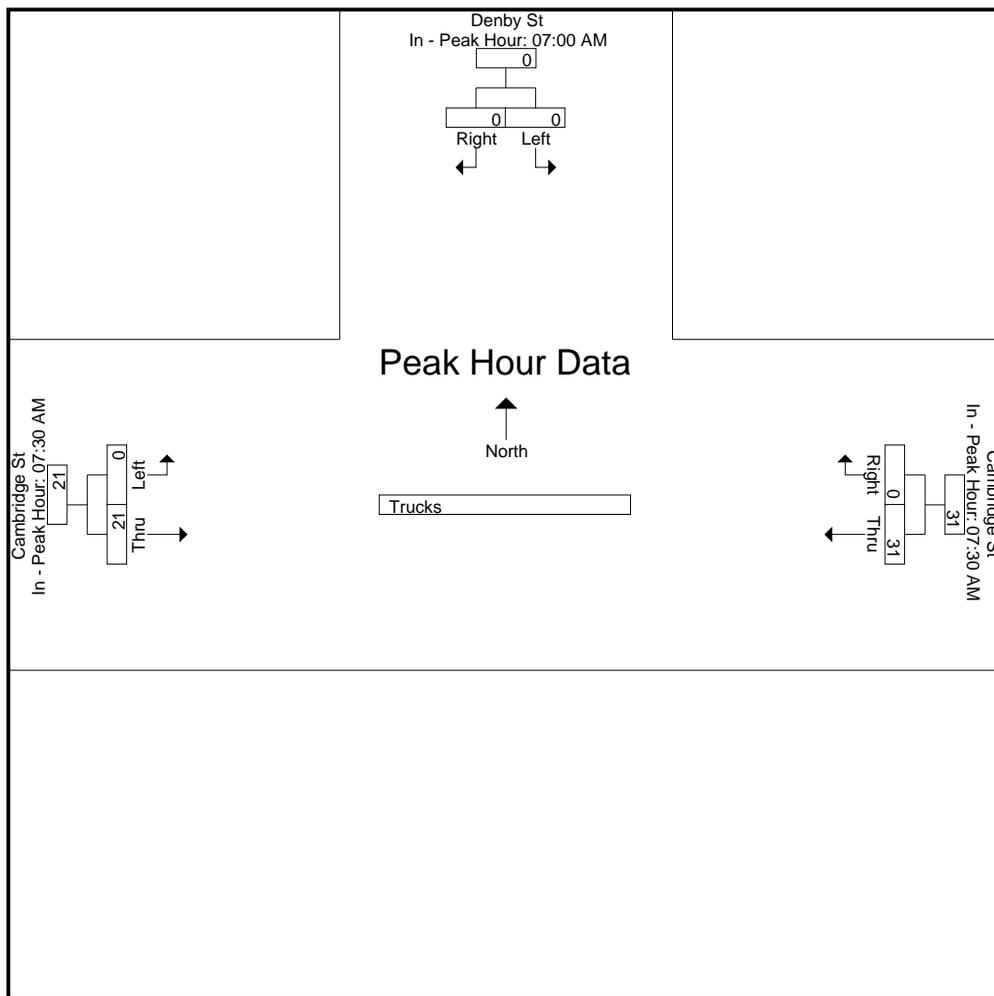
File Name : 17620002  
 Site Code : 17620002  
 Start Date : 4/13/2017  
 Page No : 9

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	8	0	8	0	5	5
+15 mins.	0	0	0	7	0	7	0	7	7
+30 mins.	0	0	0	6	0	6	0	3	3
+45 mins.	0	0	0	<b>10</b>	0	<b>10</b>	0	6	6
Total Volume	0	0	0	31	0	31	0	21	21
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.775	.000	.775	.000	.750	.750



# Accurate Counts

978-664-2565

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620002  
 Site Code : 17620002  
 Start Date : 4/13/2017  
 Page No : 10

## Groups Printed- Bikes Peds

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds			
07:00 AM	0	0	13	2	0	4	0	1	0	17	3	20
07:15 AM	0	0	3	0	0	2	0	2	0	5	2	7
07:30 AM	0	0	13	0	0	2	0	2	0	15	2	17
07:45 AM	0	0	2	4	0	2	0	4	1	5	8	13
Total	0	0	31	6	0	10	0	9	1	42	15	57
08:00 AM	1	0	8	0	0	4	0	6	2	14	7	21
08:15 AM	0	0	5	1	0	10	0	12	3	18	13	31
08:30 AM	0	0	3	0	0	1	0	3	1	5	3	8
08:45 AM	0	0	0	3	0	3	0	9	1	4	12	16
Total	1	0	16	4	0	18	0	30	7	41	35	76
Grand Total	1	0	47	10	0	28	0	39	8	83	50	133
Apprch %	100	0		100	0		0	100				
Total %	2	0		20	0		0	78		62.4	37.6	

# Accurate Counts

978-664-2565

File Name : 17620002

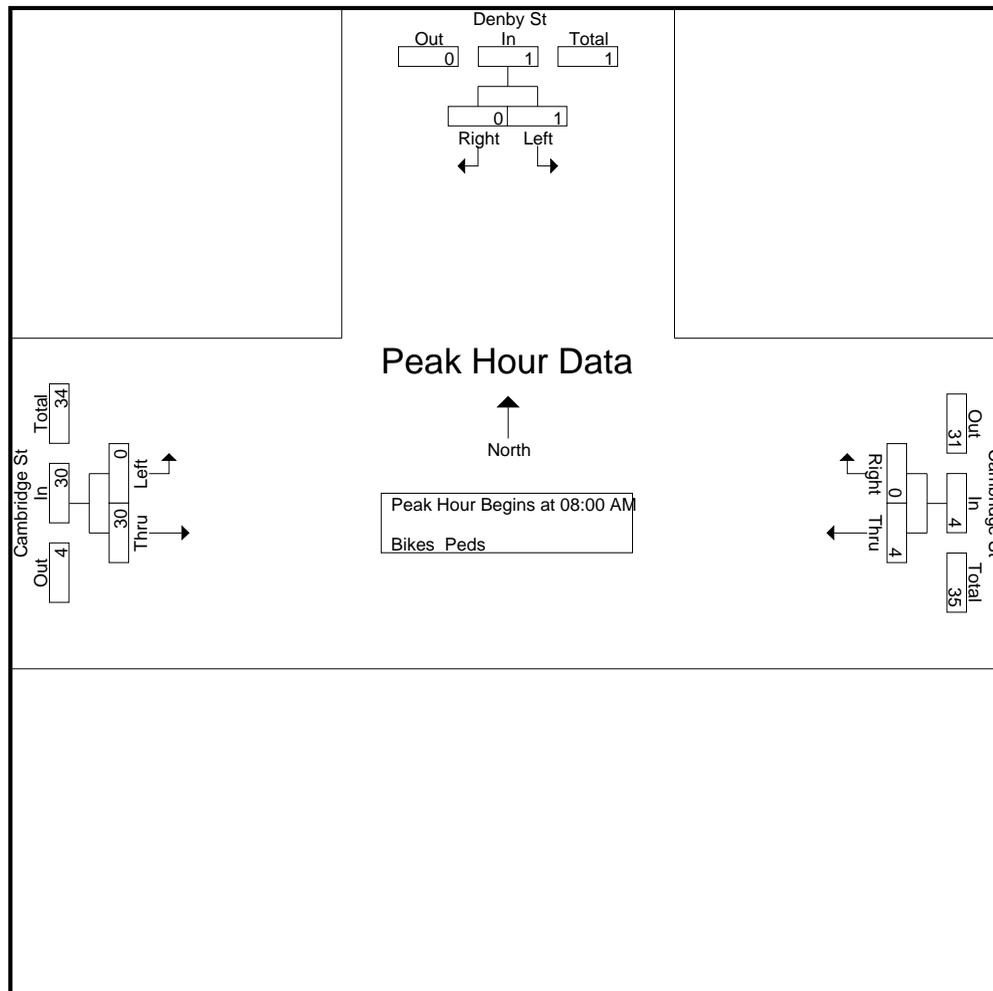
Site Code : 17620002

Start Date : 4/13/2017

Page No : 11

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	1	0	1	0	0	0	0	6	6	7
08:15 AM	0	0	0	1	0	1	0	12	12	13
08:30 AM	0	0	0	0	0	0	0	3	3	3
08:45 AM	0	0	0	3	0	3	0	9	9	12
Total Volume	1	0	1	4	0	4	0	30	30	35
% App. Total	100	0		100	0		0	100		
PHF	.250	.000	.250	.333	.000	.333	.000	.625	.625	.673



# Accurate Counts

978-664-2565

File Name : 17620002

Site Code : 17620002

Start Date : 4/13/2017

Page No : 12

N/S Street : Denby Street

E/W Street: Cambridge Street

City/State : Allston, MA

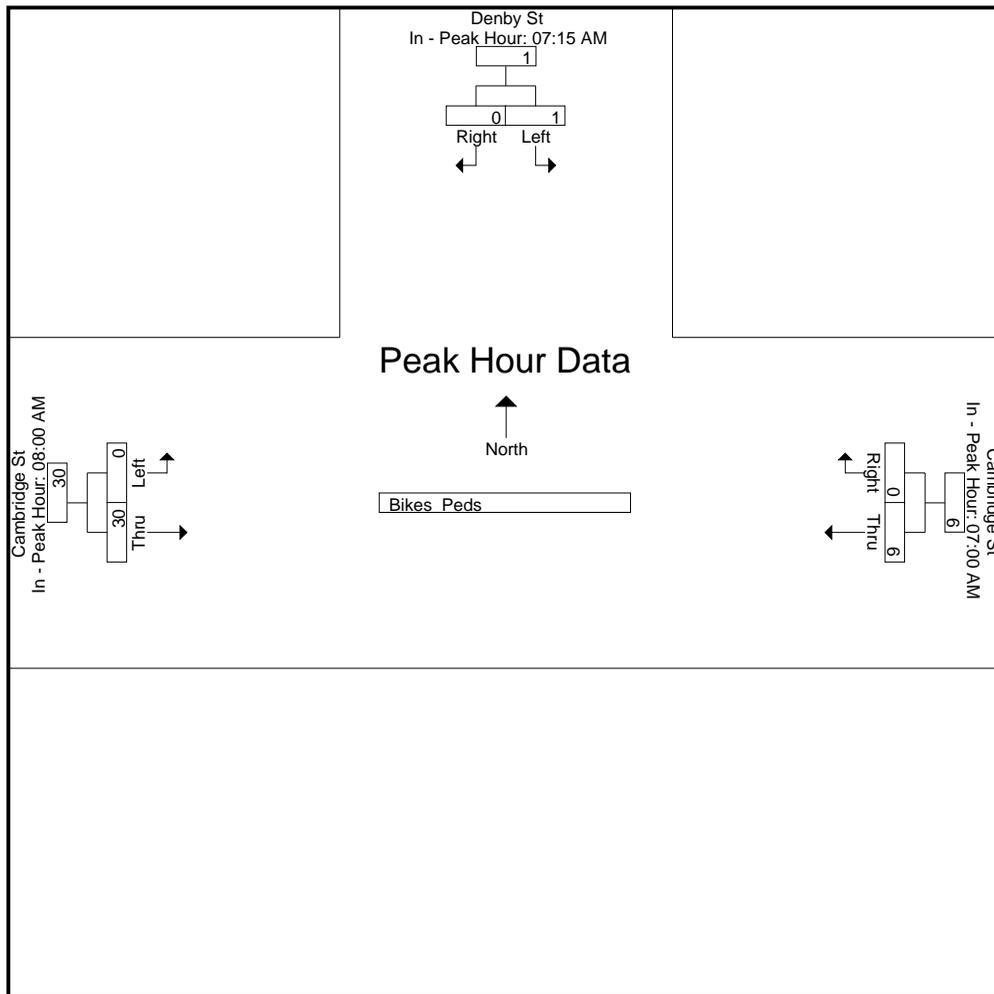
Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			08:00 AM		
+0 mins.	0	0	0	2	0	2	0	6	6
+15 mins.	0	0	0	0	0	0	0	12	12
+30 mins.	0	0	0	0	0	0	0	3	3
+45 mins.	1	0	1	4	0	4	0	9	9
Total Volume	1	0	1	6	0	6	0	30	30
% App. Total	100	0		100	0		0	100	
PHF	.250	.000	.250	.375	.000	.375	.000	.625	.625



# Accurate Counts

978-664-2565

File Name : 17620002

Site Code : 17620002

Start Date : 4/13/2017

Page No : 1

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

### Groups Printed- Cars - Trucks

Start Time	Denby St From North		Cambridge St From East		Cambridge St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	5	1	135	8	7	122	278
04:15 PM	2	5	139	0	2	125	273
04:30 PM	0	3	133	6	3	116	261
04:45 PM	0	4	147	3	1	130	285
Total	7	13	554	17	13	493	1097
05:00 PM	1	4	162	3	4	129	303
05:15 PM	3	5	153	4	4	112	281
05:30 PM	2	6	152	2	1	110	273
05:45 PM	0	3	167	2	5	113	290
Total	6	18	634	11	14	464	1147
Grand Total	13	31	1188	28	27	957	2244
Apprch %	29.5	70.5	97.7	2.3	2.7	97.3	
Total %	0.6	1.4	52.9	1.2	1.2	42.6	
Cars	13	31	1166	28	27	928	2193
% Cars	100	100	98.1	100	100	97	97.7
Trucks	0	0	22	0	0	29	51
% Trucks	0	0	1.9	0	0	3	2.3

# Accurate Counts

978-664-2565

File Name : 17620002

Site Code : 17620002

Start Date : 4/13/2017

Page No : 2

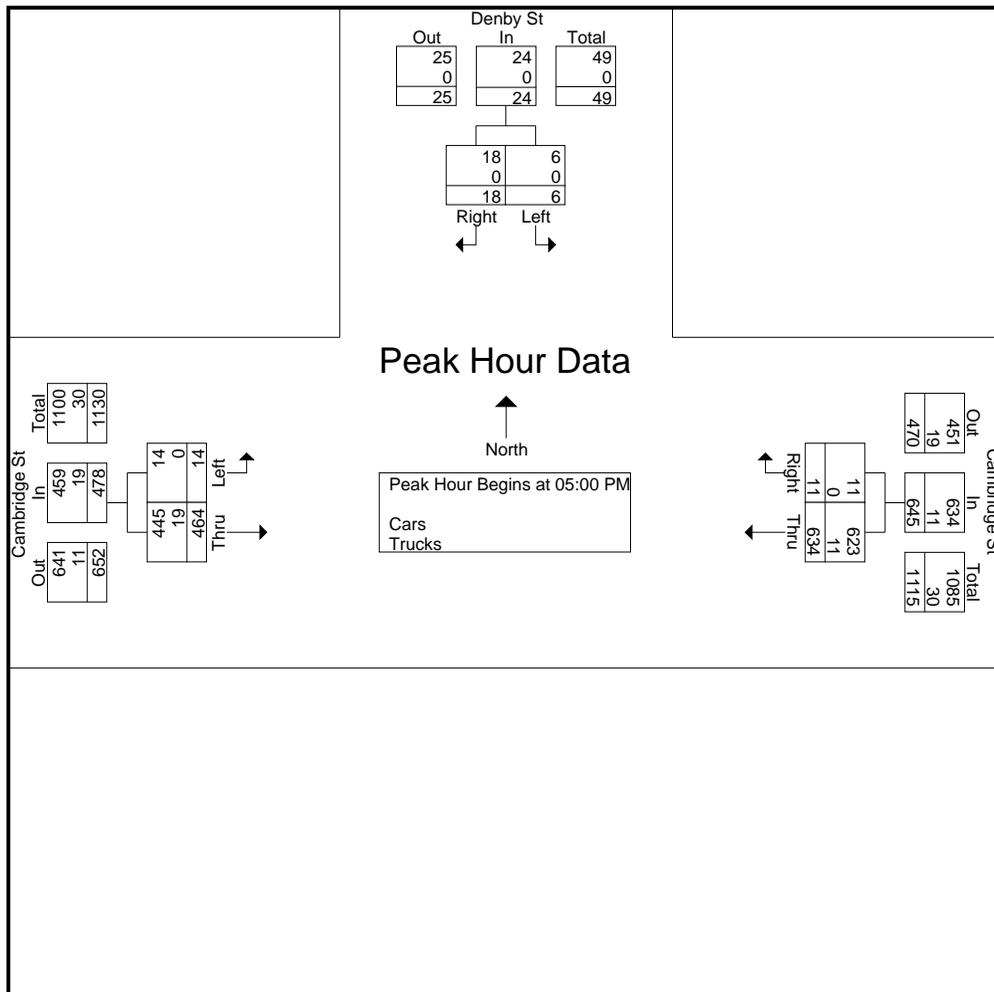
N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	1	4	5	162	3	165	4	<b>129</b>	<b>133</b>	<b>303</b>
05:15 PM	<b>3</b>	5	<b>8</b>	153	<b>4</b>	157	4	112	116	281
05:30 PM	2	<b>6</b>	8	152	2	154	1	110	111	273
05:45 PM	0	3	3	<b>167</b>	2	<b>169</b>	<b>5</b>	113	118	290
<b>Total Volume</b>	6	18	24	634	11	645	14	464	478	1147
<b>% App. Total</b>	25	75		98.3	1.7		2.9	97.1		
PHF	.500	.750	.750	.949	.688	.954	.700	.899	.898	.946
Cars	6	18	24	623	11	634	14	445	459	1117
% Cars	100	100	100	98.3	100	98.3	100	95.9	96.0	97.4
Trucks	0	0	0	11	0	11	0	19	19	30
% Trucks	0	0	0	1.7	0	1.7	0	4.1	4.0	2.6



# Accurate Counts

978-664-2565

File Name : 17620002

Site Code : 17620002

Start Date : 4/13/2017

Page No : 3

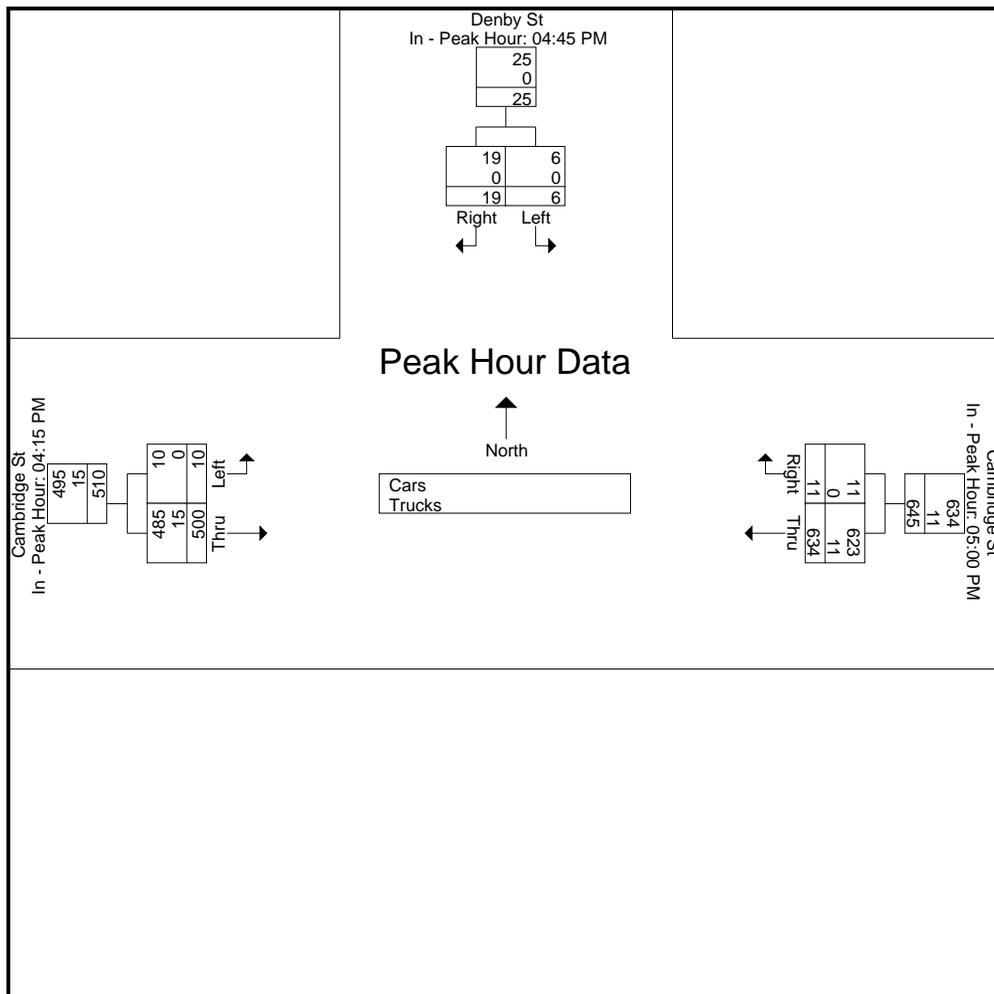
N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			04:15 PM		
+0 mins.	0	4	4	162	3	165	2	125	127
+15 mins.	1	4	5	153	<b>4</b>	157	3	116	119
+30 mins.	<b>3</b>	5	<b>8</b>	152	2	154	1	<b>130</b>	131
+45 mins.	2	<b>6</b>	8	<b>167</b>	2	<b>169</b>	<b>4</b>	129	<b>133</b>
Total Volume	6	19	25	634	11	645	10	500	510
% App. Total	24	76		98.3	1.7		2	98	
PHF	.500	.792	.781	.949	.688	.954	.625	.962	.959
Cars	6	19	25	623	11	634	10	485	495
% Cars	100	100	100	98.3	100	98.3	100	97	97.1
Trucks	0	0	0	11	0	11	0	15	15
% Trucks	0	0	0	1.7	0	1.7	0	3	2.9



# Accurate Counts

978-664-2565

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620002  
 Site Code : 17620002  
 Start Date : 4/13/2017  
 Page No : 4

Groups Printed- Cars

Start Time	Denby St From North		Cambridge St From East		Cambridge St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	5	1	131	8	7	121	273
04:15 PM	2	5	137	0	2	123	269
04:30 PM	0	3	130	6	3	112	254
04:45 PM	0	4	145	3	1	127	280
Total	7	13	543	17	13	483	1076
05:00 PM	1	4	159	3	4	123	294
05:15 PM	3	5	150	4	4	108	274
05:30 PM	2	6	150	2	1	106	267
05:45 PM	0	3	164	2	5	108	282
Total	6	18	623	11	14	445	1117
Grand Total	13	31	1166	28	27	928	2193
Apprch %	29.5	70.5	97.7	2.3	2.8	97.2	
Total %	0.6	1.4	53.2	1.3	1.2	42.3	

# Accurate Counts

978-664-2565

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

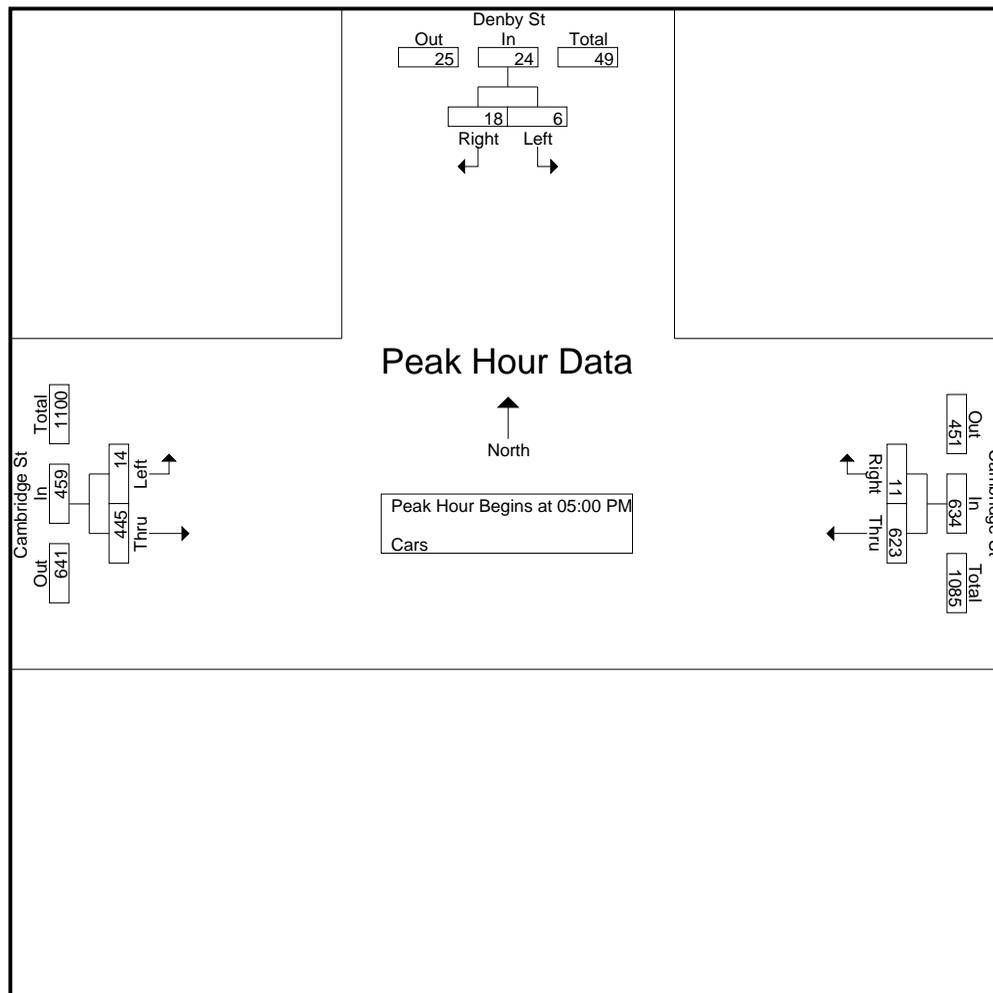
File Name : 17620002  
 Site Code : 17620002  
 Start Date : 4/13/2017  
 Page No : 5

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	1	4	5	159	3	162	4	<b>123</b>	<b>127</b>	<b>294</b>
05:15 PM	<b>3</b>	5	<b>8</b>	150	<b>4</b>	154	4	108	112	274
05:30 PM	2	<b>6</b>	8	150	2	152	1	106	107	267
05:45 PM	0	3	3	<b>164</b>	2	<b>166</b>	<b>5</b>	108	113	282
<b>Total Volume</b>	6	18	24	623	11	634	14	445	459	1117
<b>% App. Total</b>	25	75		98.3	1.7		3.1	96.9		
<b>PHF</b>	.500	.750	.750	.950	.688	.955	.700	.904	.904	.950



# Accurate Counts

978-664-2565

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

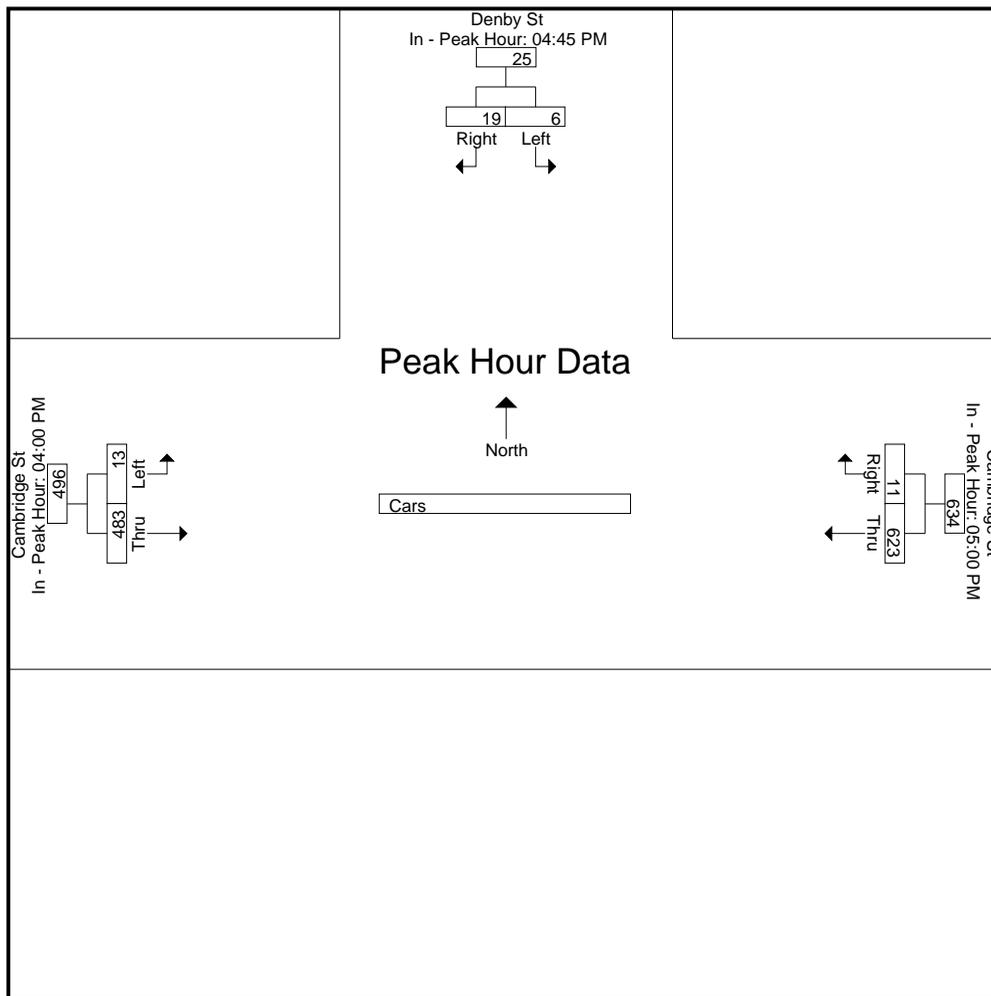
File Name : 17620002  
 Site Code : 17620002  
 Start Date : 4/13/2017  
 Page No : 6

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			04:00 PM		
+0 mins.	0	4	4	159	3	162	7	121	<b>128</b>
+15 mins.	1	4	5	150	<b>4</b>	154	2	123	125
+30 mins.	<b>3</b>	5	<b>8</b>	150	2	152	3	112	115
+45 mins.	2	<b>6</b>	8	<b>164</b>	2	<b>166</b>	1	<b>127</b>	128
Total Volume	6	19	25	623	11	634	13	483	496
% App. Total	24	76		98.3	1.7		2.6	97.4	
PHF	.500	.792	.781	.950	.688	.955	.464	.951	.969



# Accurate Counts

978-664-2565

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620002  
 Site Code : 17620002  
 Start Date : 4/13/2017  
 Page No : 7

## Groups Printed- Trucks

Start Time	Denby St From North		Cambridge St From East		Cambridge St From West		Int. Total
	Left	Right	Thru	Right	Left	Thru	
04:00 PM	0	0	4	0	0	1	5
04:15 PM	0	0	2	0	0	2	4
04:30 PM	0	0	3	0	0	4	7
04:45 PM	0	0	2	0	0	3	5
Total	0	0	11	0	0	10	21
05:00 PM	0	0	3	0	0	6	9
05:15 PM	0	0	3	0	0	4	7
05:30 PM	0	0	2	0	0	4	6
05:45 PM	0	0	3	0	0	5	8
Total	0	0	11	0	0	19	30
Grand Total	0	0	22	0	0	29	51
Apprch %	0	0	100	0	0	100	
Total %	0	0	43.1	0	0	56.9	

