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(included on attached CD)

Appendix B and Appendix C are provided on an attached CD at the end of this document and on the Boston College IMP website (www.bc.edu/imp). To request a paper version of Appendix B or Appendix C, please contact:

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Executive Summary

Overview

In the spring of 2003, Boston College embarked on a comprehensive strategic planning initiative to assess its academic program and to set institutional goals for the next decade and beyond. A committee of 200 faculty, staff and students engaged in a process that resulted in a Strategic Plan that outlined seven strategic directions for the future of Boston College. The Strategic Plan calls for Boston College to become a leader in liberal arts education and student formation; a leader in selected natural sciences and in resolving urgent societal problems; and the world's leading Catholic university and theological center.

In November of 2003, the Archdiocese of Boston forever altered the Brighton neighborhood when it revealed that it was selling most of its 65-acre Brighton Campus to meet its financial obligations. After discussions with real estate developers who expressed interest in the property for commercial use or housing, the Archdiocese announced in May, 2004 that it would sell 43.5 acres to Boston College. In subsequent transactions in 2006 and 2007, Boston College purchased the remaining land for a total of $172 million.

With the acquisition of this much-needed property across Commonwealth Avenue, Boston College was presented with an historic opportunity to address space issues that had hindered its campus for decades, and to develop the University in a way that would fulfill its Strategic Plan and its academic mission of fostering the intellectual development and the religious, ethical and personal formation of its students.

To assist in this undertaking, Boston College hired Sasaki Associates of Watertown, one of the nation's leading campus architecture and planning firms, to help develop a comprehensive campus plan. During this process, the University established six guiding principles essential to fulfilling its institutional objectives:

1. **Create One Campus**—That the former Archdiocesan property become fully integrated with the Boston College campus, and that the 118-acre Chestnut Hill Campus, the 40-acre Newton Campus and the 65-acre Brighton Campus each provide a notable setting that contributes to the campus learning environment and the life of the University.
2. **Develop Mixed Campus Uses**—That Boston College's campuses host a mix of academic, residential and co-curricular facilities, and provide civic, spiritual and open-space areas that foster a vibrant and engaged University community.
3. **Emulate the Character of the Middle Campus**—That the new facilities on the Lower and Brighton campuses reflect the distinctive character of the Middle Campus with its combination of Gothic architecture and collegiate open spaces, linked quadrangles and walkways.
4. **Provide Appropriate Campus Density**—That campus development emulate the Middle Campus' proportion of open space to building space, reflecting the Middle Campus height (4-5 stories) and open-space pattern, while respecting the character of the surrounding community.
5. **Promote Student Formation**—That the Lower and Brighton campuses develop undergraduate student housing reflecting the University's commitment to student formation that supports intellectual development and responsible student behavior in smaller living communities.
6. **Achieve Sustainability**—That development on each campus achieve higher levels of energy efficiency and champion the natural environment, and that sustainability goals be carefully considered with each project.

In February, 2006, Boston College proposed to its Board of Trustees its 10-year, $1.6 billion Strategic Plan that called for hiring additional faculty, adding new academic centers and institutes, and building the facilities needed to meet the University's most pressing needs. After careful review, the Board of Trustees approved the proposal unanimously.

Institutional Master Plan Notification Form, December, 2007

Throughout 2006 and 2007, the University participated in monthly meetings with the Boston College Allston-Brighton Community Task Force, neighbors and elected officials to provide information on its plans.

After two years of community meetings, during which one BRA official praised BC's efforts as a model Master Plan process, Boston College submitted its Institutional Master Plan Notification Form (IMPNF) to the Task Force and the City of Boston on December 5, 2007. The original 10-year Institutional Master Plan Notification Form contained the following major elements:

- Construct four new academic buildings on the Middle Campus in Chestnut Hill, including: Stokes Commons, an 85,000 square foot (sf) facility to be used as an interim student center and dining hall; a 125,000 sf facility for the humanities; a 75,000 sf facility for the Graduate School of Social Work and the Connell School of Nursing; and a 100,000 sf Institute for Integrated Sciences building, to support BC's scientific research and teaching initiatives and to enhance collaboration among physics, chemistry and biology faculty.
- Build a 200,000 sf Recreation Center replacing the outdated Flynn Recreation Complex, with fitness equipment, pool, jogging track, basketball courts and multi-purpose rooms on St. Thomas More Road on Lower Campus at the present site of Edmonds Hall.
- Build a 285,000 sf University Center on Lower Campus to accommodate BC's 230 student organizations, provide dining and conference space for students and faculty, allow for the expansion of theater space and provide key support for the University's student formation goals.

- Add a net total of 610 beds of undergraduate student housing that would increase the total of BC students living on campus to 92 percent of demand. The construction of 500 beds on the Brighton Campus, 490 beds on Shea Field, 420 beds on the current More Hall site and 175 beds on Lower Campus, would enable the replacement of 36-year old Edmonds Hall and several modular housing units.
- Develop a Brighton Athletics Center on the Brighton Campus, which would include a 1,500-seat baseball and 500-seat softball field, as well as a multi-purpose field for intramural sports and a field house for track and tennis.
- Build a Fine Arts District on the Brighton Campus that would include the relocated McMullen Museum of Art, an auditorium and office space for the Fine Arts Department. The Fine Arts District would serve as an important gateway to the BC campus from the east.
- Construct housing on Foster Street in Brighton for Jesuit faculty and graduate students from the Weston Jesuit School of Theology, which will re-affiliate with Boston College in June, 2008.
- Raze McElroy Commons on the Middle Campus in Chestnut Hill and create a new campus quadrangle and pedestrian walkway linking with other quadrangles connecting the Upper, Middle and Lower campuses.
- Add 350 parking spaces to the Beacon Street Garage and build a 500-space parking facility to serve the Brighton Campus.
- Renovate St. William's Hall on the Brighton Campus for the new School of Theology and Ministry.
- Utilize remaining properties acquired from the Archdiocese of Boston as administrative offices.

Adjustments to the Institutional Master Plan

Following the submission of the IMPNF and the completion of the Master Plan comment period, Boston College was presented with the Scoping Determination from the Boston Redevelopment Authority (BRA) on February 21, 2008. In the last three months, Boston College has carefully considered the comments and recommendations of the Task Force and local neighbors, as well as the specific alternatives proposed by the BRA. As a result, the University has reviewed its plans in light of these comments, and has made the following adjustments to the IMP.

Housing Adjustments

To meet the consistently expressed desire of the Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is

presenting a revised housing plan that will meet 100 percent of undergraduate demand by adding 670 additional beds of University housing to the existing 610 beds proposed in the IMPNF for a total of 1,280 new beds in this Master Plan cycle. Upon completion of the IMP, Boston College will become the first university in Boston to provide housing for all of its undergraduates who seek it.

To achieve this milestone, Boston College intends to acquire and convert the apartment building at 2000 Commonwealth Avenue to undergraduate housing. The facility will house 560 undergraduate students and be staffed by resident directors, resident assistants and peer ministers from BC's Office of Residential Life.

In addition, the University will add 60 new beds to the proposed residence halls on Shea Field and 50 new beds to the residence halls at More Hall for a total of 110 new beds on the Lower Campus. As a result, the net total of new beds on the Lower Campus will increase from 110 to 220.

These 1,280 new beds, combined with the University's proposed housing restriction, which will restrict BC students from living in one- or two-family homes in Allston-Brighton and Newton upon completion of the housing construction, will have a demonstrable effect on the quality of life in the Allston-Brighton community.

Once the housing construction is completed, 4,700, or 55 percent, of the University's 8,600 beds will be located on 40 acres of the Lower Campus. A total of 500 beds, or 6 percent, will be located on the Brighton Campus. The Lower Campus area will house 120 beds per acre; the Brighton Campus will house 7 beds per acre.

To ease concerns over housing on the Brighton Campus, the University is proposing to build 150 beds on Commonwealth Avenue during the first phase of construction within the next three years. The remaining 350 beds proposed for the Brighton Campus will not be built until the third phase, beginning in 7 to 10 years.

Most importantly, with the addition of these 1,280 beds, 100 percent of the 8,600 undergraduate students who seek University housing will now be accommodated, creating a dramatically different neighborhood environment in Brighton. With the University's commitment to maintaining undergraduate enrollment at the present level, and its proposal to assist BC employees in buying homes in Allston-Brighton, more students will be housed on campus and greater neighborhood stability will be achieved in this 10-year Master Plan.

Campus Adjustments

Additional adjustments to the plan include:

- The University has eliminated its plan for a 200,00 square foot field house for track and indoor tennis on the Brighton Campus. It will also adjust the location of the baseball

field, moving home plate closer to the Edison School and farther away from neighbors' homes on Lane Park.

- The University has moved the location of its Fine Arts District away from the corner of Lake Street and Commonwealth Avenue and closer to the former Cardinal's Residence. It will also no longer pursue a pedestrian walkway over Commonwealth Avenue during this IMP.
- The University has relocated and reconfigured the parking garage on the Brighton Campus away from the Lane Park neighborhood.

Conclusion

After years of comprehensive strategic, campus and institutional planning, Boston College is submitting an Institutional Master Plan that it believes is in the best interest of the University and the local community it has served for the past 95 years. The 10-year plan, which calls for approximately 2.4 million square feet of new construction and approximately 600,000 square feet of demolition for a net gain of approximately 1.8 million square feet, reflects professional urban design principles, a commitment to sustainability and the latest research findings regarding residential housing and its effect on student formation.

It also meets the most consistently stated request of public officials and the Brighton community -- that the University provide housing for all its undergraduates who seek it. Planned for three phases over the 10-year duration of the IMP, phase one will add a net total of 390 beds in years 1-3, raising the percentage of undergraduates in University housing from 85 percent to 90 percent. Phase two will add 550 beds in years 4-6, raising the percentage to 96 percent, and phase three will add a total of 340 beds in years 7-10, raising the percentage of undergraduates in housing to 100 percent of demand.

In addition, as Chapter 12 will describe in greater detail, the $1 billion in planned construction and renovation from the IMP will create an estimated 12,243 jobs and $737 million in labor income for local residents and provide a total 10-year economic impact of $1.57 billion. This economic impact will be in addition to the $1.3 billion annual economic impact of Boston College on the region as a whole.

The Institutional Master Plan

The following 13 chapters of the IMP contain the specific details outlined in this Executive Summary and respond directly to the various technical or programmatic information requested in the BRA's Scoping Determination.

- Chapter 1 describes the University's mission and objectives.
- Chapter 2 details the existing property owned by Boston College.

- Chapter 3 addresses the demographics and employment profile of the University.
- Chapter 4 illustrates previous planning efforts conducted by Boston College.
- Chapter 5 describes the proposed future projects seeking IMP approval.
- Chapter 6 provides additional information regarding student housing on campus.
- Chapter 7 details the proposal for athletic facilities on the Brighton Campus.
- Chapter 8 addresses the University's utilities and infrastructure needs.
- Chapter 9 analyzes transportation and parking components of the University.
- Chapter 10 describes the University's environmental sustainability measures.
- Chapter 11 details the historic and archaeological resources on the campus.
- Chapter 12 illustrates the economic impact generated by Boston College.
- Chapter 13 describes community benefits provided by the University.
- Appendix A analyzes impacts of student housing demand on off-campus housing markets.
- Appendix B includes the Scoping Determination issued by the BRA on February 21, 2008.
- Appendix C contains transportation data and analyses.
- Appendix D offers the University's responses to submitted comments and comment letters sent to the BRA.

Chapter 1

Mission and Objectives

This chapter provides background information on Boston College's history and mission, and how the proposed IMP development advances its mission and objectives. It also identifies the team responsible for preparing the IMP.

History of Boston College

Boston College was founded by the Society of Jesus in 1863, the first institution of higher education to be established in the City of Boston. With three teachers and 22 students, it opened its doors on September 5, 1864.

Originally located on Harrison Avenue in Boston's South End, Boston College shared quarters with Boston College High School as it educated the sons of Boston's Irish immigrants, whom it had been founded to serve, in Greek and Latin classics, English and modern languages, philosophy and religion.

Toward the end of its first 50 years, Boston College outgrew its urban setting and moved to then-rural Chestnut Hill on the site of the former Lawrence Farm, where ground was broken in 1909 for its first building, Gasson Hall. The three other buildings that would form the core of the early campus soon followed: St. Mary's Hall in 1917, Devlin Hall in 1924 and Bapst Library in 1928.

Though incorporated as a university from its beginning, Boston College did not begin to fill out the dimensions of its university charter until the 1920s, when it added the Summer Session, the Graduate School of Arts and Sciences, the Law School and the Evening College. The 1930s saw the introduction of the Graduate School of Social Work and the College of Business Administration (now known as the Wallace E. Carroll School of Management).

The schools of Nursing (now the William F. Connell School of Nursing) and Education (now the Carolyn A. and Peter S. Lynch School of Education) followed in 1947 and 1952 respectively. The Graduate School of Arts and Sciences first offered doctoral programs in 1952, followed by the Graduate schools of Education, Nursing, and Management.

The addition of each of these schools was an expression of Boston College's ongoing commitment to contribute to the common good by offering programs to meet society's changing needs. With these new schools came demands for increased space and new facilities. New purchases doubled the size of the Boston College campus with the addition of the Upper Campus in 1941 and the Lower Campus through the acquisition of the Lawrence Basin and adjoining land in 1949. In 1974, Boston College acquired Newton College of the Sacred Heart, 1.5 miles away. With 15 buildings on 40 acres, the Newton Campus now houses Boston College Law School and residence halls for more than 800 Boston College freshmen.

As Boston College expanded its educational offerings, it also extended opportunities for admission. The first woman earned a BC degree in the late 1920s, and by 1970, the University was fully coeducational. Today, women comprise more than half of all enrolled students. In 1996 the Evening College became the College of Advancing Studies, offering master's as well as bachelor's degrees. That same year, the University's longest presidency came to an end when J. Donald Monan, S.J., became chancellor and was succeeded by William P. Leahy, S.J.

In the past quarter-century, Boston College has worked diligently in its unending pursuit of academic excellence, adding faculty positions, expanding faculty and student research, increasing student financial aid, and enhancing opportunities in key undergraduate programs such as foreign study, community service and personal formation.

As it pursued these goals, the University experienced a commensurate growth in reputation, both nationally and internationally. Today, it is considered one of the nation's finest universities, drawing upwards of 30,000 applicants from Boston and the New England region, as well as from all 50 states and more than 80 countries.

The rise in the quality of the student body has enabled BC students to earn more than 200 major national fellowships in the past 10 years, including two Rhodes Scholarships, three Marshall Scholarships, 120 Fulbright grants, 14 Goldwater Scholarships and 10 Truman Scholarships. Externally sponsored research funding has grown to $52 million annually, and student financial aid has reached $114 million. Minority student representation has climbed to 25 percent.

As it has evolved, Boston College has held fast to the ideals that inspired its Jesuit founders. The University

continues to offer an education that is distinctive in both spirit and content, designed to serve as a transformative experience for young men and women. BC's focus is not only on the intellectual, but also on the personal, spiritual and physical development of its students. Each year, thousands of BC students participate in retreats and spiritual formation activities, as well as in a broad array of extracurricular activities ranging from sports to the arts. BC students perform 444,000 hours of volunteer community service in the City of Boston alone, assisting dozens of schools, hospitals and community and non-profit organizations.

Boston College also maintains its commitment to respond directly to society's most pressing needs through new academic initiatives, research in critical areas and through a wide variety of programs to enrich intellectual and cultural life beyond the campus gates. In addition to its societal outreach, its economic impact on the region exceeds $1.3 billion annually.

To keep pace with the expanding scope of the University, Boston College has completed several major construction projects over the past few decades, including the expansion and renovation of Higgins Hall, the updating of residence halls on the Upper and Newton campuses and the construction of a new office building for faculty and administration on the Lower Campus. Most recently, the University acquired 65 acres of land across Commonwealth Avenue in Brighton previously owned by the Archdiocese of Boston.

Despite these significant enhancements, however, Boston College lacks the facilities it needs to meet its current demands and its aspirations for the future. It is in response to this pressing need that the University is submitting this 10-year Institutional Master Plan to the City of Boston.

Boston College Mission

The following mission statement of Boston College was approved by the Board of Trustees in 1996, prior to the last accreditation. It focuses on teaching and research at the highest levels, and affirming and developing the University's Jesuit, Catholic character in an inclusive fashion.

Strengthened by more than a century and a quarter of dedication to academic excellence, Boston College commits itself to the highest standards of teaching and research in undergraduate, graduate and professional programs and to the pursuit of a just society through its own accomplishments, the work of its faculty and staff, and the achievements of its graduates. It seeks both to advance its place among the nation's finest universities and to bring to the company of its distinguished peers and to contemporary society the richness of the Catholic intellectual ideal of a mutually illuminating relationship between religious faith and free intellectual inquiry.

Boston College draws inspiration for its academic societal mission from its distinctive religious tradition. As a Catholic and Jesuit university, it is rooted in a world view that encounters God in all creation and through all human activity, especially in the search for

truth in every discipline, in the desire to learn, and in the call to live justly together. In this spirit, the University regards the contribution of different religious traditions and value systems as essential to the fullness of its intellectual life and to the continuous development of its distinctive educational heritage.

Boston College pursues this distinctive mission by serving society in three ways:

- By fostering the rigorous intellectual development and the religious, ethical and personal formation of its undergraduate, graduate and professional students in order to prepare them for citizenship, service and leadership in a global society
- By producing nationally and internationally significant research that advances insight and understanding, thereby both enriching culture and addressing important societal needs
- By committing itself to advance the dialogue between religious belief and other formative elements of culture through the intellectual inquiry, teaching, learning and community life that form the heart of the University

Boston College fulfills this mission with a deep concern for all members of its community, with recognition of the important contribution that a diverse student body, faculty and staff can offer, with a firm commitment to academic freedom, and with a determination to exercise careful stewardship of its resources in pursuit of its academic goals.

Major Programs and Initiatives

The Strategic Plan

Each decade since 1975, Boston College has engaged in a comprehensive, long-range strategic planning process to guide its institutional vision. In February 2006, the Board of Trustees approved a Strategic Plan titled "Excellence, Distinction, Leadership: Boston College in the 21st Century," which was the result of a two-year assessment and planning process that involved more than 200 faculty, students and staff. The Strategic Plan calls for hiring up to 100 new faculty and adding several new academic centers and institutes as part of a 10-year $1.6 billion investment in BC's future. The Plan developed seven strategic directions, each stemming from an existing strength and flowing directly from the University's mission, that offer the possibility of distinguishing Boston College from its peers in critical areas.

These seven strategic directions include:

- Commit Boston College to becoming the leader in liberal arts education among American universities.
- Develop and implement a student formation program that will be a contemporary model for colleges and universities committed to student formation.
- Identify and support selected research commitments that will achieve excellence and distinction in addressing urgent societal problems.
- Commit targeted resources to selected natural sciences emphases that will establish Boston College as a national leader in these areas.
- Build on the strengths and reputations of Boston College's professional schools to establish leadership in critical professional areas.
- Become a significant intellectual and cultural crossroads by leveraging Boston College's international resources and partnerships and its Jesuit and Catholic networks.
- Become the world's leading Catholic university and theological center.

The Campus Plan

Upon the completion of the Strategic Plan, Boston College hired the nationally respected campus architecture and planning firm Sasaki Associates of Watertown to help develop a long-range Campus Master Plan that would provide Boston College with an opportunity to achieve excellence by using the strength and distinctiveness of its campus to reinforce its mission and strategic objectives. The plan was designed to meet several goals for the campus based on the following guiding principles.

1. **Create One Campus**—That the former Archdiocesan property become fully integrated with the Boston College campus, and that the 118-acre Chestnut Hill Campus, the 40-acre Newton Campus and the 65-acre Brighton Campus each provide a notable setting that contributes to the campus learning environment and the life of the University.
2. **Develop Mixed Campus Uses**—That Boston College's campuses host a mix of academic, residential and co-curricular facilities, and provide civic, spiritual and open-space areas that foster a vibrant and engaged University community.
3. **Emulate the Character of the Middle Campus**—That the new facilities on the Lower and Brighton campuses reflect the distinctive character of the Middle Campus with its combination of Gothic architecture and collegiate open spaces, linked quadrangles and walkways.
4. **Provide Appropriate Campus Density**—That campus development emulate the Middle Campus' proportion of open space to building space, reflecting the Middle Campus

height (4-5 stories) and open-space pattern, while respecting the character of the surrounding community.

5. **Promote Student Formation**—That the Lower and Brighton campuses develop undergraduate student housing reflecting the University's commitment to student formation that supports intellectual development and responsible student behavior in smaller living communities.
6. **Achieve Sustainability**—That development on each campus achieve higher levels of energy efficiency and champion the natural environment, and that sustainability goals be carefully considered with each project.

The Institutional Master Plan

With the help of Sasaki Associates, the University then embarked on developing a comprehensive Institutional Master Plan to provide the facilities and infrastructure needed to support the Strategic Plan. The Plan was first presented publicly on December 5, 2007, when Boston College filed its IMPNF with the City of Boston.

The 10-year Institutional Master Plan calls for the construction of four new academic buildings, a University Center, a Recreation Center, 1,280 additional beds of undergraduate housing, a Fine Arts District and new athletic fields and facilities. The plan will create 21st century classrooms and laboratories, replace a 48-year old student center and a 36-year-old recreation complex, add much-needed playing fields and athletic facilities and bring 1,280 students currently living in local neighborhoods into campus housing. In addition, the plan will help develop an integrated campus with linked quadrangles, pedestrian walkways and buildings in the tradition of BC's distinct English Collegiate Gothic architecture.

The IMP calls for $1 billion in construction and renovation projects to create the academic, co-curricular and residential facilities needed to help raise Boston College to the highest echelon among premier American universities.

Currently, Boston College is ranked 35th by US News & World Report among national universities. Its graduate programs are also among the best in the nation, with its Graduate School of Social Work ranked 14th; The Lynch School of Education ranked 18th; The Connell School of Nursing ranked 26th; the Law School ranked 26th and the graduate program of the Carroll School of Management ranked 34th.

A common feature of the universities ranked ahead of Boston College is superior facilities. State-of-the-art facilities help to attract the best faculty and students, and improve the productivity of the entire university community. Boston College is proposing to rectify this deficit by building facilities to meet its most pressing needs and to help it compete with its peer institutions.

As a result, the University is proposing to build a new institute for integrated sciences to help its burgeoning science programs to flourish through interdisciplinary cooperation. Its plan is to create facilities that will enable its programs in synthetic-organic chemistry, molecular biology and nanotechnology, among others, to excel at the highest international levels.

The University is also proposing to add three additional academic buildings to overcome its faculty-office space and classroom-deficit issues vis-a-vis its competitor schools.

Similarly, the University is proposing to add an intramural field on the Brighton Campus and a new 200,000 sf recreation complex on St. Thomas More Road because the lack of intramural space and its current 35-year old Flynn Recreation Complex put BC at a competitive disadvantage with schools having superior recreational facilities.

Boston College is also committed to adding more beds of undergraduate housing to narrow the housing gap that exists between the University and the elite schools with which it competes for students. By raising its total on-campus housing, Boston College will join Harvard, Yale, Princeton, Columbia, Stanford, MIT and California Tech as the nation's major private universities that house more than 90 percent of their students on campus, thereby addressing a key determining factor in college students' admissions decisions. Most importantly, the new beds will help Boston College to meet its strategic objective of being a

leader in student formation by enabling it to structure residential learning and other formational programs that enhance the educational experience and improve student engagement and behavior.

In conclusion, the mission of Boston College is to educate leaders who will affect the social order by using their education and God-given talents in the service of others. In the competitive world of higher education, aspiring students have many options among the nation's best colleges and universities. Through its Strategic Plan, the University hopes to create an academic program that will help attract the very best students. Through its Institutional Master Plan, it hopes to provide the best possible facilities to support them, with the goal of helping one of the nation's best universities to become even better.

Institutional Master Plan Team

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Chapter 2

Existing Property Uses

This chapter provides a detailed listing of all the existing property that is owned by Boston College. The Chestnut Hill Campus of Boston College consists of almost 118 acres, the Newton Campus includes approximately 40 acres and the Brighton Campus contains 65 acres for a total of 223 acres on the three campuses. The University owns and maintains approximately 6,694,000 square feet (sf) of space within the three campuses. Currently Boston College owns 131 buildings, including the Weston Observatory in Weston and the Connors Family Retreat Center in Dover. Administrative and academic buildings number 53, and there are 29 student residences and 49 buildings devoted to other uses such as libraries, student commons, athletic facilities and infrastructure.

Boston College Properties in Boston

The Brighton Campus and the portion of the Chestnut Hill Campus in the City of Boston contain 35 buildings with approximately four million sf of space, including two garage structures with approximately 610,000 sf of space. Table 2-1 provides a listing of the buildings the University owns in Boston on its Chestnut Hill Campus and Brighton Campus. Figure 2-1 shows the location of the listed properties.

It should be noted that the St. John's Seminary building has been converted to a condominium form of ownership, with St. John's Seminary retaining ownership of that portion of the facility generally known as St. John's Hall and Boston College acquiring the newer addition to the building known as Bishop Peterson Hall. In addition, Boston College leases approximately 12,000 sf of space in St. John's Hall.

Table 2-1 Boston College Properties in Boston

Name	Location	Current Primary Use	Date Constructed or Acquired by Boston College	Building Gross Square Footage[1]	Building Height Stories[3]	Building Height Feet[4]	Map No. on Figure 2-1
Brighton Campus							
Administrative Building (former Cardinal's Residence)	2101 Commonwealth Ave.	Conference and Meeting Facility	2004	23,000	3 stories	±44.5 feet	7
Administrative Building (former Chancery Offices & Creagh Library)	2121 Commonwealth Ave.	Administrative/ Library	2007	72,545	2-3 stories	±22– 36 feet	8
Administrative Building (former Tribunal)	3 Lake Street	Administrative	2004	16,000	3 stories	±47 feet	11
Service building	197 Foster Street	Service and Maintenance	2004	15,408	2 stories	±29 feet	3
Greycliff Hall	2051 Commonwealth Ave.	Student Residence	1969	12,318	3 stories	±39 feet	12
Gymnasium	2115 Commonwealth Ave.	Dance Rehearsal Space	2004	11,122	2 stories	±49 feet	6
Bishop Peterson Hall	129 Lake Street	Administrative & Academic	2007	69,880	5 stories	±68 feet	4
St. Clement's Hall	197 Foster Street	Administrative	2004	97,221	5 stories	±44 – 48 feet	2
St. William's Hall	9 Lake Street	Administrative	2004	48,000	4 stories	±68 feet	10
School of Theology and Ministry (STM) Library	117 Lake Street	Library	2004	54,000	3 stories	±38 feet	5
---	188, 192, 196 Foster Street	Residential	2004	7,332	2-3 stories	±29– 36 feet	1
St. John's Hall	127 Lake Street	Administrative	2007	12,000[2]	4-5stories	±68 feet	9
	26 Lane Park	Residential	2008	2,977	2 stories	±32 feet	116
Chestnut Hill Campus							
Alumni Stadium	2604 Beacon Street	Athletics	1957	447,300	4 stories	±72 feet	26a
Beacon Street Parking Garage	2599 Beacon Street	General Parking Facility	1979	279,354 (825 spaces)	4-6 stories	±33 – 86 feet	27
Commonwealth Avenue Parking Garage (partially in City of Newton)	40 St. Thomas More Road	General Parking Facility	1994	328,972 (958 spaces)	7 stories	±59 feet	22
Silvio O. Conte Forum	2601 Beacon Street	Athletics & Administrative	1988	270,506	6 stories	±106 feet	25
John M. Corcoran Commons	60 St. Thomas More Road	Student Services & Dining Facility	1994	63,736	2 stories	±41 feet	20
Edmonds Hall	200 St. Thomas More Road	Student Residence	1975	245,078	9 stories	±85 feet	15
Flynn Recreation Complex	2603 Beacon Street	Athletics & Administrative	1972	118,267	2 stories	±45 feet	23

Table 2-1 Boston College Properties in Boston (Continued)

Name	Location	Current Primary Use	Date Constructed or Acquired by Boston College	Building Gross Square Footage[1]	Building Height Stories[3]	Building Height Feet[4]	Map No. on Figure 2-1
Chestnut Hill Campus (Continued)							
Eugene F. Merkert Chemistry Center	2609 Beacon Street	Academic & Administrative	1991	116,601	4 stories	±65 feet	28
Modular Apartments	Lower Campus	Student Residence	1970	98,200	2 stories	±32 feet	16
St. Thomas More Hall	2150 Commonwealth Ave.	Administrative	1955	64,584	3 stories	±33 feet	13
Robsham Theater Arts Center	50 St. Thomas More Road	Academic & Arts	1981	31,906	2 stories	±64 feet	21
Commander Shea Field	2605 Beacon Street	Baseball/Soccer Field	1960	N/A	N/A	N/A	29
Vanderslice Hall	70 St. Thomas More Road	Student Residence	1993	119,492	6 stories	±66 feet	18
Walsh Hall	150 St. Thomas More Road.	Student Residence	1980	205,805	8 stories	±85 feet	14
Yawkey Athletics Center	2597 Beacon Street	Athletics	2004	73,927	4 stories	±63 feet	26b
---	18 Wade St. & Garage	Residence	2006	6,349	2-3 stories	±35 feet	108
---	24 Wade St & Garage	Residence	2006	5,523	2-3 stories	±33 feet	112
---	30 Wade St & Garage	Residence	2007	6,869	2-3 stories	±34 feet	113
---	21 Campanella Way	Academic & Administrative	2002	154,506	5 stories	±70 feet	24
---	90 St. Thomas More Road	Student Residence	1993	110,488	6 stories	±61 feet	19
---	110 St. Thomas More Road	Student Residence	2005	104,278	8 stories	±88 feet	17
Building GSF in Boston				**3,401,546**			
Site Area in Boston				**5,362,395**			
Floor Area Ratio – Boston Properties				**0.63**			

1 GSF excludes all void areas such as "open to below" atrium type space
2 Space leased from the Roman Catholic Archdiocese of Boston which retained ownership of the St. John's Hall building.
3 Story: Measured as the number of stories of "occupied space" above finish grade. Note - A basement is considered a story above grade if 50% or more of its surface area is above finish grade.
4 Height: The vertical distance from mean grade (average of grade level around the structure) to top of roof beams or flat roof surface or mean level of the highest gable peak (excluding belfries, cupolas, domes, etc).
Source: Boston College Office of Space Planning

Boston College Properties in Newton

The Boston College campus includes several buildings within the City of Newton. The Chestnut Hill Campus in Newton and the Newton Campus include 96 buildings with approximately 3,329,000 square feet (sf) of space. Table 2-2 provides a summary listing of facilities owned and maintained by Boston College located in Newton.

Table 2-2 Boston College Properties in Newton

Name	Location	Current Primary Use	Date Constructed or Acquired by Boston College	Building Gross Square Footage[1]	Map No. on Figure 2-1
Chestnut Hill Campus					
Bapst Library	Middle Campus	Library	1928	69,623	37
Bea House	176 Commonwealth Ave.	Jesuit Residence	1965	4,685	50
Botolph House	18 Old Colony Road	Administrative	1967	7,136	51
Bourneuf House	84 College Road	Administrative	1985	4,460	58
Thea Bowman AHANA Center	72 College Road	Administrative	1970	3,528	60
Brock House	78 College Road	Administrative	1972	4,146	59
Campion Hall	Middle Campus	Academic & Administrative	1955	112,491	45
Canisius House	67 Lee Road	Jesuit Residence	1966	3,761	92
Carney Hall	Middle Campus	Academic & Administrative	1962	101,059	48
Cheverus Hall	127 Hammond Street	Student Residence	1960	32,102	69
Claver Hall	40 Tudor Road	Student Residence	1955	16,702	76
Connolly Carriage House	300 Hammond Street	Academic	1975	7,035	86
Connolly Faculty Center	300 Hammond Street	Academic	1975	13,799	83
Cushing Hall	Middle Campus	Academic & Administrative	1960	65,141	44
Daly House	262 Beacon Street	Jesuit Residence	1981	5,584	94
Devlin Hall	Middle Campus	Academic & Administrative	1924	90,823	40
Donaldson House	90 College Road	Administrative	1975	3,910	57
Faber House	102 College Road	Academic	1938	3,081	55
Fenwick Hall	46 Tudor Road	Student Residence	1960	49,087	79
Fitzpatrick Hall	137 Hammond Street	Student Residence	1960	38,749	68
Fulton Hall	Middle Campus	Academic & Administrative	1948	126,088	43
Gabelli Hall	80 Commonwealth Ave.	Student Residence	1988	69,844	32
Gasson Hall	Middle Campus	Academic & Administrative	1913	72,638	39
Gonzaga Hall	149 Hammond Street	Student Residence	1958	54,138	67
Haley Carriage House	47 Stone Avenue	Child Care Center	1969	5,081	87
Haley House	314 Hammond Street	Academic & Administrative	1969	9,294	84
Heffernan House & Garage	110 College Road	Administrative	1997	4,756	54
Higgins Hall	Middle Campus	Academic & Administrative	1966	234,722	41
Hopkins House	116 College Road	Administrative	1968	4,274	53
Hovey House	258 Hammond Street	Academic & Administrative	1971	11,148	80
Ignacio Hall	100 Commonwealth Ave.	Student Res/Administrative	1973	121,542	34
Kostka Hall	149 Hammond Street	Student Residence	1957	30,704	71
Lawrence House	122 College Road	Administrative	1968	3,681	52
Loyola Hall	42 Tudor Road	Student Residence	1955	23,348	77
Lyons Hall	Middle Campus	Academic, Administrative & Dining Facility	1951	84,111	42
Manresa House	24 Mayflower Road & Garage	Residence	2004	4,461	110

Table 2-2 Boston College Properties in Newton (Continued)

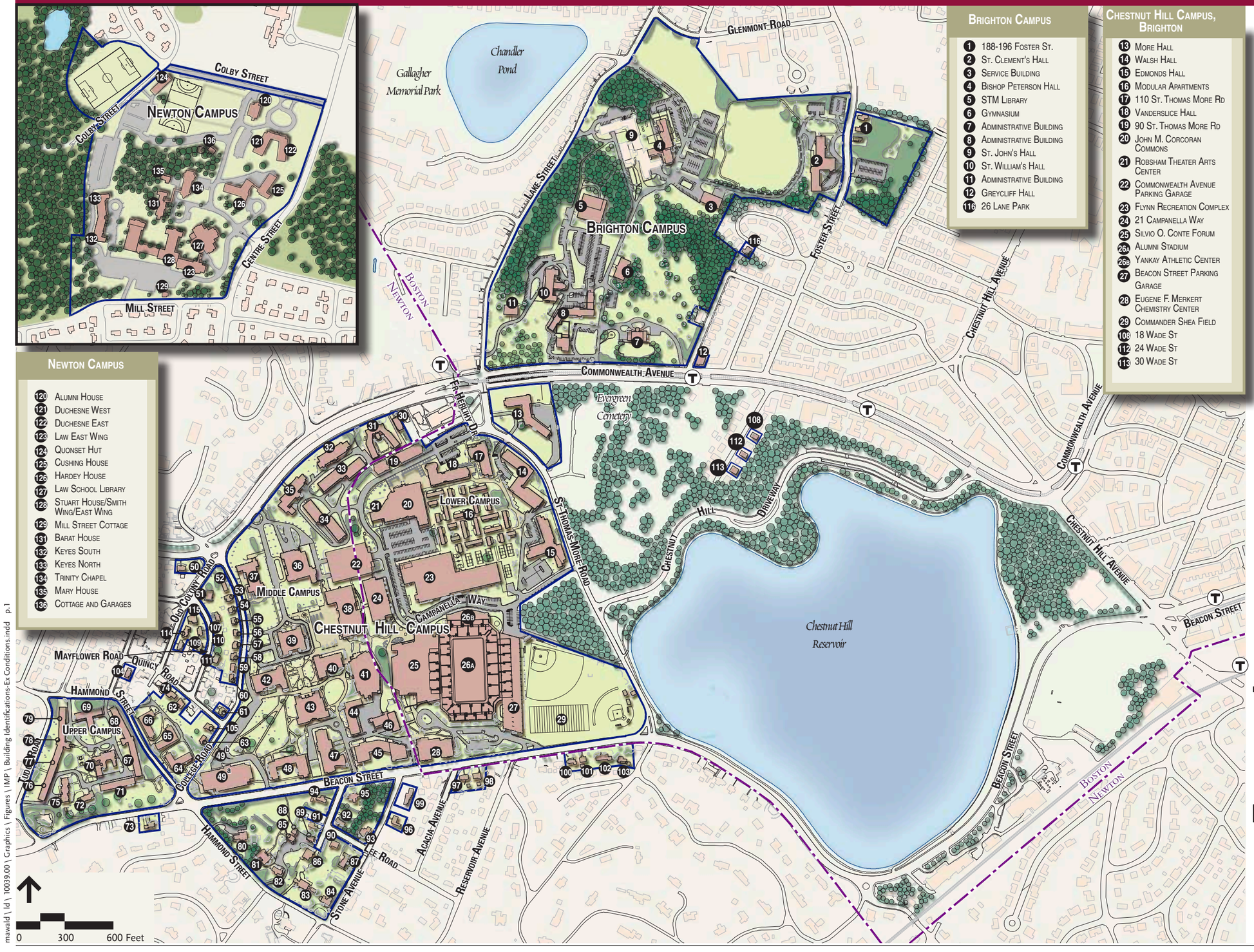
Name	Location	Current Primary Use	Date Constructed or Acquired by Boston College	Building Gross Square Footage[1]	Map No. on Figure 2-1
Chestnut Hill Campus (Continued)					
McElroy Commons	Middle Campus	Administrative, Student Services & Dining	1960	137,905	49a
McElroy Switch House	Middle Campus	Administrative	1960	1,049	49b
McGuinn Hall	Middle Campus	Academic & Administrative	1968	143,310	47
Medeiros Townhouses	60 Tudor Road	Student Residence	1971	22,568	75
Murray Carriage House	292 Hammond Street	Academic	1967	2,618	85
Murray House	292 Hammond Street	Graduate Student Center	1967	8,490	82
O'Connell House	185 Hammond Street	Student Union	1938	32,156	70
Thomas P. O'Neill Jr. Library	Middle Campus	Central Research Library	1984	206,910	38
Rahner House	96 College Road	Administrative	1952	2,799	56
Roberts House & Garage	246 Beacon Street	Jesuit Residence	1989	8,583	95
Roncalli Hall	200 Hammond Street	Student Residence	1965	40,674	64
Rubenstein Hall	90 Commonwealth Ave.	Student Residence/ Administrative	1973	123,739	33
Service Building	Middle Campus	Academic & Administrative	1948	33,718	46
Shaw House	372 Beacon Street	Student Residence	1962	9,218	72
Southwell Hall	38 Commonwealth Ave.	Administrative	1937	12,338	30
St. Mary's Hall	Middle Campus	Jesuit Residence	1917	135,721	36
Voute Hall	110 Commonwealth Ave.	Student Residence	1988	87,189	35
Waul House	256 Hammond Street	Administrative	2000	16,407	81
Welch Hall	182 Hammond Street	Student Residence	1965	40,724	65
Williams Hall	144 Hammond Street	Student Residence	1965	40,738	66
Xavier Hall	44 Tudor Road	Student Residence	1955	16,706	78
---	4 Quincy Road	Residence	2002	4,801	105
---	11 Chestnut Hill Road & Garage	Residence	2000	5,334	103
---	14 Mayflower Road & Garage	Administrative	1998	5,245	107
---	19 Mayflower Road & Garage	Academic	2004	4,442	109
---	22 Stone Ave. & Garage	Administrative	1999	4,758	96
---	24 Quincy Road	Academic	1998	4,317	62
---	25 Lawrence Ave. & Garage	Administrative	1993	5,180	91
---	30 Old Colony Road	Residence	2005	5,158	114
---	30 Quincy Road	Jesuit Residence	1999	4,534	74
---	31 Lawrence Avenue	Academic	1979	5,105	89
---	31 Lawrence Ave . Garage	Administrative	1996	1,985	88
---	32 Mayflower Road & Garage	Residence	2002	4,833	111
---	36 College Road	Administrative	1974	3,766	63
---	40 Old Colony Road & Garage	Jesuit Residence	2001	6,400	115
---	50 College Road & Garage	Administrative	1996	4,303	61

Table 2-2 Boston College Properties in Newton (Continued)

Name	Location	Current Primary Use	Date Constructed or Acquired by Boston College	Building Gross Square Footage[1]	Map No. on Figure 2-1
Chestnut Hill Campus (Continued)					
---	55 Lee Road	Administrative	1978	7,363	93
---	60 Priscilla Road	Residence	2005	3,919	104
---	66 Commonwealth Avenue	Student Residence & Admin	1989	58,779	31
---	66 Lee Road	Residence	1999	2,510	90
---	130 Beacon Street	Jesuit Residence	2002	9,340	102
---	136 Beacon St. & Garage	Residence	2004	4,097	101
---	142 Beacon Street	Administrative	1997	3,446	100
---	188 Beacon Street	Academic	1989	5,774	98
---	194 Beacon St. & Garage	Academic	1996	5,628	97
---	350 Beacon Street	Residence	2001	3,329	73
Newton Campus					
Alumni House	885 Centre Street	Administrative	1974	15,638	120
Barat House	885 Centre Street	Administrative	1974	25,392	131
Cottage and Garages	885 Centre Street	Residence	1974	4,342	136
Cushing Hall	885 Centre Street	Student Residence	1974	25,709	125
Duchesne East/West	885 Centre Street	Student Residence	1974	53,513	121/122
Hardey House	885 Centre Street	Student Residence	1974	40,152	126
Keyes North/South	885 Centre Street	Student Residence	1974	65,266	132/133
Law Library	885 Centre Street	Library	1974	83,017	127
Law East Wing	885 Centre Street	Academic	1999	49,109	123
Mary House	885 Centre Street	Residence	1974	4,326	135
Mill Street Cottage	29 Mill Street	Residence	1974	2,879	129
Quonset Hut	885 Centre Street	Athletics	1974	5,964	124
Stuart House/Smith Wing	885 Centre Street	Academic & Administrative	1974	104,884	128
Trinity Chapel	885 Centre Street	Chapel	1974	20,578	134
Building GSF in Newton				**3,329,407**	
Site Area in Newton				**4,999,572**	
Floor Area Ratio – Newton Properties				**0.66**	
TOTAL Building GSF Campus-wide				**6,693,976**	
TOTAL Site Area Campus-Wide				**10,355,147**	
TOTAL Floor Area Ratio Campus-Wide				**0.65**	

1 GSF excludes all void areas such as "open to below" atrium type space

Source: Boston College Office of Space Planning



Newton Campus

- 120 Alumni House
- 121 Duchesne West
- 122 Duchesne East
- 123 Law East Wing
- 124 Quonset Hut
- 125 Cushing House
- 126 Hardey House
- 127 Law School Library
- 128 Stuart House/Smith Wing/East Wing
- 129 Mill Street Cottage
- 131 Barat House
- 132 Keyes South
- 133 Keyes North
- 134 Trinity Chapel
- 135 Mary House
- 136 Cottage and Garages

Brighton Campus

- 1 188-196 Foster St.
- 2 St. Clement's Hall
- 3 Service Building
- 4 Bishop Peterson Hall
- 5 STM Library
- 6 Gymnasium
- 7 Administrative Building
- 8 Administrative Building
- 9 St. John's Hall
- 10 St. William's Hall
- 11 Administrative Building
- 12 Greycliff Hall
- 116 26 Lane Park

Chestnut Hill Campus, Brighton

- 13 More Hall
- 14 Walsh Hall
- 15 Edmonds Hall
- 16 Modular Apartments
- 17 110 St. Thomas More Rd
- 18 Vanderslice Hall
- 19 90 St. Thomas More Rd
- 20 John M. Corcoran Commons
- 21 Robsham Theater Arts Center
- 22 Commonwealth Avenue Parking Garage
- 23 Flynn Recreation Complex
- 24 21 Campanella Way
- 25 Silvio O. Conte Forum
- 26A Alumni Stadium
- 26B Yankay Athletic Center
- 27 Beacon Street Parking Garage
- 28 Eugene F. Merkert Chemistry Center
- 29 Commander Shea Field
- 108 18 Wade St
- 112 24 Wade St
- 113 30 Wade St

Chestnut Hill Campus, Newton

- 30 Southwell Hall
- 31 66 Commonwealth Ave
- 32 Gabelli Hall
- 33 Rubenstein Hall
- 34 Ignacio Hall
- 35 Voute Hall
- 36 St. Mary's Hall
- 37 Bapst Library
- 38 Thomas P. O'Neill Jr. Library
- 39 Gasson Hall
- 40 Devlin Hall
- 41 Higgins Hall
- 42 Lyons Hall
- 43 Fulton Hall
- 44 Cushing Hall
- 45 Campion Hall
- 46 Service Building
- 47 McGuinn Hall
- 48 Carney Hall
- 49A McElroy Commons
- 49B McElroy Switch House
- 50 Bea House
- 51 Botolph House
- 52 Lawrence House
- 53 Hopkins House
- 54 Heffernan House & Garage
- 55 Faber House
- 56 Rahner House
- 57 Donaldson House
- 58 Bourneuf House
- 59 Brock House
- 60 Thea Bowman AHANA Center
- 61 50 College Rd
- 62 24 Quincy Rd
- 63 36 College Rd
- 64 Roncalli Hall
- 65 Welch Hall
- 66 Williams Hall
- 67 Gonzaga Hall
- 68 Fitzpatrick Hall
- 69 Cheverus Hall
- 70 O'Connell House
- 71 Kostka Hall
- 72 Shaw Hall
- 73 350 Beacon St
- 74 30 Quincy Rd
- 75 Medeiros Townhouses
- 76 Claver Hall
- 77 Loyola Hall
- 78 Xavier Hall
- 79 Fenwick Hall
- 80 Hovey House
- 81 Waul House
- 82 Murray House
- 83 Connolly Faculty Center
- 84 Haley House
- 85 Murray Carriage House
- 86 Connolly Carriage House
- 87 Haley Carriage House
- 88 31 Lawrence Ave Garage
- 89 31 Lawrence Ave
- 90 66 Lee Rd
- 91 25 Lawrence Ave
- 92 Canisius House
- 93 55 Lee Rd
- 94 Daly House
- 95 Roberts House & Garage
- 96 22 Stone Ave
- 97 194 Beacon St
- 98 188 Beacon St
- 99 10 Stone Ave
- 100 142 Beacon St
- 101 136 Beacon St
- 102 130 Beacon St
- 103 11 Chestnut Hill Rd
- 104 60 Priscilla Rd
- 105 4 Quincy Rd
- 106 11 Chestnut Hill Rd
- 107 14 Mayflower Rd
- 109 19 mayflower Rd
- 110 24 Mayflower Rd
- 111 32 Mayflower Rd
- 114 30 Old Colony Rd
- 115 40 Old Colony Rd

Legend

Existing Boston College Building

Source: Building Footprints - Boston Redevelopment Authority (BRA), Parcels - FY 2002 Parcels from the City of Boston Assessor's maps

Vanasse Hangen Brustlin, Inc.

Figure 2-1

Boston College Properties

Boston College
Institutional Master Plan

Chapter 3

Campus Demographics and Employment

Introduction

Boston College has become one of the nation's best and most selective universities, enrolling approximately 9,000 undergraduate students from all 50 states and 80 countries. While cognizant of its national and international reputation, Boston College prides itself on being "Boston's college," and on maintaining the mutually enriching and beneficial relationship with Boston, Newton, and the surrounding communities that has distinguished it for the past 145 years.

This chapter provides demographic data on Boston College's students, faculty and staff, and projections for future employment opportunities. Additional information on student residence hall locations can be found in Chapter 6, *Student Housing Plan*, and specific information on employment and workforce programs is located in Chapter 12, *Economic Development*.

Student Population

Each September, Boston College begins the school year with approximately 9,000 full-time undergraduates and a total enrollment of 14,500 students. By the end of the first semester, however, that number is reduced because of withdrawals and transfers for academic, medical or personal reasons.

As of January, 2008 (the most recent date for which figures are available) Boston College enrolled 8,909 undergraduates and a total of 14,141 students. Of the total number, 4,630 were enrolled in graduate or professional programs and 602 were enrolled in the Woods College of Advancing Studies. See Tables 3-1 and 3-2 for a breakdown of enrollment.

Table 3-1 Undergraduate Enrollment by Program – Spring, 2008

Program	Number of Students
College of Arts & Sciences	5,918
Carroll School of Management	1,944
Lynch School of Education	682
Connell School of Nursing	365
Total Undergraduate Full-time Students	**8,909**
Woods College of Advancing Studies (Evening College Students)	602
Total Undergraduate Students	**9,511**

Table 3-2 Graduate and Professional Student Enrollment by Program – Spring, 2008

Program	Number of Students
Graduate School of Arts and Sciences	1,030
Lynch School of Education	976
Boston College Law School	789
Carroll School of Management	925
Graduate School of Social Work	501
Woods College of Advancing Studies	141
Connell School of Nursing	268
Total Graduate and Professional	**4,630**

Enrollment Trends

As shown in Table 3-3, total University enrollment has remained stable since 1993. Since 1987, undergraduate enrollment has also remained stable. Freshmen enrollment each year has averaged approximately 2,250 students with small variations of less than six percent up or down in any given year. Table 3-4 shows enrollment trends from 2003 to 2007.

Table 3-3 Total Enrollment Trends 1993-2007

Year	Enrollment	Year	Enrollment
1993	14,440	2001	14,307
1994	14,698	2002	14,297
1995	14,695	2003	14,379
1996	14,830	2004	14,528
1997	14,652	2005	14,570
1998	14,696	2006	14,381
1999	14,689	2007	14,395
2000	14,419		

Table 3-4 Student Enrollment Trends 2003-2007

	Undergraduate	Graduate	Woods College of Advancing Studies	University Total
Fall 2003				
Full-time	8,851	2,397	282	11,530
Part-time	-	2,363	486	2,849
Total	8,851	4,760	768	14,379
Fall 2004				
Full-time	9,059	2,414	285	11,758
Part-time	-	2,341	429	2,770
Total	9,059	4,755	714	14,528
Fall 2005				
Full-time	9,019	2,462	414	11,895
Part-time	-	2,274	401	2,675
Total	9,019	4,736	815	14,570
Fall 2006				
Full-time	9,019	2,383	313	11,715
Part-time	1	2,249	416	2,666
Total	9,020	4,632	729	14,381
Fall 2007				
Full-time	9,080	2,406	302	11,788
Part-time	1	2,236	370	2,607
Total	9,081	4,642	672	14,395
Percent Change 2003-2007	+2.6%	-2.4%	-12.5%	+0.1%

Student Residence Locations

A total of 7,330 of Boston College's approximately 9,000 full-time undergraduates live in 29 residence halls on the BC campus. In addition, an average of 350 students spend their junior year studying abroad, while a minimum of 50 students choose to commute from their homes in the Greater Boston area each year. As a result, approximately 1,270 BC undergraduates live in off-campus housing, with the majority of them living in the Allston-Brighton area.

As described throughout this Institutional Master Plan, the University is seeking to provide more on-campus housing for undergraduate students to improve student life and alleviate pressure on the local housing market.

Table 3-5 demonstrates the estimated breakdown of students living in University housing by class and location in Boston and Newton.

Table 3-5 Undergraduate On-Campus Housing by Class and Location

Location	Seniors	Juniors	Sophomores	Freshmen	Total
In Newton	1,013	125	716	2,275	4,129
In Boston	970	696	1,514	21	3,201
Total On-Campus	**1,983**	**821**	**2,230**	**2,296**	**7,330**

Employment

As shown in Table 3-6, Boston College has 2,958 full-time employees, of which 2,244 are staff and 714 are faculty. It also employs approximately 606 part-time faculty, including teaching assistants and fellows, and 232 part-time staff, for a total of 838 part-time employees (see Table 3-7).

Table 3-6 Full-time Faculty and Staff 2007-2008

	Staff	Faculty	Total
Residing in Boston	**455**	**92**	**547**
Allston	31	6	37
Brighton	141	39	180
Other Boston neighborhoods	283	47	330
Residing outside Boston	**1,789**	**622**	**2,411**
Total	**2,244**	**714**	**2,958**

Table 3-7 Part-time Faculty and Staff 2007-2008

	Staff	Faculty	Total
Residing in Boston	**39**	**65**	**104**
Allston	1	3	4
Brighton	14	18	32
Other Boston neighborhoods	24	44	68
Residing outside Boston	**193**	**541**	**734**
Total	**232**	**606**	**838**

Future Student Enrollment and Employment Projections

As described later in this Institutional Master Plan, the University anticipates investing $1 billion in construction and renovation on campus over the next 10 years. To service and maintain such new facilities, the University will need additional faculty and staff. Currently, the University estimates adding 100 faculty and up to 250 staff members over the next 10 years.

The University is not planning on increasing its undergraduate student enrollment, which has remained stable for 20 years. Graduate student enrollment growth, if any, would be moderate.

Chapter 4

Planning Framework

Introduction

In the spring of 2003, Boston College embarked on a comprehensive strategic planning process to establish the University's institutional priorities. A committee of 200 faculty, staff and students worked to create seven strategic directions to guide the future development of Boston College. Following the completion of the Strategic Plan, Boston College and Sasaki Associates developed a long-term (30-50 year) Campus Master Plan in conjunction with the University community. Throughout this process, Boston College consulted and worked collaboratively with officials from the surrounding municipalities of Boston and Newton, the Boston Redevelopment Authority (BRA) and the Newton Planning Department, as well as appropriate state agencies. In December, 2007, the University submitted its Institutional Master Plan Notification Form (IMPNF) to the BRA, which represents the culmination of these two significant planning efforts and outlines the next ten years of campus development.

This chapter presents concepts and principles guiding campus planning at the University, its framework within Brighton and Newton, and recent planning efforts undertaken nearby, particularly at the Chestnut Hill Reservation. It includes the design principles and goals of the Strategic Plan and Campus Master Plan, campus vision and identity, open space network and a discussion of consistency with applicable Boston zoning codes.

Coordination with the Boston Redevelopment Authority

As recommended in the Scoping Determination for the IMP, the University and its design team have worked in concert with representatives of the BRA and discussed the urban design principles of the IMP and the strategic decisions that led to the proposed future projects.

The meetings allowed BRA urban design staff to offer recommendations and refinements to the IMP that promote high-quality design and achieve Boston College's campus planning goals, while remaining sensitive to the surrounding community. As a result of this process, the University is proposing the following revisions to elements of the IMP.

Housing Adjustments

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand by adding 670 additional beds of university housing to the existing 610 beds proposed in the IMPNF for a total of 1,280 new beds in this Master Plan cycle. Upon completion of the IMP, Boston College will become the first university in Boston to provide housing for all of its undergraduates who seek it.

To achieve this milestone, Boston College proposes to acquire and convert the apartment building at 2000 Commonwealth Avenue to undergraduate housing. The facility will house 560 undergraduate students and be staffed by resident directors, resident assistants and peer ministers from BC's Office of Residential Life.

In addition, the University will add an additional story and 60 new beds to the proposed residence halls on Shea Field and 50 new beds to the residence halls at More Hall for a total of 110 new beds. As a result, the net total of new beds on the Lower Campus will increase from 110 to 220.

These 1,280 new beds, combined with the University's proposed housing restriction that will restrict BC students from living in one- or two-family homes in Allston-Brighton and Newton upon completion of the housing construction, will have a demonstrable effect on the quality of life in the Allston-Brighton community.

Once all housing construction is completed, 4,700, or 55 percent, of the University's 8,600 beds will be located on 40 acres of the Lower Campus. A total of 500 beds, or 6 percent, will be located on the Brighton Campus. The Lower Campus area will house 120 beds per acre; the Brighton Campus will house 7 beds per acre.

To ease concerns over housing on the Brighton Campus, the University proposes to build 150 beds alongside the main entrance (spine road) to the Brighton Campus off Commonwealth Avenue, during the first phase of construction (years 1-3). The remaining 350 beds proposed for the Brighton Campus will not be built until the third phase, beginning years 7-10.

Most importantly, with the addition of these 1,280 beds, 100 percent of the 8,600 undergraduate students who seek university housing will now be accommodated, creating a dramatically different neighborhood environment in Brighton. With the University's commitment to maintaining undergraduate enrollment at the present level, and its proposal to assist BC employees in buying homes in Allston-Brighton, more students will reside in University housing and greater neighborhood stability will be achieved in this 10-year Master Plan.

Campus Adjustments

Additional adjustments to the plan include:

- The University has eliminated its plan for a 200,00 square foot field house for track and indoor tennis on the Brighton Campus. It will also adjust the location of the baseball field, moving home plate closer to the Edison School and farther away from neighbors' homes on Lane Park.
- The University has moved the location of its Fine Arts District away from the corner of Lake Street and Commonwealth Avenue and closer to the former Cardinal's Residence. It will also no longer pursue a pedestrian walkway over Commonwealth Avenue during this IMP.
- The University has relocated and reconfigured the parking garage on the Brighton Campus away from the Lane Park neighborhood.

Existing Context

Boston College has two campuses located, in whole or in part, within the City of Boston. The Brighton Campus, which lies north of Commonwealth Avenue, is located entirely within the City of Boston. The Chestnut Hill Campus, which lies to the south of Commonwealth Avenue, is located in both Newton and Boston.

The Brighton Campus sits north of Commonwealth Avenue across the street from the Chestnut Hill Campus and is bounded on the east by Foster Street, on the west by Lake Street and on the north by Glenmont Road. It is surrounded on three sides (north, east and west) by residential neighborhoods. The Brighton Campus consists of property formerly owned by the Roman Catholic Archdiocese of Boston, which was purchased by Boston College in three transactions in 2004, 2006 and 2007. The Boston College IMP maintains open space on the east and west sides of the Brighton Campus to serve as a buffer for the neighborhood. As with all three campuses, the University is committed to providing a mix of residential, academic and athletic/co-curricular uses and facilities that supports its educational mission.

The Chestnut Hill Campus includes three distinct parts, which reflect the topography of the site: the Upper, Middle and Lower campuses. The Upper Campus located west of College Road and south of Quincy Road in the City of Newton, is composed of student residences and related facilities. Middle Campus, located east of Upper Campus and west of Lower Campus, is also located in the City of Newton and includes the main gate on Commonwealth Avenue and the iconic Gothic campus, and is dedicated to core academic uses and student residences. Lower Campus lies at the lowest elevation between the Middle Campus and the Chestnut Hill Reservoir and Evergreen Cemetery. It is located largely within the City of Boston and contains academic, cultural and athletic facilities, two parking garages, space for student activities, and dining and student residence halls.

The Chestnut Hill Campus has residential neighborhoods to the north, west and south located in the City of Newton. On the east, it is bordered by the Evergreen Cemetery and the Chestnut Hill Reservoir both of which are located in the City of Boston.

The Newton Campus, located on Centre Street in Newton, also contains a mix of academic, residential and athletic/co-curricular facilities. It houses 875 students on 40 acres.

Chestnut Hill Reservation Planning

In 2006, the Department of Conservation and Recreation (DCR) completed the Chestnut Hill Reservation Resource Management Plan (RMP) in response to the transfer of management responsibilities for the reservation from the Massachusetts Water Resources Authority (MWRA) to DCR in 2002. The reservoir serves as a back-up water supply for the City of Boston and other cities and towns south of the Chestnut Hill area and remains the responsibility of the MWRA along with the Shaft #7 parcel, Gatehouse #2, the dam and all associated water supply equipment. DCR is charged with the management of the surrounding landscape and roadways. The Reservation is also a significant historic resource, with portions listed on the National Register of Historic Places, and is designated as a City of Boston Landmark.

As a neighbor and abutter to the Chestnut Hill Reservation, Boston College actively supported DCR's master planning process for this valuable community resource by contributing $25,000 to help fund the Resource Management Plan and by serving on the Working Group, an advisory committee comprised of community members, elected officials and institutional representatives.

The RMP provides a framework for future management and capital investment, while also defining a common vision for property managers, volunteers and community stakeholders. The plan describes clear management objectives along with prioritized recommendations for operations, capital improvements and potential partnership opportunities.

Because of the proximity of the Chestnut Hill Reservoir to the Lower Campus, both the University and Sasaki Associates acknowledge that the design of future residence halls on the Shea Field site should reflect a sensitivity to the reservoir and incorporate a setback from the existing easement along St. Thomas More Road. Additionally, Boston College will work with the MWRA to develop a design for the Shea Field residence halls that accommodates both BC's housing requirements and the MWRA's need to install new water lines that will provide redundancy in the existing water supply system to better serve the City of Boston.

In addition to participating in the resource management planning process and in community clean-ups of the reservation, Boston College maintains St. Thomas More Road (side adjacent to BC) and the DCR-owned island between More Hall and St. Ignatius Church. Recently, Boston College partnered with DCR on the removal of a number of dead trees along St. Thomas More Road and planted replacement trees to beautify the area.

Planning Boston College's Future

Boston College's Strategic Plan presents the University's priorities and guides the decision-making process in support of the University's mission. Through long-range planning, the

University developed a comprehensive vision for the 30- to 50-year development of its three campuses that reflects the priorities of the Strategic Plan and describes the physical environment desired to meet these objectives.

Strategic Plan

Each decade since 1975, Boston College has engaged in a comprehensive, long-range strategic planning process. In February, 2006, the Board of Trustees approved a Strategic Plan titled "Excellence, Distinction, Leadership: Boston College in the 21st Century," the result of a two-year assessment and planning process that involved more than 200 faculty, students and staff. This plan contains seven strategic directions, each stemming from an existing strength and flowing directly from the University's mission, and offering a means of distinguishing Boston College from its peers in critical areas:

- Commit Boston College to becoming the leader in liberal arts education among American universities.
- Develop and implement a student formation program that will be a contemporary model for colleges and universities committed to student formation.
- Identify and support selected research commitments that will achieve excellence and distinction in addressing urgent societal problems.
- Commit targeted resources to selected natural sciences emphases that will establish Boston College as a national leader in these areas.
- Build on the strengths and reputations of Boston College's professional schools to establish leadership in critical professional areas.
- Become a significant intellectual and cultural crossroads by leveraging Boston College's international resources and partnerships and its Jesuit and Catholic networks.
- Become the world's leading Catholic university and theological center.

Campus Vision and Identity

The Campus Master Plan provides Boston College an opportunity to achieve greater excellence by using the distinctiveness of its campus, especially the iconic beauty of the Middle Campus, to reinforce its mission and strategic objectives.

Guiding Principles

The six guiding principles of the Campus Master Plan include:

1. **Create One Campus**—That the former Archdiocesan property become fully integrated with the Boston College campus, and that the 118-acre Chestnut Hill Campus, the 40-acre

Newton Campus and the 65-acre Brighton Campus each provide a notable setting that contributes to the campus learning environment and the life of the University.