# Accurate Counts

978-664-2565

File Name : 17620002

Site Code : 17620002

Start Date : 4/13/2017

Page No : 8

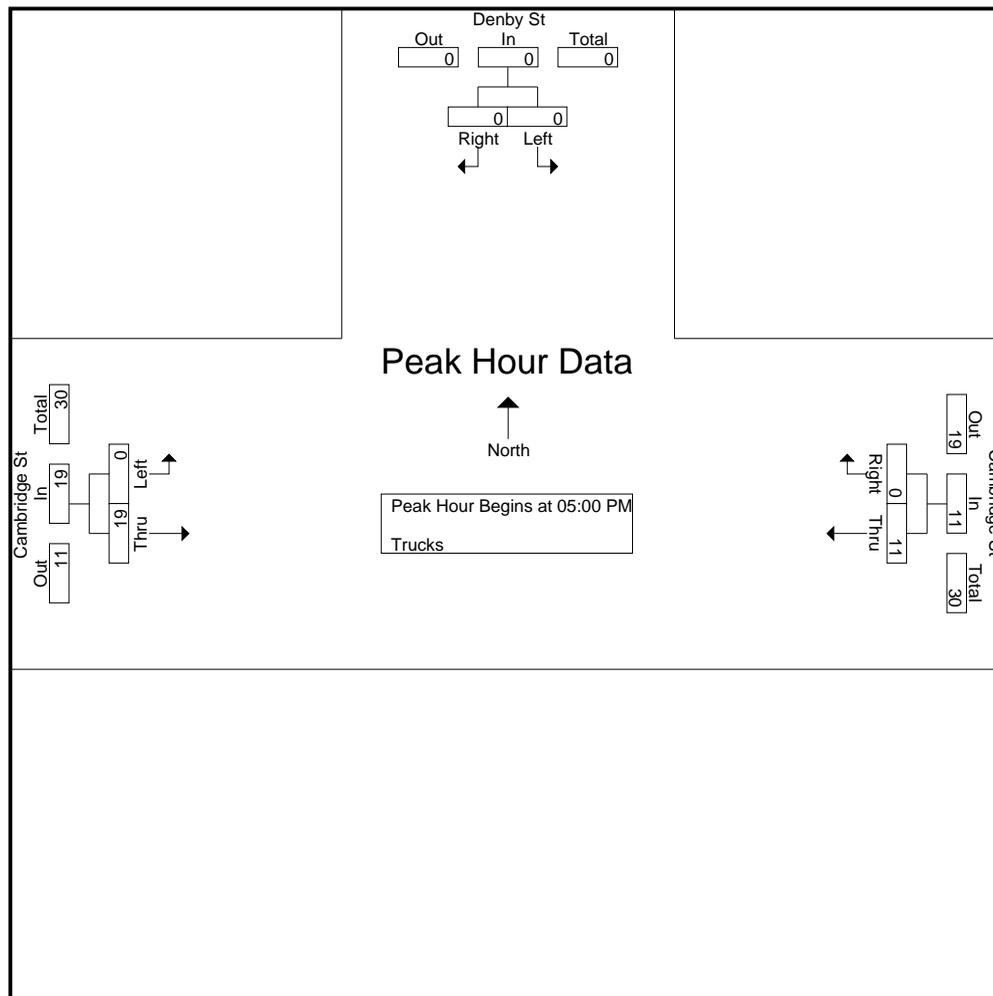
N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	0	0	3	0	3	0	6	6	9
05:15 PM	0	0	0	3	0	3	0	4	4	7
05:30 PM	0	0	0	2	0	2	0	4	4	6
05:45 PM	0	0	0	3	0	3	0	5	5	8
<b>Total Volume</b>	0	0	0	11	0	11	0	19	19	30
<b>% App. Total</b>	0	0		100	0		0	100		
<b>PHF</b>	.000	.000	.000	.917	.000	.917	.000	.792	.792	.833



# Accurate Counts

978-664-2565

File Name : 17620002

Site Code : 17620002

Start Date : 4/13/2017

Page No : 9

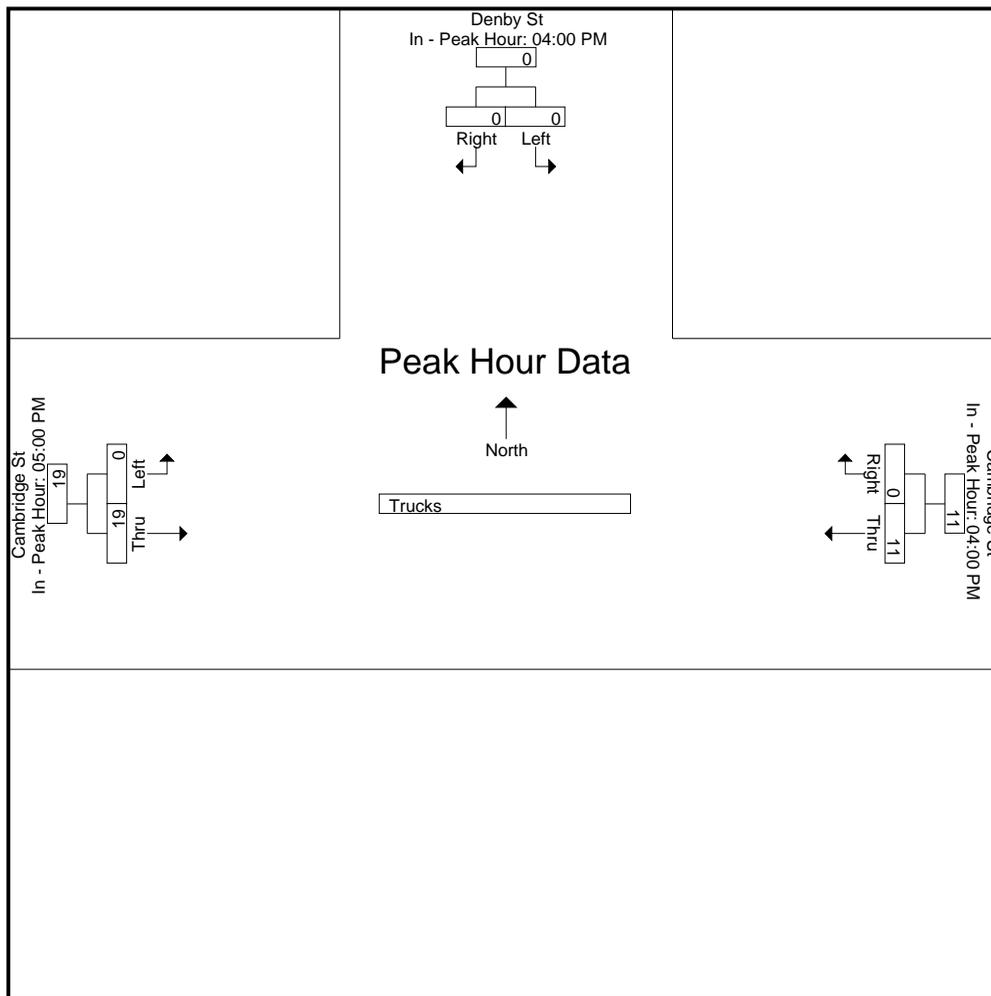
N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			05:00 PM		
+0 mins.	0	0	0	<b>4</b>	0	<b>4</b>	0	<b>6</b>	<b>6</b>
+15 mins.	0	0	0	2	0	2	0	4	4
+30 mins.	0	0	0	3	0	3	0	4	4
+45 mins.	0	0	0	2	0	2	0	5	5
Total Volume	0	0	0	11	0	11	0	19	19
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.688	.000	.688	.000	.792	.792



# Accurate Counts

978-664-2565

N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620002  
 Site Code : 17620002  
 Start Date : 4/13/2017  
 Page No : 10

## Groups Printed- Bikes Peds

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds			
04:00 PM	0	0	11	0	0	2	1	3	2	15	4	19
04:15 PM	0	0	4	3	0	4	0	3	0	8	6	14
04:30 PM	0	0	9	7	0	7	0	3	1	17	10	27
04:45 PM	0	0	6	4	0	1	0	1	1	8	5	13
<b>Total</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>48</b>	<b>25</b>	<b>73</b>
05:00 PM	0	0	8	5	0	5	0	1	0	13	6	19
05:15 PM	0	0	14	4	0	14	0	1	0	28	5	33
05:30 PM	0	1	19	5	0	4	0	4	3	26	10	36
05:45 PM	0	1	23	3	1	4	0	1	2	29	6	35
<b>Total</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>17</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>96</b>	<b>27</b>	<b>123</b>
<b>Grand Total</b>	<b>0</b>	<b>2</b>	<b>94</b>	<b>31</b>	<b>1</b>	<b>41</b>	<b>1</b>	<b>17</b>	<b>9</b>	<b>144</b>	<b>52</b>	<b>196</b>
Apprch %	0	100		96.9	3.1		5.6	94.4				
Total %	0	3.8		59.6	1.9		1.9	32.7		73.5	26.5	

# Accurate Counts

978-664-2565

File Name : 17620002

Site Code : 17620002

Start Date : 4/13/2017

Page No : 11

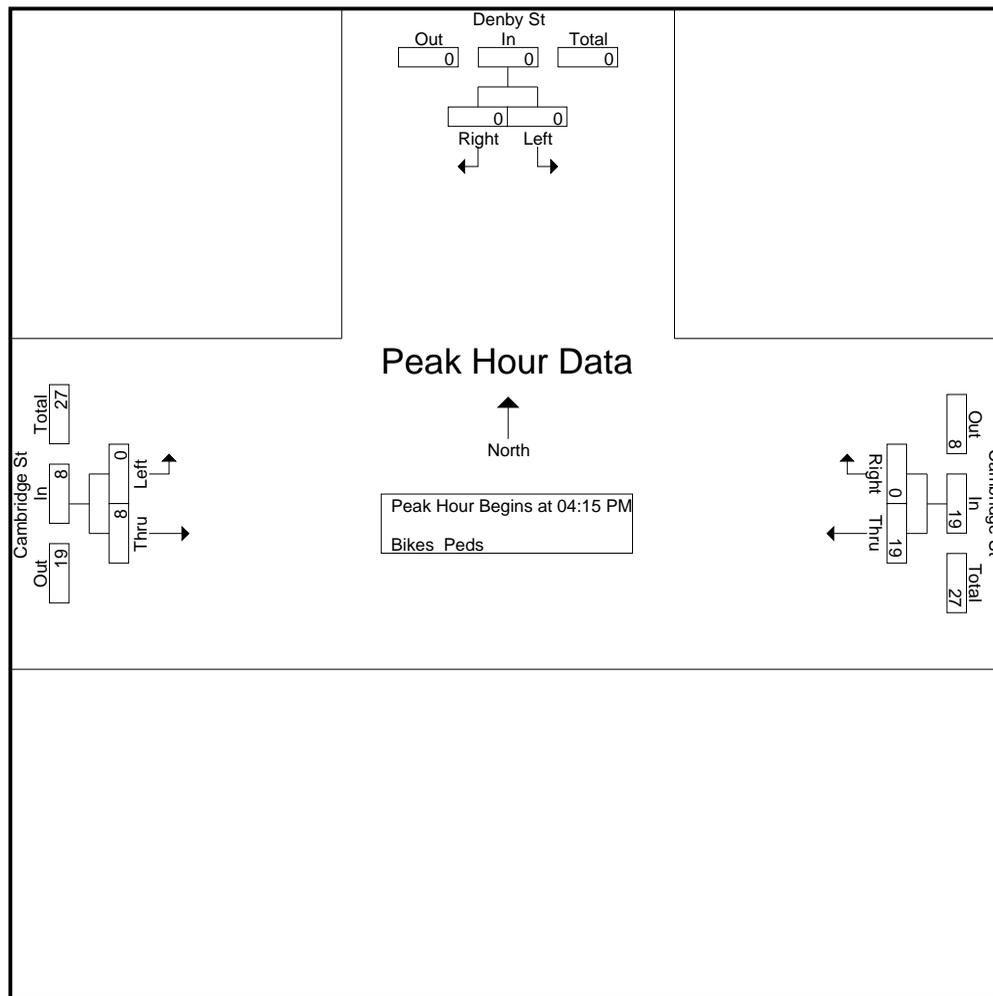
N/S Street : Denby Street  
 E/W Street: Cambridge Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	0	0	3	0	3	0	<b>3</b>	<b>3</b>	6
04:30 PM	0	0	0	<b>7</b>	0	<b>7</b>	0	3	3	<b>10</b>
04:45 PM	0	0	0	4	0	4	0	1	1	5
05:00 PM	0	0	0	5	0	5	0	1	1	6
<b>Total Volume</b>	0	0	0	19	0	19	0	8	8	27
<b>% App. Total</b>	0	0		100	0		0	100		
<b>PHF</b>	.000	.000	.000	.679	.000	.679	.000	.667	.667	.675



# Accurate Counts

978-664-2565

File Name : 17620002

Site Code : 17620002

Start Date : 4/13/2017

Page No : 12

N/S Street : Denby Street

E/W Street: Cambridge Street

City/State : Allston, MA

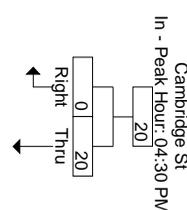
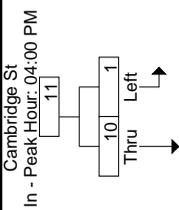
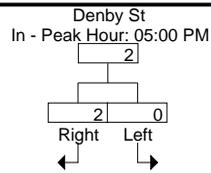
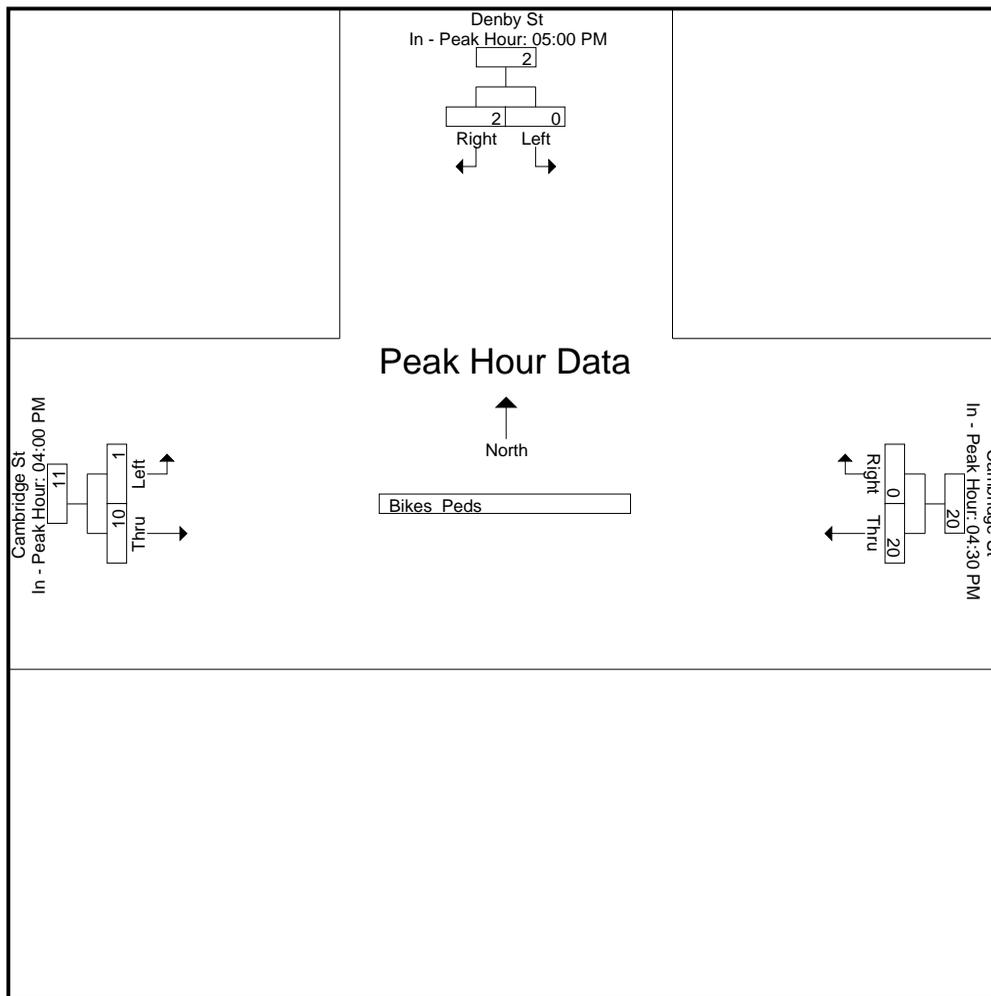
Weather : Clear

Start Time	Denby St From North			Cambridge St From East			Cambridge St From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:30 PM			04:00 PM		
+0 mins.	0	0	0	7	0	7	1	3	4
+15 mins.	0	0	0	4	0	4	0	3	3
+30 mins.	0	1	1	5	0	5	0	3	3
+45 mins.	0	1	1	4	0	4	0	1	1
Total Volume	0	2	2	20	0	20	1	10	11
% App. Total	0	100		100	0		9.1	90.9	
PHF	.000	.500	.500	.714	.000	.714	.250	.833	.688



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 1

## Groups Printed- Cars - Trucks

Start Time	Braintree St From East		Penniman Rd From South		Braintree St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	4	18	1	3	13	2	41
07:15 AM	1	17	4	3	11	3	39
07:30 AM	2	15	2	5	22	3	49
07:45 AM	0	19	1	7	20	1	48
Total	7	69	8	18	66	9	177
08:00 AM	2	22	2	4	17	4	51
08:15 AM	0	21	4	6	21	1	53
08:30 AM	3	26	2	8	25	1	65
08:45 AM	4	32	3	9	17	0	65
Total	9	101	11	27	80	6	234
Grand Total	16	170	19	45	146	15	411
Apprch %	8.6	91.4	29.7	70.3	90.7	9.3	
Total %	3.9	41.4	4.6	10.9	35.5	3.6	
Cars	16	170	19	45	146	15	411
% Cars	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0

# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

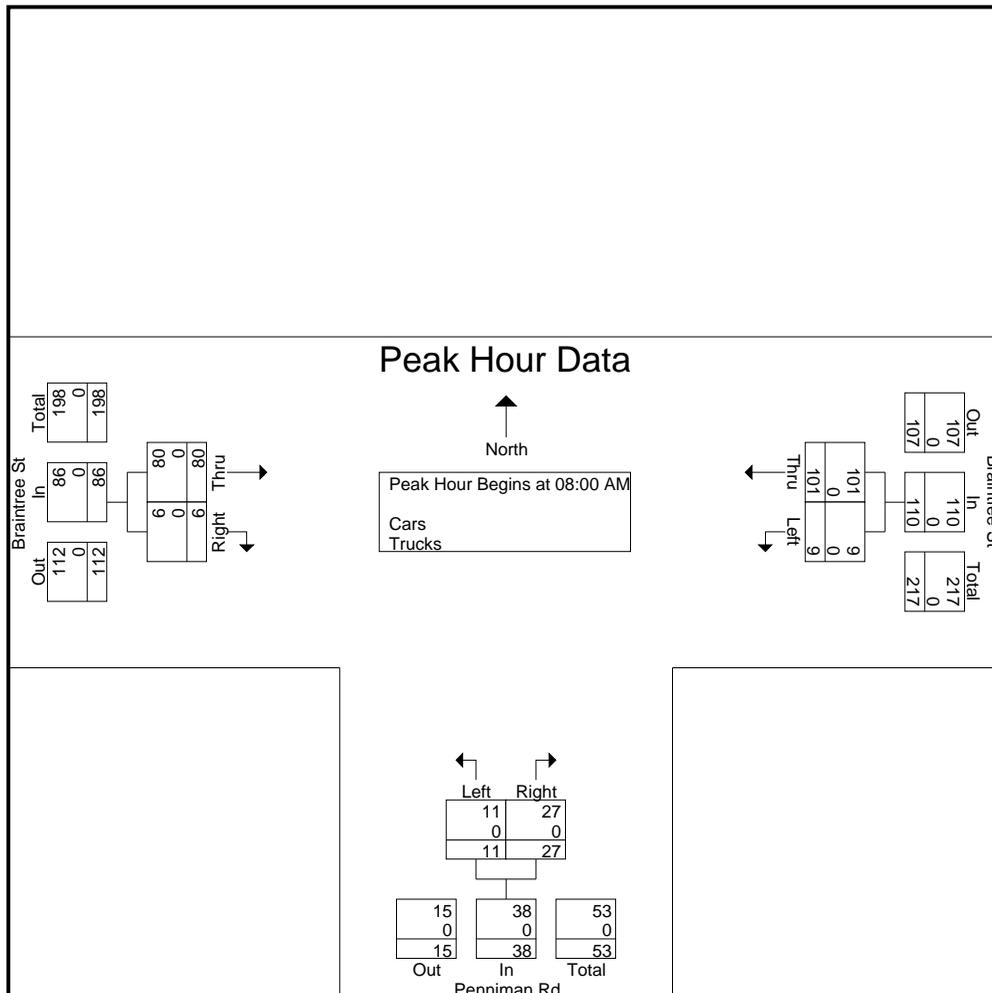
File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 2

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	2	22	24	2	4	6	17	<b>4</b>	21	51
08:15 AM	0	21	21	<b>4</b>	6	10	21	1	22	53
08:30 AM	3	26	29	2	8	10	<b>25</b>	1	<b>26</b>	<b>65</b>
08:45 AM	<b>4</b>	<b>32</b>	<b>36</b>	3	<b>9</b>	<b>12</b>	17	0	17	65
Total Volume	9	101	110	11	27	38	80	6	86	234
% App. Total	8.2	91.8		28.9	71.1		93	7		
PHF	.563	.789	.764	.688	.750	.792	.800	.375	.827	.900
Cars	9	101	110	11	27	38	80	6	86	234
% Cars	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0



# Accurate Counts

978-664-2565

File Name : 17620003

Site Code : 17620003

Start Date : 4/13/2017

Page No : 3

N/S Street : Penniman Road

E/W Street: Braintree Street

City/State : Allston, MA

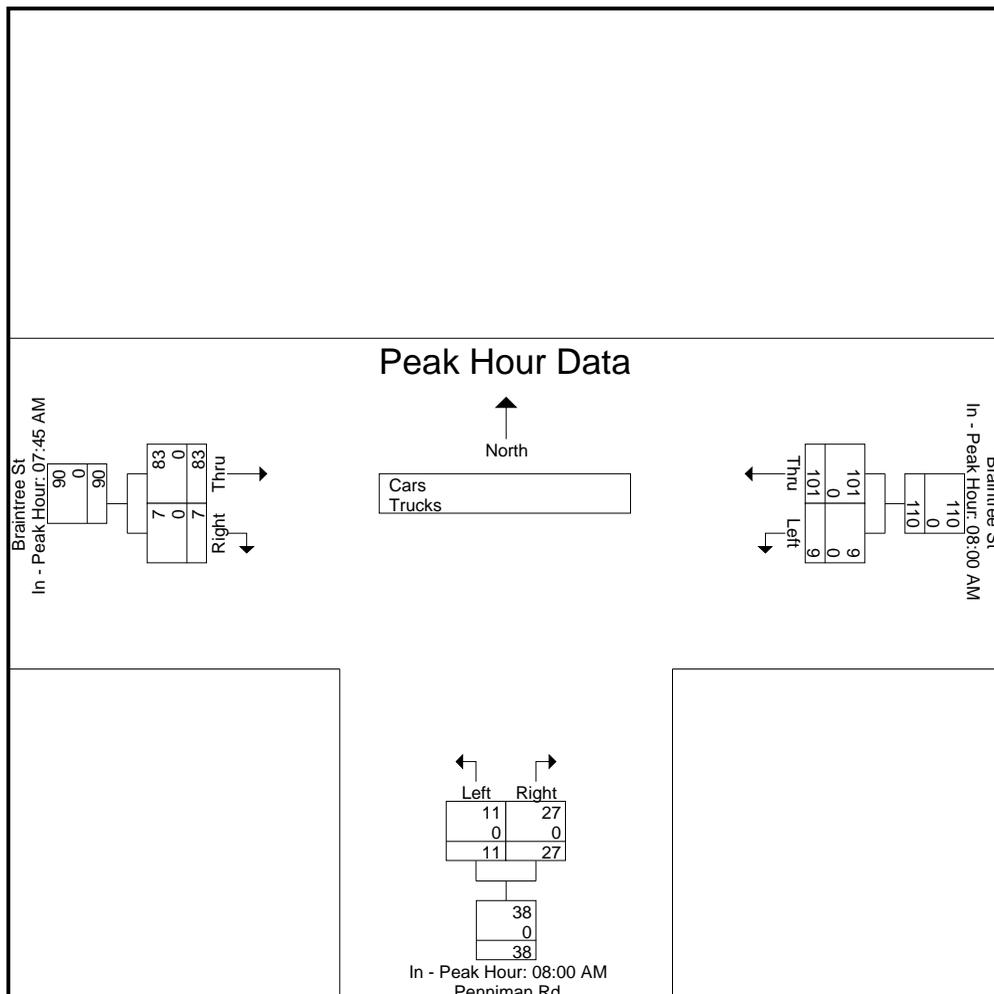
Weather : Clear

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			07:45 AM		
+0 mins.	2	22	24	2	4	6	20	1	21
+15 mins.	0	21	21	4	6	10	17	4	21
+30 mins.	3	26	29	2	8	10	21	1	22
+45 mins.	4	32	36	3	9	12	25	1	26
Total Volume	9	101	110	11	27	38	83	7	90
% App. Total	8.2	91.8		28.9	71.1		92.2	7.8	
PHF	.563	.789	.764	.688	.750	.792	.830	.438	.865
Cars	9	101	110	11	27	38	83	7	90
% Cars	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 4

## Groups Printed- Cars

Start Time	Braintree St From East		Penniman Rd From South		Braintree St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	4	18	1	3	13	2	41
07:15 AM	1	17	4	3	11	3	39
07:30 AM	2	15	2	5	22	3	49
07:45 AM	0	19	1	7	20	1	48
Total	7	69	8	18	66	9	177
08:00 AM	2	22	2	4	17	4	51
08:15 AM	0	21	4	6	21	1	53
08:30 AM	3	26	2	8	25	1	65
08:45 AM	4	32	3	9	17	0	65
Total	9	101	11	27	80	6	234
Grand Total	16	170	19	45	146	15	411
Apprch %	8.6	91.4	29.7	70.3	90.7	9.3	
Total %	3.9	41.4	4.6	10.9	35.5	3.6	

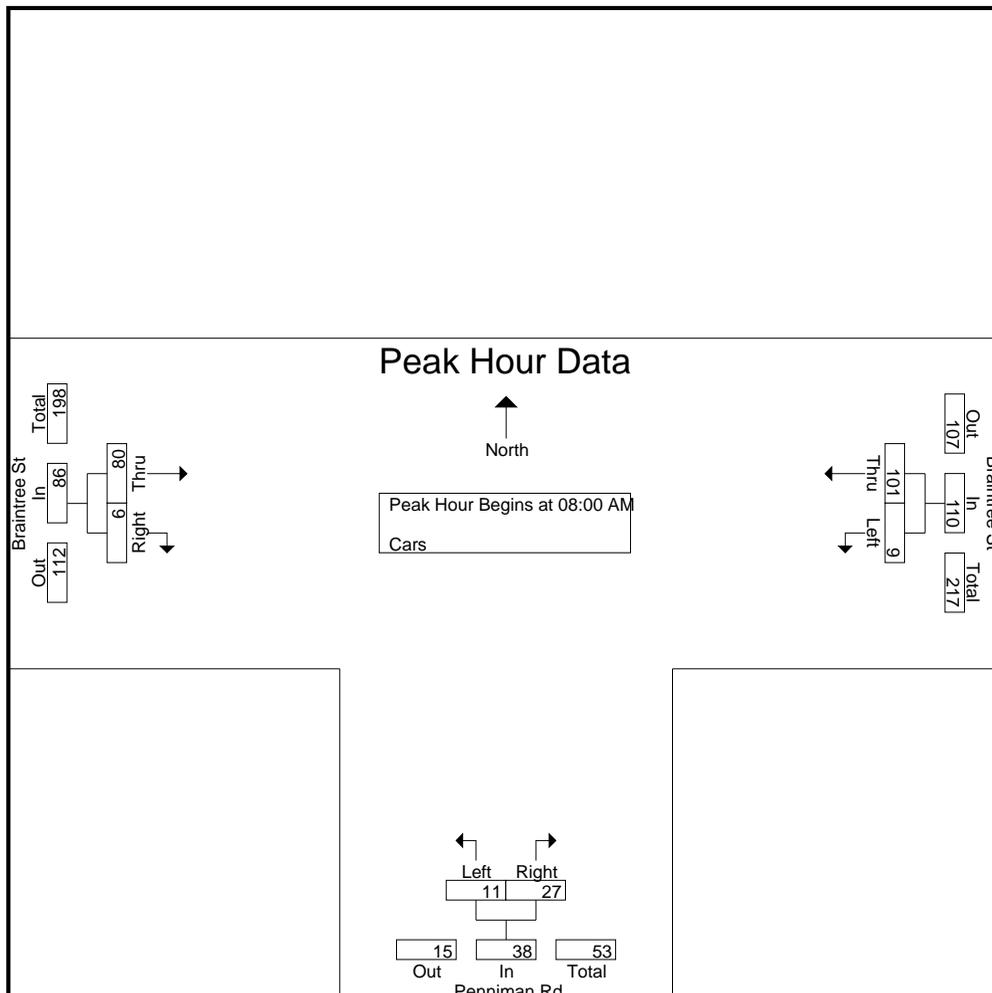
# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 5

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	2	22	24	2	4	6	17	<b>4</b>	21	51
08:15 AM	0	21	21	<b>4</b>	6	10	21	1	22	53
08:30 AM	3	26	29	2	8	10	<b>25</b>	1	<b>26</b>	<b>65</b>
08:45 AM	<b>4</b>	<b>32</b>	<b>36</b>	3	<b>9</b>	<b>12</b>	17	0	17	65
Total Volume	9	101	110	11	27	38	80	6	86	234
% App. Total	8.2	91.8		28.9	71.1		93	7		
PHF	.563	.789	.764	.688	.750	.792	.800	.375	.827	.900



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

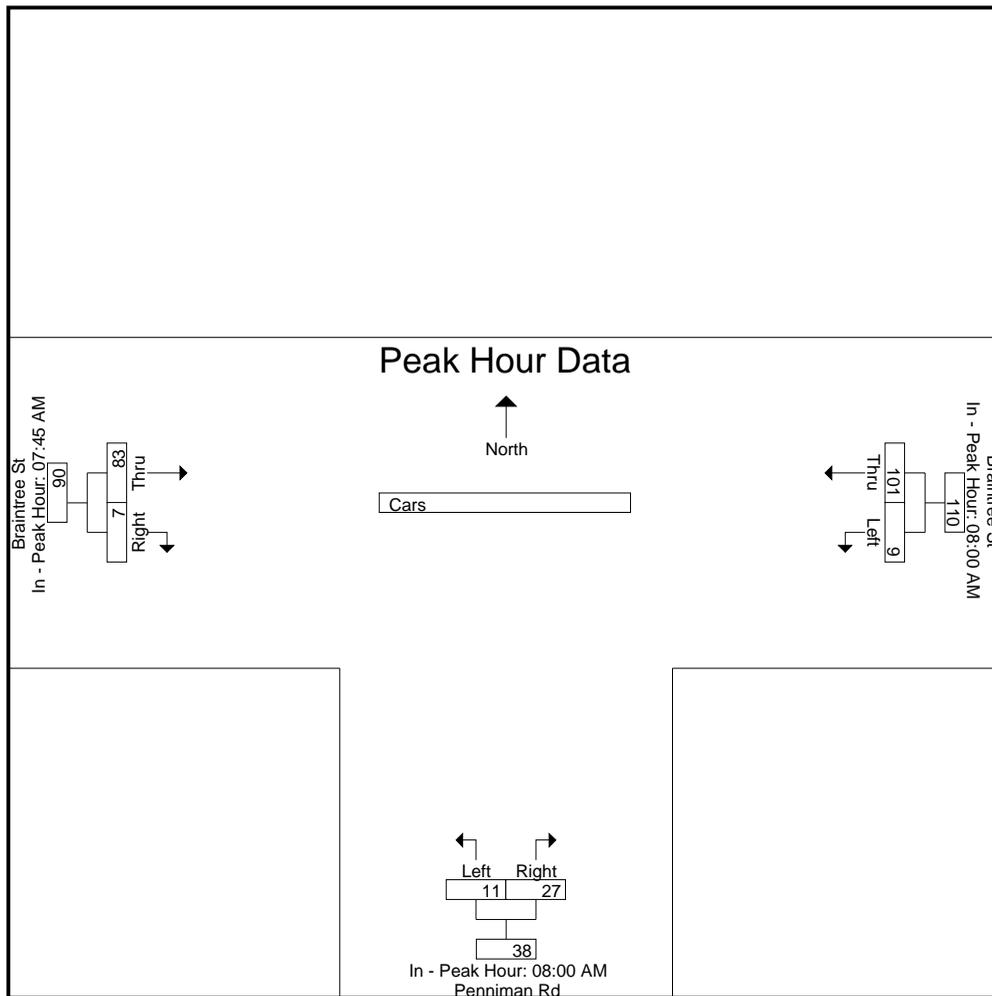
File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 6