2. **Develop Mixed Campus Uses**—That Boston College's campuses host a mix of academic, residential and co-curricular facilities, and provide civic, spiritual and open-space areas that foster a vibrant and engaged University community.
3. **Emulate the Character of the Middle Campus**—That the new facilities on the Lower and Brighton campuses reflect the distinctive character of the Middle Campus with its combination of Gothic architecture and collegiate open spaces, linked quadrangles and walkways.
4. **Provide Appropriate Campus Density**—That campus development emulate the Middle Campus' proportion of open space to building space, reflecting the Middle Campus height (4-5 stories) and open-space pattern, while respecting the character of the surrounding community.
5. **Promote Student Formation**—That the Lower and Brighton campuses develop undergraduate student housing reflecting the University's commitment to student formation that supports intellectual development and responsible student behavior in smaller living communities.
6. **Achieve Sustainability**—That development on each campus achieve higher levels of energy efficiency and champion the natural environment, and that sustainability goals be carefully considered with each project.

Lower Campus (Boston)

A series of linked quadrangles on the Lower Campus is the major new organizing feature of the Master Plan, emulating the successful historic open space progression through the Middle Campus. The main quadrangle and linked courtyards create important "green relief" for this portion of campus, and foster social interaction that is important to the Jesuit educational goal of combining spiritual, intellectual and social pursuits.

Lower Campus will be transformed from surface parking lots and low-density buildings to a distinctive mixed-use district to become the new center of the Boston College campus. The linkage of academics, housing and student life will create an active environment, and the new University Center and Recreation Center will further energize this area. The Recreation Center also builds on its proximity to other athletic and recreational facilities in the southeastern portion of the campus.

Within the 10-year IMP, three new residential areas will be built on Lower Campus, complementing existing residential buildings and creating one of the most densely developed areas of the campus.

Commonwealth Avenue and the Brighton Campus (Boston and Newton)

The vision for this campus area includes new student residences, academic and cultural buildings, and open space development to establish a unique gateway between the City of Boston and Boston College. This area will host a Fine Arts District, including academic, auditorium and museum uses, to be located between Creagh Library and the former Cardinal's residence.

The primary campus pedestrian corridors will connect the new residences north and south of Commonwealth Avenue and extend the pedestrian access to the housing quadrangle in the center of the Brighton Campus. This open space will link to an athletics and recreation district created on the northern portion of the Brighton property, with softball, baseball, intramural fields, support facilities and a parking structure.

Middle, Upper and Newton Campus (Newton)

The academic focus of the Middle Campus will be strengthened by additional buildings on the Campus Green, including a humanities center, new academic space for the Connell School of Nursing and the Graduate School of Social Work, and dining and student-life facilities.

Undergraduate students will continue to be housed in the existing residence halls on the Upper Campus. On the Newton Campus, Smith Hall will be replaced with new academic space, indoor facilities to support the varsity play fields will be built, and additional surface parking will be added adjacent to Alumni House.

Urban Design Guidelines and Objectives

The urban design framework of the Campus Master Plan centers on the following ideals:

- Create a series of memorable open spaces that enhance the image of the campus.
- Build strong pedestrian connections that link the open spaces throughout the campus, especially across Commonwealth Avenue to the Brighton property.
- Respect historic structures by building at a scale comparable with surrounding buildings.
- Continue a strong composition of buildings and open space along primary city streets, such as Commonwealth Avenue and Beacon Street, with appropriate urban setbacks and strong streetscape design.
- Create strong visual links to the surrounding landscape such as the Chestnut Hill Reservoir, Evergreen Cemetery and Pine Tree Preserve.
- Promote sustainable urban design through such measures as density and connectivity to public transportation.

The following urban design elements establish parameters for proposed buildings, open space and pedestrian and vehicular circulation.

Building Elements

To implement the guiding principles of the Campus Master Plan, mixed-use districts will be created to bring together academic, social, residential and spiritual activities. In addition to the Middle Campus, academic buildings will be located on the Lower Campus and along Commonwealth Avenue. New residential areas will be located on the Brighton Campus and expanded on the Lower Campus. Student life buildings will be located throughout the campus, providing places for social, co-curricular and spiritual interaction.

Existing and proposed buildings will provide strong spatial definition. The façades in these locations will establish positive relationships between indoor and outdoor activities, expressing active uses at the ground floor to enliven the campus environment. The placement of these buildings will provide the appropriate distance from adjacent buildings, open spaces and streets.

Along Commonwealth Avenue, new residential buildings on the More Hall site will include ground-floor retail space appropriate to serve the campus community, opening to street trees and pedestrian amenities along the Avenue. Along Beacon Street, the current setback of McElroy Commons near College Road will be maintained. On both Commonwealth Avenue and Beacon Street, buildings will be set back to allow views and park-like landscapes to be enjoyed.

The siting of new buildings will create opportunities for open spaces such as large civic spaces that can serve as forums for campus events and gatherings, quadrangles that serve as a backdrop for everyday campus life, small contemplative spaces, and linear open spaces that provide pedestrian circulation.

Access

A system of pedestrian paths will integrate landscapes and uses on campus, connecting distinct spaces and building entrances. Space will be provided for spontaneous meetings at gates, entries and boundaries of public areas.

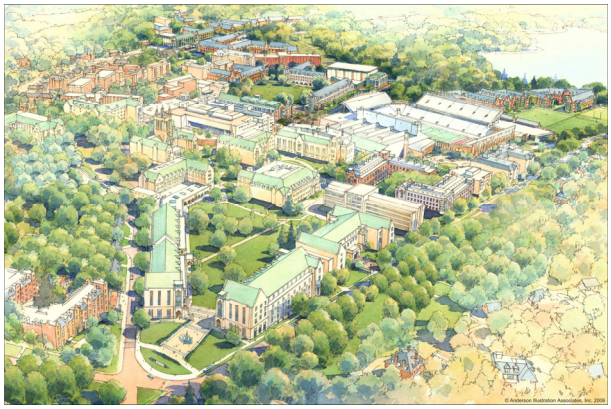
The vehicular circulation system will provide access within and around the campus. It also establishes linear corridors that frame building lines and edges of open space. The landscape elements of the streets, such as trees, lights and the planting areas for flowers along Linden Lane, are strong form-givers and important elements of the campus urban design framework. To allow a continuous pedestrian pathway system to dominate, vehicular circulation and parking access will be maintained at the campus perimeter.

Open Space System and Public Realm

The open space and landscape framework establishes a basis for siting new buildings on campus, creates an organizational hierarchy of campus open spaces, and enhances the overall image of the University. On campus, the open spaces range from public to private, and the landscape encourages interaction with the surrounding neighborhood. Figure 4-1 shows the planned campus open space system for the Chestnut Hill and Brighton campuses. Open space elements are categorized as follows:

City-Campus Interfaces

The Master Plan process identified three opportunities for city-campus connections:



- *Green Gateways* – The University will create four green entry spaces at points where the campus and city come together. The first is at the corner of College Road and Beacon Street, offering meaningful open space and views out to the community and in to the campus. The second is at the corner of Beacon Street and St. Thomas More Road, which similarly invites reciprocal views and creates a foyer for the Chestnut Hill Reservoir on the east side of the roadway. The third space celebrates the corner of Lake Street and Commonwealth Avenue, a gateway to the Brighton Campus for the campus community. The fourth is the opening between the proposed buildings on the More Hall site.
- *Formal Campus Interfaces* – Boston College shares public streets with its communities and proposes a landscape along these shared streets of canopy trees and lawn. The Commonwealth Avenue frontage will continue to represent the front door and main entry to the campus.
- *Natural Landscape Interfaces* – Natural landscape edges maintain a natural vegetative perimeter. These critical areas provide a transitional buffer to neighborhoods and to off-campus natural areas, as evidenced on the Brighton Campus along Lake Street.

Civic Spaces

Civic spaces, which serve as the primary location for campus events and public gatherings, incorporate both paved and landscaped surfaces that allow multi-purpose programming. These spaces are reserved for pedestrians and service vehicles, and can also accommodate large formal events. The primary civic spaces on campus are a proposed area in front of Alumni Stadium, the expanded plaza on the south side of the new University Center, and an improved O'Neill Plaza.

Quadrangles

Quadrangles are the primary iconic spaces on a Gothic collegiate campus, serving as the forum for everyday campus life. These open spaces are flexible for formal and informal gatherings, including small groups, informal games and large events. Views are oriented into these main quadrangles from various points on campus and framed by landmark building elements. Complementing this active space are multiple points of entry and a strong visual connection to the buildings that surround it.

The primary quadrangles on campus today comprise only nine acres out of the total 220 acres. In the future, quadrangle space will be expanded, and will include improvements to the existing Middle Campus Quadrangle (the Campus Green). The proposed Lower Campus quadrangle will give much-needed respite to approximately 55 acres of land where no open space has existed for decades.

Courtyards

Courtyards are small, intimate spaces that offer opportunity for quiet contemplation. These spaces can serve as exterior meeting and teaching spaces for small groups, as well as places for seating, sculpture and campus art. The IMP proposes to build on the pattern of courtyard spaces currently on campus, locating these new spaces adjacent to proposed residence halls and academic buildings.

Recreation and Athletic Space

In addition to the functional need for various athletic and recreation venues, recreation and athletic spaces are valuable open space amenities and require flat land. New athletic and recreation fields are proposed on existing playing field sites at Shea Field and on the Brighton Campus. Playing fields also exist on the Newton Campus.

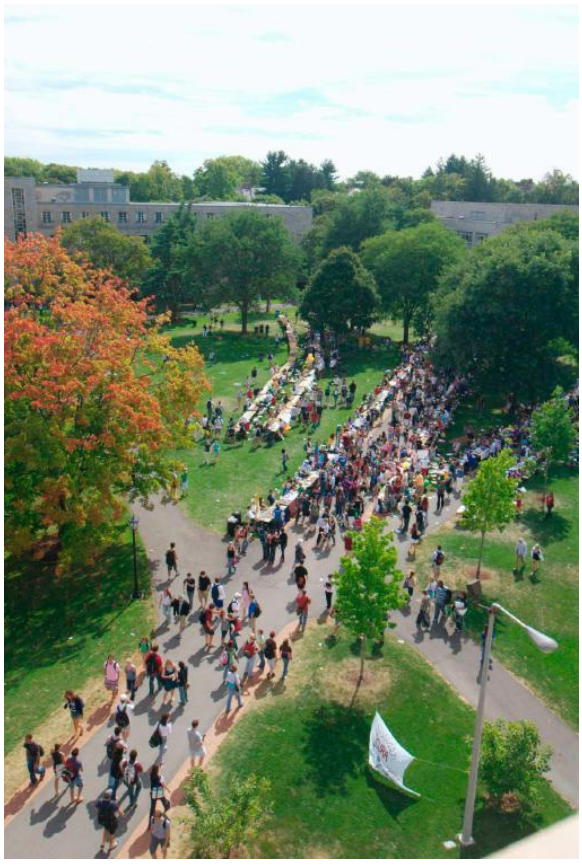
Buffers and Preserves

The primary buffer areas and visual landscapes of the Brighton Campus are the steeply wooded slopes alongside Lake Street and the sloped area to the east of the existing gymnasium.

Off campus, buffers and visual open space include the Chestnut Hill Reservoir and adjacent park land, as well as Pine Tree Preserve, open space controlled by the Massachusetts Water Resources Authority (MWRA) and bounded on two sides by the campus.

Gateways and Streets

The primary gateway to Boston College is located along Commonwealth Avenue at Linden Lane. Gateways also exist at the intersection of Beacon and Hammond Streets and at the intersection of Beacon Street and Chestnut Hill Drive. These gateways provide visual first impressions of the campus at strategic locations and offer a sense of welcome and openness. The measure for gateway and view shed character at Boston College has been set by the view of Linden Lane, one of the most elegant campus streets in the United States.



Secondary gateways are primarily vehicular entrances to the campus. Strategically located at the campus perimeter, these gateways are identified with markers for orientation and are located at St. Thomas More Road at the Recreation Center, the Beacon Street Garage, the entry between Campion Hall and McGuinn Hall, and the intersection of Commonwealth Avenue and Lake Street.

Main streets within the campus are Linden Lane, Campanella Way and the main entrance (spine road) on the Brighton Campus. Streets shared by the campus and neighborhood provide the primary initial impression and public edge for the campus. Important street corridors include Commonwealth Avenue, St. Thomas More Road, Beacon Street, and Centre Street in Newton. The entry points or gateways to the campus from these streets use landscape features to denote arrival on campus.

Consistency with CPS and Article 29 Zoning

Boston College is located in two zoning designations according to the Boston Zoning Code. While most of the campus in Boston is designated as "Boston College IMP," the Brighton Campus and Foster Street properties owned by the University are shown as "Conservation Protection Subdistrict." In addition, Commonwealth Avenue is considered a Greenbelt Roadway under the Greenbelt Protection Overlay District (Article 29). This section provides

an overview of those zoning designations and how the University intends to comply with the intent of the zoning designations.

Conservation Protection Subdistrict

According to the Boston Zoning Code, the underlying zoning of the Brighton Campus property and University-owned property along Foster Street is Conservation Protection Subdistrict (CPS). The CPS zoning outlines 11 such subdistricts in Allston-Brighton. The Brighton Campus is situated within the St. John's Seminary CPS, while the Foster Street properties lie within the Foster Street Hill CPS and Foster Street Rock CPS.

As stated in the Zoning Code, the CPS districts are established to promote the most desirable use of land and siting of development in areas with special natural or scenic features in accordance with a well considered plan, and to protect and enhance the natural and scenic resources of Allston-Brighton. The CPS zoning designation is not meant to be a conservation restriction tool, nor does the CPS zoning require the permanent preservation of land. The CPS does encourage the drafting of a plan for land that is reviewed by the BRA which accounts for the natural and scenic features and considers the most desirable land uses. The CPS zoning also provides an extensive list of allowed, conditional and forbidden land uses. Since Boston College is seeking to rezone the Brighton Campus and the Foster Street properties as Boston College IMP zoning, the use and dimensional regulations within the CPS will not apply. The CPS zoning is proposed to be superseded by a Boston College IMP zoning designation. This IMP provides the proposed future projects and their appropriate dimensional characteristics envisioned within the CPS district.

While the CPS zoning on the three CPS properties will be altered, the University expects to preserve the important natural and scenic features within the CPS. The University acknowledges that the Brighton Campus and Foster Street properties have unique natural features which further the beauty of the Brighton community. Development proposed at the Brighton Campus and Foster Street properties will respect the scenic beauty of the land to the extent feasible. As described in various portions of this IMP, the proposed future projects and improvements associated with the Brighton Campus and Foster Street properties advance this objective, including:

- Maintaining the western portion of Lake Street and Commonwealth Avenue site
- Maintaining the wooded area along Lake Street
- Maintaining the eastern portion of the sloped area north of the former Cardinal's Residence
- Siting new residence halls on the STM library parking area
- Restoring and re-using existing buildings to the extent feasible
- Siting the proposed auditorium on an existing parking area
- Maintaining the playing fields as athletic space

Greenbelt Protection Overlay District (Article 29)

Article 29 of the Boston Zoning Code describes the City's Greenbelt Protection Overlay District (GPOD). As stated in the Zoning Code, the purposes of the GPOD are to preserve and protect the amenities of the City of Boston; to preserve and enhance air quality by protecting the supply of vegetation and open space along the city's Greenbelt Roadways; to enhance and protect the natural scenic resources of the city; to protect the City's Greenbelt Roadways from traffic congestion and to abate serious and present safety concerns. The GPOD is not intended to impose conservation restrictions or specifically designate land for permanent protection. According to the zoning map, Commonwealth Avenue is one of the roadways that lie within the GPOD, thus considered a Greenbelt Roadway.

The University, as shown within this IMP, plans to improve the rich character of Commonwealth Avenue as it is the main gateway from Boston to the campus. As described earlier in this chapter, Boston College met with and received feedback from urban design staff at the BRA about the University's proposals along Commonwealth Avenue. Boston College will provide additional project details to City agencies as development proposals advance along Commonwealth Avenue.

Public Planning Process

Boston College remains committed to engaging the community in an open dialogue and inclusive process that gathers input from interested stakeholders in the neighborhoods surrounding the campus. The University has established ongoing communications with the community and has identified areas where the University and its neighbors can agree on ways to resolve issues.

Throughout the long-range planning process and the development of the 10-year IMP, the University has consulted and worked collaboratively with officials from Boston and Newton, the Boston Redevelopment Authority and the Newton Planning and Development Department, as well as appropriate state agencies. There has also been an extensive community outreach, including the Allston Brighton Boston College Community Task Force and the Boston College-Newton Neighborhood Council. A comprehensive list of the community outreach efforts undertaken by Boston College appears in Table 4-1, including major topics addressed at each meeting. This outreach has included public meetings, newspaper advertisements, a design charette, abutters meetings to discuss the purchase of the Brighton Campus, site tours and the creation of a Boston College IMP website (www.bc.edu/imp).

Allston Brighton Boston College Community Task Force

Since 2004, Boston College has met with the Allston Brighton Boston College Community Task Force, an advisory committee set up by the City of Boston to advise the City and Boston College on the University's development plans. The University meets with the Task Force on a monthly basis as part of a thorough consensus-building process to find common ground for Boston College's development of both its Chestnut Hill and Brighton campuses. The Task Force is made up of residents of the local community and the current chairwoman is Jean Woods. The Task Force is assisted by representatives of the Mayor's Office of Neighborhood Services (MONS) and the Boston Redevelopment Authority. Notes from recent meetings and the schedule of future meetings can be found on the Boston College website at www.bc.edu/imp.

Table 4-1 Community Outreach

Date	Event/Activity	Subject
2008		
June 16, 2008	Allston Brighton Task Force Meeting	10-Year IMP: Student Housing
June 4, 2008	Allston Brighton Task Force Meeting	10-Year IMP: Jesuit Housing, Brighton Athletics Center, and Fine Arts District
May 14, 2008	Boston Redevelopment Authority	Urban Design Meeting with John Palmieri, Boston City Hall
May 7, 2008	BRA	Urban Design Meeting with BRA Staff, Boston City Hall
April 30, 2008	Boston Landmarks Commission	BC Tour of Brighton Campus
April 22, 2008	Allston Brighton Task Force Meeting	Public Meeting for Master Plan Amendment, BRA's Overview of Scoping Determination, and Review and Update on the Public Process
April 22, 2008	BRA	Environmental Sustainability Presentation with the BRA Staff, Boston City Hall
April 16, 2008	BRA	Urban Design Meeting with BRA Staff, Boston City Hall
April 14, 2008	BRA	Boston Water & Sewer Commission Meeting with Chief Engineer & Staff, BWSC Headquarters, 980 Harrison Avenue

Table 4-1 Community Outreach (Continued)

Date	Event/Activity	Subject
April 3, 2008	BRA	BC Tour and Urban Design with the BRA Staff, St. William's Hall
March 3, 2008	BRA	Urban Design Meeting with BRA Staff, Boston City Hall
January 31, 2008	Waterworks Condominiums	10 Year IMP
January 31, 2008	Chestnut Hill Association	10-Year IMP
January 29, 2008	Allston Brighton Task Force Meeting	Open Space, Academic Uses, and Summary
January 22, 2008	Allston Brighton Task Force Meeting	Presentation on Housing
January 16, 2008	Allston Brighton Task Force Meeting	Presentation Transportation and Parking
January 10, 2008	Boston College-Newton Neighborhood Council Meeting	Update on Ten-year Master Plan
January 8, 2008	Allston Brighton Task Force Meeting	Presentation on Athletic Facilities
January 8, 2008	City of Boston – Department Staff	BRA Scoping Session
2007		
December 18, 2007	Portina Road Community	10-year IMP
December 4, 2007	Allston Brighton Task Force Meeting	10-year IMP
October 16, 2007	Allston Brighton Task Force Meeting	Amendment and Student Behavior Updates; Allston Brighton Scholarship Program
September 18, 2007	Allston Brighton Task Force Meeting	ISD on Overcrowding; Bishop Peterson Hall and Seminary Library Renovations; Removal of Dead/Diseased trees on Brighton Campus
August 21, 2007	Allston Brighton Task Force Meeting	Update on IMP Status and Presentation on Student Behavior Program
July 16, 2007	Institutional Master Plan (IMP) website launched	
June 26, 2007	Newton Mayor David Cohen	Update on Long-Term Vision Plan and IMP
June 26, 2007	Newton-Boston College Neighborhood Council	Update on Long-Term Vision Plan and IMP
June 19, 2007	Allston Brighton Task Force Meeting	Update on Brighton Property Acquisition
May 15, 2007	Allston Brighton Task Force Meeting	Brighton Campus tour and housing discussion led by Sasaki

Table 4-1 Community Outreach (Continued)

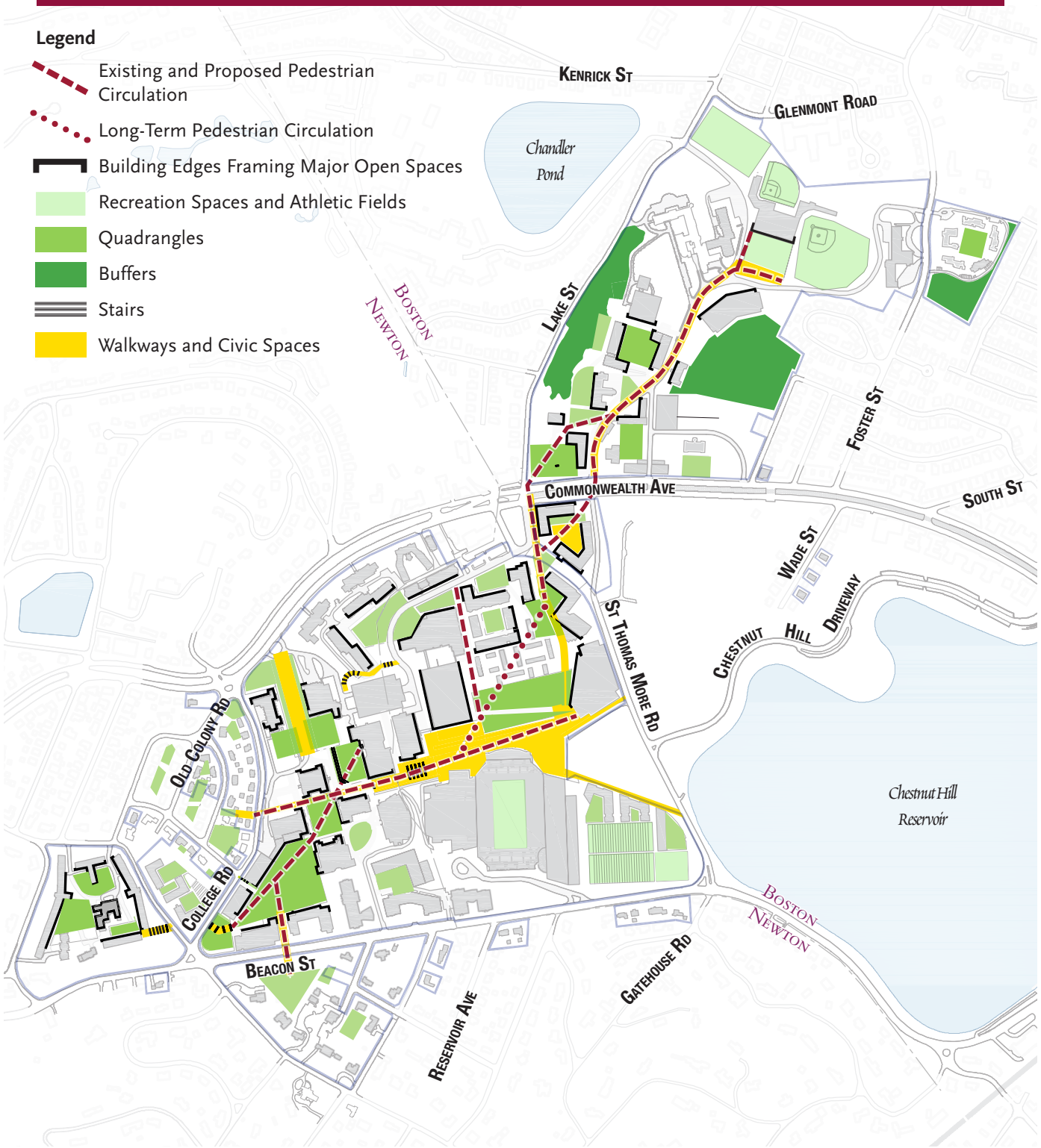
Date	Event/Activity	Subject
May 10, 2007	Brighton Allston Improvement Association (BAIA)	Presentation of Long-Term Vision Plan
April 25, 2007	Allston Brighton Boston College Taskforce Sub-committee Meeting	Athletic Fields, Tennis Center and Parking Garage
February 20, 2007	Allston Brighton Task Force Meeting	Follow-up Presentation by Sasaki on Long-Range Campus Master Plan and Discussion
January 16, 2007	Allston Brighton Task Force Meeting	Overview and discussion of Institutional Master Plan process and Introduction of VHB planners hired by BC to prepare IMP
2006		
December 6, 2006	Allston Brighton Task Force Meeting	Follow-up Presentation by Sasaki on Long-Range Campus Master Plan and Discussion
October 11, 2006	Boston College-Newton Neighborhood Council Meeting	Sasaki Presentation on Long-Range Campus Master Plan
October 10, 2006	Allston Brighton Task Force Meeting	Presentation by Sasaki on Long-Range Campus Master Plan and Discussion
October 5, 2006	City of Newton Briefing Session to Newton Mayor Cohen, Director of Planning Michael Kruse & Staff	Sasaki Presentation Long-Range Campus Master Plan
July 17, 2006	Allston Brighton Task Force Meeting	Update on Campus Master Plan and Vote on Amendment
June 19, 2006	Allston Brighton Task Force Meeting	Update on Campus Master Plan and Discussion of Amendment
June 19, 2006	Meeting with BRA (Director Mark Maloney & Staff) and Mayor's Office of Neighborhood Services (MONS)	Presentation on Long-Range Campus Master Plan by Sasaki
June 7, 2006	BRA/MONS Briefing Session	Long-Range Campus Master Plan
June 1, 2006	Brighton Allston Improvement Association (BAIA) Meeting	Update on Campus Master Plan and Discussion of Amendment
May 5, 2006	BRA	Master Plan Amendment Scoping Session
April 6, 2006	Chestnut Hill Association Meeting	
March 23, 2006	Brighton-Allston Jewish Coalition Meeting	
February 25, 2006	Community Master Plan Workshop for Boston and Newton Communities	

Table 4-1 Community Outreach (Continued)

Date	Event/Activity	Subject
February 21, 2006	Allston Brighton Task Force Meeting	
February 8 & 9, 2006	Public Meeting	Update on Campus Master Plan & Discussion of Master Plan Amendment
January 24, 2006	Allston Brighton Task Force Meeting	Update on Long-Range Master Plan & Discussion of Master Plan Amendment
2005		
November 15, 2005	Allston Brighton Task Force Meeting	
October 18, 2005	Allston Brighton Task Force Meeting	Presentation by Executive Vice President Pat Keating on Strategic Plan and discussion
September 20, 2005	Allston Brighton Task Force Meeting	Introduction of Sasaki Team and Discussion of Scope and Process for Long-Range Campus Master Plan
August 2005	Individual Meetings with Councilor Jerry McDermott, Senator Steven Tolman, Representative Kevin Honan, and Representative Michael Moran	Announced Selection of Sasaki and Discussion of Master Plan Process and Schedule
August 11, 2005	Meeting with Michael Kruse, Planning Director, City of Newton	Announced selection of Sasaki as Campus Master Planning Firm and Discussion of Process and Schedule
August 5, 2005	Meeting with BRA and Mayor's Office of Neighborhood Services	Overview of Strategic Plan, Discuss Scope of Campus Plan and Tour Campus, Boston College, Yawkey Center
July 2005	Sasaki begins work on long-range campus plan; holds meetings with various BC constituency groups	
June 30, 2005	Meeting with Boston Redevelopment Authority	Discuss Selection of Sasaki and Proposed Schedule for Long-Range Campus Plan
June 21, 2005	Allston Brighton Task Force Meeting	Announced Selection of Sasaki as Campus Master Planning firm
April 19, 2005	Allston Brighton Task Force Meeting	
February 15, 2005	Allston Brighton Task Force Only Meeting	

Table 4-1 Community Outreach (Continued)

Date	Event/Activity	Subject
2004		
November 16, 2004	Allston Brighton Task Force Meeting	
October 19, 2004	Allston Brighton Task Force Meeting	
September 21, 2004	Allston Brighton Task Force Meeting	
August 17, 2004	Allston Brighton Task Force Only Meeting	Worked on position letter to Boston College
July 20, 2004	Allston Brighton Task Force Only Meeting	Worked on position letter to Boston College
June 8, 2004	Meeting with Boston College Employees who are Allston Brighton Residents	
June 5, 2004	Allston Brighton Task Force Meeting	Worked on position letter to Boston College
May 18, 2004	Allston Brighton Task Force Meeting	
May 12, 2004	Neighborhood/Abutter Meetings Following Brighton Campus Purchase	
May 10, 2004	Neighborhood/Abutter Meetings Following Brighton Campus Purchase	
May 6, 2004	Neighborhood/Abutter Meetings Following Brighton Campus Purchase	
May 5, 2004	Neighborhood/Abutter Meetings Following Brighton Campus Purchase	
April 20, 2004	Allston Brighton Task Force Meeting	



Source: Sasaki Associates

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Vanasse Hangen Brustlin, Inc.

Campus Open Space and Primary Pedestrian Circulation

Figure 4-1

0 400 800 Feet

Boston College
Institutional Master Plan

Chapter 5

Proposed Future Projects

Summary and Rationale for Proposed Projects

As stated in previous chapters, Boston College's Strategic Plan offers a vision for the University's future by identifying its academic, co-curricular and residential priorities for the coming decade. The 10-year Institutional Master Plan proposes the facilities necessary to fulfill this strategic vision.

The addition of the Integrated Science Center, for example, will augment the scientific research currently conducted on campus that holds promise for a better future. Among the ongoing research that stands to benefit from these new facilities: advanced developments in a cure for Tay Sachs disease, which disproportionately affects people of Jewish and Eastern European ancestry; the creation of a common alloy to achieve a boost in thermoelectric performance—a milestone that could pave the way for a new generation of cleaner-running and more energy-efficient products; innovations in medicinal chemistry, which have the potential to revolutionize the drug industry; and new data analysis software, which could lead to a better understanding of how DNA affects disease. Establishing new science facilities complements the University's strategic goal to commit targeted resources to establish Boston College as a national leader in the sciences, and the University's mission to improve the human condition.

Similarly, research on aging, standardized testing, Social Security and retirement, and the balance between work and family will be enhanced through the construction of new academic buildings, which will facilitate research at the highest levels, in fulfillment of the University's strategic commitment to address urgent societal problems.

The culture of volunteerism that inspires 444,000 hours of local volunteer community service performed by Boston College students annually will be fostered by a new University Center that will supply desperately needed space for Boston College's 230 student organizations.

New residence halls, athletics fields and a Recreation Center - all of which contribute to the development of the mind, body and soul - will help the University to fulfill its commitment to become a contemporary model of student formation among American colleges and universities.

The new School of Theology and Ministry (STM) will be located in St. William's Hall and utilize the former seminary library on the Brighton Campus. The Jesuit community housing that accompanies it will support the re-affiliation of the Weston Jesuit School of Theology with Boston College, thereby assisting the University in its effort to help revitalize the Catholic Church, and contribute to its strategic goal of becoming the world's leading Catholic university and theological center.

In each case, new facilities are needed to help realize the University's strategic goals and to build upon the momentum that has established Boston College as one of the nation's best universities. The specific elements of the Institutional Master Plan are outlined in this chapter. Table 5-1 shows the relationship between the University's seven strategic directions and the facilities proposed in its 10-year plan.

Table 5-1 Relationship of 10-Year Plan Elements to the Strategic Plan

Strategic Directions	10-Year Plan Elements
Leader in liberal arts education	New instructional space for humanities and social sciences
	New Fine Arts District
Commitment to a model student formation program	Residential housing that promote opportunities for student formation and residential learning
	New University Center
	New Recreation Center
	Additional intramural playing fields
	New varsity baseball and softball facilities
Research that achieves excellence in addressing urgent social issues	New instruction space for Nursing, Social Work
National leadership in specific natural sciences programs	New science center to promote integrated study
Leadership in critical professional areas	New academic space for social sciences, law and School of Theology and Ministry
Significant intellectual and cultural crossroads	Mixed use throughout the campus to reflect the Jesuit values of intellectual, spiritual and social development.
	Expanded international programs
World's leading Catholic university and theological center	Weston Jesuit School of Theology relocated onto the Brighton Campus as part of the new School of Theology and Ministry

Proposed Future Projects - Boston

While Boston College's plans for the next 10 years include projects on all three campuses, this section describes the specific projects located in the City of Boston, including properties located on the Brighton Campus and the Chestnut Hill Campus. Projects in the City of Newton are not a formal part of the IMP submittal to the City of Boston, but are an integral part of the 10-year plan for the development of Boston College. The Newton projects are described in detail in a later section of this chapter.

The projects proposed in the City of Boston are shown on Figure 5-1 and listed in Table 5-2. These projects include undergraduate residence halls on five sites, housing for Jesuit faculty and graduate students from Weston Jesuit School of Theology, athletic fields and a support facility, tennis courts, a Recreation Center, a University Center, a Fine Arts District, a library storage building, additional parking in a new garage and the expansion of an existing garage. Inherent in each of these projects is the reflection of sustainable values: the desire to build compactly, to create a pattern of buildings and open space that allow for indoor and outdoor learning, to provide mixed use districts, and to create strong pedestrian networks that encourage walking.

Residential Life

The mission of the Office of Residential Life is to foster an inclusive residential community that complements the academic mission of the University. In support of this goal, Boston College intends to increase the supply of undergraduate student housing to meet 100 percent of undergraduate demand. The IMP includes plans to construct a net total of 1,280 new beds of undergraduate housing during three phases over the next 10 years. Since Boston College is committed to maintaining its undergraduate enrollment at approximately 9,000 students, adding 1,280 new beds will enable Boston College to provide University housing for all BC undergraduates who seek it. In addition, these 1,280 new beds will free up housing for local residents in the Allston and Brighton neighborhoods. (See Chapter 6, *Student Housing Plan*, for an analysis of the impact of student housing demand on the local housing market.)

More Hall Site

The More Hall site, at the intersection of St. Thomas More Road and Commonwealth Avenue, will be used to construct 470 beds of undergraduate apartment-style housing and possibly ground floor neighborhood retail space along Commonwealth Avenue. The retail space could contain businesses that primarily serve Boston College students, faculty, staff and local residents. The plan calls for two buildings that will be four-to-six stories in height. The More Hall residences will be built during phase one of the IMP, within the next 1-3 years.

The More Hall buildings are oriented east-west to take advantage of passive solar gain, with a courtyard ample enough to allow natural light on all sides. The courtyard opens to the southwest allowing natural light, while being protected from the northwest winter winds. The buildings will function as a gateway to the Lower Campus.

The land on this site slopes the equivalent of one floor level from Commonwealth Avenue toward St. Thomas More Road on the south side of the site. This could allow for one level of

underground parking along Commonwealth Avenue containing up to 100 parking spaces. As a sustainable concept, this below-grade parking helps reduce the amount of impervious surface area and stormwater runoff.

Shea Field

Commander Shea Field, at the corner of St. Thomas More Road and Beacon Street, sits adjacent to the Chestnut Hill Reservoir, Pine Tree Preserve and Alumni Stadium. Boston College plans to build housing for up to 550 students in three buildings of five-to-six stories on a compact portion of the existing playfields. These buildings will be built during phase two of IMP construction, scheduled within the next 4-6 years. These proposed buildings are set back approximately 60 to 180 feet from St. Thomas More Road and are sited to take advantage of southern sun for passive solar gain and passive recreation in the accompanying housing courtyards. The buildings will be designed to allow for the retention of two-and-a-half practice fields on the Shea Field Site.

Modular Housing Site

The University's long-range plan calls for eliminating all of the modular housing buildings and replacing them with new residence halls that would be built around a new quadrangle. This plan will be accomplished in two phases. The first phase of development, which is included in the 10-year plan, will replace the northernmost cluster of buildings with a residence hall of four to five stories in height. The building will provide housing for 175-185 students and will be built during phase three of IMP construction, beginning in 7-10 years. This first phase of modular replacement housing is oriented east-west to maximize passive solar gain. By creating a more compact area for student beds, long-term development of this site will allow much-needed green space to occupy a portion of the existing modular housing site, while also supporting stormwater management goals by significantly decreasing the amount of impervious surface area in this district.

The second phase, anticipated to occur in the early stages of the next 10-year Master Plan cycle, will replace the remaining modular units with a new quadrangle and a second residence hall with 75 beds. A total of 250-260 beds are planned for the long term.

The planned University Center and Recreation Center, as well as the existing Corcoran Commons dining facility, will be adjacent to this site.

2000 Commonwealth Avenue

The University intends to acquire and convert the apartment building at 2000 Commonwealth Avenue to University housing. The facility will house 560 undergraduates and be staffed by resident directors, resident assistants and peer ministers from BC's Office of Residential Life. This building is scheduled to open within years 1 through 3.

Table 5-2 Proposed Future Projects (Boston Properties)

Proposed Future Project	Location	Map No. on Figure 5-1	Current Uses	Proposed Future Uses		Proposed Building Gross Floor Area[1] (Area to be Demolished)	Building Height		Current Zoning of Site	Timetable for Development
				Primary Uses	Principal Sub Uses		Stories	Feet		
RESIDENTIAL LIFE										
Undergraduate Housing	Current More Hall Site	14	Administrative Offices	Undergraduate Housing – 470 beds; Neighborhood Retail Parking – 0-100 Spaces	Student Lounges	Housing – 235,000 Retail – 12,000 Parking – up to 35,000 (64,584)	4-6	60	Boston College Institutional Subdistrict	1-3 years
Undergraduate Housing	Commonwealth Avenue on Brighton Campus	9	Undeveloped	Undergraduate Housing – 100-150 beds	Student Lounges	Housing – 50,000-75,000	4-5	60	Conservation Protection Subdistrict	1-3 years
Undergraduate Housing	Interior of Brighton Campus	8	Parking	Undergraduate Housing – 350-400 beds	Student Lounges	Housing – 175,00–200,000	4-5	60	Conservation Protection Subdistrict	7-10 years
Undergraduate Housing	Commander Shea Field	16	Baseball Field	Undergraduate Housing – 550 beds	Student Lounges	Housing – 275,00	5-6	60	Boston College Institutional Subdistrict	4-6 years
Undergraduate Housing	Existing Modular Housing Site on Lower Campus	18	Modular Housing	Undergraduate Housing – 175-185 beds	Student Lounges	Housing – 87,500-92,500 (47,136)	4-5	60	Boston College Institutional Subdistrict	7-10 years
Undergraduate Housing	2000 Commonwealth Avenue	13	Residential	Undergraduate Housing – 560 beds	Student Lounges	Housing – 214,750 Garage – 72,400	17	~167	Multifamily Residential Subdistrict MFR-2	1-3 years
Jesuit Housing	Foster Street, Brighton Campus	1	Parking and Three Vacant Single-family Homes	Jesuit Faculty and Graduate Student Housing –75 beds; Accessory Surface Parking – 40 spaces		Housing – 40,000 to 50,000 (7,332)	2-3	20-25	One Family Residential Subdistrict 1F-5000/ Conservation Protection Subdistrict	1-3 years
ACADEMIC										
Fine Arts District	Commonwealth Avenue between the former Cardinal's residence and the Former Creagh Library on the Brighton Campus	11	Undeveloped	Museum/Fine Arts building; Auditorium		Museum/Fine Arts – 55,000 Auditorium – 30,000	4-5	60-70	Conservation Protection Subdistrict	4-6 years
Library Storage	Next to existing former Seminary Library Building on Brighton Campus	6	Undeveloped	Library Storage	Library Office	Library Storage – 14,000	N/A	Up to 40	Conservation Protection Subdistrict	1-3 years
STUDENT LIFE										
Brighton Athletics Center	North End of the Brighton Campus	2	Recreation Fields and Maintenance Garage	1,500-seat Baseball Facility, 500-seat Softball Facility, 1 Intramural Field, and Support Facility	Batting Cages, Locker Rooms, Rest Rooms, Offices, Conference Rooms; Concession Area,	Support Facility – 60,000 (15,408)	2-3	Up to 50	Conservation Protection Subdistrict	1-3 years
Tennis Courts	South of the proposed garage on the Brighton Campus	7	Undeveloped	Tennis Courts		N/A	N/A	N/A	Conservation Protection Subdistrict	4-6 years
Recreation Center	Edmonds Hall Site	15	Undergraduate Housing – 790 Beds	Recreation Center	Pool, Multipurpose Courts, Jogging Track, Locker Rooms, Offices, Fitness Center, Multipurpose Rooms	Recreation Center – 200,000 (245,078)	Up to 3	Up to 70	Boston College Institutional subdistrict	4-6 years
University Center	Lower Campus	19	Parking, Flynn Recreation Complex (part)	Dining, Student Organizations, Offices, Conference Center, Theatre		University Center – 285,000 (118,267)	Up to 4	Up to 60	Boston College Institutional Subdistrict	4-6 years
SUPPORT										
Parking Garage	Interior of Brighton Campus near Athletics Fields	5	Undeveloped	Parking – 500 Spaces		Garage – 175,000	5 (one below grade)	Up to 40	Conservation Protection Subdistrict	1-3 years
Beacon Street Garage Addition	Beacon Street Garage	17	Playing Fields (portion)	Additional Parking Bay – 350 spaces		Garage –122,500	4	40	Boston College Institutional Subdistrict	4-6 years
Bishop Peterson Hall	127 Lake Street	3	Academic and Administrative	Academic and Administrative		Academic and Administrative – 69,880	5		Conservation Protection Subdistrict	1-3 years
Chancery and Creagh Library	North of Commonwealth Avenue	10	Chancery Offices and Library	Administrative		Administrative – 66,100	2-3		Conservation Protection Subdistrict	1-3 Years
St. John's Hall (part)	127 Lake Street adjacent to Bishop Peterson Hall	4	Administrative	Administrative		Administrative – 12,000	N/A	N/A	Conservation Protection Subdistrict	1-3 Years
Cardinal's Residence	2101 Commonwealth Avenue	12	Conference and Meeting Facility	Conference and Meeting Facility		Conference and Meeting Facility – 23,000	2		Conservation Protection Subdistrict	1-3 Years

1. In square feet (sf)

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Brighton Campus

Five hundred beds of undergraduate housing are planned for two locations on the Brighton Campus: alongside the main entrance (spine road) to the Brighton Campus, and on the interior of the Brighton Campus.

Commonwealth Avenue Site

The main-entrance site off Commonwealth Avenue will accommodate approximately 150 apartment-style beds for juniors and seniors in one building. The primary wing is sited along the Brighton Campus main entrance (spine road), minimizing the need to disturb the existing landscape at the corner of Lake Street and Commonwealth Avenue. The building will be four-to-five stories in height. It will benefit from existing topography and vegetation to shade it from the west during summer months. It is scheduled to be built during phase one of IMP construction, within 1-3 years.

Interior of Brighton Campus

The interior Brighton Campus site, currently a surface parking lot, will accommodate approximately 350 apartment-style beds. Two buildings will be built west of the spine road and will be set back approximately 230 feet from Lake Street and buffered by the existing wooded slope that runs along the western edge of the campus. It is scheduled to be built during phase three of IMP construction, beginning in 7-10 years.

This proposed housing will frame a one-acre quadrangle with the northern edge formed by the School of Theology and Ministry library. A plaza area at the southern edge of this open space will provide a transition for the grade change between the housing and the spine road. The accompanying courtyard will allow natural light to reach each of the interior-facing rooms. The narrow buildings and green courtyards significantly decrease the amount of impervious surface and stormwater runoff.

Jesuit Faculty and Graduate Student Housing

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology, which is relocating to Boston College, is planned on the east side of Foster Street opposite St. Clement's Hall on the Brighton Campus. Specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians, the project will accommodate up to 75 beds in five buildings of two to three stories, clustered around a central green. Each residential building includes a living and dining area, kitchen, bedrooms and a chapel and fosters the formation of "small living communities."

The buildings will be approximately 20 to 25 feet in height, with a total area of approximately 40,000 to 50,000 sf, and will be at a scale compatible with adjacent residential and institutional neighbors. About 40 on-site parking spaces will be provided to serve the residents. The project includes a set back of 75 feet from the rear lot line of the neighboring homes on Portina Road. The natural rock outcropping on the south side of the site will be

preserved. Discussions are currently underway between the University and the Society of Jesus (Jesuits) that may result in the project being permitted directly by the Society.

Academic

Fine Arts District

A Fine Arts District is planned on Commonwealth Avenue between the former Cardinal's Residence and Creagh Library. This district supports the University's goal of introducing academic uses in each district as part of its mixed use principle. Construction is scheduled to start within years 4 through 6. This district will contain the following:

- An approximately 55,000 sf Fine Arts/Museum complex of linked buildings of four to five stories and a height of 60 feet. Orientation of the buildings will be east-west to take advantage of passive solar gain.
- An approximately 30,000 sf auditorium with 1,200 seats, primarily for University use. The auditorium will be constructed on a current surface parking lot.

This Fine Arts District will enhance the University's time-honored Jesuit commitment to the arts and provide an invaluable resource to students, faculty and the local community.

Library Storage Addition

Boston College libraries have long been in need of additional storage space. The University plans to construct an approximately 40-foot high, 14,000 sf addition to the existing School of Theology and Ministry Library on the Brighton Campus to provide a robotic library storage facility. The modest-sized building, located east of Lake Street, will be screened from residences on Lake Street by an existing wooded area. Construction is scheduled to start within years 1 through 3.

Student Life

The following major projects are planned to enhance student life on campus: Brighton Athletics Center, tennis courts, the Recreation Center and the University Center.

Brighton Athletics Center

The Brighton Athletics Center will provide Boston College with an opportunity it has sought for more than a decade -- to improve its baseball and softball facilities for intercollegiate sports. Boston College's membership in the Atlantic Coast Conference has increased its need for larger and more modern athletic facilities. Construction is scheduled to start within years 1 through 3. The program for the Athletics Center, which is located at the north end of the Brighton Campus, includes:

- Baseball field with 1,500 spectator seats. This field will be located east of Bishop Peterson Hall, will have a synthetic playing surface and will be lighted.

- Softball field with 500 seats. This field will be located northeast of Bishop Peterson Hall, will have a synthetic playing surface and will be lighted.
- Intramural field. This field will be located north of Bishop Peterson Hall, will have a natural grass surface, will be lighted, and will have no permanent spectator seating.
- Support building. This facility will be located between the softball field and baseball field. The approximately 60,000 sf building will contain support facilities for baseball, softball and intramurals, including locker rooms, restrooms, concession space, batting cages and training space.

Tennis Courts

Situated south of the proposed parking garage on the Brighton Campus, the proposed six outdoor tennis courts will replace the current tennis courts located adjacent to the modular housing on the Lower Campus. The tennis courts are planned to be NCAA-approved for varsity tennis practice and play. To meet one of the requirements for NCAA approval, a minimum of six courts must be built. The tennis courts will include a hard court surface, standard tennis court fencing and lighting to allow for nighttime playing.

Recreation Center

The proposed Recreation Center will be constructed on the site of Edmonds Hall, a 33-year old, nine-story residence hall that is outdated and in need of extensive repairs (see Chapter 6, *Student Housing Plan*, for a discussion of the condition of Edmonds Hall). The Recreation Center will be bordered by St. Thomas More Road on the east, Campanella Way on the south, Walsh Hall on the north, and a shallow utility line to the west.

This new 200,000 sf Recreation Center will be constructed to replace the outmoded 36-year old Flynn Recreation Complex. It will have a footprint of approximately half the existing size, allowing valuable land in the Lower Campus to be developed as future buildings and open space. The Recreation Center will include a fitness center, indoor suspended jogging track, swimming pool, multipurpose courts, locker rooms, administrative offices and accessory University uses. As with the Flynn Complex, it will offer summer hours for local residents. It is anticipated that the facility will achieve high levels of energy efficiency with creative sustainable design solutions. Construction is scheduled to start within years 4 through 6.

University Center

Boston College plans to construct a new 285,000 sf University Center to provide space for its student organizations, conference rooms, bookstore, dining, student services, an addition to Robsham Theater and accessory University uses. The University Center will be located on a site near the new Recreation Center and expanded campus housing that currently hosts the Flynn Recreation Complex and surface parking. This facility will replace the outdated and inadequate McElroy Commons, located on the corner of Beacon Street and College Road, which has served as the student center for the last 48 years. Mirroring the current McElroy Commons and Campus Green relationship on Middle Campus, the University Center will be adjacent to the Lower Campus Quadrangle to allow both indoor and outdoor student activities and passive recreation. Construction is scheduled to start within years 4 through 6.

Support Facilities

Beacon Street Garage Expansion

The existing 825-space Beacon Street Garage is slated for a 350-space expansion. The expanded parking garage will replace surface parking areas eliminated by other future projects and will accommodate employees and visitors to the Chestnut Hill Campus. The approximately 122,500 sf addition will be added on the east side of the current garage next to Shea Field. Construction is scheduled to start within years 4 through 6.

Parking Garage on the Brighton Campus

A new parking garage to serve Brighton Campus faculty, staff and visitors will be constructed along the spine road near the entrance to the Brighton Athletics Center. It will contain approximately 500 spaces on five levels. This parking facility is located approximately 190 feet from the property line shared with the adjacent Lane Park neighborhood. Construction is scheduled to start within years 1 through 3.

Re-use of Existing Brighton Campus Facilities

Prior Master Plan Amendments

Because the University acquired the Brighton Campus in multiple transactions beginning as early as August, 2004, two Amendments to the existing Boston College Master Plan have already addressed the renovation and reuse of a few existing buildings.

The first Amendment, approved in 2006, extended the Boston College Institutional Master Plan Area to include approximately 46 acres of the Brighton Campus, and approved the renovation and re-use of (i) St. William's Hall for offices and classrooms for the School of Theology and Ministry, (ii) the former Cardinal's Residence for conference and meeting space, (iii) the former Tribunal Building for offices and workrooms, and (iv) the Gymnasium for student dance groups and other activities.

The second Master Plan Amendment is scheduled to be taken up by the BRA in June, 2008. It proposes to further extend the Boston College Institutional Master Plan Area to incorporate an additional 18.3 acres of the Brighton Campus acquired by the University in July, 2007, and requests approval of the renovation and re-use of (i) the former St. John's Seminary Library for use by the School of Theology and Ministry, (ii) Bishop Peterson Hall for temporary offices and classrooms of the School of Theology and Ministry during the renovation of St. William's Hall, and (iii) the kitchen and dining rooms of Bishop Peterson Hall for students and faculty of the School of Theology and Ministry.

Additional plans for renovation and re-use of existing Brighton Campus facilities included in this Master Plan as Proposed Future Projects are described below.

Bishop Peterson Hall

As mentioned above, Bishop Peterson Hall will be used on a temporary basis as the home of the School of Theology and Ministry while St. William's Hall is under renovation. Upon the removal of the School of Theology and Ministry to its permanent home, the University plans to renovate Bishop Peterson Hall for use as administrative offices.

Cardinal's Residence

The first amendment to Boston College's 2000 IMP included the re-use of the former Cardinal's Residence as a conference and meeting facility for faculty, staff and alumni, and anticipated only cosmetic improvements to the building. During the period of the 10-year Master Plan, Boston College anticipates making further improvements and upgrades to this facility, including improvements to the kitchen and dining areas, to better support the planned use.

Chancery and Creagh Library

The Chancery and Creagh Library, located on the southern end of the property near Commonwealth Avenue, contain 66,100 sf of space, previously used as offices and a library by the Archdiocese. Boston College plans to renovate these buildings for administrative office space.

St. John's Hall

Boston College also leases 12,000 sf of space from the Roman Catholic Archdiocese of Boston in St. John's Hall (St. John's Seminary). The planned use of this space is administrative office space.

Construction Cost Estimates

During the development of all the projects included in Boston College's 10-year Master Plan, the University expects to spend a total of $1 billion on construction of individual projects and directly related infrastructure. Approximately $250 million will be spent in years 1-3; $350 million in years 4-6; $150 million in years 7-10. An additional $250 million will be spent on other infrastructure improvements, bringing the University's total investment in its three campuses to $1 billion.

Sequencing of Proposed Institutional Projects

Although the specific timing of individual projects included in this IMP has not been determined at this time, the general timeframe for each project is shown in Table 5-2. Each project is identified by whether it will likely be built in the first three years, the second three years or the last four years of the 10-year IMP.

10-Year Plan - Newton

This section describes additional improvements Boston College plans over the next ten years that are not subject to Article 80. These include proposed future projects on the Newton portion of the Chestnut Hill Campus and on the Newton Campus. These projects will be

subject to review and approval by the City of Newton. This section also describes planned and anticipated infrastructure improvements that will support the 10-year Master Plan for the Chestnut Hill and Brighton campuses.

Chestnut Hill Campus Newton

Table 5-3 lists projects in the 10-year Master Plan time frame proposed for the Newton portion of the Chestnut Hill Campus and for the Newton Campus. Boston College is working with Newton officials regarding the procedures that will be used for the review and approval of these projects. The future projects planned for areas in the City of Newton are an integral part of the plan for the development of Boston College properties located in the City of Boston, and are presented here to provide a complete picture of the 10-year Master Plan for the overall development of all three Boston College campuses.

There are five proposed projects on the Newton portion of the Chestnut Hill Campus: two academic buildings for the Humanities, Social Work and Nursing; Stokes Commons; the Integrated Science Building; and the renovation of Carney Hall. The five projects are located on the Middle Campus in Chestnut Hill, and all but the Science Building are located adjacent to the Campus Green between Beacon Street and College Road.

A 125,000 sf academic office and classroom building for the Humanities will be constructed on the site of the existing McElroy Commons student center and dining facility. The proposed Humanities building may include an underground parking facility for up to 90 parking spaces.

An academic building for the Connell School of Nursing and the Graduate School of Social Work will be built on the existing surface parking lot located next to the Campus Green along College Road. It will contain 75,000 sf of space for offices and classrooms. Stokes Commons, a student center and dining facility, will also be constructed on the existing parking lot next to Lyons Hall. It will provide 125,000 sf of space to replace McElroy Commons.

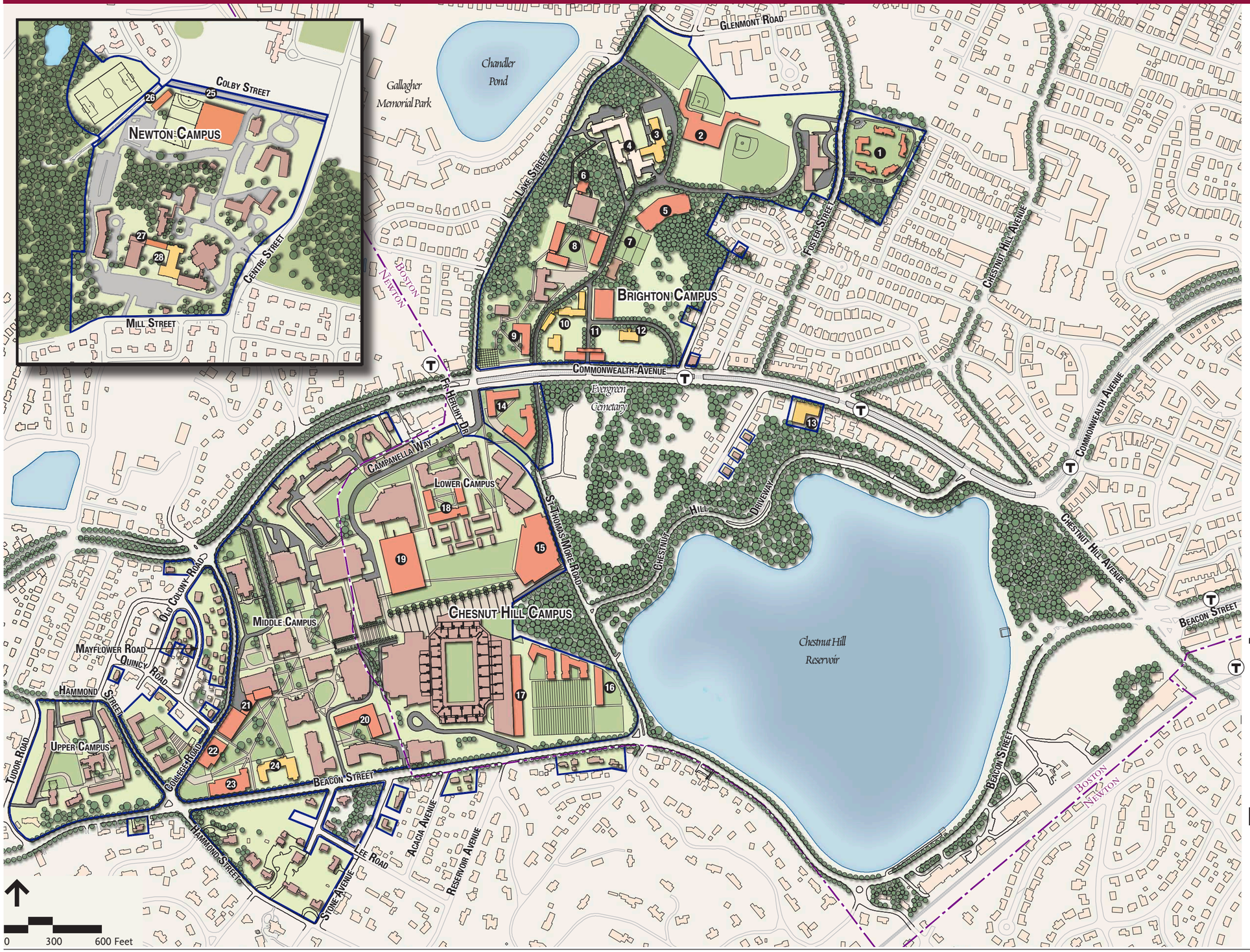
Drawing on the carefully developed strengths and reputations of Boston College's chemistry, physics and biology departments and recognizing that science in the future must be interdisciplinary and collaborative, Boston College will build an Integrated Science Center that will house individual centers for molecular biology, synthetic-organic chemistry, and complex materials. It will be designed to meet the strategic goal of committing targeted resources to selected natural science disciplines that will establish Boston College among the leaders in these areas. The building will consist of 100,000 sf of space for academic offices and classrooms and will replace the existing Cushing Hall, which currently houses the Connell School of Nursing. The placement of the Science Center near Merkert Chemistry Center and Higgins Hall, which houses the biology and physics departments, will help to foster synergy among the various science disciplines at Boston College.

Table 5-3 Proposed Future Projects (Newton Properties)

Proposed Future Project	Location	Map No. (See Figure 3-1)	Current Uses	Projected Future Uses		Proposed Gross Floor Area	Height	
				Primary Uses	Principal Sub-uses		Stories	Feet
Chestnut Hill Campus								
Integrated Science Center	Cushing Hall Site and a Portion of the adjacent Service Building Site	20	Academic Building for Nursing and Social Sciences (65,141 sf)	Academic Offices, Classrooms		Science Center —100,000 sf	4-5	70-80
Stokes Commons	Parking Lot Adjacent to the Campus Green along College Road ; Expansion of Lyons Hall	21	Parking	Student Commons; Dining; Academic		Student Commons – 125,000 sf	5	70
Academic Building for Nursing and Social Work	Parking Lot Adjacent to the Campus Green along College Road	22	Parking	Academic Offices, Classrooms,		Academic Building – 75,000 sf	5	70
Academic Building for Humanities	McElroy Commons Site	23	Student Commons	Academic Offices, Classrooms	Parking – up to 90 spaces	Academic Building – 125,000 sf Parking – 31,000 sf	5	70
Carney Hall Renovation	Carney Hall	24	Academic & Administrative	Academic & Administrative		Carney Hall – 120,000 sf	6	75
Newton Campus								
Smith Wing Replacement	Adjacent to Stuart House	27	Academic	Academic		Academic – 23,000 sf	3.5	40-45
Recreation/ Athletics Building	Between Field Hockey and Soccer Fields	26	Quonset Hut for Recreation/ Athletics	Recreation/ Athletics Support		Recreation/Athletics – 8,500 sf	1	15
Parking	Adjacent to Field Hockey Field	25	Undeveloped	Surface Parking Lot		Parking – 150 spaces	N/A	N/A
Stuart Hall Renovation	Stuart Hall	28	Academic & Administrative	Academic & Administrative		Same as existing	3.5	40-45

Newton Campus

Four projects planned for the Newton Campus over the next 10 years are shown in Figure 5-1. They include a replacement of the Smith Wing of Stuart House, a new recreation/athletics building to replace the existing Quonset hut, a new 150-space surface parking lot and the renovation of Stuart House. The Smith Wing replacement will include 23,000 sf of academic and office space, and the replacement for the Quonset hut will be an 8,500 sf building.



Proposed Institutional Projects
Boston Properties

1. Jesuit Faculty and Graduate Housing
2. Brighton Athletics Center
3. Bishop Peterson Hall
4. St. John's Hall
5. Parking Garage
6. Library Storage
7. Tennis Courts
8. Undergraduate Housing
9. Undergraduate Housing
10. Chancery/Creagh Library Renovation
11. Fine Arts District
12. Cardinal's Residence Renovation
13. Undergraduate Housing
14. Undergraduate Housing
15. Recreation Center
16. Undergraduate Housing
17. Beacon Street Garage Addition
18. Undergraduate Housing
19. University Center

Proposed Projects
Newton Properties

20. Integrated Science Center
21. Stokes Commons
22. Academic Building
23. Academic Building
24. Carney Hall Renovation
25. Surface Parking
26. Recreation/Athletics Building
27. Smith Wing Replacement
28. Stuart Hall Renovation

Legend

- Existing Boston College Building
- Proposed Institutional Project
- Proposed Renovation

Source: Building Footprints - Boston Redevelopment Authority (BRA), Parcels - FY 2002 Parcels from the City of Boston Assessor's maps

Vanasse Hangen Brustlin, Inc.

Figure 5-1

Proposed Institutional Projects
Ten-Year Plan

Boston College
Institutional Master Plan

Chapter 6

Student Housing Plan

Providing additional on-campus housing for Boston College students is a high priority for the University, the City, and the neighborhood. Currently, Boston College provides the highest percentage of undergraduate student housing of any college or university in the City: 85 percent.[1] By meeting 100 percent of demand, Boston College will become the first university to reach this significant milestone.

The plan for new housing that is outlined in the IMP will add 1,280 new beds of undergraduate housing, enabling Boston College to provide University housing for all undergraduates who seek it, thereby eliminating the impact of Boston College students on the rental housing stock in the Brighton and Allston neighborhoods.

Increasing the number of undergraduate students living on campus is consistent with one of the City of Boston's primary planning goals for the Allston-Brighton neighborhood. Over recent years, community organizations and the Mayor's Housing Task Force have recommended that colleges and universities build additional student housing to alleviate pressure on City neighborhoods.

1 There are 7,330 students housed on campus. This represents 85 percent of the number of undergraduate students enrolled in on-campus programs. In the 2007-2008 academic year, an average of 350 students per semester studied abroad. Approximately 50 commuted from home.

Boston College Housing Mission

Boston College seeks to foster an inclusive residential community that supports its Jesuit, Catholic educational mission by:

- Providing safe, secure and well-maintained residence halls
- Offering programs and leadership opportunities designed to promote responsible decision making and personal accountability
- Providing educational, developmental, social and spiritual support to our students
- Recruiting and selecting a competent staff that reflects the cultural and personal diversity of the resident student body
- Managing responsible and accountable fiscal and administrative policies and services

Boston College also is committed to promoting and maintaining the highest standards of student behavior both on and off campus, and has established comprehensive programs to monitor behavior and enforce these standards.

This chapter documents existing on-campus student housing, presents the general goals and principles related to student residential life on campus, and describes how the University will provide a net increase in the supply of student housing. Chapter 5, *Proposed Future Projects*, describes the specific residence hall projects planned over the next ten years to meet the University's goals.

Boston College's Housing Culture

The University's residential life program began in the mid-1950s, a result of Boston College's evolution from a local to a regional institution, which brought with it the need for some on-campus housing. As BC's national status grew, the University was transformed once again, from a predominantly commuter school to a highly-desired residential environment that offers students a supportive and enriching community in which to learn, grow, socialize and live.

In keeping with the Jesuit educational philosophy of *cura personalis*, or care for the whole person (mind, body and soul), Boston College seeks to infuse residential life with purposeful and meaningful experiences that contribute to students' personal development, as well as to emphasize the importance of community-building throughout its residence halls. This approach is consistent with the direction identified in the University's Strategic Plan that focuses on leadership in the area of student formation.

Over the past several decades, Boston College has incorporated these objectives into building designs, staffing patterns, educational programs and assignment policies related to

residential life. The University also has determined that undergraduates should live on campus if they are to fully realize the formative educational experience Boston College has to offer. To this end, the University added more than 800 beds to its on-campus undergraduate housing supply in its 2000 Master Plan.

Newly designed and recently renovated residence halls provide students with a sense of small individual communities within the larger building supported by resident ministers (RMs) and resident assistants (RAs). Freshman area buildings range in size from 300 to 500 residents; upper class buildings house an average of 500 students. The majority of residence halls provide small lounges on each floor for students to gather for academic and social events. In addition, the first-year area on Newton Campus provides residents with outside recreation space for relaxation as well as casual meeting space around the buildings.

All residence halls are staffed with professional and student personnel seven days a week during the academic year. The student staffers, known as RAs, are central to the creation of a positive community on each floor. To support the RAs and provide adult resources for residents, each hall is staffed with a resident director (RD), assistant resident directors, peer ministers and resident ministers. In addition, the Office of Residential Life and the Office of the Provost are collaborating to increase the presence of faculty in the halls. Currently, faculty conduct seminar classes in the lounges and assist professional and student staff with educational and social programs. There also has been increased student demand for specialized housing areas devoted to specific areas such as academic honors, healthy living, multicultural leadership or language immersion, among others.

A sense of unity among students in each class year is encouraged by the location of buildings and by room assignment policies. Currently, residence halls are clustered by class year and housing policies require all first year students to live in designated areas of the Upper and Newton campuses. Similarly, policies restrict existing sophomores, juniors and seniors to specific areas of the Lower Campus.

These housing policies have contributed to the development of a student residential culture now viewed as central to the Boston College experience. Unlike other local institutions, Boston College currently does not require students to reside on campus. Student demand for housing has continued to increase over the past 10 years, however, and 95 percent of the juniors who live off campus because of the prevailing lack of space, return to campus for their senior year.

All campus residents benefit from BC's emphasis on principles of student formation, which are reflected in residential life staffing, programs and community standards. As a result, students reside not in “dormitories” but in communities, supported by adult presence and enhanced by programs designed to enrich their academic, social and spiritual lives.

Undergraduate Housing

There are 29 undergraduate residence halls with 7,330 beds located on the Chestnut Hill and Newton campuses, including beds on the north side of Commonwealth Avenue (Greycliff Hall). Table 6-1 lists the existing residence halls, including the type of housing and number of beds provided in each.

Boston College residence halls provide a variety of residential units that include:

- *Traditional Residence Halls* – Traditional residence halls are composed of single, double and triple rooms with common bathrooms on each floor. This type of student housing is found primarily on the Upper and Newton campuses. All freshmen live in these residences, where they are required to participate in BC's meal plan program. Some sophomores also live in this type of housing. There are 3,060 students living in traditional residence halls.
- *Suite-Style Living* – Suites have two or three people per bedroom, with either four, six, seven, eight or nine people per suite. There are private bathrooms and common areas within each suite. Sophomores live in this style housing, where they are required to participate in a meal plan program. The residential facilities containing suites include Walsh, Vanderslice, and 90 and 110 St. Thomas More halls on the Lower Campus. There are 1,930 students living in suite-style residence halls.
- *Apartments* – Apartments have two people per bedroom, with either two, four or six people per apartment. They contain a private bathroom, living room, dining area and full kitchen. Seniors and juniors live in the apartments. They are not required to participate in the meal plan. The residential facilities containing apartments include the Modular Apartments, and Rubenstein, Ignacio, Voute, Gabelli and Edmonds halls on the Lower Campus. There are 2,340 students living in apartment-style residence halls.

Table 6-1 Boston College Undergraduate Residence Halls by Campus 2006

Facility	Address	Type of Housing	Number on Figure 2-1	Students Housed[1]
Chestnut Hill Lower Campus				
90 St. Thomas More Road	90 St. Thomas More Road, Boston	Suites	19	381
110 St. Thomas More Road	110 St. Thomas More Road, Boston	Suites	17	306
Edmonds Hall	200 St. Thomas More Road, Boston	Apartments	15	771
Greycliff Hall	2051 Commonwealth Avenue, Boston	Traditional	12	33
Modular Apartments	100 St. Thomas More Road, Boston	Apartments	16	444
Vanderslice Hall	70 St. Thomas More Road, Boston	Suites	18	423
Walsh Hall	150 St. Thomas More Road, Boston	Suites	14	789
Subtotal Lower Campus				***3,147***
Chestnut Hill Middle Campus				
66 Commonwealth Avenue	66 Commonwealth Avenue, Newton	Traditional	31	233
Gabelli Hall	80 Commonwealth Avenue, Newton	Apartments	32	156
IgnacioHall	100 Commonwealth Avenue, Newton	Apartments	34	364
Rubenstein Hall	90 Commonwealth Avenue, Newton	Apartments	33	363
Voute Hall	110 Commonwealth Avenue, Newton	Apartments	35	218
Subtotal Middle Campus				***1,334***
Chestnut Hill Upper Campus				
Cheverus Hall	127 Hammond Street, Newton	Traditional	69	159
Claver Hall	40 Tudor Road, Newton	Traditional	76	93
Fenwick Hall	46 Tudor Road, Newton	Traditional	79	227
Fitzpatrick Hall	137 Hammond Street, Newton	Traditional	68	199
Gonzaga Hall	149 Hammond Street, Newton	Traditional	67	229
Kostka Hall	149 Hammond Street, Newton	Traditional	71	178
Loyola Hall	42 Tudor Road, Newton	Traditional	77	117
Medeiros Townhouses	60 Tudor Road, Newton	Suites	75	103
Roncalli Hall	200 Hammond Street, Newton	Traditional	64	170
Shaw Hall	372 Beacon Street, Newton	Traditional	72	21
Welch Hall	182 Hammond Street, Newton	Traditional	65	196
Williams Hall	144 Hammond Street, Newton	Traditional	66	176
Xavier Hall	44 Tudor Road, Newton	Traditional	78	106
Subtotal Upper Campus				***1,974***
Newton Campus				
Cushing House	885 Centre Street, Newton	Traditional	125	123
Duchesne East	885 Centre Street, Newton	Traditional	122	130
Duchesne West	885 Centre Street, Newton	Traditional	121	140
Hardey House	885 Centre Street, Newton	Traditional	126	196
Keyes North	885 Centre Street, Newton	Traditional	133	151
Keyes South	885 Centre Street, Newton	Traditional	132	135
Subtotal Newton Campus				***875***
TOTAL ALL CAMPUSES				**7,330**

1 Assistant Directors, Resident Hall Directors, Peer Ministers, and Resident Ministers are not included.

Assignment Process Overview

The Boston College Office of Undergraduate Admission awards three or four years of housing depending on a student's academic standing and program of study. Presidential Scholars, honor students, student leaders, scholarship athletes, nursing students and students with severe medical needs are granted four years of housing. In the 2007-2008 academic year, a total of 821 juniors lived in on- campus housing. As they do each year, approximately 350 juniors participated in study abroad programs. As a result, approximately 1,033 juniors and a total of 1,270 BC students sought off-campus housing in Allston-Brighton and Newton.

Student housing locations are determined through two processes: freshmen assignment and upperclassmen room selection. There is also a separate process for assigning summer guests.

First Year Assignment Process

There are approximately 1,420 first-year residents living on the Upper Campus and 875 living on Newton Campus. The freshmen assignment process creates "best roommate" matches by estimating resident compatibility through data collected by a freshman interest questionnaire. An on-line system manages all the data for the in-coming freshmen and transfer classes. Students are assigned by computer to a single, double, triple or quad room based on a five-point matching system.

Sophomore, Junior and Senior Room Selection Process

Sophomores, juniors and seniors are permitted to form their own living groups, which then participate in a random room selection process weighted by class year (rising seniors have an advantage over rising juniors, and rising juniors over rising sophomores). Because campus apartments vary in size, students may have to re-form groups as housing locations are filled. Also, the Office of Residential Life may limit the ability of students with judicial records to participate in housing lottery processes.

Summer Housing Assignment Process

The Office of Residential Life provides housing to more than 13,000 summer guests, including students taking classes, conducting research, or attending academic and mission-related conferences and sports camps. Summer housing starts the week after graduation and ends the second week of August, utilizing all residential buildings except for the Mods (modular apartments) and those on Newton Campus. As needed, specific buildings may be taken off-line for capital projects and other maintenance work.

Graduate Housing

Boston College does not house any graduate students in University-owned properties. To compete effectively with other universities for the most qualified students and faculty, and to meet the current housing needs of its graduate and professional students and junior faculty, the University, with the cooperation of the Inspectional Services Department (ISD) and the Boston Redevelopment Authority (BRA) reached an understanding with the City of Boston under the terms of which Boston College, in Fall 2006, leased several buildings from the Mount Vernon Company on Commonwealth Avenue, and Strathmore, Orkney and Embassy roads. These buildings offer three varieties of apartments (studio, one- and two-bedroom), with a total capacity of 186 beds. The arrangement with the City of Boston provides that the University may lease these properties for graduate and professional student housing, as well as for junior faculty, for a period of six years.

Student Formation

As previously noted, a key component of Boston College's Jesuit, Catholic educational philosophy is "care for the whole person" or *cura personalis*. Already a leader in assisting students in their intellectual, spiritual, social and personal growth, the University has made student formation a strategic direction in its Strategic Plan. In the residence halls, principles of student formation are at work through professional staff, who serve as mentors and resources for students, and through a variety of programs focused on developing community and fostering learning and leadership, as well as through multicultural, spiritual, social justice and service-based opportunities.

Conversations in the Community

The Conversations in the Community program is an effort to reach out to students who are identified as at risk due to behavioral issues or other violations of community standards. It enables these students to meet with a trained faculty or staff member outside the judicial process to address the problem and help the students make better life choices in the future. Participating faculty and staff serve as resources, mentors and advisors for these students, with an emphasis on responsible decision making.

Peer Ministry Program

A collaborative effort by BC's Campus Ministry and Office of Residential Life, the Peer Ministry Program is staffed by trained graduate students who maintain direct and consistent contact, as mentors and role models, with students in the first-year residence halls. Peer Ministers serve to enhance the spiritual, social, educational, intellectual and vocational formation of their residents, whether through interacting one-on-one, leading a small faith community, accompanying groups on international service trips, or assisting with Campus Ministry liturgies or other residence hall programs. Peer Ministers journey alongside first-

year students, providing pastoral care and helping to articulate for students the Jesuit mission and philosophy of the University.

Resident Minister Program

Another partnership between the Office of Residential Life and Campus Ministry, the Resident Minister Program is composed of eleven individuals, both religious and lay, who assist the professional staff and Resident Assistants in creating an inclusive, respectful living and learning community in the residence halls. Resident Ministers live among students, serving as an adult presence in the residence halls, raising religious awareness, assisting with the implementation of programs for residents, and providing a sense of pastoral care and support for the students and staff of that community. Resident Ministers will be an important part of the student residences proposed for the Brighton Campus.

Boston College's Experience

In light of contemporary research showing that the physical structure of student housing has an effect on the conduct of residents, the Office of Residential Life at Boston College has conducted an analysis of the past four years of student resident behavior, comparing and contrasting low-rise, low-density residential communities with high-rise, high-density communities.

The two largest BC residential communities, with eight or more stories and housing about 800 students each, have had the largest number of conduct and behavioral issues over the last four years. These two buildings have had on average three times more incidents than the next closest (six low-rise buildings) combined.

National Research on Low-rise Housing

Current research on student housing suggests that BC's plans to develop low-density residential communities not only will encourage respectful student behavior and constructive social activity, but also will more effectively support the University's commitment to student formation and personal development. As previously cited, BC's commitment to excel in student formation requires the University to provide a living environment that encourages personal, social, spiritual and intellectual growth, and that values the development of a respectful community.

The following excerpts from research available within higher education and campus design underscore the importance of low-rise residential buildings.

Esteemed researchers Brian Wilcox and Charles Holahan, writing in the *Journal of Educational Psychology*, found that "students living in low-rise facilities are likely to feel greater commitment toward fellow residents than students living in high-rise facilities." Wilcox and Holahan indicate that there is even a difference in the connection developed between students living on the lower floors of a large high rise building and that of the

students living on the upper floors of the same building. This research supports Boston College's commitment to create low-rise living environments that promote the development of student communities.

Prior to announcing their research, Educational Psychologist Martin Heilweil reported that the "number of floors, the location of stairwells, and elevators, the design of inner spaces, and the use of amenities, all play an important role in the quality of their [college students'] lives."

This would indicate that the lower density and low-rise buildings promote greater community development and an increased level of individual development and satisfaction.

This finding is supported by researchers Andrew Baum and Stephen Valins in their book *Architecture and Social Behavior: Psychology Studies of Social Density;* and by Paul Bell, Thomas Greene, Jeffrey Fisher and Andrew Baum in their 1996 book *Environmental Psychology*, who indicated that "high density buildings lead to behaviors less likely to foster inclusion or to build community," and that high density in residence halls "is associated with less positive attitudes toward people and places" and "leads to social withdrawal, interrupts social networks, reduces a sense of neighborliness, and encourages more aggressive behaviors."

In 1994, Patrick Terenzini and Ernest Pascarella, two of the nation's foremost scholars in higher education, stated in their book *How College Affects Students*, "that residence halls must become purposeful and intentional educational environments," noting that current literature dictates that "halls with the strongest impacts on cognitive development and persistence are typically the result of purposeful, programmatic efforts to integrate students' intellectual and social lives." This finding is supported by Alexander Astin, a leading scholar of student involvement and development, who reported that "learning communities are small groups of students... characterized by a common sense of purpose... that can be used to build a sense of group identity, cohesiveness, and uniqueness that encourage continuity and the integration of diverse curricular and co-curricular experiences."

In addition, the view within higher education is that students must be engaged and involved to develop not only as individuals but as civic-minded citizens. Astin's 1984 theory of involvement posits that students "learn more the more they are involved in both the academic and social aspects of the collegiate experience. Students who are involved devote significant energy to academics, spend time on campus, participate actively in student organizations and activities, and interact often with faculty."

On a national and regional level, a number of universities and colleges have moved into large-scale construction and campus development, with multi-year master plans that have at their core living environments that attempt to align the opportunities provided by residence halls with the greater mission of the institution. An informal survey of architectural plans from the East Coast shows that over the past five years there has been a clear directional shift

away from building massive high-density high-rise residence halls back to low-rise halls that have proven to enhance student learning and the development of community. The University of North Carolina at Chapel Hill, Bowdoin College and the University of Vermont, for example, have recently constructed smaller, three to four story buildings with incorporated study and social space.

In conclusion, both research and recent examples indicate that Boston College's plans for building smaller, low-rise and low-density buildings are appropriate to the University's objective to provide the best residential experience for students, to promote respectful community development and to support student involvement, learning and growth.

Campus Planning for Housing

Boston College's long-term plan for campus development includes construction of several new residence halls that will be developed within the next 10 years. The following principles, among others, guided the planning and design of future student housing:

- The University aims to create a united and contiguous residential and academic environment, particularly in the Upper and Lower campuses.
- The housing plan should help develop cohesive residential areas by class.
- Campus housing should reinforce the University's mission by bringing together academic, social and spiritual pursuits.
- The design of new housing should create a better pedestrian environment by separating vehicular circulation and parking.
- The residential area should incorporate the landscape quality and density found on the iconic Middle Campus, including passive recreation space that directly serves those residents.

In addition, the University considered the design of the residential units themselves, to make them more attractive than off-campus housing. Boston College wants as many of its students as possible to experience living on campus, and on-campus living also provides BC with greater opportunity to control off-campus student behavior, a priority for both the University and its neighbors.

The design of future residence halls must be competitive both with other institutions and private owners in the community. Additionally, the design of these residence halls must, as previously cited, support and enhance students' academic and social development. To this end, the University proposes buildings that include personal space as well as ample multi-purpose community space.

Currently, Residential Life sponsors learning communities that promote academic study, leadership development and healthy lifestyles, for example, but the potential of these

communities is limited by the architecture of the existing halls. New residence halls hold potential for BC to create additional intentional learning communities.

In addition, as part of the Master Planning process, Residential Life will collaborate with the Provost's Office and other departments to create halls that will foster faculty interactions with students, and enhance the overall academic and social life of the residential community.

Demand for Additional On-campus Housing

Boston College's on-campus housing currently provides beds for approximately 7,330 students, 85 percent of the 8,600 full-time undergraduates enrolled in on-campus programs. (An average of 350 of BC's 9,000 undergraduates study abroad each semester, and approximately 50 commute from their homes in the Greater Boston area). The University regularly admits students with only three years of guaranteed on-campus housing because it lacks sufficient housing for students to live on campus for four years. This reality places the University at a competitive disadvantage with peer institutions.

To address this demand, Boston College plans a net increase of 1,280 undergraduate student beds over the next ten years. This represents a significant increase over the planned addition of 610 beds outlined in the IMPNF. The larger number of beds included in the IMP is the result of the following changes in the plan:

- The acquisition of 2000 Commonwealth Avenue, which will accommodate 560 undergraduate student beds
- An increase of 50 beds on the More Hall site
- An increase of 60 beds on the Shea Field site

The last two changes double the number of new beds on the Lower Campus from 110 to 220. In total, these changes will produce an additional 670 undergraduate beds in University housing for a total increase of 1,280 undergraduate beds. Table 6-2 outlines the planned growth of undergraduate housing during the IMP, including the sequence of proposed projects.

The creation of 1,280 new undergraduate beds would bring the total number of beds on campus to approximately 8,600. Based on an on-campus enrollment of 8,600 undergraduate students, these news beds will increase the supply of University housing from 85 percent to 100 percent of the undergraduate population.

Table 6-2 Undergraduate Housing Program

Change in Housing	Location	Number of Beds	Net Change in Number of Beds
New	More Hall Site	+470	+470
New	Brighton Campus – Commonwealth Avenue	+150	+620
New	2000 Commonwealth Avenue	+560	+1,180
Demolish	Edmonds Hall	-790	+390
New	Commander Shea Field	+550	+940
Demolish	Modular Apartments	-185	+755
New	Modular Apartments Site	+175	+930
New	Brighton Campus-- Interior	+350	+1,280
Total Net Increase		**+1,280**	

Current 10-year Undergraduate Housing Plan

Boston College's plan to increase on-campus housing by a net total of 1,280 beds, and replace existing outmoded housing, includes the following:

- Construct 470 beds on the More Hall site
- Construct 150 beds on the Brighton Campus within 1-3 years
- Add 560 beds at 2000 Commonwealth Avenue
- Demolish Edmonds Hall (790 beds)
- Construct 550 beds on Shea Field
- Demolish part of the modular units (185 beds)
- Construct 175-185 beds on the modular units site
- Construct 350 beds on the Brighton Campus in 7-10 years.

Planned for three phases over the 10-year duration of the IMP, phase one will add a net total of 390 beds in years 1-3, raising the percentage of undergraduates in University housing from 85 percent to 90 percent. Phase two will add 550 beds in years 4-6, raising the percentage to 96 percent, and phase three will add a total of 340 beds in years 7-10, raising the percentage of undergraduates in University housing to 100 percent of demand.

Under this plan, of the 8,600 beds of proposed University housing:

- About 4,700 beds or 55 percent of all beds will be located on 40 acres of the Lower Campus.
- A total of 500 beds, or 6 percent, will be located on the Brighton Campus.

The Lower Campus area will house 120 beds per acre; the Brighton Campus will house 7 beds per acre.

By any measurement, the Lower Campus of Boston College is extremely dense. As a result, the University has created a housing plan that avoids building high-rise, high-density dorms on the Lower Campus, and that more evenly distributes students throughout the Chestnut Hill, Newton and Brighton Campuses. This plan is consistent with the student formation principles that govern Boston College as a Jesuit, Catholic University.

Options for Undergraduate Housing

At the request of the BRA, Boston College analyzed two options for adding housing to the Lower Campus. Both options eliminate the 500 beds proposed for the Brighton Campus in the IMPNF and instead provide additional beds on the Lower Campus.

Option 1

The first option for providing increased housing on the Lower Campus (to replace the 500 beds proposed for the Brighton Campus) includes the following increases in the number of beds:

- An additional 50 beds on the More Hall site, bringing the total to 470 beds. The IMPNF had previously added 70 beds to this site from the original proposal of 350 beds. The result is a total increase of 120 beds from the University's original plans for the site.
- An additional 125 beds on the Shea Field site, bringing the total to 615 beds.
- An additional 65 beds on the Phase 1 Mods site replacement, bringing the total to 240 beds (replacing 185 existing beds on the site).
- A new housing site with 160 beds on the hillside in front of Rubenstein Hall and Ignacio Hall.
- New townhouse units on the Shea Field site with 100 beds.

The total number of beds added to the Lower Campus would be 610 or an increase of 500 over the 110 new beds proposed in the IMPNF. To accommodate this increase in beds, the height of several residence halls would need to be increased from the 4.5 stories provided in the IMPNF. These include 6.5 stories on two Shea Field buildings, 5.5 stories on the rear building on the More Hall site, 5.5 stories on the Mods site and 5.5 stories on the hillside in front of Rubenstein Hall and Ignacio Hall.

These increases would also require building townhouses on Shea Field along Beacon Street. A previous proposal for townhouses on this site had been opposed by the neighbors. To address those concerns, the University placed the Shea Field housing on the north side of the field away from the roadway and closer to the rest of the Lower Campus. Providing

500 additional beds on Lower Campus also requires crowding an additional 160 beds into the already heavily populated hillside area and eliminating some of the limited green space in that area. Under this option the University would house approximately 92 percent of its students in University housing, the same as provided in the original IMPNF.

Option 2

The second option analyzed for providing increased housing on the Lower Campus (to replace the 500 beds proposed for the Brighton Campus) includes the following increases in the number of beds:

- An additional 50 beds on the More Hall site, bringing the total to 470 beds. The IMPNF had previously added 70 beds to this site from the original proposal of 350 beds. The result is a total increase of 120 beds from the University's original plans for the site.
- An additional 60 beds on the Shea Field site, bringing the total to 550 beds.
- An additional 10 beds on the Phase 1 Mods site replacement, bringing the total to 185 beds.
- An additional 475 beds on the remainder of the Mods site. This would require razing the remaining 259 existing beds in the Mods, resulting in a net gain 206 beds.
- A new housing site on the hillside in front of Rubenstein Hall and Ignacio Hall with 120 beds.
- New townhouse units on the Shea Field site with 100 beds.

The total number of beds added to the Lower Campus would be 666 or an increase of 556 over the 110 beds proposed in the IMPNF. To accommodate this increase in beds, the height of four residence halls would need to be increased from 4.5 stories to 5.5 stories. These include three Shea Field buildings and the rear building on the More Hall site.

These increases would also require building townhouses on Shea Field along Beacon Street. A previous proposal for townhouses on this site had been opposed by the neighbors. To address those concerns, the University placed the Shea Field housing on the north side of the field away from the roadway and closer to the rest of the Lower Campus. Providing 556 additional beds on Lower Campus also requires placing an additional 120 beds into the already heavily populated hillside area and eliminating some of the limited green space in that area. Under this option the University would house approximately 93 percent of its students in University housing, only one per cent more than provided in the original IMPNF.

Retention of Edmonds Hall

In addition to the analysis of the two options for providing 500 beds of additional housing on the Lower Campus, the BRA scoping determination requested analysis of the retention of Edmonds Hall. Boston College plans to demolish the 36-year-old Edmonds Hall because it is obsolete and in need of extensive repairs. The University retained Einhorn Yaffee Prescott,

Architects and Engineers (EYP) to review Edmonds Hall with regard to potential renovations to accommodate Boston College's current Residence Life program requirements and sustainable design initiatives. EYP reviewed existing conditions with regard to overall building condition, exterior envelope, and major building systems as well as with regard to current trends in residence life programming and unit configuration.

The conclusion of the review was that Edmonds Hall is in need of a full and comprehensive renovation in order to update units and common spaces to meet current Residence Life needs and replace major mechanical, electrical, plumbing and fire protection systems with modern, efficient systems to extend the building's life. In addition to the overhaul of building systems, the study indicated that obtaining the goal of LEED Silver suggests significant investment in new exterior enclosure systems and interior finish materials. These renovations would result in a loss of approximately 50 beds.

More detailed recommendations from EYP include:

- Providing one major common room for at least every two floors (replacing a typical apartment unit), and at least one small study lounge on every floor, sacrificing an additional double bedroom per floor. Edmonds Hall currently contains only one common space for almost 800 student residents. It is the only space in the entire building that can be used by resident organizations for meetings or by RA staff for hall meetings.
- Performing a gut interior renovation, including the full replacement of kitchens, baths, partitions and doors; improvement of unit HVAC distribution; and increasing the number of power and telephone/data ports per room to meet the demands of current students' electronic and computer equipment.
- Converting the one bedroom units near the elevators to RA units and modifying at least two vertical lines of units to be fully accessible. The total loss of beds projected to accommodate program space, accessible units and dedicated RA units would be about 46 beds and could be more.
- Replacing the window units with new low-emissivity insulated glass units and replacing the metal spandrel panels with a new, insulated metal spandrel panel. In order to reach LEED Silver certification, replacement of the entire exterior wall with a high-performance wall system designed to maximize the use of daylight and insulating values while minimizing solar heat gain was recommended.
- Replacing the current black roof with a light-colored roofing to reduce the heat island effect. BC could consider implementing a green roof to aid both the roof heat island effect while simultaneously contributing to the management of storm water runoff, or the incorporation of a photo-voltaic panel array to power certain building systems.

Retention of Edmonds Hall would require a new site for the Recreation Center. The More Hall site would be the most suitable location available given its proximity to the planned

University Center and the concentration of housing on the Lower and Middle campuses. Placing the Recreation Center on the More Hall site would eliminate 470 beds planned for that site. This combined with the loss of 50 beds in the renovation of Edmonds Hall would result in a net gain of only 250 beds.

The Edmonds Hall location is the best site for the Recreation Center because of its proximity to the center of campus, the University Center and Corcoran Commons. The More Hall site was tested as a location for the Recreation Center and was found to be too constrained for the necessary building floor plate. Further, location of the Recreation Center at the eastern gateway to the University is inconsistent with the University's vision for the campus.

Impacts of Student Housing Demand on Off-campus Housing Supply

Over the past several decades Boston College has worked to lessen its impact on the local Allston-Brighton housing market though a number of intentional and carefully crafted strategies including the addition of undergraduate beds to the on-campus housing supply and, most importantly, through the establishment of a welcoming, residentially focused student culture on campus.

While much has been done to offer students more on-campus housing options, a number of undergraduates remain in off-campus accommodations. Boston College retained Byrne McKinney & Associates, Inc. to update a study of the impacts of student housing demand on the off-campus housing supply that was included in the University's 2000 Maser Plan. The updated analysis quantifies the impacts which students living off-campus exert on the neighborhood marketplace today, and the effect that net new on-campus beds proposed by the IMP are likely to have on the future performance of the Allston-Brighton housing markets.

The most significant conclusions to be drawn from the analysis are as follows:

- About 1,100 Boston College undergraduates live in off-campus housing in Allston-Brighton, occupying approximately 272 housing units or 1.0 percent of the neighborhood housing supply. This concentration is unlikely to increase in the absence of increased enrollment, especially given the 1,280 net new undergraduate beds in University housing being proposed by the IMP.
- Given the intrinsically small numbers, the removal of 100 percent of Boston College students from the local market would have a nominal effect on rental apartment pricing and appreciation rates in the Allston-Brighton marketplace.
- Given the rent potential represented by multiple student occupancies, Boston College students have historically had an impact on the pricing of single-family homes within immediate proximity to the campus. However, as general market trends have driven up

prices in the owner-occupant sector overall, the investor advantage derived from student rents has all but disappeared in recent years.

The full 2008 Housing Impact Study is included in Appendix A.

Student Behavior Plan

Boston College regards uncivil or disrespectful behavior by students toward anyone in the community as unacceptable. The following sections describe the measures and programs that have been implemented in a multi-faceted Student Behavior Plan to insure that Boston College students understand that they are held to the highest standards.

In 2004, Mayor Menino initiated awards to recognize partnerships between higher education and the City of Boston. Boston College won the 2004 Achievement Award for the Boston College-Boston Police Department Community Partnership Program formed eight years earlier that successfully addressed and managed off-campus student behavior. The program stressed communication and collaboration among Boston College, Boston Police Department (BPD) -- District 14, Brighton District Court, the City of Newton Police Department, the City of Boston Inspectional Services Department (ISD), the City of Newton ISD, elected officials, property managers, landlords and the community.

A number of individuals and departments at Boston College work as a team in setting policy, addressing problems and crafting resolutions to student behavior issues. The Boston College core team involves the following:

- Office of Governmental & Community Affairs
- Boston College Police Department (BCPD)
- Vice President of Student Affairs
- Office of the Dean for Student Development (ODSD)

Starting with every First Year Experience (freshmen orientation) session, the Boston College team stresses the importance of responsible student behavior and the serious consequences that can result if students violate the student code of conduct. Disciplinary actions range from parental notification of offenses to judicial sanctions, suspension and expulsion. Boston College reminds students through consistent use of email and flyers of the University's zero tolerance policy for destructive or violent behavior, alcohol abuse, and underage drinking, both on campus and in the neighborhood.

Office of Governmental and Community Affairs

This office serves as a liaison between Boston College and the external community and coordinates Boston College's response to community concerns about student misconduct. The Director of Community Affairs works with the Office of the Dean for Student

Development to respond to complaints from neighbors, and conducts an annual student behavior meeting with Boston College administrators, local police departments, and Brighton District Court officials. The Director also works with landlords, property managers and ISD to resolve student behavior issues, housing problems and sanitary code violations. In addition, the Director testifies at license hearings, brings alcohol-related violations by licensed establishments to the attention of local authorities, attends community meetings, meets with students in their apartments concerning behavioral issues, supervises the Community Assistance Program (described below) and serves as the liaison between Boston Police and the University.

Community Assistance Program (CAP)

One of the most effective preventive steps that Boston College has taken to assist the community and the Boston Police Department (BPD) is the Community Assistance Program (CAP). Under the direction of the Office of Governmental & Community Affairs, a Boston College administrator patrols neighborhoods and responds to disturbance calls from the Boston College police, BPD, and neighbors on weekends. CAP is on duty from 9:00 p.m. to 3:00 a.m. every night of the week for the first three weeks of the semester, and on weekends (including Thursdays) and holidays thereafter. The CAP program administrator's position will be upgraded from part-time to full-time. Boston College will re-evaluate the need for this position to remain full-time after the residence halls proposed in the IMP are constructed and the University has met 100 percent of undergraduate demand for student housing.

Patrolling in Boston College vans, CAP is directed to problem locations by the Boston College Police and the BPD. CAP's function is to prevent problems from occurring, as well as to address disturbances. In many instances, these proactive visits to off-campus student residences quell problems and eliminate the need for future BPD response. During interaction with students, the administrator informs them that their behavior may result in arrest if BPD is subsequently called to their address. The administrator also takes down names of all Boston College students for a report that is filed with the Office of the Dean for Student Development for disciplinary action. The CAP administrator has developed an excellent working relationship and open lines of communication with officers from BPD District 14 and CAP presence in the neighborhood allows BPD to use their resources to respond to higher priority calls.

Boston Police Detail

Boston College hires special Boston Police Department details from 8:00 p.m. to 4:00 a.m., Thursday through Saturday, and on other high-activity days to respond to off-campus situations. The detail reduces the number of responses necessary by the regular, on-duty Boston Police officers. The Director of Community Affairs accompanies the Boston Police on-site visits to problem houses. (See Boston Police Department section below for more information regarding the role of the Boston Police.)

The Boston College Police Department

The Boston College Police Department (BCPD) includes 53 sworn police officers providing 24-hour coverage every day. Their primary objective is to assure the safety and security of all students, faculty, staff and visitors. Officers are directly involved in both crime prevention and response/enforcement. The Boston College Police have the same authority and powers as local or state police in or upon the lands and structures owned, used or occupied by the University. They also have deputy sheriff powers for use in off-campus situations and support the Boston and Newton police. The BCPD participates in team policing and walking patrols with the Boston Police and CAP.

Vice President of Student Affairs

Under the direction of the Vice President for Student Affairs, The Campus Task Force on the Reduction of Alcohol-Related Problems is responsible for:

- Developing policies to provide consistent enforcement and decrease alcohol use on campus
- Increasing alcohol-free late-night programming and creating safe traditions around athletic events and holidays
- Coordinating educational efforts and increasing the effectiveness of intervention and treatment services

Boston College residence halls are supervised by a staff of 155 resident assistants (undergraduate and graduate students), 1 area coordinator, 12 resident directors, 2 graduate resident directors and 21 other live-in professional staff members. These individuals, who are under the direction of The Office of Residential Life, enforce University policies as well as state and local laws along with the Boston College Police. The Office of Residential Life trains Resident Directors and Resident Assistants. Education regarding illegal use and abuse of alcohol is an intrinsic component of this training, which includes policy enforcement as well as issues relating to prevention, intervention and treatment. Residence hall staff offer a comprehensive array of educational programs about alcohol in all undergraduate residence areas throughout the year. The Office of Residential Life also enforces the on-campus ban on alcohol delivery and assists with off-campus housing services, including the annual meeting with landlords, ISD and the BPD.

Office of the Dean for Student Development

The Office of the Dean for Student Development, which oversees the day-to-day activities of students outside of the classroom and judicial affairs, takes an active role in the lives of BC students. Among its responsibilities, which center on appropriate student behavior, are:

- August Off-Campus Student Behavior Letter, emailed to off-campus students and sent to their parents via regular mail. It explains and reinforces expectations of behavior for students living off-campus
- Mid-September Meetings with off-campus students, held after students arrive on-campus to reinforce expectations of student behavior
- Meetings with student organizations, also to reinforce expectations of student behavior
- Boston College Safe Program, mandatory for first-year students to discuss safety and wellness issues
- Student Code of Conduct enforcement
- Parental notification of disciplinary and judicial matters, which occurs for all alcohol violations, when sanctions may affect the student's housing status or continued enrollment, when the incident occurs off-campus, or when the student's health or welfare is jeopardized
- Disciplinary sanctions imposed on students, which may include:
  - Attendance in alcohol education programs
  - Participation in community service; the Office identifies suitable neighborhood projects or agency placements and supervises the completion of each student's assignment
  - Community restitution
  - Probation, suspension or dismissal from the University
- Off-Campus Student Living Guide, distributed door-to-door to off-campus students, explains off-campus students' rights and responsibilities and details disciplinary actions for potential misconduct
- Nights on the Heights, which provide fun on-campus alternatives to off-campus parties on Friday or Saturday nights between 9:00 p.m. and 2:00 a.m., are free of charge.

Off-Campus Housing Conference

On April 15, 2008, Boston College hosted an off-campus housing conference titled Student Life Off Campus: Issues, Strategies, and Solutions. The conference was organized by the BC Office of the Dean for Student Development in conjunction with representatives from other on-campus departments, including the Office of Governmental and Community Affairs, Student Affairs and BC Police. External participants included: District 14 Captain Frank

Mancini, Brighton District Court Judge David Donnelly, ISD Commissioner Bill Goode, and Captain William Evans, head of the Mayor's Special Task Force on Student Behavior.

Most colleges and universities in the Boston area were represented along with participants from other states in the region. Each institution was also asked to bring two to four students to discuss the student perspective. The conference was designed to bring together key stakeholders in creating and sustaining positive communities for students, community members, and colleges and universities. The conference was the result of a collaborative planning effort among Boston College, Boston University, Northeastern University, MIT, the Boston Police Department and Mayor Menino's Office. In addition to university administrators, conference attendees included community leaders, campus alcohol and drug educators, alcohol retailers, realtors and landlords.

Boston College Campus Community Partnership Initiative (BC CCPI)

The Boston College Campus Community Partnership Initiative (BC CCPI) is a coalition of members of the Boston College community and the local community aimed at addressing alcohol-related student behavior in the neighborhoods surrounding Boston College. The coalition holds monthly meetings to discuss problems and strategize about possible solutions. Meeting participants include local residents, students, landlords and property managers, realtors, Boston Police officers, ISD, BCPD, student affairs administrators and staff of the Office of Governmental and Community Affairs.

Last year the BC CCPI worked on several initiatives, including coordinating the distribution of informational guides to students living off-campus, advocating for an informational meeting for off-campus students, and planning a Welcome to the Neighborhood BBQ for students. This year the BC CCPI began planning several initiatives, such as increasing enforcement of state laws at off-campus parties, decreasing the availability of alcohol off-campus, and increasing communication and educational efforts geared towards students and residents.

Boston Police Department

Over the years, Boston College and the Boston Police Department District 14 have developed a strong working partnership and continue to collaborate on a number of initiatives and programs to address student behavior and underage drinking both on and off campus.

- The District 14 Captain and community service officers participate in the annual Student Behavior Planning Meeting with BC administrators.
- Community Service Officers address students at the BC Safe Student Meetings that are held in September to discuss expectations regarding behavior and student safety.

- Increased BPD presence and enforcement of zero tolerance policy for fall move-in and for special celebratory events such as Super Bowl, World Series or NCAA championships.
- Team Policing (new in 2007) – A new walking patrol consisting of Boston Police, Boston College Police and a BC community liaison in targeted areas: Gerald Road, Foster Street, Lane Park, Radnor Road, Lake Street, Kirkwood Road, Greycliff Road and Cleveland Circle.
- Cops in Shops Program – In cooperation with local alcohol retailers, BPD places undercover officers in establishments to monitor and arrest underage students who present false identification when purchasing alcohol. The program requires that employees of the stores be vigilant about checking identification and act as a deterrent to underage students in purchasing alcohol.
- In addition to vehicular and walking patrols, BPD officers also patrol off-campus neighborhoods on bicycles. Two new patrol bikes were recently purchased for District 14 by Boston College.

Chapter 7

Athletic Facilities

Introduction

The Boston College Athletics Department (BCAD) offers a broad-based program of intercollegiate athletics involving 725 student-athletes on 31 varsity teams. In addition, BCAD offers intramural, recreation and club sports, each of which contributes to the University's Jesuit, Catholic educational mission to develop the whole person-- physically, intellectually, socially and spiritually. Through its offerings, BCAD plays an integral part in the personal formation and development of BC students, preparing them for citizenship, service and leadership.

The Scoping Determination issued by the Boston Redevelopment Authority requests that the University provide additional information regarding the athletic facilities planned for the Brighton Campus. This chapter provides background and comparison of baseball and softball fields between Boston College and other peer institutions, the proposed building program for the Brighton Athletics Center, and alternative baseball proposals considered by the University. A discussion of the impacts associated with lighting, noise and traffic and parking is also provided. Finally, the chapter includes a discussion regarding the impact of synthetic playing surfaces and the City of Boston's investment in synthetic turf fields.

Need for New Baseball and Softball Facilities

When Boston College became the 12th member of the Atlantic Coast Conference (ACC) in 2005, its Athletics Department made a substantial financial commitment to its baseball and softball programs by providing additional athletics scholarships and adding support staff. The ACC is arguably the most competitive conference in intercollegiate athletics in the sport of baseball, and among the strongest in softball. For Boston College to recruit student-athletes and be competitive within the ACC, the University must provide first-class athletics facilities for both sports.

The University's current baseball and softball facilities are inadequate and fall well below the standards of the ACC's other 11 institutions. ACC officials, visiting teams and coaches, members of the news media (particularly broadcast media) and others have expressed concern over the lack of suitable facilities for these sports at Boston College.

In addition, the current site of the baseball and softball fields has been identified by BC campus planners as an ideal space for student residence halls, given the proximity of the site to the center of campus and to academic buildings. This combination of the need for improved baseball and softball facilities, coupled with the need to utilize Shea Field for student residence halls, made this proposed relocation a priority for the University.

Seating Capacity Comparison

The goal in designing the Brighton Athletics Center ("the Athletics Center") facilities is to meet the needs of the Boston College baseball and softball programs well into the future, while blending the facilities into the existing surroundings in an unobtrusive manner. While the proposed seating capacities of 1,500 seats for the baseball field and 500 seats for the softball field are certainly greater than the capacities at the current facilities, they will actually place the University at the low end of the conference range. As shown in Table 7-1, the average seating capacity for ACC baseball fields is 3,010 seats, and the average softball field capacity is 800 seats.

Furthermore, Boston College has missed opportunities for its games to be televised due to the lack of proper facilities and equipment at the current venue. For the past several years (and as recently as April 5, 2008), Boston College was forced to move several home games to Campanelli Stadium in Brockton due to poor field conditions and inadequate broadcasting facilities for television and media coverage. New playing fields on the Brighton Campus will enable the baseball and softball programs to have dedicated facilities for the first time.

Table 7-1 Seating Capacity of Baseball and Softball Facilities in the ACC

ACC Institution	Baseball (number of seats)	Softball (number of seats)
Clemson University	3,500	N/A
Duke University	2,000	N/A
Florida State University	6,200	845
Georgia Institute of Technology	4,157	1,000
University of Maryland	1,900	1,101
University of Miami	5,000	N/A
University of North Carolina	2,000	500
North Carolina State University	2,200	500
University of Virginia	2,624	575
Virginia Tech University	1,033	1,082
Wake Forest University	2,500	N/A
Average Seating Capacity of 11 Institutions	**3,010**	**800**
Boston College (proposed)	**1,500**	**500**

Alternative Baseball Proposals

As part of its campus planning efforts, Boston College developed various scenarios to accommodate new baseball and softball facilities on campus including maintaining the existing facilities at Shea Field, and a new facility at the Brighton Campus. The site layout and program for the Brighton Campus was initially proposed in the Institutional Master Plan Notification Form (IMPNF). This section briefly describes those alternative baseball proposals.

Shea Field

Currently, the baseball and softball facilities at Boston College share Shea Field with football and intramural sports. Shea Field is in high demand by various University athletic programs and is heavily used. Continuing to use Shea Field for baseball and softball does not meet Boston College athletic needs, and places the University at a competitive disadvantage against other ACC institutions.

As described in detail in previous chapters, undergraduate housing and a parking expansion project are proposed on portions of Shea Field, thereby precluding space for new baseball and softball facilities.

IMPNF Proposal

In the IMPNF, the Brighton Athletics Center included a 1,500-seat baseball field, 500-seat softball field, two intramural fields, a field house (for indoor tennis, track, and support space) and a 500-space parking garage. The IMPNF proposal included synthetic playing surfaces on the baseball field, softball field, and one of the intramural fields (located on top of the field house). The orientation of the baseball field was such that home plate faced a northeastern direction towards St. Clement's Hall.

Upon further analysis by the University's designers, the site program has been reduced and the field house and second intramural field have been removed. In addition, the orientation of the baseball field has been rotated to allow for more efficient use of space between the field and the support building, and to move spectator seating and home plate farther away from neighbors' homes on Lane Park. The University plans to use trees and other landscaping to buffer the perimeter of the baseball and softball fields to reduce potential visual, noise and lighting impacts.

Brighton Athletics Center

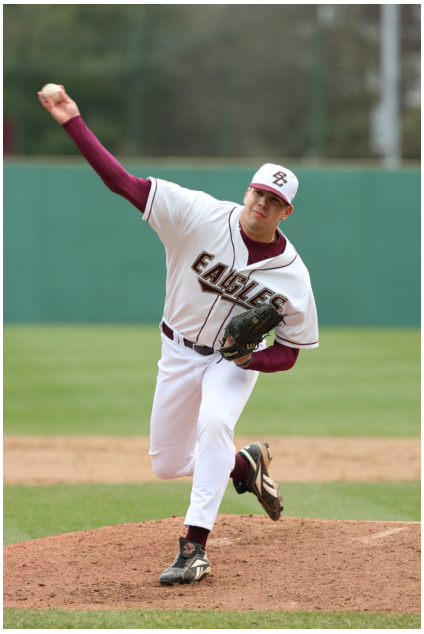
The proposed Athletics Center on the Brighton Campus will provide Boston College with an opportunity it has sought for more than a decade -- to improve its baseball and softball facilities for intercollegiate sports.

The Athletics Center is proposed on the current site of open fields, situated within the northern portion of the Brighton Campus. The site to be utilized by the Athletics Center program is bounded by St. Clement's Hall to the east, residential properties along Anselm Terrace and Edison Middle School to the north, Lake Street to the west, and Lane Park residences and Boston College buildings to the south. The site currently includes two roadways that provide access from the main north-south roadway to St. Clement's Hall and Lake Street. The site is characterized as the lowest topographical area of the Brighton Campus. For the past 20 years it has been used as a site for intramural sports and club activities, such as rugby and ultimate frisbee, and since 2004 it has been used for summer camp activities.

The proposed program for the Athletics Center includes:

- Baseball field
- Softball field
- Intramural field
- Support building

Baseball Field



A new baseball field, approximately 3.5 acres, is proposed for the northeastern portion of the site. The proposed baseball field includes stands with fixed seating to accommodate 1,500 spectators, a backstop structure consisting of media and public address functions and fencing for competitive play and perimeter security. The University will install landscaped screening and buffering along the perimeter of the baseball field. The entrance to the baseball field will be through the support building plaza level. As described in detail later in this chapter, the baseball field will include a synthetic playing surface and lighting.

Softball Field

The new softball field, approximately 1.5 acres, is proposed immediately adjacent to the support building and west of the baseball field. The proposed softball field includes stands with fixed seating to accommodate 500 spectators, and fencing for competitive play and perimeter security. The backstop structure planned for the softball field will be smaller than the one proposed for the baseball field, with similar functions. Home plate is oriented to face the Edison Middle School. The University will install landscaped screening and buffering along the perimeter of the baseball field. The softball field will also include a synthetic outfield playing surface and lighting that are described later in this chapter.

Intramural Field

The proposed intramural field is planned as a 300 x 100 foot field situated west of the softball field along Lake Street. The field is planned to be natural grass with a wrought iron perimeter fence. Due to the scheduled nighttime use of the field for intramurals, the field will include lights.

Support Building

The support building, consisting of approximately 60,000 sf, will be designed to meet the needs of coaches, student-athletes and support staff who will be using the Brighton Athletics Center. The building will be two stories, and will capitalize on the topography of the site to allow for an at-grade plaza level along the main roadway portion and second level below. The majority of the building program supports the baseball and softball operations and includes interior space for team clubhouses, coaches offices, equipment room, sports medicine, ticketing and concessions, media and press, batting cages and storage.

Tennis Courts

The proposed tennis courts are no longer part of the Brighton Athletics Center, but will be built on the Brighton Campus, situated south of the proposed parking garage. The six outdoor tennis courts will replace the current tennis courts located adjacent to the modular housing on the Lower Campus. The tennis courts are planned to be NCAA-approved for varsity tennis play and practice. To meet one of the requirements for NCAA approval, a minimum of six courts must be built. The tennis courts will include a hard court surface, standard tennis court fencing and lighting to allow for nighttime play.

Use Plan

The University will use the Brighton Athletics Center in a manner that accommodates the needs of its students and student-athletes while respecting the neighborhood. The users of the Athletics Center and the schedule of use are provided below. Parking for events at the Athletics Center will be accommodated at the proposed parking garage on the Brighton Campus.

Types of Users

It is anticipated that the Brighton Athletics Center will be used by the BC baseball and softball teams, as well as intramural and club sports, mostly during the academic year. The outdoor tennis courts will be used by BC tennis teams and BC community members. Upon request, Boston College makes its athletic facilities available to local community and youth sports groups.

Varsity Sports

The baseball and softball fields will be used primarily by the University's respective varsity sports teams for practice and games. The tennis courts will be used by the men's and women's varsity tennis teams for practice and games.

The fields and tennis courts are designed to meet NCAA standards for competitive games. As described later in this chapter, the NCAA has strict limitations of use by varsity teams. The fields and tennis courts also are anticipated to be used for intramural and club sports activities.

Intramural and Club Sports

BC offers a wide variety of intramural sports opportunities that allow students to stay active and physically fit. All intramural activities are overseen by an on-site adult administrator. Intramural men's and women's activities planned for the Athletics Center may include rugby, ultimate frisbee, soccer and lacrosse.

Club sports are student-run organizations that compete on an intercollegiate level against local competition. Under the supervision and through the guidance of University personnel, student leaders plan and organize every aspect of the team, including tryouts, practices, game schedules, travel, lodging and budget. Most clubs are very competitive within the region and several clubs travel to national competitions on an annual basis. All club sports competitions are overseen by an on-site adult administrator.

Summer Programming

Summer programming at the Athletics Center will include sports camps and clinics. In addition to the existing football camp, the Athletics Center will host baseball and softball clinics.

Schedule of Uses

The schedule of uses of the Brighton Athletics Center and the outdoor tennis courts is guided by limitations set forth by the NCAA, the academic calendar year, and respect for the adjacent community. Table 7-2 (at end of chapter) provides a calendar view of the anticipated uses of the Center. It is important to note that use of the outdoor facilities during the late fall months (i.e., November) and early spring months (i.e., February and March) are dependent on appropriate weather and facility conditions. The University values the safety of its students and student-athletes and will not schedule use of the outdoor facilities unless weather conditions permit. Additionally, the University anticipates ending field or court activities at 9:30 p.m. and a "lights-out" time of 10:00 p.m. The proposed time limit, however, does not preclude finishing a game in progress. When the fields are not in use, the lights will be off.

The following section summarizes the schedule limitations on the proposed users of the fields.

Varsity Sports

The NCAA limits an institution's playing season in baseball and softball for all teams. The following limitations on baseball and softball field use and administration must be adhered to by the Athletics Department:

- Playing season is 132 days

- Within a playing season, a maximum of 56 games may be played
- 45 of these days may be conducted in the fall on consecutive days during the months of September, October and November
- Fall seasons cannot commence before September 1
- Spring seasons cannot begin before February 1
- Practice sessions are limited to a maximum of four hours per day and 20 hours per week

During the fall, baseball and softball varsity teams will use the fields for training, practice, scrimmages and conditioning. No competitive in-season games will be planned for the fall months.

During the spring, it is anticipated that each team will play approximately 30 games at home. As common practice within the ACC, some of these games may be doubleheaders. Consequently, approximately 15 to 20 game dates will be needed to accommodate the spring games in baseball and softball.

Similar to baseball and softball, varsity tennis practices and games are limited by the NCAA. While most of the varsity tennis games are held in the spring, a few varsity games are played in the fall. The following limitations on tennis use must be adhered to by the Athletics Department:

- Playing season is 144 days
- Within a playing season, a maximum of 25 dates of games may be played
- Fall seasons cannot commence before September 7 or the first day of class, whichever is earlier
- Spring seasons cannot begin before February 1
- Practice or competition is capped to a maximum of four hours per day and 20 hours per week

Intramural and Club Sports

There are more than 35 intramural leagues and tournaments offered over the course of the academic year. There are a total of 20 club sports competing per academic year. Intramural and club sports activities are typically scheduled in the late afternoon and evening, after students are finished with classes. Any intramural or club sport activities on the baseball or softball fields or tennis courts would occur outside of the varsity sports schedule.

Nighttime Lighting

To accommodate the needs of its athletic program, Boston College will install lighting at the Brighton Athletics Center and the outdoor tennis courts. The use of nighttime lighting for the fields will greatly benefit student-athletes by allowing them to attend day classes, and practice either late in the afternoon or into the early evening. The University is carefully evaluating the use and design of lighting to reduce the potential impact on adjacent

neighbors, while also providing safety for its students and student-athletes. This section describes the variety of lighting elements proposed for the Athletics Center and the outdoor tennis courts, and the University's plan to mitigate any negative aspects associated with nighttime lighting.

As shown in the schedule of uses in Table 7-2, nighttime lighting will be needed for varsity sports, intramural and club sports, and summer programming. The number of night baseball and softball games is undetermined at this point, and will vary from year to year. It is anticipated that the teams will play approximately ten night games. In addition, the baseball and softball team may practice under night game lighting conditions when needed. However, the proposed lighting design will provide a variety of lighting fixtures with varying degrees of intensity, which will allow the University to lower the lighting level for most scheduled nighttime use in order to reduce impacts to adjacent neighbors.

Baseball and Softball Lighting

The baseball and softball fields are designed to include state-of-the art technologies to minimize glare and light spillage. The proposed poles will be in the 80 to 100 feet height range. Contrary to common belief, higher poles allow for more direct on-field lighting, and further reduce light spillage. The baseball field and softball field will each contain eight poles to light the fields. It is anticipated that light levels for standard conditions, such as during practice and non-televised games, will provide 70 foot candles (fc) at the infield, and 50 fc at the outfield. Light levels for locally and regionally televised games will provide 100 fc at the infield and 70 fc at the outfield, while light levels for any nationally televised games would be 125 fc at the infield and 100 fc in the outfield.

Tennis Court Lighting

The proposed tennis court light poles will be in the 30-40-feet height range, and will require approximately 18 poles to light the six proposed courts. The courts will be lighted to 75 fc, which is the NCAA minimum for non-televised competition.

Intramural Field

The proposed intramural light poles will be in the 70-feet to 80-feet height range, and will require four poles to light the field. The field will be lighted to a minimal level of 30 fc.

Pedestrian and Roadway Lighting

Proposed lighting will utilize Boston College standard light poles at heights varying from 15 to 25 feet, depending on location and use. These poles will be spaced approximately 40 to 70 feet on-center in order to provide one foot candle of light at pedestrian walks, vehicular drives and parking areas.

Table 7-3 Proposed Lighting Program

	Approximate Number of Light Poles	Estimated Height (feet)	Approximate Light Intensity (fc)	Field Condition
Baseball Field	8	80-100	Varies as shown below	Varies as shown below
			70	Standard (infield)
			50	Standard (outfield)
			100	Local & regional broadcast game (infield)
			70	Local & regional broadcast game (outfield)
			125	National broadcast game (infield)
			100	National broadcast game (outfield)
Softball Field	6	70-80	Varies as shown below	Varies as shown below
			70	Standard (infield)
			50	Standard (outfield)
			100	Local & regional broadcast game (infield)
			70	Local & regional broadcast game (outfield)
			125	National broadcast game (infield)
			100	National broadcast game (outfield)
Tennis Court	18	30-40	75	Standard
Intramural Field	4	70-80	30	Standard
Pedestrian and Roadway	Varies (spaced 40 feet to 70 feet apart)	15-25	At appropriate level to ensure public safety.	-

Mitigation Measures

The outdoor field and court lighting proposed at the Athletics Center will utilize state-of-the-art technology to minimize glare and light spill beyond the playing fields. According to the project's designers, this new technology reduces light spillage by 50 percent over older technology systems.

Lighting fixtures will be constructed of die-cast aluminum incorporating specular inserts to mechanically direct light where it is needed and remove it where it is not needed. The fixtures will achieve a better cut-off, minimizing the potential light being cast onto neighboring properties.

Each individual beam will be an asymmetric shape and customized for each aiming position on the field. By custom fitting every luminaire, the lighting system will require a reduced number of fixtures.

The lighting system may incorporate the following to achieve the desired results: visors, backshields, shifting of the beam (where needed), customized use/installation, landscaping, fencing.

Baseball and softball designs may incorporate an appropriate level of vertical light, due to the nature of the sport. The lighting system will be designed to account for this need. For tennis and intramural activities where vertical light is not needed above the luminaires, lighting design may incorporate optics to minimize the effects of unnecessary light above the pole.

In addition, lighting systems for baseball and softball will be configured to provide lighting at three levels: a NCAA minimum level for nationally televised games, a NCAA minimum level for regionally and locally broadcast games and a level suitable for practice, and intramural and club sport activities.

Noise

The proposed outdoor fields, tennis courts and support building are being planned and designed to minimize sound levels in the surrounding neighborhood. The predominant sound sources from the proposed Brighton Athletics Center will be heating, ventilation and air conditioning (HVAC) equipment operations in the support building and athletic activities. The HVAC equipment will be designed to comply with City of Boston regulations. Further, the support building will be located in the center of the proposed complex of outdoor fields and tennis courts, well removed from nearby residences.

The dominant noise sources for the fields include player and spectator noise, and the public address system. Player noise is not expected to differ from any noise generated by current playing activity of the existing fields. Access to all the playing fields and the tennis courts will be through an entrance to the support building opposite Bishop Peterson Hall. As a result, all players and spectators will reach the fields via the internal spine road on the campus which is located away from neighboring residences. This will minimize any potential noise impacts on nearby properties from facility users.

The public address system will be used for intercollegiate baseball and softball games. It is anticipated that each team would play approximately 30 games at home. Some of the home games would be combined into doubleheaders. Consequently, between 15 and 20 dates will be needed to accommodate the spring games in baseball and softball.

During the 15 to 20 intercollegiate games that will make use of a public address system, specific noise mitigation measures have been developed to minimize the sound levels from the baseball and softball fields. These mitigation measures include locating the baseball and softball seating areas away from neighboring homes, conducting field maintenance during daytime hours, and using a public address system that is designed to minimize sound leaving the fields.

Each of these mitigation measures will serve to minimize the effect of sound levels on the neighboring residences. Specific attention has been paid to the public address system. Typically, public address systems rely on a few high-volume speakers to broadcast over the entire field area. The system that will be used on the baseball and softball fields will be designed to use multiple speakers that are designed to focus sound on a smaller section of the spectator seating area. As a result, individual speakers will operate on lower volumes and the sound will dissipate as it travels across the infield and outfield to the edges of the Boston College property.

Parking and Site Access

Boston College will develop, implement and publicize a comprehensive and detailed traffic and parking plan, as it has in the past for football, basketball and ice hockey events on the Chestnut Hill Campus and soccer events on the Newton Campus. Fans driving to the games on the Brighton Campus will be directed to park in the new parking garage, which can be accessed from either Commonwealth Avenue or Foster Street. If additional parking is needed for select events, overflow cars will be directed to park in the Commonwealth Avenue Garage. A-frame signs will direct fans from the Commonwealth Avenue Garage to the Brighton Campus.

Students and other members of the BC community who choose to walk to the games will be directed to enter the baseball and softball center from Commonwealth Avenue via the Brighton Campus spine road, thus minimizing foot traffic on surrounding streets. For information on the transportation impacts of the development on the Brighton Campus, see Chapter 9, *Transportation and Parking*.

Synthetic Playing Surface

Boston College plans to install a synthetic playing surface for the baseball field and softball field. The intramural field surface will be natural grass.

The installation of a synthetic surface will enable the baseball and softball programs to maximize their opportunities to practice and compete without the many delays and postponements associated with New England weather. During the 2008 season, the baseball team was forced to play road games for a full month before a home opener could be scheduled. Even then, with temperatures hovering at or below freezing, preparation and maintenance of an all-grass field proved virtually impossible.

Further, advances in technology within the past decade have led to the production of synthetic surfaces that result in significantly fewer player injuries. A synthetic playing surface also requires less maintenance, eliminates the need for pesticides or herbicides and conserves water.

Environmental Impact

The primary environmental concern, currently under debate, relates to the potential leaching of heavy metals from the recycled styrene-butadiene rubber (SBR) that is used as a component in the infill system. The rubber is mixed with sand and "infilled" into the polyethylene "grass" blades to mimic the feel of natural soil and to provide a resilient surface for the athlete. According to the materials reviewed by the University, including studies prepared by Helen Liu, a leading researcher at the University of Massachusetts[1], leachate resulting from SBR derived from scrap tires and chemicals from the other components of the synthetic surface system (sand, polyolefin fibers and acrylic backings) meet current environmental standards and should not be considered hazardous.

Studies indicate that leachate from the SBR is only problematic at extreme pH levels. Organic compounds can be leached at highly acidic pH levels and metals at highly basic pH levels. Soil and rainwater pH in the greater Boston area is generally close to neutral (7.0 being neutral). The studies indicate that significant leaching of metals does not occur until the level drops into the 2.0 to 3.5 range. There is no reason to believe that soil or rainwater levels on the Brighton Campus would reach these extreme levels. Therefore significant leaching of pollutants is not expected as a result of the proposed construction of the new synthetic turf baseball and softball fields.

Since 1998, more than 100 synthetic playing fields (playgrounds, soccer fields, baseball fields, etc.) have been installed in the Boston area. Such fields include local installations at BC's Alumni Stadium, Boston University's Nickerson Field, Emerson College's Rotch Park and Harvard University's soccer and lacrosse field.

In addition, according to the Fiscal Year 2008 Budget issued by the City of Boston Office of Budget Management, the city's capital planning initiatives include continued funding of its own artificial turf program. Over the past several years, the City of Boston has installed synthetic playing surfaces at several city-owned school and recreation facilities. In recent years, the City of Boston installed synthetic turf at Charlestown High School, Madison Park High School and Pagel Playground, to cite a few.

Based on available research, the University believes that the installation of synthetic playing surfaces is a wise investment, provides significant benefit to users, conserves water and results in no significant environmental or health impacts.

1 H.Liu, et.al., Environmental Impacts of Recycled Rubber in Light Fill Applications; Summary & Evaluation of Existing Literature, 1998.

Table 7-2 Schedules of Uses

	Baseball Field			Softball Field			Intramural Field			Tennis Courts		
	Varsity Sports	Intramural and Club Sports	Summer Programming	Varsity Sports	Intramural and Club Sports	Summer Programming	Varsity Sports	Intramural and Club Sports	Summer Programming	Varsity Sports	Intramural and Club Sports	Summer Programming
January												
Monday												
Tuesday												
Wednesday												
Thursday												
Friday												
Saturday												
Sunday												
February*												
Monday												
Tuesday												
Wednesday												
Thursday												
Friday												
Saturday												
Sunday												
March*												
Monday												
Tuesday												
Wednesday												
Thursday												
Friday												
Saturday												
Sunday												

Notes

1. Use of the outdoor facilities during the late fall months (i.e., November) and early spring months (i.e., February and March) are dependent on appropriate weather and facility conditions. The allowed time of activity would be similar to other months in which Boston College students are in session.
2. The University anticipates ending field or court activities at 9:30 p.m. and a "lights-out" time of 10:00 p.m. The proposed time limit, however, does not preclude finishing a game in progress. When the fields are not in use, the lights will be off.