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			07:45 AM		
+0 mins.	2	22	24	2	4	6	20	1	21
+15 mins.	0	21	21	4	6	10	17	4	21
+30 mins.	3	26	29	2	8	10	21	1	22
+45 mins.	4	32	36	3	9	12	25	1	26
Total Volume	9	101	110	11	27	38	83	7	90
% App. Total	8.2	91.8		28.9	71.1		92.2	7.8	
PHF	.563	.789	.764	.688	.750	.792	.830	.438	.865



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 7

## Groups Printed- Trucks

Start Time	Braintree St From East		Penniman Rd From South		Braintree St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	0
Total %							

# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

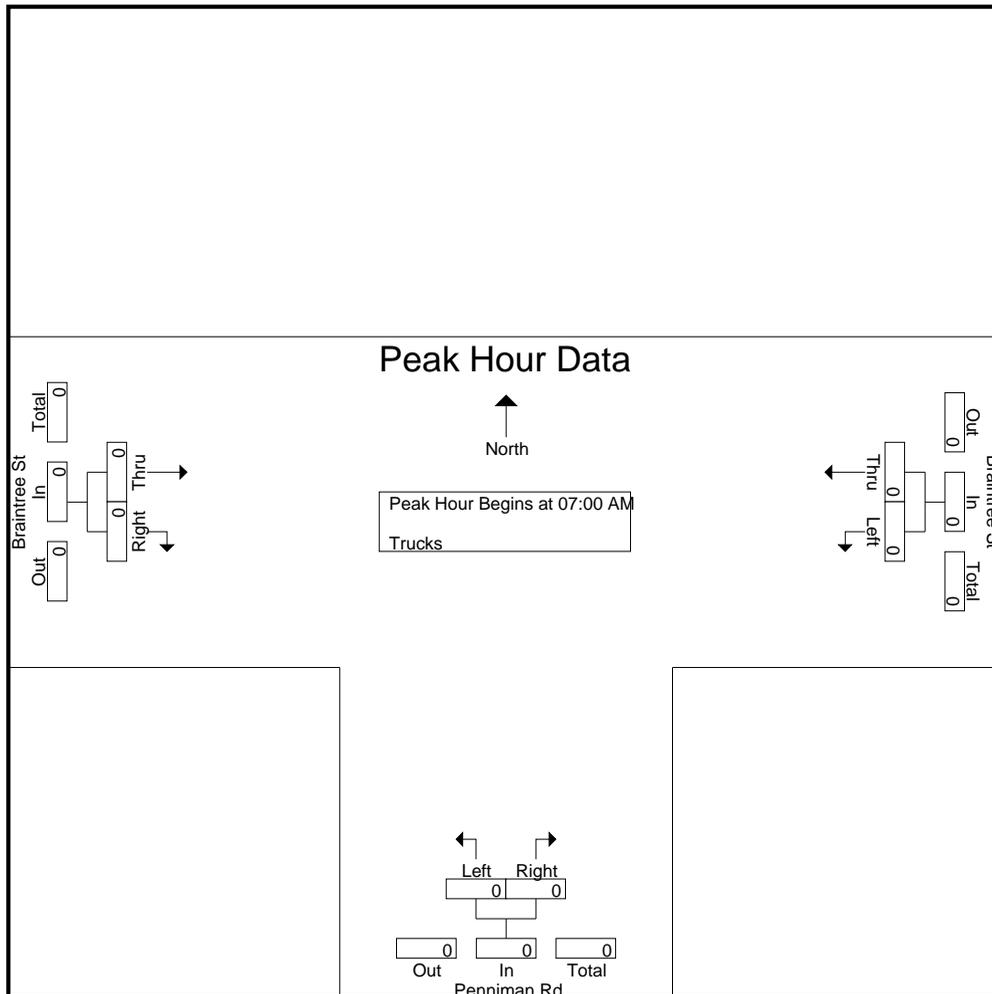
File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 8

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0		0	0		0	0		
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

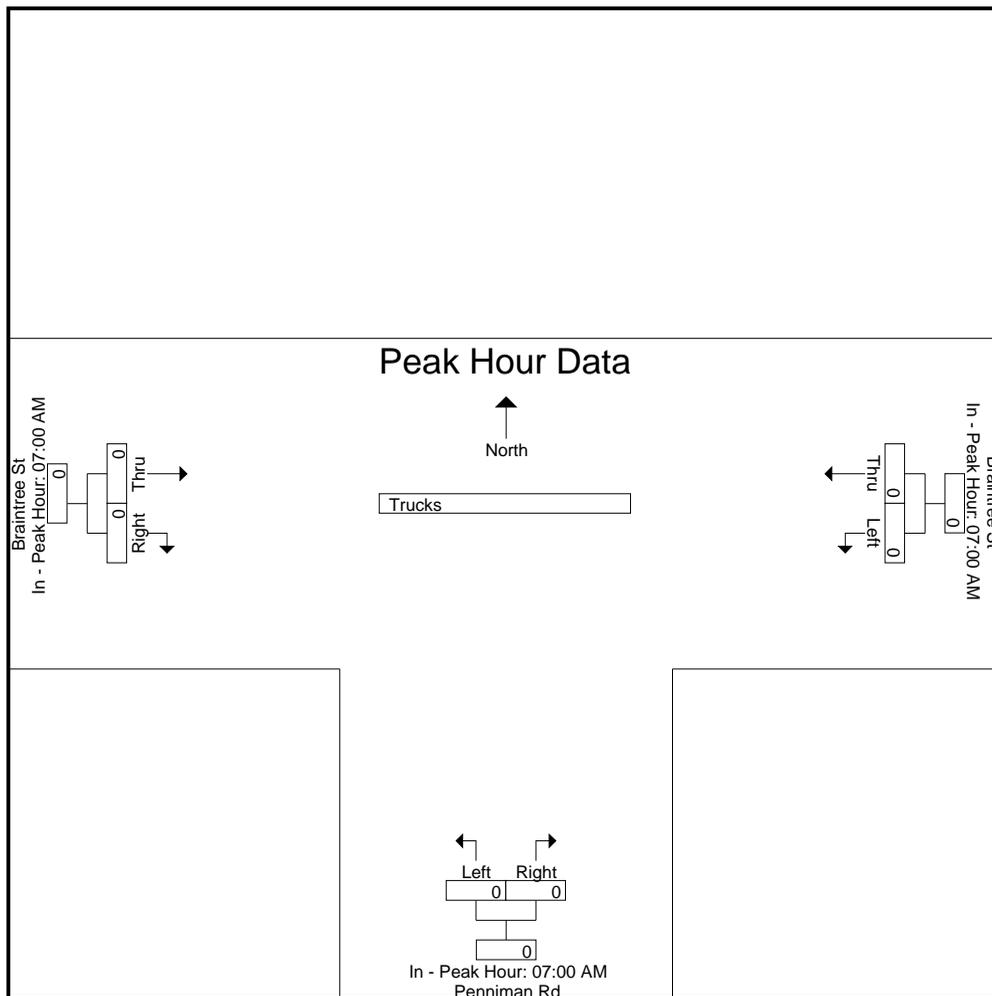
File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 9

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 10

## Groups Printed- Bikes Peds

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
07:00 AM	0	0	2	0	0	5	1	0	2	9	1	10
07:15 AM	0	0	0	0	0	8	0	0	2	10	0	10
07:30 AM	0	0	0	0	0	5	0	0	2	7	0	7
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>27</b>	<b>1</b>	<b>28</b>
08:00 AM	0	2	0	0	0	4	1	0	0	4	3	7
08:15 AM	0	1	0	0	1	7	1	0	0	7	3	10
08:30 AM	0	0	1	0	1	4	0	0	0	5	1	6
08:45 AM	0	0	2	1	0	6	0	0	0	8	1	9
<b>Total</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>8</b>	<b>32</b>
<b>Grand Total</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>40</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>51</b>	<b>9</b>	<b>60</b>
Apprch %	0	100		33.3	66.7		100	0				
Total %	0	33.3		11.1	22.2		33.3	0		85	15	

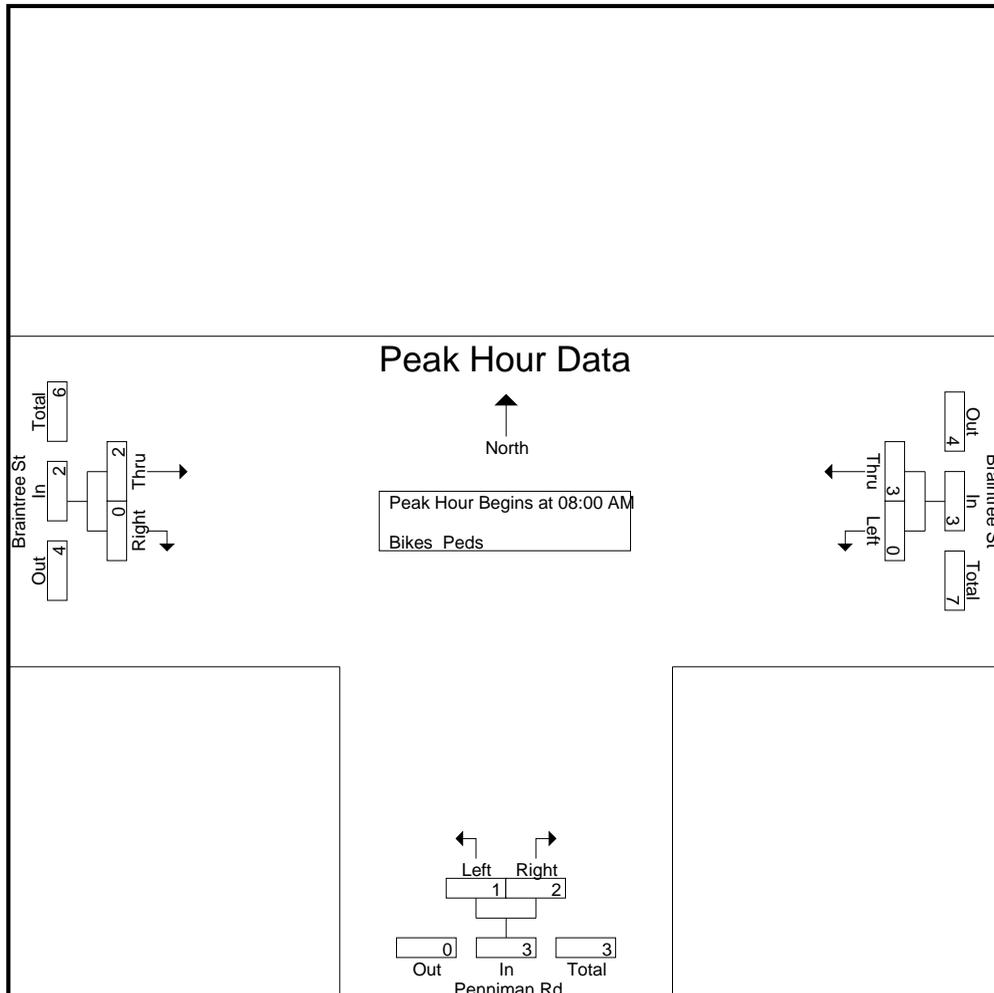
# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 11

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	2	2	0	0	0	1	0	1	3
08:15 AM	0	1	1	0	1	1	1	0	1	3
08:30 AM	0	0	0	0	1	1	0	0	0	1
08:45 AM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	3	3	1	2	3	2	0	2	8
% App. Total	0	100		33.3	66.7		100	0		
PHF	.000	.375	.375	.250	.500	.750	.500	.000	.500	.667



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

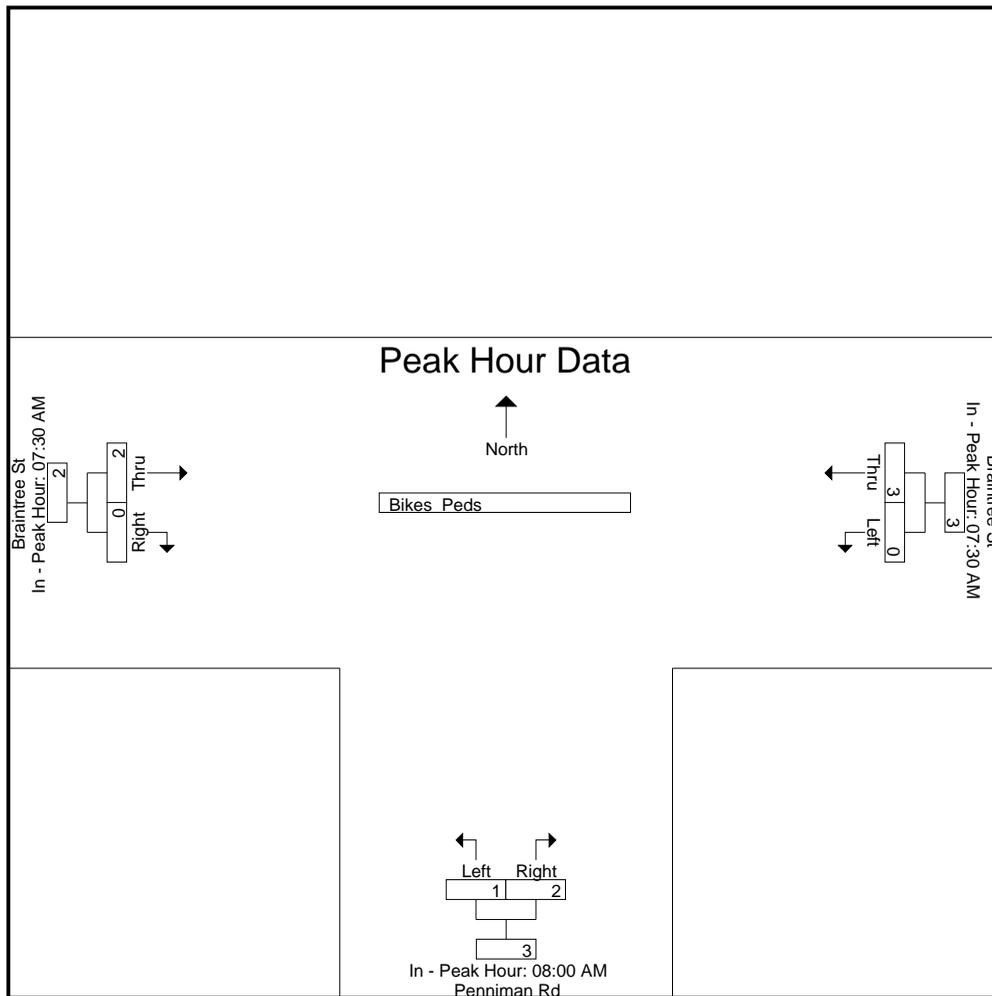
File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 12

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			08:00 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	2	2	0	1	1	1	0	1
+45 mins.	0	1	1	1	0	1	1	0	1
Total Volume	0	3	3	1	2	3	2	0	2
% App. Total	0	100		33.3	66.7		100	0	
PHF	.000	.375	.375	.250	.500	.750	.500	.000	.500



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 1

## Groups Printed- Cars - Trucks

Start Time	Braintree St From East		Penniman Rd From South		Braintree St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	4	20	4	3	33	7	71
04:15 PM	2	30	3	3	23	3	64
04:30 PM	0	21	2	5	21	2	51
04:45 PM	2	24	4	3	41	6	80
Total	8	95	13	14	118	18	266
05:00 PM	6	24	2	3	57	6	98
05:15 PM	5	14	2	4	39	7	71
05:30 PM	5	23	2	2	40	8	80
05:45 PM	3	21	1	1	37	9	72
Total	19	82	7	10	173	30	321
Grand Total	27	177	20	24	291	48	587
Apprch %	13.2	86.8	45.5	54.5	85.8	14.2	
Total %	4.6	30.2	3.4	4.1	49.6	8.2	
Cars	27	177	20	24	291	48	587
% Cars	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0

# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

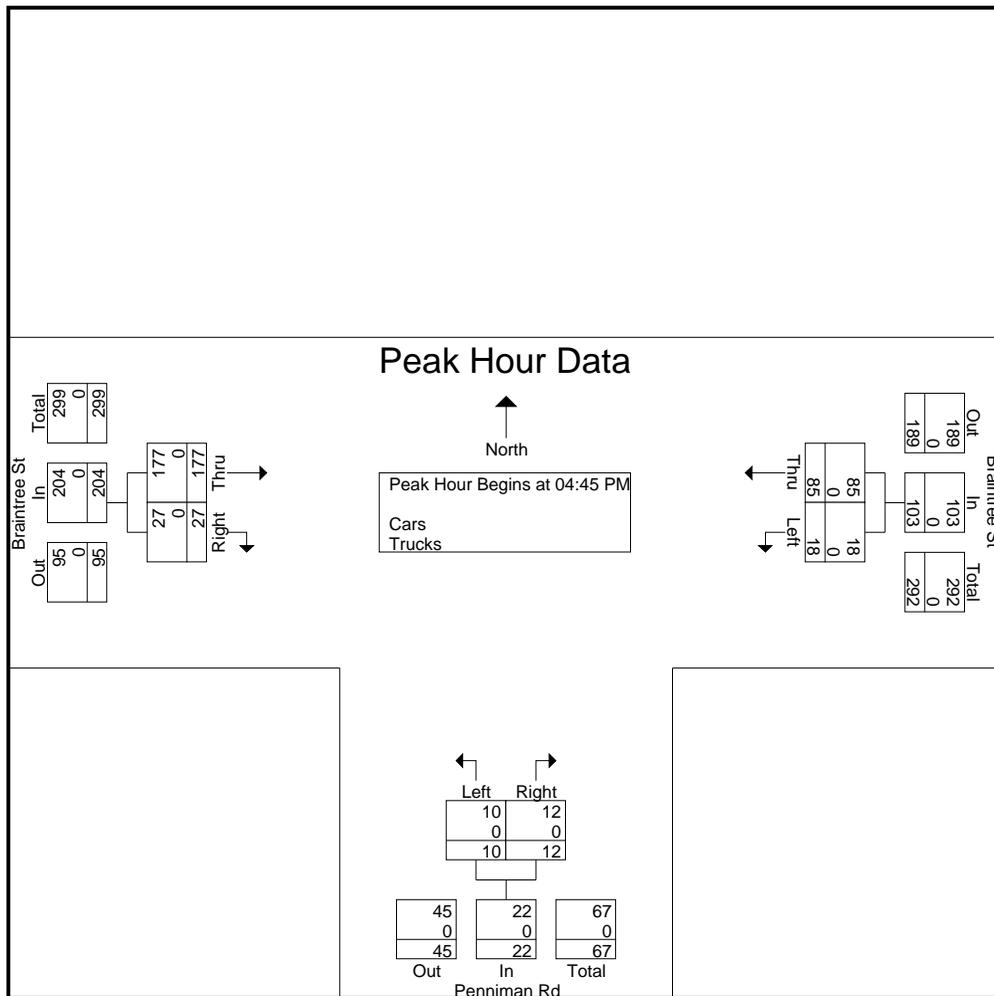
File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 2

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	2	24	26	4	3	7	41	6	47	80
05:00 PM	6	24	30	2	3	5	57	6	63	98
05:15 PM	5	14	19	2	4	6	39	7	46	71
05:30 PM	5	23	28	2	2	4	40	8	48	80
<b>Total Volume</b>	18	85	103	10	12	22	177	27	204	329
<b>% App. Total</b>	17.5	82.5		45.5	54.5		86.8	13.2		
PHF	.750	.885	.858	.625	.750	.786	.776	.844	.810	.839
Cars	18	85	103	10	12	22	177	27	204	329
% Cars	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

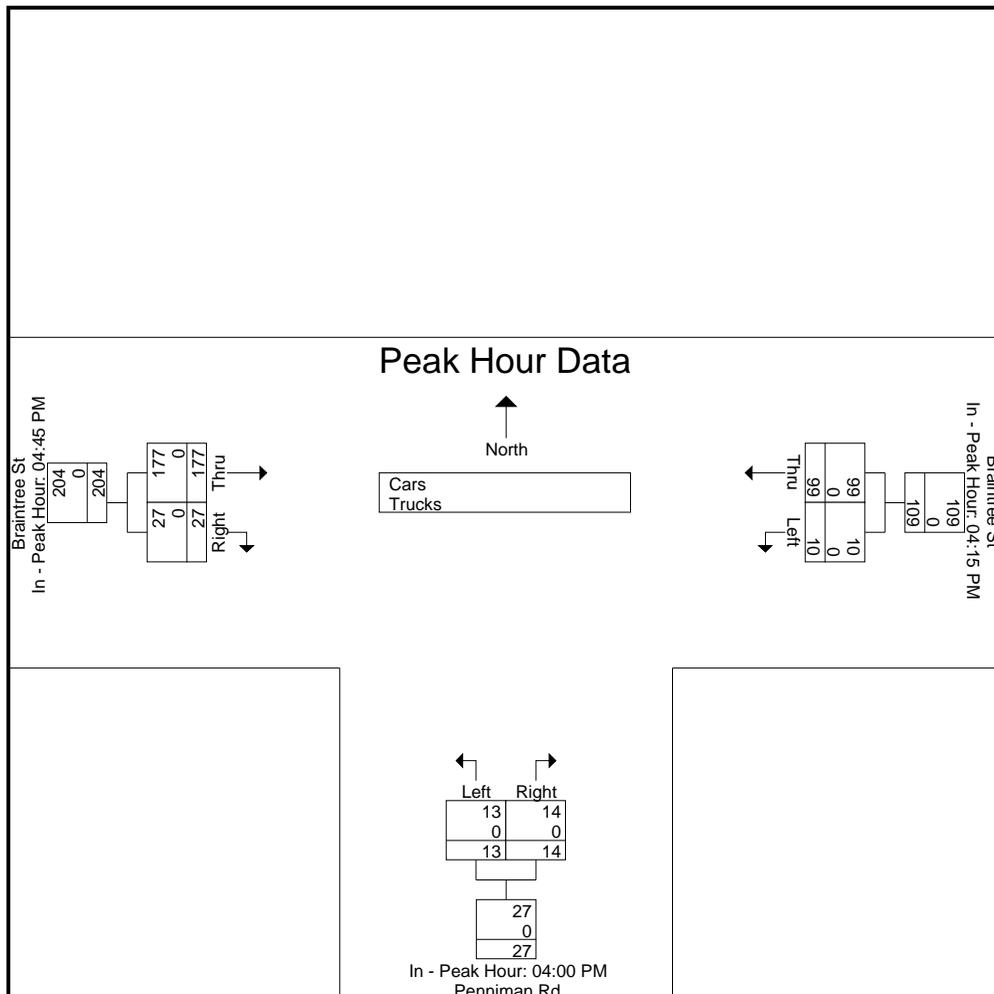
File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 3

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			04:45 PM		
+0 mins.	2	30	32	4	3	7	41	6	47
+15 mins.	0	21	21	3	3	6	57	6	63
+30 mins.	2	24	26	2	5	7	39	7	46
+45 mins.	6	24	30	4	3	7	40	8	48
<b>Total Volume</b>	10	99	109	13	14	27	177	27	204
<b>% App. Total</b>	9.2	90.8		48.1	51.9		86.8	13.2	
<b>PHF</b>	.417	.825	.852	.813	.700	.964	.776	.844	.810
Cars	10	99	109	13	14	27	177	27	204
% Cars	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 4

## Groups Printed- Cars

Start Time	Braintree St From East		Penniman Rd From South		Braintree St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	4	20	4	3	33	7	71
04:15 PM	2	30	3	3	23	3	64
04:30 PM	0	21	2	5	21	2	51
04:45 PM	2	24	4	3	41	6	80
<b>Total</b>	<b>8</b>	<b>95</b>	<b>13</b>	<b>14</b>	<b>118</b>	<b>18</b>	<b>266</b>
05:00 PM	6	24	2	3	57	6	98
05:15 PM	5	14	2	4	39	7	71
05:30 PM	5	23	2	2	40	8	80
05:45 PM	3	21	1	1	37	9	72
<b>Total</b>	<b>19</b>	<b>82</b>	<b>7</b>	<b>10</b>	<b>173</b>	<b>30</b>	<b>321</b>
<b>Grand Total</b>	<b>27</b>	<b>177</b>	<b>20</b>	<b>24</b>	<b>291</b>	<b>48</b>	<b>587</b>
Apprch %	13.2	86.8	45.5	54.5	85.8	14.2	
Total %	4.6	30.2	3.4	4.1	49.6	8.2	

# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

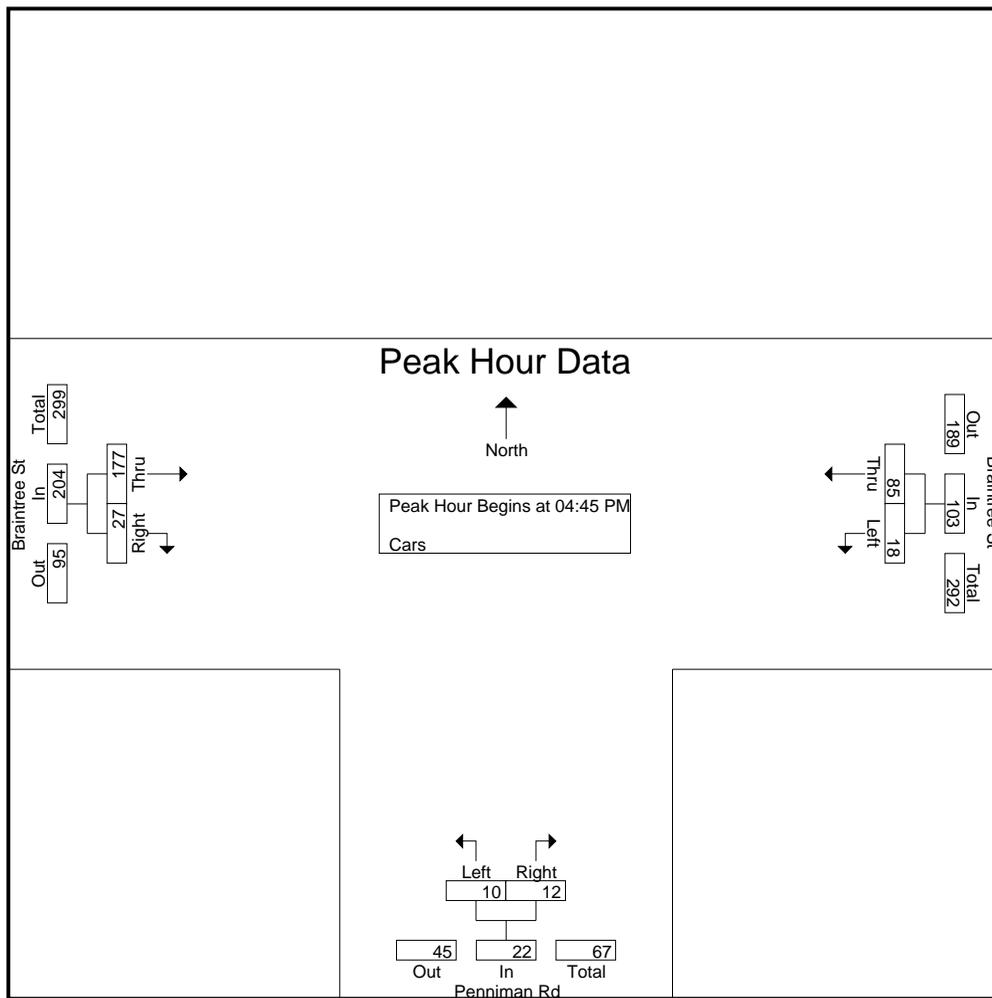
File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 5

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	2	24	26	4	3	7	41	6	47	80
05:00 PM	6	24	30	2	3	5	57	6	63	98
05:15 PM	5	14	19	2	4	6	39	7	46	71
05:30 PM	5	23	28	2	2	4	40	8	48	80
<b>Total Volume</b>	18	85	103	10	12	22	177	27	204	329
<b>% App. Total</b>	17.5	82.5		45.5	54.5		86.8	13.2		
<b>PHF</b>	.750	.885	.858	.625	.750	.786	.776	.844	.810	.839



# Accurate Counts

978-664-2565

File Name : 17620003

Site Code : 17620003

Start Date : 4/13/2017

Page No : 6

N/S Street : Penniman Road

E/W Street: Braintree Street

City/State : Allston, MA

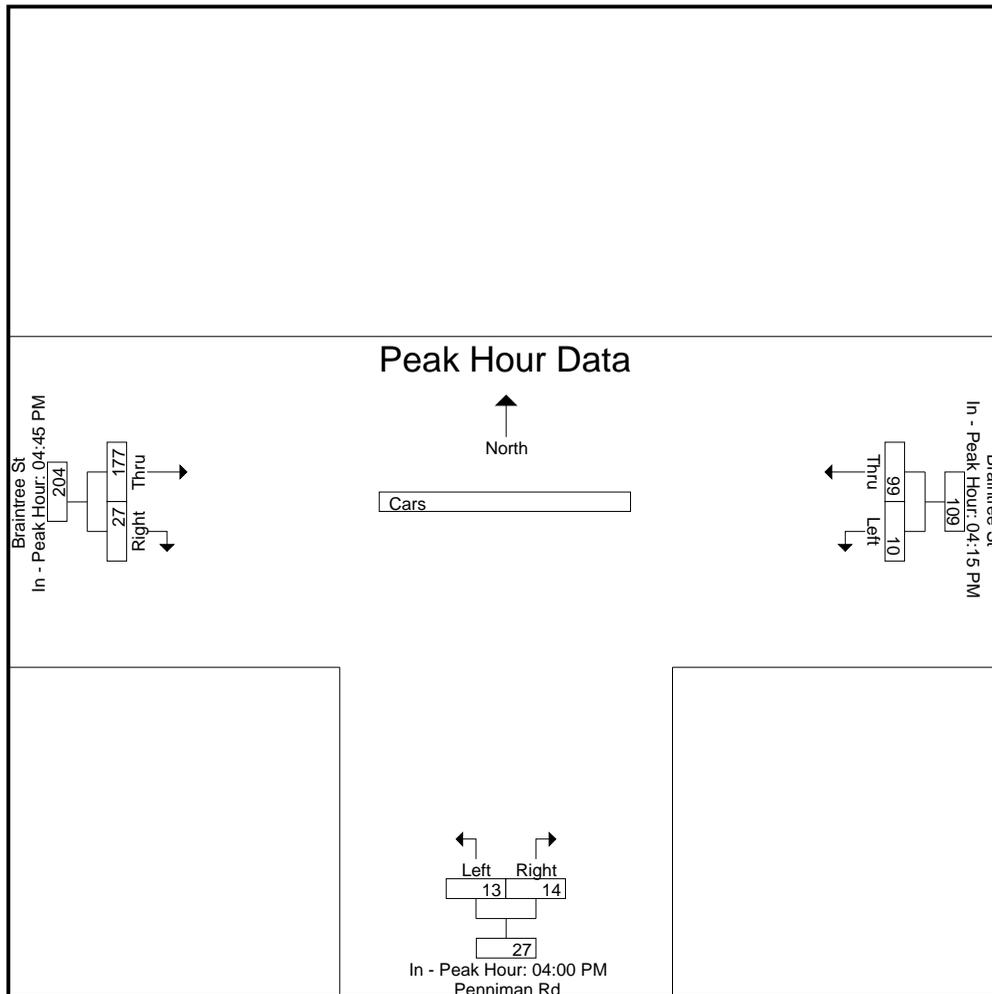
Weather : Clear

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:00 PM			04:45 PM		
+0 mins.	2	30	32	4	3	7	41	6	47
+15 mins.	0	21	21	3	3	6	57	6	63
+30 mins.	2	24	26	2	5	7	39	7	46
+45 mins.	6	24	30	4	3	7	40	8	48
Total Volume	10	99	109	13	14	27	177	27	204
% App. Total	9.2	90.8		48.1	51.9		86.8	13.2	
PHF	.417	.825	.852	.813	.700	.964	.776	.844	.810



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 7

## Groups Printed- Trucks

Start Time	Braintree St From East		Penniman Rd From South		Braintree St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	
Total %							

# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

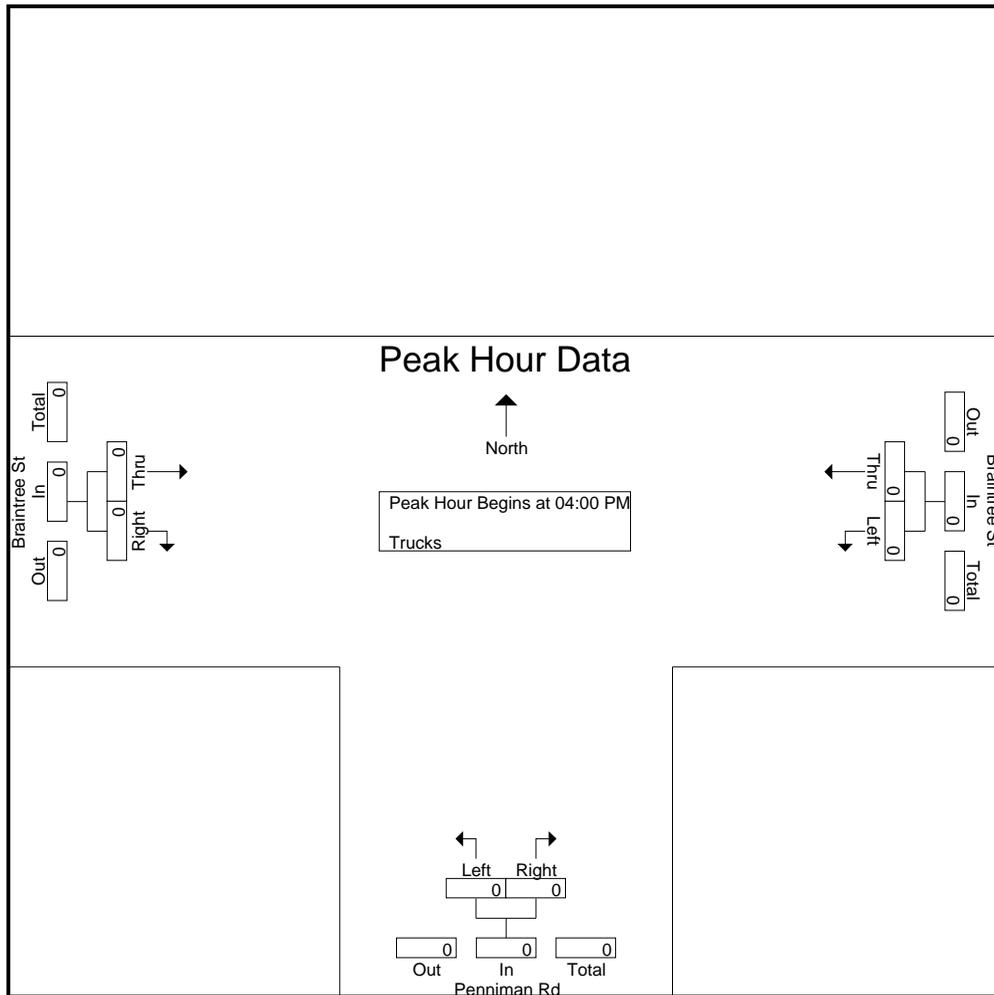
File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 8

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0		0	0		0	0		
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

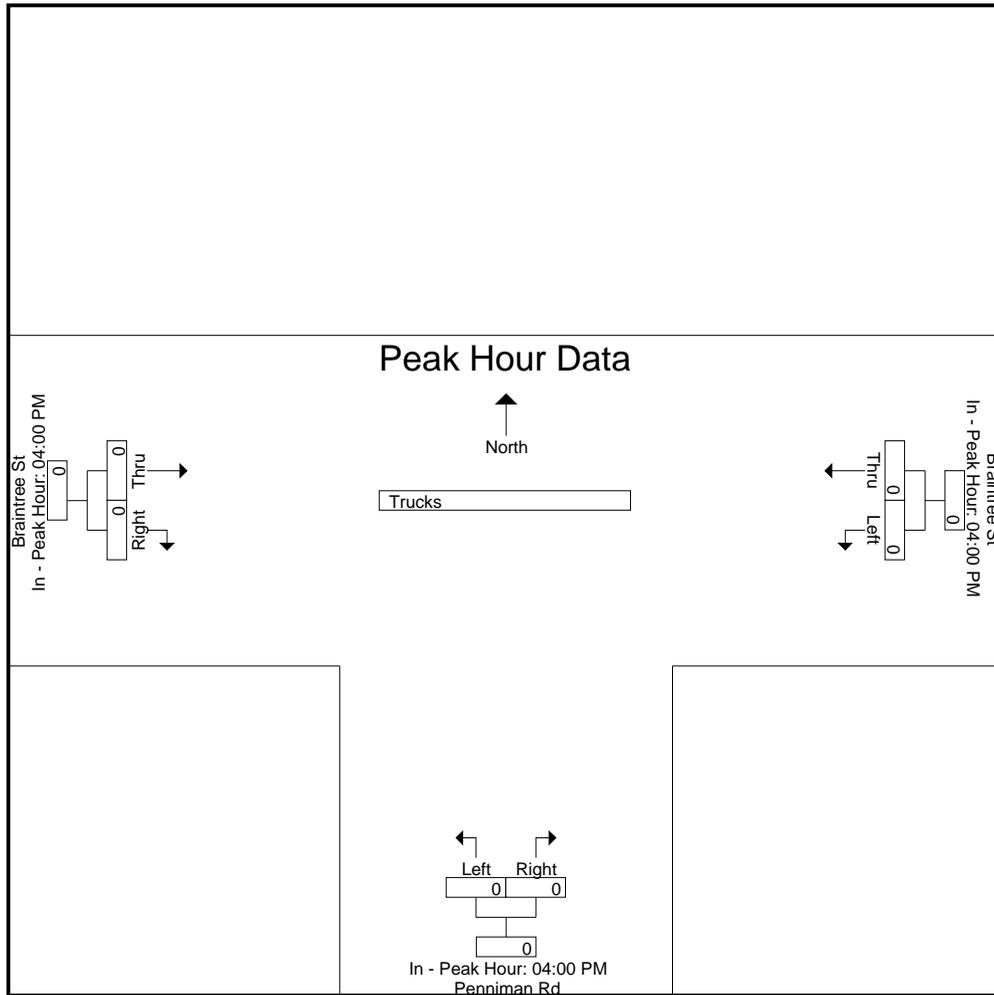
File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 9

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 10

## Groups Printed- Bikes Peds

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
04:00 PM	1	1	0	0	0	6	0	0	0	6	2	8
04:15 PM	0	1	0	0	0	7	2	0	0	7	3	10
04:30 PM	0	2	2	0	0	6	1	0	0	8	3	11
04:45 PM	0	0	1	0	0	4	2	0	0	5	2	7
<b>Total</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>10</b>	<b>36</b>
05:00 PM	0	3	0	0	0	7	2	0	0	7	5	12
05:15 PM	0	1	0	0	0	4	0	0	0	4	1	5
05:30 PM	0	2	0	0	0	3	1	1	0	3	4	7
05:45 PM	0	1	0	0	0	8	0	0	0	8	1	9
<b>Total</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>33</b>
<b>Grand Total</b>	<b>1</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>69</b>
Apprch %	8.3	91.7		0	0		88.9	11.1				
Total %	4.8	52.4		0	0		38.1	4.8		69.6	30.4	

# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

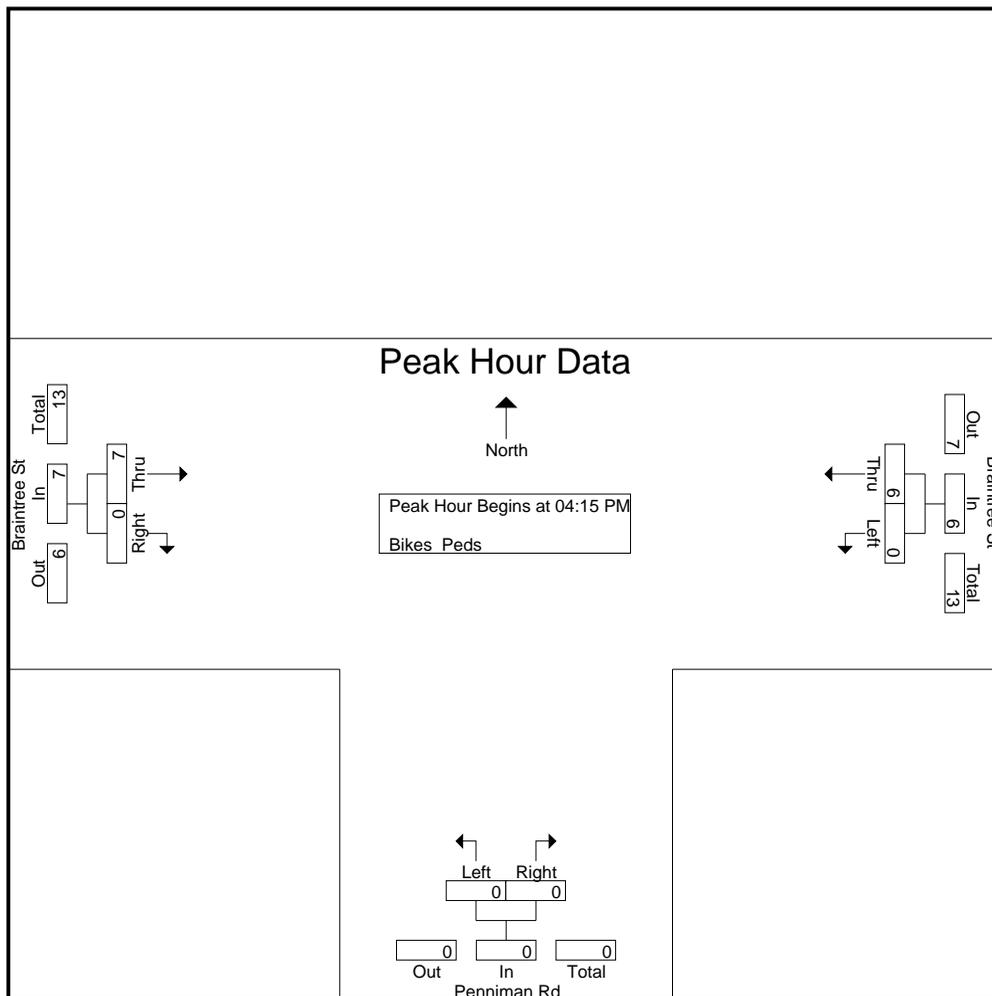
File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 11

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	1	1	0	0	0	2	0	2	3
04:30 PM	0	2	2	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	3	3	0	0	0	2	0	2	5
Total Volume	0	6	6	0	0	0	7	0	7	13
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.875	.000	.875	.650



# Accurate Counts

978-664-2565

N/S Street : Penniman Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

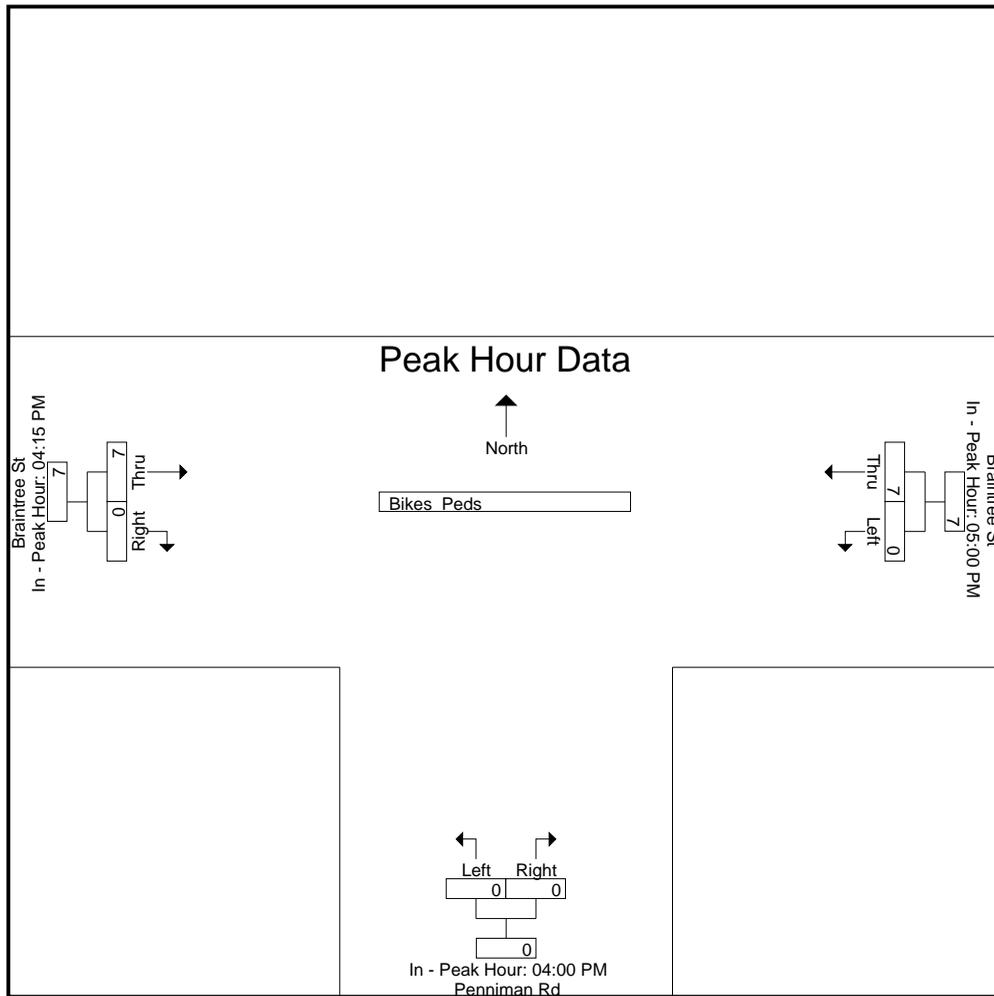
File Name : 17620003  
 Site Code : 17620003  
 Start Date : 4/13/2017  
 Page No : 12

Start Time	Braintree St From East			Penniman Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:15 PM		
+0 mins.	0	3	3	0	0	0	2	0	2
+15 mins.	0	1	1	0	0	0	1	0	1
+30 mins.	0	2	2	0	0	0	2	0	2
+45 mins.	0	1	1	0	0	0	2	0	2
Total Volume	0	7	7	0	0	0	7	0	7
% App. Total	0	100		0	0		100	0	
PHF	.000	.583	.583	.000	.000	.000	.875	.000	.875



# Accurate Counts

978-664-2565

N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620004  
 Site Code : 17620004  
 Start Date : 4/13/2017  
 Page No : 1

## Groups Printed- Cars - Trucks

Start Time	Braintree St From East		Rugg Rd From South		Braintree St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	6	17	5	2	13	4	47
07:15 AM	3	16	1	4	15	3	42
07:30 AM	2	25	0	3	25	4	59
07:45 AM	1	15	1	3	23	4	47
<b>Total</b>	<b>12</b>	<b>73</b>	<b>7</b>	<b>12</b>	<b>76</b>	<b>15</b>	<b>195</b>
08:00 AM	0	23	2	2	21	3	51
08:15 AM	0	21	2	1	22	6	52
08:30 AM	1	22	5	8	26	6	68
08:45 AM	2	37	0	2	23	3	67
<b>Total</b>	<b>3</b>	<b>103</b>	<b>9</b>	<b>13</b>	<b>92</b>	<b>18</b>	<b>238</b>
<b>Grand Total</b>	<b>15</b>	<b>176</b>	<b>16</b>	<b>25</b>	<b>168</b>	<b>33</b>	<b>433</b>
Apprch %	7.9	92.1	39	61	83.6	16.4	
Total %	3.5	40.6	3.7	5.8	38.8	7.6	
Cars	15	176	16	25	168	33	433
% Cars	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0

# Accurate Counts

978-664-2565

N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

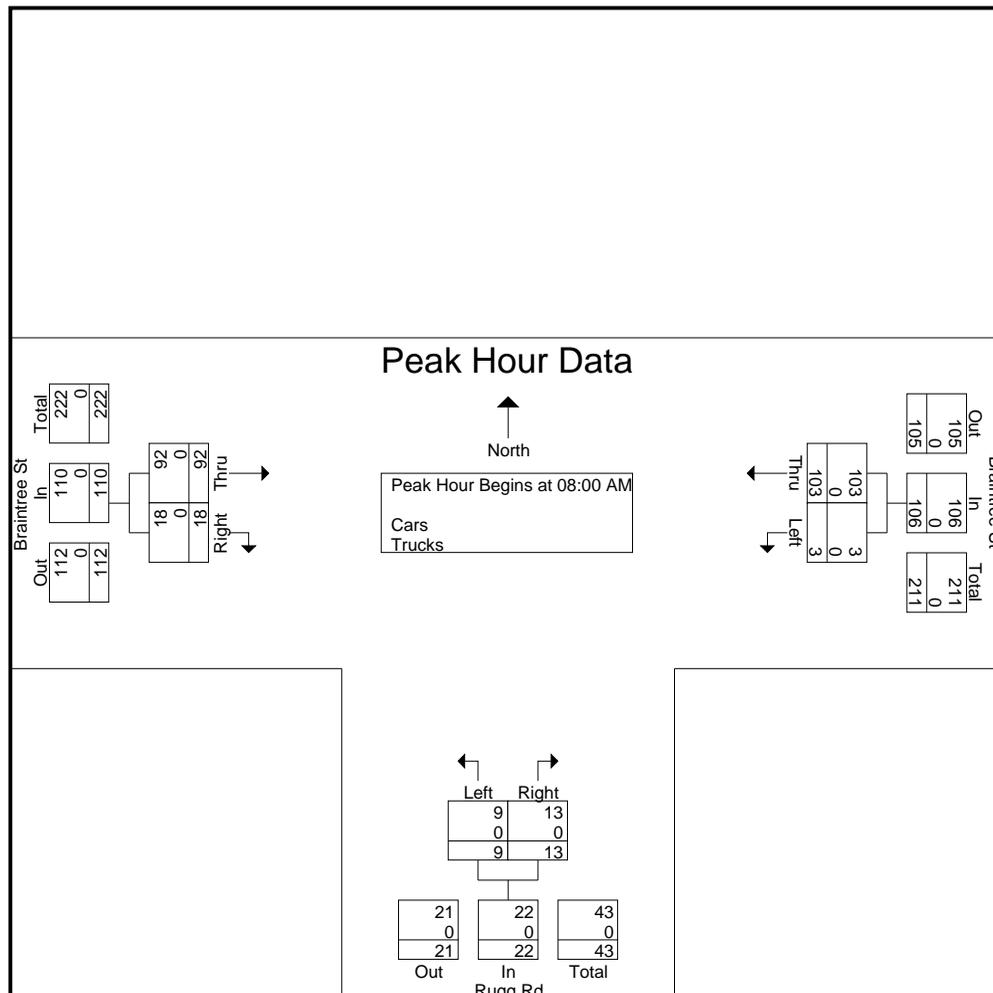
File Name : 17620004  
 Site Code : 17620004  
 Start Date : 4/13/2017  
 Page No : 2

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	0	23	23	2	2	4	21	3	24	51
08:15 AM	0	21	21	2	1	3	22	<b>6</b>	28	52
08:30 AM	1	22	23	<b>5</b>	<b>8</b>	<b>13</b>	<b>26</b>	6	<b>32</b>	<b>68</b>
08:45 AM	<b>2</b>	<b>37</b>	<b>39</b>	0	2	2	23	3	26	67
Total Volume	3	103	106	9	13	22	92	18	110	238
% App. Total	2.8	97.2		40.9	59.1		83.6	16.4		
PHF	.375	.696	.679	.450	.406	.423	.885	.750	.859	.875
Cars	3	103	106	9	13	22	92	18	110	238
% Cars	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0



# Accurate Counts

978-664-2565

File Name : 17620004

Site Code : 17620004

Start Date : 4/13/2017

Page No : 3

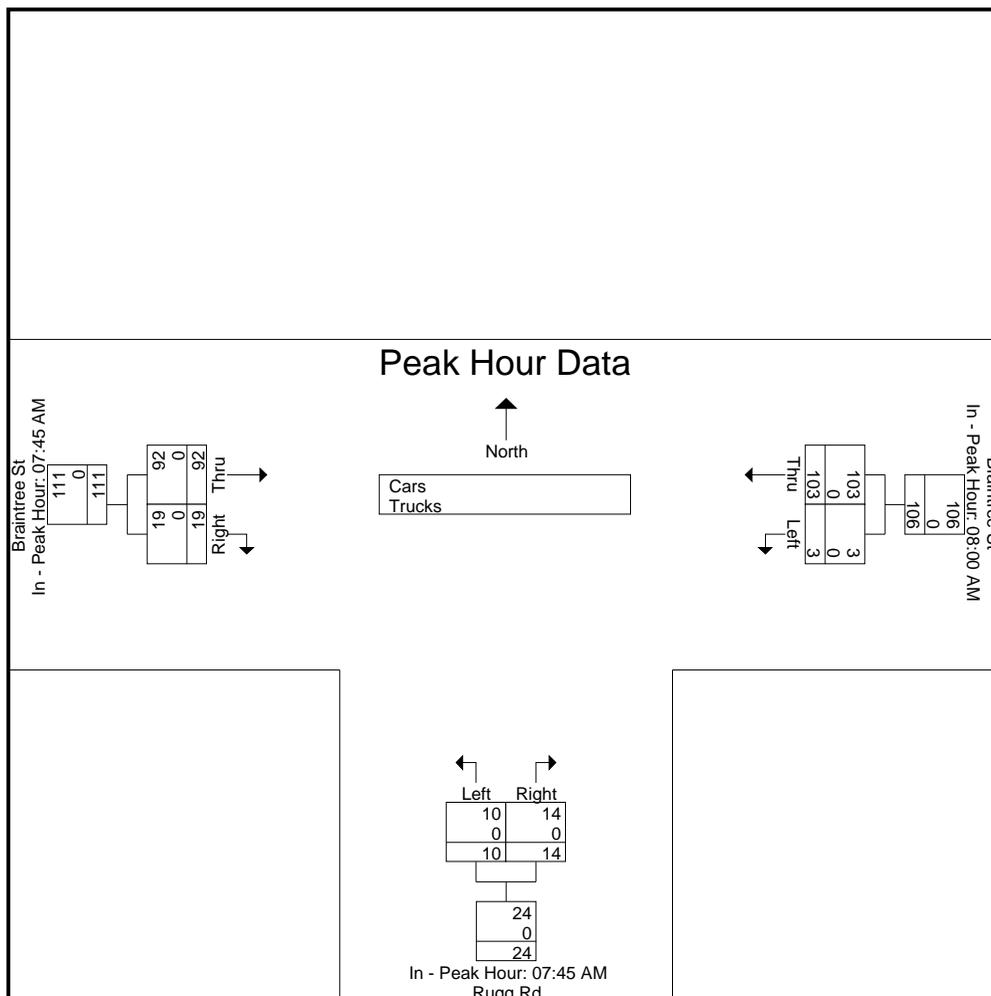
N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			07:45 AM			07:45 AM		
+0 mins.	0	23	23	1	3	4	23	4	27
+15 mins.	0	21	21	2	2	4	21	3	24
+30 mins.	1	22	23	2	1	3	22	<b>6</b>	28
+45 mins.	<b>2</b>	<b>37</b>	<b>39</b>	<b>5</b>	<b>8</b>	<b>13</b>	<b>26</b>	6	<b>32</b>
Total Volume	3	103	106	10	14	24	92	19	111
% App. Total	2.8	97.2		41.7	58.3		82.9	17.1	
PHF	.375	.696	.679	.500	.438	.462	.885	.792	.867
Cars	3	103	106	10	14	24	92	19	111
% Cars	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0



# Accurate Counts

978-664-2565

N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620004  
 Site Code : 17620004  
 Start Date : 4/13/2017  
 Page No : 4

Groups Printed- Cars

Start Time	Braintree St From East		Rugg Rd From South		Braintree St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	6	17	5	2	13	4	47
07:15 AM	3	16	1	4	15	3	42
07:30 AM	2	25	0	3	25	4	59
07:45 AM	1	15	1	3	23	4	47
<b>Total</b>	<b>12</b>	<b>73</b>	<b>7</b>	<b>12</b>	<b>76</b>	<b>15</b>	<b>195</b>
08:00 AM	0	23	2	2	21	3	51
08:15 AM	0	21	2	1	22	6	52
08:30 AM	1	22	5	8	26	6	68
08:45 AM	2	37	0	2	23	3	67
<b>Total</b>	<b>3</b>	<b>103</b>	<b>9</b>	<b>13</b>	<b>92</b>	<b>18</b>	<b>238</b>
<b>Grand Total</b>	<b>15</b>	<b>176</b>	<b>16</b>	<b>25</b>	<b>168</b>	<b>33</b>	<b>433</b>
Apprch %	7.9	92.1	39	61	83.6	16.4	
Total %	3.5	40.6	3.7	5.8	38.8	7.6	

# Accurate Counts

978-664-2565

File Name : 17620004

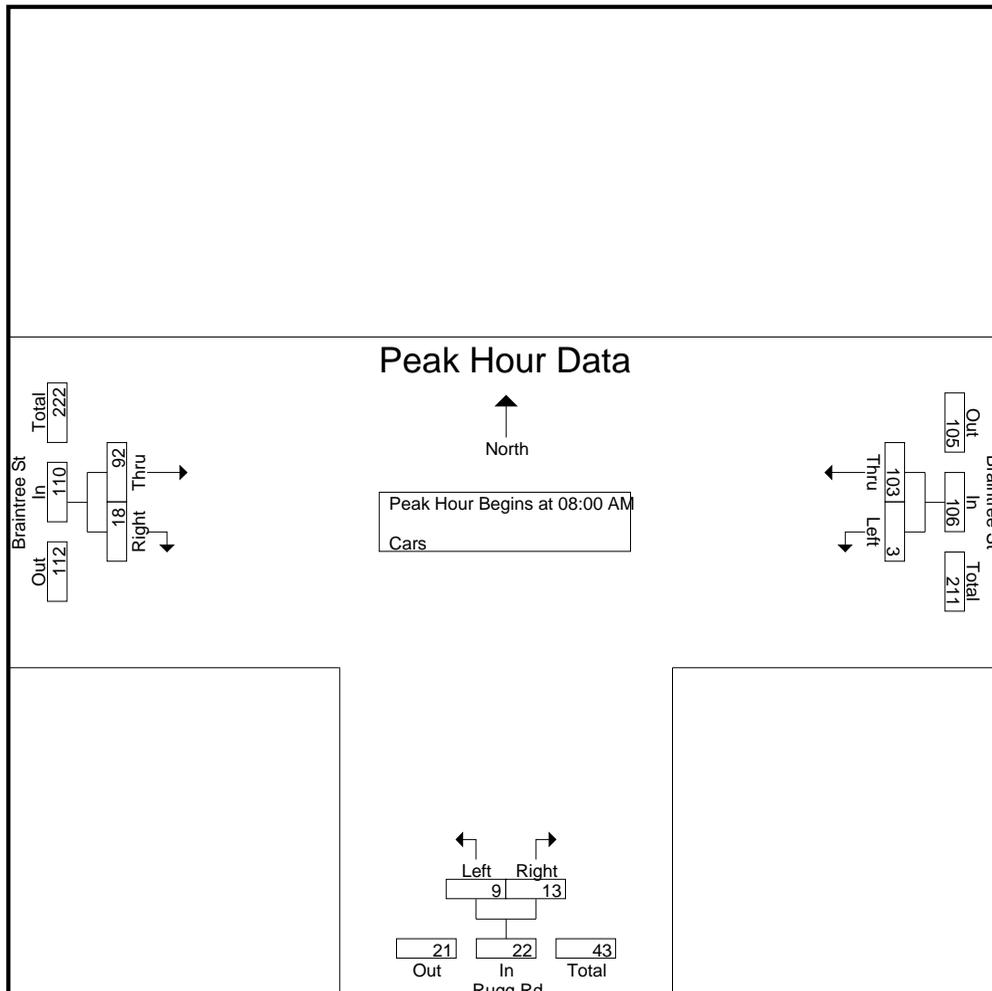
Site Code : 17620004

Start Date : 4/13/2017

Page No : 5

N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	23	23	2	2	4	21	3	24	51
08:15 AM	0	21	21	2	1	3	22	6	28	52
08:30 AM	1	22	23	5	8	13	26	6	32	68
08:45 AM	2	37	39	0	2	2	23	3	26	67
Total Volume	3	103	106	9	13	22	92	18	110	238
% App. Total	2.8	97.2		40.9	59.1		83.6	16.4		
PHF	.375	.696	.679	.450	.406	.423	.885	.750	.859	.875



# Accurate Counts

978-664-2565

File Name : 17620004

Site Code : 17620004

Start Date : 4/13/2017

Page No : 6

N/S Street : Rugg Road

E/W Street: Braintree Street

City/State : Allston, MA

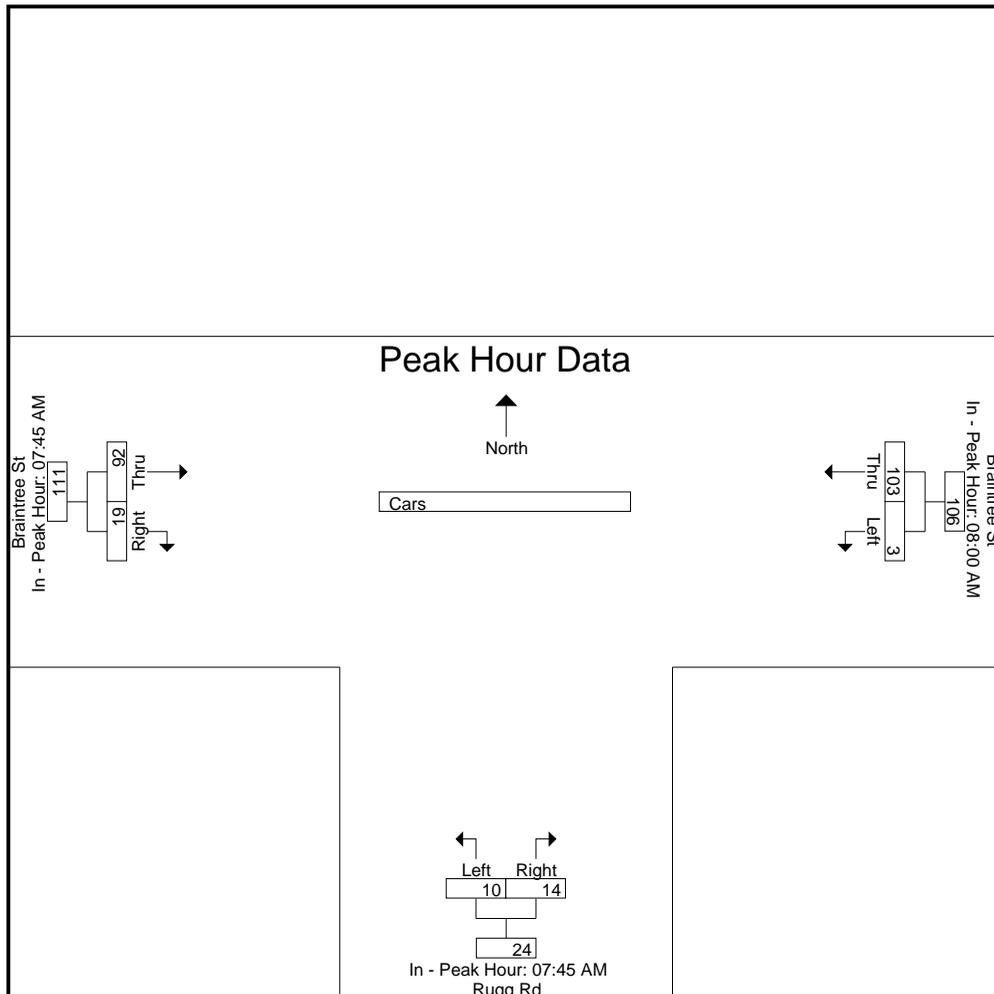
Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			07:45 AM			07:45 AM		
+0 mins.	0	23	23	1	3	4	23	4	27
+15 mins.	0	21	21	2	2	4	21	3	24
+30 mins.	1	22	23	2	1	3	22	<b>6</b>	28
+45 mins.	<b>2</b>	<b>37</b>	<b>39</b>	<b>5</b>	<b>8</b>	<b>13</b>	<b>26</b>	6	<b>32</b>
Total Volume	3	103	106	10	14	24	92	19	111
% App. Total	2.8	97.2		41.7	58.3		82.9	17.1	
PHF	.375	.696	.679	.500	.438	.462	.885	.792	.867



# Accurate Counts

978-664-2565

N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620004  
 Site Code : 17620004  
 Start Date : 4/13/2017  
 Page No : 7

## Groups Printed- Trucks

Start Time	Braintree St From East		Rugg Rd From South		Braintree St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	
Total %							

# Accurate Counts

978-664-2565

File Name : 17620004

Site Code : 17620004

Start Date : 4/13/2017

Page No : 8

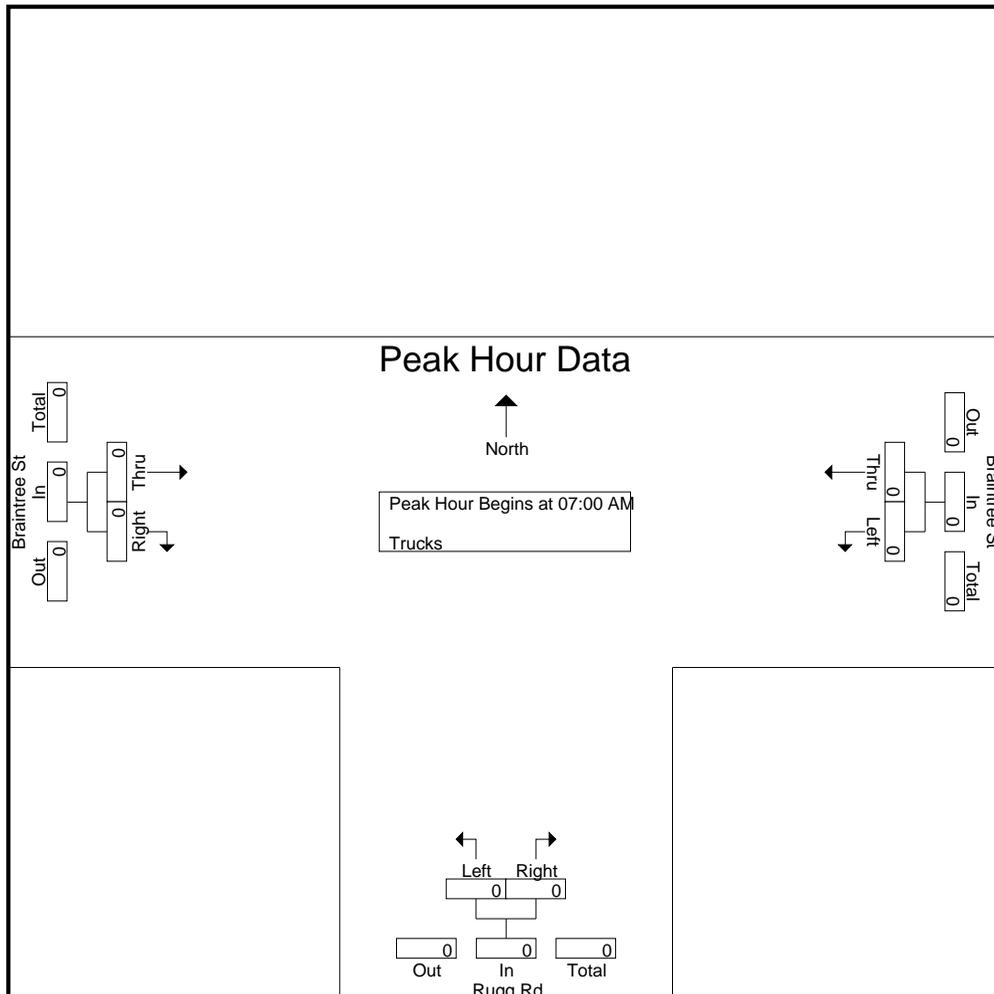
N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0		0	0		0	0		
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Accurate Counts

978-664-2565

N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

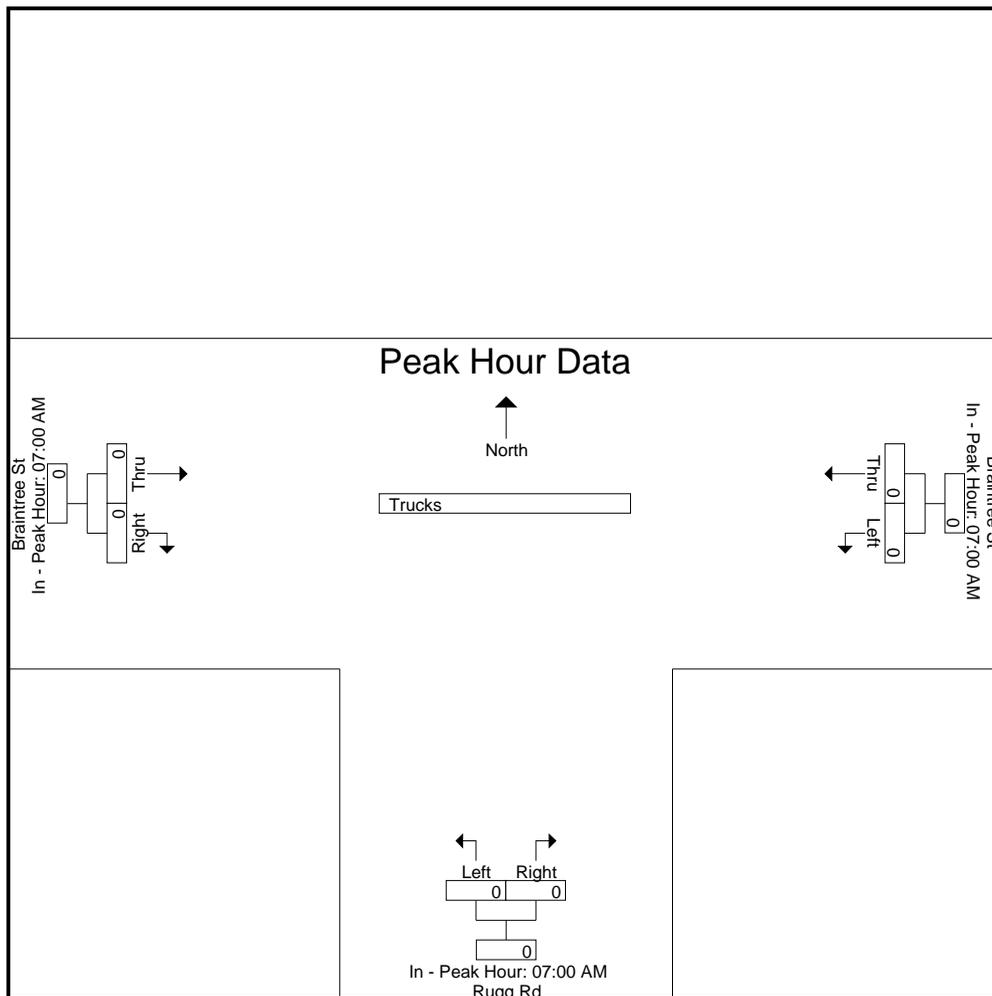
File Name : 17620004  
 Site Code : 17620004  
 Start Date : 4/13/2017  
 Page No : 9

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Accurate Counts

978-664-2565

File Name : 17620004

Site Code : 17620004

Start Date : 4/13/2017

Page No : 10

N/S Street : Rugg Road

E/W Street: Braintree Street

City/State : Allston, MA

Weather : Clear

## Groups Printed- Bikes Peds

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
07:00 AM	0	0	2	0	1	3	1	0	14	19	2	21
07:15 AM	0	0	3	0	0	4	0	0	5	12	0	12
07:30 AM	0	0	1	0	0	4	0	0	0	5	0	5
07:45 AM	0	0	0	0	0	2	0	0	5	7	0	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>43</b>	<b>2</b>	<b>45</b>
08:00 AM	0	2	0	0	0	2	0	0	6	8	2	10
08:15 AM	1	1	0	0	0	5	1	0	2	7	3	10
08:30 AM	0	0	0	0	1	4	1	0	1	5	2	7
08:45 AM	1	0	0	0	0	0	0	0	2	2	1	3
<b>Total</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>8</b>	<b>30</b>
<b>Grand Total</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>65</b>	<b>10</b>	<b>75</b>
Apprch %	40	60		0	100		100	0				
Total %	20	30		0	20		30	0		86.7	13.3	

# Accurate Counts

978-664-2565

File Name : 17620004

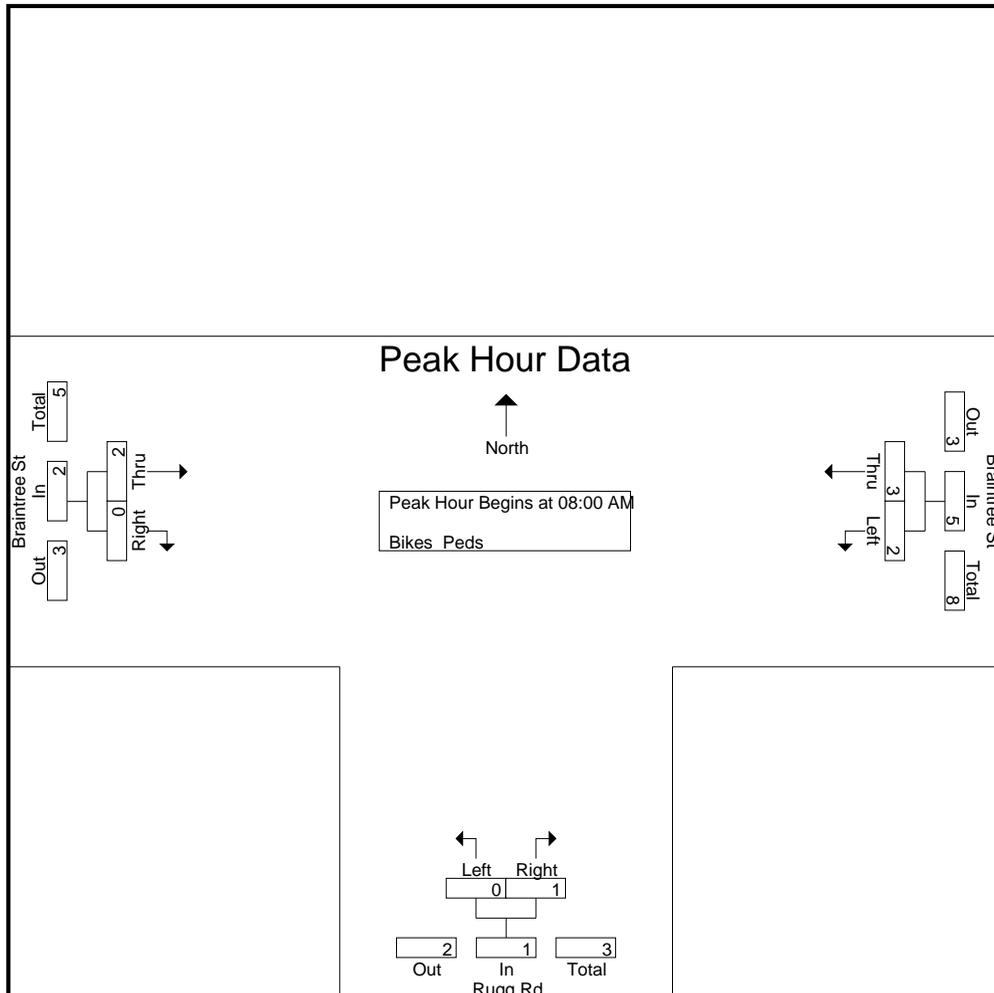
Site Code : 17620004

Start Date : 4/13/2017

Page No : 11

N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	2	2	0	0	0	0	0	0	2
08:15 AM	1	1	2	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	1	1	1	0	1	2
08:45 AM	1	0	1	0	0	0	0	0	0	1
Total Volume	2	3	5	0	1	1	2	0	2	8
% App. Total	40	60		0	100		100	0		
PHF	.500	.375	.625	.000	.250	.250	.500	.000	.500	.667



# Accurate Counts

978-664-2565

File Name : 17620004

Site Code : 17620004

Start Date : 4/13/2017

Page No : 12

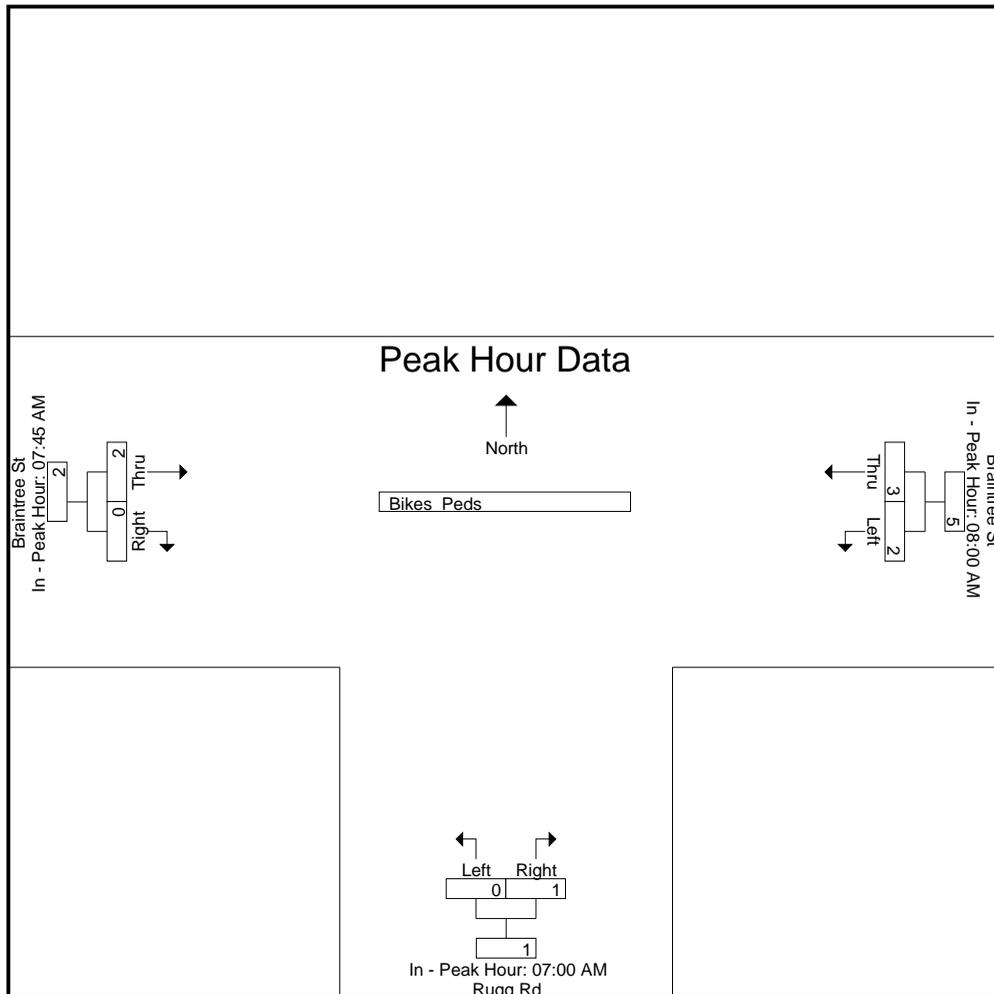
N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			07:45 AM		
+0 mins.	0	2	2	0	1	1	0	0	0
+15 mins.	1	1	2	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	1	0	1	0	0	0	1	0	1
Total Volume	2	3	5	0	1	1	2	0	2
% App. Total	40	60		0	100		100	0	
PHF	.500	.375	.625	.000	.250	.250	.500	.000	.500



# Accurate Counts

978-664-2565

N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620004  
 Site Code : 17620004  
 Start Date : 4/13/2017  
 Page No : 1

## Groups Printed- Cars - Trucks

Start Time	Braintree St From East		Rugg Rd From South		Braintree St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	2	14	3	8	32	3	62
04:15 PM	4	29	6	2	28	0	69
04:30 PM	1	17	4	12	23	5	62
04:45 PM	3	23	3	6	38	5	78
Total	10	83	16	28	121	13	271
05:00 PM	3	23	5	7	64	3	105
05:15 PM	3	18	1	6	44	2	74
05:30 PM	3	27	4	2	36	4	76
05:45 PM	1	20	6	4	39	1	71
Total	10	88	16	19	183	10	326
Grand Total	20	171	32	47	304	23	597
Apprch %	10.5	89.5	40.5	59.5	93	7	
Total %	3.4	28.6	5.4	7.9	50.9	3.9	
Cars	20	171	32	47	304	23	597
% Cars	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0

# Accurate Counts

978-664-2565

File Name : 17620004

Site Code : 17620004

Start Date : 4/13/2017

Page No : 2

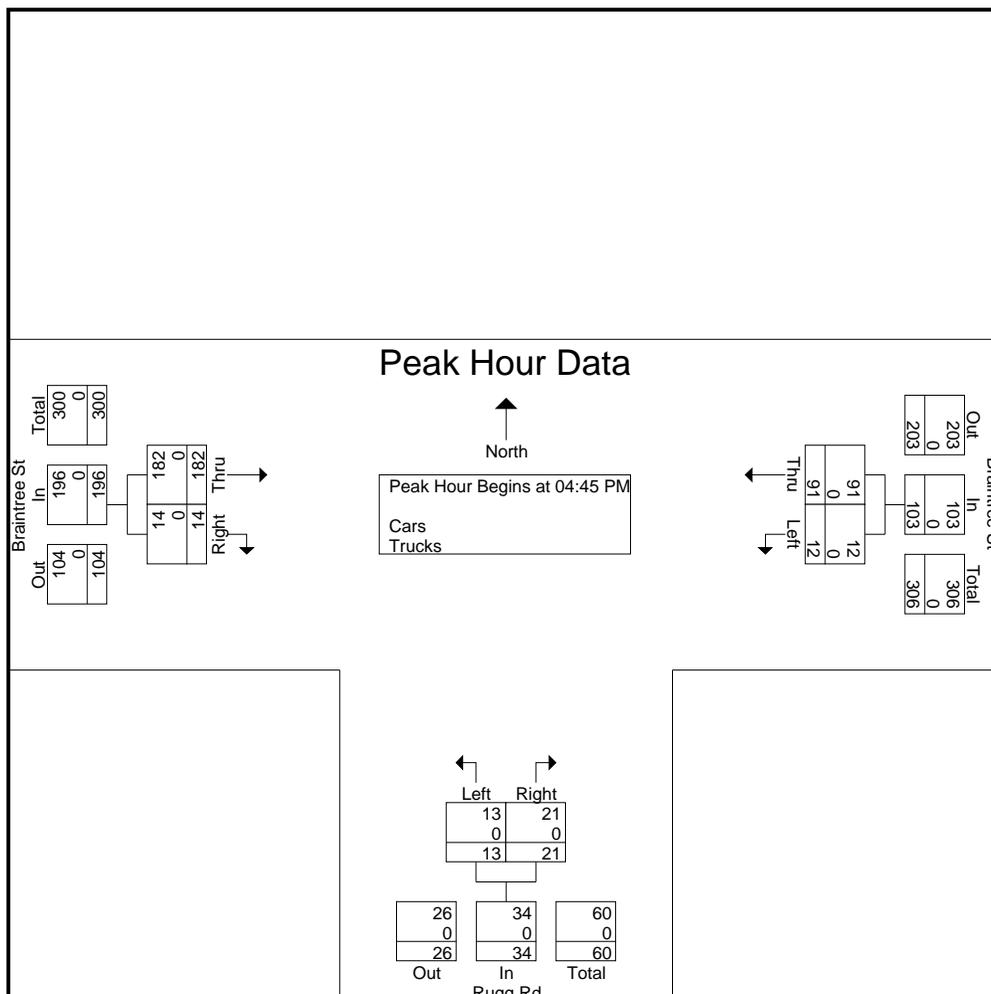
N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	<b>3</b>	23	26	3	6	9	38	<b>5</b>	43	78
05:00 PM	3	23	26	<b>5</b>	<b>7</b>	<b>12</b>	<b>64</b>	3	<b>67</b>	<b>105</b>
05:15 PM	3	18	21	1	6	7	44	2	46	74
05:30 PM	3	<b>27</b>	<b>30</b>	4	2	6	36	4	40	76
<b>Total Volume</b>	12	91	103	13	21	34	182	14	196	333
<b>% App. Total</b>	11.7	88.3		38.2	61.8		92.9	7.1		
<b>PHF</b>	1.00	.843	.858	.650	.750	.708	.711	.700	.731	.793
Cars	12	91	103	13	21	34	182	14	196	333
% Cars	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0



# Accurate Counts

978-664-2565

N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

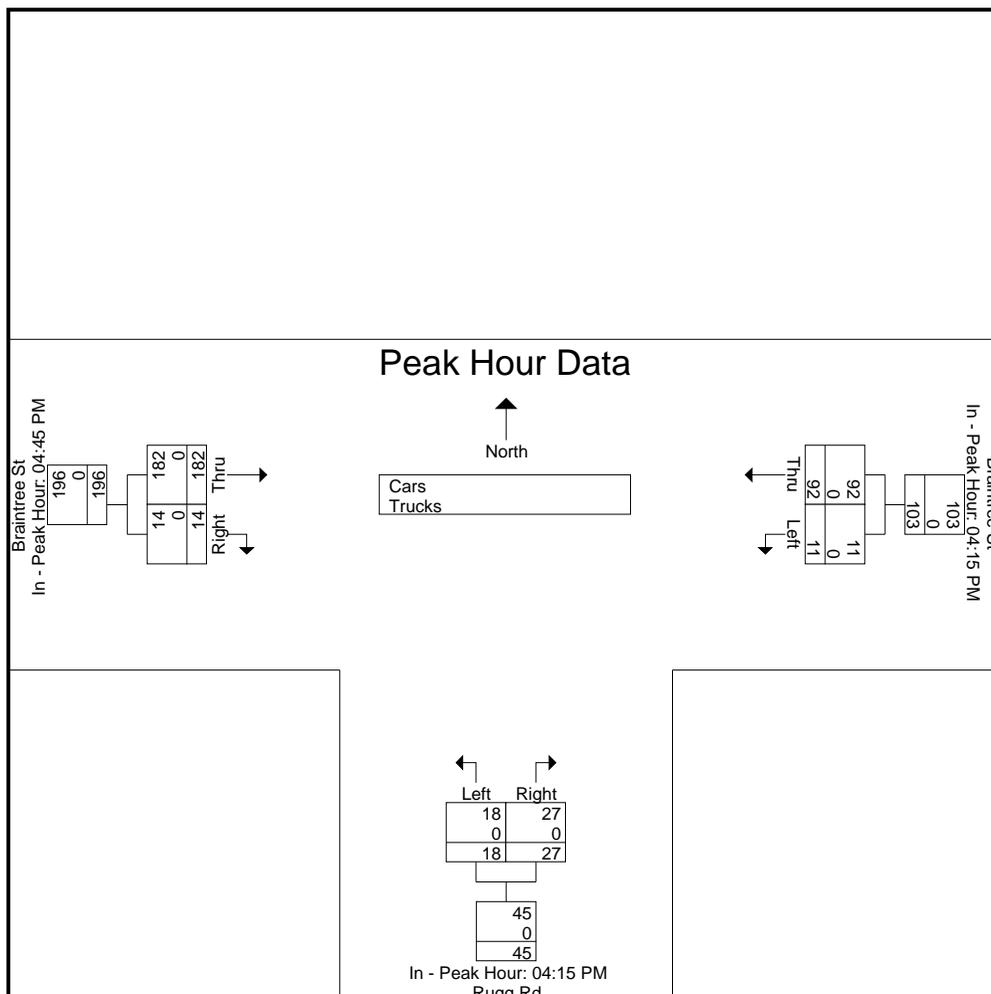
File Name : 17620004  
 Site Code : 17620004  
 Start Date : 4/13/2017  
 Page No : 3

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:45 PM		
+0 mins.	<b>4</b>	<b>29</b>	<b>33</b>	<b>6</b>	2	8	38	<b>5</b>	43
+15 mins.	1	17	18	4	<b>12</b>	<b>16</b>	<b>64</b>	3	<b>67</b>
+30 mins.	3	23	26	3	6	9	44	2	46
+45 mins.	3	23	26	5	7	12	36	4	40
Total Volume	11	92	103	18	27	45	182	14	196
% App. Total	10.7	89.3		40	60		92.9	7.1	
PHF	.688	.793	.780	.750	.563	.703	.711	.700	.731
Cars	11	92	103	18	27	45	182	14	196
% Cars	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0



# Accurate Counts

978-664-2565

N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

File Name : 17620004  
 Site Code : 17620004  
 Start Date : 4/13/2017  
 Page No : 4

Groups Printed- Cars

Start Time	Braintree St From East		Rugg Rd From South		Braintree St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	2	14	3	8	32	3	62
04:15 PM	4	29	6	2	28	0	69
04:30 PM	1	17	4	12	23	5	62
04:45 PM	3	23	3	6	38	5	78
<b>Total</b>	<b>10</b>	<b>83</b>	<b>16</b>	<b>28</b>	<b>121</b>	<b>13</b>	<b>271</b>
05:00 PM	3	23	5	7	64	3	105
05:15 PM	3	18	1	6	44	2	74
05:30 PM	3	27	4	2	36	4	76
05:45 PM	1	20	6	4	39	1	71
<b>Total</b>	<b>10</b>	<b>88</b>	<b>16</b>	<b>19</b>	<b>183</b>	<b>10</b>	<b>326</b>
<b>Grand Total</b>	<b>20</b>	<b>171</b>	<b>32</b>	<b>47</b>	<b>304</b>	<b>23</b>	<b>597</b>
Apprch %	10.5	89.5	40.5	59.5	93	7	
Total %	3.4	28.6	5.4	7.9	50.9	3.9	

# Accurate Counts

978-664-2565

N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

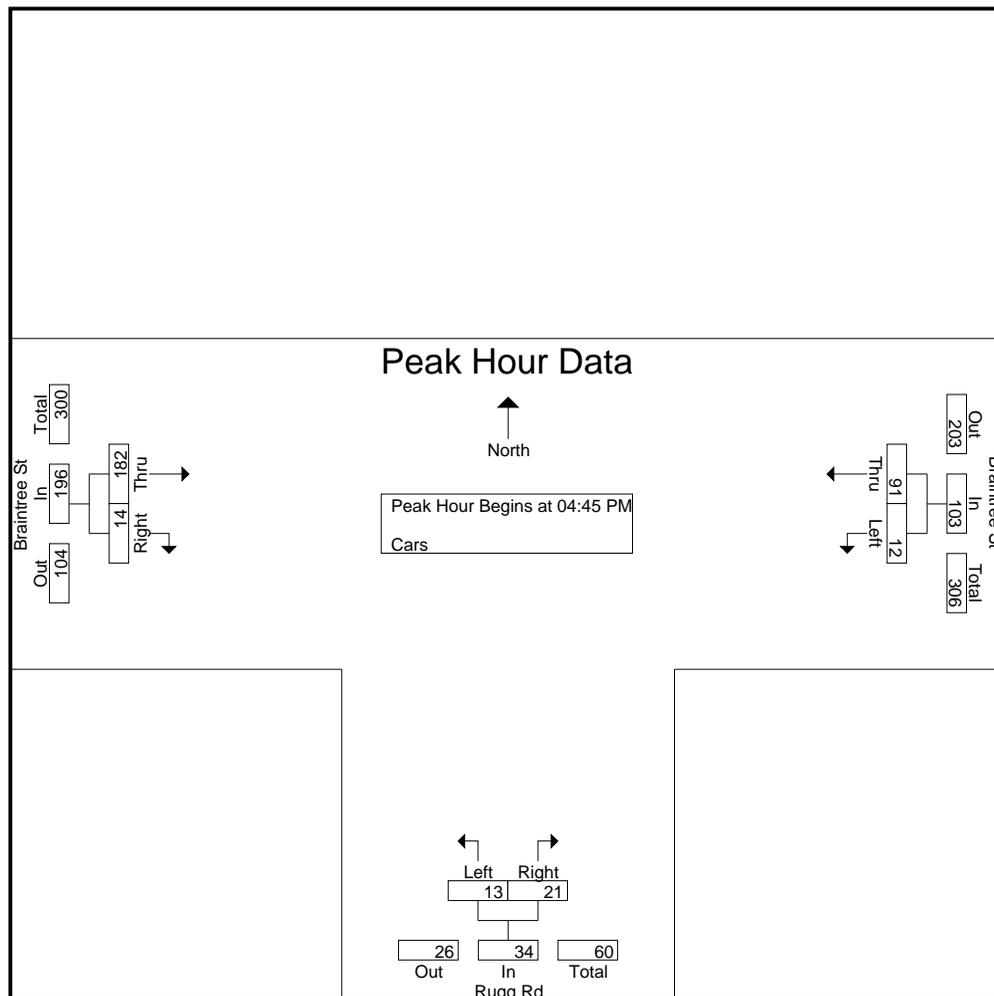
File Name : 17620004  
 Site Code : 17620004  
 Start Date : 4/13/2017  
 Page No : 5

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	<b>3</b>	23	26	3	6	9	38	<b>5</b>	43	78
05:00 PM	3	23	26	<b>5</b>	<b>7</b>	<b>12</b>	<b>64</b>	3	<b>67</b>	<b>105</b>
05:15 PM	3	18	21	1	6	7	44	2	46	74
05:30 PM	3	<b>27</b>	<b>30</b>	4	2	6	36	4	40	76
Total Volume	12	91	103	13	21	34	182	14	196	333
% App. Total	11.7	88.3		38.2	61.8		92.9	7.1		
PHF	1.00	.843	.858	.650	.750	.708	.711	.700	.731	.793



# Accurate Counts

978-664-2565

File Name : 17620004

Site Code : 17620004

Start Date : 4/13/2017

Page No : 6

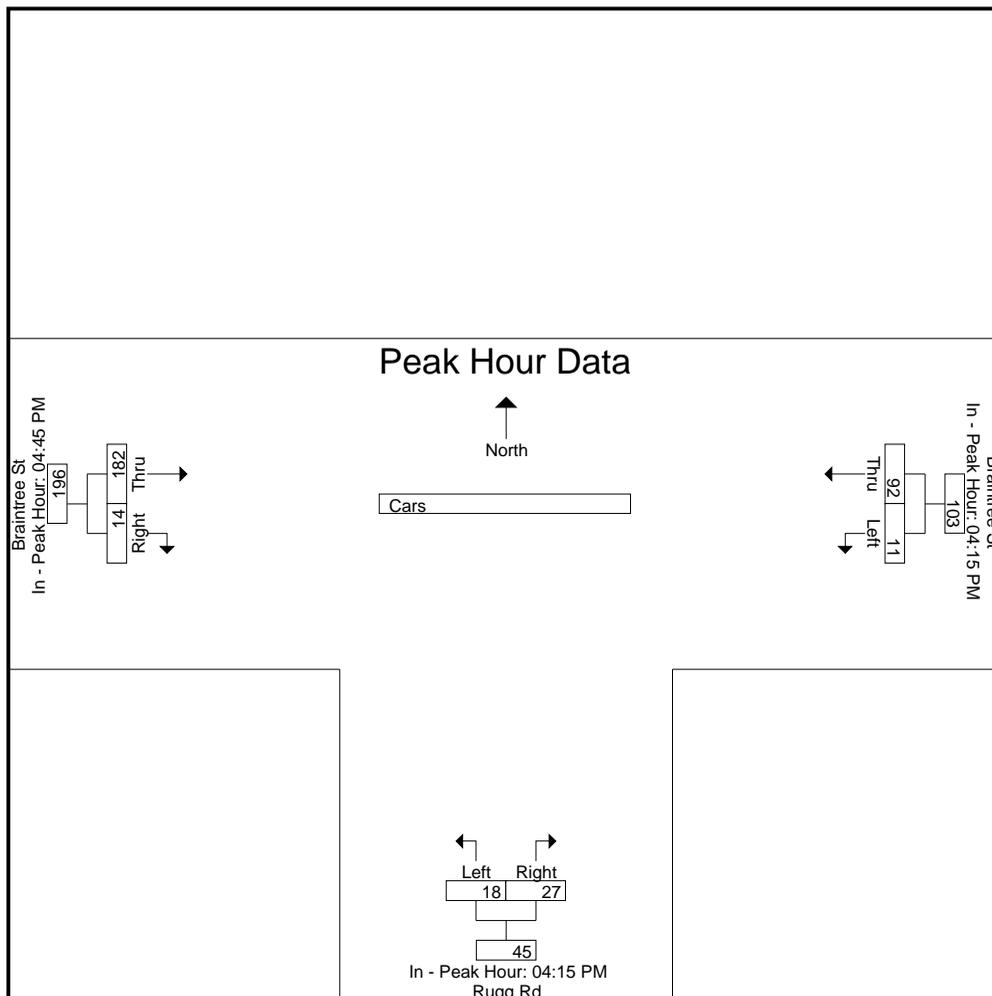
N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:45 PM		
+0 mins.	<b>4</b>	<b>29</b>	<b>33</b>	<b>6</b>	2	8	38	<b>5</b>	43
+15 mins.	1	17	18	4	<b>12</b>	<b>16</b>	<b>64</b>	3	<b>67</b>
+30 mins.	3	23	26	3	6	9	44	2	46
+45 mins.	3	23	26	5	7	12	36	4	40
Total Volume	11	92	103	18	27	45	182	14	196
% App. Total	10.7	89.3		40	60		92.9	7.1	
PHF	.688	.793	.780	.750	.563	.703	.711	.700	.731