Table 7-2 Schedules of Uses (Continued)

	Baseball Field			Softball Field			Intramural Field			Tennis Courts		
	Varsity Sports	Intramural and Club Sports	Summer Programming	Varsity Sports	Intramural and Club Sports	Summer Programming	Varsity Sports	Intramural and Club Sports	Summer Programming	Varsity Sports	Intramural and Club Sports	Summer Programming
April												
Monday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Tuesday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Wednesday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Thursday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Friday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Saturday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			9am-10pm		8am-3pm	3pm-10pm	
Sunday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			9am-10pm		8am-3pm	3pm-10pm	
May												
Monday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Tuesday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Wednesday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Thursday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Friday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Saturday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			9am-10pm		8am-3pm	3pm-10pm	
Sunday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			9am-10pm		8am-3pm	3pm-10pm	
June												
Monday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Tuesday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Wednesday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Thursday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Friday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Saturday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Sunday			8am-10pm			8am-10pm			8am-10pm			8am-10pm

Notes

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2. The University anticipates ending field or court activities at 9:30 p.m. and a "lights-out" time of 10:00 p.m. The proposed time limit, however, does not preclude finishing a game in progress. When the fields are not in use, the lights will be off.

Table 7-2 Schedules of Uses (Continued)

	Baseball Field			Softball Field			Intramural Field			Tennis Courts		
	Varsity Sports	Intramural and Club Sports	Summer Programming	Varsity Sports	Intramural and Club Sports	Summer Programming	Varsity Sports	Intramural and Club Sports	Summer Programming	Varsity Sports	Intramural and Club Sports	Summer Programming
July												
Monday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Tuesday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Wednesday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Thursday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Friday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Saturday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Sunday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
August												
Monday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Tuesday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Wednesday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Thursday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Friday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Saturday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
Sunday			8am-10pm			8am-10pm			8am-10pm			8am-10pm
September												
Monday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Tuesday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Wednesday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Thursday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Friday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Saturday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			9am-10pm		8am-3pm	3pm-10pm	
Sunday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			9am-10pm		8am-3pm	3pm-10pm	

Notes

1. Use of the outdoor facilities during the late fall months (i.e., November) and early spring months (i.e., February and March) are dependent on appropriate weather and facility conditions. The allowed time of activity would be similar to other months in which Boston College students are in session.
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Table 7-2 Schedules of Uses (Continued)

	Baseball Field			Softball Field			Intramural Field			Tennis Courts		
	Varsity Sports	Intramural and Club Sports	Summer Programming	Varsity Sports	Intramural and Club Sports	Summer Programming	Varsity Sports	Intramural and Club Sports	Summer Programming	Varsity Sports	Intramural and Club Sports	Summer Programming
October												
Monday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Tuesday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Wednesday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Thursday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Friday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			2pm-10pm		2pm-7pm	8am-2pm, 7pm-10pm	
Saturday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			9am-10pm		8am-3pm	3pm-10pm	
Sunday	8am-7pm	7pm-10pm		8am-7pm	7pm-10pm			9am-10pm		8am-3pm	3pm-10pm	
November*												
Monday												
Tuesday												
Wednesday												
Thursday												
Friday												
Saturday												
Sunday												
December												
Monday												
Tuesday												
Wednesday												
Thursday												
Friday												
Saturday												
Sunday												

Notes

1. Use of the outdoor facilities during the late fall months (i.e., November) and early spring months (i.e., February and March) are dependent on appropriate weather and facility conditions. The allowed time of activity would be similar to other months in which Boston College students are in session.
2. The University anticipates ending field or court activities at 9:30 p.m. and a "lights-out" time of 10:00 p.m. The proposed time limit, however, does not preclude finishing a game in progress. When the fields are not in use, the lights will be off.

Chapter 8

Utilities and Infrastructure

Introduction

This chapter describes the existing sanitary sewer, water supply, stormwater, natural gas, steam, electrical and telecommunications systems serving the Boston College campus. It includes consideration of any proposed improvements to these systems to meet current demands or serve future needs. The infrastructure evaluation is based on information from various utility companies provided by the Boston College Capital Planning and Engineering Group. The following pages describe the various infrastructure systems currently serving the campus, identify planned improvements, estimate future demands with the projects in the IMP and respond to the comments received on the IMPNF.

Boston College maintains its utility systems at a high level, performing regular inspection, evaluation and repair of existing systems. As a result, construction of separate utility systems for each proposed project will not be required. Because systems are generally already in place to serve the entire campus, only new connections will be needed between new or renovated buildings and the existing infrastructure systems.

Boston College is currently working with the Boston Water and Sewer Commission (BWSC), KeySpan, NSTAR and several engineering consultants to plan for the necessary utilities to serve facilities proposed in the IMP. The major efforts, which are underway, include:

- Evaluation of campus districts for the implementation of hot water and chilled water plants, with the objective of providing improved efficiency through district plants, while maintaining adequate redundancy and reliability.

- Modeling of storm water drainage for the current surface conditions and infrastructure, as well as build-out of the Institutional Master Plan proposed projects and planned infrastructure upgrades.
- Geotechnical evaluation of the Chestnut Hill and Brighton campuses to assess the feasibility of geothermal exchange wells.
- Campus-wide evaluation of existing and projected thermal and electrical loads to assess the feasibility of combined heat and power installations.

Sanitary Sewer System

Existing System Conditions

The existing sanitary sewer system within the Boston portion of the University campus is owned and maintained by Boston College. BWSC owns and maintains the sewer systems in the public streets surrounding the campus. As shown in Figure 8-1, the existing sewer collection system for the campus consists of two sewer networks.

Network 1 collects wastewater from the Brighton Campus and portions of the Lower and Middle campuses. A 10-inch sewer main in Commonwealth Avenue, which has a high point near the proposed Fine Arts District, splits and travels west to Lake Street and east to Greycliff Road. There is a 12-inch sewer main in Lake Street that increases in size to a 15-inch main as it flows to the north. The Greycliff Road sewer line is a 12-inch main that increases to 18 inches, and again to 30 inches, as it flows to the north. The two sewer mains combine north of the Brighton Campus in Lake Street into a 36-inch by 38-inch box culvert that flows northerly.

Network 2 collects wastewater generation from the Middle and Upper campuses via a 12-inch sewer main that flows westerly in Beacon Street. Several connections to this main collect the wastewater generated on the Newton section of the Boston College campus.

Both Network 1 and Network 2 wastewater flows are collected by BWSC systems that discharge to the MWRA's Brighton Branch Sewer, which flows to the MWRA High Level Sewer. That sewer ultimately discharges to the MWRA's Nut Island Treatment Plant.

Future Sewer Demand

Sewer demand for existing Boston College buildings and the proposed future projects outlined in this plan are compiled in Table 8-1. The sewage demands shown in this table are based on Massachusetts Department of Environmental Protection (DEP) Title V generation rates, which provide a common reference to compare the demand for the existing uses that will be removed and proposed new uses. Historically, these generation rates are higher than

observed flows for the campus as a whole, but provide a reasonable guideline for design of individual facilities.

Table 8-1 Summary of Sewer Generation (Based on Title V, Massachusetts DEP)[1]

Network/Land Use	Title V Flow Unit	Title V Flow Rate	Sewer Flow (GPD)
SEWER NETWORK 1			
Reduce Existing (Through Demolitions)			
Administrative/Academic	182,851 sf	75 gpd/1000 sf	-13,714
Residential	975 beds	65 gpd/bed	-63,375
Total Reduction			-77,089
Add Demand			
Administrative/Academic	649,059 sf	75 gpd/1000 sf	48,679
Residential	1,770 beds	65 gpd/bed	115,050
Total Added Demand			163,729
Net New Demand			
Administrative	466,208 sf	75 gpd/1000 sf	34,966
Residential	795 beds	65 gpd/bed	51,675
Total Net New Demand			86,641
SEWER NETWORK 2			
Existing Office Flow	65,141sf	75 gpd/1000 sf	-4,886
Existing Residential Flow	0 beds	65 gpd/bed	0
Total Existing Flow			-4,886
Future Office Flow	425,000 sf	75 gpd/1000 sf	31,875
Future Residential Flow	0 beds	65 gpd/bed	0
Total Future Flow			31,875
Net New Demand			
Administrative	359,859 sf	75 gpd/1000 sf	26,989
Residential	0 beds	65 gpd/bed	0
Total Net New Demand			26,989
Both Networks			
Administrative	826,067 sf	75 gpd/1000 sf	61,955
Residential	795 beds	65 gpd/bed	51,675
Total for Both Networks			**113,630**

Note: Future flows are based on the net change in land uses in the 10-year IMP. Only the changes in the areas served by the respective networks are included. Numbers of beds do not include 2000 Commonwealth Avenue, which is an existing building. The number of beds also include 75 units of faculty and graduate housing on Foster Street.

1 Massachusetts DEP Title V sewage generation rates were used to determine flows. The "Office Building" rate of 75 gallons per day (gpd) per 1,000 square feet was used to estimate administrative building generation rates. The "Boarding Schools/Colleges" rate of 65 gpd per person (bed) was used to calculate sewer flows for residential buildings.

Based on the net new square footage of building area and net new number of beds in the proposed future projects, approximately 86,600 gpd will be generated to network 1 and approximately 27,000 gpd to network 2. Total net new demand to the BWSC system is projected to be approximately 113,600 gpd.

Proposed Sanitary Sewer Improvements

Proposed improvements to the sanitary collection system are primarily related to providing connection points and capacity for new projects. The design of new facilities contributing additional flows to the system, or necessitating connection to the municipal sewer main, will require review by BWSC, under its Site Plan Review Process, on a project-by-project basis.

Future flows from the Jesuit faculty and graduate housing, student housing, Recreation Center, University Center and Fine Arts District projects will be directed to Network 1. The portion of the Lower Campus that discharges to sewer Network 2 will likely require the relocation of existing private infrastructure to accommodate the construction of new buildings.

Boston College is evaluating a flow-monitoring program to verify actual flows in the existing sewers, assess available capacity, observe inflow/infiltration during storm events and verify if existing sewer infrastructure requires improvements.

Water Supply System

Existing System Conditions

The water supply for domestic use and fire protection services is supplied to Boston College by the Massachusetts Water Resources Authority (MWRA) and BWSC via water mains in Lake Street, Commonwealth Avenue and Beacon Street, as shown in Figure 8-2. Boston College owns and maintains all water supply system components within the campus, except mains just passing through (easements).

The Brighton Campus is served by a 12-inch main in Lake Street and a 16-inch main in Commonwealth Avenue. The Chestnut Hill Campus is served by a MWRA owned and maintained 36-inch water main in Beacon Street.

Boston College will perform hydrant flow tests in the vicinity of the campus. The test results will provide information required to adequately size any new water infrastructure for the proposed projects.

Future Water Demand

Domestic water demand is based on estimated sewage generation with an added factor of 10 percent for consumption, system losses and other uses. Based upon sewage generation rates outlined in Table 8-1, the proposed projects will require approximately an additional 125,000 gpd of domestic water.

Water conservation methods, such as low-flow fixtures, waterless urinals and grey water systems are being evaluated by Boston College on a project-by-project basis. These systems have been piloted successfully on campus. The BWSC has indicated that the existing water mains adjacent to the campus appear to have adequate capacity for the future demand. Based on the net new square footage of building areas and net new number of beds, several areas of the campus will demand more water, while a few areas will require minimal to no additional water. Areas with a substantial increase in demand for water include the More Hall site, Shea Field and the Brighton Campus. The Lower Campus Quadrangle area will experience only a minimal increase or no increase in water demand.

Proposed Water System Improvements

Proposed improvements to the water distribution systems are primarily related to providing connection points for new projects. The design of new facilities requiring additional demand, or necessitating connection to the municipal water main, will require review by BWSC, under its Site Plan Review Process, on a project-by-project basis.

Through conversations with BWSC and MWRA, the location and size of existing water mains can provide sufficient domestic water and fire protection services to each new building or building addition through new services from the existing or relocated water mains. Improvements to the Brighton Campus will provide the opportunity to install a fire protection loop and master metering as appropriate to assist in the implementation of water conservation methods.

The Lower Campus is served from BWSC infrastructure, and master metered via a sub-surface vault located in St. Thomas More Road. This vault may be affected by proposed improvements outlined in the IMP. Boston College anticipates close coordination during permitting and construction with BWSC and MWRA due to their facilities in the area.

Storm Drainage System

Existing System Conditions

The existing stormwater system on campus is owned and maintained by Boston College. BWSC owns and maintains the stormwater systems in the public streets surrounding the campus.

As shown in Figure 8-3, there are separate existing stormwater systems serving the Brighton and Chestnut Hill Campuses. These two large drainage areas, which are separated by Commonwealth Avenue, are further divided into smaller sub-basins. Chandler Pond is located upstream of these drainage areas and does not receive runoff from Boston College. As a result, stormwater discharge from the proposed future projects at Boston College will have no impact on Chandler Pond.

The Brighton Campus network discharges into a 24-inch storm drain in Lake Street and a 12-inch storm drain in Greycliff Road. The Chestnut Hill Campus ultimately discharges into a 36-inch by 40-inch box culvert that flows easterly in Boylston Street.

Existing drainage system and flooding problems on the Lower Campus have been well documented. Evaluations performed by various consultants to Boston College indicate the prime contributors to flooding problems include runoff from surrounding elevated areas of the campus, and the confluence of flows from these surrounding areas to a single discharge point from the campus.

Future Storm Flows

For some of the proposed future projects in this IMP, the total amount of impervious area will be reduced. This reduction will result in a decrease in stormwater peak flows to the Chestnut Hill Campus and Brighton Campus drainage systems. Other sites will have an increase in impervious area and will require measures to mitigate peak flows from these sites.

The reduction in impervious areas on some sites, coupled with the construction of subsurface infiltration/retention areas with other projects, will help alleviate some of the existing drainage issues on campus. Boston College will implement stormwater management techniques on a sub–watershed level to minimize pollutant loads and runoff volumes from individual sites.

Proposed Storm Drainage System Improvements

In an effort to improve its existing stormwater infrastructure, Boston College is working with a team that is developing a campus-wide analytical stormwater model of both existing conditions and full build-out of projects presented in the Institutional Master Plan. The goal of the modeling effort is to identify specific improvements that will both alleviate current problems and create opportunities for innovative stormwater management.

Inherent in the modeling effort, best management practices (BMPs) and Low Impact Development (LID) techniques have enabled the University to prioritize sustainability in the development of its stormwater management plan through the full build-out of the IMP. Boston College's Director of Sustainability and Energy Management will work with the Facilities Management Department and others on campus to identify particular LID

strategies that can be applied to both existing infrastructure improvements and the development of new projects.

Their evaluation of sustainable on-site stormwater management will include the following:

- Each building site is being evaluated to be a "net-zero" contributor to additional campus storm drainage. Further, each site will be viewed as an opportunity to mitigate peak stormwater flows.
- For some of the proposed future projects in this IMP, the total amount of impervious area will be reduced. The reduction in impervious areas, coupled with the construction of subsurface infiltration/retention areas with individual projects, will help alleviate some of the existing drainage issues on campus.
- The University will implement stormwater management techniques on a sub-watershed level to minimize pollutant loads and runoff volumes from the individual sites.
- Preventative techniques to reduce runoff accumulation that are being considered include rain gardens, constructed wetland enhancements, and bioswale retention areas that are able to absorb, hold, and filter stormwater.
- The University will also evaluate individual site and economic feasibility of structural retention installations. These may include rainwater harvesting configurations such as sub-surface detention tanks and rain barrels to capture roof runoff. Captured water is not potable but will be redirected toward grounds maintenance irrigation needs, equipment/surface washing, and similar needs. It may otherwise be directed to natural retention areas for groundwater recharge.
- Boston College plans to assess potential pilot locations for vegetated or "green" roof installations that include native species, control runoff flows, and reduce building energy needs. Locations are limited due to structural concerns at many of the existing, historic buildings, but new construction projects will be targeted for these opportunities.
- In low to moderate traffic areas such as pathways, porous pavement/concrete products and loose material cover such as mulching, packed dirt and gravel, are considered as viable alternatives to traditional, impervious asphalt pavement.
- In addition to managing stormwater quantity on-site, the University will continue stormwater quality improvement measures, such as reducing the use of salt, pesticides and chemical fertilizers.
- The University will purchase either stencils or castings at catch basins with the legend, "Don't dump... drains to the Charles River." This is an important part of everyday operations on the campus, in addition to Construction Stormwater Management protocol for capital projects, and helps control stockpiling, washing and risk management for other drained materials.

The University's stormwater infrastructure is also discussed in Chapter 10, *Environmental Sustainability*.

Ongoing improvements to Boston College's stormwater collection system are primarily related to improving the existing on-campus conditions, and to mitigating impacts of future development. The design of new facilities necessitating connection to the municipal stormwater systems will require review by BWSC, under its Site Plan Review Process, on a project-by-project basis. Stormwater management controls, including a Stormwater Pollution Prevention Plan (SWPPP), will be established in compliance with BWSC standards and the Massachusetts DEP Stormwater Management Policy.

Natural Gas System

Existing System Conditions

The buildings on the Brighton Campus are supplied with gas by KeySpan Gas Company via Commonwealth Avenue, Lake Street and Foster Street. Gas service to the Chestnut Hill Campus is through a number of connections in Commonwealth Avenue, St. Thomas More Road and Beacon Street.

Proposed Gas Service Improvements

The future development of the campus as outlined in the IMP will likely require centralized heating and cooling plants. Boston College is currently exploring options for the locations of these plants and the opportunity for cogeneration systems. Boston College will continue to coordinate with KeySpan, along with other service providers, as these designs progress.

Steam Distribution

Existing System Conditions

The majority of the academic buildings on the Middle Campus use steam for space heating and domestic hot water. Two plants located on the Middle Campus supply steam through a campus distribution network.

Steam service to the Chestnut Hill Campus is supplied by six steam loops. Steam operates year round except during maintenance periods in the middle of the summer. The condensate from each building is returned via underground piping mains to the central plant.

An existing central heating plant is located north of Beacon Street and southwest of Conte Forum and serves much of the Middle and Lower Campuses via a network of distribution pipes which are either directly buried or installed in piping tunnels. This boiler plant provides 65 PSIG steam to the campus distribution network. The distribution system is

continually upgraded to maintain a reliable and efficient distribution network. The buildings on the Brighton Campus are equipped with stand-alone heating plants.

Electrical Service

Existing System Conditions

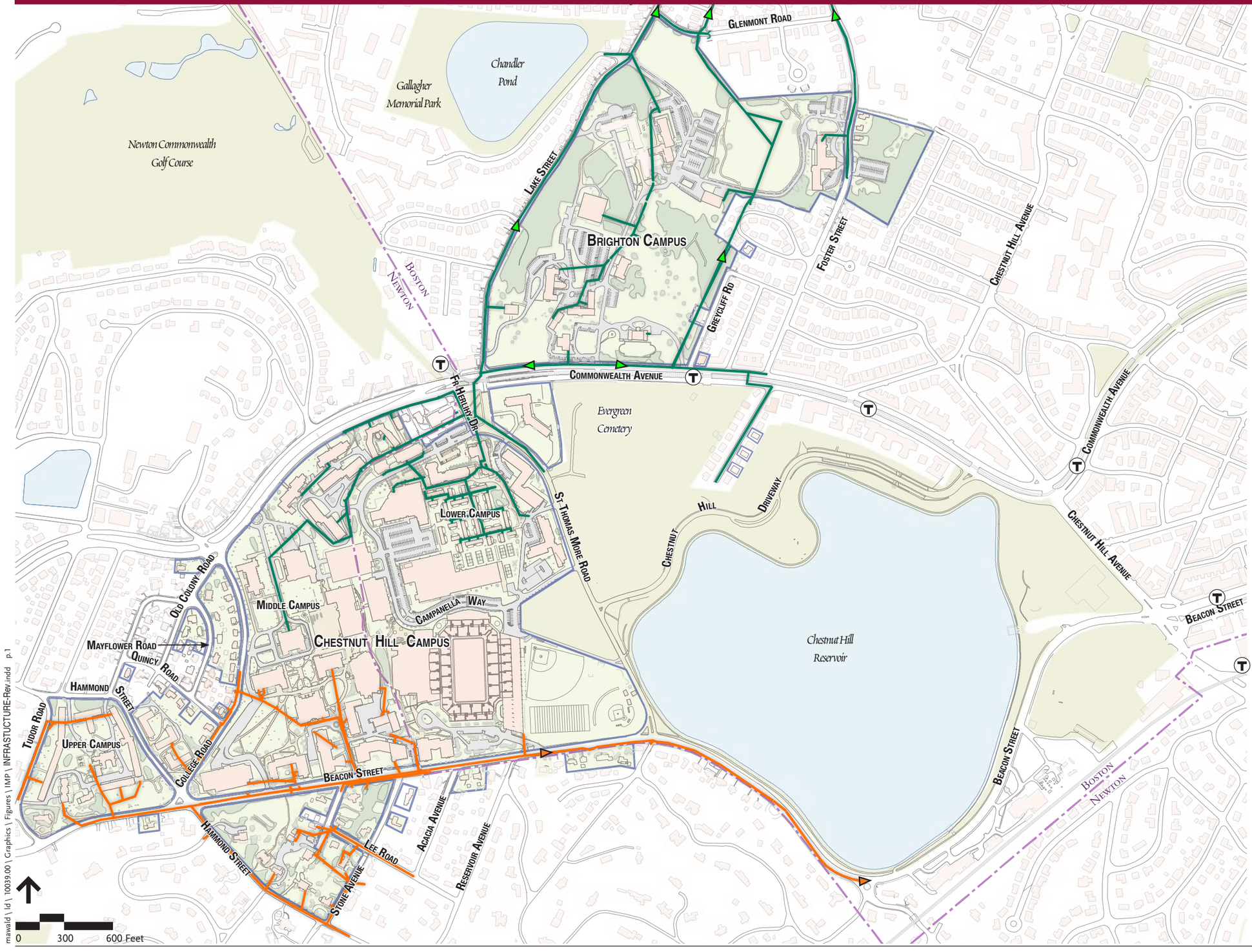
The Chestnut Hill Campus is currently served by three 13.8 kV primary electrical lines from NSTAR's Watertown (467), Brighton (329) and Newton (17) stations. On a daily basis, the campus operates on two of these lines and utilizes the third line for back-up service. The electrical service for the campus is currently at capacity. With the added demand from the proposed future projects, the electrical service for the campus will be supplemented during the build-out. The electrical service enters the campus at the 110 St. Thomas More Road residence hall on the Lower Campus where the primary switchgear is located. The Brighton Campus is served by individual building transformers operated directly by NSTAR.

Proposed Electrical Service Improvements

The existing switchgear located at the 110 St. Thomas More Road residence hall has limited space available for expansion. Boston College is planning to build a new substation for the Middle Campus to accommodate added load and to free up capacity for the switchgear on the Lower Campus.

Telecommunications

The Boston College campus is supplied with telecommunications carrier service from Verizon, AT&T and PaeTec. Services include local, long distance and 800 telephone services, as well as a variety of carrier services for data communications. The fire alarm and telecommunications services are privately owned and maintained by Boston College. The telecommunications and data systems are distributed throughout all campus buildings in University-owned conduit systems.



Legend

- Existing Boston College Building
- Existing Sanitary Sewer System Network 1
- Existing Sanitary Sewer System Network 2

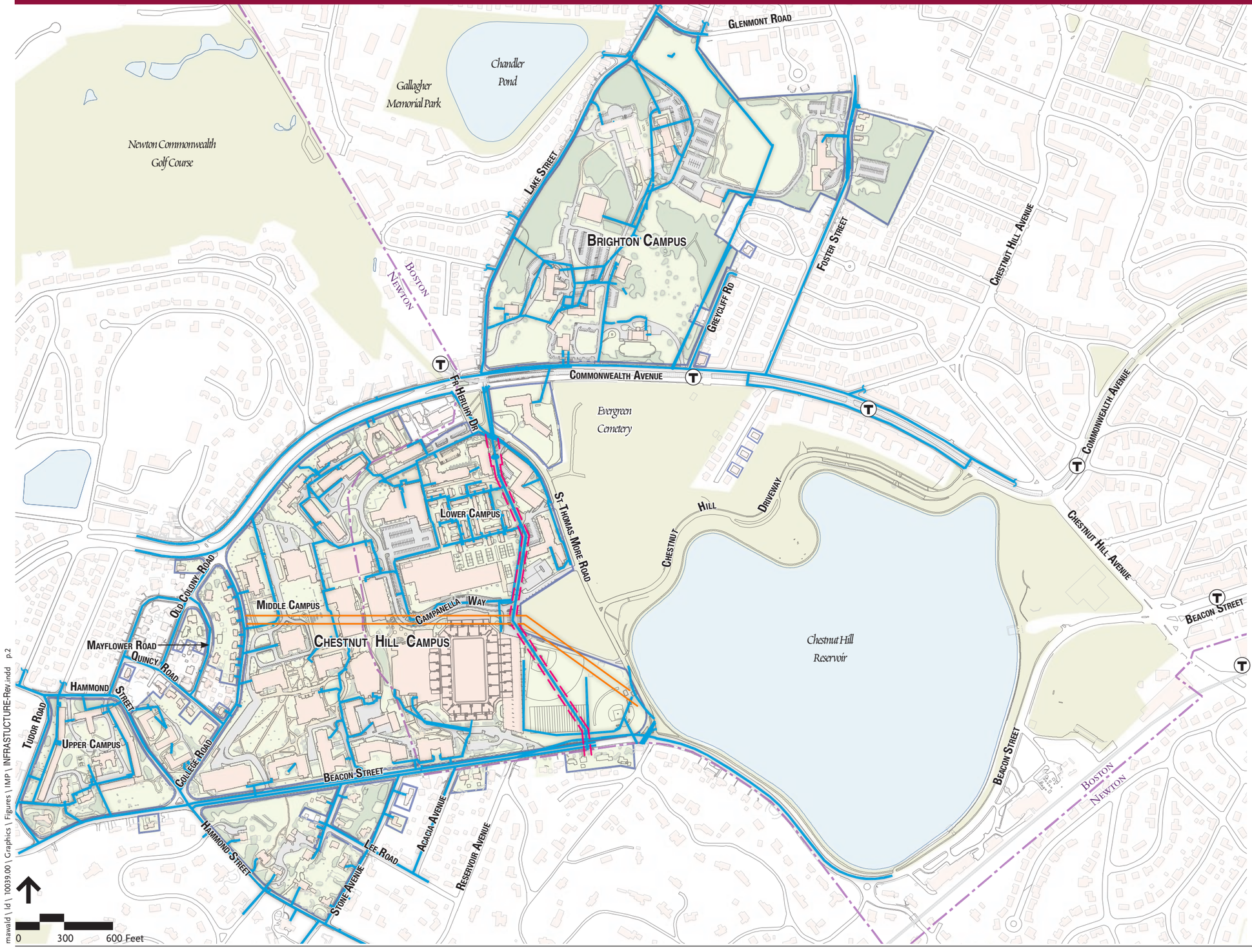
Source: Building Footprints - Boston Redevelopment Authority (BRA)

Vanasse Hangen Brustlin, Inc.

Figure 8-1

Existing Sanitary Sewer System

Boston College
Institutional Master Plan



Legend

- Existing Boston College Building
- Existing Water Supply System
- MWRA Easement - Shallow Line
- MWRA Easement - Deep Line

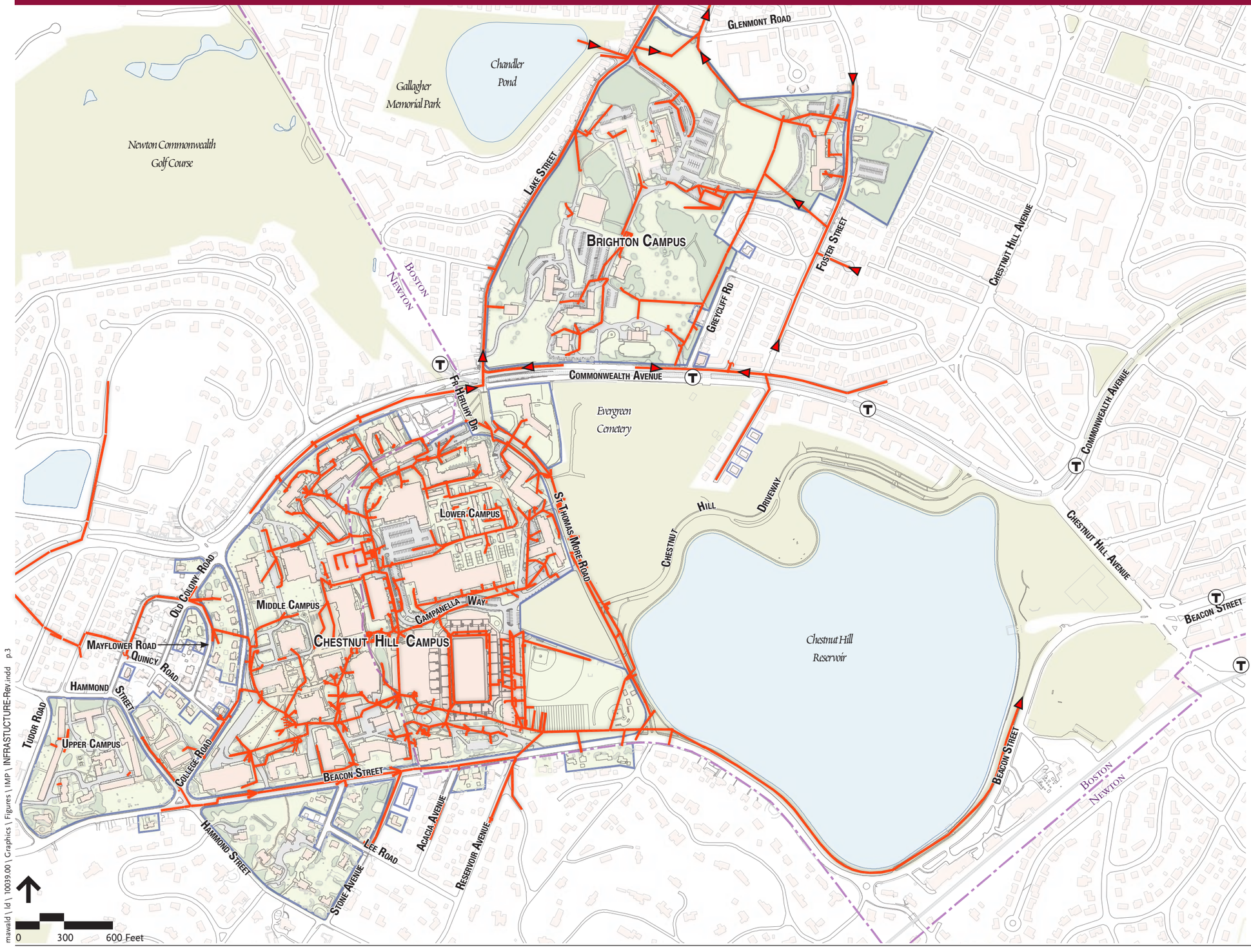
Source: Building Footprints - Boston Redevelopment Authority (BRA)

Vanasse Hangen Brustlin, Inc.

Figure 8-2

Existing Water Supply System

Boston College
Institutional Master Plan



Legend

- Existing Boston College Building
- Existing Stormwater System
- Manhole

Source: Building Footprints - Boston Redevelopment Authority (BRA)

Vanasse Hangen Brustlin, Inc.

Figure 8-3

Existing Stormwater System

Boston College
Institutional Master Plan

Chapter 9

Transportation and Parking

This chapter presents an overview of the existing Boston College transportation system and a summary of the traffic and parking impacts of the projects proposed by Boston College over the next ten years. These include the proposed future projects on the Boston portion of the Chestnut Hill Campus and on the Brighton Campus, as well as planned projects on the Newton portion of the Chestnut Hill Campus and on the Newton Campus.

The first section provides an overview of the existing transportation infrastructure at Boston College. This discussion includes public transportation, area roadways and traffic operations, parking, bicycle activity, the pedestrian environment and Transportation Demand Management (TDM) actions. The second section provides a summary of the specific projects proposed within the term of the Institutional Master Plan (IMP) and an assessment of the associated transportation changes, including an overview of the planned approach to construction management.

Key Findings

As described in detail in this chapter, the analysis of future transportation conditions with the implementation of Boston College's 10-year Institutional Master Plan does not identify significant adverse impacts to the transportation system supporting the existing Chestnut Hill Campus and the new Brighton Campus.

As a result of the IMP, it is projected that approximately 115 and 150 new vehicular trips will be generated in the morning and evening peak hours, respectively, equivalent to two or three vehicles per minute. These trips will be dispersed in multiple directions, and thus the increase is limited to less than one new trip per minute at any one location, even at the most concentrated locations in the immediate vicinity of Boston College.

In addition, there will be some reassignments of existing traffic as a result of the relocation of parking spaces and the introduction of new parking on the Brighton Campus.

Even assuming no change or enhancement of vehicular access for the Brighton Campus, changes in level of service grade to deficient level of service (LOS) E or F that would not otherwise prevail under No Build conditions are projected at limited locations, specifically the Washington Street intersections at Lake Street and Foster Street in the a.m. peak hour only, and on the critical approach to two unsignalized intersections in either the a.m. or p.m. peak hour. Five new access alternatives are identified for the Brighton Campus, under several of which even these limited impacts would be eliminated or substantially reduced.

The analysis of alternatives for access to the Brighton Campus clearly indicates that some of the alternatives provide significant traffic operational benefits. Based on the analysis it is clear that, without a signalized break in the median on Commonwealth Avenue to allow direct access in and out of the Brighton Campus, the Brighton Campus driveway would not operate at a satisfactory level of service. Further, there would be significant congestion and deficient LOS would continue to prevail at the Lake Street intersection on Commonwealth Avenue.

The introduction of a new roadway between Commonwealth Avenue and St. Thomas More Road would provide improved operations at the Lake Street intersection with Commonwealth Avenue. Further, the closure of St. Thomas More Road to vehicular traffic between the new roadway and Campanella Way would yield the most balanced traffic operations at the Commonwealth Avenue intersections, resulting in good levels of service at both the Lake Street and Brighton Campus driveway intersections. It would also eliminate a difficult pedestrian crossing of St. Thomas More Road at Campanella Way.

The analysis suggests a phased approach to providing Brighton Campus access. Initially a signalized opening in the Commonwealth Avenue median at the Brighton Campus driveway would be implemented. Either concurrently with, or subsequent to the opening of the median, a new roadway between Commonwealth Avenue at the Brighton Campus driveway and St. Thomas More Road south of the More Hall site would be constructed.

The new roadway and the break in the median on Commonwealth Avenue are integral parts of the Boston College IMP to provide access to the Brighton Campus and improve traffic operations at Lake Street and Commonwealth Avenue. To improve traffic operations further at Lake Street and the pedestrian crossing of St. Thomas More Road, Boston College intends to pursue the closure of St. Thomas More Road between the new roadway and Campanella Way. This will require the approval of DCR which owns the roadway, and a vote by the State Legislature. BC will work with the Department of Conservation and Recreation (DCR), state elected officials, the City of Boston and the community to accomplish this objective.

The proposed parking plan will provide adequate parking supply to accommodate the projected increase in parking demand under the IMP. BC will continue to implement its comprehensive management plan for athletic and special events.

There is ample capacity on the public transportation system to accommodate projected new transit trips, and the projected new pedestrian activity will benefit from a much-improved pedestrian network throughout the Chestnut Hill and Brighton campuses. Finally, while bicycle activity on public roadways is limited, and only modest increases in bike trips are projected, BC will continue to promote bicycling as an alternative mode of transportation.

Study Methodology

The study was conducted in three distinct stages. The first stage (Existing Transportation Conditions) involved a survey and compilation of existing transportation conditions within the study area including:

- An inventory of the transportation infrastructure
- Transportation characteristics of Boston College, including access, parking, loading and shuttle bus activities
- Geometric and operational characteristics of roadways and intersections
- Traffic control at intersections (i.e., signalization, stop signs, one-way streets, etc.)
- Area off-street and on-street parking supply, demands, utilization and costs
- Pedestrian activity and bicycle accommodations along study roadways and at intersections
- Public transportation service, including bus, trolley and private shuttle bus options, and existing capacity by specific transit service type

The second and third stages of the study consisted of an evaluation of long-term transportation impacts within the study area. The future No Build condition includes an assessment of future transportation impacts related to projected background growth on area roadways, planned transportation infrastructure improvements and growth related to other proposed projects within the study area (not including Boston College IMP Projects). The future Build condition assesses the No Build condition plus the Boston College IMP Projects.

Roadway, pedestrian and transit capacity for morning and evening peak commuter periods were studied and are summarized for the following conditions:

- 2008 Existing Condition
- 2018 No Build Condition
- 2018 Build Condition

Plan Overview

Boston College's Institutional Master Plan (IMP) proposes several building and infrastructure improvements over the span of ten years that will strengthen the University, modernize its facilities and infrastructure, and provide new tangible benefits to the community. Major transportation initiatives in the plan include improved access to campus facilities, transportation demand management, transit service, reconfigured parking, enhanced bicycle and pedestrian circulation throughout the campuses and other transportation mitigation measures.

The University has devised several alternatives to meet its overall objectives, while being sensitive to established vehicular and pedestrian circulation patterns in the neighborhood. This chapter explores several alternatives to provide improved access to the Brighton Campus and better circulation between the Chestnut Hill and Brighton campuses. Access improvements will benefit pedestrians, cyclists, transit users and drivers. Boston College's challenge is to provide efficient access to and between the Chestnut Hill Campus and the Brighton Campus without disrupting area-wide traffic conditions.

This plan analyzes five vehicular access alternatives, all of which include maintaining the existing access on Foster Street:

- Maintaining access to the Brighton Campus on Commonwealth Avenue
- Creating a median break on Commonwealth Avenue to permit left turns in and out of the Brighton Campus
- Creating a new roadway on the More Hall site connecting St. Thomas More Road to the median break on Commonwealth Avenue at its intersection with the spine road on the Brighton Campus
- Creating a new roadway on the More Hall site and restricting St. Thomas More Road traffic to one-way northbound between the new roadway and Campanella Way
- Creating a new roadway on the More Hall site and closing St. Thomas More Road between the new roadway and Campanella Way

A base case for the alternatives analysis that maintains the existing Brighton Campus access, including a Lake Street driveway, was used for the comparison of alternatives.

This chapter outlines the existing transportation conditions for traffic, transit, pedestrians, bicycles, parking, and on-campus loading operations and projects future conditions, paying careful attention to the potential impacts of Boston College's development proposals and transportation infrastructure upgrades.

Existing Transportation Conditions

This section provides an overview of existing transportation conditions at Boston College, including the following:

- Vehicular access to the campus and the surrounding area;
- Public transportation options;
- Pedestrian access and circulation;
- Bicycle facilities;
- Parking supply, utilization and management on campus, including game day and move-in/move-out operations;
- Transportation Demand Management (TDM) actions employed by Boston College;
- Loading and Service.

Roadway Access

Access and entrances to Boston College's three campuses are shown in Figure 9-1. The Chestnut Hill Campus is bounded generally by Commonwealth Avenue to the north, Beacon Street to the south, St. Thomas More Road to the east, and Tudor Road and Mayflower Road to the west. The main vehicular access points to the campus include the main gate on the Middle Campus on Commonwealth Avenue, St. Thomas More Road, the Beacon Street Garage and the entrance between McElroy Commons and Carney Hall off Beacon Street. There are two additional minor entrances to the Middle Campus on Beacon Street and an exit on St. Thomas More Road.

The Brighton Campus is located on the north side of Commonwealth Avenue across from the Chestnut Hill Campus. It is generally bounded by Commonwealth Avenue to the south, Lake Street to the west, Glenmont Road and Edison Middle School to the north, and Foster Street and Greycliff Road to the east. Vehicular access to this campus is provided via curb cuts along Commonwealth Avenue, Lake Street and Foster Street.

The following describe the major roadways providing access to the Chestnut Hill and Brighton campuses.

Beacon Street, owned by the cities of Boston and Newton, runs in the east/west direction south of the Chestnut Hill campus and provides one lane in either direction. Parking is only permitted on the north side of the street adjacent to the campus. Sidewalks are provided on both sides of the street.

Commonwealth Avenue, owned by the cities of Boston and Newton, runs along the north side of the Chestnut Hill Campus and the south side of the Brighton Campus while

providing two-way travel in the east/west direction. From Lake Street to the east, a median separates two lanes in either direction while providing room for the MBTA Green Line B Branch. Parking is provided along both sides of the street. From Lake Street to the west, one lane is provided in each direction adjacent to the campus with parking provided on the north side only. Sidewalks are provided on both sides of the street.

Foster Street, owned by the City of Boston, provides two-way travel with one lane each in the north/south direction. The roadway connects Commonwealth Avenue and Washington Street to the east of the Brighton Campus. Parking and sidewalks are provided along both sides of the street.

Lake Street, owned by the City of Boston, connects Commonwealth Avenue and Washington Street just west of the Brighton Campus and provides one-way travel in the northbound direction. Parking is permitted on the west side of the street while sidewalks are only provided on the west side of the street adjacent to the Brighton Campus.

St. Thomas More Road, owned by the Department of Conservation and Recreation (DCR) runs in the north/south direction to the east of the Chestnut Hill Campus and provides one lane in each direction. This roadway provides a connection between Beacon Street and Commonwealth Avenue and provides access to several driveways on the Chestnut Hill Campus. Parking is not permitted and sidewalks are provided along both sides.

Fr. Herlihy Drive, owned by the Department of Conservation and Recreation (DCR), runs one-way in the southbound direction and connects Commonwealth Avenue with Campanella Way on the Chestnut Hill Lower Campus. Approximately 230 feet in length, it provides access to the Campus from the west without having to travel through the Commonwealth Avenue/Lake Street signalized intersection. Parking is not permitted and sidewalks are provided on both sides of the street.

The Newton Campus is located almost one-half mile north of Commonwealth Avenue along the west side of Centre Street in Newton. The main entrance is on Centre Street and secondary entrances are located on Mill Street and Colby Road which border the campus on the south and north sides respectively.

Two-day (48 hour) Automatic Traffic Recorder (ATR) counts were conducted at seven locations on area roadways on March 11 and 12, 2008. The average daily traffic volumes and peak hour volumes obtained from these counts are presented in Table 9-1.

Table 9-1 Existing 2008 Daily Traffic Volumes

Location	Average Daily Traffic	A.M. Peak Hour	P.M. Peak Hour
Commonwealth Avenue			
West of Lake Street: Eastbound	9,668	846	726
Westbound	5,883	380	530
East of Lake Street: Eastbound	6,673	571	569
Westbound	11,913	1,060	1,063
Lake Street, north of Undine Street	5,886	488	505
Foster Street, north of Rose Garden	7,408	672	661
St. Thomas More Road, south of Commonwealth Avenue	8,317	597	678
Beacon Street, west of St. Thomas More Road	19,862	1,702	1,621
College Road, north of Beacon Street	3,688	287	268

Source: March 2008 ATR counts.

It is important to note that Commonwealth Avenue carried more traffic on the west side of Lake Street in the eastbound direction and on the east side of Lake Street in the westbound direction. Commonwealth Avenue processed approximately 15,600 vehicles in either direction to the west of Lake Street and 18,600 vehicles in either direction to the east of Lake Street throughout the course of the day. Lake Street carries approximately 5,900 vehicles throughout the course of the day in the northbound direction. Foster Street carries 7,400 vehicles per day, while St. Thomas More Road carries 8,300 vehicles per day in both directions. Beacon Street, a more heavily traversed roadway, carries approximately 20,000 vehicles per day in both directions. College Road, adjacent to the Boston College Campus, contains approximately 3,700 vehicles per day in the northbound direction.

Study Area

The project study area includes 17 intersections. These intersections, shown on Figure 9-2, are listed below:

1) **Commonwealth Avenue at Lake Street / St. Thomas More Road** is a signalized intersection with three approaches due to one-way northbound travel on Lake Street. This intersection controls trains entering and exiting between Commonwealth Avenue and the Boston College T Station. Pedestrians are accommodated concurrently with traffic operations, meaning that turning vehicles must yield to crossing pedestrians when a walk light is shown.

2) **Commonwealth Avenue at Foster Street** is an unsignalized intersection with stop control on the Foster Street approach. Because Commonwealth Avenue is separated by the B Line at this location, only right turns onto Commonwealth Avenue are allowed.

3) **Commonwealth Avenue at Chestnut Hill Avenue** is a signalized intersection with four approaches. Pedestrians are accommodated in an exclusive push-button actuated pedestrian phase.

4) **Commonwealth Avenue at Old Colony/College Road** is an unsignalized intersection with five legs. However, there are only four approaches since all vehicles approaching Commonwealth Avenue from Old Colony Road must merge with traffic on College Road.

5) **Commonwealth Avenue at South Street** is a signalized T-shaped intersection with three approaches. All turns are allowed at the intersection and vehicles are allowed to cross the B Line at this location. Pedestrian crossings are allowed concurrently across the westbound Commonwealth Avenue approach. The pedestrian push-button does not work crossing the eastbound (inbound) side of Commonwealth Avenue.

6) **St. Thomas More Road at Campanella Way** is an unsignalized intersection with no posted vehicle control. Typically vehicles on Campanella Way yield to vehicles on St. Thomas More Road.

7) **Father Herlihy Drive at Campanella Way** is an unsignalized intersection with stop-control on the southbound Father Herlihy approach and the eastbound Campanella Way approach.

8) **St. Thomas More Road at Chestnut Hill Driveway** is a three approach unsignalized intersection with stop-control on the Chestnut Hill Driveway approach.

9) **Beacon Street at Hammond Street** is a signalized intersection in the City of Newton. Four approaches are provided at the intersection. Pedestrians are accommodated in a push-button actuated exclusive phase.

10) **Beacon Street at Chestnut Hill Avenue (Cleveland Circle)** is a signalized intersection that recently had changes made to the signal operations. These changes included modifying the operations so that a protected westbound left-turn movement could be made from Beacon Street to Chestnut Hill Avenue. Pedestrian crossings are provided in an exclusive pedestrian phase.

11) **Beacon Street at St. Thomas More Road/Gate House Road** is an unsignalized T-shaped intersection. The St. Thomas More Road and Gate House Road are stop controlled.

12) **Beacon Street at Reservoir Avenue** is an unsignalized T intersection. Stop-control is posted on the Reservoir Avenue approach to Beacon Street.

13) **Washington Street at Lake Street/Brock Street** is a signalized intersection with only three approaches due to one-way northbound operations on Lake Street/Brock Street. Pedestrians are accommodated at the intersection in an exclusive push-button activated phase.

14) **Lake Street at Kenrick Street/Glenmont Road** is a slightly offset unsignalized intersection with stop-control on the Kenrick Street and Glenmont Road approach. Only left turns are allowed onto Lake Street to Kenrick Street due to one-way northbound

operations on Lake Street. Additionally only rights are allowed onto Lake Street from Glenmont Street due to the one-way northbound traffic flow.

15) **Foster Street at Rogers Park Avenue** is an unsignalized intersection with stop-control on the Rogers Park Avenue approach. Due to one-way eastbound travel on Rogers Park Avenue, no turns are permitted from Foster Street.

16) **Foster Street at Washington Street** is a signalized intersection with four approaches. Foster Street is one-way southbound north of Washington Street and two-way adjacent to the Brighton Campus. Pedestrians are accommodated in an exclusive push-button activated phase at the signal.

17) **Washington Street at Chestnut Hill Avenue/Market Street** is a signalized **intersection** with four approaches in Brighton Center. Pedestrians are accommodated in an exclusive push-button activated phase.

In addition, the following major driveways to the campus were studied:

- Commonwealth Avenue and Brighton Campus Driveway
- Beacon Street and Beacon Street Garage Driveway
- Foster Street and Brighton Campus Driveway
- Lake Street and Brighton Campus Driveway South
- Lake Street and Brighton Campus Driveway North

An extensive transportation data collection program was conducted as directed by the BTD Scoping Determination. This effort included peak hour turning movement counts (TMCs) from 7:00-9:00 a.m. and 4:00-6:00 p.m. at all identified study area intersections. The turning movement counts included vehicles (passenger and heavy vehicles) and pedestrians. The turning movement counts were used to establish traffic networks for existing (2008) conditions. From the turning movement counts, the area's traffic peak hours were determined to be 7:45 to 8:45 a.m. and 5:00 to 6:00 p.m.

TMCs were conducted March 11, 12, and 25 of 2008. The TMCs were compared with counts conducted in 2005 for the BC Master Plan. The March 2008 traffic volumes were slightly lower than the 2005 counts.

Existing (2008) peak hour traffic volumes at the study area intersection and campus driveways are shown in Figures 9-3 thru 9-6 for the a.m. and p.m. peak hours. Detailed traffic count data sheets are provided in the Transportation Appendix.

Public Transportation

The public transportation system serving the area around Boston College is shown in Figure 9-7. Boston College is located at the terminus of the MBTA Green Line Boston College B Branch. The Boston College stop is located on the north side of Commonwealth Avenue, north of the Chestnut Hill Campus and west of the Brighton Campus. Both the MBTA Green Line Cleveland Circle C Branch and the Riverside D Branch are within one mile east and south, respectively, of both campuses. Both these stops are served by the Boston College Shuttle Service. The three branches are described below:

- **Boston College B Branch** operates between Boston College and Government Center on 5-minute headways during rush hours and on 8-minute headways throughout the day on weekdays. The Boston College stop, located on Commonwealth Avenue, serves both the Chestnut Hill and Brighton campuses. Service is provided between 5:01 a.m. and 12:10 a.m. leaving Boston College during the week, between 4:45 a.m. and 12:10 a.m. on Saturdays, and between 5:20 a.m. and 12:10 a.m. on Sundays leaving from the Boston College Station.
- **Cleveland Circle C Branch** operates between Cleveland Circle and North Station on 7-minute headways during rush hours and throughout the day on weekdays. The Cleveland Circle stop is located within one mile of both the Chestnut Hill and Brighton campuses. Service is provided between 5:01 a.m. and 12:10 a.m. during the week, between 4:50 a.m. and 12:10 a.m. on Saturdays, and between 5:30 a.m. and 12:10 a.m. on Sundays.
- **Riverside D Branch** operates between Riverside and Government Center on 5-minute headways during rush hours and on 10-minute headways through the day on the weekdays. The Reservoir stop is located within a mile of both campuses while the Chestnut Hill stop is located one-half mile south of the Chestnut Hill Campus. Service is provided between 4:56 a.m. and 12:05 a.m. during the week, between 4:55 a.m. and 12:00 a.m. on Saturdays, and between 5:25 a.m. and 12:00 a.m. on Sundays.

The MBTA also operates several bus routes along Washington Street, which is within a quarter mile of the northern edge of the Brighton Campus, and along Chestnut Hill Avenue, which is within a quarter mile of the eastern edge of the Brighton Campus. These lines are approximately one mile from the Chestnut Hill Campus.

Boston College Shuttle Bus Services

Boston College provides shuttle bus services for students and employees of the Chestnut Hill, Brighton and Newton campuses. These services are shown on Figure 9-8 and described below:

- The **Boston/Commonwealth Avenue Shuttle** service provides a Boston Direct Route and an All Stops route which run every 15-20 minutes. The Boston Direct Route provides service Monday through Friday 7:00 a.m. – 12:00 p.m. while the All Stops route operates

Monday through Friday 12:00 p.m. – 2:00 a.m. and Saturday through Sunday 8:00 a.m. – 2:00 a.m. The Boston Direct Route stops at Conte Forum, opposite Greycliff Hall, 2000 – 2012 Commonwealth Avenue, Reservoir Green Line MBTA Stop at Cleveland Circle, Bank of America on Chestnut Hill Avenue, Chiswick Road, Corner of Commonwealth Avenue and Chestnut Hill Avenue, South Street, Greycliff Hall and Robsham Theater. The All Stops route makes all of these stops plus McElroy Commons on Beacon Street, Donaldson House on College Road and the Main Gate at the Chestnut Hill Campus.

- The **Newton Shuttle** transports students and employees between the Newton Campus and the Chestnut Hill Campus via Commonwealth Avenue. Service is provided every 30 minutes during the morning and every 15-20 minutes during the daytime. Five distinct routes are provided:
  - The Weekday Eagle Direct – this route runs Monday through Friday 7:00 a.m. to 3:00 p.m. and stops at Stuart Hall, the Newton Campus Main Gate and the Chestnut Hill Campus Main Gate.
  - Weekday Limited Stops – this route runs Monday through Friday 3:00 p.m. to 6:00 p.m. and stops at Stuart Hall, the Newton Campus Main Gate, Chestnut Hill Campus Main Gate, McElroy Commons on Beacon Street, Donaldson House on College Road and Duchesne Hall on the Newton Campus.
  - The Weekday All Stops – this route stops at all of the previously mentioned locations and operates Monday through Friday 6:00 p.m. – 2:00 a.m.
  - Weekend Limited Stops – this route makes stops at Stuart Hall on the Newton Campus and at Conte Forum every half hour Saturday through Sunday.
  - Weekend All Stops – this route makes stops at Stuart Hall, the Newton Campus Main Gate, the Chestnut Hill Campus Main Gate, the Robsham Theater, Conte Forum, McElroy Commons on Beacon Street, Donaldson House on College Road and Duchesne Hall on the Newton Campus.
- The **Employee Shuttle** provides a van service between the Brighton Campus and the Chestnut Hill Campus Monday through Friday from 8:45 a.m. – 6:40 p.m. Service is provided every 30 minutes and does not operate on weekends or University holidays. This shuttle service is also suspended during the summer but Boston College is currently evaluating possible changes to this operation.

A Boston College Shuttle Bus Survey was conducted in 2005 to determine the shuttle ridership and demand for the service. Major findings of this study include:

- Average weekday ridership was approximately 3,000 passengers on the Newton route and 4,800 passengers on the Boston route.
- Weekend ridership on the Newton route was approximately 2,000 passengers on Saturday and 1,700 passengers on Sunday.

- Weekend ridership on the Boston route was approximately 5,000 passengers on Saturday and 2,800 passengers on Sunday.
- Shuttle ridership was heaviest on Fridays with approximately 3,700 passengers on the Newton route and 6,300 passengers on the Boston route.
- Only one percent or fewer of the shuttle riders on both lines were observed waiting for a second bus due to overcrowding.

Pedestrians

Boston College provides pedestrian paths throughout its Chestnut Hill Campus. Due to the topography in this area, stairs provide access between the Lower and Middle campuses. Handicap access between the Lower and Middle campuses is available via elevators in the Commonwealth Avenue Garage and 21 Campanella Way. Many students, faculty and staff use these elevators. There are also stairs between the Middle and Upper campuses. Since most undergraduate students live on-campus, walking to class is the dominant mode of travel.

Boston College supports the Walking Escort Service to provide safe night-time pedestrian travel on the Chestnut Hill Campus to members of the Boston College community. The service provides added safety for pedestrians traveling from one on-campus location to another on-campus location, while encouraging increased usage of campus facilities at night. Five walking escorts are available between 7:00 p.m. and 2:00 a.m. There are blue light emergency call facilities located throughout the campus.

The Newton Campus has a series of accessible paths that connect the buildings to each other and to adjacent parking areas. On the Brighton Campus, there are a limited number of pedestrian pathways. Because of the low volume of traffic, most pedestrian travel between buildings or through the campus is on the campus roadways. Pedestrian paths are illustrated in Figure 9-9.

Pedestrian counts were conducted simultaneously with traffic counts at all the study area intersections. Peak hour pedestrian crossing movements are illustrated in Figures 9-10 and 9-11.

Bicycles

Boston College offers many services to bicyclists to aid in their commute and in securing their equipment, and supports initiatives to create a bike-friendly campus. In addition, Boston College participates in the MassRIDES Bike to Work Week (BTWW) Challenge to promote bicycling as a viable commute option. This event provides prizes to those that log the miles they commute to work. Boston College is the winner of the 2008 Bike to Work Week Challenge for Worksite Participation. BC had 29 participants, nearly three times that

of last year. Each BC participant received a prize of a Park I-Beam Mini Tool that they can use to make small bike repairs.

There are 26 locations on the Chestnut Hill Campus and 6 locations on the Newton Campus for securing bikes. Both campuses also provide locker areas with showers. Covered bike storage facilities are provided at 90 St. Thomas More Road, Walsh Hall, Commonwealth Avenue Garage, Beacon Street Garage, Fitzpatrick, Cheverus, Fenwick, Roncalli, Welch, Williams and Loyola Halls on the Chestnut Hill Campus. An inventory of bike racks is presented in Table 9-2 and shown in Figure 9-12. Boston College plans to install bicycle racks on the Brighton Campus.

Bicycle counts were performed on May 1, 2008. Bicycle turning movement counts were conducted at key intersections along the following roadways: Commonwealth Avenue, St. Thomas More Road and Beacon Street. The results of the counts are presented in Figures 9-13 and 9-14.

Bicycle volumes in and around the Boston College Campus are relatively low during the morning and evening peak hours. During the morning peak hour, turning movement counts indicate that approximately seven bicycles traveled on Beacon Street in the eastbound direction while 10 bicycles were observed in the westbound direction. This is the most heavily utilized roadway in the study area by bicyclists. St. Thomas More Road and Commonwealth Avenue were observed to carry three or fewer bicycles in each direction during the morning peak hour. Bicycle volumes were slightly higher during the evening peak hour with approximately 12 bicycles traveling in the eastbound direction and 19 bicycles in the westbound direction on Beacon Street. Commonwealth Avenue experienced slightly higher volumes in the evening peak hour, with approximately 15 bicycles in the eastbound direction.

Table 9-2 2008 Boston College Bicycle Parking Inventory

Location	Capacity
Chestnut Hill Campus	
90 St. Thomas More Road	20
Vanderslice Main Entrance	12
Vanderslice Commons	20
Edmonds	20
Walsh	20
Commonwealth Avenue Garage	24
Conte Forum North	20
Conte Forum South	12
Flynn Recreation Complex	20
Merkert Center	20
Beacon Garage Level 1	10
Fitzpatrick	7
Cheverus	4
Fenwick	5
Loyola	10
Roncalli	12
Welch	12
Williams	8
Bapst Library	12
Carney Hall	10
Cushing Hall	12
Lyons Hall - North	12
Lyons Hall - South	8
McElroy Commons	9
McGuinn Hall	24
O'Neill Library	20
Chestnut Hill Campus Subtotal	363
Newton Campus	
Duchesne	32
Keyes	6
Hardey/Cushing – Front	6
Trinity Chapel	8
Stuart House – Front	20
Stuart House -- Rear	10
Newton Campus Subtotal	82
Total	**445**

Source: Boston College

Campus Parking

The Transportation and Parking Office at Boston College manages and operates parking for employees, undergraduate students, graduate students, visitors, vendors, contractors and special events. The University meets the parking needs of these different user groups through the provision of a total of approximately 4,500 parking spaces on the Chestnut Hill, Newton and Brighton campuses. The existing parking areas are shown in Table 9-3, and the capacities of individual parking lots and garages are included in the Transportation Appendix, furnished upon request.

Table 9-3 2008 Existing Parking Space Inventory[1]

Campus/Parking Facility	Number of Parking Spaces
Chestnut Hill Campus	
Commonwealth Garage	958
Beacon Street Garage	825
Upper[2]	92
Middle	287
Hammond Triangle	140
Lower	709
Chestnut Hill Campus Total	3,011
Newton Campus	675
Brighton Campus	819
Total for Three Campuses	**4,505**

Source: Boston College Transportation and Parking Office.
1 Spring 2008 space count includes 26 spaces at Gasson Hall that were off-line during the renovation of Gasson Hall.
2 Includes parking at properties on College Road, Quincy Road and Mayflower Road.

Figure 9-15 illustrates the existing parking facilities at Boston College in detail. A detailed breakdown of each parking area is provided in the Appendix C, Transportation.

The following sections describe the parking programs for each user group, including employees, students, visitors, vendors and contractors.

Parking Management

Faculty and Staff Parking

Faculty and staff who drive to work are required to register their vehicles and obtain a parking permit to park on campus. Employees are restricted from parking in spaces designated for visitors, Boston College service vans, or carpools. Transponders are provided to faculty and staff who park in the garages on the Chestnut Hill Campus. The University has implemented an Eligibility and Parking Access System which defines criteria for employees to park on campus and provides the locations where they are permitted to park. Parking fees

for employees range from $11 to $46 per month. A carpool parking pass costs $100 annually and is split among the participants.

Parking privileges for Boston College's employees are broken down into the categories shown in Table 9-4. Figure 9-16 shows where various on-campus parking permits are valid. Various types of Employee parking permits are allowed to park in specifically designated lots on the Brighton Campus. These include the following types: A, M, G, SJB, and GVC. It is important to note that Boston College strives to create a balance within the parking fee structure that discourages driving while at the same time encourages people to park on the campus and not on the neighboring streets.

Table 9-4 On-campus Parking Permits

Permit Type	Eligibility	Parking Areas	Pre-tax Deduction
A	Senior Administrators, Academic Chairs, Long-time Employees	All areas, except for J permit location	$46.00/month
R	All permanent employees	All G permit areas as well as specific areas of: Beacon Street Garage, Commonwealth Garage, Merkert Lot, Newton Campus in yellow lined spaces, Designated Brighton Campus lots	$36.00/month
M	Employees who have worked for 10 years at specific sites, including: More Hall, Hammond Triangle, St. Clement's, and Hillside	All R and G permit areas as well as: More Hall, Triangle/Beacon St., College Road/Upper Campus, St. Clements, Hillside Buildings, Designated Brighton Campus lots	$36.00/month
G	Permanent and temporary employees	Lower Campus (portions), Brighton Campus, Newton Campus, Commonwealth Avenue Garage (levels 3-7), 1280 Boylston, St. Ignatius Church	$11.42/month
J	Residents of St. Mary's	St. Mary's Garage, Commonwealth Avenue Garage roof	$11.42/month
Pool	Carpools, graduate and law students	Assigned carpool spaces (All R and M permit areas)	$100.00/year
S-GS	Graduate and law students	Beacon and Commonwealth Garages (portions), Lower Campus, Brighton Campus, Newton Campus, St. Ignatius Church	$230.00/year
S-E	Evening or graduate students	Beacon and Commonwealth Garages (portions), Lower Campus, Brighton Campus, Newton Campus, St. Ignatius Church	$110.00/year
S-C	Commuter undergraduate students	Beacon and Commonwealth Garages (portions), Lower Campus, Brighton Campus, Newton Campus, St. Ignatius Church	$650.00/year
S-RF/RS	Resident undergraduate students	Edmonds, Mods, and Shea Lots, Newton Campus, Designated Brighton Campus lots	$475.00/semester
S-S	Summer students	Commonwealth Garage (portions), Brighton Campus lots (portions), Newton Campus, Lower Campus	$210.00/summer or $16.00/week

Source: Boston College

Permit Qualifications for On-Campus Student Parking

As a general policy, the University does not provide on-campus parking for its residential undergraduate students because of the limited parking supply and readily available public transportation. Boston College limits its issuance of parking permits to students by imposing strict eligibility requirements aimed at reducing the number of unnecessary vehicles on campus.