# Accurate Counts

978-664-2565

File Name : 17620004

Site Code : 17620004

Start Date : 4/13/2017

Page No : 7

N/S Street : Rugg Road

E/W Street: Braintree Street

City/State : Allston, MA

Weather : Clear

## Groups Printed- Trucks

Start Time	Braintree St From East		Rugg Rd From South		Braintree St From West		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Apprch %	0	0	0	0	0	0	
Total %							

# Accurate Counts

978-664-2565

File Name : 17620004

Site Code : 17620004

Start Date : 4/13/2017

Page No : 8

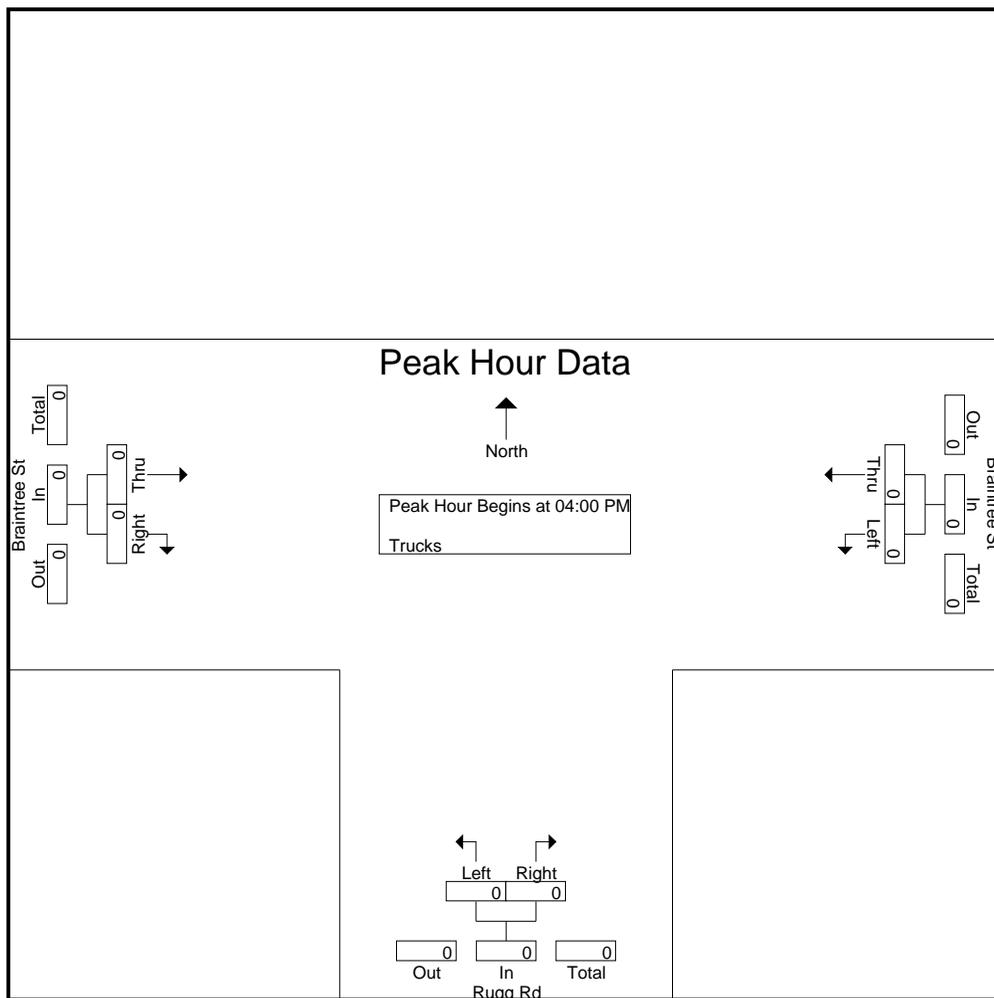
N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0		0	0		0	0		
<b>PHF</b>	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Accurate Counts

978-664-2565

File Name : 17620004

Site Code : 17620004

Start Date : 4/13/2017

Page No : 9

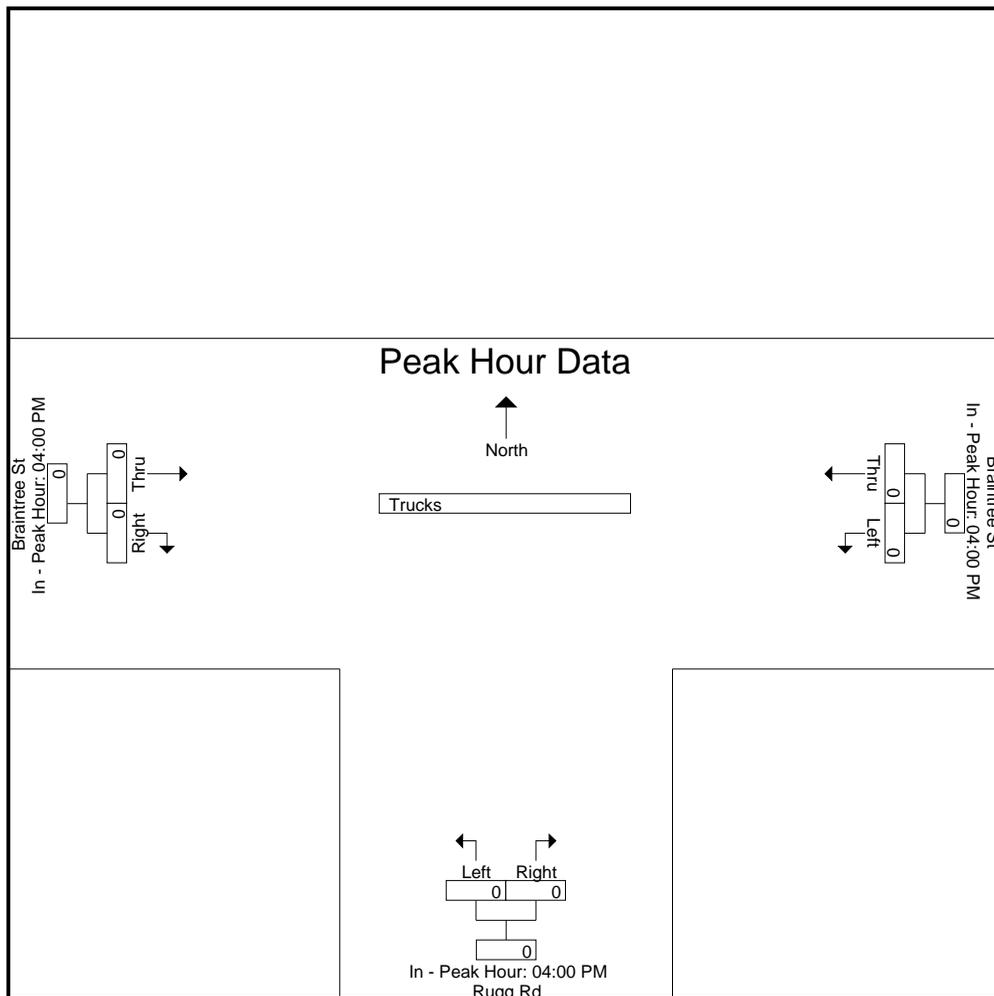
N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Accurate Counts

978-664-2565

File Name : 17620004

Site Code : 17620004

Start Date : 4/13/2017

Page No : 10

N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

## Groups Printed- Bikes Peds

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
04:00 PM	0	2	3	0	0	3	0	0	0	6	2	8
04:15 PM	0	1	0	0	0	4	2	0	3	7	3	10
04:30 PM	0	0	3	0	0	5	0	0	0	8	0	8
04:45 PM	0	0	0	0	0	1	2	0	0	1	2	3
Total	0	3	6	0	0	13	4	0	3	22	7	29
05:00 PM	1	3	0	0	0	8	1	0	1	9	5	14
05:15 PM	0	1	0	0	0	1	0	0	2	3	1	4
05:30 PM	0	1	0	0	0	5	2	0	0	5	3	8
05:45 PM	0	3	0	0	0	8	1	0	4	12	4	16
Total	1	8	0	0	0	22	4	0	7	29	13	42
Grand Total	1	11	6	0	0	35	8	0	10	51	20	71
Apprch %	8.3	91.7		0	0		100	0				
Total %	5	55		0	0		40	0		71.8	28.2	

# Accurate Counts

978-664-2565

File Name : 17620004

Site Code : 17620004

Start Date : 4/13/2017

Page No : 11

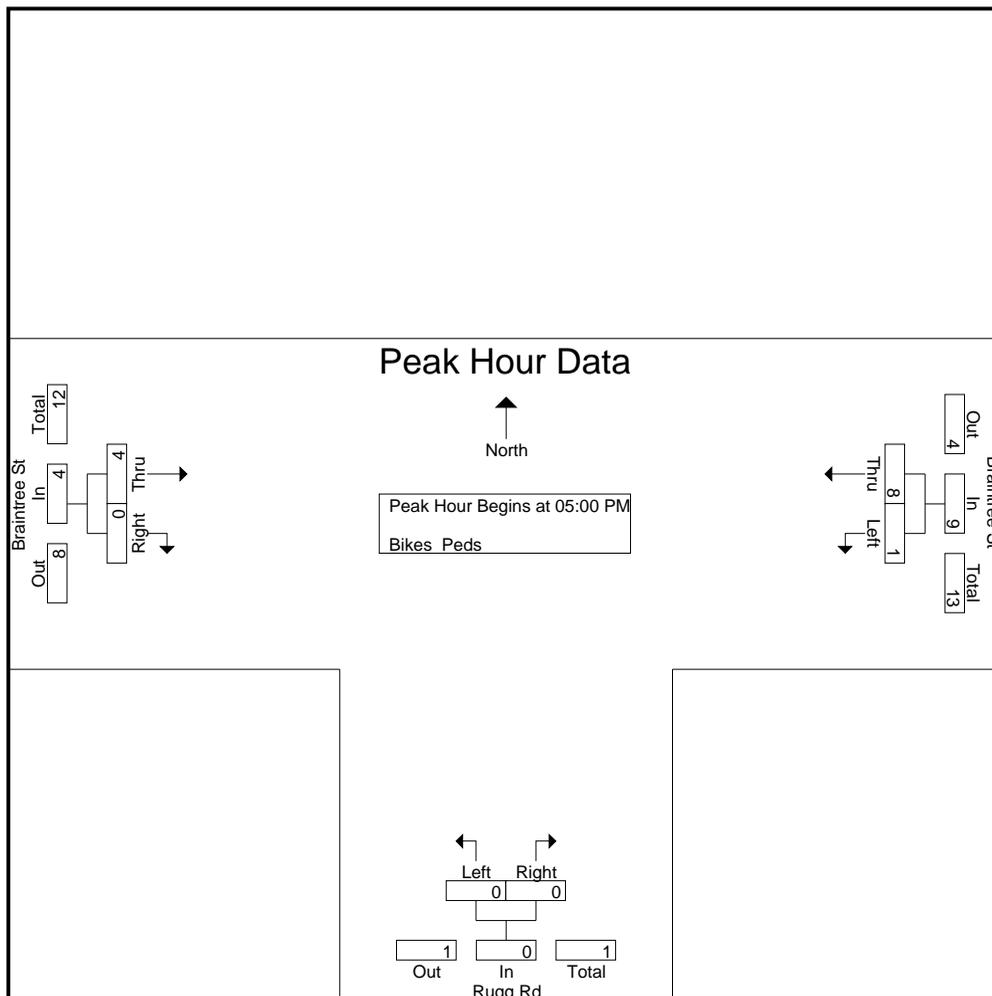
N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	1	3	4	0	0	0	1	0	1	5
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	1	1	0	0	0	2	0	2	3
05:45 PM	0	3	3	0	0	0	1	0	1	4
<b>Total Volume</b>	1	8	9	0	0	0	4	0	4	13
<b>% App. Total</b>	11.1	88.9		0	0		100	0		
<b>PHF</b>	.250	.667	.563	.000	.000	.000	.500	.000	.500	.650



# Accurate Counts

978-664-2565

N/S Street : Rugg Road  
 E/W Street: Braintree Street  
 City/State : Allston, MA  
 Weather : Clear

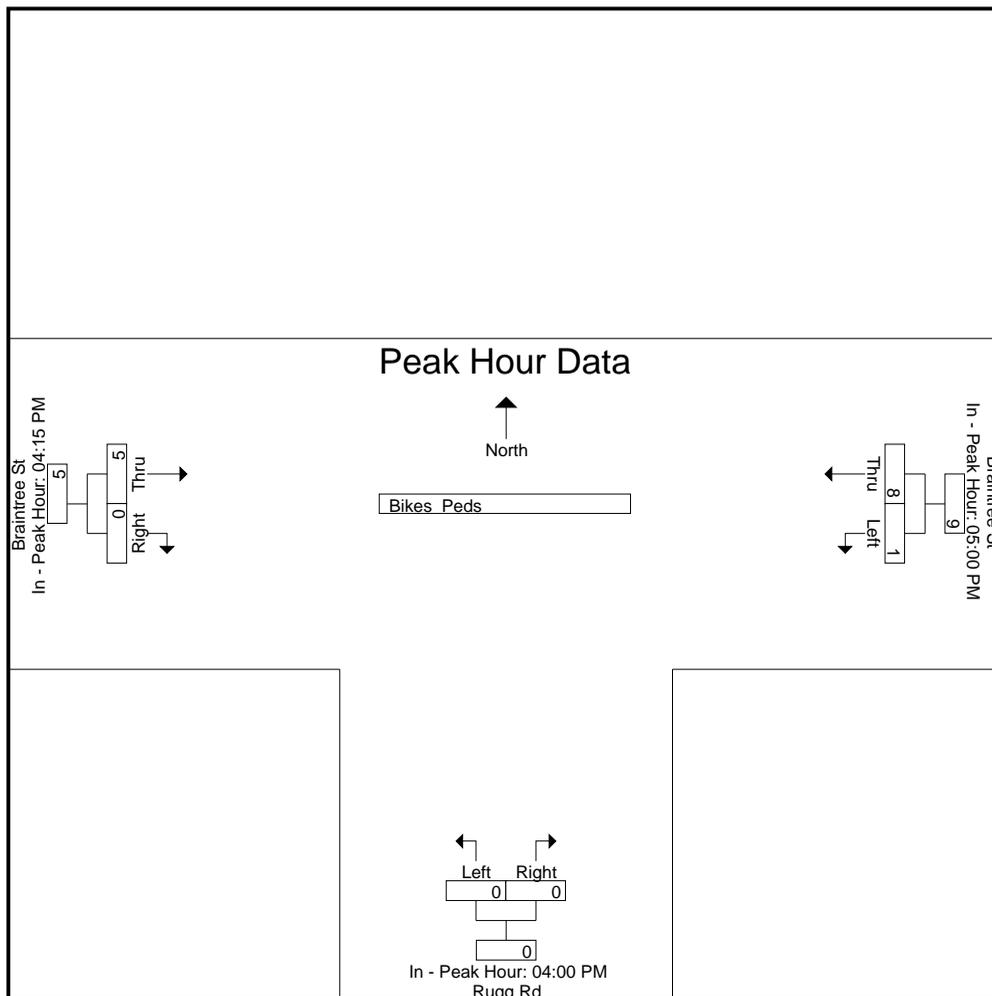
File Name : 17620004  
 Site Code : 17620004  
 Start Date : 4/13/2017  
 Page No : 12

Start Time	Braintree St From East			Rugg Rd From South			Braintree St From West			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:15 PM		
+0 mins.	1	3	4	0	0	0	2	0	2
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	2	0	2
+45 mins.	0	3	3	0	0	0	1	0	1
Total Volume	1	8	9	0	0	0	5	0	5
% App. Total	11.1	88.9		0	0		100	0	
PHF	.250	.667	.563	.000	.000	.000	.625	.000	.625



**Intersection**

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	31	436	465	6	5	20
Future Vol, veh/h	31	436	465	6	5	20
Conflicting Peds, #/hr	12	0	0	12	38	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	87	93	75	42	56
Heavy Vehicles, %	0	4	5	0	0	0
Mvmt Flow	48	501	500	8	12	36

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	520	0	1151
Stage 1	-	-	516
Stage 2	-	-	635
Critical Hdwy	4.1	-	7.1
Critical Hdwy Stg 1	-	-	6.1
Critical Hdwy Stg 2	-	-	6.1
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1056	-	177
Stage 1	-	-	546
Stage 2	-	-	470
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1050	-	161
Mov Cap-2 Maneuver	-	-	161
Stage 1	-	-	506
Stage 2	-	-	426

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	17.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1050	-	-	-	343
HCM Lane V/C Ratio	0.045	-	-	-	0.139
HCM Control Delay (s)	8.6	0	-	-	17.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

## Queues

### 2: Cambridge St & Denby Rd

6/26/2017

	→	←	↓
Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	469	541	32
v/c Ratio	0.42	0.49	0.14
Control Delay	5.9	6.8	36.2
Queue Delay	0.0	0.0	0.0
Total Delay	5.9	6.8	36.2
Queue Length 50th (ft)	98	123	17
Queue Length 95th (ft)	153	193	44
Internal Link Dist (ft)	529	261	388
Turn Bay Length (ft)			
Base Capacity (vph)	1109	1103	287
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.42	0.49	0.11

### Intersection Summary

# HCM Signalized Intersection Capacity Analysis

## 2: Cambridge St & Denby Rd

6/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Volume (vph)	13	430	0	0	486	14	0	0	0	2	0	12
Future Volume (vph)	13	430	0	0	486	14	0	0	0	2	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	12	11	11	12	12	12	11	12	11
Total Lost time (s)		4.0			4.0						4.0	
Lane Util. Factor		1.00			1.00						1.00	
Frbp, ped/bikes		1.00			1.00						0.97	
Flpb, ped/bikes		1.00			1.00						0.99	
Frt		1.00			0.99						0.88	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		1429			1393						1439	
Flt Permitted		0.98			1.00						0.99	
Satd. Flow (perm)		1402			1393						1439	
Peak-hour factor, PHF	0.81	0.95	0.92	0.92	0.94	0.58	0.92	0.92	0.92	0.50	0.92	0.43
Adj. Flow (vph)	16	453	0	0	517	24	0	0	0	4	0	28
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	469	0	0	541	0	0	0	0	0	32	0
Confl. Peds. (#/hr)	18					18				17		7
Heavy Vehicles (%)	0%	4%	2%	2%	6%	0%	2%	2%	2%	0%	2%	0%
Parking (#/hr)	0	0			0	0				0		0
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		1			1						5	
Permitted Phases	1			1						5		
Actuated Green, G (s)		77.6			77.6						14.4	
Effective Green, g (s)		77.6			77.6						14.4	
Actuated g/C Ratio		0.78			0.78						0.14	
Clearance Time (s)		4.0			4.0						4.0	
Vehicle Extension (s)		0.2			0.2						2.0	
Lane Grp Cap (vph)		1087			1080						207	
v/s Ratio Prot					c0.39							
v/s Ratio Perm		0.33									0.02	
v/c Ratio		0.43			0.50						0.15	
Uniform Delay, d1		3.8			4.1						37.5	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		1.3			1.7						0.1	
Delay (s)		5.0			5.8						37.6	
Level of Service		A			A						D	
Approach Delay (s)		5.0			5.8			0.0			37.6	
Approach LOS		A			A			A			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			6.4		HCM 2000 Level of Service					A		
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			100.0		Sum of lost time (s)					8.0		
Intersection Capacity Utilization			51.9%		ICU Level of Service					A		
Analysis Period (min)			15									

c Critical Lane Group

**Intersection**

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	83	7	5	88	9	25
Future Vol, veh/h	83	7	5	88	9	25
Conflicting Peds, #/hr	0	16	16	0	8	8
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	38	56	79	69	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	104	18	9	111	13	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	138	0	266	137
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1458	-	727	917
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1448	-	707	898
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	883	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	835	-	-	1448	-
HCM Lane V/C Ratio	0.056	-	-	0.006	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

**Intersection**

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	92	19	2	81	10	14
Future Vol, veh/h	92	19	2	81	10	14
Conflicting Peds, #/hr	0	13	13	0	6	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	75	38	70	45	41
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	103	25	5	116	22	34

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	142	261
Stage 1	-	-	129
Stage 2	-	-	132
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1453	732
Stage 1	-	-	902
Stage 2	-	-	899
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1444	717
Mov Cap-2 Maneuver	-	-	717
Stage 1	-	-	892
Stage 2	-	-	891

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	819	-	-	1444	-
HCM Lane V/C Ratio	0.069	-	-	0.004	-
HCM Control Delay (s)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

**Intersection**

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Vol, veh/h	38	420	608	14	1	28
Future Vol, veh/h	38	420	608	14	1	28
Conflicting Peds, #/hr	49	0	0	49	52	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	91	93	58	25	88
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	60	462	654	24	4	32

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	727	0	722
Stage 1	-	-	715
Stage 2	-	-	634
Critical Hdwy	4.1	-	6.2
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.3
Pot Cap-1 Maneuver	886	-	430
Stage 1	-	-	488
Stage 2	-	-	532
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	881	-	409
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	467
Stage 2	-	-	462

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	881	-	-	-	337
HCM Lane V/C Ratio	0.068	-	-	-	0.106
HCM Control Delay (s)	9.4	0	-	-	16.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

## Queues

### 2: Cambridge St & Denby Rd

6/26/2017

	→	←	↓
Lane Group	EBT	WBT	SBT
Lane Group Flow (vph)	528	663	36
v/c Ratio	0.42	0.50	0.32
Control Delay	2.7	3.3	55.3
Queue Delay	0.0	0.0	0.0
Total Delay	2.7	3.3	55.3
Queue Length 50th (ft)	60	85	25
Queue Length 95th (ft)	112	162	57
Internal Link Dist (ft)	543	426	385
Turn Bay Length (ft)			
Base Capacity (vph)	1252	1313	278
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.42	0.50	0.13
Intersection Summary			

# HCM Signalized Intersection Capacity Analysis

## 2: Cambridge St & Denby Rd

6/26/2017

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↕			↕						↕			
Traffic Volume (vph)	10	481	0	0	614	12	0	0	0	6	0	19		
Future Volume (vph)	10	481	0	0	614	12	0	0	0	6	0	19		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width	11	11	12	12	11	11	12	12	12	11	12	11		
Total Lost time (s)		4.0			4.0						4.0			
Lane Util. Factor		1.00			1.00						1.00			
Frbp, ped/bikes		1.00			0.99						0.97			
Flpb, ped/bikes		1.00			1.00						0.98			
Frt		1.00			1.00						0.91			
Flt Protected		1.00			1.00						0.98			
Satd. Flow (prot)		1426			1446						1454			
Flt Permitted		0.97			1.00						0.98			
Satd. Flow (perm)		1379			1446						1454			
Peak-hour factor, PHF	0.46	0.95	0.92	0.92	0.95	0.69	0.92	0.92	0.92	0.50	0.92	0.80		
Adj. Flow (vph)	22	506	0	0	646	17	0	0	0	12	0	24		
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0		
Lane Group Flow (vph)	0	528	0	0	663	0	0	0	0	0	36	0		
Confl. Peds. (#/hr)	47					47				24		4		
Confl. Bikes (#/hr)												1		
Heavy Vehicles (%)	0%	4%	2%	2%	2%	0%	2%	2%	2%	0%	2%	0%		
Parking (#/hr)	0	0			0	0				0		0		
Turn Type	Perm	NA			NA					Perm	NA			
Protected Phases		1			1						5			
Permitted Phases	1			1						5				
Actuated Green, G (s)		96.6			96.6						5.4			
Effective Green, g (s)		96.6			96.6						5.4			
Actuated g/C Ratio		0.88			0.88						0.05			
Clearance Time (s)		4.0			4.0						4.0			
Vehicle Extension (s)		0.2			0.2						2.0			
Lane Grp Cap (vph)		1211			1269						71			
v/s Ratio Prot					c0.46									
v/s Ratio Perm		0.38									0.02			
v/c Ratio		0.44			0.52						0.51			
Uniform Delay, d1		1.3			1.5						51.0			
Progression Factor		1.00			1.00						1.00			
Incremental Delay, d2		1.1			1.5						2.1			
Delay (s)		2.5			3.0						53.1			
Level of Service		A			A						D			
Approach Delay (s)		2.5			3.0			0.0			53.1			
Approach LOS		A			A			A			D			
<b>Intersection Summary</b>														
HCM 2000 Control Delay			4.3									HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio			0.52											
Actuated Cycle Length (s)			110.0								8.0			
Intersection Capacity Utilization			51.4%										ICU Level of Service	A
Analysis Period (min)			15											
c Critical Lane Group														

**Intersection**

Int Delay, s/veh 1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	177	27	18	85	10	12
Future Vol, veh/h	177	27	18	85	10	12
Conflicting Peds, #/hr	0	18	18	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	84	75	89	63	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	227	32	24	96	16	16

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	277
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1298
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1297
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	665	-	-	1297	-
HCM Lane V/C Ratio	0.048	-	-	0.019	-
HCM Control Delay (s)	10.7	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

**Intersection**

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	182	14	12	91	13	21
Future Vol, veh/h	182	14	12	91	13	21
Conflicting Peds, #/hr	0	15	15	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	70	100	84	65	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	256	20	12	108	20	28

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	291
Stage 1	-	-	281
Stage 2	-	-	135
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1282	597
Stage 1	-	-	771
Stage 2	-	-	896
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1282	582
Mov Cap-2 Maneuver	-	-	582
Stage 1	-	-	761
Stage 2	-	-	885

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	671	-	-	1282	-
HCM Lane V/C Ratio	0.072	-	-	0.009	-
HCM Control Delay (s)	10.8	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

**Intersection**

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑↑		↕	
Traffic Vol, veh/h	33	480	605	6	5	21
Future Vol, veh/h	33	480	605	6	5	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	87	93	75	42	56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	552	651	8	12	38

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	659	0	1308
Stage 1	-	-	655
Stage 2	-	-	653
Critical Hdwy	4.1	-	6.6
Critical Hdwy Stg 1	-	-	5.8
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	939	-	165
Stage 1	-	-	484
Stage 2	-	-	522
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	939	-	152
Mov Cap-2 Maneuver	-	-	152
Stage 1	-	-	484
Stage 2	-	-	481

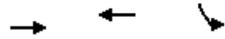
Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	939	-	-	-	369
HCM Lane V/C Ratio	0.054	-	-	-	0.134
HCM Control Delay (s)	9.1	0	-	-	16.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

# Queues

## 2: Cambridge St & Denby Rd

6/26/2017



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	514	666	339
v/c Ratio	0.46	0.30	0.69
Control Delay	6.9	4.8	46.5
Queue Delay	0.0	0.0	0.0
Total Delay	6.9	4.8	46.5
Queue Length 50th (ft)	104	59	106
Queue Length 95th (ft)	199	100	74
Internal Link Dist (ft)	529	261	388
Turn Bay Length (ft)			
Base Capacity (vph)	1116	2238	689
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.46	0.30	0.49

### Intersection Summary

# HCM Signalized Intersection Capacity Analysis

## 2: Cambridge St & Denby Rd

6/26/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↑↑	
Traffic Volume (vph)	0	488	626	0	153	14
Future Volume (vph)	0	488	626	0	153	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		1.00	0.95		0.97	
Flt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		1488	2984		2872	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		1488	2984		2872	
Peak-hour factor, PHF	0.81	0.95	0.94	0.58	0.50	0.43
Adj. Flow (vph)	0	514	666	0	306	33
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	514	666	0	339	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0	0	0	0
Turn Type		NA	NA		Prot	
Protected Phases		1	1		5	
Permitted Phases						
Actuated Green, G (s)		75.0	75.0		17.0	
Effective Green, g (s)		75.0	75.0		17.0	
Actuated g/C Ratio		0.75	0.75		0.17	
Clearance Time (s)		4.0	4.0		4.0	
Vehicle Extension (s)		2.0	2.0		3.0	
Lane Grp Cap (vph)		1116	2238		488	
v/s Ratio Prot		c0.35	0.22		c0.12	
v/s Ratio Perm						
v/c Ratio		0.46	0.30		0.69	
Uniform Delay, d1		4.8	4.0		39.1	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.4	0.3		4.3	
Delay (s)		6.1	4.4		43.3	
Level of Service		A	A		D	
Approach Delay (s)		6.1	4.4		43.3	
Approach LOS		A	A		D	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			13.7		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.50			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			41.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

**Intersection**

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	135	7	5	295	9	26
Future Vol, veh/h	135	7	5	295	9	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	38	56	79	69	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	169	18	9	373	13	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	187	0	569	178
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	391	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1399	-	487	870
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1399	-	483	870
Mov Cap-2 Maneuver	-	-	-	-	483	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	682	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	714	-	-	1399	-
HCM Lane V/C Ratio	0.067	-	-	0.006	-
HCM Control Delay (s)	10.4	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 2010 TWSC  
4: Denby Rd & Braintree St

6/26/2017

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	1	0	164	2	297	4	0	0	0	0	13	2
Future Vol, veh/h	1	0	164	2	297	4	0	0	0	0	13	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	75	75	38	70	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	219	5	424	4	0	0	0	0	14	2

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	429	0	0	219	0	0	549	658	426
Stage 1	-	-	-	-	-	-	437	437	-
Stage 2	-	-	-	-	-	-	112	221	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1141	-	-	1362	-	-	500	387	633
Stage 1	-	-	-	-	-	-	655	583	-
Stage 2	-	-	-	-	-	-	918	724	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1141	-	-	1362	-	-	497	0	633
Mov Cap-2 Maneuver	-	-	-	-	-	-	497	0	-
Stage 1	-	-	-	-	-	-	652	0	-
Stage 2	-	-	-	-	-	-	917	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.1	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1141	-	-	1362	-	-	633
HCM Lane V/C Ratio	0.001	-	-	0.004	-	-	0.026
HCM Control Delay (s)	8.2	0	-	7.7	0	-	10.8
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

**Intersection**

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕↕		↕↕	
Traffic Vol, veh/h	50	619	713	27	1	29
Future Vol, veh/h	50	619	713	27	1	29
Conflicting Peds, #/hr	49	0	0	49	52	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	91	93	58	25	88
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	79	680	767	47	4	33

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	862	0	1730
Stage 1	-	-	839
Stage 2	-	-	891
Critical Hdwy	4.1	-	6.6
Critical Hdwy Stg 1	-	-	5.8
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	789	-	89
Stage 1	-	-	389
Stage 2	-	-	404
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	784	-	68
Mov Cap-2 Maneuver	-	-	68
Stage 1	-	-	372
Stage 2	-	-	324

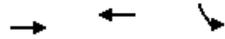
Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	784	-	-	-	304
HCM Lane V/C Ratio	0.101	-	-	-	0.122
HCM Control Delay (s)	10.1	0	-	-	18.5
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.4

## Queues

### 2: Cambridge St & Denby Rd

6/26/2017



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	720	755	1000
v/c Ratio	0.89	0.46	0.96
Control Delay	37.3	15.5	53.4
Queue Delay	0.0	0.0	0.0
Total Delay	37.3	15.5	53.4
Queue Length 50th (ft)	433	160	345
Queue Length 95th (ft)	#706	208	189
Internal Link Dist (ft)	529	426	378
Turn Bay Length (ft)			
Base Capacity (vph)	806	1649	1074
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.89	0.46	0.93

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 2: Cambridge St & Denby Rd

6/26/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↑↑	
Traffic Volume (vph)	0	684	717	0	478	35
Future Volume (vph)	0	684	717	0	478	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		1.00	0.95		0.97	
Frbp, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.95	
Satd. Flow (prot)		1430	2925		2885	
Flt Permitted		1.00	1.00		0.95	
Satd. Flow (perm)		1430	2925		2885	
Peak-hour factor, PHF	0.46	0.95	0.95	0.69	0.50	0.80
Adj. Flow (vph)	0	720	755	0	956	44
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	720	755	0	1000	0
Confl. Peds. (#/hr)	47			47	24	4
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	0%	4%	2%	0%	0%	0%
Parking (#/hr)	0	0	0	0	0	0
Turn Type		NA	NA		Prot	
Protected Phases		1	1		5	
Permitted Phases						
Actuated Green, G (s)		62.0	62.0		40.0	
Effective Green, g (s)		62.0	62.0		40.0	
Actuated g/C Ratio		0.56	0.56		0.36	
Clearance Time (s)		4.0	4.0		4.0	
Vehicle Extension (s)		0.2	0.2		2.0	
Lane Grp Cap (vph)		806	1648		1049	
v/s Ratio Prot		c0.50	0.26		c0.35	
v/s Ratio Perm						
v/c Ratio		0.89	0.46		0.95	
Uniform Delay, d1		21.1	14.1		34.1	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		14.4	0.9		17.4	
Delay (s)		35.5	15.0		51.5	
Level of Service		D	B		D	
Approach Delay (s)		35.5	15.0		51.5	
Approach LOS		D	B		D	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			35.7		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.92			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			63.1%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