The following are the types of student permits issued and the qualifications needed to obtain a permit:

- *Graduate and Law Students* - Graduate student permits are available to full- or part-time students currently enrolled in any of Boston College's graduate programs or the Boston College Law School.
- *Evening Students* - Evening student permits are available to students currently enrolled in the Woods College of Advancing Studies or in any of Boston College's graduate programs.
- *Commuter Undergraduate Students* - Commuter undergraduate student permits are available to matriculated undergraduate students who, during the academic year, live off campus greater than one mile from public transportation lines. Students living in Allston, Brighton, the remainder of Boston, Chestnut Hill, and Brookline do not meet this commuter distance requirement and will not qualify for a commuter parking permit. Students are expected to use their personal academic year address, not the address of a family or friend, when applying for a parking permit.
- *Resident Undergraduate Students* - Resident undergraduate student permits are available to matriculated Boston College undergraduate students who are:
  - A junior- or senior-year student; and
  - Enrolled in a Boston College-sponsored field practicum or three-credit internship at a site not accessible by public transportation.
- Both criteria must be met by resident undergraduate students in order to obtain a permit. Exceptions are made for students with disabilities.

Graduate Student Off-Campus Parking

Boston College provides the opportunity for a small number of graduate students to rent off-campus parking spaces on Embassy Road and at Strathmore/Orkney Properties in Brighton east of the campus. The cost is $150.00 per month. Graduate and Law School students have the option of utilizing a carpool permit if they have at minimum two passengers per vehicles and commute as a carpool at least three days per week.

Visitor Parking

Boston College provides visitor parking in both the Beacon Street Garage and the Commonwealth Avenue Garage. Any visitors to the campus must pay between the hours of 2:00 a.m. and 5:00 p.m. Monday through Friday, but there is no fee for parking on

weekends. Overnight parking is prohibited from the beginning of September through the end of May. Parking gates to the garages remain open throughout major events such as athletic events, orientation, and move-in day. Visitors are required to present a validated ticket upon exiting the garage. Tickets may be validated through payment at a pay station in the garage, a University Validated Guest Pass from an event, or through the Admission office in Devlin Hall for Admission visits. Visitor parking rates provide the first two hours free and $2.00 per hour thereafter with a maximum daily rate of $10.00.

Vendor and Contractor Parking

Approximately 25 parking garage passes per semester are provided upon request to be used for special guests and visitors. Vendors that frequently visit the campus, including consultants such as engineers, architects, service/maintenance providers and sales representatives, are issued a Vendor/Contractor permit. The permits cost $50.00/month, $250.00/six-month period and $500.00/year. Drop-off and delivery vehicles are accommodated via designated service/delivery areas.

Special Event Parking

To manage traffic impact on the surrounding community and students living on campus, the University has developed an extensive transportation management plan for traffic operations on game days, including football, basketball and hockey, and for other events. Traffic is directed by the Boston College Police Department and signs are posted to identify event parking areas. Below is an outline of the current management practices at Boston College.

Commencement Day Parking

On Commencement Day, guests of the graduates can use all parking areas on Lower Campus, except for the reserved parking area at the north end of Conte Forum and Alumni Stadium. This includes both garages and, weather permitting, Shea Field. In addition, satellite parking is provided at the Brighton Campus and the Mall at Chestnut Hill where attendees are provided shuttle service to the Chestnut Hill Campus.

Basketball and Hockey

For evening basketball and hockey games, the Beacon Street Garage is closed to the general public between 3:00 p.m. and 15 minutes after the start of game when the garage is reopened to the general public. During this period, parking in the garage is reserved for permit holders only. Starting at 3:00 p.m., visitors are directed to the Commonwealth Avenue Garage via the St. Ignatius Gate. At 5:00 p.m., the More Hall Lot is reserved for permit holders. Other campus parking lots are opened 1.5 hours prior to the start of an event to the general public attending the event. They are directed to enter the campus through the St. Ignatius Gate.

Baseball and Softball

As noted in Chapter 7 *Athletic Facilities*, Boston College's baseball and softball facilities currently located on Shea Field are inadequate and fall well below the standards of other ACC

institutions. Due to these constraints, a number of games are held off-campus each year. For spectators attending on-campus baseball and softball games, Boston College has been able to provide sufficient parking in the Beacon Street and Commonwealth Avenue garages. With the construction of dedicated facilities for baseball and softball on the Brighton Campus, the University anticipates an increase in attendance and will develop and implement an event management plan for athletic and special events that addresses traffic, parking and communication with the neighborhood.

Football

Boston College has worked extremely hard over the last 12 years to develop an effective and responsive transportation plan for football game days. The plan has evolved to the point where it has been recognized by our host communities of Boston and Newton as a model for transportation and parking operations for large athletic events.

On home football game days, the Boston College parking and traffic plan commences four hours prior to game time. The services of a private tow truck firm are engaged at that time and throughout the games to assist the Boston Transportation Department with the removal of illegally parked vehicles. A detail of Boston Police Officers works to assist with traffic flow at the intersections of Commonwealth Avenue and Lake Street, and also at Beacon Street and Chestnut Hill Avenue until parked vehicles are cleared from Lower Campus. In addition to the Boston Police Department, the University hires details from the State Police, MBTA and Newton, Brookline and Needham Police Departments, as well as fire safety details from Boston and Newton.

During the football season home games, all resident student permit vehicles must be moved off the Chestnut Hill Campus by 11:00 p.m. the evening prior to scheduled home football games. Resident students may move their vehicles to the Newton Campus. Vehicles remaining on campus after midnight are towed as are vehicles parked in neighborhoods surrounding Boston College. Parking on the Boston College Campus is by special permit only. All ticketholders are encouraged to use the MBTA. Boston College works closely with the MBTA to promote and strongly encourage the use of public transportation to games. Approximately 12,000 to 15,000 spectators per game utilize the Green Line/Boston College stop to commute to Alumni Stadium. Off-site satellite parking is available in Brighton, Newton and Needham and served by shuttle routes connecting these lots to Alumni Stadium.

Access to on-campus parking garages is permitted only to season ticket holders who purchase a minimum of four tickets in their name and commit to bringing at least four people in their car to the game. Carpooling to games has been well received by season ticket holders. With pre-assigned parking and established shuttle routes, strict control of the area surrounding Alumni Stadium is made possible.

Table 9-5 shows the average number of vehicles parked for home football games in 2006. As shown, Boston College currently utilizes both the Chestnut Hill Campus and Brighton Campus on game days for parking and allows use of areas that are not part of the typical parking inventory such as Shea Field during special events. Boston College has implemented a proactive management plan to reduce the impacts of game day parking on the abutting residential streets.

This management plan includes restricted parking four hours before and one hour after Boston College football games except for Allston-Brighton Resident Permits on designated streets.

Table 9-5 2006 Football Game Day Parking

Location	Average Number of Vehicles
Shea Field	366
Beacon Street Garage	514
Edmonds Hall	65
AA Parking	24
Patio	35
Flynn Student Recreation Complex	47
Service Building	12
Conte Forum Loop	2
Merkert	34
Robsham Theater	147
Commonwealth Avenue Garage	649
Hillside Residence Halls	22
Vanderslice Hall	25
More Hall	194
Middle Campus Lots	177
Campion Hall	53
Upper Campus	121
Brighton Campus	277
Hammond Pond Parkway	249
St. Clement's Hall	55
Lawrence Avenue	76
Walsh Hall	21
Total Vehicles	3,165

On-campus Parking Utilization

Parking counts were taken on April 30, 2008 to determine utilization of the existing parking supply on a typical weekday. As shown in Table 9-6, there was ample parking available in the Beacon Street and Commonwealth Avenue garages during the parking occupancy study. Surface spaces on the Chestnut Hill Campus were 90 percent occupied. The spaces on the Brighton Campus were about 50 percent occupied on the day of the survey. Some of the spaces were occupied by employees of the Roman Catholic Archdiocese of Boston, which still occupied the chancery at the time of the count.

Boston College provided entering and exiting vehicle counts for the Commonwealth Avenue and Beacon Street garages for the week of March 10, 2008. The data show that parking activity in the garages is highest on Tuesday, Wednesday and Thursday. The highest volumes entering and exiting the garages were recorded on Wednesday and are summarized in

Table 9-7. Based on this information, the utilization counts were conducted on a Wednesday. As would be expected, the peak hours for vehicles entering the garages are between 8:00 a.m. and 10:00 a.m. Exits are highest between 4:00 p.m. and 6:00 p.m.

Table 9-6 2008 Existing Parking Utilization

Campus/Parking Facility	Observed Utilization[1]
Chestnut Hill Campus	
Commonwealth Garage	64%
Beacon Street Garage	70%
Surface Spaces	90%
Entire Chestnut Hill Campus	***77%***
Brighton Campus	
Surface Spaces	50%

1 Based on April 2008 field observations by VHB.

Table 9-7 Total Parking Garage Entries and Exits[1]

	Commonwealth Ave Garage		Beacon Street Garage		Total Garage Activity	
Time of Day	Entries	Exits	Entries	Exits	Entries	Exits
6:00 – 7 :00 a.m.	20	5	39	10	59	15
7:00 – 8:00 a.m.	74	11	89	12	163	23
8:00 – 9:00 a.m.	248	11	189	20	437	31
9:00 -10:00 a.m.	268	13	210	25	478	38
10:00 – 11:00 a.m.	154	17	137	22	291	39
11:00 - 12:00 p.m.	109	26	79	45	188	71
12:00 – 1:00 p.m.	105	97	85	79	190	176
1:00 – 2:00 p.m.	102	76	75	77	177	153
2:00 – 3:00 p.m.	88	105	73	89	161	194
3:00 – 4:00 p.m.	72	109	70	100	142	209
4:00 – 5:00 p.m.	104	242	125	149	229	391
5:00 – 6:00 p.m.	76	229	41	150	117	379
6:00 -7:00 p.m.	99	155	67	135	166	290
7:00 – 8:00 p.m.	28	140	27	151	55	291

1 Counts include faculty, staff, students and visitors.

Off-campus Parking

On-street parking for the general public is limited and it is difficult to find available spaces at times. Although the City of Boston provides some on-street parking near the campus, most areas require Brighton Resident Permit stickers. In order to obtain Resident Permit parking stickers, vehicles must be registered in the City of Boston and owners must present evidence of their residential address. Parking is provided adjacent to the campus on Commonwealth Avenue in

both Boston and Newton and Beacon Street in Newton. On-street parking is generally prohibited in nearby residential areas in Newton. A summary of on-street parking is shown in Figure 9-17.

A daytime on-street parking occupancy study was conducted on April 30, 2008 between 10:00 a.m. – 12:00 p.m. on the streets surrounding the campus. Since spaces on the streets surveyed are not formally marked, a rounded estimate of utilization is provided. Results are summarized in Table 9-8.

Table 9-8 2008 Existing Daytime On-street Parking Occupancy

Street	Observed Approximate Utilization[1]
Foster Street (Washington Street to Commonwealth Avenue)	30%
Lake Street (Washington Street to Commonwealth Avenue)	15%
Commonwealth Avenue (non-resident spaces)	95%
Beacon Street (non-resident spaces)	95%

1 Based on April 30, 2008 field observations by VHB.

Overall, there were a limited number of public on-street parking spaces that were available on Beacon Street and Commonwealth Avenue adjacent to the Chestnut Hill Campus. In total there were only 17 vehicles parked on Lake Street and 66 vehicles parked on Foster Street between Washington Street and Commonwealth Avenue.

Any Boston College students who wish to apply for a City of Boston Resident Parking Permit are also subject to the rules and regulations for permit applicants. These students must provide a Massachusetts registration under their name from a current Boston address. Additionally any applicant must provide proof of residency including his or her own name and Boston address. This proof must be in the form of the following, postmarked or signed within the past 30 days:

- A signed lease, or notarized rental agreement,
- Gas, electric or telephone bill,
- Cable television bill,
- Monthly bank statement or
- Credit card bill.

Student Move-in and Move-out Operations

Parking is restricted on the Chestnut Hill and Newton campuses typically during the last weekend in August or first weekend in September to allow an orderly move-in for new and returning students and to mitigate transportation impacts on campus green space and local neighborhoods. Vehicles are permitted to park temporarily in campus areas for 20 minutes to unload, but then must be moved. A towing policy is in effect. Parking restrictions are implemented to free the maximum available paved areas around the residence halls to allow safe moving of belongings.

The areas that are closed to parking on the Main Campus are: both Edmonds Hall lots; all of the St. Ignatius lot (church parking is allowed for scheduled Masses and events), all Hillsides parking spaces; the Hillsides Perimeter Road wall; Commonwealth Avenue at Voute and Gabelli Halls; all Williams, Welch and Roncalli spaces; and all Upper Campus spaces. Unloading is allowed on Tudor Road along Claver, Loyola and Xavier Halls for first floor new residents. Outside of these areas, all regular parking restrictions remain in effect, with the exception of the normally restricted More Hall circle and lot, which are open to general parking over the move-in weekend.

Transportation Demand Management

Boston College's Chestnut Hill Campus location at the end of the MBTA Green Line B Branch and the provision of shuttle bus service to the C and D Branches of the Green line provide the University with transit access for commuters, students and visitors. The University actively supports efforts to reduce automobile use by faculty, staff, students and visitors traveling to the campus. Many actions to support this goal are actively employed by Boston College, including:

- **Information Dissemination**. Boston College promotes all forms of alternative transportation through the Office of Transportation and Parking and provides a comprehensive website for the members of the institution and the public. This website provides detailed transportation and parking policies.
- **Transit.** Boston College is served by the MBTA Green Line B Branch and provides shuttle bus service to the Cleveland Circle and Reservoir MBTA stops on the C and D Branches of the Green Line. Students can purchase a Semester Pass through the University and receive an 11 percent discount on MBTA passes.
- **Ride matching.** In conjunction with MassRIDES, Boston College assists in the creation of carpools and vanpools, providing employees with a cost-effective and ecologically friendly alternative to drive-alone commutes. A 55 percent discount off regular parking permit rates for graduate and law students is provided for carpools. Carpoolers are guaranteed a prime parking location on campus. Additionally, as of fall 2007 the carpool permit rate was cut to $100 (previously $200), making it cheaper for each person in the carpool.
- **Shuttle Bus System.** Boston College operates and promotes a free 12-bus shuttle system to link the campus with the Green Line at the Cleveland Circle and Reservoir stops.
- **Guaranteed Ride Home.** Pre-registered employees who utilize alternative transportation can take advantage of a guaranteed ride home when a personal or family illness or unplanned overtime interrupts their regular commute.
- **Bicycling Incentives.** As described earlier, Boston College has numerous safe, clean and conveniently placed bicycle racks throughout its campus. Approximately 350 bicycle spaces are available in 15 locations on the Chestnut Hill Campus and another approximately 80 spaces are provided on the Newton Campus. Boston College participates in the MassRIDES Bike to Work Week (BTWW) Challenge to promote bicycling as a viable commute option. Shower facilities are available near many of these

locations. Boston College promotes biking as an alternative to driving, as identified in the Parking Brochure, and distributes promotional material and incentives for Bike Week to encourage employees to bike to work.

- **Car Sharing.** Boston College partners with Zipcar, providing employees and students a significant discount on the membership rates and convenient access to 17 cars at the following locations:
  - Lower Campus Parking Lot – 1 car
  - Lake Street at Commonwealth Avenue – 2 cars
  - Commonwealth Avenue at Strathmore Road – 4 cars
  - Cleveland Circle at Sutherland Road – 2 cars
  - Sutherland Road at Selkirk Road – 6 cars
  - Cleveland Circle T stop – 2 cars

Loading and Service

Table 9-9 outlines loading and service activity at loading docks on the Chestnut Hill and Brighton campuses and Figure 9-18 illustrates the locations of loading facilities.

Table 9-9 Existing Loading and Service

Location	Number of Docks	Typical Delivery Hours	Types of Deliveries
Bishop Peterson Hall	1	8 a.m. – 11 a.m.	Books and merchandise
School of Theology and Ministry Library	1	8 a.m. – 5 p.m.	Books
St. Clement's Hall	1	8 a.m. – 5 p.m.	IT equipment and office supplies
St. Mary's Hall	1	8 a.m. – 1 p.m.	Food and linens
Walsh Hall	1	6 a.m. – 1 p.m.	Various
Robsham Theater Arts Center	1	8 a.m. – 5 p.m.	Theater and performance items
John M. Corcoran Commons	3	6 a.m. – 4 p.m.	Food
21 Campanella Way	1	n/a	Books, merchandise and office supplies
Alumni Stadium	5	n/a	Stadium goods are received at Gate doors. Goods include: food, equipment, vehicles, communications equipment
Silvio O. Conte Forum	1	7 a.m. – 1 p.m.	Food, merchandise and sports equipment
Eugene F. Merkert Chemistry Center	1	6 a.m. – 5 p.m.	Scientific equipment and laboratory supplies
Service Building (Newton)	1	n/a	Various
Flynn Recreation Complex	1	n/a	Pool supplies and sports equipment
Higgins Hall (Newton)	1	6 .m. – 5 p.m.	Scientific equipment and laboratory supplies
McElroy Commons (Newton)	2	6 a.m. – 5 p.m.	Food, books and merchandise
O'Neill Library (Newton)	1	8 a.m.- 5 p.m.	Books, mail and IT equipment
Lyons Hall (Newton)	1	6 a.m. – 3 p.m.	Food and office supplies

Source: Boston College
n/a not available

Future Transportation Conditions

To evaluate future roadway operations, traffic volumes in the study area were projected to the year 2018 (to reflect a 10-year planning horizon). The 2018 No-Build traffic volumes include all existing traffic, new traffic attributable to general background growth, and traffic generated by identified planned/approved developments in the area. Traffic volumes that are expected to be generated by the plan were added to the No-Build traffic volumes to produce projected Build traffic volumes. In addition, roadway improvements currently under construction or planned to be completed within the planning horizon are taken into account when analyzing both future No-Build and Build Conditions.

2018 No-Build Condition

The 2018 No-Build Condition reflects study area traffic conditions without changes to the Boston College campus. No Build Condition traffic volumes are shown in Figures 9-19 and 9-20. Under the 2018 No-Build Condition, modest increases in traffic volumes are expected on study area roadways.

A two-step process has been employed to estimate future traffic activity in the project study area under the 2018 No Build Condition. Under step 1 of this process, general area-wide traffic growth was estimated based on traffic growth trends along major study area roadways. The traffic volumes collected for the 2000 Boston College Master Plan were compared with 2008 traffic volumes. The comparison indicates that the 2000 volumes were on average approximately 13 percent higher than the 2008 traffic volumes. Despite the decline in traffic volumes since 2000, a growth rate of 0.5 percent was utilized to provide for a conservative analysis of future conditions.

Step 2 includes adding peak hour traffic projections for specific projects that are currently under construction or have been approved by the City of Boston or the City of Newton to the volumes produced in step 1. There are currently two approved or planned developments that are expected to influence future peak hour traffic volumes in the study area. A description of each planned project is provided below.

Caritas St. Elizabeth's Medical Center, located on Cambridge Street in Brighton, has begun construction of a new Emergency Department (ED) Project. The new project will contain 45,700 square feet of space, including 28,600 square feet of emergency department space. Additionally, two levels of parking will be added to an existing parking garage, providing 175 new spaces. It is anticipated that the project will generate approximately 27 vehicle trips during both peak hours and only 24 percent of these trips will traverse Washington Street in the study area.

Covenant Residences on Commonwealth Avenue in Newton is a condominium project currently under construction consisting of 56 units (44 net new) and 89 parking spaces (44 net new) for the project. The site is located across Commonwealth Avenue north of the

Chestnut Hill Campus. The project is expected to generate approximately 27 new vehicles trips during the morning commuter peak hour and 33 vehicle trips during the afternoon peak commuter hour which will travel along Commonwealth Avenue within the project study area.

Additionally, there is a timing/coordination improvement project that has been identified within the project study area. This improvement project influences the 2018 No-Build Condition and is summarized below:

Boston Transportation Department Traffic Signal Improvements include signal timings changes at the intersections of Washington Street/Foster Street and Washington Street/Lake Street/Brock Street. These timing changes will provide additional green time to the side streets to reduce vehicle queuing. These improvements will also coordinate the signals on Washington Street to improve thru traffic progression.

2018 Build Condition

The proposed future projects within the 10-year horizon of the IMP will not significantly influence the demand for travel on a day-to-day basis. Rather, changes in trip generation will be driven largely by changes in the number of faculty, staff and graduate students. In addition, an increase in the proportion of students housed on-campus will serve to reduce the number of commuter trips to campus. There could be some limited trip generation associated with the retail portions of the projects located on Commonwealth Avenue, although this retail space will be focused on the Boston College community and local residents.

Over the 10-year period of the IMP, it is expected that undergraduate enrollment will remain steady at its current level, but that there will be an increase of approximately 342 graduate students. Some of these graduate students will be housed in the planned Jesuit Graduate and Faculty Housing on Foster Street.

To enhance academic excellence, to enable a reduction in classroom sizes and to accommodate additional graduate students, Boston College expects that an additional 100 faculty will be added over this period. Up to 250 new staff are expected to support the University's growth.

Access and Circulation

The IMP will make modifications to the existing circulation on the Chestnut Hill Campus. To eliminate the pedestrian/vehicle conflict at Higgins stairs, the portion of the roadway in front of 21 Campanella Way, Alumni Stadium and Conte Forum will be converted to a major pedestrian plaza. Vehicular travel through this area will be limited to service vehicles and the BC Shuttle Service. Campanella Way will continue to provide access to the Commonwealth Avenue Garage and local campus traffic. All vehicles exiting the garage via Campanella Way will exit the campus by St. Ignatius Church and will not be able to exit by Edmonds Hall.

The major access to the Brighton Campus will be via a relocated driveway on Commonwealth Avenue. The new driveway will be located just to the west of Creagh Library and will align with a relocated spine road. Several alternatives for providing access to the Brighton Campus via this driveway are analyzed below.

Trip Generation

Trip generation for Boston College was estimated using the projected increases in population over the term of the IMP. While no change is proposed in the undergraduate student population, BC will be constructing 1,280 new beds to provide University housing for students now living off campus. These new beds will reduce the number of students commuting to campus. A summary of the expected population changes over the 10-year period of the plan is shown in Table 9-10.

Table 9-10 Projected Campus Population Changes

Population	Expected Change Over 10-Year Period
Undergraduate Students	No Change
Graduate Students	+342
Faculty	+100
Staff	+250

To estimate the peak hour trip generation associated with these population changes, a combination of parking garage data and the Institute of Transportation Engineers' (ITE) land use codes were used. All new faculty, staff and graduate commuter trips were estimated using existing employee transponder data from the parking garages on the Chestnut Hill Campus. From this data a morning peak hour rate of 29 percent entering and an evening rate of 27 percent exiting were estimated. Graduate student residents and undergraduate resident trips were estimated using the ITE land use code for "apartments."

No new trips were estimated during the peak hours for the new accessory retail or auditorium space. These places will have a 100 percent internal capture rate during the typical weekdays by those already at BC.

The current mode share and average vehicle occupancy rate for commuter students, faculty and staff based on survey data are shown in Table 9-11. Eighty percent of faculty and staff drive to work while approximately one-quarter of students drive to the campus. According to the data, approximately 50 percent of students walk, bike or use other modes such as the BC shuttle to the campus, while 26 percent utilize the MBTA's transit system.

Table 9-11 Mode Shares and Vehicle Occupancy Rates for Faculty, Staff and Students

Mode	Faculty/Staff	Commuter Students
Drive	80%	24%
Transit	6%	26%
Walk/Other	13%	48%
Bicycle	1%	2%
Vehicle Occupancy Rate	1.05	1.25

Source: 2007 Rideshare Report, Boston College

Vehicle trip rates were based on existing vehicle transponder data from the Beacon Street and Commonwealth Avenue garages. It is anticipated that the new population will assume similar arrival and departure schedules from the campus with 29 percent of the population arriving during the a.m. peak hour and 28 percent leaving during the p.m. peak hour. It is assumed that new student residents, both undergraduate and graduate, will not be generating peak-hour vehicle trips. However, these populations are assumed to make some daily vehicle trips. The projected numbers of entering and exiting vehicle trips for the morning peak hour (a.m. peak), evening peak hour (p.m. peak) and daily conditions are presented in Table 9-12.

Table 9-12 Vehicle Trip Generation

Time Period	Entering	Exiting	Total
A.M. Peak Hour			
Graduate Students	18	4	22
Staff/Faculty	77	16	93
Total A.M. Peak	95	20	115
P.M. Peak Hour			
Graduate Students	10	17	27
Staff/Faculty	45	75	120
Total P.M. Peak	55	92	147
Daily			
Graduate Students	61	61	122
Staff/Faculty	267	267	534
Total Daily	328	328	656

The expected increase in vehicle trips with the projected graduate student and faculty/staff increases is approximately 115 and 147 trips, respectively, in the morning and evening peak hours. Approximately, up to 656 new vehicle trips are estimated on a daily basis assuming that everyone travels to/from the campus on a daily basis. These totals include both entering and exiting trips for both the Brighton and Chestnut Hill campuses. Based on the allocation of the future parking supply, approximately 26 percent of new vehicle trips will go to the

Brighton Campus and the remainder will be generated by the growth at the Chestnut Hill Campus.

In addition to the new trips associated with the IMP program, it should be noted that, a significant number of existing trips will be diverted because of the reallocation of parking facilities and the integration of the Brighton Campus. Existing peak hour trip rates for the parking facilities were established and applied to all of the proposed parking changes on the Chestnut Hill and Brighton campuses. In addition, it was assumed that there would be some traffic (60 vehicles per hour) generated between the campuses by service vehicles, security and possibly shuttles. Overall, the traffic at the Chestnut Hill Campus will increase by 70 vehicles during the a.m. peak hour and 129 vehicles during the p.m. peak hour as shown in Table 9-13.

Table 9-13 Net-New Vehicle Trips for the Chestnut Hill Campus

Time Period	Trip Generation	Less Trips for 628 Lost Surface Spaces	Plus 350 new spaces at Beacon Street Garage	BC Vehicles/ Shuttles	Total Net-new Trips
A.M. Peak Hour					
In	70	-170	95	30	25
Out	15	0	0	30	45
Total	85	-170	95	60	70
P.M. Peak Hour					
In	41	0	0	30	71
Out	68	-117	77	30	58
Total	109	-117	77	60	129

Trips to the Brighton Campus include trips to be generated by the new population, 897 total parking spaces, and BC vehicles/security/shuttles less the existing trips to the campus today excluding the St. John's Seminary building. The results of the new Brighton Campus trips are shown in Table 9-14.

As shown in Table 9-14, the reallocation of parking at Boston College will cause a shift in existing commuting patterns to each campus. The new parking-related trips to the Brighton Campus will increase as the parking supply increases. In total, there will be 266 vehicle trips to the Brighton Campus during the morning peak hour and 364 vehicle trips during the evening peak hour.

Table 9-14 Net-New Vehicle Trips for the Brighton Campus

Time Period	Trip Generation	Trips for 897 Total Parking Spaces	BC Vehicles/ Shuttles	Less Existing Trips[1]	Total Redistributed Trips
A.M. Peak Hour					
In	25	260	30	-102	213
Out	5	54	30	-36	53
Total	30	314	60	-138	266
P.M. Peak Hour					
In	14	152	30	-35	161
Out	24	251	30	-102	203
Total	38	403	60	-137	364

1 Based on 2008 driveway counts. Does not include St. John's Seminary driveway.

Trip Distribution

Vehicle trip distribution for the new employee and off-campus graduate populations were estimated using existing zip code data for the two populations. The distribution was pro-rated based on the total populations of graduate students and employees. Each zip code was assigned a commuter route to the campus. These routes are summarized in Table 9-15 below.

Table 9-15 Estimated Vehicle Trip Distribution

Route To Campus	Percentage of Combined Populations
Beacon Street from East	6%
Boston Proper	9%
Brighton	19%
Cambridge St. from East (Allston)	3%
Centre St. from North	9%
Chestnut Hill Ave.	2%
Commonwealth Ave. from East	5%
Commonwealth Ave. from West	14%
Hammond Pond Pkwy	8%
I-90 from East	3%
I-90 from West	11%
Market Street	2%
Storrow Drive	9%

1 Based on existing zip code data for graduates and employees.

The majority (approximately 39 percent) of the commuting population resides in Boston. Of this population, approximately 19 percent lives in Brighton, 9 percent in Boston proper, and 3 percent in Allston.

Under the Baseline Build Condition, assuming no changes to access at the Brighton Campus, traffic coming from the Mass Pike will likely use Washington Street. However, with

the proposed access options that create a break in the Commonwealth Avenue median, the traffic impacts to Washington Street will be reduced by allowing traffic coming from the Newton Interchange to directly access the campus.

Trip distribution is illustrated in Figure 9-21. Net-new trips distributed through the study area intersections are illustrated in Figures 9-22 and 9-23. Build traffic volumes are shown in Figures 9-24 thru 9-27.

Proposed Transportation Infrastructure Changes and Brighton Campus Access Alternatives

In addition to the new buildings described in Chapter 5, *Proposed Future Projects*, there are several transportation infrastructure changes that are proposed or under consideration. These include improving vehicular access, for the Brighton Campus in particular, as well as enhancing and expanding the pedestrian network. The proposed pedestrian network and circulation is shown in Figure 9-28.

The baseline Build Condition analysis for the project assumes that, in principle, there would be no changes to the way in which the Brighton Campus is accessed by vehicular traffic today. This includes vehicular access on Commonwealth Avenue (right-in/right-out only), Lake Street (right-in/right-out only), and Foster Street. That is not to say that this would be a workable or acceptable access solution for the new Brighton Campus. Rather, it provides a baseline against which other options can be evaluated, as required by the BTD.

Five alternatives have been identified and are evaluated in this study, all of which retain the current access on Foster Street to avoid unnecessary circulation of trips from the north on neighborhood streets. The alternatives, illustrated in Figures 9-29 through 9-35, include the following:

Alternative 1: Primary Brighton Campus Access on Commonwealth Avenue with Right-In/Right-Out - This alternative is similar to the baseline condition, but there would be no access to the Brighton Campus on Lake Street (with the exception of the access for St. John's Hall, which will be maintained separately). Brighton Campus traffic from Commonwealth Avenue eastbound would have to perform a U-turn to the east of the driveway, most likely at the current median break between Greycliff Road and Gerald Road. Under this alternative, the existing driveway will be relocated to align with a new section of the spine road on the Brighton Campus. Egress from the Brighton Campus to Commonwealth Avenue would remain the same as today. Vehicles heading east on Commonwealth Avenue would need to perform a U-turn at the Lake Street intersection.

Alternative 2: Median Break at Commonwealth Avenue/Brighton Campus Driveway – This alternative would create a break in the Commonwealth Avenue median to facilitate left turns into and out of the Brighton Campus driveway. The Commonwealth Avenue eastbound approach would contain a left-turn storage lane to allow for the left-turn into the Brighton

Campus. In order to allow for southbound exiting traffic from the Brighton Campus to make left-turns, the intersection would be signalized with four phases including an eastbound lead phase and pedestrian phasing.

Alternative 3: New Roadway between Commonwealth Avenue and St. Thomas More Road –Similar to Alternative 2, this alternative would include a break in the median of Commonwealth Avenue and would also introduce a new roadway between St. Thomas More Road south of More Hall and Commonwealth Avenue at the Brighton Campus driveway. The new intersection at Commonwealth Avenue would be signalized, with three phases and pedestrian phasing. Left-turn storage lanes would be provided on the Commonwealth Avenue approaches. St. Thomas More Road would remain a two-way roadway north of the new roadway.

Alternative 4: New Roadway with St. Thomas More Road One-way Northbound only to Lake Street – This alternative includes the new roadway connection between St. Thomas More Road and Commonwealth Avenue/Brighton Campus driveway as proposed under Alternative 3. However, the section of St. Thomas More Road between the new roadway and Campanella Way would be one-way in the northbound direction. The new intersection at Commonwealth Avenue/Brighton Campus driveway would operate as with Alternative 3.

Alternative 5: New Roadway with no Connection of St. Thomas More Road to Lake Street – This alternative includes the new roadway connection between St. Thomas More Road and Commonwealth Avenue/Brighton Campus Driveway as proposed under Alternatives 3 and 4. However, the section of St. Thomas More Road between the new roadway and Campanella Way would be closed to vehicular traffic. The new intersection at Commonwealth Avenue/Brighton Campus driveway would operate with five-phase signalization including leading left-turn phases on all approaches and pedestrian phasing. Left-turn storage lanes would be provided on all approaches.

It should be noted that all alternatives will require the approval of the Boston Transportation Department. In addition, Alternatives 2 - 5 will require approval by the MBTA and Alternatives 3-5 will require the approval of the Department of Conservation and Recreation.

Pedestrians

The project population increase at BC over the 10-year IMP term will contribute to an increase of 262 walks, or other trips during the a.m. peak hour and 323 trips during the p.m. peak hour. Results are summarized in Table 9-16.

Table 9-16 Estimated Pedestrian and Other Mode Trips

Time Period	Entering	Exiting	Total
A.M. Peak Hour	91	171	262
P.M. Peak Hour	189	134	323

The majority of new pedestrian trips will be generated by the undergraduate student dorms. Since this population will be leaving the residence halls in the a.m. and arriving in the p.m. these trips will be reversed from the typical commuter trips.

Campus Pedestrian and Open Space Improvements

Long-term planning for the campus includes a series of linked quadrangles that provide a continuous pedestrian corridor through the Chestnut Hill Campus that connects with the Brighton Campus. The result is a pedestrian environment that is largely free of vehicular conflicts. Another major feature of the pedestrian corridor is that a number of landscaped areas will provide places for passive recreation and contemplation for members of the Boston College community, as well as provide the framework for an attractive pedestrian environment.

The 10-year plan initiates development of the linked quadrangles and the pedestrian environment. In particular, parking and vehicular access will be eliminated from the center of Lower Campus and replaced with a broad pedestrian plaza in front of Conte Forum and the Yawkey Center. Open space that will form a portion of the major Lower Campus quadrangle will be provided between the proposed University Center and the Recreation Center. Improved pedestrian access to the Brighton Campus will be provided via the reconfiguration of the More Hall site, a reconstructed crossing at the Lake Street/Commonwealth Avenue intersection, and the new crossing of Commonwealth Avenue if St. Thomas More Road is relocated.

Bicycles

Boston College encourages bicycling to and from the University. Bicycle storage will be provided on the Brighton Campus at the parking garage and at the new undergraduate housing. Currently two percent of the student population and one percent of the employee population commutes via bicycle.

Net-new bicycle trips associated with the growth in population at BC are shown in Table 9-17.

Table 9-17 Estimated Bicycle Trips

Time Period	Entering	Exiting	Total
A.M. Peak Hour	4	7	11
P.M. Peak Hour	8	6	14

Overall, there are minimal increases expected in bicycle commuters to the campus. To promote bicycling, BC will install bike racks on the Brighton Campus at the new residence halls and at the parking garage. The University will continue to monitor bicycle storage and add new racks as the demands on campus increase.

Parking

Future Parking Supply

The parking changes proposed during the term of the IMP will not result in a significant change in the total parking supply on the three campuses. Many of the proposed future projects will be built on existing surface parking areas, resulting in a reduction in the supply of parking on all three campuses. To replace these spaces, the plan includes the addition of parking in key locations on all three campuses for a net increase of 204 spaces.

Beacon Street Garage Expansion

The existing 825-space Beacon Street Garage is slated for a 350-space expansion. The expanded garage parking will replace surface parking areas eliminated on the Lower and Middle campuses by several of the proposed projects. One bay of parking in an approximately 122,500 sf addition will be added at the east end of the current garage next to Shea Field. Adding to the Beacon Street Garage will provide additional parking in a central location with limited impact on other uses on campus.

Parking Garage on the Brighton Campus

A new parking garage will be constructed on the Brighton Campus along the spine road near the entrance to the Brighton Athletics Center. It will contain approximately 500 spaces on five levels with one level expected to be below grade. It will serve Brighton Campus visitors, faculty and staff. The garage will be centrally located on the campus where it can serve all users of the campus and where it will be easily accessible from Commonwealth Avenue.

Below-grade Parking on More Hall site

Replacement parking for spaces lost on the More Hall site will be provided in the proposed residence hall. Up to 100 spaces will be provided in below-grade parking.

Below-grade Parking in the Humanities Building

Replacement parking for spaces lost in the Campus Green area will be provided in the proposed Humanities building. Up to 90 spaces will be provided in below-grade parking.

2000 Commonwealth Avenue

The acquisition of 2000 Commonwealth Avenue as an undergraduate residence hall will provide Boston College with an additional 200 parking spaces. The 200 parking spaces will be available to supplement the parking supply on the Lower Campus.

The parking changes expected in the 10-year plan are summarized in Table 9-18 and include:

- Approximately 1,220 existing parking spaces will be displaced on all three campuses to accommodate proposed new projects. Approximately 710 spaces will be displaced on the

Chestnut Hill Campus and approximately 510 spaces will be displaced on the Brighton Campus. No spaces will be displaced on the Newton Campus.

- New or expanded parking facilities will be constructed on all three campuses to replace existing spaces displaced by the proposed institutional projects.
- A 500-space parking garage on the Brighton Campus near the Brighton Athletics Center that will serve the entire Brighton Campus and users on the Chestnut Hill Campus through expanded shuttle service.
- A 350-space addition to the Beacon Street garage in a new bay on the eastern side of the existing 830-space garage.
- Up to 90 parking spaces underneath the proposed academic building on Beacon Street on the Middle Campus.
- Up to 100 spaces underneath the proposed residence hall on the More Hall site.
- Approximately 200 spaces in the newly acquired 2000 Commonwealth Avenue.
- The addition of a 150-space surface lot on the Newton Campus.
- A total gain of approximately 200 spaces in the parking supply on all three campuses. The Chestnut Hill and Brighton campuses will each gain approximately 27 spaces and the Newton Campus will gain 150 spaces.

Table 9-18 10-Year Plan Parking Changes

	Chestnut Hill Campus	Brighton Campus	Newton Campus	Total
Existing Parking Spaces	3,011	819	675	4,505
Displaced Spaces	-713	-507	0	-1,220
New Parking Spaces	+740	+534	+150	+1,424
Total Future Parking	**3,038**	**846**	**825**	**4,709**
Net Change in Parking	*+27*	*+27*	*+150*	*204*

Parking Supply Phasing

Based on the project sequencing presented in Chapter 5, *Proposed Future Projects*, the changes in the parking supply on the Brighton and Chestnut Hill campuses during the life of the IMP have been projected and are shown in Tables 9-19a and 9-19b. The Jesuit Graduate and Faculty housing on Foster Street and the Brighton Athletics Center, which are expected to be the first two projects on the Brighton Campus, will result in the loss of some parking. This will not result in a shortage of parking since the current utilization rate for parking on the Brighton Campus is 50 percent (400 vehicles).

This number in not expected to change significantly before the garage is built because it includes employees of the Boston Archdiocese who will be relocating off campus and will be replaced by Boston College employees. With the opening of the 500-space garage, the Brighton Campus supply will be increased well above the existing supply. The Commonwealth Avenue housing, the Fine Arts District and the internal undergraduate housing will eliminate additional surface parking and bring the supply at the end of the IMP to just above the existing supply.

On the Chestnut Hill Campus, the construction of Stokes Commons and the More Hall site undergraduate housing will eliminate approximately 200 spaces but the supply will still exceed the existing demand. The acquisition of 2000 Commonwealth Avenue will result in an increase in the parking supply of 200 spaces, returning the supply to approximately its current level. The completion of Stokes Commons and the More Hall site housing will add another approximately 200 spaces. Throughout the development of the remaining projects on the Chestnut Hill Campus, the parking supply will remain above its current level, reaching a final total approximately 27 spaces higher than the existing supply.

Future Parking Demand

Over the term of the IMP, Boston College will increase its total parking supply by 54 spaces for a total of 3,884 parking spaces on the Brighton and Chestnut Hill campuses. These spaces will serve employees, visitors, and a limited number of graduate students who commute. Parking spaces will distributed so that all parts of the campus are served by parking sufficiently convenient that people will not park on the streets.

Parking demand is driven by the commuter population and visitor demand on the campus. Because employee schedules can vary with the time of day and the day of the week the parking demand for a college campus is much different than the parking demand for an office building where all employees can be assumed to be present at one time. For this reason, the parking demand for Boston College is based on existing trends at the campus.

Currently, typical weekday utilization for the Brighton and Chestnut Hill campuses is 2,520 vehicles parked for a full-time commuter population (staff, faculty, and graduate students) of 4,650 persons. This current parking situation includes visitors and equals a rate of 0.54 vehicles per commuting person.

Table 9-19a Phasing of Brighton Campus Parking Supply

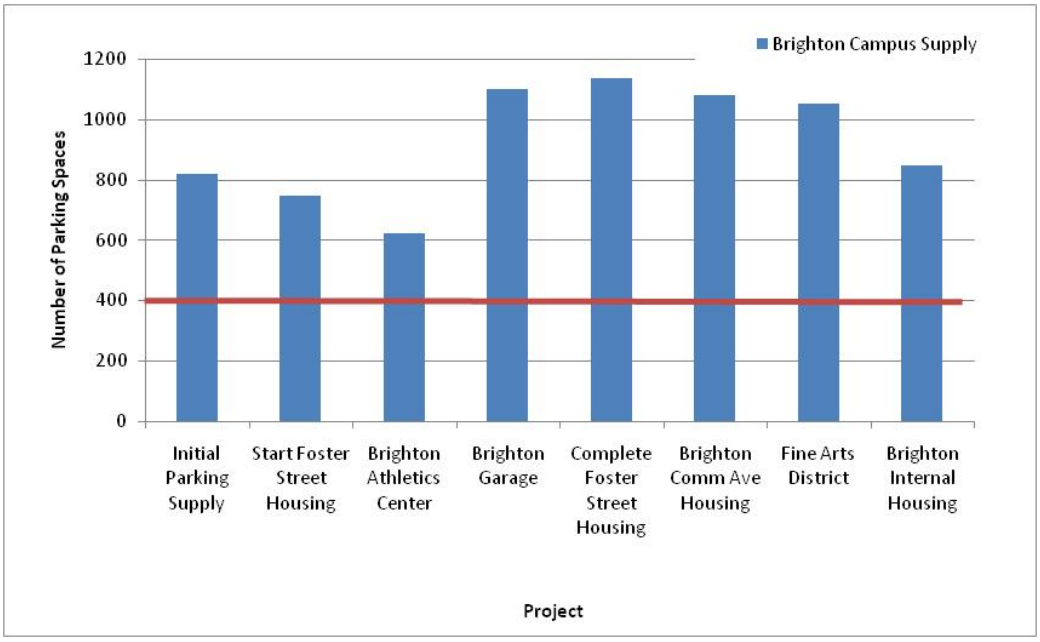
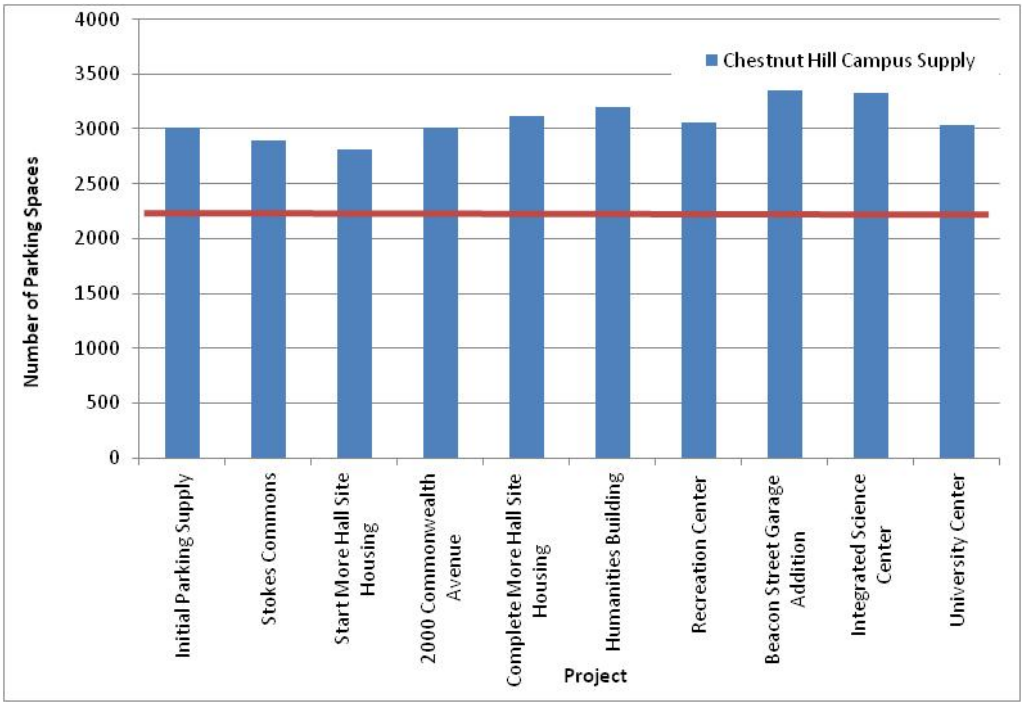


Table 9-19b Phasing of Chestnut Hill Campus Parking Supply



In the future, the commuter population will increase by 617 persons so the parking demand is expected to increase by 333 vehicles. When this new demand is added to the existing parking demand there will be a total demand of 2,853 spaces on a typical weekday. Typically an additional 10 percent of spaces are needed to allow for turnover and adequate circulation. Accounting for this circulation, there is a future parking demand of 3,138 spaces on the Chestnut Hill and Brighton campuses during the term of the IMP. These demand projections were increased by 34 to account for the parking associated with the Jesuit graduate and faculty housing on Foster Street. The total demand will be well accommodated within the proposed 3,884 parking spaces. A summary of existing and future parking demand is shown in Table 9-20.

Table 9-20 Typical Weekday Parking Demand Summary

Scenario	Parking Demand (Number of Vehicles Parking)	Parking Supply Needed (to satisfy demand)[1]
Existing	2,520	2,772
Future with 10-year Plan	2,887[2]	3,172[2]

1 Includes an additional 10 percent of demand for circulation/operational needs.
2 Includes additional demand of 34 spaces for Jesuit graduate and faculty housing on Foster Street

Loading and Service Operations

The following table outlines loading and service operations for new construction on the campuses in Chestnut Hill and Brighton. Future loading and service areas are illustrated in Figure 9-36 and Table 9-21.

Table 9-21 Future Loading and Service Facilities (new buildings)

Location	Number of Docks	Types of Deliveries
Undergraduate Housing (More Hall site)	1+	Merchandise
Recreation Center	1	Sports equipment
University Center	2+	Food, office supplies and merchandise
Stokes Commons (Newton)	2	Food, books and merchandise
Academic Building (McElroy Commons site, Newton)	1	Books and office supplies
Fine Arts District	2	Art supplies

Brighton Campus Move-in and Move-out

Students' move-in and move-out activity on the Brighton Campus will be controlled entirely within the campus boundaries. Similar to the Chestnut Hill Campus, student moving activities will be staggered in such a way that there will be no significant traffic increases on city streets.

Transportation Demand Management

Boston College will continue to improve and expand its existing TDM programs mentioned in the "Existing Conditions" section to provide additional travel options for employees and students that will reduce the demand for parking and ease traffic impacts to the roadways and neighborhood streets in Brighton. In addition, the University's plans to house more undergraduate students on campus may also serve to reduce automobile travel to the campus by reducing the number of commuting students. Specific measures that will be committed to as part of the IMP, in addition to all current TDM initiatives, include:

- Investigation of car-sharing opportunities on the Brighton Campus. BC will offer spaces to Zipcar or a similar service as needed.
- Provision of bicycle storage at the new residence halls and parking garage on the Brighton Campus.
- Implementation of a program to provide pre-tax sales of MBTA passes to employees.
- Regular review of the shuttle services offered by BC.
- Purchase or lease of alternative fuel vehicles.

Transportation Operations Analysis

This section presents the analysis of traffic operations at study area intersections, including access alternatives for the Brighton Campus, in terms of capacity, level of service, delay and queuing.

Vehicle Level of Service

Vehicle level of service (LOS) analysis is a qualitative measure of control delay at an intersection, providing an index to the operational qualities of an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS A through D is typically considered acceptable while LOS E indicates vehicles endure significant delay and LOS F suggests unacceptable delay for the average vehicle.

Level of service thresholds differ for signalized and un-signalized intersections, with longer delays at signalized intersections perceived as acceptable. For signalized intersections, average control delay for all vehicles in the intersections is used to establish LOS. For unsignalized intersections, the control delay for the critical movement is used to determine LOS. At unsignalized intersections, the main street through traffic has the right-of-way and side street traffic and main street left-turning traffic must wait for a gap or opening in through traffic. LOS reflects the greatest average delay for any of the movements. Table 9-22 presents the level of service delay threshold as defined in the 2000 Highway Capacity Manual (HCM).

Consistent with BTD's guidelines, Synchro 6 software was used to model LOS operations at the signalized and unsignalized study area intersections. Refinements were made to the Synchro model to include characteristics of each intersection approach such as percent heavy vehicles, bus operations, parking activity and pedestrian crossings.

Table 9-22 Level-of-Service (LOS) Criteria

Level of Service (LOS)	Unsignalized Intersection Control Delay (sec/veh)	Signalized Intersection Control Delay (sec/veh)
A	≥ 10	≥10
B	> 10 - 15	> 10 - 20
C	> 15 - 25	> 20 - 35
D	> 25 - 35	> 35 - 55
E	> 35 - 50	> 55 - 80
F	> 50	> 80

Source: 2000 Highway Capacity Manual

Analysis was performed at two levels. First, the operations on Commonwealth Avenue were examined under baseline Build conditions and for all of the Brighton Campus Access Alternatives described previously. Second, traffic operations on the wider network of study intersections were analyzed to identify any changes between Existing, No-Build and Build conditions.

Brighton Campus Access Alternatives

As discussed previously under infrastructure changes, the baseline Build analysis for the project assumes that there would be no change in the way the Brighton Campus is accessed by vehicular traffic. This includes vehicular access on Commonwealth Avenue (right-in/right-out only), Lake Street (right-in/right-out only) and Foster Street. That is not to say that this would be a workable or acceptable access solution for the Brighton Campus. Rather, it provides a baseline against which other access alternatives can be evaluated. The BTD scope for the IMP calls for the evaluation of a range of such access alternatives.

Five alternatives have been identified and are evaluated in this study. All five alternatives include closure of the driveway on Lake Street near Commonwealth Avenue and retention of the current access on Foster Street to avoid unnecessary circulation of trips from the north on neighborhood streets. All five would also include access controls similar to those on the Chestnut Hill Campus. Access would be restricted to vehicles having business on the Brighton Campus. One benefit of this would be that the spine road on the Brighton Campus could not be used by cut-through traffic which could increase traffic on Foster Street.

The alternatives, illustrated previously in **Figures 9-29**, include the following:

Alternative 1: Primary Brighton Campus Access on Commonwealth Avenue with Right-In/Right-Out - This alternative is similar to the baseline condition, but there would be no access to the Brighton Campus on Lake Street (with the exception of the access for St. John's Hall, which will be maintained separately). Brighton Campus traffic from Commonwealth Avenue eastbound would have to perform a U-turn to the east of the driveway, most likely at the current median break between Greycliff Road and Gerald Road. Under this alternative, the existing driveway will be relocated to align with a new section of the spine road on the Brighton Campus. Egress from the Brighton Campus to Commonwealth Avenue would remain the same as today. Vehicles heading east on Commonwealth Avenue would need to perform a U-turn at the Lake Street intersection.

Alternative 2: Median Break at Commonwealth Avenue/Brighton Campus Driveway – This alternative would create a break in the Commonwealth Avenue median to facilitate left turns into and out of the Brighton Campus driveway. The Commonwealth Avenue eastbound approach would contain a left-turn storage lane to allow for the left-turn into the Brighton Campus. In order to allow for southbound exiting traffic from the Brighton Campus to make left-turns, the intersection would be signalized with four phases including an eastbound lead phase and pedestrian phasing.

Alternative 3: New Roadway between Commonwealth Avenue and St. Thomas More Road –Similar to Alternative 2, this alternative would include a break in the median of Commonwealth Avenue and would also introduce a new roadway between St. Thomas More Road south of More Hall and Commonwealth Avenue at the Brighton Campus driveway. The new intersection at Commonwealth Avenue would be signalized, with three phases and pedestrian phasing. Left-turn storage lanes would be provided on the Commonwealth Avenue approaches. St. Thomas More Road would remain a two-way roadway north of the new roadway.

Alternative 4: New Roadway with St. Thomas More Road One-way Northbound only to Lake Street – This alternative includes the new roadway connection between St. Thomas More Road and Commonwealth Avenue/Brighton Campus driveway as proposed under Alternative 3. However, the section of St. Thomas More Road between the new roadway and Campanella Way would be one-way in the northbound direction. The new intersection at Commonwealth Avenue/Brighton Campus driveway would operate as with Alternative 3.

Alternative 5: New Roadway with no Connection of St. Thomas More Road to Lake Street – This alternative includes the new roadway connection between St. Thomas More Road and Commonwealth Avenue/Brighton Campus Driveway as proposed under Alternatives 3 and 4. However, the section of St. Thomas More Road between the new roadway and Campanella Way would be closed to vehicular traffic. The new intersection at Commonwealth Avenue/Brighton Campus driveway would operate with five-phase signalization including leading left-turn phases on all approaches and pedestrian phasing. Left-turn storage lanes would be provided on all approaches.

Access Alternatives Operational Analysis

Level of service and operational analysis was performed for each Brighton Campus access alternative, focusing on the Commonwealth Avenue intersections with Lake Street and the Brighton Campus driveway for the following conditions:

- **Build Baseline:** Assumes all changes proposed within the 10-year IMP and no changes to the transportation network or adjustments to signal timings;
- **Build Optimized:** Assumes no changes to the existing transportation infrastructure or campus access but does optimize signal timing operations at the Commonwealth Avenue/Lake Street intersection;
- **Alternative 1:** Primary Brighton Campus Access on Commonwealth Avenue with Right-In/Right-Out
- **Alternative 2:** Median Break at Commonwealth Avenue/Brighton Campus Driveway
- **Alternative 3:** New Roadway between Commonwealth Avenue and St. Thomas More Road
- **Alternative 4:** New Roadway with St. Thomas More Road One-way Northbound only to Lake Street
- **Alternative 5:** New Roadway with no Connection of St. Thomas More Road to Lake Street

All of the alternative analyses (Alternatives 1 thru 5) assume the following changes to the campus roadways:

- Closure of the Lake Street driveway to the Brighton Campus;
- Relocation of the Commonwealth Avenue driveway slightly to the west;
- Limited access of Fr. Herlihy Drive; and
- Changes to Campanella Way internal to the Chestnut Hill Campus that eliminate the one-way circulation on the campus.

To facilitate this analysis, project trips and other traffic volumes were re-assigned on the local roadway network to reflect the effects of each access option on circulation and turning movements at both intersections. Signal timings at the Commonwealth Avenue/Lake Street intersection were adjusted to reduce vehicle delay while maintain MBTA and pedestrian operations at the intersection.

Results of Brighton Campus Access Alternatives Evaluation

The results of the access alternatives analysis are summarized in Table 9-23. Under the **Baseline Build** scenario, with no changes to the way in which the Brighton Campus is

accessed, the Lake Street/Commonwealth Avenue intersection is expected to continue to fail (LOS F) during both the a.m. and p.m. peak hours, as in the Existing and No-Build conditions. With optimization of the signal timings it would be possible to improve the level of service to LOS E in the a.m. peak. While the Brighton Campus driveway would continue to operate at a satisfactory level of service (LOS C) in the a.m. peak hour, the critical exit movement from the campus is projected to decline to LOS E during the p.m. peak hour.

Table 9-23 2018 Build Alternative Access Analysis Level of Service

	A.M. Peak Hour		P.M. Peak Hour	
	LOS[1]	Delay[2]	LOS	Delay
Commonwealth Avenue at Lake Street / St. Thomas More Road (Signalized)				
Build Baseline – No Changes	F	>80	F	>80
w/Optimized Timings	E	74	F	>80
Alternative 1	E	71	F	>80
Alternative 2	E	70	F	>80
Alternative 3	E	56	E	75
Alternative 4	E	57	E	75
Alternative 5	C	29	D	42
Commonwealth Avenue/Brighton Campus Driveway (Critical Move – SB Brighton Campus Driveway)				
Build Baseline (Unsignalized)	C	19	E	38
Alternative 1 (Unsignalized)	C	23	F	>50
Alternative 2 (Unsignalized)	D	29	F	>50
(Signalized)	B	13	B	12
Alternative 3 (Signalized) – Preferred Alternative	A	7	B	10
Alternative 4 (Signalized)	A	10	B	11
Alternative 5 (Signalized)	B	16	B	19

1. Level of service
2. Average delay in seconds per vehicle.

For **Alternative 1**, with no access to the Brighton Campus on Lake Street, there is only limited improvement at the Lake Street intersection in the a.m. peak hour, and the intersection would continue to fail during the p.m. peak hour. The Brighton Campus driveway exit movement experiences a small increase in the a.m. peak because of the shift in traffic from the Lake Street driveway, but remains at LOS C. The driveway declines to LOS F in the p.m. peak hour. Another impact of Alternative 2 would be the introduction of U-turns to the east of the campus driveway on Commonwealth Avenue, which would be necessary for eastbound traffic to enter the campus.

For **Alternative 2**, operations at Lake Street would be very similar to Alternative 1, but the Brighton Campus driveway exit movement would decline to LOS D in the a.m. peak hour and LOS F in the p.m. peak hour. This is the result of the left turns that would be possible

into and out of the Brighton Campus because of the median break on Commonwealth Avenue. These deficiencies could be addressed by signalizing the driveway intersection, yielding a good LOS B during both peak hours.

For **Alternative 3**, the new roadway connection between St. Thomas More Road and Commonwealth Avenue at the Brighton Campus driveway would allow certain traffic movements to avoid the Lake Street intersection, specifically Brighton Campus and Commonwealth Avenue east traffic to and from St. Thomas More Road. As a result, the Lake Street intersection would improve to LOS E in the a.m. and p.m. peak hours, yielding significantly improved conditions compared to the Baseline Build condition, and somewhat better operations than Existing conditions. At the Brighton Campus driveway, the change in some left turns to through movements would result in a further improvement to LOS A in the a.m. peak hour, while maintaining the LOS B in the p.m. peak hour.

For **Alternative 4**, with only a northbound one-way connection to Lake Street from St. Thomas More Road, operations at the Lake Street/Commonwealth Avenue intersection would remain the same as under Alternative 3, with LOS E in both the a.m. and p.m. peak hours. At the Brighton Campus driveway, there would be slight changes in delay due to the use of the new roadway by traffic which could no longer travel southbound on St. Thomas More Road from Commonwealth Avenue. However, the operations would be at LOS A or B during the peak hours.

Finally, for **Alternative 5**, the analysis indicates more balanced operations between the Lake Street and Brighton Campus driveway intersections, with LOS C and LOS B at each location, respectively, during both a.m. and p.m. peak hours. These results reflect the fact that northbound traffic on St. Thomas More Road would be diverted to the new roadway, thereby spreading the traffic loading more evenly at the two Commonwealth Avenue intersections. It is noted, however, that northbound trips seeking access to Lake Street would be required to pass through two signalized intersections, albeit with coordinated traffic signals to minimize trip times.

Conclusions of Brighton Campus Access Alternatives Evaluation

The results of the analysis of alternatives for access to the Brighton Campus clearly indicate that some of the alternatives provide significant traffic operational benefits. Based on the analysis it is clear that, without a signalized break in the median on Commonwealth Avenue to allow direct access in and out of the Brighton Campus to and from all directions (Alternative 2), the Brighton Campus driveway would not operate at a satisfactory level of service. Further, there would be significant congestion and deficient LOS would continue to prevail at the Lake Street intersection on Commonwealth Avenue.

The introduction of a new roadway between Commonwealth Avenue and St. Thomas More Road (Alternative 3) would provide improved operations at the Lake Street intersection with

Commonwealth Avenue. Further, the closure of St. Thomas More Road to vehicular traffic between the new roadway and Campanella Way (Alternative 5) would yield the most balanced traffic operations at the Commonwealth Avenue intersections, resulting in good levels of service at both the Lake Street and Brighton Campus driveway intersections. It would also eliminate a difficult pedestrian crossing of St. Thomas More Road at Campanella Way.

The analysis suggests a phased approach to providing Brighton Campus access. Initially a signalized opening in the Commonwealth Avenue median at the Brighton Campus driveway would be implemented (Alternative 2). Either concurrently with, or subsequent to, the opening of the median, a new roadway between Commonwealth Avenue at the Brighton Campus driveway and St. Thomas More Road south of the More Hall site would be constructed (Alternative 3).

The new roadway and the break in the median on Commonwealth Avenue are integral parts of the Boston College master plan to provide access to the Brighton Campus and improve traffic operations at Lake Street and Commonwealth Avenue. To improve traffic operations further at Lake Street and enhance the pedestrian crossing of St. Thomas More Road, Boston College intends to pursue the closure of St. Thomas More Road between the new roadway and Campanella Way (Alternative 5). This will require the approval of DCR which owns the roadway, and a vote by the State Legislature. BC will work with DCR, state elected officials, the City of Boston and the community to accomplish this objective.

Study Area Vehicle Operations Analysis

Vehicle operational analysis was performed at all study area intersections for Existing, No-Build and Build conditions. For the Commonwealth Avenue intersections at Lake Street and the Brighton Campus Driveway, the Baseline Build scenario is assumed.

The results for signalized intersections are summarized in Tables 9-24 and 9-25 for the a.m. and p.m. peak, respectively. The results for unsignalized intersections are summarized in Tables 9-26 and 9-27 for the a.m. and p.m. peak, respectively. Full summaries of signalized intersection operations by individual approach, including volume/capacity ratios and average queue lengths, are presented in Tables 9-37 and 9-38 at the end of this chapter.

Table 9-24 Morning Peak Hour Level of Service Summary – Signalized Intersections

	2008 Existing Condition		2018 No-Build				2018 Build Condition			
					Change in Traffic from Existing Condition				Change in Traffic from No-Build Condition	
Location	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	Vehicles	Percent	LOS	Average Delay (sec/veh)	Vehicles	Percent
Commonwealth Avenue at Lake Street/ St. Thomas More Road	E	68.0	F	>80.0	122	6%	F	>80.0	121	6%
Commonwealth Avenue at Chestnut Hill Avenue	F	>80.0	F	>80.0	143	6%	F	>80.0	32	1%
Commonwealth Avenue at South Street	B	13.3	B	13.5	85	6%	B	13.6	39	3%
Beacon Street at Hammond Street	F	>80.0	F	>80.0	114	5%	F	>80.0	23	1%
Beacon Street at Chestnut Hill Avenue (Cleveland Circle)	F	>80.0	F	>80.0	155	5%	F	>80.0	17	1%
Washington Street at Lake Street/Brock Street	C	25.5	D	49.8	78	6%	F	>80.0	55	4%
Foster Street at Washington Street	B	19.2	C	28.7	76	5%	E	61.4	109	7%
Washington St/ Chestnut Hill Avenue/ Market St	F	>80.0	F	>80.0	107	5%	F	>80.0	59	3%

Table 9-25 Evening Peak Hour Level of Service Summary – Signalized Intersections

Location	2008 Existing Condition		2018 No-Build				2018 Build Condition			
					Change in Trips from Existing Condition				Change in Trips from No-Build Condition	
	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	Vehicles	Percent	LOS	Average Delay (sec/veh)	Vehicles	Percent
Commonwealth Avenue at Lake Street / St. Thomas More Road	E	77.3	F	>80.0	121	6%	F	>80.0	181	8%
Commonwealth Avenue at Chestnut Hill Avenue	F	>80.0	F	>80.0	160	6%	F	>80.0	42	2%
Commonwealth Avenue at South Street	B	13.5	B	14.2	95	7%	B	14.4	69	5%
Beacon Street at Hammond Street	F	>80.0	F	>80.0	101	5%	F	>80.0	21	1%
Beacon Street at Chestnut Hill Avenue (Cleveland Circle)	F	>80.0	F	>80.0	156	5%	F	>80.0	29	1%
Washington Street at Lake Street/Brock Street	D	40.7	F	>80.0	81	5%	F	>80.0	82	5%
Foster Street at Washington Street	C	26.0	E	69.9	86	5%	F	>80.0	136	8%
Washington St/Chestnut Hill Avenue /Market St	F	>80.0	F	>80.0	118	5%	F	>80.0	98	4%

Table 9-26 Morning Peak Hour Level of Service Summary – Critical Movements at Unsignalized Intersections

	2008 Existing Condition		2018 No-Build				2018 Build Condition			
					Change in Traffic from Existing Condition				Change in Traffic from No-Build Condition	
Location	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	Vehicles	Percent	LOS	Average Delay (sec/veh)	Vehicles	Percent
Commonwealth Avenue at Foster Street	-	-	-	-	100	6%	-	-	37	2%
SB Foster St	D	30.2	E	35.4	-	-	E	36.9	-	-
Commonwealth Avenue at Old Colony/College Road	-	-	-	-	107	6%	-	-	48	3%
NB College Rd	F	>50.0	F	>50.0	-	-	F	>50.0	-	-
SB Old Colony	F	>50.0	F	>50.0	-	-	F	>50.0	-	-
Beacon Street at St. Thomas More Road/Gate House Road	-	-	-	-	107	5%	-	-	90	4%
NB St. Thomas More Rd	F	>50.0	F	>50.0	-	-	F	>50.0	-	-
SB St. Thomas More Rd	F	>50.0	F	>50.0	-	-	F	>50.0	-	-
Beacon Street at Reservoir Avenue	-	-	-	-	90	5%	-	-	-5	0%
NB Reservoir Ave	F	>50.0	F	>50.0	-	-	F	>50.0	-	-
St. Thomas More Road at Campanella Way	-	-	-	-	23	3%	-	-	80	11%
EB Campanella Way	C	16.3	C	17.2	-	-	C	17.7	-	-
Fr. Herlihy Drive at Campanella Way	-	-	-	-	4	1%	-	-	-44	-9%
EB Campanella Way	A	8.2	A	8.2	-	-	A	7.9	-	-
WB Campanella Way	B	11.0	B	11.0	-	-	A	9.9	-	-
SB Fr. Herlihy Dr	A	8.4	A	8.4	-	-	A	8.1	-	-
St. Thomas More Road at Chestnut Hill Driveway	-	-	-	-	43	6%	-	-	83	11%
WB Chestnut Hill Driveway	D	29.2	D	34.4	-	-	E	44.2	-	-
Lake Street at Kenrick Street/Glenmont Road	-	-	-	-	38	5%	-	-	9	1%
EB Kenrick St	D	32.4	E	38.3	-	-	E	39.3	-	-
Foster Street at Rogers Park Avenue	-	-	-	-	40	5%	-	-	106	13%
EB Rogers Park Ave	C	20.5	C	23.0	-	-	D	33.5	-	-
Beacon Street/Beacon Garage	-	-	-	-	85	5%	-	-	103	5%
SB Driveway	D	32.7	F	>50.0	-	-	F	>50.0	-	-
Commonwealth Avenue/ Brighton Campus Driveway	-	-	-	-	90	6%	-	-	77	5%
SB Brighton Driveway	C	15.9	C	16.4	-	-	C	19.1	-	-

Table 9-27 Evening Peak Hour Level of Service Summary – Critical Movements at Unsignalized Intersections

Location	2008 Existing Condition		2018 No-Build				2018 Build Condition			
					Change in Trips from Existing Condition				Change in Trips from No-Build Condition	
	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	Vehicles	Percent	LOS	Average Delay (sec/veh)	Vehicles	Percent
Commonwealth Avenue at Foster Street	-	-	-	-	114	7%	-	-	79	4%
SB Foster St	C	22.2	D	25.1	-	-	D	27.6	-	-
Commonwealth Avenue at Old Colony/College Road	-	-	-	-	101	6%	-	-	66	4%
NB College Rd	F	>50.0	F	>50.0	-	-	F	>50.0	-	-
SB Old Colony	F	>50.0	F	>50.0	-	-	F	>50.0	-	-
Beacon Street at St. Thomas More Road/ Gate House Road	-	-	-	-	100	5%	-	-	90	5%
NB St. Thomas More Rd	F	>50.0	F	>50.0	-	-	F	>50.0	-	-
SB St. Thomas More Rd	F	>50.0	F	>50.0	-	-	F	>50.0	-	-
Beacon Street at Reservoir Avenue	-	-	-	-	85	5%	-	-	44	2%
NB Reservoir Ave	D	33.4	E	37.5	-	-	E	39.8	-	-
St. Thomas More Road at Campanella Way	-	-	-	-	33	4%	-	-	117	14%
EB Campanella Way	B	14.3	B	15.0	-	-	C	17.2	-	-
Fr. Herlihy Drive at Campanella Way	-	-	-	-	5	2%	-	-	57	19%
EB Campanella Way	A	7.7	A	8.9	-	-	A	9.7	-	-
St. Thomas More Road at Chestnut Hill Driveway	-	-	-	-	39	5%	-	-	62	8%
WB Chestnut Hill Driveway	E	36.6	E	44.5	-	-	F	>50.0	-	-
Lake Street at Kenrick Street/Glenmont Road	-	-	-	-	36	5%	-	-	47	6%
EB Kenrick St	E	43.6	F	>50.0	-	-	F	>50.0	-	-
Foster Street at Rogers Park Avenue	-	-	-	-	37	5%	-	-	140	17%
EB Rogers Park Ave	C	19.7	C	22.7	-	-	D	33.1	-	-
Beacon Street/ Beacon Garage	-	-	-	-	82	5%	-	-	110	6%
SB Driveway	F	>50.0	F	>50.0	-	-	F	>50.0	-	-
Commonwealth Avenue/ Brighton Campus Driveway	-	-	-	-	102	6%	-	-	178	11%
SB Brighton Driveway	C	19.3	C	20.2	-	-	E	37.6	-	-

Signalized Intersections

Under **Existing Conditions**, several signalized intersections operate at deficient LOS (E or F) during both peak periods, as follows:

- Commonwealth Avenue at Lake Street (LOS E)
- Commonwealth Avenue at Chestnut Hill Avenue (LOS F)
- Beacon Street at Hammond Street (LOS F)
- Beacon Street at Chestnut Hill Avenue (LOS F)
- Washington Street at Chestnut Hill Avenue (LOS F)

These results reflect the current congestion that prevails in the study at these locations during the peak hours.

Under **No-Build Conditions**, increases in intersection traffic volumes at signalized intersections range from 5 – 7 percent due to background traffic growth and other planned projects. Accordingly, some increase in delays at all locations would be expected. This results in degradation to a deficient level of service (E or F) at the following locations:

- Washington Street at Lake Street (LOS D to LOS F, p.m. peak only)
- Washington Street at Foster Street (LOS C to LOS E, p.m. peak only)

Under **Build Baseline Conditions**, increases in intersection traffic volumes at signalized intersections as a result of the Build condition range from 1 – 8 percent. Changes in level of service from No-Build Conditions to a deficient level of service (E or F) are projected at two signalized locations in the morning peak hour:

- Washington Street at Lake Street (LOS D to LOS F, a.m. peak only). This change is reflected in the eastbound and westbound Washington Street approaches, where some increase in average queue lengths is projected in the a.m. peak.
- Washington Street at Foster Street (LOS C to LOS E, a.m. peak only). This change is reflected in the eastbound Washington Street approach, where some increase in average queue lengths is projected in the a.m. peak.

At both of these locations, the projected degradation to LOS E or F reflects deficient level of service on the Washington Street eastbound and westbound approaches to Lake Street in the a.m. peak hour, and the Washington Street eastbound approach in the a.m. peak hour. Accordingly, some increase in average delay and queue lengths would be expected as a result of project trips.

While there will be diversions of existing Boston College trips at study intersections as a result of the new parking on the Brighton Campus, the number of newly generated project trips as a result of the Master Plan at these Washington Street intersections is relatively limited. As shown in Figures 9-22 and 9-23, approximately 14 and 25 new project trips are

assigned to the Lake Street intersection on Washington Street in the a.m. and p.m. peak hours, respectively. At the Foster Street intersection on Washington Street, approximately 34 and 35 new project trips are assigned to the intersection in the a.m. and p.m. peak hours, respectively. Accordingly, the maximum number of new project trips assigned to Washington Street during the either peak hours is equivalent to approximately one vehicle every two minutes.

When combining the new project trips and diverted existing trips, the total change in traffic volumes at the two Washington Street intersections under Build conditions during the critical morning peak hour (as shown in Figure 9-22) is approximately 55 and 109 vehicles at Lake Street and Foster Street, respectively. These changes are equivalent to approximately one vehicle per minute at Lake Street and up to two vehicles per minute at Foster Street.

It should be noted, however, that the Baseline Build analysis does not reflect any changes associated with the Brighton Campus access alternatives. Under the Baseline Build analysis, with no break in the Commonwealth Avenue median at the Brighton campus driveway, all diverted existing trips and new project trips from Newton Corner are assigned to Washington Street. With a break in the Commonwealth Avenue median, a substantial portion of those trips are expected to use Centre Street and Commonwealth Avenue, as existing trips do today, to access the Chestnut Hill campus and to gain access to the Brighton Campus at the new driveway via the median break.

Accordingly, under any of the Brighton Campus access alternatives 2 thru 5, with the relevant traffic assigned equally between Washington Street and Commonwealth Avenue, the increases in trips on Washington Street as described above for the Baseline Build analysis would be significantly reduced. Table 9-28 presents a summary of changes in traffic volumes at the Washington Street intersections under access alternatives which include a median break on Commonwealth Avenue (Alternatives 2, 3, 4 & 5) compared to those without the median break (Baseline Build and Alternative 1).

Table 9-28 Morning Peak Hour Washington Street Traffic Volumes

Intersection	Existing (vph[1])	No Build (vph)	Build Baseline (vph)	Change No Build to Build	Build with Median Break (vph)	Change over No Build
Lake Street/Brock Street at Washington Street						
A.M. Peak Hour	1,337	1,415	1,470	4%	1,443	2%
P.M. Peak Hour	1,850	1,950	2,040	5%	1,995	2%
Foster Street at Washington Street						
A.M. Peak Hour	1,439	1,515	1,624	7%	1,570	4%
P.M. Peak Hour	1,604	1,690	1,826	8%	1,758	4%

1. Vehicles per hour

As discussed previously, there is a strong need for the median break on Commonwealth Avenue, and it has been identified as a critical component of any new access alternative for the Brighton Campus. Accordingly, as shown by the analysis presented in Table 9-28, the actual increase in traffic volumes on Washington Street will in reality be limited to approximately 2 percent in the critical a.m. peak and 4 percent in the p.m. peak, assuming that the median break is provided, as recommended. The maximum peak hour traffic volume increase as a result of the project at the Washington Street intersections is one vehicle every minute or two.

Unsignalized Intersections

Under **Existing Conditions**, several individual approaches at unsignalized intersections operate at deficient LOS (E or F) during peak periods, as follows:

- Commonwealth Avenue at College Road, northbound College Road approach (LOS F both peaks) and southbound Old Colony approach (LOS F both peaks)
- Beacon Street at St. Thomas More Road, northbound and southbound St. Thomas More Road approaches (LOS F both peaks)
- Beacon Street at Reservoir Avenue, northbound Reservoir Avenue approach (LOS F, a.m. peak)
- Beacon Street at Beacon Garage Driveway, southbound driveway approach (LOS F, p.m. peak)

Again, these results reflect the current congestion that prevails for certain unsignalized intersection approaches during the peak hours.

Under **No-Build Conditions**, increases in intersection traffic volumes at unsignalized intersections range from 1 – 7 percent due to background traffic growth and other planned projects. Accordingly, some increase in delay on all critical intersection approaches would be expected. This results in degradation to deficient LOS (E or F) *that does not prevail under Existing Conditions* on individual approaches to unsignalized intersections at the following locations:

- Commonwealth Avenue at Foster Street, southbound Foster Street approach (LOS E, a.m. peak)
- Lake Street at Kenrick Street, eastbound Kenrick Street approach (LOS E, a.m. peak)
- Beacon Street at Beacon Garage Driveway, southbound driveway approach (LOS F, a.m. peak)

Under **Build Conditions**, changes in LOS grade from No-Build Conditions to deficient LOS (E or F) *that would otherwise not prevail under No-Build conditions* are projected on the following approaches to unsignalized intersections:

- St. Thomas More Road at Chestnut Hill Driveway, westbound Driveway approach (LOS D to LOS E, a.m. peak only). This change impacts traffic exiting Chestnut Hill Driveway, where some limited increase in average delay and queue lengths is projected in the a.m. peak.
- Commonwealth Avenue at Brighton Campus Driveway, southbound Driveway approach (LOS C to LOS E, p.m. peak only). This change impacts traffic exiting the Driveway, where some increase in average delay and queue lengths is projected in the p.m. peak. As discussed previously, this deficiency can be addressed by several of the Brighton Campus access alternatives.

The increases in intersection traffic volumes at unsignalized intersections as a result of the Build condition range from 1 – 19 percent. Increases due to project traffic in excess of 10 percent, *where deficient LOS (E or F) is projected that would otherwise not prevail under No-Build conditions*, include the following locations:

- St. Thomas More Road at Chestnut Hill Driveway, 11 percent traffic increase (a.m. peak only)
- Commonwealth Avenue at Brighton Campus Driveway, 11 percent (p.m. peak only)

Summary

Deficient traffic operations (LOS E or F) prevail under **Existing Conditions** at **five signalized** study intersections during both peak hours, and on **critical approaches to four unsignalized** study intersections during at least one peak hour.

Under **No-Build Conditions**, deficient traffic operations (LOS E or F) are expected at **two additional signalized study intersections** during one peak hour, and on **three additional critical approaches to unsignalized intersections** during one peak hour.

Under **Build Conditions**, deficient traffic operations (LOS E or F) are projected at **two additional signalized study intersections** during one peak hour, and on **two additional critical approaches to unsignalized intersections** during one peak hour.

The two signalized study intersections adversely impacted by project traffic under the Baseline Build scenario are Washington Street at Lake Street and at Foster Street in the a.m. peak, albeit that the number of new project trips assigned to these locations is less than one vehicle every two minutes. However, under any of the Brighton Campus access alternatives which include a median break on Commonwealth Avenue, these impacts are substantially reduced. In any event, Boston College will work with the BTD to identify potential changes to signal timing, phasing, lane configuration or parking restrictions that might improve traffic operations at these locations.

The two critical approaches to unsignalized study intersections adversely impacted by project traffic are the Chestnut Hill Driveway approach to St. Thomas More Road in the a.m. peak and the Brighton Campus Driveway approach to Commonwealth Avenue in the p.m. peak. Both of these changes impact Boston College traffic only. As previously discussed, satisfactory conditions can be accomplished at the Brighton Campus Driveway under several of the Brighton Campus Access Alternatives.

Pedestrian Level-of-Service Analysis

A quantitative assessment of pedestrian level of service was conducted for crosswalks at all study signalized area intersections. The LOS for pedestrians measures the delay experienced by the pedestrian while waiting to cross.

Table 9-29 outlines the delay criteria for pedestrian level of service at crosswalk based on the 2000 Highway Capacity Manual (HCM). Delay analyses were conducted for each signalized crosswalk within the project study area. The HCM does not apply to zebra striped crosswalks at unsignalized intersections since Massachusetts' law requires vehicles to yield to pedestrians in a crosswalk. The HCM methodology takes into account the total walk time pedestrians endure during each signal cycle and the crossing distances. The volume of pedestrians is not considered in the LOS criteria for signalized intersections.

Table 9-29 Pedestrian LOS Criteria at Signalized Intersections

Level of Service	Signalized Intersection Pedestrian Delay (sec/pedestrian)
LOS A	<10
LOS B	10-20
LOS C	21-30
LOS D	31-40
LOS E	41-60
LOS F	<60

Source: 2000 HCM

Table 9-30 provides a summary of findings for the morning and evening peak hours. Since this analysis does not reflect the volume of crossing pedestrians, the LOS remains constant under all analysis conditions because the signal phasing remains unchanged. As shown, pedestrians can encounter long delays at the majority of the study area intersections. At many of the locations, this delay is caused by pedestrians having to wait for an exclusive pedestrian walk phase. It is always a challenge to balance the pedestrian needs while continuing to process the volume of vehicles experienced. According to the HCM, "when pedestrians experience more than a 30-second delay, they become impatient, and engage in risk-taking behavior." Field observations noted that pedestrians often cross concurrently at intersections because they chose not to wait for the exclusive walk phase. This behavior often has a

negative effect on vehicle operations as vehicles must slow or stop to wait for the pedestrians to cross.

Table 9-30 Pedestrian Delay LOS Summary

Intersection	Crosswalk	A.M. Peak Hour	P.M. Peak Hour
Commonwealth Ave/Lake St/St. Thomas More Rd.	North	B	C
	South	B	C
	East	E	E
Washington St/Brock St/Lake St	North	C	D
	South	C	D
	West	D	E
Washington St/Foster St	North	E	D
	South	E	D
	East	E	D
	West	E	D
Washington St/Chestnut Hill Ave	North	D	E
	South	D	E
	East	D	E
	West	D	E
Commonwealth Ave/Chestnut Hill Ave	North	E	E
	South	E	E
	East	F	F
	West	F	F
Beacon St/Chestnut Hill Ave	North	F	F
	South	F	F
	East	E	F
	West	E	F
Beacon St/Hammond St./College Rd	North	E	E
	South	E	E
	East	E	E
	West	D	E

Source: Results shown are based on 2000 HCM methodology.

Transit System Analysis

New transit trips from the 10-year plan were projected using the mode share data presented previously. As shown in Table 9-31, Boston College will generate approximately 44 new transit trips during the a.m. peak hour and approximately 55 new transit trips during the p.m. peak hour.

Table 9-31 New Transit Trips

	Total Transit Trips
A.M. Peak Hour	
In	29
Out	15
	44
P.M. Peak Hour	
In	25
Out	30
	55

Using BTD transit distribution data, it was determined that approximately 75 percent of the transit riders would use the Green Line. Of the Green Line riders, approximately 9 percent of the population would use the B Line exclusively and 22 percent would use the D Line exclusively. Approximately 44 percent of the transit riders could use any of the Green Line services since their commute connects to other transit services (e.g. the Red Line). In addition, approximately 25 percent of the commuting population uses the local bus services. A summary of the transit distribution is presented in Table 9-32.

Table 9-32 Transit Distribution

	Percentage
B Line Only	9%
D Line Only	22%
Any Green Line	44%
Bus 51	3%
Bus 86	22%

Existing conditions were assessed based on the most recent MBTA Green Line ridership data. For surface stops, this data was last collected in 1995. Line volumes used for the Green Line are for the project peak hours, 7:45 to 8:45 a.m. and 5:00 to 6:00 p.m. During the peak hours the MBTA's B Line and D Line, the lines most utilized by BC, have an hourly capacity of 2,496 persons as shown in Table 9-33.

Table 9-33 Existing Train Capacity

	Peak Headways	No. Trains Per Hour	Train Capacity[1]	Hourly Capacity
B Line	5 minutes	12 trains	208 persons	2,496 persons
D Line	5 minutes	12 trains	208 persons	2,496 persons

1 Assumes two-car trains during peak hours.

New trips were assigned to the Green Line assuming the worst case scenario for all services. Therefore, riders that have a choice between the B Line and the D Line were assigned to both services to represent a conservative analysis, as shown in Table 9-34. This results in the total increase in Green Line ridership being greater than the number of new transit trips, because riders with a choice are counted twice. However, this is the most conservative way of analyzing impacts to capacity, and ensures that the impacts will be captured no matter how the new riders distribute themselves.

Table 9-34 Worst Case Green Line Trip Assignment

	Percentage
B Line	53%
D Line Only	66%

For the D Line, trips were assigned both inbound and outbound since the Reservoir Stop is not a line terminus. This means that trips coming in to BC were assigned in both directions on the line for a highly conservative analysis. Resulting transit trips used in the analysis are presented in Table 9-35. These trips are higher than the actual trip generation since trips were assigned multiple times.

Table 9-35 Transit Trips for Analysis

	B Line	D Line
A.M. Peak Hour		
In	8	30
Out	16	30
P.M. Hour Peak		
In	16	37
Out	14	37

As shown in Table 9-36, even with the added BC riders, the transit analysis shows that there is ample hourly capacity in the study area. An important factor in the assessment of impacts to transit service is that Boston College is located at a terminus for two Green Line branches. Accordingly, the peak in arriving trips in the morning is in the opposite direction of the Inbound peak direction for the line itself. Similarly, the peak in departing trips in the evening is in the opposite direction of the Outbound peak direction for the line itself.

Table 9-36 Peak Hour Transit Ridership

	Existing Ridership	New BC Trips	Total Trips	Existing Capacity
A.M. Peak Hour				
Boston College Station				
Inbound	67	8	75	2,496
Outbound	114	114	228	2,496
Reservoir Station				
Inbound	1,372	30	1,402	2,496
Outbound	394	30	424	2,496
P.M. Peak Hour				
Boston College Station				
Inbound	130	16	146	2,496
Outbound	133	14	147	2,496
Reservoir Station				
Inbound	602	37	639	2,496
Outbound	1,079	37	1,116	2,496

Note: Assumes worst case analysis.

Boston College Green Line Station

The MBTA is currently developing plans to upgrade accessibility at the Boston College Green Line station as part of a system-wide program to make key stations fully accessible. This will include providing accessibility to the platforms and low-floor cars. In addition, the station will be improved to accommodate three car trains. Based on a preliminary feasibility analysis, it appears that making the station fully accessible cannot be accomplished at the existing station location on the north side of Commonwealth Avenue. As a result, the MBTA proposes to relocate the station to the median of Commonwealth Avenue east of Lake Street.

Several alternatives for a station configuration in the median of Commonwealth Avenue have been considered. Boston College favors providing a center platform between the inbound and outbound tracks that would serve both boarding and arriving passengers. This will provide the best conditions for neighborhood residents and the Boston College community, including handling major events such as football games.

Boston College has committed to help the MBTA by paying some of the cost for design of the center platform alternative. Further, to facilitate the development of a center platform, Boston College has committed to providing additional right-of-way from its property along both sides of Commonwealth Avenue. Currently, the roadway right-of-way in this location is not wide enough to accommodate the existing traffic lanes and the widened median required for a center platform.

Short-term Construction Operations/ Construction Management Plan

Boston College will develop a detailed evaluation of potential short-term construction-related transportation impacts during the course of planning for each project. This will include consideration of construction vehicle traffic routing, construction worker parking, and pedestrian access around construction sites. A detailed Construction Management Plan will be developed and submitted to the Boston Transportation Department (BTD) for approval.

Construction vehicles will be necessary to move construction materials to and from the project site. Boston College recognizes that construction traffic is a concern to area residents, businesses, and to Boston College itself. Every effort will be made to reduce the noise, control fugitive dust, and minimize other disturbances associated with construction traffic. It is anticipated that Commonwealth Avenue will serve as the principal construction traffic route to the Brighton Campus, and that trucks will be routed to avoid nearby residential areas. Truck staging and lay-down areas for the project will be carefully planned. The need for street occupancy along roadways adjacent to the project site is not known at this time.

Construction workers will be encouraged to use public transportation to access the project site because no new parking will be provided for them. Contractors also will be encouraged to devise access plans for their personnel that de-emphasize auto use (such as seeking off-site parking, providing transit subsidies, etc.) Boston College will work with BTD and the Boston Police Department to ensure that parking regulations in the area and in designated residential parking areas are enforced. It is expected, as has been the case in past construction projects, that this will be a considerable disincentive.

As the project progresses, Boston College will work with representatives of the cities of Boston and Newton to develop and ensure the effectiveness of the program of measures to minimize short-term, construction-related transportation impacts.

Table 9-37 Morning Peak Hour LOS Summary

Location	Existing A.M. Peak Hour				No Build A.M. Peak Hour				Build A.M. Peak Hour			
	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*
Signalized Intersections												
Commonwealth Ave at Lake St/ St. Thomas More Rd	E	68.0	0.83		F	>80.0			F	>80.0	0.94	
EB Commonwealth Ave	C	22.6	0.67	248	C	23.2	0.71	#271	C	25.7	0.80	#340
WB Commonwealth Ave	F	>80.0	>1.0	#316	F	>80.0	>1.0	#339	F	>80.0	>1.0	#387
NB St. T More Rd	F	>80.0	>1.0	#162	F	>80.0	>1.0	#176	F	>80.0	>1.0	#213
Commonwealth Ave at Chestnut Hill Ave	F	>80.0	>1.0		F	>80.0			F	>80.0	>1.0	
EB Commonwealth Ave	E	60.8	0.94	#346	F	>80.0	>1.0	#395	F	>80.0	>1.0	#401
WB Commonwealth Ave	D	47.0	0.85	#211	D	48.6	0.86	#227	D	48.9	0.86	#227
NB Chestnut Hill Ave	F	>80.0	>1.0	m478	F	>80.0	>1.0	m472	F	>80.0	>1.0	m498
SB Chestnut Hill Ave	F	>80.0	>1.0	#409	F	>80.0	>1.0	#433	F	>80.0	>1.0	#433
Commonwealth Ave at South St	B	13.3	0.35		B	13.5			B	13.6	0.38	
EB Commonwealth Ave	B	12.7	0.45	197	B	13.1	0.49	215	B	13.1	0.49	216
WB Commonwealth Ave	B	11.6	0.34	140	B	11.8	0.36	149	B	11.9	0.38	157
SB South Street	B	19.3	0.20	36	B	19.3	0.20	35	B	19.5	0.21	36
Beacon St at College Rd / Hammond St	F	>80.0	0.99		F	>80.0			F	>80.0	>1.0	
EB Beacon St	E	59.8	>1.0	#831	E	75.1	>1.0	#888	E	75.0	>1.0	#888
WB Beacon St	D	41.8	>1.0	310	D	46.8	>1.0	337	D	49.0	>1.0	341
NB Hammond St	F	>80.0	>1.0	#386	F	>80.0	>1.0	#407	F	>80.0	>1.0	#435
SB Hammond St	C	31.9	0.63	137	C	32.4	0.66	143	C	32.4	0.66	143
Beacon St at Chestnut Hill Ave (Cleveland Circle)	F	>80.0	>1.0		F				F	>80.0	>1.0	
EB Beacon St	F	>80.0	>1.0	#570	F	>80.0	>1.0	#606	F	>80.0	>1.0	#610
WB Beacon St	D	38.9	0.94	#225	D	41.8	0.98	#243	D	41.8	0.98	#243
NB Chestnut Hill	F	>80.0	>1.0	#667	F	>80.0	>1.0	#706	F	>80.0	>1.0	#712
SB Chestnut Hill	E	56.3	>1.0	m154	E	65.8	>1.0	m#255	E	65.7	>1.0	m#232
Washington St at Lake St/Brock St	C	25.5	0.84		D	49.8			F	>80.0	0.94	
EB Washington St	C	22.3	0.79	#337	E	74.9	>1.02	#506	F	>80.0	>1.0	#571
WB Washington St	C	24.9	0.82	#377	D	53.1	0.92	#504	E	77.2	0.97	#504
NB Lake St	C	29.1	0.86	#516	C	22.9	0.72	#531	C	21.3	0.71	#546

Table 9-37 Morning Peak Hour LOS Summary (Continued)

Location	Existing A.M. Peak Hour				No Build A.M. Peak Hour				Build A.M. Peak Hour			
	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*
Signalized Intersections												
Foster St at Washington St	B	19.2	0.68		C	28.7			E	61.4	0.85	
EB Washington St	B	15.5	0.70	370	C	24.8	0.91	#473	F	>80.0	>1.0	#452
WB Washington St	A	9.8	0.52	206	B	19.5	0.59	m157	C	25.6	0.71	m161
NB Foster Street	D	37.2	0.71	#125	D	48.3	0.77	#123	D	48.5	0.77	#126
SB Foster St	C	29.4	0.58	141	D	36.1	0.58	129	D	36.2	0.59	132
Washington St/Chestnut Hill Avenue /Market St	F	>80.0	>1.0		F	>80.0			F	>80.0	>1.0	
EB Washington St	F	>80.0	>1.0	#740	F	>80.0	>1.0	#682	F	>80.0	>1.0	#580
WB Washington St	F	>80.0	>1.0	#526	F	>80.0	>1.0	#564	F	>80.0	>1.0	#588
NB Chestnut Hill Ave	B	15.3	0.44	#341	B	15.5	0.46	#367	B	15.5	0.47	#370
SB Market St	B	15.6	0.48	#327	B	15.9	0.50	#348	B	15.9	0.50	#347
Unsignalized Intersections												
Commonwealth Ave at Foster St												
SB Foster St	D	30.2	0.75	163	E	35.4	0.81	193	E	36.9	0.82	198
Commonwealth Ave at Old Colony/College Rd												
NB College Rd	F	>50.0	>1.0	365	F	>50.0	>1.0	687	F	>50.0	>1.0	774
SB Old Colony	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a	F	>50.0	>1.0	
Beacon St at St. Thomas More Rd/Gate House Rd												
NB Gate House Rd	F	>50.0	n/a	n/a	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a
SB St. Thomas More Rd	F	>50.0	n/a	n/a	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a
Beacon St at Reservoir Ave												
NB Reservoir Ave	F	>50.0	0.99	269	F	>50.0	>1.0	352	F	>50.0	>1.0	354
St. Thomas More Rd at Campanella Way												
EB Fr. Herlihy Dr	C	16.3	0.28	28	C	17.2	0.31	32	C	17.7	0.36	41

Table 9-37 Morning Peak Hour LOS Summary (Continued)

Location	Existing A.M. Peak Hour				No Build A.M. Peak Hour				Build A.M. Peak Hour			
	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*
Unsignalized Intersections												
Fr Herilihy Dr at Campanella Way												
EB Campanella Way	A	8.2	0.03	n/a	A	8.2	0.03	n/a	A	7.9	0.00	n/a
WB Campanella Way	B	11.0	0.42	n/a	B	11.0	0.42	n/a	A	9.9	0.33	n/a
SB Fr Herilihy Dr	A	8.4	0.27	n/a	A	8.4	0.27	n/a	A	8.1	0.21	n/a
St. Thomas More Rd at Chestnut Hill Driveway												
WB Chestnut Hill Driveway	D	29.2	0.38	43	D	34.4	0.46	55	E	44.2	0.54	69
Lake St at Kenrick St												
EB Kenrick St	D	32.4	0.54	75	E	38.3	0.61	90	E	39.3	0.62	92
Lake St at Glenmont Rd												
WB Glenmont Rd	B	14.2	0.24	23	B	14.9	0.26	26	C	15.1	0.26	26
Foster St at Rogers Park Ave												
EB Rogers Park Ave	C	20.5	0.49	67	C	23.0	0.55	80	D	33.5	0.67	114
Beacon St/Beacon Garage												
SB Driveway	D	32.7	0.11	8	F	>50.0	0.32	25	F	>50.0	0.36	28
Commonwealth Ave/Brighton Campus Driveway												
SB Brighton Driveway	C	15.9	0.07	5	C	16.4	0.07	5	C	19.1	0.21	20

* Max v/c and Max 95 percentile queue represents the worst lane group for each approach.
\# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

Table 9-38 Evening Peak Hour LOS Summary

Location	Existing P.M. Peak Hour				No Build P.M. Peak Hour				Build P.M. Peak Hour			
	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*
Signalized Intersections												
Commonwealth Ave at Lake St/St. Thomas More Rd	E	77.3	0.91		F	>80.0			F	>80.0	>1.0	
EB Commonwealth Ave	C	31.5	0.60	202	C	32.8	0.63	213	D	36.0	0.73	#255
WB Commonwealth Ave	D	36.1	0.82	312	D	38.1	0.85	#374	D	42.7	0.90	#408
NB St. T More Rd	F	>80.0	>1.0	#354	F	>80.0	>1.0	#384	F	>80.0	>1.0	#413
Commonwealth Ave at Chestnut Hill Ave	F	>80.0	>1.0		F	>80.0			F	>80.0	>1.0	
EB Commonwealth Ave	D	46.8	0.76	#321	D	53.4	0.86	#358	E	56.8	0.89	#382
WB Commonwealth Ave	D	47.9	0.84	217	D	52.3	0.88	#253	D	53.2	0.88	#270
NB Chestnut Hill Ave	E	76.2	>1.0	#734	F	>80.0	>1.0	#797	F	>80.0	>1.0	#797
SB Chestnut Hill Ave	F	>80.0	>1.0	#429	F	>80.0	>1.0	#460	F	>80.0	>1.0	#460
Commonwealth Ave at South St	B	13.5	0.38		B	14.2			B	14.4	0.45	
EB Commonwealth Ave	B	13.0	0.47	187	B	14.1	0.55	#371	B	14.5	0.58	#394
WB Commonwealth Ave	B	12.1	0.40	164	B	12.5	0.43	178	B	12.6	0.45	185
SB South Street	B	19.5	0.22	43	B	19.7	0.23	45	B	19.9	0.24	45
Beacon St at College Rd/ Hammond St	F	n/a	0.82		F	>80.0			F	>80.0	0.94	
EB Beacon St	C	23.4	0.70	386	C	28.0	0.78	413	C	27.7	0.77	414
WB Beacon St	C	31.1	0.97	#731	D	46.7	>1.0	#787	D	53.3	>1.0	#768
NB Hammond St	F	>80.0	>1.00	#454	F	>80.0	>1.0	#470	F	>80.0	>1.0	#493
SB Hammond St	C	27.0	0.35	100	C	26.6	0.35	103	C	26.6	0.35	103
Beacon St at Chestnut Hill Ave (Cleveland Circle)	F	>80.0	>1.0		F	>80.0			F	>80.0	>1.0	
EB Beacon St	F	>80.0	>1.00	#494	D	53.4	0.86	#358	F	>80.0	>1.0	#543
WB Beacon St	E	75.8	>1.00	#255	D	52.3	0.88	#253	F	>80.0	>1.0	#280
NB Chestnut Hill	D	39.6	0.92	#427	F	>80.0	>1.0	#460	D	53.8	0.99	#477
SB Chestnut Hill	C	26.3	0.59	229	F	>80.0	>1.0	#797	C	27.0	0.62	244

Table 9-38 Evening Peak Hour LOS Summary (Continued)

	Existing P.M. Peak Hour				No Build P.M. Peak Hour				Build P.M. Peak Hour			
Location	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*
Signalized Intersections												
Washington St at Lake St/ Brock St	D	40.7	0.92		F	>80.0			F	>80.0	>1.0	
EB Washington St	C	27.3	0.85	#681	F	>80.0	>1.0	#837	F	>80.0	>1.0	#889
WB Washington St	B	15.6	0.62	389	D	53.8	0.89	m#435	E	61.9	0.92	m#402
NB Lake St	F	>80.0	>1.00	#590	C	25.4	0.72	#569	C	27.2	0.78	#659
Foster St at Washington St	C	26.0	0.89		E	69.9			F	>80.0	0.93	
EB Washington St	B	19.7	0.83	#419	F	>80.0	>1.0	m144	F	>80.0	>1.0	m137
WB Washington St	C	32.7	>1.00	212	C	28.6	0.80	m214	D	36.6	0.83	m220
NB Foster Street	C	26.3	0.39	#97	D	39.2	0.56	#119	D	47.1	0.55	#136
SB Foster St	C	24.5	0.67	140	D	50.0	0.79	220	D	47.9	0.79	222
Washington St/Chestnut Hill Avenue /Market St	F	>80.0	>1.0		F	>80.00			F	>80.0	>1.0	
EB Washington St	F	>80.0	>1.0	#1094	F	>80.0	>1.0	#827	F	>80.0	>1.0	#875
WB Washington St	F	>80.0	>1.0	#817	F	>80.0	>1.0	#873	F	>80.0	>1.0	#898
NB Chestnut Hill Ave	C	27.5	0.59	244	C	25.4	0.56	255	C	24.5	0.55	251
SB Market St	D	38.1	0.84	#419	C	34.8	0.70	#453	C	32.8	0.82	#460
Unsignalized Intersections												
Commonwealth Aveat Foster St												
SB Foster St	C	22.2	0.67	125	D	25.1	0.72	148	D	27.6	0.75	165
Commonwealth Ave at Old Colony/College Rd												
NB College Rd	F	>50.0	>1.0	696	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a
SB Old Colony	F	>50.0	>1.0	175	F	>50.0	>1.0	188	F	>50.0	>1.0	n/a
Beacon St at St. Thomas More Rd/Gate House Rd												
NB Gate House Rd	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a
SB St. Thomas More Rd	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a
Beacon St at Reservoir Ave												
NB Reservoir Ave	D	33.4	0.67	115	E	37.5	0.71	130	E	39.8	0.73	138

Table 9-38 Evening Peak Hour LOS Summary (Continued)

Location	Existing P.M. Peak Hour				No Build P.M. Peak Hour				Build P.M. Peak Hour			
	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*
Unsignalized Intersections												
St. Thomas More Rd at Campanella Way												
EB Fr. Herlihy Dr	B	14.3	0.24	23	B	15.0	0.26	26	C	17.2	0.30	32
Fr Herilihy Dr at Campanella Way												
SB Fr Herilihy Dr	A	7.7	0.13	n/a	A	8.9	0.24	n/a	A	9.7	0.32	n/a
St. Thomas More Rd at Chestnut Hill Driveway												
WB Chestnut Hill Driveway	E	36.6	0.45	53	E	44.6	0.54	70	F	>50.0	0.58	78
Lake St at Kenrick St												
EB Kenrick St	E	43.6	0.62	91	F	>50.0	0.70	112	F	>50.0	0.75	125
Lake St at Glenmont Rd												
WB Glenmont Rd	C	18.7	0.34	37	C	19.8	0.37	41	C	21.5	0.40	46
Foster St at Rogers Park Ave												
EB Rogers Park Ave	C	19.7	0.42	51	C	22.7	0.48	62	D	33.1	0.60	91
Beacon St/Beacon Garage												
SB Driveway	F	>50.0	>1.0	604	F	>50.0	>1.0	692	F	>50.0	>1.0	1078
Commonwealth Ave/ Brighton Campus Driveway												
SB Brighton Driveway	C	19.3	0.20	19	C	20.2	0.21	19	E	37.6	0.63	99

* Max v/c and Max 95 percentile queue represents the worst lane group for each approach.
\# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

Chapter 10

Environmental Sustainability

Introduction

This chapter presents an overview of the sustainable principles and goals guiding Boston College's long-term planning and the University's current activities and future plans for on-campus sustainable practices. It is divided into three sections: goals adopted by the University in various areas of sustainability, existing and planned sustainability practices and programs, and coordination with City agencies.

Implementation of the Boston College Master Plan provides an unparalleled opportunity to transform the campus into a model of sustainability. More than 500,000 square feet of outmoded, energy-inefficient buildings will be replaced by 1.5 million square feet of modern, energy-efficient facilities. Boston College has committed to developing a Sustainability Policy and Plan within one year, and to achieving Leadership in Energy and Environmental Design® (LEED) certification for all new buildings. It will also seek LEED Silver certification, or higher, where practicable. In addition, the University has committed to calculating its current and projected greenhouse gas emissions, and to develop a plan within two years to reduce those emissions.

Goals for Campus-wide Sustainability

Universities offer opportunities for green building and other sustainability strategies to contribute to the communities they serve. By implementing green design and development on a campus, environmental impacts can be reduced through the "greening" of construction and operation of multiple buildings. Incorporating ideas of sustainability into the everyday lives of students, faculty and staff allows thousands of people to become accustomed to these strategies, and they in turn can incorporate the strategies into their lives outside of the University.

Boston College recognizes that there are limits to the world's resources. To ensure the quality of life for future generations, Boston College seeks to demonstrate leadership in environmental stewardship and sustainability, living the motto "ever to excel." The University is committed to conserving resources and reducing the impact that its services and activities place on the environment.

A number of important goals have been established by Boston College, and further expanded goals will emerge through the development and adoption of a comprehensive sustainability policy and plan. This section provides details on the following areas related to sustainability goals embraced by the University:

- Leadership
- Social Justice
- Green Buildings
- Energy and Climate Change
- Water Conservation
- Waste Reduction and Recycling
- Air Quality
- Stormwater Management
- Landscape and Natural Features
- Transportation
- Education and Outreach
- Procurement
- Performance Standards and Indicators

Leadership

From formal commitments to the energetic activities of student-led groups, Boston College has engaged in a variety of initiatives to advance environmental sustainability. Development of the Boston College Sustainability Policy and Plan is integral to the University's Institutional Master Plan. To that end the University recently appointed a Director of Sustainability and Energy Management. Reporting to the Executive Vice President on sustainability programs and to the Vice President of Facilities Management on energy management programs, this position also works closely with the Office of the Provost on educational programs. The Director of Sustainability and Energy Management will lead campus activities regarding sustainability and work with an advisory panel of operations administrators and student representatives that recommends additional environmentally appropriate initiatives. This group will develop a comprehensive sustainability plan that includes goals, timetables and metrics for measuring and reporting progress. The University's commitment to its sustainability program will include appropriate budgetary allocations.

- *Goal* – Establishment of a broad-based advisory panel of stakeholders representing campus operations.
- *Goal* – Within one year, develop and adopt a Sustainability Policy and Plan.

Social Justice

The social justice aspects of sustainability are being viewed as increasingly important. Since its founding in 1863, Boston College has sought to integrate intellectual excellence and religious commitment, to be concerned with character as well as mind, and to embrace knowledge, values, community and service to others. As a Jesuit, Catholic university, Boston College holds fast to the ideals that inspired its Jesuit founders. The University remains focused on its broader social mission of helping students to develop their minds and talents while encouraging them to use their gifts and abilities as women and men in service to others.

- *Goal* – Continue to encourage the University community to contribute time and talent to the larger communities in which they live and work, including efforts in sustainability to ensure the quality of life for future generations.

Green Buildings

Sustainable building practices go beyond energy and water conservation. They incorporate environmentally sensitive site planning, resource-efficient building materials, indoor air filtration, and superior environmental quality. The University understands that the orientation, massing and enveloping of a building can affect its energy consumption, and it will consider multiple criteria when planning its projects.

As required by Article 37 of the Boston Zoning Code, Boston College will demonstrate that all buildings subject to Large Project Review will be LEED Certifiable as defined in the Code. Through its commitment to seek third-party validation for green building activities, Boston College will seek certification from the US Green Building Council and aim to achieve higher LEED levels as appropriate and feasible for various projects.

- *Goal* – The University will meet LEED Certified status and will strive to achieve LEED Silver status for any new construction project. Where economically feasible, higher LEED status will be sought when consistent with project program and design objectives.

Energy and Climate Change

Energy provision and conservation provide unique challenges and opportunities for university campuses. Boston College endeavors to successfully manage its energy consumption by focusing on ways to improve the efficiency of its existing buildings, and by investigating the ways in which new construction projects and major renovations can be designed with highly integrated building systems that provide appropriate monitoring and sophisticated controls. The University is also committed to investigating cogeneration using combined heat and power technology and economically feasible sources of on-site renewable energy such as geothermal.

Boston College will continue to address its greenhouse gas emissions.

- *Goal* – Continue to promote energy conservation and the installation of energy efficiency measures.
- *Goal* – Pursue opportunities for onsite renewable power and cogeneration.
- *Goal* – Conduct an inventory of greenhouse gas emissions on campus within one year.
- *Goal* – Within two years, develop a plan to reduce greenhouse gas emissions of the existing and proposed campus footprint.
- *Goal* – Conduct an inventory and condition assessment of trees on campus.

Water Conservation

Although the campus is located in a region with excellent water resources, water is still a precious and finite commodity. Boston College believes it prudent to investigate a comprehensive approach to water management, phasing in alternative water management systems over time as new buildings are constructed and infrastructure demands increase. These long-term efforts would contribute to safeguarding the quality and quantity of water resources available to the larger community. The University will evaluate rainwater harvesting, gray water reuse, and innovative techniques for water conservation.

- *Goal* – Continue to install low-flow or waterless fixtures.
- *Goal* – Enhance low water use irrigation systems with advanced control technology.

Waste Reduction and Recycling

While campuses generate large amounts of solid waste, they offer system-wide opportunities for improved management practices. Source reduction, recycling, and reuse represent different solutions for different waste streams. Recycling programs give everyone in the campus community a tangible way to get involved and connected, learn about the systems that support the campus and understand the ways through which they can minimize their impact on the environment. Recycling programs also provide an unparalleled educational forum for students and others to learn about economics, energy, facilities management, communications and grassroots organizing. Boston College

wishes to harness this benefit and the environmental, financial and operational benefits of improving waste management practices. Based upon current successes, the University has established ambitious recycling goals.

- *Goal* – Recycle 75 percent of all waste materials generated in construction and renovation projects (C&D waste).
- *Goal* – Recycle at least half of non-C&D waste and continue to identify opportunities to implement programs to improve performance.
- *Goal* – Actively promote reuse of unneeded goods through the Clean Sweep initiative and other programs.

Air Quality

Air quality issues are generally less visible, but have the potential to directly affect human health and the environment. Boston College maintains good air quality on campus through a variety of programs, and will measure greenhouse gases as required by tracking fuel usage or by employing other methods used to measure success in meeting benchmarks, targets and goals.

A well-run indoor air quality (IAQ) management program yields substantial benefits for an institution, including its employees, faculty and students. In addition to the benefits of health and well-being, the expensive process of investigating and mitigating suspected IAQ problems can be reduced significantly or avoided entirely by employing good housekeeping and building maintenance practices, including during facilities improvement projects.

- *Goal* - Evaluate mobile source emissions generated on-campus.
- *Goal* - Explore the following best practice measures to reduce emissions from diesel construction equipment and vehicles, by requiring contractors to:
  - Install emissions control devices to reduce particulates and other tailpipe pollutants.
  - Burn only ultra-low sulfur diesel fuel.

Stormwater Management

Uncontrolled stormwater can cause flooding and habitat damage and waste of water. Through innovative approaches such as retention, treatment, and reuse, as well as groundwater recharge, properly managed stormwater can provide numerous benefits. Both stormwater quantity and quality must be managed. Among other programs, Boston College will support either stencils or castings at catch basins with the legend, “Don’t dump... drains to the Charles River.”

- *Goal* – Seek to manage stormwater from future projects on site.

- *Goal* – Explore opportunities to minimize the use of salt, pesticides and chemical fertilizers.
- *Goal* – Explore groundwater recharge strategies, such as natural bioretention and infiltration areas.

Landscape and Natural Features

The University intends to pursue policies related to planning and land use that are compatible with the natural resources of the area, the fabric of surrounding neighborhoods, and the campuses' historic character for both the buildings and open spaces. Thoughtful creation of buildings and landscape features will take advantage of site conditions and context within the parameters of the established organizational framework of the campus.

- *Goal* – Conduct an inventory and condition assessment of trees on campus.
- *Goal* – Develop a plan to increase the number of trees on campus and replace any tree that is removed with at least two trees.
- *Goal* – Increase the use of native species.

Transportation

The University will continue to reduce the environmental and congestion impacts of transportation by managing transportation demand, providing alternative transportation options, and striving to encourage the use of alternative fuel and high efficiency vehicles while ensuring maximum campus access.

- *Goal* – Maintain the transportation demand management system.
- *Goal* – Expand the alternative fuel and high efficiency vehicle pilot program.

Education and Outreach

Education and outreach initiatives are only as successful as the awareness of them in the larger community. Students, staff, visitors, volunteers and local residents are all good candidates for outreach activities related to sustainable development strategies. All parties could be engaged and made aware of sustainability and how their behavior affects it as they

each contribute and relate to local environments in different ways. Sustainability, education and student formation are all interrelated critical aspects of the mission of Boston College.

- *Goal* – Publicize efforts through a new website devoted to sustainability.
- *Goal* – Publish an annual assessment of campus environmental sustainability progress.

Procurement

The provision of goods and services has a significant impact on the environment. Choices made by consumers can have positive or adverse results. Demand for sustainably harvested building materials, for example, has helped to create a market for new agricultural products. Buying products made with recycled content stimulates demand for recycling. Using less toxic cleaning products improves water quality and human health and safety.

- *Goal* – Develop a fiscally responsible procurement policy for the purchase of environmentally-preferable products and services within one year.

Performance Standards and Indicators

It is impossible to judge success in environmental sustainability without evaluation or measurement. Metrics play two important roles: provide an understanding of targets that helps clarify expectations and communicate those expectations to others; and provide a way to measure and evaluate the value and impact of a particular effort or set of measures. Appropriate metrics provide a means for establishing intentionality, accountability and monitoring. Boston College is committed to measurement of its environmental impacts for improved education and student formation.

- *Goal* – Commit to broad sustainability principles with specific performance standards and a system of indicators and metrics to track performance.
- *Goal* – Publish an annual assessment of campus environmental sustainability progress.

Sustainable Practices

This section provides a summary of Boston College's existing and planned sustainability practices and programs. The sustainable practice areas within the University include the following main sustainability topics:

- Leadership
- Social Justice
- Green Buildings
- Energy and Climate Change
- Water Conservation

- Waste Reduction and Recycling
- Bookstore and Reprographics
- Stormwater Management
- Landscape and Natural Features
- Air Quality
- Dining Services
- Environmental Health and Safety
- Procurement
- Transportation
- Education and Outreach

Leadership

Boston College has demonstrated leadership in sustainability through its on-campus programs and involvement in numerous organizations. The appointment of a Director of Sustainability and Energy Management is another manifestation of that commitment.

C2E2

The University is a founding member of the Campus Consortium for Environmental Excellence (C2E2), established in the late 1990s as an association of Environmental Health and Safety (EH&S) staff at New England colleges and universities. Boston College's Office of EH&S actively endorses C2E2's mission "to support the continued improvement of environmental performance in higher education through environmental professional networking, information exchange, the development of professional resources and tools, and the advancement of innovative regulatory models. Environmental performance includes campus regulatory compliance, environmental management, and sustainability initiatives." The organization currently has approximately 30 member institutions drawn from throughout the US. C2E2 has undertaken a number of projects over the last decade, such as developing posters and publications on environmental metrics, conducting benchmarking surveys, and associating with other professional organizations to promote regulatory changes that better fit the higher education sector. The group is currently working on the development of environmental management systems and best management practices for sustainability at colleges and universities.

Project XL

Boston College is also an integral member of Project XL, a group of three universities and three regulatory agencies to promote sustainable design specific to laboratory facilities. The other partners are:

- University of Massachusetts Boston (UMass Boston)
- University of Vermont (UVM)
- U.S. Environmental Protection Agency (EPA)
- Massachusetts Department of Environmental Protection (MADEP)

- Vermont Agency of Natural Resources (VANR)

Through this collaboration, which began in 1999, the university partners have implemented laboratory-specific environmental management plans. The goal of the project is to create a single comprehensive health and safety program for the laboratories that combines hazardous materials and hazardous waste management, rather than the current regulatory framework which divides the two issues into OSHA (Chemical Hygiene Plan) and EPA (RCRA) regulations. Project XL requires that participants reach beyond compliance and develop areas of enhanced environmental performance. The university partners have engaged in a number of activities designed to improve laboratory waste management practices including comprehensive training of lab workers, innovative waste labeling and identification procedures, and collection and reporting of detailed data about laboratory waste, in order to better identify pollution prevention opportunities. Because of this work, the Campus Safety Environmental Health Management Association (CSEHMA) awarded BC, UVM and UMass Boston an award of distinction in unique and innovative safety programming.

As Boston College learns more from institutional peers, particularly through its newest organizational memberships with the U.S. Green Building Council (USGBC) and the Association for Advancement of Sustainability in Higher Education (AASHE), University officials have become well-aware of growing opportunities to join peers in formal commitments to specific changes.

AASHE

AASHE is an association of colleges and universities in the U.S. and Canada working to create a sustainable future. It was founded in 2006 with a mission to promote sustainability in all sectors of higher education—from governance and operations to curriculum and outreach—through education, communication, research and professional development. Businesses, NGOs, and government agencies can participate as AASHE partner members. AASHE aims to advance the efforts of the entire campus sustainability community by uniting diverse initiatives and connecting practitioners to resources and professional development opportunities. The association also provides a professional home for campus sustainability coordinators and directors. AASHE defines sustainability in an inclusive way, encompassing human and ecological health, social justice, secure livelihoods and a better world for all generations.

USGBC

The U.S. Green Building Council (USGBC) is a non-profit organization committed to expanding sustainable building practices. USGBC is composed of more than 14,000 member organizations from across the building industry that are working to advance structures that are environmentally responsible, profitable and healthy places to live and work. Members include building owners, real estate developers, facility managers, architects, designers, engineers, general contractors, subcontractors, product and building system manufacturers, government agencies and nonprofits. The USGBC's mission is to transform the way

buildings and communities are designed, built and operated, enabling an environmentally and socially responsible, healthy and prosperous environment that improves the quality of life.

Director of Sustainability and Energy Management

To successfully foster and implement new policies or processes put forth by C2E2, Project XL, AASHE, USGBC, and the University's other memberships and affiliations, related sustainability initiatives require a clear stakeholder structure and rigorous methodology. In large institutions, such as universities, it is strategically advantageous to engage stakeholders at different levels and from different campus functions. A leader is needed who works in conjunction with representatives from across campus, to ensure appropriate feedback, support, marketing and outreach for sustainability efforts.

The administrative structure for making decisions about building a sustainable campus is ultimately led by Boston College's Provost and Executive Vice President with the approval of major expenditures by the Board of Trustees. On a daily basis, however, University leaders depend on the Director of the newly created Office of Sustainability and Energy Management. The Director coordinates all of the University's sustainability efforts, and reports to the Executive Vice President and the Vice President of Facilities Management.

The office oversees development and implementation of a comprehensive program for sustainability and energy management. It also leads efforts to integrate these principles and practices into campus operations and encourages support for and involvement in projects among students, faculty and staff. The Director is responsible for sustainability initiatives involving the operation of the University's capital projects management, facilities, information technology, dining, purchasing, and parking and transportation departments. The Director's long-term tasks are to develop and facilitate implementation and management of sustainability initiatives, and to report on the effectiveness of the initiatives through various tracking methods.

Energy Management

The Director of Sustainability and Energy Management also supports efficient and economic operation of the utility infrastructure, and oversees energy management programs, with a utility budget of more than $20 million, assuring efficient operation of utility infrastructure, developing economic returns on investment where possible, and advocating for funding of sustainability initiatives. The Director acts as a liaison between all University departments and Facilities Management to promote and garner support for sustainability initiatives. The Director supervises and mentors an Energy Manager and various student employees, interns and volunteers. The Director's education and outreach duties also include performance of special projects that require knowledge of energy management, recycling and payback calculations; coordination of workshops, conferences, and presentations promoting sustainability; creation of marketing and outreach plans; distribution of instructional and promotional materials; and maintenance of a sustainability website with communication feedback capacity.

Campus Sustainability Advisory Panel

The Director of Sustainability and Energy Management chairs the Campus Sustainability Advisory Panel, which was formed to assure broad institutional coverage of interested parties during implementation of the Institutional Master Plan. The panel includes representatives from operating units such as Facilities Management, Environmental Health and Safety, Dining Services, Auxiliary Services, Capital Projects Management, Procurement Services and Governmental and Community Affairs. In addition to University administrators, students will serve on the panel. The Director also meets regularly with Sustain BC, a campus group which includes the Director of Boston College's Environmental Studies Program as well as other faculty, staff and student members (see Education and Outreach section later in this chapter for a description of Sustain BC).

Social Justice

Boston College is committed to maintaining and strengthening its Jesuit, Catholic mission, especially to integrating intellectual, personal, ethical and religious dimensions, and to linking high academic achievement with service to others.

Below is a representative sample of the many service groups and activities that incorporate principles of social and environmental justice.

- Volunteer and Service Learning Center
- Volunteer Opportunities
- Campus Organizations
  - Boston College Neighborhood Center
  - Campus Ministry (Justice Programs)
  - Career Center (Post Grad Volunteering)
  - Church Ministry Internships (Intersections Project)
  - Global Proficiency Program
  - Lynch School of Education (Outreach)
  - PULSE Program
  - Urban Catholic Teacher Corps
  - Urban Ecology Institute
  - Women's Resource Center
- Campus Ministry
  - Appalachia Volunteers
  - Arrupe International Service Trips Program
  - 4Boston
  - Urban Immersion
  - Ignatian Family Teach-In and School of the Americas Vigil

- Other Service & Immersion Programs
  - Bolivia Micro-Finance Service/Immersion trip
  - Brazil Service/Immersion Trip
  - Dominican Republic
  - El Salvador
  - Ghana Service & Immersion Trip
  - Haiti Service Project
  - Jamaica Mustard Seed Trip
  - Natchez Immersion Program
  - Navajo Nation Service Trip
  - Nicaragua Service Trip
  - Philippines Service & Immersion Trip to Daly City, CA

For additional information on social justice, including contributions to the community, please refer to the cultural events and programs, community outreach and employment statistics in Chapter 12, *Economic Development*, and the community benefits and service programs in Chapter 13, *Community Benefits and Service Programs*.

Green Buildings

Materials and products used in construction contribute to global and regional toxicity, resource depletion, pollution and solid waste production. The University will consider, when consistent with project program and design objectives, the use of sustainable building materials that possess some of the following characteristics – made from natural, rapidly renewable resources, recyclable or recycled content, harvested or manufactured locally, or non-toxic in use or disposal.

To start with a baseline assessment of the campus, Boston College has begun to review existing buildings through the U.S. EPA Energy Star Portfolio Manager program. After assessing energy performance candidates, the University is seeking an Energy Star Rating with at least one structure in the near-term, the 110 St. Thomas More building. The University's goal of green building certification follows the USGBC's widely used LEED standard.

The USGBC offers instructions and tools to guide project teams through the LEED certification process. By assembling an interdisciplinary team for each project that includes mechanical, ecological, engineering, architectural, landscape architectural, transportation, and other expertise, guidelines for everything from sustainable construction waste management to on-site power generation can be developed more efficiently and cost-effectively in the long-run. Goal-setting often occurs during a design charrette and includes all members of the project team.

The early planning process is also critical to successfully laying groundwork for green building certification because it brings decision-makers to the same table to assess whether under the

original design, prerequisite LEED credits and at least a minimum of the other credits are likely to be met. Early review of requirements helps to ensure that the project will remain on schedule. The LEED "checklist" consists of six credit categories, with many credit synergies (e.g., green roofs affect water, materials and energy). If the team is confident about the checklist, the next step is to register the project with the USGBC for the appropriate certification category. While LEED rating system versions include those for new construction (and major renovations) and also exist for homes, neighborhoods, interiors, buildings core and shell, schools and existing buildings, the overarching set of credit categories common to all include:

- *Site Selection* (e.g., land reuse/remediation, density, alternative transportation, habitat protection, stormwater management, light pollution and heat island reduction)
- *Water Efficiency* (e.g., minimum plumbing and landscaping irrigation efficiencies, wastewater reuse, conservation of potable water)
- *Energy & Atmosphere* (e.g., renewable power generation on-site or off-site purchases, Energy Star appliances and building ratings, automated building energy and airflow systems, system commissioning, CFLs/other high efficiency lamps, daylighting, insulation)
- *Materials & Resources* (e.g., life cycle analysis, recycling, composting, recycled/reused/rapidly renewable resource-content in material usage such as floors and walls, use of locally/regionally sourced resources)
- *Indoor Environmental Quality* (e.g., thermal comfort, outdoor air supply, particulates management, lighting controls, window views, green cleaning)
- *Innovation in Design* (e.g., car share services, education/outreach/awareness programs, sustainable food provisions, exceptional performance in other five credit categories)

The team can actively manage project information about the status of meeting credit goals via LEED-Online, which is enabled once the project is registered. Post-construction, and once the online templates and supporting documents are completed, the team submits the full set of application materials to the USGBC for review. The USGBC will contact the team to identify achieved points and provide comments about unachieved points which the team may amend (often through simply sending more detailed supporting documentation) for re-submission to the USGBC for final review. A LEED certified project approved by the USGBC may attain a Certified, Silver, Gold or Platinum level rating based upon how many total points were achieved; successful projects receive national recognition from the USGBC and the team may benchmark the project to similar projects on the campus or at peer institutions. The process of building LEED projects has been demonstrated to gain greater efficiency over time, with practice, in that project teams like those which will be assembled by Boston College gain experience and learn quickly about how to manage the LEED documentation; they also establish information tracking approaches and vendor relationships that can be common to similar future projects. A systematic green design approach to achieving energy efficiency and other environmental enhancements holds the potential for real and significant benefits for Boston College and the communities its serves.

Energy and Climate Change

Boston College has taken significant steps to improve energy efficiency. Annually, capital funds have been dedicated to the advancement of energy efficient projects. For example, the 2009 Capital Budget allocated 9 percent of spending to sustainability projects—over $1.2 million. These projects addressed lighting, variable speed drives, energy management control systems, metering and efficient HVAC equipment. Recently, the commitment has been enhanced with additional funds, the hiring of an assistant energy manager and partnership with the student population to establish an energy efficient campus. Boston College's electricity purchase included 49 percent renewable energy by January 2007, a significant increase over prior years' portfolios.

Boston College has engaged in a number of practices to reduce its electrical consumption:

- Last year, the University invested more than $500,000, about 2.5 percent of the utility budget, on energy conservation measures, including:
  - Programmable intelligent lighting systems in Higgins Hall (235,000 sf)
  - An ongoing project to install motion sensor lighting in restrooms, trash rooms, laundry rooms, conference rooms, lounges and classrooms
- Lighting retrofits were made in the Recreation Complex and the Library, and variable speed drives and energy efficient air compressors were installed in various buildings on campus.
- The use of a campus energy management system has been expanded to 45 buildings and continues to provide energy savings.
- The University has created a pilot project to sub-meter electricity in residence halls.
- The University has engaged in a campus-wide energy savings campaign with student input. Students are always seeking new ways to increase campus awareness and promote active participation in sustainability efforts, such as the "Bulb Brigade" designed to increase the use of compact fluorescent light bulbs instead of incandescent bulbs around the campus.

Boston College's Department for Information Technology Services (ITS) has employed several different measures at the campuses' main data center to reduce electricity usage, including use of the following power efficiencies:

- Virtualization to run more systems on less hardware.
- Power efficient blade server technology (results in fewer, more efficient power supplies).
- "Denser" storage devices whereby storage capacity increases can be made without a linear increase in power consumption.

Elevators

Boston College is evaluating the use of more energy-efficient and environmentally friendly elevators, such as the Otis Gen2 and Kone systems. New elevator systems set the standard for elevator performance, efficiency and comfort.

Combined Heat and Power

The University is currently evaluating the feasibility, as well as the environmental and economic benefit, of combined heat and power (CHP) technology. Several locations, configurations and load profiles are being assessed on the BC campus.