**Intersection**

Int Delay, s/veh 2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	393	28	19	160	24	58
Future Vol, veh/h	393	28	19	160	24	58
Conflicting Peds, #/hr	0	18	18	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	84	75	89	63	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	504	33	25	180	38	77

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	555
Stage 1	-	-	539
Stage 2	-	-	230
Critical Hdwy	-	4.1	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.2	3.5
Pot Cap-1 Maneuver	-	1026	372
Stage 1	-	-	589
Stage 2	-	-	813
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1025	356
Mov Cap-2 Maneuver	-	-	356
Stage 1	-	-	580
Stage 2	-	-	791

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	460	-	-	1025	-
HCM Lane V/C Ratio	0.251	-	-	0.025	-
HCM Control Delay (s)	15.4	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

HCM 2010 TWSC  
4: Denby Rd & Braintree St

6/26/2017

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↔	
Traffic Vol, veh/h	3	0	410	13	165	14	0	0	0	0	10	2
Future Vol, veh/h	3	0	410	13	165	14	0	0	0	0	10	2
Conflicting Peds, #/hr	0	0	15	15	0	0	3	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	71	70	100	84	92	65	92	75	92	92	92
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	3	0	586	13	196	15	0	0	0	0	11	2

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	212	0	0	601	0	0	-	837	204
Stage 1	-	-	-	-	-	-	-	230	-
Stage 2	-	-	-	-	-	-	-	607	-
Critical Hdwy	4.12	-	-	4.1	-	-	-	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	-	4.018	3.318
Pot Cap-1 Maneuver	1358	-	-	986	-	-	0	303	837
Stage 1	-	-	-	-	-	-	0	714	-
Stage 2	-	-	-	-	-	-	0	486	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1358	-	-	986	-	-	-	0	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.5	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1358	-	-	986	-	-	837
HCM Lane V/C Ratio	0.002	-	-	0.013	-	-	0.016
HCM Control Delay (s)	7.7	0	-	8.7	0	-	9.4
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0

**Intersection**

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↕↔		↕	
Traffic Vol, veh/h	34	480	605	11	10	26
Future Vol, veh/h	34	480	605	11	10	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	87	93	75	42	56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	52	552	651	15	24	46

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	665	0	333
Stage 1	-	-	658
Stage 2	-	-	656
Critical Hdwy	4.1	-	6.9
Critical Hdwy Stg 1	-	-	5.8
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.3
Pot Cap-1 Maneuver	934	-	669
Stage 1	-	-	482
Stage 2	-	-	520
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	934	-	669
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	482
Stage 2	-	-	478

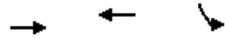
Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	20
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	934	-	-	-	309
HCM Lane V/C Ratio	0.056	-	-	-	0.227
HCM Control Delay (s)	9.1	0	-	-	20
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9

## Queues

### 2: Cambridge St & Denby Rd

6/26/2017



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	533	671	401
v/c Ratio	0.49	0.31	0.73
Control Delay	8.3	5.6	45.7
Queue Delay	0.0	0.0	0.0
Total Delay	8.3	5.6	45.7
Queue Length 50th (ft)	122	66	124
Queue Length 95th (ft)	232	111	83
Internal Link Dist (ft)	529	261	388
Turn Bay Length (ft)			
Base Capacity (vph)	1084	2174	776
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.49	0.31	0.52

### Intersection Summary

# HCM Signalized Intersection Capacity Analysis

## 2: Cambridge St & Denby Rd

6/26/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↑↑↑	
Traffic Volume (vph)	0	506	631	0	184	14
Future Volume (vph)	0	506	631	0	184	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		1.00	0.95		0.97	
Flt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.96	
Satd. Flow (prot)		1488	2984		2877	
Flt Permitted		1.00	1.00		0.96	
Satd. Flow (perm)		1488	2984		2877	
Peak-hour factor, PHF	0.81	0.95	0.94	0.58	0.50	0.43
Adj. Flow (vph)	0	533	671	0	368	33
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	533	671	0	401	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0	0	0	0
Turn Type		NA	NA		Prot	
Protected Phases		1	1		5	
Permitted Phases						
Actuated Green, G (s)		72.9	72.9		19.1	
Effective Green, g (s)		72.9	72.9		19.1	
Actuated g/C Ratio		0.73	0.73		0.19	
Clearance Time (s)		4.0	4.0		4.0	
Vehicle Extension (s)		2.0	2.0		3.0	
Lane Grp Cap (vph)		1084	2175		549	
v/s Ratio Prot		c0.36	0.22		c0.14	
v/s Ratio Perm						
v/c Ratio		0.49	0.31		0.73	
Uniform Delay, d1		5.7	4.7		38.0	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.6	0.4		5.0	
Delay (s)		7.3	5.1		43.0	
Level of Service		A	A		D	
Approach Delay (s)		7.3	5.1		43.0	
Approach LOS		A	A		D	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			15.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.54			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			42.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

**Intersection**

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	135	8	10	295	14	57
Future Vol, veh/h	135	8	10	295	14	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	38	56	79	69	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	169	21	18	373	20	76

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	190	0	588	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	409	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1396	-	475	869
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1396	-	467	869
Mov Cap-2 Maneuver	-	-	-	-	467	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	736	-	-	1396	-
HCM Lane V/C Ratio	0.131	-	-	0.013	-
HCM Control Delay (s)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

HCM 2010 TWSC  
4: Denby Rd & Braintree St

6/26/2017

**Intersection**

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	1	0	195	2	302	4	0	0	0	0	13	2
Future Vol, veh/h	1	0	195	2	302	4	0	0	0	0	13	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	75	75	38	70	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	260	5	431	4	0	0	0	0	14	2

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	436	0	0	260	0	0	576	706	434
Stage 1	-	-	-	-	-	-	444	444	-
Stage 2	-	-	-	-	-	-	132	262	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1134	-	-	1316	-	-	482	363	626
Stage 1	-	-	-	-	-	-	651	579	-
Stage 2	-	-	-	-	-	-	899	695	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1134	-	-	1316	-	-	479	0	626
Mov Cap-2 Maneuver	-	-	-	-	-	-	479	0	-
Stage 1	-	-	-	-	-	-	648	0	-
Stage 2	-	-	-	-	-	-	898	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.1	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1134	-	-	1316	-	-	626
HCM Lane V/C Ratio	0.001	-	-	0.004	-	-	0.026
HCM Control Delay (s)	8.2	0	-	7.7	0	-	10.9
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

**Intersection**

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕↔		↕	
Traffic Vol, veh/h	55	619	713	46	2	31
Future Vol, veh/h	55	619	713	46	2	31
Conflicting Peds, #/hr	49	0	0	49	52	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	63	91	93	58	25	88
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	87	680	767	79	8	35

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	895	0	1762
Stage 1	-	-	855
Stage 2	-	-	907
Critical Hdwy	4.1	-	6.6
Critical Hdwy Stg 1	-	-	5.8
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	767	-	85
Stage 1	-	-	382
Stage 2	-	-	397
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	762	-	64
Mov Cap-2 Maneuver	-	-	64
Stage 1	-	-	366
Stage 2	-	-	310

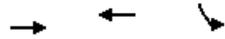
Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	25
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	762	-	-	-	223
HCM Lane V/C Ratio	0.115	-	-	-	0.194
HCM Control Delay (s)	10.3	0	-	-	25
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.4	-	-	-	0.7

## Queues

### 2: Cambridge St & Denby Rd

6/26/2017



Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	732	775	1042
v/c Ratio	0.93	0.48	0.96
Control Delay	43.5	16.5	52.8
Queue Delay	0.0	0.0	0.0
Total Delay	43.5	16.5	52.8
Queue Length 50th (ft)	459	170	362
Queue Length 95th (ft)	#734	220	194
Internal Link Dist (ft)	529	426	378
Turn Bay Length (ft)			
Base Capacity (vph)	786	1608	1101
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.93	0.48	0.95

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

# HCM Signalized Intersection Capacity Analysis

## 2: Cambridge St & Denby Rd

6/26/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑↑		↑↑↑	
Traffic Volume (vph)	0	695	736	0	499	35
Future Volume (vph)	0	695	736	0	499	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		1.00	0.95		0.97	
Frbp, ped/bikes		1.00	1.00		1.00	
Flpb, ped/bikes		1.00	1.00		1.00	
Frt		1.00	1.00		0.99	
Flt Protected		1.00	1.00		0.95	
Satd. Flow (prot)		1430	2925		2886	
Flt Permitted		1.00	1.00		0.95	
Satd. Flow (perm)		1430	2925		2886	
Peak-hour factor, PHF	0.46	0.95	0.95	0.69	0.50	0.80
Adj. Flow (vph)	0	732	775	0	998	44
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	732	775	0	1042	0
Confl. Peds. (#/hr)	47			47	24	4
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	0%	4%	2%	0%	0%	0%
Parking (#/hr)	0	0	0	0	0	0
Turn Type		NA	NA		Prot	
Protected Phases		1	1		5	
Permitted Phases						
Actuated Green, G (s)		60.5	60.5		41.5	
Effective Green, g (s)		60.5	60.5		41.5	
Actuated g/C Ratio		0.55	0.55		0.38	
Clearance Time (s)		4.0	4.0		4.0	
Vehicle Extension (s)		2.0	2.0		3.0	
Lane Grp Cap (vph)		786	1608		1088	
v/s Ratio Prot		c0.51	0.26		c0.36	
v/s Ratio Perm						
v/c Ratio		0.93	0.48		0.96	
Uniform Delay, d1		22.8	15.2		33.4	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		19.2	1.0		17.8	
Delay (s)		42.0	16.2		51.2	
Level of Service		D	B		D	
Approach Delay (s)		42.0	16.2		51.2	
Approach LOS		D	B		D	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			37.9		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.94			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	8.0
Intersection Capacity Utilization			64.4%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

**Intersection**

Int Delay, s/veh 3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	393	33	38	160	27	79
Future Vol, veh/h	393	33	38	160	27	79
Conflicting Peds, #/hr	0	18	18	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	84	75	89	63	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	504	39	51	180	43	105

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	561	0	822	542
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1020	-	346	544
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1019	-	321	535
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	449	-	-	1019	-
HCM Lane V/C Ratio	0.33	-	-	0.05	-
HCM Control Delay (s)	16.9	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.4	-	-	0.2	-

HCM 2010 TWSC  
4: Denby Rd & Braintree St

6/26/2017

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	3	0	431	13	184	14	0	0	0	0	10	2
Future Vol, veh/h	3	0	431	13	184	14	0	0	0	0	10	2
Conflicting Peds, #/hr	0	0	15	15	0	0	3	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	71	70	100	84	92	65	92	75	92	92	92
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	3	0	616	13	219	15	0	0	0	0	11	2

Major/Minor	Major1	Major2	Minor2						
Conflicting Flow All	234	0	0	631	0	0	-	890	227
Stage 1	-	-	-	-	-	-	-	253	-
Stage 2	-	-	-	-	-	-	-	637	-
Critical Hdwy	4.12	-	-	4.1	-	-	-	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	-	4.018	3.318
Pot Cap-1 Maneuver	1333	-	-	961	-	-	0	282	812
Stage 1	-	-	-	-	-	-	0	698	-
Stage 2	-	-	-	-	-	-	0	471	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1333	-	-	961	-	-	-	0	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.5	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1333	-	-	961	-	-	812
HCM Lane V/C Ratio	0.002	-	-	0.014	-	-	0.016
HCM Control Delay (s)	7.7	0	-	8.8	0	-	9.5
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0



**APPENDIX 3 – ABUTTERS LIST**

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**40 RUGG ROAD and 28 RUGG ROAD ABUTTER MAILING LIST**  
**300 FT RADIUS FROM PARCEL 2201810010 2201808000**

PID	OWNER	ADDRESSEE	MLG_ADDRESS	MLG_CITYSTATE	MLG_ZIPCODE	LOC_ADDRESS	LOC_CITY	LOC_ZIPCODE
2201749002	15 N BEACON ST #1A REALTY	C/O ROSE HALL/CHUNJIAN YANG	10 BISHOPS LANE	LYNNFIELD MA	01940	15 N BEACON ST Apt NR-1A	ALLSTON	02134
2201749144	15 NORTH BEACON LLC	C/O 15 NORTH BEACON LLC	18 AUGUSTUS RD	LEXINGTON MA	02421	15 N BEACON ST Apt 411	ALLSTON	02134
2201802000	18-20 HANO STREET REALTY	C/O ANDREW B SHERBURNE	1 PIONEER RD	ARLINGTON MA	02474	20 HANO ST	ALLSTON	02134
2201824010	20 PENNIMAN ROAD REALTY	C/O JUMBO CAPITAL MANAGEMENT	1900 CROWN COLONY DR STE 405	QUINCY MA	02169	20 PENNIMAN RD	ALLSTON	02134
2100705000	201 BRIGHTON AVENUE LLC	C/O 201 BRIGHTON AVENUE LLC	32 BRAEBURN RD	NEWTON MA	02466	CAMBRIDGE ST	ALLSTON	02134
2201790000	66-68 HANO STREET		66 HANO ST	ALLSTON MA	02134	66 HANO ST	ALLSTON	02134
2100703010	7-9 CRAFTSMAN STREET LLC		53 CARTWRIGHT RD	WELLESLEY MA	02482	450 CAMBRIDGE ST	ALLSTON	02134
2201749010	ABRAHAM M PRETORIUS LIVING	C/O ABRAHAM PRETORIUS	6778 N 83RD STREET	SCOTTSDALE AZ	85250	15 N BEACON ST Apt 102	ALLSTON	02134
2201800000	AFSAR NADER	C/O NADER AFSAR	24 FAIRVIEW AVE	WATERTOWN MA	02472	28 HANO ST	ALLSTON	02134
2201749154	AGAR KAYLA M	C/O KAYLA M AGAR	15 N BEACON ST # 417	ALLSTON MA	02134	15 N BEACON ST Apt 417	ALLSTON	02134
2201749044	AHEARN TIMOTHY		15 N BEACON ST # 216	ALLSTON MA	02134	15 N BEACON ST Apt 216	ALLSTON	02134
2201815000	AKUKWE LOUISA	C/O LOUISA AKUKWE	455 CAMBRIDGE ST	ALLSTON MA	02134	455 CAMBRIDGE ST	ALLSTON	02134
2201749362	ALLSTON BRIGHTON ISLAMIC	C/O ALLSTON BRIGHTON ISLAMIC CENTER INC	15 N BEACON ST UNIT # NR-4	ALLSTON MA	02134	15 N BEACON ST Apt NR-4	ALLSTON	02134
2100706000	ALLSTON CAR WASH INC		434 CAMBRIDGE	ALLSTON MA	02134	434 CAMBRIDGE ST	ALLSTON	02134
2201749214	ALTAN BETUL S	C/O BETUL S ALTAN	321 HAMMOND POND PW #207	CHESTNUT HILL MA	02467	15 N BEACON ST Apt 604	ALLSTON	02134
2201792000	ALVARADO EVERS R		58 HANO ST	ALLSTON MA	02134	60 HANO ST	ALLSTON	02134
2201803000	ALVARADO SANTOS MARIBEL		16 HANO ST	ALLSTON MA	02134	16 HANO ST	ALLSTON	02134
2201749102	ANITA FIRESTONE FAMILY TRUST	C/O BOSTON FAMILY OFFICE	88 BROAD ST	BOSTON MA	02110	15 N BEACON ST Apt 318	ALLSTON	02134
2201744000	API-ALLSTON LLC	C/O ABRAHAM PROPERTIES INC	581 BOYLSTON ST #200	BOSTON MA	02116	HANO ST	ALLSTON	02134
2201746000	API-ALLSTON LLC	C/O ABRAHAM PROPERTIES INC	581 BOYLSTON ST #200	BOSTON MA	02116	475 CAMBRIDGE ST	ALLSTON	02134
2201749138	ARA DIEGO PEREZ	C/O DIEGO PEREZ ARA	15 N BEACON ST #408	ALLSTON MA	02134	15 N BEACON ST Apt 408	ALLSTON	02134
2100704010	ARCAND FAMILY/ALLSTON LLC	C/O DANIEL ARCAND	229 BRIGHTON AV	ALLSTON MA	02134	442 CAMBRIDGE ST	ALLSTON	02134
2201749186	ASCENZI MICHAEL T		15 N BEACON ST #505	ALLSTON MA	02134	15 N BEACON ST Apt 505	ALLSTON	02134
2201749036	BABIUC VLADIMIR	C/O VLADIMIR BABIUC	8 CASSIDY DR	WOBURN MA	01801	15 N BEACON ST Apt 211	ALLSTON	02134
2201749188	BARQAWI SAFI W	C/O SAFI W BARQAWI	15 N BEACON ST #506	ALLSTON MA	02134	15 N BEACON ST Apt 506	ALLSTON	02134
2201749206	BENCHARIT BRENDAN M	C/O BRENDAN M BENCHARIT	15 N BEACON STREET UNIT #516	ALLSTON MA	02134	15 N BEACON ST Apt 516	ALLSTON	02134
2201749198	BERENBAUM MARISA	C/O MARISA BERENBAUM	16 PORTER ST	CAMBRIDGE MA	02141	15 N BEACON ST Apt 511	ALLSTON	02134
2201798000	BERRIOS ROSALINDA		34 HANO ST	ALLSTON MA	02134	34 HANO ST	ALLSTON	02134
2201749312	BHARDWAJ GAURAB		15 N BEACON ST # 908	ALLSTON MA	02134	15 N BEACON ST Apt 908	ALLSTON	02134
2201867000	BLANK STUART	C/O MICHAEL BLANK PRINCIPAL	119 BRAINTREE ST STE 502	BOSTON MA	02134	93 BRAINTREE ST	ALLSTON	02134
2201738080	BREWINGTON OSCAR	C/O OSCAR BREWINGTON	85 HANO ST	ALLSTON MA	02134	85 HANO ST	ALLSTON	02134
2201749174	BRUICH LAUREN	C/O LAUREN BRUICH GIACOPELLI	73 CHELSEA ST #301	CHARLESTOWN MA	02129	15 N BEACON ST Apt 427	ALLSTON	02134
2201795000	BUBB ANNMARY		48 HANO ST	ALLSTON MA	02134	48 HANO ST	ALLSTON	02134
2201749222	CABOT HOUSE REALTY TRUST	C/O XIAOMING SHENG	15 N BEACON ST # 608	ALLSTON MA	02134	15 N BEACON ST Apt 608	ALLSTON	02134
2201828000	CAMBRIDGE STREET 445 LLC	C/O CAMBRIDGE STREET 445 LLC	735 CENTRE ST	NEWTON MA	02458	445 CAMBRIDGE ST	ALLSTON	02134
2201749280	CANALE ROSA	C/O ROSA CANALE	15 N BEACON ST #807	ALLSTON MA	02134	15 N BEACON ST Apt 807	ALLSTON	02134
2201749234	CASSIS ELIAS JR	C/O ELIAS CASSIS JR	PO BOX 260698	PEMBROKE PINES FL	33026	15 N BEACON ST Apt 615	ALLSTON	02134
2201749318	CHAN NIGEL	C/O NIGEL CHAN	24 PLANET ST #24	ROSLINDALE MA	02131	15 N BEACON ST Apt 911	ALLSTON	02134
2201749020	CHAN SANDY	C/O CHRISTOPHER C CHAN	15 N BEACON ST #203	ALLSTON MA	02134	15 N BEACON ST Apt 203	ALLSTON	02134
2201749014	CHANG ZHICHAO	C/O ZHICHAO CHANG	15 N BEACON ST #104	ALLSTON MA	02134	15 N BEACON ST Apt 104	ALLSTON	02134
2201749088	CHATTERJEE HENNA	C/O HENNA CHATTERJEE	15 N BEACON ST #310	ALLSTON MA	02134	15 N BEACON ST Apt 310	ALLSTON	02134
2201749338	CHEN FANG FANG	C/O FANG FANG CHEN	8 CARDINAL CI	DERRY NH	03038	15 N BEACON ST Apt 1007	ALLSTON	02134
2201749336	CHEN XIAOHUI	C/O XIAOHUI CHEN	15 N BEACON ST #1006	ALLSTON MA	02134	15 N BEACON ST Apt 1006	ALLSTON	02134
2201749180	CHONG TZE TEC	C/O TZE TEC CHONG	46 PLYMOUTH RD	NEEDHAM MA	02492	15 N BEACON ST Apt 502	ALLSTON	02134
2201749278	CHOU JAMES	C/O JAMES CHOU	15 N BEACON ST #806	ALLSTON MA	02134	15 N BEACON ST Apt 806	ALLSTON	02134
2100744000	CITY OF BOSTON		460 CAMBRIDGE	ALLSTON MA	02134	460 CAMBRIDGE ST	ALLSTON	02134
2201781000	CITY OF BOSTON		PENNIMAN RD	ALLSTON MA	02134	PENNIMAN RD	ALLSTON	02134
2201782000	CITY OF BOSTON		PENNIMAN RD	ALLSTON MA	02134	PENNIMAN RD	ALLSTON	02134
2201783000	CITY OF BOSTON		PENNIMAN RD	ALLSTON MA	02134	PENNIMAN RD	ALLSTON	02134
2201784000	CITY OF BOSTON		PENNIMAN RD	ALLSTON MA	02134	PENNIMAN RD	ALLSTON	02134
2201785000	CITY OF BOSTON		PENNIMAN RD	ALLSTON MA	02134	PENNIMAN RD	ALLSTON	02134
2201786000	CITY OF BOSTON		PENNIMAN RD	ALLSTON MA	02134	PENNIMAN RD	ALLSTON	02134
2201787000	CITY OF BOSTON		HANO	ALLSTON MA	02134	HANO ST	ALLSTON	02134
2201749164	CONSTANTIN OANA SOFIA	C/O OANA SOFIA CONSTANTIN	15 N BEACON ST #422	ALLSTON MA	02134	15 N BEACON ST Apt 422	ALLSTON	02134
2201749330	CUI WEI	C/O WEI CUI	15 NORTH BEACON ST #1003	ALLSTON MA	02134	15 N BEACON ST Apt 1003	ALLSTON	02134
2201749078	CULLEN THOMAS	C/O THOMAS CULLEN	15 N BEACON ST #305	ALLSTON MA	02134	15 N BEACON ST Apt 305	ALLSTON	02134
2201749172	CURIEL CLARA N		15 N BEACON ST # 426	ALLSTON MA	02134	15 N BEACON ST Apt 426	ALLSTON	02134

**40 RUGG ROAD and 28 RUGG ROAD ABUTTER MAILING LIST**  
**300 FT RADIUS FROM PARCEL 2201810010 2201808000**

PID	OWNER	ADDRESSEE	MLG_ADDRESS	MLG_CITYSTATE	MLG_ZIPCODE	LOC_ADDRESS	LOC_CITY	LOC_ZIPCODE
2201749136	CUTTER PATRICK H		15 N BEACON ST #407	ALLSTON MA	02134	15 N BEACON ST Apt 407	ALLSTON	02134
2201738040	DARLA NORAH P	C/O NORAH P DARLA	77 HANO ST	ALLSTON MA	02134	77 HANO ST	ALLSTON	02134
2201749342	DAYNARD RICHARD	C/O RICHARD DAYNARD	15 N BEACON ST #1009	ALLSTON MA	02134	15 N BEACON ST Apt 1009	ALLSTON	02134
2201749220	DE JAAR IVONNE J		15 N BEACON ST #607	ALLSTON MA	02134	15 N BEACON ST Apt 607	ALLSTON	02134
2201749204	DESILLIER PAUL S		15 N BEACON ST #515	ALLSTON MA	02134	15 N BEACON ST Apt 515	ALLSTON	02134
2201749238	DHAR OMKAR		15 N BEACON ST #701	ALLSTON MA	02134	15 N BEACON ST Apt 701	ALLSTON	02134
2201749298	DIMANCESCU P DAN TS	C/O P DAN DIMANCESCU	15 N BEACON ST # 901	ALLSTON MA	02134	15 N BEACON ST Apt 901	ALLSTON	02134
2201749218	DING YI	C/O YI DING	15 N BEACON ST # 606	ALLSTON MA	02134	15 N BEACON ST Apt 606	ALLSTON	02134
2201842000	DONATO STEVEN J		1211 WASHINGTON ST	W NEWTON MA	02465	WILTON ST	ALLSTON	02134
2201749082	DONOVAN RUTH G TS	C/O RUTH G DONOVAN	157 ROBERT ROAD	DEDHAM MA	02026	15 N BEACON ST Apt 307	ALLSTON	02134
2201749250	DONOVAN WILLIAM A		157 ROBERT RD	DEDHAM MA	02026	15 N BEACON ST Apt 707	ALLSTON	02134
2201749308	DUBREUIL DANA	C/O DANA DUBREUIL TRUSTEE	PO BOX 380828	CAMBRIDGE MA	02238	15 N BEACON ST Apt 906	ALLSTON	02134
2201749054	DUNCKEL KEVIN	C/O KEVIN DUNCKEL	84 HAMMONDSWOOD RD	NEWTON MA	02134	15 N BEACON ST Apt 221	ALLSTON	02134
2201749146	ECKSTEIN RICHARD J	C/O RICHARD J ECKSTEIN	15 N BEACON ST #412	ALLSTON MA	02134	15 N BEACON ST Apt 412	ALLSTON	02134
2201791000	ELAYWAN BAKR		62 HANO	ALLSTON MA	02134	64 HANO ST	ALLSTON	02134
2201835000	EMELLO DAVID V TS	C/O GEROS NOMINEE TRUST	24 DENBY RD	ALLSTON MA	02134	24 DENBY RD	ALLSTON	02134
2201841001	EMELLO DAVID V TS	C/O ALLINGTON NOMINEE TRUST	29 DENBY RD	ALLSTON MA	02134	29 DENBY RD	ALLSTON	02134
2201749034	ENGEL MICHAEL A	C/O MICHAEL A ENGEL	13 PAULS DR	SPENCER MA	01562	15 N BEACON ST Apt 210	ALLSTON	02134
2201749370	EXCLUSIVE JEWELRY LLC	C/O EXCLUSIVE JEWELRY LLC	43 TEMPLE PL	BOSTON MA	02111	15 N BEACON ST Apt NR-3B	ALLSTON	02134
2201749166	FARRA TALINE		15 N BEACON ST #423	ALLSTON MA	02134	15 N BEACON ST Apt 423	ALLSTON	02134
2201738100	FASH RONALD	C/O MANGIA R W FASH	89 HANO ST	ALLSTON MA	02134	89 HANO ST	ALLSTON	02134
2201749132	FEINBERG JAIMEE		15 N BEACON ST #405	ALLSTON MA	02134	15 N BEACON ST Apt 405	ALLSTON	02134
2201749000	FIFTEEN NORTH BEACON ST COND	C/O STEPHEN P LIPKINS	P O BOX 179	ALLSTON MA	02134	15 N BEACON ST	ALLSTON	02134
2201793000	GALAN MARIE ELENA	C/O MARIA E GALAN **	56 HANO ST	ALLSTON MA	02134	56 HANO ST	ALLSTON	02134
2201749038	GALLUCCIO MICHAEL A	C/O MICHAEL A GALLUCCIO	15 N BEACON ST UNIT 212	ALLSTON MA	02134	15 N BEACON ST Apt 212	ALLSTON	02134
2201749302	GLAZIER NEAL A	C/O NEAL GLAZIER	15 N BEACON ST	ALLSTON MA	02134	15 N BEACON ST Apt 903	ALLSTON	02134
2201749374	GLORIA'S REALTY LLC	C/O GLORIA'S REALTY LLC	15 NORTH BEACON ST #NR-3D	ALLSTON MA	02134	15 N BEACON ST Apt NR-3D	ALLSTON	02134
2201749378	GLORIA'S REALTY LLC	C/O GLORIA'S REALTY LLC	15 N BEACON ST #NR-3F	ALLSTON MA	02134	15 N BEACON ST Apt NR-3F	ALLSTON	02134
2201749148	GONG XIANG		15 NO BEACON ST #414	ALLSTON MA	02134	15 N BEACON ST Apt 414	ALLSTON	02134
2201777000	GRAZIANO ANTHONY	MA MILLWRIGHTS LOCAL 1121ATF	90 BRAINTREE ST	ALLSTON MA	02134	90 BRAINTREE ST	ALLSTON	02134
2201749322	GREEFF ADAM B		75 UNION ST #202	PAWTUCKET RI	02860	15 N BEACON ST Apt 914	ALLSTON	02134
2201749074	GROB NEAL		15 N BEACON ST #303	ALLSTON MA	02134	15 N BEACON ST Apt 303	ALLSTON	02134
2201865000	GW HOLDINGS LLC	C/O GROSSMAN COMPANIES INC	859 WILLARD STREET SUITE 501	QUINCY MA	02169	61 BRAINTREE ST	ALLSTON	02134
2201865001	GW HOLDINGS LLC	C/O GROSSMAN COMPANIES INC	859 WILLARD STREET SUITE 501	QUINCY MA	02169	BRAINTREE ST	ALLSTON	02134
2201866000	GW HOLDINGS LLC	C/O GROSSMAN COMPANIES INC	859 WILLARD STREET SUITE 501	QUINCY MA	02169	83 BRAINTREE ST	ALLSTON	02134
2201749118	HAI JULIANA K	C/O JULIANA K HAI	118 DAVIS ST	REHOBOTH MA	02769	15 N BEACON ST Apt 326	ALLSTON	02134
2201749352	HALL DAVID REYNOLDS	C/O DAVID REYNOLDS HALL	15 N BEACON ST #L02	ALLSTON MA	02134	15 N BEACON ST Apt L02	ALLSTON	02134
2201829000	HAMILTON ASSOCIATES LLC	C/O HAMILTON ASSOCIATES LLC	39 BRIGHTON AVE	BOSTON MA	02134	435 CAMBRIDGE ST	ALLSTON	02134
2201831000	HAMILTON ASSOCIATES LLC	C/O HAMILTON ASSOCIATES LLC	39 BRIGHTON AVE	BOSTON MA	02134	439 CAMBRIDGE ST	ALLSTON	02134
2201832000	HAMILTON ASSOCIATES LLC	C/O HAMILTON ASSOCIATES LLC	39 BRIGHTON AVE	BOSTON MA	02134	441 CAMBRIDGE ST	ALLSTON	02134
2201830000	HAMILTON UNION ASSOCIATES	C/O HAMILTON UNION ASSOCIATES	39 BRIGHTON AVE	BOSTON MA	02134	437 CAMBRIDGE ST	ALLSTON	02134
2201788000	HANO DEVELOPMENT LLC	C/O HUNTER MGMT HANO DEVELOPMNT LLC	PO BOX 45	QUINCY MA	02170	76 HANO ST	ALLSTON	02134
2201738020	HANOVILLE CONDO I TRUST		73A HANO ST	ALLSTON MA	02134	73 HANO ST	ALLSTON	02134
2201738110	HANOVILLE CONDO II TRUST		91-A HANO ST	ALLSTON MA	02134	91 HANO ST	ALLSTON	02134
2201749176	HE YIU	C/O YIU HE	15 N BEACON ST #428	ALLSTON MA	02134	15 N BEACON ST Apt 428	ALLSTON	02134
2201749096	HEALTHUP COMPANY LLC	C/O HEALTHUP COMPANY LLC	266 GRAY STREET	NORTH ANDOVER MA	01845	15 N BEACON ST Apt 315	ALLSTON	02134
2201749334	HEISROTH BRYAN ANDREW	C/O BRYAN ANDREW HEISROTH	15 N BEACON ST #1005	ALLSTON MA	02134	15 N BEACON ST Apt 1005	ALLSTON	02134
2201862000	HERB CHAMBERS 43 BRAINTREE	C/O ADRIANA MARIN	1186 COMMONWEALTH AVE	BOSTON MA	02134	35 BRAINTREE ST	ALLSTON	02134
2201749356	HIRJI SAMEER A	C/O SAMEER A HIRJI	15 N BEACON ST #4	ALLSTON MA	02134	15 N BEACON ST Apt L04	ALLSTON	02134
2201819000	HJK REALTY LLC		100 HANO ST #17	ALLSTON MA	02134	HANO ST	ALLSTON	02134
2201749226	HOLMSTROM DAVID	C/O DAVID HOLMSTROM	9 GREENOUGH ST	BROOKLINE MA	02445	15 N BEACON ST Apt 610	ALLSTON	02134
2201749108	HOU TING-JUI	C/O TING-JUI HOU	3 EVERETT CIR	HOPKINTON MA	01748	15 N BEACON ST Apt 321	ALLSTON	02134
2201749092	HU NAN	C/O NAN HU	15 N BEACON ST #312	ALLSTON MA	02134	15 N BEACON ST Apt 312	ALLSTON	02134
2201749058	HUANG MEILI	C/O MEILI HUANG	286 BILLINGS RD	QUINCY MA	02170	15 N BEACON ST Apt 223	ALLSTON	02134
2201749068	HYDER FAHAD	C/O FAHAD HYDER	15 N BEACON ST #202	ALLSTON MA	02134	15 N BEACON ST Apt 228	ALLSTON	02134
2201749310	HYDER FAHAD	C/O FAHAD HYDER	15 N BEACON ST #907	ALLSTON MA	02134	15 N BEACON ST Apt 907	ALLSTON	02134
2201749282	HYMES JEFFREY L	C/O JEFFREY L HYMES	120 BELLE MEADE BLVD	NASHVILLE TN	37205	15 N BEACON ST Apt 808	ALLSTON	02134