Geothermal Heat Exchange Wells

Geothermal systems are scalable and can be constructed in a distributed fashion. As such, they are effective to support multi-year phased renovation and new construction in different areas of the campus as part of the University's IMP. The University is currently evaluating the campus geologic and groundwater conditions to assess the feasibility of geothermal installations as part of the proposed campus development.

Greenhouse Gases

On the issue of climate change, the American College and University Presidents Climate Commitment (ACUPCC) has developed a comprehensive, timeline-based action plan for campus climate neutrality that has received a great deal of visibility. Boston College recognizes the need to build support for sustainability among college and university administrations across America and has seriously considered the ACUPCC commitment. Similar to decisions reached by Harvard University and Tufts University (schools which also support Energy Star building, green building standards, transportation demand management, clean power, waste minimization, and most of the ACUPCC's other recommended strategies), Boston College has determined to not become a signatory to the ACUPCC. The University will develop its own program better tailored to its needs.

The University has taken steps toward assessing its annual GHG baseline and begun the process of calculating its carbon inventory; it commits to, within two years, developing a plan to reduce its greenhouse gas emissions.

Water Conservation

Several measures have been undertaken to reduce water consumption at Boston College's facilities:

- Low-flow toilets and shower heads as well as faucet aerators have been installed in a number of the residence halls, and will be used in new student living areas being created through renovation projects in Upper Campus and Newton Campus residence halls.

- Retrofitted autoclaves were installed in Merkert Chemistry Center, saving approximately 400,000 gallons of water per year.
- Installation of waterless systems for Merkert Chemistry Center's vacuum pumps is in progress. Projected savings are approximately 1 million gallons of water per year.
- Water-saving and energy-efficient laundry equipment has been installed in 26 residence halls. New high-efficiency, front-load washers installed in August 2006 use 8.8 gallons less water per load, on average. The University uses a website that allows remote user monitoring of washing and drying status that also helps reduce impact on the environment. It is estimated that Boston College has saved more than 3 million gallons of water in less than 2 years with this equipment.
- Four waterless urinals were installed on campus as a pilot project.

Dining Services

Boston College Dining Services has made a number of efforts to ensure water quality and conservation:

- Dining Services continually researches energy and water-efficient technologies when replacing foodservice equipment and purchases Energy Star or equivalent rated replacement equipment. Recently, two dish machines were replaced, cutting water consumption by 50 percent.
- Specifically, the newly installed dishwashers are designed to cut water and energy usage, yet provide effective cleaning and meet sanitizing requirements. Insulated doors also reduce heat loss. The unit's 1.9 gallons per minute rinse flow rate (the lowest in the industry on a standard height machine) saves both water and the energy to heat it.
- Dish machines are only run when full, to conserve utilities and cleaning products.

Grounds & Athletic Maintenance Department

Boston College also employs a variety of grounds-related water efficiency strategies. Strategies include:

- An underground sprinkler system across campus that targets specific green space and reduces evaporative loss of water.
- Water quality considerations in choosing road/walkway deicing materials. The University has begun a pre-treatment approach in some areas using a liquid blended product with calcium chloride, sodium chloride and sugar beet extract, which more naturally acts to prevent ice formation on concrete and results in less use of bagged salt products in these areas.
- A web-based irrigation system will be installed on the Chestnut Hill and Newton campuses within the next two years. The system will allow the University to control irrigation timer clocks via computer and will include rain sensors. Significant water savings are projected.

- The University is researching the planting of increased ratios of native plants, which typically reduce the amount of water necessary for landscaping. The University is also implementing a small demonstration xeriscape garden in the same location as the organic garden.
- The Grounds & Athletic Maintenance Department has plans to maintain five acres of the Brighton Campus with organic fertilizer as a pilot program to evaluate the effectiveness of this approach.

Any concerns about water inefficiencies on the campus can be reported to Facilities Management personnel online via the University's new sustainability page and a link to an electric work-order filing system. The portal also features a breadth of resources and tips for learning more about water conservation practices.

Waste Reduction and Recycling

Boston College has undertaken a number of measures to reduce waste through recycling and reuse:

- Through the Institution Recycling Network (IRN), the University recycled the following amounts in Fiscal Years 2005 through 2007:
  - 62.1 tons mixed electronics
  - 27.9 tons wood
  - 26.4 tons mixed metal
  - 15.2 tons mixed metal appliances
  - 85.6 tons surplus property
  - 5.8 tons universal waste (batteries and fluorescent lamps)

- The University increased number and distribution of outdoor recycling containers across campus.
- Housekeeping Services provides recycling bins for campus events.
- In-room residence hall recycling debuted in fall 2007 in all freshmen areas, and the University will expand the program to all residence halls this fall.
- Battery and ink cartridge recycling bins are located in 25 locations in residence halls and at five central locations throughout the campus.

- Maroon and green recycling totters are located under "BC Recycles" signs at designated areas in each hall.
- Ample information about these locations and sorting guidance is displayed on posters throughout the buildings, as well as provided on the Housekeeping webpage. Further education about the recycling program is available through their web link to recycling videos and external resources.
- Since 2003, the University has provided co-mingled can and glass recycling containers in classrooms and administration buildings and has increased the number of dumpsters for cardboard, carpets, wood, metal and yard waste. Last year, 55 percent of waste was recycled.
- Through the Save That Stuff recycling program, the University has saved the following from 2005 through 2007:
  - 308 tons cardboard
  - 8 tons wood
  - 6 tons metal
  - 163 tons yard waste
  - 146 tons mixed paper
  - 41 tons commingled
- Another waste program that benefits the environment was the purchase and installation of three Big Belly Cordless Trash Compaction Systems in time for Earth Day, 2008. The compactors were installed on the Boston College Campus in high trash-flow areas, and have significantly reduced litter and trash collections. These units represent the first installation of renewable power on campus, as they are solar powered.

Student Initiatives

Students at Boston College actively volunteer to support University waste reduction, reuse and recycling. For example, one of the most extraordinary efforts is the Clean Sweep Program, now in its fifteenth year. Student, alumni and employee volunteers collect household items, clothing, food and appliances donated at the end of each academic year. These items are then distributed for reuse by approximately 100 non-profit organizations, community agencies, churches and schools in Boston and other local communities.

Students have also joined in the campaign to reduce the consumption of bottled water. Ecopledge, a campus group, hosted Harvest Fest, a fall Earth Day event, to increase campus awareness of environmental issues, and had a table dedicated to water conservation and the use of tap water as an alternative to bottled water. Reduced use of bottled water saves energy and materials through reduced processing, transportation, and demand for glass and plastics.

RecycleMania, another program led by Ecopledge and Facilities Services, is an annual national competition among universities to reduce their waste generation through recycling, and campus results are ranked. In this year's competition, Boston College placed 12th in the nation, first among ACC schools, and second in Massachusetts, with a cumulative recycling

rate of 38 percent and a weekly recycling rate of 45 percent. Students are recycling approximately 2.6 pounds per week. RecycleMania is supported by the U.S. EPA and the National Recycling Coalition as a project of the College and University Recycling Council.

Another student effort to increase enthusiasm about sustainability, led with support from the University, is the Undergraduate Government of Boston College's (UGBC) new partnership for recycling with Boston College's Athletics Department and the Boston Red Sox. UGBC has proposed increased distribution and visibility of recycling receptacles at Conte Forum and Alumni stadium. Given the large amount of refreshment containers disposed of at sporting venues, the UGBC also recently announced that it is recruiting Boston College students to be on a Green Team organized by the Red Sox. Under the agreement, approximately 150 volunteers, in addition to many from other local schools, make a commitment to attend scheduled meetings to learn about recycling. Education also entails posters and 'A to Z' handouts (provided by the NRDC) about sustainability practices.

Students from Ecopledge also partnered with Facilities Services to institute recycling outside football games this past fall. The program was well received by tailgaters and students alike.

Bookstore and Reprographics

The Bookstore and Reprographic facilities reuse and conserve a large amount of material:

- An average of approximately 40,000 used text books are brought back each year to the Bookstore for resale by Boston College or through distributors.
- Cardboard boxes are retained and reused for returning unsold books.
- Waste reduction measures through quantifying book recycling and increasing trash management are under development.
- A new student printing policy began in 2007 which limits the number of pages students can print for free. Any student who exceeds the limit is charged 3 cents per page.

Stormwater Management

In an effort to improve its existing stormwater infrastructure, Boston College is working with a team that is developing a campus-wide analytical stormwater model of both existing conditions and full build-out of projects presented in the Institutional Master Plan. The goal of the modeling effort is to identify specific improvements that will both alleviate current problems and create opportunities for innovative stormwater management.

Inherent in the modeling effort, best management practices (BMPs) and Low Impact Development (LID) techniques have enabled the University to prioritize sustainability in the development of its stormwater management plan through the full build-out of the IMP. Boston College's Director of Sustainability and Energy Management will work with the

Facilities Management Department and others on campus to identify particular LID strategies that can be applied to both existing infrastructure improvements and the development of new projects.

Their evaluation of sustainable on-site stormwater management will include the following:

- Each building site is being evaluated to be a "net-zero" contributor to additional campus storm drainage. Further, each site will be viewed as an opportunity to mitigate peak stormwater flows.
- For some of the proposed future projects in this IMP, the total amount of impervious area will be reduced. The reduction in impervious areas, coupled with the construction of subsurface infiltration/retention areas with individual projects, will help alleviate some of the existing drainage issues on campus.
- Evaluations performed by various consultants to Boston College indicate the prime contributors to flooding problems include runoff from surrounding elevated areas and the confluence of flows from these surrounding areas to a single discharge point from the campus. The University will implement stormwater management techniques on a sub–watershed level to minimize pollutant loads and runoff volumes from the individual sites.
- Preventative techniques to reduce runoff accumulation that are being considered include rain gardens, constructed wetland enhancements and bioswale retention areas that are able to absorb, hold and filter stormwater.
- The University will also evaluate individual site and economic feasibility of structural retention installations. These may include rainwater harvesting configurations such as sub-surface detention tanks and rain barrels to capture roof runoff. Captured water is not potable but will be redirected toward grounds maintenance irrigation needs, equipment/surface washing and similar needs. It may otherwise be directed to natural retention areas for groundwater recharge.
- Boston College plans to assess potential pilot locations for vegetated or "green" roof installations that include native species, control runoff flows and reduce building energy needs. Locations are limited due to structural concerns at many of the existing, historic buildings, but new construction projects will be targeted for these opportunities.
- In low to moderate traffic areas such as pathways, porous pavement/concrete products and loose material cover such as mulching, packed dirt and gravel, are considered as viable alternatives to traditional, impervious asphalt pavement.
- In addition to managing stormwater quantity on-site, the University will continue stormwater quality improvement measures, such as reducing the use of salt, pesticides and chemical fertilizers.
- The University will purchase either stencils or castings at catch basins with the legend, "Don't dump... drains to the Charles River." This is an important part of everyday operations on the campus, in addition to Construction Stormwater Management protocol

for capital projects and helps control stockpiling, washing and risk management for other drained materials.

The University's stormwater infrastructure is also discussed in Chapter 8, *Utilities and Infrastructure*.

Ongoing improvements to Boston College's stormwater collection system are primarily related to improving the existing on-campus conditions, and to mitigating impacts of future development. The design of new facilities necessitating connection to the municipal stormwater systems will require review by BWSC, under its Site Plan Review Process, on a project-by-project basis. Stormwater management controls, including a Stormwater Pollution Prevention Plan (SWPPP), will be established in compliance with BWSC standards and the Massachusetts DEP Stormwater Management Policy.

Landscape and Natural Features

Grounds and athletic facility maintenance responsibilities at campuses largely consist of ensuring the usability, health and aesthetic quality of common areas outdoors. Landscape practices directly affect student recruitment and athletic field playability, but also have environmental impacts. Open space areas are often heavily worn by the campus community and general public and require application of energy, care and resources. At Boston College, the Grounds and Athletic Maintenance group provides services to the campus community in three functional areas: Grounds Maintenance, Athletic Maintenance and Fleet Maintenance. The group's goal is to provide a welcoming environment by maintaining a safe, secure and attractive campus and workplace that reflects the University's pride in its operation and sensitivity to the community's needs. For general upkeep of athletic facilities and other campus grounds, including lawns and gardens, Boston College regularly tests and applies new landscaping practices to introduce and protect native species, protect waterways and minimize chemical applications, particularly through the use of alternatives like biological controls or organic products where feasible. It has a growing cadre of irrigation reduction strategies like xeriscaping.

Xeriscaping began principally as a concept aimed to design gardens and landscapes in such a way that the use of water is minimized. Boston College is reviewing the practices of xeriscaping in its ground efforts in the form of natural landscaping and will implement a pilot garden this summer. Natural landscaping is based on six principles for gardening:

- *Planning and Design* – Adjust the placement of plants to consider yearlong color, evaporation from the sun and wind, runoff and water tolerance of the plant.

- *Practical Turf Area* – Different plants prefer different soils, so testing the soil's pH levels, compaction, nutrient quality and absorptive capacity before planting is important. Planting is then tailored accordingly based on the results, or the soil is prepared before planting to accommodate the needs of the plant.
- *Appropriate Plant Selection* – Native vegetation is part of a community that has co-evolved with many species over a long period of time. Once established, native vegetation is not only better adapted to withstand local climate conditions, it also provides the habitat necessary for local species. Thus, local geological, hydrological and climate conditions are taken into account when selecting vegetation.
- *Efficient Irrigation* – Plants that are less water efficient are grouped together such that, if needed, water can be effectively applied. Layout is designed to minimize runoff and opportunities for evaporation.
- *Use of Mulches* – Mulch is meant to help retain soil, reduce evaporation and the presence of weeds. Peat mulch is avoided since it can actually pull water up from soil when it dries.
- *Appropriate Maintenance* – Weeding and pruning is still necessary for a garden that uses natural landscaping.

A campus-wide tree inventory will be undertaken by the University in summer 2008. The measurement and data collection will be overseen by an employee trained by BC's Urban Ecology Institute to assess tree health. This inventory will complement calculation of the school's carbon footprint by computing tree carbon sequestration from Boston College's campuses.

Synthetic Playing Surfaces

Boston College is proposing the installation of a synthetic playing surface for the baseball field and softball field at the Brighton Athletics Center. The installation of a synthetic infill surface in areas specified in Chapter 7, *Athletic Facilities*, of this report will enable the baseball and softball programs to maximize their opportunities to practice and compete without the frequent delays and postponements associated with New England weather, and with potentially fewer injuries. From an environmental perspective, a synthetic playing surface requires less maintenance, negates the need for pesticides or herbicides as on natural grass, and results in far less water usage by reducing irrigation.

The primary environmental concern, currently under debate, relates to the potential leaching of heavy metals from the recycled styrene-butadiene rubber (SBR) that is used as a component in the infill system. The rubber is mixed with sand and "infilled" into the polyethylene "grass" blades to mimic the feel of natural soil and to provide a resilient surface for the athlete. According to the materials reviewed by the University, including studies

prepared by Helen Liu, a leading researcher at the University of Massachusetts[1], leachate resulting from SBR derived from scrap tires and chemicals from the other components of the synthetic surface system (sand, polyolefin fibers and acrylic backings) meet current environmental standards and should not be considered hazardous.

Studies indicate that leachate from the SBR is only problematic at extreme pH levels. Organic compounds can be leached at highly acidic pH levels and metals at highly basic pH levels. Soil and rainwater pH in the greater Boston area is generally close to neutral (7.0 being neutral). The studies indicate that significant leaching of metals does not occur until the level drops into the 2.0 to 3.5 range. There is no reason to believe that soil or rainwater levels on the Brighton Campus would reach these extreme levels. Therefore significant leaching of pollutants is not expected as a result of the proposed construction of the new synthetic turf baseball and softball fields. Based on available research the University believes that the installation of synthetic playing surfaces is a wise investment, provides significant benefit to users, conserves water and results in no significant environmental or health impacts.

Air Quality

Boston College seeks to maintain good air quality on campus through the following:

- Calculation of greenhouse gases, including CO2 emissions, by tracking fuel usage or by employing other methods used to measure success in meeting benchmarks, targets and goals.
- Boston College is exploring the following best practice measures to reduce emissions from diesel construction equipment and vehicles, requiring contractors to:
  - Install emissions control devices to reduce particulates and other tailpipe pollutants.
  - Burn only ultra-low sulfur diesel fuel.
  - Follow applicable anti-idling laws.

Boston College recognizes that indoor environmental quality has a great effect on the health and well being of its students, faculty and staff, and the community-at-large. The University will consider aspects of air quality, acoustics, thermal comfort, composition of building materials and daylighting, among others, when designing and constructing new or renovated facilities.

Dining Services

Boston College Dining Services administration places a high priority on sustainability and has made great strides to integrate sustainable efforts of local vendors and manufacturers and sustainable products into the department and University systems. Dining Services

1 H.Liu, et.al., Environmental Impacts of Recycled Rubber in Light Fill Applications; Summary & Evaluation of Existing Literature, 1998.

fosters a culture in which the interwoven benefits of growing, cooking and sharing food become an integral part of the University's community experience. The University fosters working relationships with local growers, manufacturers and vendors who respect and promote ecologically sensitive agricultural practices, and with food distributors who can trace their products to responsible sources.

The Dining Service Department's accomplishments and initiatives include:

- Purchase Certified Fair Trade and Fairly Traded coffee at all restaurants.
- Provide 100 percent rBST-hormone free milk.
- Develop seasonal menus and food procurement guidelines that give priority to seasonal foods and local and regional foods.
- Support student sustainable initiatives through open communication to raise awareness about food waste and advance the reduction of food and solid waste in dining halls.
- Provide recycling of glass, plastic, metal, cardboard and mixed paper, grease, and other materials. Sorting is done by employees at each dining location to ensure that only recyclable items are placed in the correct bins.
- Incorporate sustainable criteria in Requests for Proposals (RFPs) for vendor analysis and selection.
- Research energy and water efficient technologies when replacing food service equipment and purchase Energy Star or equivalent equipment when possible.
- Added can compactors to the three largest operations to increase the recycling of cans used in food production.
- Added two new cardboard compactors.
- Instituted more efficient recycling of cooking grease with a switch from drum waste to an enclosed system.
- Provide an à la carte meal plan which reduces food waste (people pay for what they eat instead of all-you-can-eat for a single price).
- Offer reusable dinnerware that is strategically placed to be the primary choice for users whenever possible.
- Offer refillable fountain beverage containers as well as hot to-go cups that offer a moderate price reduction for reuse.
- Recycle cardboard packaging from Athletic Department concessions.
- One hundred recycling containers were added this past spring for Commencement, Alumni Reunion and other outdoor events.

Composting and Organics

A successful pilot food composting program in Corcoran Commons Dining Hall was implemented in the summer of 2007. Following on that success, in January 2008, a new sorting system that includes organic waste was installed at the McElroy Dining Hall as a collaborative effort between Dining Services and campus members of Ecopledge to make students aware of the amount of waste they produce in a day and how to reduce that through the use of a new designated recycling area. The program also included an educational component to reduce the use of "to go" containers.

The system was first successfully tested in Stuart Dining Hall on the Newton Campus. Students now separate their dishes and food waste from recyclable cans, plastic containers and bottles, in addition to stacking plastic containers instead of throwing them out, which reduces trash volume. This program will be expanded to additional dining facilities.

Student groups are also involved in campus food choices, including Real Food BC, which strives for the establishment of a more sustainable food system. It was started as a part of the nation-wide Real Food Challenge. The group promotes the purchase of food from local, green, humane sources in order to support localized food production and reduce carbon emissions that result from long distance food shipments. Dining Services has already taken the initial steps towards more sustainable food procurement; for example, Dining Services initiated a fall farmers market in 2007. The program was a success and projects are being designed to further incorporate the use of local produce to support small farmers within the dining halls. Real Food BC supports these steps by raising student awareness about the major impact of their food choices, including leadership hosting a food awareness week in April 2008. Events on food, diversity and culture were organized and the Dining Services director participated on a panel with leaders in the movement for food sustainability. The group is also working to create a "green cafe" on campus that would procure 100 percent of its food from local, sustainable sources.

In addition, Ecopledge was recently awarded a venture grant to start an organic garden on campus. If the pilot project on the 32 x 50 foot plot is successful, surplus produce will be provided to community agencies. Ecopledge volunteers will also work on an adjacent garden using drought tolerant plantings to highlight the beauty and sustainability of xeriscaping.

Environmental Health and Safety

Boston College's Office of Environmental Health and Safety (EH&S) manages the institution's local, state and federal environmental compliance requirements, as well as association membership with the Campus Consortium for Environmental Excellence (C2E2). It advocates for better environmental performance through sustainability initiatives and public education such as developing posters and publications on environmental metrics, conducting benchmarking surveys and associating with peer entities in promoting regulatory changes that better fit the higher education sector.

A formal Waste Management Program at Boston College coordinated by Facilities Management and the Office of EH&S oversees the collection and disposal of a number of waste streams from facilities, studios, residences and laboratories. The program manages regulated hazardous wastes – chemicals, oils, paints and paint thinners, pesticides and cleaners - and assists in the disposal of biohazard wastes, photographic wastes, gas cylinders and recyclable wastes such as batteries and electronic equipment. Many of the EH&S practices are outlined in Boston College's Environmental Management Plan, which specifies best management practices and regulation compliance guidelines for handling such materials.

Hazardous Materials

An overview of measures employed by the University to safely manage and reduce hazardous materials includes:

- Used ink and toner cartridges are sent back to the manufacturer for recycling. Most manufacturers are including return boxes for shipment with orders and campus members may direct questions on disposal to the distributor, manufacturer or EH&S.
- From research activities that generate medical waste, the University ships approximately 2,200 pounds per year from laboratories and Health Services for safe disposal off-campus.
- To help prevent the release of these toxic materials to the environment, the Mercury Containing and Rechargeable Battery Management Act was put into effect. This Act is a major step forward in the recycling of batteries and in phasing out the use of mercury in batteries.
  - In accordance with this Act, the Office of EH&S collects batteries used on campus for proper management and disposal to an off-site recycling facility.
  - Batteries can be dropped off at small (6- to 10-gallon) labeled recycling containers at locations that include a library, administrative offices and all residence hall laundry rooms.
- Several automotive materials are recycled including car batteries, tires, parts-cleaning solution (approximately 1,800 pounds per year), antifreeze and waste oil (approximately 1,600 pounds per year).
- Nearly 50 percent of lab solvents are re-used as fuel at resource recovery facilities; the other half is not suitable due to insufficient BTU value.
- There has been a major reduction in radioactive waste since 1998 through improvements in management of the approval process and how wastes are generated and stored.
- All initial waste training and refresher training for campus staff includes a segment on chemical purchase and waste minimization.
- The phosphor powder found inside fluorescent lamps contains mercury. These lamps are handled and disposed of by qualified University employees and sent off site for recycling.

- Disposal of photographic chemicals is managed by EH&S.

Electronic Equipment

Boston College collects irreparable and obsolete electronic equipment, including CRTs and other computer-related equipment, from the campus community for recycling.

Procurement

A fiscally responsible procurement policy for the purchase of environmentally-preferable products will be developed by the Campus Sustainability Advisory Panel. The University has taken the following steps to reduce the impacts associated with its purchases of goods and services.

- Procurement Services' most recent contract for lamps specifies lower mercury content.
- Boston College's main office supply vendor offers "earth friendly" products.

Purchasing Requirements

Procurement Services now includes the following statement in selected RFPs and contracts:

"SUSTAINABILITY - Boston College promotes the use of 'green' initiatives throughout the campus. As a vendor for Boston College, we require suppliers to utilize environmentally friendly practices when it is deemed efficient and effective by the University. We expect our vendors to aid us in bringing green initiatives to our attention and to promote those initiatives on campus."

Other purchasing requirements include:

- For equipment: As vendors are selected for equipment purchases for Boston College computer replacement, the RFPs include a section requesting vendor data on the energy rating/consumption of each unit, and RFPs for new products request energy saving measures. The RFPs for PCs and laptops specifically request products that are Energy Star rated.
- For office products: The blanket contract contains information promoting recycled toners and requests all the recycled options, including paper.
- For printing: Bid requests ask for recycled paper options and encourage the use of FSC Certified print vendors.
- For furniture: Deliveries that have any packaging or pallets must be removed by the trucking company from the campus. Use of campus dumpsters is not permitted.
- For vehicles: Purchase/lease of hybrid electric and high efficiency vehicles is being strongly encouraged.

- For appliances: All appliances purchased through blanket contracts must be Energy Star rated.
- For paints: The use of low VOC paints is strongly encouraged.
- For other products: RFPs request any options that could be included in any sustainability or recycling quantification.

Recycling Requirements

Purchasing also includes recycling requirements in selected Requests for Proposals (RFPs) and contracts:

- Vendors are required to remove their waste, including pallets and packaging. The personal computer replacement contract includes removal of old computers by each vendor for recycling.

Purchasing supports the Facilities group as they expand the recycling program on campus by utilizing the Institutional Recycling Network (IRN) whenever possible. IRN is included in bids for Boston College's trash and recycling contract, and used when a building is being renovated. If there is a large amount of copper, porcelain or slate, a separate dumpster is contracted. The IRN then attempts to locate a buyer for the items being recycled. Twenty-one tons of surplus equipment and furniture have been donated to international agencies when new equipment and furniture have been purchased.

Transportation

To even more effectively manage traffic and parking, as well as to reduce the amount of automobile emissions, Boston College is promoting carpooling and other alternative forms of transportation by students and employees. In 2002, the University appointed a full-time Transportation Manager and distributed a survey to University commuters to gain a better understanding of their travel routines and needs. The Transportation Manager, an administrator in the Office of Program Management under Auxiliary Services, serves as a liaison to campus transportation services such as campus and special event parking, busing services and Environmental Protection Agency compliance. The Transportation Manager also works with the offices of Governmental and Community Affairs, and Public Affairs to help communicate information on University-related transportation issues.

The survey was distributed to randomly selected employees and students living off-campus. Survey recipients are asked to detail their commuting habits, including how often they drive to campus, what forms of public transportation they use and what time of day they typically travel to and from campus. While the survey was part of the University's requirement under the Clean Air Act to report to the Massachusetts Department of Environmental Protection about commuting habits, collecting information about transportation has enabled Boston College to set compliance-surpassing policies that are both environmentally friendly and fair to students and employees.

Boston College actively promotes the use of alternative transportation and minimization of environmental impacts through the following measures:

- Operation of a free shuttle bus between the Chestnut Hill Campus, Newton Campus, and into Brighton, where it serves two Green Line stops at Cleveland Circle on the C Branch and at the Reservoir stop on the D Branch. The Green Line B Branch ends at the northeast corner of the Chestnut Hill Campus and just west of the Brighton Campus.
- Compliance with Massachusetts Ride Share regulations through increasing on-campus housing resources and usage, thus reducing the number of daily ride-alone trips by students to and from campus.
- Purchase of an alternative fuel vehicle as a pilot program for additional usage on campus. The Office of Environmental Health & Safety recently purchased a hybrid vehicle.
- Boston College recently acquired six Pathway electric-powered cars which are smaller, lighter and cleaner than diesel/gasoline-powered vehicles, helping staff from Facilities Management, the Boston College Police Department and Residential Life with light duties. With a top speed of 21 miles per hour, the vehicles feature a 3.2 horsepower motor and 48-volt battery and an on board-computer. Boston College acquired the vehicles through a program sponsored by the manufacturer, Pathway Research, in conjunction with General Motors.
- On-campus parking for a Zipcar vehicle to augment more than seven other locations that the car-share service operates in proximity to the campus. Under a new partnership, Zipcar offers Boston College employees and students a discounted annual membership of $25, a savings of $150.
- In addition to discounted semester T-passes for students, the University provides a list of online resources for the community to learn about other modes of reducing single occupant vehicle (SOV) use on- and off-campus in Boston.
- Faculty and staff are strongly encouraged to consider carpooling to and from the University to help reduce traffic and pollutants. In 2002, Boston College began working with Caravan for Commuters, a non-profit organization that assists public and private employers in promoting carpools, vanpools, public transportation and shuttle buses.
- Many commuters like the idea of using public transportation or ridesharing, but are afraid of being stranded during an emergency. Boston College realizes these complexities in the daily life of the working family and therefore offers a Guaranteed Ride Home (GRH) for registered Rideshare Program employee participants.
- Carpoolers are guaranteed a prime parking location on campus. Additionally, as of fall 2007 the carpool permit rate was reduced to $100 (previously $200), providing an even greater incentive for carpool use.
- Vanpools are also an encouraged commuting practice.

- A Massachusetts statewide commuter services organization, MassRIDES, provides assistance to Boston College's employees by linking commuters for ridesharing.
- The University offers many services to encourage bicycle commuting. There are several storage locations and locker areas with showers throughout campus. Boston College promotes "Bike to Work" week to increase bicycle safety, awareness and use. Many Boston College Police officers patrol on bicycles instead of motor vehicles.

The University will continue to manage transportation demand, provide alternative transportation options, and encourage the use of alternative fuel vehicles while ensuring maximum campus access. Additional transportation and parking issues are discussed in Chapter 9, *Transportation and Parking*, which covers SOV use reductions through pedestrian and bicycle circulation improvements, shuttle planning and car-sharing. Boston College will evaluate related and further options to improve campus sustainability, including the following:

- Regularly review free campus shuttle services to maximize ridership.
- Implement pre-tax sales of MBTA passes to full-time staff and faculty by end of 2008.
- Purchase/lease additional alternative fuel vehicles, including biodiesel fuel, electric carts or hybrid vehicles.
- Solicit and provide for additional vehicle-share parking spaces, expanding upon current Zipcar affiliation.
- Consider requiring Boston College's bus management vendor, Boston Coach, to switch to biodiesel fuel.

Education and Outreach

Several education and outreach initiatives are currently underway at Boston College. One notable initiative developed over the past year that provides a foundation for a more holistic effort is a Boston College website dedicated to sustainability. The website (www.bc.edu/sustainability) was launched to coincide with Earth Day, 2008. The website describes many of the sustainability efforts discussed throughout this chapter and also provides links to contacts, meeting notes and organizations related to campus and student environmental awareness initiatives. Most importantly, it provides information on how individuals can participate from home, work or school.

Boston College supports dozens of active student clubs that conduct campus awareness activities and educational efforts in the local community. Students are an integral part of Boston College's original campus conservation campaign, BConserves, and are highly active throughout the campus. Many sustainability events, publicized online and elsewhere, are organized and supported by Boston College's environmental clubs such as Ecopledge and the Environmental Law Society, as well as by the Undergraduate Government of Boston College

(UGBC). Sustain BC is a faculty- and student-led group that advocates for initiatives and policies that benefit the environment.

Academic

Environmental Scholars

The Environmental Scholars Program provides a combined internship and advanced research program for Boston College students during a year-long, six-credit course. Environmental Scholars work with the Environmental Studies Program, the Lynch School of Education and the Urban Ecology Institute (UEI) on a combined multi-year research project to measure the impacts of human development on urban and suburban ecosystems. Each year scholars choose to work in one of three groups: Field Biology, Environmental Education or Environmental Policy. Field Biology Scholars conduct research at Boston College's Field Station on Cape Cod and on projects in the Greater Boston area. Policy Scholars collaborate with UEI's Sustainable Cities Program, working with attorneys and staff on innovative methods for managing environmental impacts on natural resources in urban and suburban areas, or assessing urban residents' priorities for urban environmental transformation and supporting community members towards their goals. Education Scholars participate in UEI's Education Program, providing support to public middle and high school teachers and students at urban field sites, both on and off their school campuses. These programs are creating a national model for research and protection of urban ecosystems. The completed projects may be eligible for additional credit within the Scholars' home departments through such programs as Departmental Honors or Scholars of the College.

Environmental Studies Department

Boston College also has a dedicated Environmental Studies (ES) Program Director, and the ES Minor is one of the University's largest interdisciplinary programs, with over 100 undergraduates each year. Eligible courses offered for credit to students at Boston College include the following, with new courses added annually:

Environmental Science - Foundation Courses:
Sustaining the Biosphere
Ecology of a Dynamic Planet
BI200 Introductory Biology I
BI202 Introductory Biology II
The Genetic Century
Environmental Geosciences I: Resources/Pollution
Environmental Geosciences II: Earth Processes and Risk
Earth Under Siege
Understanding Urban Ecosystems
Environmental Biology
Aquatic Ecology
Principles of Ecology
Coastal Field Ecology

Animal Behavior
Marine Biology
Methods in Environmental Field Research
Exploring the Earth I: Origin and Systems
Exploring the Earth II: Structures and Internal Processes
Origin and Evolution of Life
Oceanography I
Rivers and the Environment
Weather, Climate and the Environment
Geoscience, Global Warming and Public Policy
Earth Materials
Environmental Geology
Environmental Hydrology
Environmental Geophysics
Application of Geographical Information Systems
Hydrogeology
Watershed Geomorphology
Environmental Oceanography
Statistical Analysis of Scientific Data
Site Characterization, Remediation and Long Term Monitoring for Hazardous Waste Sites

Environmental Policy - Foundation Courses:
Environmental Management
Environmental Law and Policy
Nature in American Culture
Understanding Urban Ecosystems
Environmental Economics
Literary Themes
Literature and Ecology
American Nature Writing
Geology of National Parks
Environmental History
Organizational Behavior: "Green Version"
Negotiation
Health Science: East and West
Planet in Peril: Environmental Issues in Society
Environmental Policy

Urban Ecology Institute

The Urban Ecology Institute (UEI) is a Boston College program that helps urban communities build healthy and vibrant cities by educating urban residents about the ecology of their environment and engaging them in the transformation of their communities. UEI is committed to developing national models for the use and protection of urban environmental resources and currently operates two programs, the Sustainable Cities Program and the

Education Program. The Sustainable Cities Program works together with community-based partners to strengthen urban communities by transforming vacant lots into green spaces, increasing urban tree canopy cover and creating urban watershed restoration plans. The Education Program engages students from urban public schools in the scientific process on their school grounds and in their neighborhoods. More information can be found on their website at *urbaneco.org*.

Outreach

Environmental Law Society

The Boston College Environmental Law Society (ELS) is a community of students, faculty, alumni and friends who share a social consciousness regarding important environmental issues. The group offers a variety of educational and service-oriented opportunities for students to become active toward the pursuit of a better and healthier environment. ELS sponsors a variety of opportunities for students to learn about environmental issues. Students testify at public hearings on environmental issues, work with the environmental justice organization based at the BC Law School, work with Alternatives for Community and Environment (ACE) and conduct legal research for several non-profit environmental groups. The ELS, working with professors and alumni, organizes speaker panels and educational seminars. At these seminars, practitioners and academics, representing various environmentally related legal professions, discuss their career paths, as well as teach mini-seminars on related topics such as environmental law, land use, urban planning and administrative law. Additionally, ELS sponsors activities such as fall foliage hikes, canoeing, clean-ups, and Earth Day events.

Ecopledge

Ecopledge, a student-led organization, has risen to the challenge of galvanizing environmental enthusiasm on campus. Ecopledge educates the Boston College community about environmental issues by showing films, presenting lectures, and hosting annual celebratory events, such as Harvest Fest and Earth Day. Through the leadership of Ecopledge members, Boston College has participated annually in RecycleMania, a national intercollegiate recycling competition, and the Better Off Contest, a two-month energy conservation contest among the residential halls. Ecopledge also runs campus-wide campaigns to promote water and energy conservation, and an increase in commingled plastic, paper and food waste recycling. Ecopledge members often go beyond the campus, participating in local community clean-ups, national environmental conferences, and hiking and camping outings throughout New England. Ecopledge also collaborates with faculty, staff and fellow students in campaigning for a more sustainable campus. In 2007, for example, in partnership with Facilities Management, Dining Services, and the Office of Residential Life, Ecopledge focused on improving recycling in the residential halls, performing an incandescent light bulb switch-out, as well as campaigning for administration-level sustainability positions and on-campus clean energy production. Ecopledge is a two-time winner of the Massachusetts Lottery Community Champions Award and the 2008 recipient of the "Ever to Excel" Award from the University's Office for the Dean for Student Development. The Co-President of Ecopledge won

Boston College's 2008 Leadership Award and, along with the other senior leaders of Ecopledge, was named "Person of the Year" by the *Heights*, BC's student newspaper.

Sustain BC

Sustain BC is composed of students, faculty and staff dedicated to promoting greater campus sustainability. Sustain BC provides opportunities for students to collaborate with administrators and faculty interested in the environment at Boston College. This committee helps sponsor events and uses its leadership role to enact real change towards sustainability at Boston College. It maintains momentum through monthly meetings, an email listserv and distribution of meeting minutes. Sustain BC collaborates closely with campus services and other groups like the UGBC and Ecopledge to advocate for specific improvements at Boston College, ranging from climate goal commitments and overheating surveys, to Earth Day rallies. It is currently launching a campus survey to identify ideas for and individuals interested in developing curricula with sustainability and environmental themes.

Coordination with City Agencies

Boston College met with City agencies including the Boston Redevelopment Authority, the Boston Environment Department and representatives of the Green Roundtable on Earth Day, April 22, 2008, to discuss its sustainability policies and programs. The University had previously engaged the Green Roundtable in 2005 to undertake sustainability planning work, including the establishment of baseline information. During the recent April 22nd meeting, BC delivered an overview of its IMP and presented its current campus sustainability activities. These discussions also helped shape and produce plans outlined in this document.

Chapter 11

Historic and Archaeological Resources

This chapter presents an overview of the identified historic and archaeological resources on and in the vicinity of Boston College's three campuses: Brighton, Chestnut Hill and Newton. This chapter also includes a description of the impacts of the projects proposed by Boston College over the next 10 years on these historic and archaeological resources.

The first section of this chapter outlines the methodology used to identify inventoried and designated properties within one-quarter mile of the University's three campuses. For each campus, an overview is presented of the historic and archaeological resources that have been officially designated, followed by a more specific description of the resources that are expected to be affected by the proposed projects. Also included for each campus are a summary of the proposed projects and an assessment of their expected impacts to affected inventoried and designated resources. Boston College will comply with all applicable laws and regulations that involve preservation agencies. These laws and regulations include consultation with the Boston Landmarks Commission (BLC) on proposed demolitions through the submission of Article 85 demolition delay applications. If there is state involvement in a specific project, Boston College will notify the Massachusetts Historical Commission (MHC) of the project and consult with the agency concerning alternatives to adverse effects to historic properties per Massachusetts General Laws Chapter 9, sections 26-27C (950 CMR71).

Methodology

Consultant Vanasse Hangen Brustlin, Inc., (VHB) conducted an archaeological and architectural site files and records review to determine if any designated or inventoried historic and archaeological resources are located on or adjacent to the three Boston College campuses.

This research was carried out at the Massachusetts Historical Commission (MHC), which holds all of the documentation on historic properties, including archaeological reports, National Register nominations and inventory forms. Information about historic properties was also obtained from the Boston Landmarks Commission (BLC) and the Newton Historical Commission.

The literature review completed at the MHC identified properties listed in the Inventory of Historic and Archaeological Assets of the Commonwealth (inventoried properties) and the State Register of Historic Places (designated, or listed, properties). The site file search also identified previous cultural resource investigations, especially the archaeological investigations on both the Chestnut Hill and Newton campuses.

The Inventory of Historic and Archaeological Assets of the Commonwealth includes all buildings, structures, sites and objects that have been recorded on inventory forms in the Commonwealth, not all of which have received an official designation or have been officially evaluated for their significance. The State Register of Historic Places was established in 1982 as a comprehensive listing of buildings, objects, structures and sites that have received local, state or national designations based on their historical, architectural or archaeological significance. All properties listed in the National Register of Historic Places are automatically entered into the State Register of Historic Places.

Brighton Campus

The Boston College Brighton Campus contains and is adjacent to a number of previously recorded historic districts, areas, and individual properties as shown in Figure 11-1 and listed below:

- *Chancery-St. John's Seminary Complex (BOS.JW)* – As noted below in more detail, the Seminary Complex was determined by the MHC (December 2003) to be eligible for listing in the National Register of Historic Places as a "potential historic district" that contains a number of contributing elements. The majority of the Brighton Campus overlaps with the Chancery-St. John's Seminary Complex.
- *Foster Street Streetscape (BOS.LA)* – The Foster Street Area includes properties with the addresses 1-289 and 2-284 Foster Street; there is some overlap in addresses with the Upper Foster Area (see below). MHC did not render an opinion on the eligibility of this streetscape north of the boundaries of the Upper Foster Area (north of 242 and 249 Foster Street).[1]
- *Lake Street-Chandler Pond Area (BOS.JV)* – The Lake Street-Chandler Pond Area was determined by the MHC (March 1996) to be eligible for the National Register.

1 Brona Simon, Executive Director and State Historic Preservation Officer, Massachusetts Historical Commission, comment letter to John Palmieri, Boston Redevelopment Authority, January 18, 2008. The comments were offered to assist in compliance with Massachusetts General Law Chapter 9, sections 26-27C (950 CMR71) should any state agency funding, licensing, or permit be required for these projects.

Contributing buildings within the area are considered to be all buildings that are more than 50 years old and retain integrity.

- *Pama Gardens (BOS.JZ)* – This area consists of nine residential apartment buildings. The MHC did not comment on the National Register eligibility of this area.
- *Upper Foster Street Area (BOS.JY)* – The Upper Foster Street Area contains several residential subdivisions that date between 1914 and 1940 as well as a small number of 19th century houses, mainly on Foster Street, that pre-date this period. The MHC has made the opinion that this area meets the criteria for listing in the National Register of Historic Places.[2]
- *Upper Chestnut Hill-Evergreen Area (BOS.JX)* – The Upper Chestnut Hill-Evergreen Area was determined by the BLC (November 2006) to be eligible for listing in the National Register. In addition, a portion of this area contains the Aberdeen Architectural Conservation District.
- *Commonwealth Avenue – Brighton (BOS.YY)* – The segment of Commonwealth Avenue right-of-way from Packard Corner to the Newton City line was documented in 2007 by the MHC. The documented area does not include any flanking buildings, structures or other properties. It is the opinion of the MHC that this segment of Commonwealth Avenue is eligible for the National Register under Criteria A and C in the significance areas of community planning and development, engineering, landscape, architecture and transportation.[3]
- There are several individually inventoried properties located within one-quarter mile of the Brighton Campus.

Chancery – St. John's Complex

Boston College has acquired approximately 65 acres of land from the Roman Catholic Archdiocese of Boston (RCAB) that includes St. John's Seminary, Chancery Offices and the Cardinal's Residence. The Chancery-St. John's Seminary Complex was identified and evaluated in 2004 in MHC's *Survey of Historic Properties of the Roman Catholic Archdiocese in the City of Boston – Summary Report* (*Archdiocese Summary Report*) and was subsequently recorded on an Area Form in MHC's Inventory as a "potential historic district" (MHC #BOS.JW). The Chancery-St. John's Seminary Complex consists of buildings and structures that date from 1881-1967 with landscapes dating from various periods located

2 Brona Simon, Executive Director and State Historic Preservation Officer, Massachusetts Historical Commission, comment letter to John Palmieri, Boston Redevelopment Authority, January 18, 2008.

3 Ibid.

north of Commonwealth Avenue generally between Lake Street and Foster Street in Brighton. Buildings and structures located within the Seminary Complex that are considered by the MHC as contributing elements, despite the relatively recent age and non-existent architectural merit of some of these buildings to the Seminary Complex, include:

- Theology House, built 1881-1884 (MHC #BOS.8242)
- St. John's Seminary Chapel, built 1899-1901 (MHC #BOS.8243)
- Peterson Hall, built 1957 (MHC #BOS.8529)
- Kitchen and Refectory, built 1925 (MHC #BOS.15237)
- St. William's Hall, built 1888-1890, rebuilt 1936 (MHC #BOS.8530)
- Keith Memorial Gymnasium, built 1937-1938 (MHC #BOS.8531)
- Clergy Personnel Building (Tribunal Building), built 1928-1929 (MHC #BOS.8532)
- Archbishop's House (Cardinal's Residence), built 1927 (MHC #BOS.8533)
- St. Clement's Hall, built 1939-1940, addition 1945-1946 (MHC #BOS.8534)
- Main Entrance Gate, built mid-20th century (MHC #BOS. 9316)
- Shrine of the Immaculate Conception, built 1928 (MHC #BOS.9317)
- Service Building (Garage), built 1960s (MHC #BOS.15234)
- Boston Roman Catholic Church Chancery (MHC #BOS.15235))
- Creagh Research Library, built 1947 (MHC #BOS.15236)
- Library (Seminary Library), built 1967 (MHC #BOS.15238)

The Seminary Complex history at the Brighton Campus began in 1881 with the construction of the Theology House. Prior to the RCAB occupation, the site was occupied by a number of farmsteads or country estates. Review of historic period maps (1875-1925) indicates that a number of wood frame structures and outbuildings were located on what is now the Brighton Campus in 1875 along Lake Street, Foster Street and South Street (now Commonwealth Avenue).

Boston College acquired 43 acres (of the total 65 acres) of the Seminary Complex in 2004 and filed an amendment to the previous Boston College IMP with the Boston Redevelopment Authority (BRA) in July 2006. The amendment included Boston College's plans for St. William's Hall, the Cardinal's Residence, the Tribunal Building and the Gymnasium, including planned renovations to each building except the Gymnasium. The MHC commented on the proposed amendment on August 4, 2006 indicating that the three buildings proposed for renovation (St. William's Hall, the Cardinal's Residence and the Tribunal Building) are historically and architecturally significant and appear to meet the Criteria of Eligibility (36 CFR Part 60) for listing in the National Register of Historic Places.

Boston College subsequently submitted an additional IMPNF for an amendment to its previous IMP in October 2007, outlining proposed improvements to the STM Library.

The Brighton Campus has not been subject to any archaeological investigations. Additionally, the Brighton Campus does not contain any previously recorded archaeological sites.

Foster Street Area

The Foster Street Area consists of a number of residential structures along the northern section of Foster Street and is situated immediately east of the Boston College Brighton Campus. The area was recorded on a Boston Landmarks Commission street information form and includes all of the properties with addresses from 1-289 and 2-284 Foster Street. Foster Street properties with the address range of 242-292 and 249-315 Foster Street (south of the Pama Gardens complex [BOS.JZ]) are also included in the Upper Foster Street Area, as well as on the street information form.

Boston College proposes to demolish three residences located at 188, 192 and 196 Foster Street and replace them with 50,000 sf of Jesuit faculty and graduate student housing for the Jesuits relocating from the Weston Jesuit School of Theology. All three structures are in the Foster Street Area (MHC #BOS.LA)[4] and are individually recorded in MHC's Inventory. Both 188 and 192 Foster Street were formerly owned by the RCAB and served as housing for its administrative employees. Neither property is included in the Chancery – St. John's Seminary Complex Area Form (MHC #BOS.JW), nor are they contributing elements to the Seminary Complex. The building at 196 Foster Street was not owned by the RCAB.

Review of historic maps of the Foster Street Area (1875-1925) indicates that all three structures were constructed between 1875 and 1885. The structure at 188 Foster Street (MHC #BOS.15217) is a modest example of Victorian eclectic architecture but the front porch appears to be a later addition. The building at 192 Foster Street (MHC #BOS.8149) has a large two-story side addition, awkward shed dormer, and enclosed front entrance vestibule which have dramatically altered the building. The 2004 MHC inventory form for 188 and 192 Foster Street noted that 192 Foster Street "no longer retains any historic integrity."[5]

The building at 196 Foster St (MHC #BOS.8150) is a simple gable front Italianate house which has been altered through the infilling of two second-story windows on the façade, leaving only a single central window at that story, an alteration that occurred after the building was recorded on the Foster Street streetscape form in the 1980s. MHC did not comment on the National Register eligibility of the section of Foster Street north of 242 and 249 Foster Street. The MHC stated that the buildings at 188, 192 and 194 Foster Street contributed to the Upper Foster Area (which they are not within) and displayed elements of Victorian eclectic style and were fine examples of this period and type of construction.[6] This opinion is not substantiated with an explanation as to how these buildings are representative

4 The property referenced as 196 Foster Street is recorded in the MHC inventory (MHC #BOS.8150) as being located at 194 Foster Street. The property is actually located at 196 Foster Street and it is referenced throughout the Boston College IMP as being located at that same address. For purposes of consistency during the discussion of this property in this chapter, the property will continue to be referenced as 196 Foster Street.

5 Broomer, Kathleen Kelly, Form B-Building, 188 Foster Street and 192 Foster Street, January 2004.

6 Brona Simon, Executive Director and State Historic Preservation Officer, Massachusetts Historical Commission, comment letter to John Palmieri, Boston Redevelopment Authority, January 18, 2008.

of any style or construction, not does it address subsequent changes to 192 and 196 Foster Street which seriously detract from their integrity.

IMP Projects

This section describes the proposed projects on the Brighton Campus and their potential effect on the identified inventoried and designated resources on or near the campus. Only the potential impacts to inventoried and designated resources are described in this discussion. The section is divided into new construction projects, renovations and demolitions.

New Construction

Planned construction on the Brighton Campus includes the following (see Chapter 5, *Proposed Future Projects*):

- A 75-bed Jesuit graduate student and faculty housing complex. The construction of the new graduate housing complex will involve the demolition of the three structures at 188, 192 and 196 Foster Street, which are included in the Foster Street Area (MHC #BOS.LA) as described earlier.
- The Brighton Athletics Center, which includes intercollegiate baseball and softball fields, one intramural playing field and support facilities. The existing site consists of playing fields and no structures will be impacted by the development of the complex.
- A new 500-space parking garage on a currently undeveloped site just south of Brighton Athletics Center project.
- A 14,000 sf Library Storage building just north of the existing Seminary Library. Construction of Library Storage building may have a visual impact on the Seminary Library.
- One undergraduate residence hall containing approximately 150 beds on the corner of Commonwealth Avenue and the Brighton Campus spine road.
- Approximately 350 beds of undergraduate housing in the center of the campus on an existing two-tiered surface parking lot northeast of St. William's Hall. These residence halls could have a visual impact on St. William's Hall, the Gymnasium, and the Library, although the removal of the large parking area is a visual benefit.
- A Fine Arts District, consisting of an approximately 55,000 sf Fine Arts/Museum complex of linked buildings of four to five stories and a height of 60 feet, and an approximately 30,000 sf auditorium with 1,200 seats, primarily for University use. This district will be located on Commonwealth Avenue between the former Cardinal's Residence and the former Creagh Library. These new buildings may have a visual impact on the former Cardinal's Residence and the former Creagh Library.

No archaeological investigations have been conducted on the Brighton Campus. To date no archaeological resources have been identified that would be impacted by the proposed institutional projects. Boston College will conduct an intensive (locational) archaeological survey of the campus after consulting with MHC on the appropriate methodology, should any of the projects require state involvement.

Renovation of Existing Buildings

Boston College plans to renovate five buildings on the Brighton Campus. One of those buildings is St. William's Hall, which was added to the existing Boston College IMP in an IMP Amendment approved in 2006. Renovations are also planned for the STM Library (former Seminary Library), Bishop Peterson Hall, the Chancery and the Creagh Library. The proposed renovation of the STM Library is addressed in an IMPNF for an IMP Amendment and a PNF submitted by Boston College to the BRA on October 12, 2007. The renovation of Bishop Peterson Hall, the Chancery and the Creagh Library are addressed in this IMPNF in Chapter 5, *Proposed Future Projects*.

MHC commented on the renovation of St. William's Hall and requested the opportunity to review the proposed renovation plans in order to identify architecturally significant interior features that should be preserved prior to the implementation of the proposed renovation projects. Boston College will file all required Project Notification Forms to MHC on the proposed renovation of the STM Library, Bishop Peterson Hall, the Chancery, the Creagh Library and St. William's Hall, if there is state involvement with these projects.

Demolition

The only demolition on the Brighton Campus currently anticipated in the next 10 years is the St. John's Seminary Service Building (MHC #BOS.15234), which is a contributing element of the Chancery-St. John's Seminary Complex. The three Foster Street residential structures at 188, 192 and 196 Foster Street, which are included in the Foster Street Area (MHC #BOS.LA), are also proposed to be removed and replaced with graduate housing for Jesuit students and faculty of Weston Jesuit School of Theology.

Service Building

Boston College plans to demolish the service building and create landscaped open space to replace open areas lost to new construction and to create a buffer between the planned garage and adjacent residential properties. The service building was constructed in the 1960s and serves as a garage and maintenance building. It was identified as a contributing element of the Chancery-St. John's Seminary Complex in the 2003-2004 survey. While the area form lists the

service building as a contributing element, it does so simply because the building is noted to have a "low profile" that "does not detract from the prominence of the other buildings on the campus."[7] Demolition of the service building may be subject to the Boston Landmarks Commission (BLC) demolition delay ordinance (Article 85). If there is state involvement in the project, Boston College will consult with the MHC.

Foster Street Residences

The three residences at 188, 192 and 196 Foster Street are proposed to be removed and replaced by a 75-bed student residence to be used by Jesuit faculty and graduate students from the Weston Jesuit School of Theology. As noted above, all three structures have been individually inventoried by the MHC and are within the Foster Street Area (not the Upper Foster Street Area). Demolition of the three structures is subject to the Boston Landmarks Commission (BLC) demolition delay ordinance (Article 85). If there is state involvement in the Jesuit faculty and graduate housing project, Boston College will consult with the MHC.

Chestnut Hill Campus

Cultural Resources

Similar to the Brighton Campus, the Chestnut Hill Campus contains individual properties as shown on Figure 11-1 and is adjacent to a number of previously recorded historic districts and areas. The Chestnut Hill Campus is recorded on an Area Form (MHC #NWT.DI) and contains five inventoried structures on the Middle Campus:

- Gasson Hall (NWT.5397)
- St. Mary's Hall (NWT.5398)
- Bapst/Burns Library (NWT.5399)
- Devlin Hall (NWT.5400)
- Fulton Hall (NWT.5401)

Review of MHC's inventory indicates that the following inventoried areas and historic districts are located immediately adjacent to the Chestnut Hill Campus:

- Chestnut Hill Reservoir and Pumping Stations Complex (BOS.LX), which also includes the Cochituate and Sudbury Aqueduct Linear Districts (BOS.LY and BOS.SK). Both the Chestnut Hill Reservoir and the Pumping Stations (BOS.LW) are listed in the National Register of Historic Places as contributing elements to the Chestnut Hill Reservoir Historic District (CHRHD) (BOS.LX). The CHRHD is a Local Historic District (September 26, 1989), a National Register District (January 18, 1990), and is also included in the National Register Thematic Resource Area of the Metropolitan District Water Commission (September 18, 1990) (BOS.LV).

7 Broomer, Kathleen Kelly, Form A Area, Chancery – St. John's Seminary Complex, 2003.

- Chestnut Hill Historic District (NWT.O, NWT.AJ, and NWT.EG) is listed in the National Register of Historic Places (September 4, 1986 and February 16, 1990) and is a local historic district regulated by the Chestnut Hill Historic District Commission. The Chestnut Hill Historic District contains approximately 168 properties and is located immediately south of the Boston College Chestnut Hill Campus. The Chestnut Hill Historic District also contains a number of buildings that are currently owned by the University, including the entire Hammond Triangle area.
- Upper Chestnut Hill – Evergreen Area (BOS.JX) consists of a number of residential structures and the Evergreen Cemetery. The Upper Chestnut Hill - Evergreen Area is contiguous to the northeastern portion of the Boston College Chestnut Hill campus as well as the southern portion of the Boston College Brighton Campus. The area has been recommended eligible for listing in the National Register of Historic Places as an historic district and the Cemetery was also recommended as individually eligible.[8]
- Commonwealth Avenue Historic District (NWT.AB) is listed in the National Register of Historic Places as an historic district (February 16, 1990) and is included in the Newton NR MRA – 1908-1940 (February 16, 1990). The Commonwealth Avenue Historic District contains 321 properties and is located immediately north and west of the Boston College Chestnut Hill Campus and does not include any resources associated with the MBTA system. MHC noted that they additionally consider that the eastern boundary of the district (which currently terminates at Mt. Alvernia and near Algonquin Road in Newton) should actually extend to the Boston-Newton city line in order to include the entirety of the Commonwealth Avenue historic Carriageway.[9]
- Monadnock Road Historic District (NWT.AE) is listed in the National Register of Historic Places as an historic district (February 16, 1990) and is included in the Newton NR MRA – 1908-1940 (February 16, 1990). It contains 89 properties and is located immediately west of the Boston College Chestnut Hill Campus.
- Quincy Road – Mayflower Road – Priscilla Road – Old Colony Road Area (NWT.BA) is an inventoried area immediately west of the Boston College Chestnut Hill Campus and includes a number of properties that are currently owned by the University. The Area Form does not indicate how many properties are included in the Area.
- There are also a number of individually inventoried properties (not located in areas or historic districts) that are located immediately north and west of the Chestnut Hill Campus.

Unlike the Brighton Campus, the Chestnut Hill Campus was subject to a reconnaissance archaeological and architectural survey in 1994 in conjunction with the previous Boston College IMP. The survey identified areas that were considered to be archaeologically sensitive and, as a result, the MHC requested that they be subject to additional archaeological survey.

8 Roysin Bennett Younkin, Boston Landmarks Commission, Certified Local Government Opinion: Eligibility for National Register: Evergreen Cemetery, 11/06.

9 Brona Simon, Executive Director and State Historic Preservation Officer, Massachusetts Historical Commission, comment letter to John Palmieri, Boston Redevelopment Authority, January 18, 2008.

The western portion of the Middle Campus and the southern portion of the Upper Campus were determined to be moderately sensitive to contain archaeological resources, while the Hammond Triangle section of the Chestnut Hill Campus was determined to be highly sensitive to contain archaeological resources. Subsequent archaeological investigations identified archaeological sites in those locations, but none of the sites were determined eligible for listing in the National Register.

New Construction

Boston Portion of the Chestnut Hill Campus

Planned construction on the Boston portion of the Chestnut Hill Campus includes the following:

- An undergraduate residence hall, first floor retail and underground parking (up to 100 spaces) on the existing site of More Hall, adjacent to the Evergreen Cemetery. The existing More Hall will be demolished. Boston College will comply with Article 85 and submit a demolition delay application to the BLC for More Hall, which was built in 1955. It is anticipated that the building will not be found to meet any of the significance criteria. As part of the redevelopment of this site, a new roadway will be built along the east side of the property between Commonwealth Avenue and St. Thomas More Road at the south end of the property. The roadway will be set back from the Evergreen Cemetery. Currently, there is a surface parking lot immediately adjacent to the Cemetery.
- A Recreation Center on the current site of Edmonds Hall, which was built in 1975, and which will be demolished. The construction of this project is not expected to have any impact on significant cultural resources.
- Undergraduate residence halls on part of Shea Field. The construction of this series of buildings involves the elimination of the existing baseball and softball fields which will be relocated to the Brighton Campus. The site is adjacent to the Chestnut Hill Reservoir, which is listed in the National Register of Historic Places and is a local Boston Landmark. Although this project will be located adjacent to the Chestnut Hill Reservoir and Pumping Station Complex, the construction of this project is not expected to have any impact on significant cultural resources.
- A 350-space addition to the Beacon Street Garage. The construction of this project is not expected to have any impact on significant cultural resources.
- Undergraduate residence halls with student life or academic uses on part of the site of the current Modular Apartments. The construction of this series of buildings will involve the demolition of a number of Modular Apartments. The construction of this project is not expected to have any impact on significant cultural resources.
- University Center on an existing parking area and a portion of the Flynn Recreation Complex site. The construction of the University Center will involve the demolition of the Flynn Recreation Complex which will be replaced by a new Recreation Center on the site

of Edmonds Hall. The construction of this project is not expected to have any impact on significant cultural resources.

Newton Portion of the Chestnut Hill Campus

Planned construction on the Newton portion of the Chestnut Hill Campus includes the following projects. If there is state involvement in any of these projects, Boston College will notify the MHC of the project and consult with the agency if adverse effects are identified to historic properties. The City of Newton's Demolition Delay Ordinance requires that any building 50 or more years old must be reviewed by the Newton Historical Commission for either "total demolition" or "partial demolition" of an historically significant building or structure. Boston College will comply with this ordinance if any of the buildings proposed for demolition are more than 50 years old. Currently none of the buildings proposed for demolition meet this age requirement.

- The Science Center on the site of Cushing Hall and a portion of a service building. The proposed Science Center is located immediately southeast of Fulton Hall, which was determined to be eligible for listing in the National Register by the MHC. The new Science Center could have a visual impact on Fulton Hall.

- The construction of the 125,000 sf Stokes Commons, which involves the alteration of and addition to Lyons Hall. This area is in a portion of the Chestnut Hill Campus that was indicated as archaeologically sensitive. Portions of this area were tested during a subsequent intensive survey and no archaeological sites were identified that were eligible for the National Register.
- Construction of an Academic Building for Nursing and Social Work (75,000 sf), which involves the demolition of the McElroy Switch House. It does not appear that the construction of this project will have any impact on significant cultural resources. This area is in a portion of the Chestnut Hill Campus that was indicated as archaeologically sensitive. Portions of this area were tested during a subsequent intensive survey and no archaeological sites were identified that were eligible for the National Register.
- Construction of an Academic Building for Humanities with possible underground parking for up to 90 spaces (125,000 sf) involves the demolition of McElroy Commons. It does not appear that the construction of this IMP project will have any impact on significant cultural resources.

Renovation of Existing Buildings

The Boston College IMP proposes renovation of one building (Carney Hall, built in 1962) on the Chestnut Hill Campus. The building is located on the Middle Campus in the vicinity of a number of significant existing architectural resources. According to the 1994 report submitted by Timelines, Inc., a number of buildings on the Boston College Middle Campus meet the Criteria of Eligibility (36 CFR Part 60) for listing in the National Register. If there is state involvement in any of these projects, Boston College will notify the MHC of the project and consult with the agency if adverse effects are identified to historic properties.

Demolition

Several buildings on the Chestnut Hill Campus will be demolished to make room for the projects proposed in the IMP. The following sections describe those buildings and the likely impact of their demolition on cultural resources.

More Hall

More Hall is situated at the northeast corner of the Boston College Chestnut Hill Campus, contiguous to the Evergreen Cemetery and the Upper Chestnut Hill-Evergreen area. Both the Evergreen Cemetery and the Upper Chestnut Hill-Evergreen area meet the Criteria of Eligibility (36 CFR Part 60) (opinions by BLC and MHC) for listing in the National Register of Historic Places (Evergreen Cemetery individually and Upper Chestnut Hill-Evergreen Area as a district). The Evergreen Cemetery was established in 1848 and appears to have been used continuously through the present day. The demolition of More Hall and the construction of a new building and a roadway through the site is unlikely to have a negative visual impact on the Cemetery. As described above, the roadway will be set back from the east edge of the property in contrast to the existing parking area which is immediately adjacent to the Cemetery.

Other Buildings on the Chestnut Hill Campus

The demolition of the following structures does not appear to have any impacts on significant cultural resources:

- Edmonds Hall
- The Modular Apartments
- Flynn Recreation Complex
- Cushing Hall
- Service Building
- McElroy Commons. This area is in a portion of the Chestnut Hill Campus that was indicated in 1994 as archaeologically sensitive. Portions of this area were tested during a

subsequent intensive survey and no archaeological sites were identified that were eligible for the National Register.

- McElroy Switch House. This area is in a portion of the Chestnut Hill campus that was indicated in 1994 as archaeologically sensitive. Portions of this area were tested during a subsequent intensive survey and no archaeological sites were identified that were eligible for the National Register.