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PID	OWNER	ADDRESSEE	MLG_ADDRESS	MLG_CITYSTATE	MLG_ZIPCODE	LOC_ADDRESS	LOC_CITY	LOC_ZIPCODE
2201749066	JAMAL THOMAS PATRICK	C/O THOMAS PATRICK JAMAL	PO BOX 93	LYNNFIELD MA	01940	15 N BEACON ST Apt 227	ALLSTON	02134
2201749042	JIANG CHENG CHENG TS	C/O CHENG CHENG JIANG	15 N BEACON ST # 215	ALLSTON MA	02134	15 N BEACON ST Apt 215	ALLSTON	02134
2201749064	JIM TERESITA	C/O TERESITA JIM	15 N BEACON ST #226	ALLSTON MA	02134	15 N BEACON ST Apt 226	ALLSTON	02134
2201805000	JOHNSON BOOKER T ETAL		8 HANO	ALLSTON MA	02134	8 HANO ST	ALLSTON	02134
2201738090	JOSEPH JOCELYNE	C/O JOCELYNE JOSEPH	87 HANO ST	ALLSTON MA	02134	87 HANO ST	ALLSTON	02134
2201749208	JOSHI SAMIR	C/O MINJAL JOSHI	15 N BEACON ST #601	ALLSTON MA	02134	15 N BEACON ST Apt 601	ALLSTON	02134
2201749134	JUNG LISA	C/O LISA NICHOLS	6 HAVEN RD	MEDFIELD MA	02052	15 N BEACON ST Apt 406	ALLSTON	02134
2201749200	JUNSANGSRI PILIN	C/O PILIN JUNSANGSRI	15 N BEACON ST UNIT 512	ALLSTON MA	02134	15 N BEACON ST Apt 512	ALLSTON	02134
2201801000	JUVALLES PAUL J	C/O PAUL J JUVALLES	170 ERIE ST	CAMBRIDGE MA	02139	24 HANO ST	ALLSTON	02134
2201817000	JZ EZ PROPERTY LAND TR LLC	C/O JOHN ZOFFREO	PO BOX 35309	BRIGHTON MA	02135	459 CAMBRIDGE ST	ALLSTON	02134
2201749242	KA FAI 88 LLC	C/O KA FAI 88 LLC	15 N BEACON ST #703	ALLSTON MA	02134	15 N BEACON ST Apt 703	ALLSTON	02134
2201749060	KA FAI REALTY LLC	C/O KA FAI REALTY LLC	17 HIGHGATE ST #B	ALLSTON MA	02134	15 N BEACON ST Apt 224	ALLSTON	02134
2201749104	KA FAI REALTY LLC	C/O KA FAI REALTY LLC	17 HIGHGATE ST #B	ALLSTON MA	02134	15 N BEACON ST Apt 319	ALLSTON	02134
2201749168	KA FAI REALTY LLC	C/O KA FAI REALTY LLC	17 HIGHGATE ST #B	ALLSTON MA	02134	15 N BEACON ST Apt 424	ALLSTON	02134
2201749210	KA FAI REALTY LLC	C/O KA FAI REALTY LLC	17 HIGHGATE ST STE B	ALLSTON MA	02134	15 N BEACON ST Apt 602	ALLSTON	02134
2201749228	KA FAI REALTY LLC	C/O KA FAI REALTY LLC	17 HIGHGATE ST #B	ALLSTON MA	02134	15 N BEACON ST Apt 611	ALLSTON	02134
2201749246	KA FAI REALTY LLC	C/O KA FAI REALTY LLC	17 HIGHGATE ST STE B	ALLSTON MA	02134	15 N BEACON ST Apt 705	ALLSTON	02134
2201749258	KA FAI REALTY LLC	C/O KA FAI REALTY LLC	17 HIGHGATE STREET #B	ALLSTON MA	02134	15 N BEACON ST Apt 711	ALLSTON	02134
2201749244	KAI FEUNG REALTY LLC	C/O KAI FEUNG REALTY LLC	17 HIGHGATE ST #B	ALLSTON MA	02134	15 N BEACON ST Apt 704	ALLSTON	02134
2201812000	KAKRIDAS VIRGINIA TS		91 SHADY HILL RD	WESTON MA	02193	EMERY RD	ALLSTON	02134
2201827000	KAKRIDAS VIRGINIA TS		91 SHADY HILL RD	WESTON MA	02193	449 CAMBRIDGE ST	ALLSTON	02134
2201749300	KANG MO YUN	C/O YUN MO KANG	15 N BEACON ST #902	ALLSTON MA	02134	15 N BEACON ST Apt 902	ALLSTON	02134
2201749112	KARAM DANY R		15 N BEACON ST #323	ALLSTON MA	02134	15 N BEACON ST Apt 323	ALLSTON	02134
2201749140	KEANE CHARLES M	C/O CHARLES M KEANE	15 N BEACON ST #409	ALLSTON MA	02134	15 N BEACON ST Apt 409	ALLSTON	02134
2201749324	KEEGAN KEVIN	C/O KEVIN KEEGAN	15 NORTH BEACON STREET UNIT 915	BOSTON MA	02134	15 N BEACON ST Apt 915	ALLSTON	02134
2201749150	KGX ENTERPRISES LLC	C/O KGX ENTERPRISES LLC	266 GRAY STREET	NORTH ANDOVER MA	01845	15 N BEACON ST Apt 415	ALLSTON	02134
2201749084	KHANBODAGHI AZITA		15 N BEACON ST #308	ALLSTON MA	02134	15 N BEACON ST Apt 308	ALLSTON	02134
2201749170	KIM CHEUL Y		15 N BEACON ST	ALLSTON MA	02134	15 N BEACON ST Apt 425	ALLSTON	02134
2201749022	KIM JONGCHUL	C/O JONGCHUL KIM	15 N BEACON ST UNIT 204	ALLSTON MA	02134	15 N BEACON ST Apt 204	ALLSTON	02134
2201749062	KIM YOUNG HOON	C/O YOUNG-HOON KIM	15 N BEACON ST # 225	BOSTON MA	02134	15 N BEACON ST Apt 225	ALLSTON	02134
2201749230	KURADA SATYA	C/O SATYA KURADA	15 N BEACON ST UNIT 612	ALLSTON MA	02134	15 N BEACON ST Apt 612	ALLSTON	02134
2201841000	KWONG S TS		15 DEMBY RD	ALLSTON MA	02134	15 DENBY RD	ALLSTON	02134
2201749080	LAMONTAGNE NICOLE J	C/O NICOLE J LAMONTAGNE	15 N BEACON ST #306	ALLSTON MA	02134	15 N BEACON ST Apt 306	ALLSTON	02134
2201749030	LAW RANDOLPH	C/O RANDOLPH LAW	56 PENN ST #1	QUINCY MA	02169	15 N BEACON ST Apt 208	ALLSTON	02134
2201749162	LAWRENCE HEATHER		15 N BEACON ST # 421	ALLSTON MA	02134	15 N BEACON ST Apt 421	ALLSTON	02134
2201799000	LE TINH	C/O TINH LE	22 MELEN ST	DORCHESTER MA	02124	32 HANO ST	ALLSTON	02134
2201749376	LEANG HOU LLC	C/O LEANG HOU LLC	15 N BEACON ST #NR-3E	ALLSTON MA	02134	15 N BEACON ST Apt NR-3E	ALLSTON	02134
2201749196	LEE EUGENE	C/O EUGENE LEE & JUNGMIN LEE	92 DUNBOY ST	BRIGHTON MA	02135	15 N BEACON ST Apt 510	ALLSTON	02134
2201813000	LEE MARK T K		451 CAMBRIDGE ST	ALLSTON MA	02134	451 CAMBRIDGE ST	ALLSTON	02134
2201749256	LEVY AVIRAN	C/O AVIRAN LEVY	15 N BEACON ST # 710	ALLSTON MA	02134	15 N BEACON ST Apt 710	ALLSTON	02134
2201738030	LIN KATHY R	C/O KATHY R LIN	75 HANO ST	ALLSTON MA	02134	75 HANO ST	ALLSTON	02134
2201749128	LIN KETONG	C/O KETONG LIN	15 N BEACON ST #403	ALLSTON MA	02134	15 N BEACON ST Apt 403	ALLSTON	02134
2201749156	LIN WEIKO	C/O WEIKO LIN	15 N BEACON ST #418	ALLSTON MA	02134	15 N BEACON ST Apt 418	ALLSTON	02134
2201749190	LIU ERICA	C/O ERICA LIU	15 N BEACON ST #507	ALLSTON MA	02134	15 N BEACON ST Apt 507	ALLSTON	02134
2201749260	LIU GEORGE	C/O GEORGE LIU	15 N BEACON ST UNIT 712	ALLSTON MA	02134	15 N BEACON ST Apt 712	ALLSTON	02134
2201749046	LIU XUE	C/O XUE LIU	15 N BEACON ST #217	ALLSTON MA	02134	15 N BEACON ST Apt 217	ALLSTON	02134
2201749350	LOCKWOOD ERIC	C/O ERIC LOCKWOOD	15 N BEACON ST APT L-01	ALLSTON MA	02134	15 N BEACON ST Apt L01	ALLSTON	02134
2201738114	LU YEE JEN	C/O YEE JEN LU	91A HANO ST #2	ALLSTON MA	02134	91 HANO ST Apt 2	ALLSTON	02134
2201749346	MACDOUGALL ROBERT	C/O ROBERT W MACDOUGALL	39 COTTAGE ST UNIT 2	EAST BOSTON MA	02128	15 N BEACON ST Apt 1011	ALLSTON	02134
2201749048	MAEKAWA KAZUTO	C/O KAZUTO MAEKAWA	15 N BEACON ST # 218	ALLSTON MA	02134	15 N BEACON ST Apt 218	ALLSTON	02134
2201868000	MASS TURNPIKE AUTHORITY		EVERETT	ALLSTON MA	02134	EVERETT ST	BRIGHTON	02134
2201749100	MATLINK LLC	C/O MATLINK LLC	25 HOLLY LANE UNIT 1B	CHESTNUT HILL MA	02467	15 N BEACON ST Apt 317	ALLSTON	02134
2201749026	MAYER THOMAS	C/O THOMAS MAYER	15 NORTH BEACON ST UNIT 206	BOSTON MA	02134	15 N BEACON ST Apt 206	ALLSTON	02134
2201749326	MCDONALD JOSEPH J	C/O JOSEPH J MCDONALD	17 PANTRY ROAD	SUDBURY MA	01776	15 N BEACON ST Apt 1001	ALLSTON	02134
2201749306	MOIN RABIA	C/O RABIA MOIN	41 ELIOT HILL RD	NATICK MA	01760	15 N BEACON ST Apt 905	ALLSTON	02134
2201749040	MONTRONE JOHN E	C/O JOHN E MONTRONE	15 N BEACON ST #214	ALLSTON MA	02134	15 N BEACON ST Apt 214	ALLSTON	02134
2201797000	MURRAY KEVIN M	C/O KEVIN MURRAY	38 HANO ST	ALLSTON MA	02134	40 HANO ST	ALLSTON	02134

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2201749364	NEW SUNSHINE REALTY TRUST	C/O ZHIQIANG WANG	24-26 HAMMOND POND PKWY #24	BROOKLINE MA	02446	15 N BEACON ST Apt NR-2	ALLSTON	02134
2201738112	NG LAUREN C	C/O LAUREN C NG	91B HANO ST #1	ALLSTON MA	02134	91 HANO ST Apt 1	ALLSTON	02134
2201738024	NUNEZ-SALAS PATRICIA	C/O PATRICIA NUNEZ-SALAS	73A-73B HANO ST #2	ALLSTON MA	02134	73 HANO ST Apt 2	ALLSTON	02134
2201840000	OGUIN BOB D JR	C/O BOB D OGUIN JR	14 HILLSIDE TE	NEWTON MA	02465	11 DENBY RD	ALLSTON	02134
2201749292	ONYEMAH VINCENT I	C/O VINCENT ONYEMAH	15 N BEACON ST	ALLSTON MA	02134	15 N BEACON ST Apt 814	ALLSTON	02134
2201749070	OSSIANI MOHAMAD		15 NORTH BEACON ST #301	ALLSTON MA	02134	15 N BEACON ST Apt 301	ALLSTON	02134
2201749304	PAUL TARA C		15 N BEACON ST #904	ALLSTON MA	02134	15 N BEACON ST Apt 904	ALLSTON	02134
2201749072	PETTY MATTHEW C	C/O MATTHEW C PETTY	15 N BEACON ST # 302	ALLSTON MA	02134	15 N BEACON ST Apt 302	ALLSTON	02134
2201749268	PIERETTI ALBERTO	C/O ALBERTO PIERETTI	15 N BEACON ST #801	ALLSTON MA	02134	15 N BEACON ST Apt 801	ALLSTON	02134
2201749160	PIERETTI RAFAEL V	C/O RAFAEL V PIERETTI	15 N BEACON ST #420	ALLSTON MA	02134	15 N BEACON ST Apt 420	ALLSTON	02134
2201749266	PIERETTI RAFAEL V	C/O RAFAEL V PIERETTI	15 N BEACON ST #716	ALLSTON MA	02134	15 N BEACON ST Apt 716	ALLSTON	02134
2201749216	PLATO LISA A	C/O LISA A PLATO	PO BOX 813	ALLSTON MA	02134	15 N BEACON ST Apt 605	ALLSTON	02134
2201808000	POLACCO MICHAEL TS	C/O MARC RESNICK	138 HARVARD AV	ALLSTON MA	02134	40 RUGG RD	ALLSTON	02134
2201807000	POLACCO MICHAEL TS	C/O MARC RESNICK	138 HARVARD AV	ALLSTON MA	02134	84 BRAINTREE ST	ALLSTON	02134
2201825000	POLACCO MICHAEL TS	C/O MARC RESNICK	138 HARVARD AV	ALLSTON MA	02134	10 PENNIMAN RD	ALLSTON	02134
2201749236	QIN YIZHOU	C/O YIZHOU QIN	15 N BEACON ST #616	ALLSTON MA	02134	15 N BEACON ST Apt 616	ALLSTON	02134
2201749294	QUITT ALISHA H	C/O ALISHA H QUITT	15 N BEACON ST #815	ALLSTON MA	02134	15 N BEACON ST Apt 815	ALLSTON	02134
2201738050	RAMSEY LATANYA L	C/O LATANYA RAMSEY	79 HANO ST	ALLSTON MA	02134	79 HANO ST	ALLSTON	02134
2201749130	RANKIN CASEY	C/O CASEY RANKIN	15 N BEACON ST # 404	ALLSTON MA	02134	15 N BEACON ST Apt 404	ALLSTON	02134
2201810010	RESNICK MARC	C/O BEANTOWN COMPANIES	138 HARVARD AV	ALLSTON MA	02134	28 RUGG RD	ALLSTON	02134
2201821010	RESNICK MARC	C/O BEANTOWN COMPANIES	138 HARVARD AV	ALLSTON MA	02134	PENNIMAN RD	ALLSTON	02134
2201823010	RESNICK MARC	C/O BEANTOWN COMPANIES	138 HARVARD AV	ALLSTON MA	02134	PENNIMAN RD	ALLSTON	02134
2201794000	REYES JOSE ARTURO		50 HANO ST	ALLSTON MA	02134	52 HANO ST	ALLSTON	02134
2201749340	ROMM EUGENIA S TS	C/O LEV ROMM	100 BELVIDERE ST #11C	BOSTON MA	02199	15 N BEACON ST Apt 1008	ALLSTON	02134
2201749328	ROPER MICHAEL J	C/O MICHAEL J ROPER	PO BOX 470741	BROOKLINE MA	02447	15 N BEACON ST Apt 1002	ALLSTON	02134
2201818000	RPZ PROPERTY LAND TR LLC	C/O RPZ PROPERTY INTERESTS	PO BOX 35309	BRIGHTON MA	02135	461 CAMBRIDGE ST	ALLSTON	02134
2201816000	RPZ RLTY LAND TRUST LLC TS	C/O ROBERT ZOFFREO	PO BOX 35309	BRIGHTON MA	02135	457 CAMBRIDGE ST	ALLSTON	02134
2201749262	SAMAR PAUL	C/O PAUL SAMAR	15 N BEACON ST UNIT #714	ALLSTON MA	02134	15 N BEACON ST Apt 714	ALLSTON	02134
2201749018	SAMUEL CHRISTINE	C/O CHRISTINE SAMUEL	470 SOUTH ST	NEEDHAM MA	02492	15 N BEACON ST Apt 202	ALLSTON	02134
2201749348	SAWRIKAR NACHIKETA	C/O NACHIKETA SAWRIKAR	81 BOSTON POST RD	WAYLAND MA	01778	15 N BEACON ST Apt 1012	ALLSTON	02134
2201749380	SEASHORE WAY LLC	C/O ATTY. GIL HOY	15 N BEACON ST	ALLSTON MA	02134	15 N BEACON ST Apt NR-3G	ALLSTON	02134
2201749354	SHAN QUN	C/O QUN SHAN	15 N BEACON ST # 3	ALLSTON MA	02134	15 N BEACON ST Apt L03	ALLSTON	02134
2201749288	SHCHUBELKA IANA	C/O IANA SHCHUBELKA	15 N BEACON ST UNIT 811	BOSTON MA	02134	15 N BEACON ST Apt 811	ALLSTON	02134
2201806000	SHERBURNE ROBERT	C/O ROBERT SHERBURNE	2 HANO ST	ALLSTON MA	02134	4 HANO ST	ALLSTON	02134
2201749290	SHI WEIGENG	C/O WEIGENG SHI	19 KNOWLTON DRIVE	ACTON MA	01720	15 N BEACON ST Apt 812	ALLSTON	02134
2201749086	SHINDE YOGESH N		15 N BEACON ST #309	ALLSTON MA	02134	15 N BEACON ST Apt 309	ALLSTON	02134
2201749184	SHULMAN VICTORIA	C/O VICTORIA SHULMAN	142 FAREWELL STREET	NEWTON MA	02460	15 N BEACON ST Apt 504	ALLSTON	02134
2201749316	SINGER DAVID	C/O DAVID SINGER	38 OXBOW RD	WAYLAND MA	01778	15 N BEACON ST Apt 910	ALLSTON	02134
2201749120	SINGHAL MUKESH		15 N BEACON ST #327	ALLSTON MA	02134	15 N BEACON ST Apt 327	ALLSTON	02134
2201749056	SON JOHN		15 N BEACON ST #222	ALLSTON MA	02134	15 N BEACON ST Apt 222	ALLSTON	02134
2201749358	STAMATOS GEORGE J TS	C/O GEORGE J STAMATOS	619 CENTRE ST	JAMAICA PLAIN MA	02130	15 N BEACON ST Apt NR-1C	ALLSTON	02134
2201749360	STAMATOS GEORGE J TS	C/O GEORGE J STAMATOS	619 CENTRE ST	JAMAICA PLAIN MA	02130	15 N BEACON ST Apt NR-1B	ALLSTON	02134
2201749366	STAMATOS GEORGE J TS	C/O GEROGE J STAMATOS	619 CENTRE ST	JAMAICA PLAIN MA	02130	15 N BEACON ST Apt NR-2A	ALLSTON	02134
2201749368	STAMATOS GEORGE J TS	C/O GEORGE J STAMATOS	619 CENTRE ST	JAMAICA PLAIN MA	02130	15 N BEACON ST Apt NR-3A	ALLSTON	02134
2201749382	STAMATOS GEORGE J TS	C/O GEORGE J STAMATOS	619 CENTRE ST	JAMAICA PLAIN MA	02130	15 N BEACON ST Apt NR-3H	ALLSTON	02134
2201749384	STAMATOS GEORGE J TS	C/O GEROGE J STAMATOS	619 CENTRE ST	JAMAICA PLAIN MA	02130	15 N BEACON ST Apt NR-3I	ALLSTON	02134
2201749386	STAMATOS GEORGE J TS	C/O GEORGE J STAMATOS	619 CENTRE ST	JAMAICA PLAIN MA	02130	15 N BEACON ST Apt NR-1D	ALLSTON	02134
2201749050	SUCKERMAN WARREN TS	C/O WARREN SUCKERMAN	15 N BEACON ST UNIT 219	ALLSTON MA	02134	15 N BEACON ST Apt 219	ALLSTON	02134
2201749248	SUN CHU YI	C/O CHU YI SUN	15 NORTH BEACON ST UNIT 706	BOSTON MA	02134	15 N BEACON ST Apt 706	ALLSTON	02134
2201749090	SWAMINATHAN NEELA	C/O NEELA SWAMINATHAN	15 N BEACON ST #311	ALLSTON MA	02134	15 N BEACON ST Apt 311	ALLSTON	02134
2201749094	SZYMANIAK ELIZABETH	C/O ELIZABETH SZYMANIAK	15 N BEACON ST # 314	ALLSTON MA	02134	15 N BEACON ST Apt 314	ALLSTON	02134
2201749194	TAING RAKSA S	C/O RAKSA S TAING	15 N BEACON ST UNIT 509	ALLSTON MA	02137	15 N BEACON ST Apt 509	ALLSTON	02134
2201749276	TAM CARINA		15 N BEACON ST # 805	ALLSTON MA	02134	15 N BEACON ST Apt 805	ALLSTON	02134
2201749274	TAM CHRISTINE		15 N BEACON ST # 804	ALLSTON MA	02134	15 N BEACON ST Apt 804	ALLSTON	02134
2201804000	THIRTY 1 BOSTON LLC	C/O JAMES REGAN	100 HAMMOND ST	WALTHAM MA	02451	10 HANO ST	ALLSTON	02134
2201822010	THIRTY PENNIMAN REALTY TRUST	C/O BEANTOWN COMPANIES	138 HARVARD AV	ALLSTON MA	02134	30 PENNIMAN RD	ALLSTON	02134
2201749158	THREE (3) L APARTMENTS LLC		5 RADCLIFFE RD	WESTON MA	02493	15 N BEACON ST Apt 419	ALLSTON	02134

**40 RUGG ROAD and 28 RUGG ROAD ABUTTER MAILING LIST**  
**300 FT RADIUS FROM PARCEL 2201810010 2201808000**

PID	OWNER	ADDRESSEE	MLG_ADDRESS	MLG_CITYSTATE	MLG_ZIPCODE	LOC_ADDRESS	LOC_CITY	LOC_ZIPCODE
2201749232	THREE (3) L APARTMENTS LLC	C/O KUN-LI ZHAO	5 RADCLIFFE RD	WESTON MA	02493	15 N BEACON ST Apt 614	ALLSTON	02134
2201749114	TOFFLING DANIEL A	C/O DANIEL TOFFLING	769 WORCESTER ST	WELLESLEY MA	02481	15 N BEACON ST Apt 324	ALLSTON	02134
2201749122	TOKER TUNC		15 N BEACON ST # 328	ALLSTON MA	02134	15 N BEACON ST Apt 328	ALLSTON	02134
2201749192	TOKER TUNC		15 N BEACON ST #508	ALLSTON MA	02134	15 N BEACON ST Apt 508	ALLSTON	02134
2201749032	TONG ANGELA	C/O ANGELA TONG	15 N BEACON ST # 209	ALLSTON MA	02134	15 N BEACON ST Apt 209	ALLSTON	02134
2201796000	TUAN & THANH INVESTMENTS LLC	C/O TUAN & THANH INVESTMENTS LLC	368 ADAMS ST	QUINCY MA	02169	44 HANO ST	ALLSTON	02134
2201749126	TULI NEIL	C/O NEIL TULI	15 N BEACON ST # 402	ALLSTON MA	02134	15 N BEACON ST Apt 402	ALLSTON	02134
2201749124	TULI SUSHIL K	C/O NEIL TULI	15 N BEACON ST #401	ALLSTON MA	02134	15 N BEACON ST Apt 401	ALLSTON	02134
2201749999	UNION SQUARE CONDOMINIUM TR	C/O MEDIATE MGMT	15 N BEACON ST	ALLSTON MA	02134	15 N BEACON ST	ALLSTON	02134
2201789000	VARGAS AMANDA L	C/O AMANDA VARGAS	70 HANO ST	ALLSTON MA	02134	72 HANO ST	ALLSTON	02134
2201749110	VERA PABLO TOLL	C/O PABLO TOLL VERA	15 N BEACON ST #322	ALLSTON MA	02134	15 N BEACON ST Apt 322	ALLSTON	02134
2201749028	WAN LICHANG	C/O LICHANG WAN	15 N BEACON ST UNIT 207	ALLSTON MA	02134	15 N BEACON ST Apt 207	ALLSTON	02134
2201738070	WANG CHUANYI	C/O CHUANYI WANG	83 HANO ST # 85	ALLSTON MA	02134	83 HANO ST	ALLSTON	02134
2201749332	WANG YIFAN	C/O YIFAN WANG	15 N BEACON ST #1004	ALLSTON MA	02134	15 N BEACON ST Apt 1004	ALLSTON	02134
2201749182	WANG DAT 88 LLC	C/O WANG DAT 88 LLC	17 HIGHGATE ST #B	ALLSTON MA	02134	15 N BEACON ST Apt 503	ALLSTON	02134
2201749212	WANG DAT 88 LLC	C/O WANG DAT 88 LLC	17 HIGHGATE ST #B	ALLSTON MA	02134	15 N BEACON ST Apt 603	ALLSTON	02134
2201749240	WANG DAT 88 LLC	C/O WANG DAT 88 LLC	17 HIGHGATE ST # B	ALLSTON MA	02134	15 N BEACON ST Apt 702	ALLSTON	02134
2201749270	WANG DAT 88 LLC	C/O WANG DAT 88 LLC	17 HIGHGATE ST # B	ALLSTON MA	02134	15 N BEACON ST Apt 802	ALLSTON	02134
2201749272	WANG DAT 88 LLC	C/O WANG DAT 88 LLC	17 HIGHGATE ST #B	ALLSTON MA	02134	15 N BEACON ST Apt 803	ALLSTON	02134
2201749052	WANG XIAOXU	C/O XIAOXU WANG	15 N BEACON ST UNIT 220	ALLSTON MA	02134	15 N BEACON ST Apt 220	ALLSTON	02134
2201749098	WANG XIN	C/O XIN WANG	15 N BEACON ST #316	ALLSTON MA	02134	15 N BEACON ST Apt 316	ALLSTON	02134
2201738060	WEI ZANE TIE HAN	C/O ZANE TIE HAN WEI	81 HANO ST	ALLSTON MA	02134	81 HANO ST	ALLSTON	02134
2201749224	WEINER JAY M	C/O JAY M WEINER	P O BOX 170434 BACK BAY STATION	BOSTON MA	02117	15 N BEACON ST Apt 609	ALLSTON	02134
2201749264	WEINER JAY M	C/O JAY M WEINER	P O BOX 170434 BACK BAY STATION	BOSTON MA	02117	15 N BEACON ST Apt 715	ALLSTON	02134
2201749284	WEINER JAY M	C/O JAY M WEINER	P O BOX 170434 BACK BAY STATION	BOSTON MA	02117	15 N BEACON ST Apt 809	ALLSTON	02134
2201749320	WIELAWSKI EDWARD		15 N BEACON ST #912	ALLSTON MA	02134	15 N BEACON ST Apt 912	ALLSTON	02134
2201749116	WILLEMS MARC		15 N BEACON ST #325	ALLSTON MA	02134	15 N BEACON ST Apt 325	ALLSTON	02134
2201738022	WONG LAN	C/O LAN WONG	73A-73B HANO ST #1	ALLSTON MA	02134	73 HANO ST Apt 1	ALLSTON	02134
2201749012	WU DASHANG	C/O DASHANG WU	15 N BEACON ST # 103	ALLSTON MA	02134	15 N BEACON ST Apt 103	ALLSTON	02134
2201749296	XIE XUEMEI	C/O XUEMEI XIE	266 GRAY STREET	NORTH ANDOVER MA	01845	15 N BEACON ST Apt 816	ALLSTON	02134
2201749024	XU YINUO	C/O YINUO XU	15 N BEACON ST #205	ALLSTON MA	02134	15 N BEACON ST Apt 205	ALLSTON	02134
2201749106	YAN RUOYUN	C/O RUOYUN YAN	32 WELLAND RD	BROOKLINE MA	02445	15 N BEACON ST Apt 320	ALLSTON	02134
2201814000	YANG JACK XIAO MIN	C/O JACK YANG	50 WATERTOWN ST #107	WATERTOWN MA	02472	453 CAMBRIDGE ST	ALLSTON	02134
2201749142	YANG BIN	C/O BIN YANG	15 N BEACON ST # 410	ALLSTON MA	02134	15 N BEACON ST Apt 410	ALLSTON	02134
2201749344	YANG GEOFFREY BIN-CHI	C/O GEOFFREY BIN-CHI YANG	15 N BEACON ST # 1010	ALLSTON MA	02134	15 N BEACON ST Apt 1010	ALLSTON	02134
2201749178	YEUNG WOON SHING	C/O WOON SHING YEUNG	67 RUSSELLS WAY	WESTFORD MA	01886	15 N BEACON ST Apt 501	ALLSTON	02134
2201749008	YUAN YUAN CHEN	C/O YUAN YUAN CHEN	15 N BEACON ST #101	ALLSTON MA	02134	15 N BEACON ST Apt 101	ALLSTON	02134
2201749314	ZENG WEI WEN	C/O WEI WEN ZENG	20 PRESTON ST	GOFFSTOWN NH	03045	15 N BEACON ST Apt 909	ALLSTON	02134
2201749016	ZHANG LUCY WANJING	C/O LUCY WANJING ZHANG	15 NORTH BEACON ST #201	ALLSTON MA	02134	15 N BEACON ST Apt 201	ALLSTON	02134
2201749076	ZHANG CHENTIAN	C/O CHENTIAN ZHANG	15 N BEACON ST #304	ALLSTON MA	02134	15 N BEACON ST Apt 304	ALLSTON	02134
2201749202	ZHANG ZHE	C/O ZHE ZHANG	15 N BEACON ST #514	ALLSTON MA	02134	15 N BEACON ST Apt 514	ALLSTON	02134
2201749286	ZHOU HAOMIAO	C/O HAOMIAO ZHOU	112 ADAMS ST	MALDEN MA	02148	15 N BEACON ST Apt 810	ALLSTON	02134
2201749254	ZHOU WEI	C/O WEI ZHOU	15 N BEACON ST #709	ALLSTON MA	02134	15 N BEACON ST Apt 709	ALLSTON	02134
2201749372	ZIMBONE ANTHONY	C/O ANTHONY ZIMBONE	18 FAIRWAY DR	WOBURN MA	01801	15 N BEACON ST Apt NR-3C	ALLSTON	02134
2201749252	ZIV LIRAN STEINHARDT		15 N BEACON ST #708	ALLSTON MA	02134	15 N BEACON ST Apt 708	ALLSTON	02134