Newton Campus

Cultural Resources

Similar to the Chestnut Hill and Brighton campuses, the Newton Campus contains, and is adjacent to, a number of previously recorded historic districts, areas and individual properties (Figure 11-2). The Newton Campus is recorded on an Area Form (NWT.DL) and includes three inventoried structures:

- Harriman, Henry I. House (Alumni House) (NWT.5610)
- Schraft, George F. House (Barat House) (NWT.5396)
- Stuart, Janet Erskine House (NWT.5256)

A fourth inventoried structure is also located on the Newton campus, but was not included on the Newton Campus Area Form:

- Mill Street Cottage, 29 Mill Street (NWT.3148)

Review of MHC's inventory indicates that the following inventoried areas and historic districts are located immediately adjacent to the Newton Campus:

- Towle, Loren Estate – Newton Country Day School (NWT.5611)
- Towle Estate Area (NWT.BK)
- East Parish Burying Ground (NWT.801)
- Edmunds – Madden Estate (NWT.2826)

In addition there are several individually inventoried properties that are located within one-quarter mile of the Newton Campus.

Demolition

Two structures are proposed for demolition on the Newton Campus: the Quonset hut which is in the northwestern portion of the campus and the Smith Wing of Stuart Hall. The Quonset hut is proposed to be replaced by a new Recreation/Athletics Building. The Smith Wing of Stuart Hall will be replaced with a new wing that will be constructed on the opposite side of Stuart Hall. This will open the existing quadrangle on the south side and enclose it on

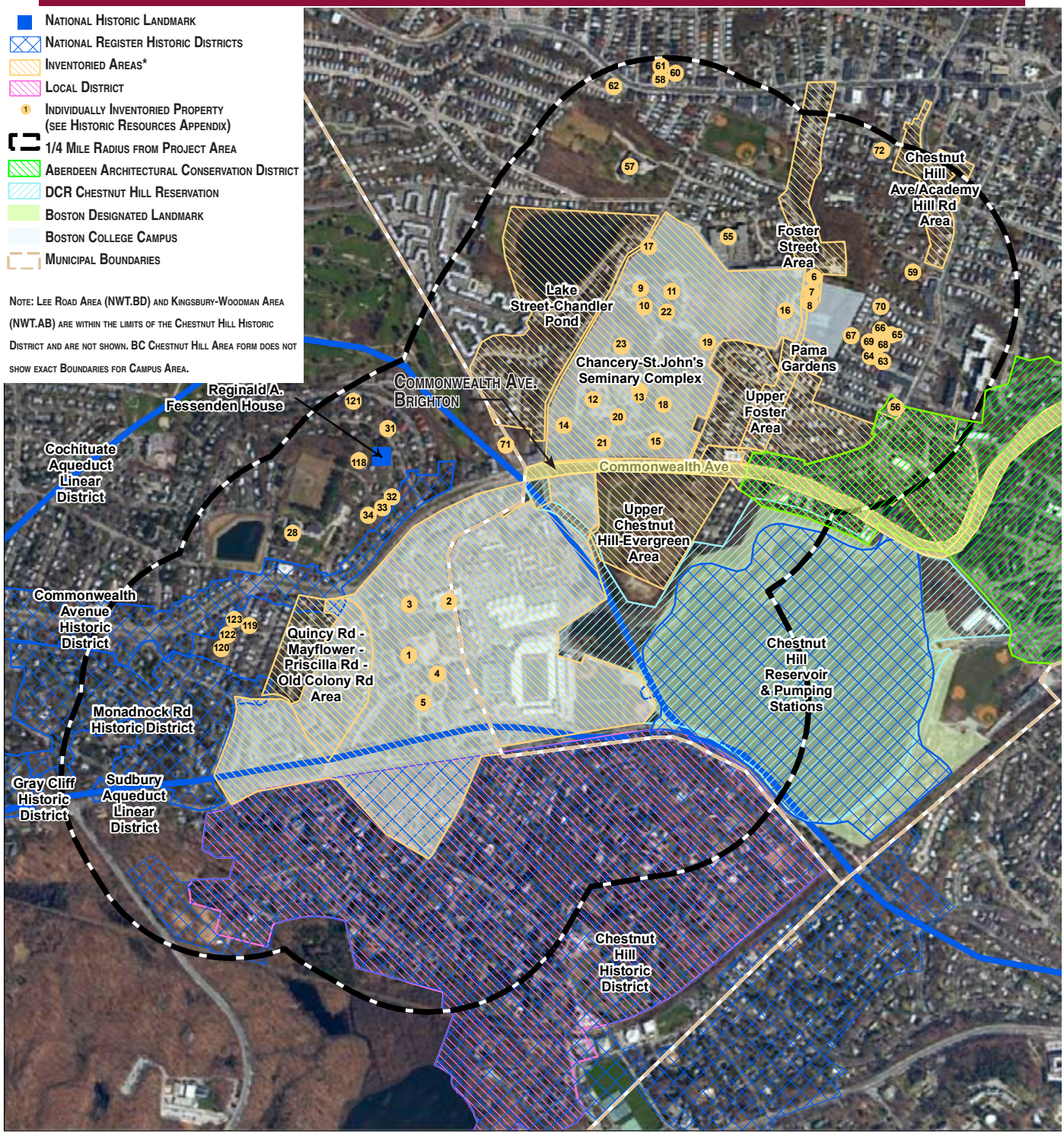
the north. Both structures date from 1974 and, thus, are not subject to the City of Newton's demolition delay ordinance which applies to buildings 50 years of age and older.

New Construction

There are three new construction projects on the Newton Campus:

- The proposed 150-space surface parking lot, which is located in the vicinity of a previously recorded archaeological site that was identified during an intensive archaeological survey of the campus and reported in a 1995 archaeological report. The new construction may have an effect on previously recorded archaeological sites.
- The construction of an 8,500 sf recreation/athletics building, which involves the demolition of the Quonset hut as described above. The proposed building is also in the vicinity of several recorded archaeological sites that were identified during an intensive archaeological survey of the campus. The new construction may have an effect on previously recorded archaeological sites.
- The construction of the 42,000 sf Smith Wing replacement and renovations to both Stuart House and Kenny-Cottle Library. This construction has the potential to impact Stuart House. Also, this project is located immediately south of Barat House, which was determined eligible for listing in the National Register by the MHC.

If there is state involvement in any of these projects, Boston College will notify the MHC of the project and consult with the agency if adverse effects are identified to historic properties. The Newton Campus was subject to a reconnaissance archaeological and architectural survey in 1994 in conjunction with the previous Boston College IMP. The survey identified areas that were considered to be archaeologically sensitive, and were therefore requested by the MHC to be subject to additional archaeological survey. Subsequent archaeological investigations identified archaeological sites on the campus; some of the sites were determined not to be eligible for listing in the National Register while three others have not yet been evaluated to determine if they are eligible for the National Register.



Source: Mass GIS, 2005 Digital Aerial, Boston, Massachusets

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Vanasse Hangen Brustlin, Inc.

Listed and Inventoried Historic Properties within 1/4 Mile of the Chestnut Hill and Brighton Campuses

Figure 11-1

0 400 800 Feet

Boston College
Institutional Master Plan

Source: Mass GIS, 2005 Digital Aerial, Boston, Massachusets

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Vanasse Hangen Brustlin, Inc.

Listed and Inventoried Historic Properties within 1/4 Mile of the Newton Campus

Figure 11-2

Boston College
Institutional Master Plan

Chapter 12

Economic Development

Introduction

As a research university with 14,500 students, 3,500 faculty and staff, and an annual budget of $710 million, Boston College's estimated regional economic impact is more than $1.3 billion annually. The University's students, employees and 87,000 annual visitors are primary purchasers who generate significant sales revenue to local businesses. In this Institutional Master Plan, Boston College proposes to spend $1 billion in construction and renovation projects over the next decade, creating both permanent and temporary jobs, as well as additional revenue and benefits for the cities of Boston and Newton and their residents.

This chapter provides an overview of Boston College's impact on the Boston economy and the numerous financial benefits it provides. The University represents a significant component of the higher education employment cluster in the region. As a result, it greatly enhances the expanding creative economy of Boston and the region; generates new employment opportunities for construction trades and for individuals through its Boston resident and affirmative action policies; contributes directly to City of Boston finances through payroll taxes, voluntary payment for municipal services, and development impact project payments; and offers small business development opportunities to the local community.

Boston College Economic Impact

Boston College contributes to state, local and national economies in a range of different ways, including the creation of jobs related to University construction projects, ongoing research or summer programs, training and education that result in enhanced skills for its workforce, and through a broad array of educational, social and research-related services to local, national and international communities.

In early 2008, Boston College completed an economic impact report that highlights the University's impact on the local and national economy. The report focused on ways in which funds derived from outside sources – such as tuition from out-of-state and international students or federal support for research – is spent across the economy, generating jobs and income for local residents.

National Impact of Boston College

In addition to the ways in which Boston College contributes to the local and state economies, the economic impact report conducted by the University also focused on the national economy to assess the institution's total impact. The following summarizes Boston College's economic impact by expenditure type:

Budget (excluding payroll)

Non-payroll spending by Boston College on goods and services, utilities and construction generates $804 million in direct, indirect and induced impacts nationally. In other words, for every one dollar the University spends directly, another $2.00 is generated in indirect and induced impacts. In employment, for every one job created by Boston College's direct spending, another is created through indirect and induced spending impacts.

Faculty and Staff Payroll

In 2006-07, Boston College's payroll was nearly $237 million in salaries alone. Fringe benefits represented another $74 million in expenditures. Combining staff and faculty payroll expenditures, Boston College generates approximately $492 million in direct, indirect and induced outputs and nearly 3,500 jobs nationally. This means that for every dollar of spending by a Boston College staff or faculty member, an additional $1.40 is generated through indirect and induced spending.

Spending by Students

Approximately 14,500 students attend Boston College. Spending by out-of-region students, especially those who live on campus, can be tied directly to their attendance at the University. The combined annual impacts of graduate, undergraduate, on-campus, off-campus and commuter student spending in local businesses over 11 months is estimated to be $133 million.

Visitors

Boston College events, such as Commencement, arts and cultural offerings and activities for prospective students and alumni, attract an estimated 87,714 visitors to the area on a regular basis. Each visitor who comes to the city spends money in local establishments, which contributes to the generation of jobs and labor income.

Spending by overnight visitors to Boston College created nearly $16 million in impact for the national economy. For every $1.00 spent by overnight visitors, an additional $1.73 is generated through indirect and induced spending.

Total Impacts

Table 12-1 below presents the aggregate impact of all Boston College-affiliated spending—budget, payroll and visitors—on the national economy, totaling more than $1.3 billion.

Table 12-1 Boston College Total Economic Impact (2006)

Dollars generated in national economy	± $1,332,062,686
Employment (number of jobs)	± 11,771
Labor income	± $477,457,963

Source: The Economic Impact of Boston College, The Hanover Research Council, 2008

Each dollar spent by or because of Boston College, whether on construction, utilities and purchasing, payroll, or through visitor expenditures, adds another $1.73 to the economy. In all, these dollars generate approximately 12,000 jobs in the national economy, as the establishments patronized by Boston College, its employees, visitors and suppliers are able to hire and pay more workers. Of the total dollar spending amount, nearly $477 million goes directly to self-employed and wage-employed workers as "labor income."

Economic Impact of Purchasing Expenditures

The economic impact report also calculated the discrete impact of Boston College's purchasing expenditures on the national economy. As Table 12-2 shows, purchases of goods and services—excluding utilities and construction—generated over $643 million in total direct, indirect and induced outputs. With a multiplier of 2.97, this means that a direct expenditure of $1 on goods and services added $1.97 to the economy through indirect and induced spending. Combining total direct, indirect and induced impacts, purchasing alone led to the creation of approximately 6,400 new jobs.

Table 12-2 2006 Purchasing

	Output	Employment	Labor Income
Total Direct	$216,666,672	3,312.6	$125,772,808
Total Indirect	$143,121,977	1,017.1	$43,266,663
Total Induced	$283,491,707	2,074.2	$87,439,996
Total	**$643,280,356**	**6,403.9**	**$256,479,467**
Implied Multiplier	2.97	1.93	

Source: The Economic Impact of Boston College, The Hanover Research Council, 2008

Local Economic Impacts of Boston College

Boston College provides significant economic benefits to the City of Boston, City of Newton and the region. This section provides a summary of the economic impact of the University within Middlesex and Suffolk counties.

Purchasing

The economic impact report calculated the impact of purchasing expenditures in the local area, defined as Middlesex and Suffolk Counties. As Table 12-3 shows, purchases of goods and services alone, excluding utilities and construction, generated more than $40 million in total direct, indirect and induced outputs. With a multiplier of 1.64, for every $1.00 spent directly by Boston College on goods and services, an additional $0.64 was generated through indirect and induced spending. Combining total direct, indirect and induced impacts, purchasing in the local area led to the creation of roughly 450 new jobs.

Table 12-3 2006 Local Purchasing

	Output	Employment	Labor Income
Total Direct	$24,700,000	342.8	$15,172,898
Total Indirect	$7,203,459	45.4	$2,396,241
Total Induced	$8,555,447	61.3	$3,066,969
Total	**$40,458,906**	**449.5**	**$20,636,108**
Implied Multiplier	1.64	1.3	

Source: The Economic Impact of Boston College, The Hanover Research Council, 2008

IMP Proposed Future Projects

The economic impact report conducted by the University calculated the future impact of the 10-year Boston College Institutional Master Plan on the local area, defined as Middlesex and Suffolk Counties. As shown in Table 12-4, the total impact of the construction is estimated to be $1.57 billion, producing an estimated 12,243 jobs and $737 million in labor income.

Table 12-4 IMP Proposed Future Projects Expenditure, Middlesex-Suffolk County Area Impact

	Output	Employment	Labor Income
Total Direct	$990,316,672	8,103.5	$507,534,752
Total Indirect	$253,141,655	1,774.7	$111,137,079
Total Induced	$330,032,788	2,364.4	$118,313,797
Total	**$1,573,491,115**	**12,242.6**	**$736,985,628**
Implied Multiplier	1.59	1.51	

Source: The Economic Impact of Boston College, The Hanover Research Council, 2008

Creative Economy

Boston College recognizes the economic, social and cultural impact of the creative economy on the overall health of the campus, city and region. The University continues to make strides toward incorporating creative industries into its economic development strategy.

The Boston Redevelopment Authority (BRA) defines the Creative Economy "as those activities which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation." According to industry sources, activities within the creative economy include those related to the following areas:

- Applied arts
- Advertising
- Performing arts: music, theater and dance
- Publishing and printing
- Broadcasting
- Sound recording and music publishing
- Film, video and photography
- Heritage

In May 2005, Mayor Menino launched the CREATE BOSTON program at the BRA to help businesses rooted in creativity achieve their full potential for success.

Boston College is uniquely positioned to enhance the creative economy through the investments in campus resources and new campus projects proposed within the Institutional Master Plan.

As an institution of higher learning, Boston College provides numerous educational opportunities in various creative sector industries. The education of thousands of young people with critical thinking and analytical skills is a vital service in the support of Boston's creative economy. But the University must be understood in a broader context as a driving and shaper of the creative economy's agenda. The University is a community not only of teachers, researchers and scientists, but of poets, novelists, essayists, historians, editors and playwrights, as well as musicians, actors, singers, photographers and videographers. Through their study and expression, these craftspeople bring together the multiple media forms so crucial not just to the creative economy, but to the hundreds of businesses that rely on new knowledge. Boston College fosters this community through investment and support, as well as through programs that bring creative professionals into contact with its students, faculty and the general public.

Writers Among Us

Boston College faculty and staff author and edit dozens of books each year, from poetry and prose to non-fiction works of history and management science. These authors, the lifeblood

of a free society as well as the region's creative economy, lend their scholarship to Boston and the world. The University celebrates its authors through Writers Among Us, which recognizes their scholarship and creativity. Special events offer the University community, the public, and the media opportunities to meet and speak with novelists, poets, historians and essayists among professors, staff and alumni of Boston College. Recently, Writers Among Us has recognized works including:

- *The New Feminized Majority: How Democrats Can Change America with Women's Values* (Paradigm, 2008) by Katherine Adam '07 and Prof. Charles Derber
- *The Faithful: A History of Catholics in America* (Belknap, 2008) by Prof. James O'Toole
- *An Anthology of Jewish-Russian Literature: Two Centuries of Dual Identity in Prose and Poetry* (M.E. Sharpe, 2007), edited by Prof. Maxim D. Shrayer
- *Spelling Love with an X: A Mother, a Son, and the Gene That Binds Them* (Beacon Press, 2007), Associate Dean Clare Dunsford's memoir about raising her son afflicted with fragile X syndrome
- *The Athens of America: Boston, 1825–1845* (University of Massachusetts Press, 2006), the 16th book by University Historian and Prof. Thomas H. O'Connor
- *Take Heart: Catholic Writers on Hope in Our Time* (Crossroads Publishing, 2007), edited by Ben Birnbaum, editor of *Boston College Magazine*
- *Deaths and Transfigurations: New Poems* (Paraclete Press, 2005), a collaboration between poet and Prof. Paul Mariani and National Book Award-winning illustrator Barry Moser
- *Return to Greatness: How America Lost Its Sense of Purpose and What It Needs to Do to Recover It* (Princeton University Press, 2005), by Prof. Alan Wolfe, director of the Boisi Center for Religion and American Public Life
- *The Tree-Sitter* (W. W. Norton, 2006) the latest novel by BC English Prof. Suzanne Matson.
- *Coming Up Short: The Challenge of 401(k) Plans* (Brookings Institution Press, 2004), co-authored by Prof. Alicia Munnell, the director of the Center for Retirement Research

Linden Lane Press

This year, Boston College announced the creation of Linden Lane Press, which will produce a range of books on the history of Boston College as the University approaches its 150th anniversary in 2013. Focusing on works of substantial interest to the Boston College community, the first three volumes will include a brief history of Boston College written by University Historian Thomas H. O'Connor, and a book called *Founding Fathers,* which profiles the first six BC presidents.

Master Class: Alumni in Residence

Master Class: Alumni in Residence is a homecoming for alumni authors, filmmakers and actors, who return to campus to share their insights with the campus community and the public. A sampling of returning alumni includes:

- Barbara Delinsky, '69, best-selling author, most recently of *The Secret Between Us* (Doubleday, 2008).
- Robert Cording, PhD '77, twice a fellow in poetry from the National Endowment for the Arts and the author of five books, including last year's collection *Common Life* (Cavan Kerry Press, 2006).
- Todd DePastino, '88, author of the biography of a World War II-era cartoonist *Bill Mauldin: A Life Up Front* (WW Norton & Co., 2008).
- Craig Finn, '93, songwriter and lead singer of the band The Hold Steady.

Boston College Arts Council

Artistic and cultural pursuits are fundamental to a dynamic university environment.

In keeping with its Jesuit educational tradition, which has always included a high interest in and regard for the arts, Boston College celebrates a rich tradition of the arts on campus, with diverse cultural opportunities — including concerts, exhibitions, lectures and theater performances — to enrich both mind and spirit.

The goals of the University's Arts Council are to make the experience of art available and meaningful to students, support and encourage further development of the arts, integrate them more fully into the life of the BC community, and showcase campus talent and events to a wide external audience.

Composed of Boston College faculty and administrators, the Arts Council represents all of the academic departments in the arts as well as student organizations, the BC Alumni Association, and the Dean of the College of Arts and Sciences. The Council meets each month to discuss the "state of the arts," current Arts Council projects and issues facing students and faculty at Boston College. These meetings foster collaboration among the arts departments and have inspired many new projects.

Major Cultural Facilities

McMullen Museum of Art

The McMullen Museum of Art at Boston College organizes and presents innovative, multidisciplinary exhibitions that receive national and international recognition, attracting

audiences from the Boston area and beyond. Stephen Kinzer of the *New York Times* has written that the McMullen is in the vanguard of museums creating exhibitions that "reach far beyond traditional art history," providing political, historical and cultural context for works on view. In the coming years, the McMullen Museum plans to enhance its tradition of playing a major role in the cultural and intellectual life of the University, the visiting public, as well as the international community of scholars and art enthusiasts.

The McMullen Museum's core mission is to cultivate learning, celebrate artistic excellence, explore the visual traditions of diverse cultures and inspire faculty and student research based on the visual arts. The McMullen offers exhibition-related programs, including musical and theatrical performances, films, gallery talks, symposia, lectures, readings, and receptions that draw students, faculty, alumni and friends together for stimulating dialogue. Students and faculty at the University have access to the McMullen's extensive permanent collection, which dates back to the nineteenth century and continues to grow through gifts and acquisitions. Recent additions to the collection include works by Amedeo Modigliani, Frank Stella, Françoise Gilot and John LaFarge. Since 2003-2004, the Museum has averaged more than 18,000 visitors a year.

E. Paul Robsham, Jr. Theater Arts Center

The Robsham Theater Arts Center (RTAC) is the first permanent home designed for theater production at Boston College. Built in 1981, the facility houses a 591-seat main theater, a large lobby and exhibit space, a black box studio theater, a green room, scenery and costume shops, dressing rooms, a design classroom, box office, and faculty and staff offices.

The main theater is a traditional proscenium house with limited thrust capabilities. It seats 591 and is fully handicapped accessible. Designed specifically for educational theater, it includes a completely equipped stage house with fly gallery, an orchestra pit for some 20 musicians, adequate wing and backstage space, and state-of-the-art lighting and sound systems.

The building also includes a flexible black box Bonn Studio Theater that seats 150 to 200. The Bonn Studio is used for Theater Department workshop productions, as well as a laboratory for dance and theater classes. The Theater Department is in residence at the RTAC, as are the Robsham Dance and Theatre Company and the Boston Liturgical Dance Ensemble.

The RTAC and the Theater Department combine their efforts under an artistic organization known as the University Theater. The University presents four faculty-directed and two student-directed productions each academic year.

The Robsham Theater Arts Center assists the University community in the presentation of the performing arts. The RTAC is a department in the Division of Student Affairs and a partner with the Theater Department for the production of dramatic arts programming for the benefit of the University community and as an educational experience for students majoring in theater at Boston College.

Brighton Dance Studio

The Brighton Dance Studio opened for its first use on Tuesday, September 4, 2007. The studio includes a basketball court-sized dance space, ballet barres, mirrors and a sound system. It is located at 2115 Commonwealth Avenue, on the Brighton Campus, less than a ten minute walk from the Robsham Theater Arts Center.

The Brighton Dance Studio was created by renovating the former gymnasium of St. John's Seminary (formerly known as the Brighton Gym). The project was initiated and managed by the Arts Space Task Force, a committee of administrators that has sought to address some of the space needs of arts programs and organizations on campus.

Cultural Events

Throughout the year, Boston College is alive with diverse cultural offerings, many of which are open to the public. Offerings include musical performances by the University Chorale, BC bOp! and a wide range of other singing and instrumental groups, exhibits at the Burns Library, specialized film and documentary screenings and the University's celebrated Lowell Humanities Series, which has been a venue for some of the most preeminent writers, artists and thinkers of the past 50 years.

Other examples of cultural offerings include:

Boston College Arts Festival

Every April for the past 10 years, Boston College has sponsored a celebration of the arts which is free and open to the public. More than 13,000 people attended the 2007 Festival that showcased the artistic achievements in the performing, visual and literary arts of 1,100 Boston College students. The festival features instrumental, vocal and dance performances, art

exhibitions and demonstrations, film exhibitions, literary readings, an afternoon of art activities designed for children, and a Mass for the arts.

Neighborhood Night at the Theater

In conjunction with the Arts Festival, the Office of Governmental and Community Affairs invites 100 neighborhood residents to attend opening night of the student Spring theatrical production at Robsham Theater. Prior to the production, the University hosts a reception where residents and members of the Boston College community can converse and enjoy light refreshments.

Irish Institute at Boston College

Since its founding in 1997, the Irish Institute at Boston College has hosted more than 100 programs and numerous special events open to the public. Working under the auspices of the Center for Irish Programs, the Irish Institute makes use of cross-campus and local resources to facilitate rewarding personal, corporate and professional exchanges with the goal of promoting a lasting peace in Ireland. To this end, the Irish Institute often hosts officials and policymakers from Ireland and Northern Ireland and offers professional development programs in areas such as government, business and education.

"Pops on the Heights"

For the past 15 years, the Boston Pops Orchestra has performed at Boston College in a scholarship fundraising gala known as "Pops on the Heights." As part of this event, the University extends an invitation to 100 neighbors to enjoy dinner and the performance. Last year's event, featuring renowned conductor John Williams, raised a record $2 million in funds. Since the inception of the program, 522 scholarships have been awarded to needy students.

New Creative Economy Initiatives

Throughout the 10-year duration of the Institutional Master Plan, the University anticipates investing in new cultural facilities and improving space dedicated to the fine arts. In addition, the University will consider potential partnerships with the City of Boston, through such programs as CREATE BOSTON, to enable the unique cultural assets and opportunities of Boston College to advance the creative economy business sectors.

Brighton Campus Fine Arts District

A Fine Arts District is planned on Commonwealth Avenue between the former Cardinal's Residence and former Creagh Library. It would contain the following:

- An approximately 55,000 sf Fine Arts/Museum complex of linked buildings of four to five stories and a height of 60 feet.
- An approximately 30,000 sf auditorium with 1,200 seats, primarily for University use.

This Fine Arts District will enhance the University's time-honored Jesuit commitment to the arts and provide an invaluable resource to students, faculty and the local community.

Corporate Leadership and Civic Engagement

Boston College plays an active role in supporting the local business communities in Boston and Newton, the leading industries of Massachusetts and global management leaders by offering University research and technical assistance through academic centers, expert faculty and student service projects. These efforts reach the for-profit, non-profit and government sectors, bringing best practices to managers and policy makers that stress fiduciary responsibility, social justice and corporate citizenship. In addition, staff members from Boston College's Office of Governmental and Community Affairs serve as active board members of the following business organizations: The Allston and Brighton Main Streets Programs, the Allston and Brighton Boards of Trade and the Newton-Needham Chamber of Commerce.

Carroll School Office of Government and Corporate Affairs

As part of the Carroll School of Management (CSOM), the Office promotes the concept of bridging the world of theory and the real world of practice through interaction with the corporate and political communities. It works in partnership with the Boston College Chief Executives' Club of Boston, the nation's top-rated CEO Club, and coordinates the Boston College Citizen Seminar Series, which was established in 1954 to bring together leaders from academia, business, government, labor and private non-profits for the purpose of discussing and debating some of the pressing issues facing the City of Boston and the region in which it is located.

The Center for Asset Management

The Center for Asset Management (CSOM affiliate) brings together faculty with the asset management community from Boston and around the world to refine and disseminate best practices in investment finance.

The Center for Corporate Citizenship

For more than 20 years, The Center for Corporate Citizenship (CSOM affiliate) has provided research, executive education and conferences on corporate social responsibility. The center has nearly 350 corporate members, representing more than 2,200 subsidiaries and individual companies worldwide. More than 4,000 professionals at member companies rely on the center's services, publications and products.

The Winston Center for Leadership and Ethics

The Winston Center was established by the Carroll School in 2006 with the dual mission of conducting compelling research of interest and use to scholars and business leaders, as well as offering programs that engage scholars, executives and students in an exploration of leadership and ethics in business and society. It sponsors a substantial program of research, seminars, guest speakers and experts-in-residence.

The Boston College Business Institute

Founded in 1972, the Boston College Business Institute (CSOM affiliate) provides consulting and business development services to a wide array of firms, ranging from start-ups to existing companies. Clients include entrepreneurs, research laboratories, publicly traded corporations and nearly every type of business in between.

Services are offered in the areas of:

- General Business Planning
- Consulting
- Financial and Strategic Analysis
- Product Development and Launch
- Project Management
- International Market Entry and Consulting
- Research

The Center for Work & Family

Since its founding in 1990, the Boston College Center for Work & Family (CSOM affiliate) has been a national leader in helping organizations create effective workplaces that support and develop healthy and productive employees. The Center provides a bridge linking the academic community to leaders in employment settings who are committed to promoting workforce effectiveness.

Leadership for Change

Leadership for Change, a leadership development certificate program of the Winston Center, serves several levels of management and different sectors of business and society, recruiting cohorts that are diverse by race, ethnicity, culture, age and gender. These young professionals, executives and non-profit administrators come to campus for leadership development training, mentoring and discussions about the interplay between responsibility, accountability and profitability.

Church Management and Administration

The professional management of resources has never been more important for all communities of faith. Boston College is training a new generation of ministers and administrators who will bring the best of private and public-sector practices to their fiduciary responsibilities, which are so critical to supporting ministry work. In 2005-2006, the Institute of Religious Education and Pastoral Ministry (IREPM) and the Carroll School of Management (CSOM) developed the dual degree program in Pastoral Ministry and Business Administration for students interested in careers in the management and administration of churches and church-related organizations and corporations such as dioceses, hospital systems and social service agencies. Understanding competent and ethical management as a ministry to the church and related organizations, the program reflects the University's mission to educate individuals to serve with excellence in their fields and to work for social and economic justice.

MBA Consulting Project

Each year, local and international companies receive hundreds of hours of pro-bono consulting services from the students and faculty of the Carroll School of Management's MBA program. The two-fold program provides companies with top-level consulting services to develop business plans, financial proposals and business development strategies, while MBA students receive real-world experience working with entrepreneurs, chief executives and other corporate leaders. All services are supervised by faculty from the Carroll School and receive legal and technical support from faculty and students from Boston College Law School. These annual projects have served local businesses across all industry sectors, in addition to cultivating start-up companies conceived by Boston College students.

Employment Opportunities and Programs

Boston College currently employs more than 650 Boston residents . Through specialized outreach programs, job fairs, career forums, e-mail and newspaper advertising, Boston College makes every effort to recruit qualified Boston residents for employment opportunities (see Tables 12-5 and 12-6).

Table 12-5 Full-time Faculty and Staff: 2007-2008

	Staff	Faculty	Total
Residing in Boston	**455**	**92**	**547**
Allston	31	6	37
Brighton	141	39	180
Other Boston neighborhoods	283	47	330
Residing outside Boston	**1,789**	**622**	**2,411**
TOTAL	**2,244**	**714**	**2,958**

Table 12-6 Part-time Faculty and Staff: 2007-2008

	Staff	Faculty	Total
Residing in Boston	**39**	**65**	**104**
Allston	1	3	4
Brighton	14	18	32
Other Boston neighborhoods	24	44	68
Residing outside Boston	**193**	**541**	**734**
TOTAL	**232**	**606**	**838**

Detailed information regarding open positions is available on Boston College's employment website www.bc.edu/bcjobs and links to this site are located on the home pages of the Boston College Neighborhood Center and the Office of Governmental and Community Affairs. In addition, Boston College is a member of the Higher Education Recruitment Consortium (HERC), the largest higher education job board in New England, www.newenglandherc.org. Here Boston residents can learn about open faculty and staff positions at Boston College, as well as at more than 60 higher education institutions across the state.

Boston College is proud of its commitment to maintaining its in-house dining, custodial and bookstore services, which are commonly contracted out at other institutions. All of these employees receive full benefits, including tuition remission, health and dental insurance and competitive wages. Additionally, Boston College sponsors an in-house temporary pool for office clerical positions, placing approximately 40 temporary employees throughout the University at any one time. Many of these employees utilize the temporary pool to transition into regular office clerical positions at Boston College.

Boston Residents Construction Employment Standards

Boston College is committed to participating in the Boston Residents Construction Employment plan as set forth in the Mayor's Executive Order of July, 1985 and adopted by the Boston Redevelopment Authority on July 26, 1985. Specifically, the Executive Order requires that the proposed Construction Employment plan shall ensure that, on a craft-by-craft basis, for construction employment for IMP projects the following Boston Residents Construction Employment Standards are met:

- At least 50 percent of the total employee worker hours in each trade shall be by bona-fide Boston residents.
- At least 25 percent of the total employee worker hours in each trade shall be by minorities.
- At least 10 percent of the total employee worker hours in each trade shall be by women.

For the purpose of Construction Employee Plan, employees shall include persons filling apprenticeship and on-the-job training positions.

Outreach Programs

Boston College Supported Employment Program

This program is committed to offering employment opportunities to individuals with disabilities and supporting them in an integrated work environment. The program currently supports 24 developmentally delayed adults with various secondary disabilities, 12 of whom are Boston residents. A number of individuals have been referred from the Center Club of Boston, an organization that provides training and assistance in their job search. Participants range in age from 22 to 62 with varying degrees of skills and independence. These workers hold jobs in the following departments: Dining Services, Bookstore, Off-Campus Housing Office, Human Resources, Center for Corporate Citizenship, Graduate School of Social Work and the BC Libraries.

Private Industry Council (PIC) Summer Jobs Program

This program provides students from 14 Boston Public high schools with summer employment opportunities at various businesses, colleges and universities, and non-profit agencies in Boston with a goal of integrating education with future employment objectives. Boston College has been a leading employer in the PIC Summer Program since 1985, training and employing 25-30 students in various offices and departments across campus. Placements include: Athletics, Governmental and Community Affairs, Human Resources, the Lynch School of Education, the

Campus School, the Boston College Police Department, Transportation and Parking and the Bookstore. In addition to providing the students with valuable work experience, the program offers MCAS tutorial classes and college admissions information.

Dining Services Programs

Boston College Dining Services has historically provided a wide range of job opportunities for Boston residents. Table 12-7 shows that of 258 full-time employees, 100 of them are Boston residents.

Table 12-7 Dining Service Employees in Boston

Residing in Boston	Total #	Race				Years at Boston College (Ranges)
		Hispanic	White	Black	Asian	
Allston	8	6	1	0	1	6.2 to 14.1
Boston	16	4	3	4	5	0.4 to 20.5
Brighton	24	6	14	1	3	0.5 to 33.1
Dorchester	11	2	0	9	0	0.2 to 11.3
E. Boston	4	4	0	0	0	3.5 to 9.2
Hyde Park	10	4	2	3	1	2.1 to 20
Mattapan	3	0	0	3	0	9.1 to 14.3
Roslindale	12	9	0	1	2	1.1 to 26.5
Roxbury	5	3	0	1	1	0.2 to 8.5
West Roxbury	7	0	7	0	0	0.5 to 28.9
Total Number	**100**	**38**	**27**	**22**	**13**	

Dining Services actively recruits high school students and senior citizens through the following programs:

School-to-Career High School Program

Through this unique program, Boston College Dining Services cultivates relationships with high schools in Boston, Newton and the greater Boston area that operate culinary or hospitality programs. The program provides high school students interested in a career in the food service industry with part-time on-campus jobs, tours, training, and valuable career advice and mentoring from the Boston College management team. These students gain valuable work experience and hold positions ranging from food preparation to cashier, catering and service operations. A number of these students have transitioned to become full-time employees at the University. Boston College currently partners with the Madison Park Hotel and Hospitality School in Boston, the Learning Preparatory School in Newton and Blue Hills Technical High School. In addition, the University has established a collaborative

relationship with Newbury College by providing its culinary students with opportunities to apply their classroom learning in various hospitality venues on campus.

Senior Citizen Program

In an effort to provide senior citizens in the community with employment opportunities following retirement, Boston College Dining Services actively recruits and employs senior citizens on a part-time basis from September through June. The program currently employs 10 individuals and works with area councils on aging and the Boston College Neighborhood Center, which refer interested individuals to the program.

Affirmative Action Plan

Boston College is committed to the principles of affirmative action, non-discrimination, and equal employment opportunity. Its Affirmative Action Plan outlines specific and result-oriented strategies and initiatives designed to achieve a more diversified workforce and specifically to enhance the inclusion and representation of people of color (African Americans, Hispanics, Asians/Pacific Islanders and American Indians/Alaskan Natives), women (including women of color) and persons with disabilities. For the past ten years, the University has participated and will continue to participate in recruitment initiatives and events to further its Affirmative Action Plan including:

- El Mundo & Latino Professional Network Career Fair
- Association of Latino Professionals in Finance and Accounting
- Boston College Dining Services Job Fair, advertising in the Boston Herald
- Urban Job Fairs
- Workforce Career Fair (Patriot Ledger)
- Black/Hispanic MBA Job Fair at MIT
- Veterans Career Fair Fenway Park
- Career Place "Higher Ed Career Fair" Woburn
- NAACP Executive Diversity Job Fair Boston
- Baystate Banner Career Fair Boston
- Newbury College Job Fair Boston
- NSHMBA (Hispanic MBA) Boston Chapter
- Spanish Yellow Pages for Boston

Sponsored Research

In 2007, Boston College generated $52 million in sponsored research programs and enhanced its commitment to resolve urgent societal problems through its academic research efforts. Some of these efforts, recognized both nationally and internationally, include advancements in treatments for brain cancer and epilepsy, applications for solar power and optical computing, and educational methods that promote children's math, science and

reading literacy. Specialized academic institutes are engaged in research projects that explore the relationship between religion and society, aging and work, the balance between work and family, methods to ensure retirement security, and ways to improve the delivery of medical and social services for the poor, disabled and elderly.

The Boston College Office of Sponsored Programs (OSP) provides service to members of the Boston College community involved in the application for and administration of sponsored projects, to support the University's goal to increase the level of such funding, and to protect the University's interest in complying with the project requirements to which Boston College and sponsors may agree.

Boston College has a duty to make new technologies and innovations available to the public for the public good. While a private university, Boston College recognizes the importance of university research to innovation and subsequent economic development. An example of a prominent University spin-off company is GMZ Energy, an efficiency-boosting material maker that recently announced a groundbreaking new thermoelectric material. Thermoelectric materials allow the direct conversion of heat to electricity or the movement of heat from one part of the material to another when electricity is applied. GMZ's breakthrough, a technology licensed from the Massachusetts Institute of Technology and Boston College, is the discovery of materials that can be cheaply manufactured, easily integrated into existing designs, and are more efficient than other thermoelectric materials. This breakthrough could both expand the existing thermoelectrics market and put GMZ in a leading position within it.

While Boston College had nearly $52 million in research expenditures in FY2007, the hard sciences (biology, chemistry, physics) received only 18 percent of that amount, reflecting the University's traditional role as a teaching institution. These hard science departments are where the vast majority of patentable inventions are created. As the University continues to invest in its facilities and develop the sciences through its new integrated sciences center, it is anticipated that increases in the number and types of patentable inventions will occur, leading to additional opportunities to license innovations for existing companies, and to form new companies.

Boston College has received more than 130 invention disclosures since 1982 and expended more than $1.8 million in filing and prosecuting patents. The University currently has five active licenses. The University is also exploring ways in which "non-traditional" assets, such as course software, evaluations, and databases might be transferred to established companies or be developed into spin-off companies.

Payments to the City of Boston

This section describes the direct payments made to the City of Boston on behalf of Boston College.

Payroll Taxes

In FY 2007, Boston College made annual payroll tax payments of $10,560,000 to the Commonwealth of Massachusetts and $31,960,000 to the Federal government.

Voluntary Payments for Municipal Services

Boston College makes voluntary payments for municipal payments to its host cities of Boston and Newton.

The University has made voluntary payments to the City of Boston since 1994, contributing approximately $2.6 million in funding to date. In FY2007, Boston College's annual contribution to the City of Boston totaled $261,396.

Since 1985, the University has made an annual $100,000 payment to the City of Newton, in tandem with annual payments to seven community-based organizations to support their educational, cultural, historic, civic or recreational missions. The organizations include: The Foundation for Racial Ethnic and Religious Harmony, Jackson Homestead, Newton Boys and Girls Club, Newton Child Care Commission, Newton Schools Foundation, Newton Pride and the West Suburban YMCA. In FY2007, Boston College's annual contribution to the City of Newton and the organizations totaled $118,508.

Development Impact Project (DIP) Contributions

Section 80B-7 of the Boston Zoning Code imposes an obligation on developers of so-called Development Impact Projects (or DIPs) to make payments to the City for use in affordable housing and job creation projects. DIPs are defined as projects that require zoning relief (such as Institutional Master Plan approval) and involve construction or substantial rehabilitation of more than 100,000 sf of space to be occupied by certain uses, including college and university uses, (but excluding student housing and accessory parking). By its terms, Article 80 requires a "housing contribution grant" and a "jobs contribution grant" (commonly known as "linkage payments") currently totaling $9.44 per square foot on the gross floor area of a DIP in excess of 100,000 sf. The housing contribution payment ($7.87 per applicable square foot) is payable over seven years, and may be paid "in-kind" by the building or sponsoring of affordable housing. The jobs contribution grant is calculated at $1.57 per applicable square foot and is payable over two years.

Previous Linkage Payments

Since 2001 Boston College has provided DIP contributions to the City of Boston for two campus projects. The DIP contributions for 21 Campanella Way and the Yawkey Athletic Center consist of jobs exaction and housing exaction payments. As shown in Table 12-9, Boston College has completed the two installments of jobs exaction payments for both projects but continues to contribute towards housing exaction commitments.

Table 12-9 Development Impact Project (DIP) Contributions

Campus Project	Date of Building Permit / Date of Certificate of Occupancy	Total Jobs Exaction Amount (Number of Annual Installments)	Total Housing Exaction Amount (Number of Annual Installments)	Total
21 Campanella Way	March 2001 / November 2002	$39,372 (2 installments)	$196,860 (12 installments)	**$236,232**
Yawkey Athletic Center	February 2004 / March 2005	$63,517 (2 installments)	$317,585 (12 installments)	**$381,102**
TOTAL		$102,889	$514,445	**$617,334**

Future Linkage Payments

Future linkage payments attributable to Boston College proposed development will depend on such factors as the actual square footage of the proposed institutional projects, the level of rehabilitation of existing buildings slated for re-use, the timing of construction, and the opportunities that may be presented for the University to be involved directly in affordable housing creation. Nevertheless, such payments can be expected to be of a significant benefit to the City. For example, linkage payments attributable to the University Center proposal alone may total in excess of $1.5 million.

Chapter 13

Community Benefits and Service Programs

Introduction

Located in Boston and Newton, Boston College enjoys a special relationship with its host communities, enriching the vibrancy of these cities through its academic and financial resources, cultural and recreational offerings, community partnerships and volunteer service programs. Boston College's contributions to both cities reflect its mission as an institution of higher learning and its Jesuit tradition of forming students to be men and women in service to others.

As an active neighbor, Boston College is committed to making University resources available to residents of Allston-Brighton and Newton through the formal programs and partnerships described in this chapter, through the many campus activities and events open to local residents, and through the time, talents and energies of Boston College student, faculty and staff volunteers. Thanks to a culture of volunteerism where community service is encouraged, supported and valued, recent survey results indicate that Boston College students volunteer more than 444,000 hours of community service throughout the year, and that University employees volunteer an average of 4.8 hours a week, exceeding both the national and state averages of 2.5 and 1.9 hours per week. The University estimates that Boston College undergraduates provide $3.5 million in service to the community and that faculty provide an additional $1.5 million in annual volunteer service.

This chapter provides an overview of Boston College's community benefits programs offered in the following areas:

- Educational Partnerships and Scholarships
- Community Development Assistance

- Volunteer Service Programs
- Cultural Resources
- Athletic and Recreational Programs

Educational Partnerships and Scholarship Aid

Through the dedicated efforts of the Lynch School of Education, Boston College is invested in a number of ongoing partnerships with the Boston Public Schools (BPS) and Catholic schools. These partnership programs address educational research, teacher induction and training, student teacher placements, curriculum development, professional development consultation and community and parental engagement. Over the years, hundreds of Boston College students have volunteered in public, private and parochial schools in Boston, Newton and throughout the Greater Boston area.

This section provides an overview of a number of innovative programs offered by the Lynch School of Education and other departments at the University. Additionally, the section describes the financial aid commitment of Boston College to students from Boston, and specifically from Allston-Brighton, to assist them in attending the University.

Scholarship Aid

Boston College is committed to providing funds to meet the full-demonstrated need of every student applying for financial aid. In support of this commitment, Boston College grants institutional scholarships that come from a variety of sources, including 500 named scholarships. Table 13-1 provides a breakdown of the institutional aid received by students from Allston-Brighton and Boston.

Allston/Brighton Scholarship Program

The Allston/Brighton Boston College Scholarship Program provides 10 academically talented students from Allston/Brighton with scholarships to attend Boston College. To be eligible for the award, the students must be permanent residents of Allston/Brighton for a minimum of four years and be accepted for freshman admission. In the event that ten Allston/Brighton students do not meet the requirements, the scholarships are awarded to students from other Boston neighborhoods. Students must also complete the Boston College financial application process and have an institutionally determined need greater than $10,000 to be considered.

For the academic year 2007-2008, seven scholarships were awarded to Allston/Brighton students and three to students in other Boston neighborhoods. The ten full tuition scholarships represent an annual commitment of approximately $351,500 per year, or a four-year commitment of more than $1.4 million in scholarship assistance.

Table 13-1 Educational Aid to the Allston/Brighton Community and Boston

2006-2007	Allston-Brighton	Boston
Number of undergraduates	122	356
Number receiving any aid	94	273
Dollar amount of aid	$2,361,567	$8,352,469
Average aid amount	$25,123	$30,595
Number receiving any grant	78	239
Dollar amount of grants	$1,858,163	$6,343,758
Average grant amount	$23,823	$26,543
Number receiving BC grant	74	232
Dollar amount of BC grants	$1,654,847	$5,303,907
Average BC grant amount	$22,363	$22,862

Educational Partnerships

Step Up Initiative

In conjunction with Boston, Harvard, Northeastern and Tufts universities, Boston College is collaborating in a new partnership to bring a comprehensive set of learning support services to 10 Boston Public Schools. Through the Step Up Initiative, BC's Lynch School of Education is paired and working closely with the Winthrop Elementary School and the Russell Elementary School located in Dorchester. Major areas that have been identified by the Superintendent of Schools, and where Boston College will be offering its resources, include professional development and instructional support in English language learning, cultural competency, and training principals and teacher leaders on the use of data and their implications for evaluation and assessment.

Boston Connects

Boston Connects is a unique school-community-university partnership linking fourteen Boston Public Elementary Schools in Cluster 5 and Cluster 2, the YMCA of Greater Boston and Boston College with other community partners to coordinate school and community support programs serving more than 4,500 students and their families. In January, the Lynch School of Education announced a $9.2 million extension of funding through grants from the New Balance Foundation, Strategic Grants Partners and the Charles Hayden Foundation. The Boston Connects partnership is committed to the principle that academic success in urban schools requires integrated and comprehensive student and family support both to address the non-academic barriers to learning and to promote healthy development. To this end, Boston Connects is working toward building systemic change within these

elementary schools and surrounding neighborhoods by connecting individual students and families with effective in-school student support and well-developed community agency resources. Through Boston Connects, students and their families are able to gain access to better health care and nutritional information programs, educational resources, after-school care and other prevention programs.

College Bound

Established by Boston College in 1987, College Bound is a program for culturally and racially diverse students from the Boston Public Schools that focuses on increasing their access to and retention in four-year institutions of higher education. College Bound is currently affiliated with Brighton High School and the West Roxbury Education Complex. Students from both the Lynch School of Education and the College of Arts and Sciences work with high school youths to refine their academic skills and supplement their high school programs with Saturday enrichment classes both on the BC campus and in their communities. The program also fosters leadership skills and parental engagement, and provides career advisement, college application assistance and financial aid guidance.

Options through Education

The Options Through Education Transitional Summer Program (OTE) is a six-week pre-collegiate enrichment program designed for educationally and financially disadvantaged students who are highly motivated potential achievers. OTE gives these students a leg up on the sometimes daunting transition to college life. It familiarizes participants with Boston College's academic and administrative resources, strengthens their scholastic skills and acquaints them with the campus and surrounding community. The program has been recognized by the Education Testing Service as a national model and boasts a 91 percent retention rate for its students during their collegiate careers and a 94.5 percent graduation rate for its AHANA (African-American, Hispanic, Asian, and Native American) participants during the past four years.

YMCA Black Achievers College Fair

For the past 12 years, Boston College has hosted the YMCA Black Achievers College Fair at the Flynn Recreation Complex. This event introduces 3,000 African-American high school seniors to the educational opportunities at area universities, including Boston College, historically black colleges and universities, and military academies. College admissions representatives, as well as representatives from organizations that assist students with college planning, test preparation and scholarship assistance, are on hand to provide guidance and answer questions.

Private Industry Council (PIC) Summer Jobs Program

This program provides students from 14 Boston Public High Schools with summer employment opportunities at various businesses, colleges and universities and non-profit

agencies in Boston, with a goal of integrating education with future employment objectives. Boston College has participated in the PIC Summer Program since 1985, employing 25 to 30 students in various offices and departments across campus such as Athletics, Governmental and Community Affairs, Human Resources, the Lynch School of Education and the Bookstore. In addition to providing the students with valuable work experience, the program offers MCAS tutorial classes and college admission information.

Let's Get Ready Program

Starting in fall, 2006, Boston College partnered with the *Let's Get Ready* program to offer SAT and college preparatory services to 45 high school juniors and seniors from Allston-Brighton, to enhance their abilities to successfully apply to college and to increase the number of qualified applicants for the Allston-Brighton Scholarship Program. To date, participants have achieved an average SAT score increase of 140 points, and enrollment has increased to 58 students. Program participants meet two evenings a week at Another Course to College (ACC) in Brighton, where 18 to 20 Boston College students serve as coaches for the writing, verbal and math sections of the SAT. The program's more than 40 hours of free SAT tutoring and 15 hours of preparation for the college search process have made success on the SAT and college admittance attainable goals. This successful Boston College program is viewed as a model for other *Let's Get Ready* sites in Massachusetts.

MACC – Massachusetts Campus Compact Tutoring Program

The Boston College-Massachusetts Campus Compact Tutoring Program is a group of 75 undergraduate students who volunteer at a Boston public school or the West End House Boys & Girls Club. Tutors assist at the schools at least one day a week and participate in weekly training sessions on the BC campus.

Read Aloud Program

The Read Aloud Program is a partnership among the faculty and staff of Boston College, the Boston Public Schools and Boston Partners in Education. The program's nearly 70 volunteers are assigned to read to students once a month at three local Brighton elementary schools: the Mary Lyon, the James Garfield and St. Columbkille School. The volunteers read from specially chosen books that are appropriate for the age level, interest and curriculum of the pupils. Volunteers also lead book discussions, question and answer sessions, or general conversations in the classroom.

Donovan Urban Teaching Scholars Program

The Donovan Urban Teaching Scholars program is an intensive one-year master's degree program in teacher preparation. Each year, the program recruits and supports a diverse cohort of up to 30 graduate students, and provides them with an academically challenging education specifically responsive to the concerns and needs of urban students, families, schools and communities. Both pre-practicum and practicum placements for the Donovan Urban Teaching Scholars occur in the following Boston Public Schools: Jackson Mann, Boston International High School, Mary Lyon, Brighton High School and West Roxbury Education Complex. A number of Donovan alumni are currently teaching in BPS.

Teachers for a New Era

Boston College's University-wide commitment to teacher education is strengthened by participation in the Carnegie Corporation's Teachers for a New Era (TNE) initiative. As one of 11 TNE institutions preparing, assessing and supporting future teachers, Boston College improves teacher preparation and P-12 pupil learning through continued collaboration among Education and Arts & Sciences faculty and Boston-area school-based professionals. Boston College's extensive liberal arts core curriculum and social justice vision enhance opportunities available to teacher candidates and practicing teachers.

Demonstrating its commitment to the Boston Public Schools, a significant number of Lynch School of Education students are placed in Boston Public Schools for both pre-practicum and practicum placements as reflected in Table 13-2. Based on the quality of this experience and job performance, many graduates are hired by BPS as indicated in Table 13-3.

Table 13-2 Boston College Lynch School of Education Students Placed in Boston Public Schools for Pre-Practicum and Practicum

Field	Date	Boston Public Schools	Non Boston Public Schools	Total	Percent in Boston Public Schools
Teacher Education	2006-2007	93	210	303	31%
Education Administration	2006-2007	4	5	9	44%
School Counseling	2006-2007	1		1	100%

Table 13-3 Boston College Boston Public School Hire Report

Year	BC BPS New Hires	Total BPS New Hires	Percent BC BPS New Hires
2006-2007	58	544	10.7%

Center for Catholic Education

As the top-ranked Catholic school of education, BC's Lynch School has a long tradition of concern for Catholic education at all levels. Uniquely poised to lead the charge of building new models of sustainability for Catholic schools across the country, Boston College's Center for Catholic Education brings under one banner various initiatives related to Catholic education. One such successful local initiative is the St. Columbkille School Partnership described below.

St. Columbkille School Partnership

In 2006, Boston College, the Archdiocese of Boston and St. Columbkille Parish established a ground-breaking partnership to preserve and strengthen Catholic, parish-based education for the children and parents of Allston-Brighton. This unique collaboration, the first between a Catholic university and a parochial school in the United States, draws on the rich resources of the Lynch School of Education, best practices in American elementary education, and the guidance of Catholic educational, social and religious principles. In its first year, the partnership implemented a new early childhood curriculum, offered teacher training and professional development programs (including 100 percent scholarship for teachers or faculty seeking a master's degree from the Lynch School of Education), completed much-needed renovations to the physical plant, and examined both the financial and management structure of the school. In total, Boston College has invested more than $1 million in St. Columbkille School since 2006.

St. Columbkille Summer Camp

Since 2003, Boston College and St. Columbkille School have joined forces to offer a summer day camp for local children. Open to 120 campers from ages 3 to 14 residing mainly in Allston-Brighton, the camp operates nine one-week sessions on the BC campus. In addition to classroom learning, activities include specialized on-campus informational tours of the BC bookstore, admissions, police department, museum and library, use of computer labs, the pool and other athletic facilities, a karate clinic, events with student athletes, reading enrichment provided by the Storymobile and field trips to area resources such as the science museum, zoo and the aquarium.

Urban Catholic Teacher Corps

The Urban Catholic Teachers Corps (UCTC) is a two-year service program for teachers who wish to gain experience teaching in urban Catholic schools in the Boston area, while living in community with other aspiring teachers. Now in its 10th year, UCTC offers professional experience and spiritual development to young teachers interested in Catholic education, while providing the Archdiocese of Boston with a source of trained educators committed to urban Catholic schools.

Community Development Assistance

Boston College participates in numerous community development activities and programs designed to strengthen the physical, social and economic conditions of its neighboring communities. The following community development initiatives illustrate the University's commitment to improving the quality of life beyond its campus borders.

Allston-Brighton/Boston College Community Fund

Created in 1995 by Boston College and Mayor Thomas M. Menino, the mission of the Fund is to provide grant support to Allston-Brighton community groups or non-profit organizations for projects that enhance the community through civic engagement, beautification initiatives, youth enrichment or educational programs. The Fund Committee is composed of community residents, representatives from the City of Boston and Boston College. The Fund awards individual grants of up to $3,000 (recently increased from $2,500) in two cycles during the fall and spring of each year and one $25,000 biennial beautification grant (see Tables 13-4 and 13-5).

Table 13-4 Spring 2007 Community Fund Awards

Organization	Grant Amount
Addiction Treatment Center of New England	$3,000
Boston Connects	$3,000
Brighton High School	$3,000
Caritas Good Samaritan Hospice	$3,000
Children's Organic Garden Science Project with the Conservatory Lab Charter School	$900
The Fishing Academy, Inc	$3,000
Holy Resurrection Orthodox Church, Open Door Ministry	$3,000
Mt. Saint Joseph Academy	$2,600
St. Columbkille School	$3,000
The Winship Elementary School Parent Council	$1,860
TOTAL	**$26,360**

Table 13-5 Spring 2007 $25,000 Biennial Award

Organization	Grant Amount
West End House Boys and Girls Club of Allston-Brighton	$25,000

This past year the Fund conducted a special grant cycle, awarding a total of $175,000 in three categories: Civic Engagement, Community Beautification, and Youth Enrichment (see Table 13-6). With the addition of the three special grants, the Fund awarded more than $225,000 to Allston-Brighton initiatives during the past year and will soon surpass the $1 million mark in total grants since its inception.

Table 13-6 Special Grant Awards

Organization	Grant Amount
Beautification Project Grant: Allston Village Main Streets, "Allston Village Beautification"	$50,000
Youth Enrichment Project Grant: YMCA of Greater Boston (Oak Square), "Oak Square Community Teen Center"	$50,000
Civic Engagement Project Grant: Brighton-Allston 200, Inc. "The Brighton-Allston Bicentennial"	$75,000
TOTAL	**$175,000**

Boston College Neighborhood Center

The Boston College Neighborhood Center, located on Washington Street in the heart of Brighton Center, is now in its 12th year of linking University resources to services to the Allston-Brighton community. The Center's programs include:

Tutoring and Mentoring Programs

Boston College students volunteer to tutor more than 100 local children in a variety of programs and settings: one-on-one at the Neighborhood Center, on the Boston College campus, and in after-school programs. The one-on-one tutoring program matches BC students with Allston-Brighton students ranging from elementary school through high school. BC students participate in after-school tutoring programs at the Jackson Mann School, St. Columbkille School, the Commonwealth Tenants Association After-School Program, and the Read Boston Program, a children's literacy campaign operating at the Hamilton and the Baldwin Elementary Schools. In addition, BC students are mentoring young girls in the third, fourth and fifth grades at the Hamilton, Winship and Garfield Elementary Schools via the BC chapter of the Strong Women, Strong Girls Program. The

program's mission is to empower young girls and build positive self-esteem and skills for life-long success.

English as a Second Language (ESL)

Boston College students volunteer to teach English to local residents at the Neighborhood Center and five other sites in Allston/Brighton: the Allston/Brighton Community Development Corporation, Insight, the Joseph Smith Community Health Center, Covenant House and the Commonwealth Tenants Association. This program has helped hundreds of immigrants to learn English and has helped hundreds more experience the joys of reading.

Food for Families

The Boston College Office of Governmental and Community Affairs, the Alumni Association and the Neighborhood Center collaborate with the Commonwealth Tenants Association and the Boston Food Bank to feed needy families at the housing development. On the second Wednesday of each month, BC student athletes and other volunteers work in conjunction with the Commonwealth Tenants Association to bag and distribute groceries from the Food Bank. Through this effort, 225 bags are distributed to families and the elderly each month.

HEAR – Helping Educate for Academic/ Athletic Responsibility

Boston College student athletes and their coaches visit every Allston-Brighton public and parochial elementary and middle school at least once throughout the year. During their interactions, student athletes speak to the class about the value of academics and the importance of teamwork in everyday life. In addition to visiting schools, the HEAR program also makes regular visits to patients at the Franciscan Children's Hospital and Boston Children's Hospital. The assistant director of the Neighborhood Center works with the schools to match their needs with BC resources and provides youth tickets to BC athletic events.

Service Days

Service Days offer opportunities for students to give back to the surrounding communities of Allston and Brighton by volunteering their time to assist neighborhood organizations with various projects. Teams of students help with park beautification, painting projects at churches, schools and public housing developments, city-wide clean up efforts such as Boston Shines, assisting elderly and disabled neighbors, flower planting, graffiti removal, nursing home visits and youth mentoring. In recent years, service projects were performed at the Oak Square YMCA, Irish Immigration Center, Brighton Main Streets, St. Columbkille School, all three local libraries and at the Commonwealth and Faneuil Gardens Housing Developments.

Veronica Smith Senior Center

Boston College partners with the Veronica Smith Senior Center to provide health screening for seniors. It also provides programs such as the Men's Club at BC, which features events and lectures, and organizes a dance for the seniors featuring the vocal and musical talent of BC students. A tour of the Boston College campus and lunch are offered to 30 seniors each spring.

Volunteer Service Programs

Boston College emphasizes volunteerism as a vital part of a student's education and personal formation. The number of student volunteers in the Allston/Brighton community alone is estimated at more than 1,000 per week and their effect is significant. For example, a former executive director at the West End House Boys and Girls Club stated that the community service work the organization received saved the Club between $100,000 and $125,000 each year. Three of Boston College's most notable volunteer service programs, PULSE, 4Boston and the Appalachia Volunteers, are mentioned below in addition to a sampling of other programs involving both students and employees.

PULSE

Boston College's PULSE program is a national model for service learning that integrates academics with a service internship at one of 51 community service placements in the Greater Boston area. The 400 students involved in the program volunteer between eight and twelve hours each week during the academic year at a variety of non-profit organizations. On any given day, PULSE students are coordinating volunteers for Project Bread's Walk for Hunger, serving breakfast to homeless men at the Pine Street Inn, or providing tutoring and mentoring services at three Brighton organizations: Crittendon Hastings House, Commonwealth Tenants Association and the Parent's Center at Saltonstall House.

4Boston

Boston College's 4Boston program, comprising more than 300 undergraduate students, is a major volunteer initiative that services 18 community agencies in the City of Boston. Named for the four hours each student provides on a weekly basis, the 10-week program operates during the fall and spring semesters. Each placement is made up of a team of 20 students and over the course of one year alone 4Boston volunteers average more than 80,000 service hours. Placements in Brighton include the Commonwealth Tenants Association After-School Program, the Jackson/Mann Adult Education Program and the Franciscan Children's Hospital Residential Assessment Program.

Appalachia Volunteers

Since its founding in 1978, the Boston College Appalachia Volunteers program has provided hope and assistance to marginalized and impoverished communities located in the Appalachian region of the United States. Starting with 12 students, the BC program has grown to more than 650 volunteers operating in 36 different locations within Appalachia, making it the largest Spring Break service organization in the United States. In order to gain valuable experience working with different facets of the community, volunteers participate in local service opportunities during the academic year leading up to their Spring Break service trip. This past fall a total of 175 students participated in community service activities at the Oak Square YMCA, the Brighton and Oak Square Libraries, Brighton Main Streets/Boston Shines Clean-Up, the Veronica Smith Senior Center and the Faneuil Gardens Housing complex.

American Red Cross Club of Boston College

The American Red Cross of Boston College (ARCBC) is a student organization that works in conjunction with the American Red Cross of Massachusetts Bay Chapter. The ARCBC sponsors five blood drives each year, offers CPR and first aid training, assists with food distribution for the needy in Boston, and provides immediate disaster relief to the surrounding community.

Campus School Volunteers

The Campus School Volunteers of Boston College (CSVBC) are a group of undergraduates established to work with and advocate for the students with complex health needs, many of whom are from the Greater Boston area, who attend BC's Campus School for the multiply disabled. The group was established in 1996, and has become one of the largest student volunteer groups on campus. The Campus School Volunteers work both directly with the students in classroom settings, as well as outside the school organizing fund raisers and promoting awareness.

Circle K Club of Boston College

Circle K is a service organization dedicated to community and campus involvement in and around the Boston College area. A majority of the service projects are aimed at improving the general well being of the residents of Allston-Brighton. Boston College students participate in activities ranging from a literacy project at the Hamilton and Baldwin Schools, to working in the soup kitchens at Brighton Congregational Church, to initiating a bicycle and helmet safety program at local elementary schools.

Cleansweep

Now in its 15th year at BC, Cleansweep student, employee and alumni volunteers collect household items, clothing, food and appliances donated by students at the close of each academic year. These items are then distributed for re-use to hundreds of non-profit organizations, community agencies, churches and schools in Boston and other local communities. Not only does this program embody BC's mission of service to others, but it helps the environment by reducing waste and promoting recycling.

Dance Marathon

Each spring, Boston College students gather to dance the night away and raise funds for Brighton's Franciscan Hospital for Children. Through donations from friends and family along with sponsorships from local businesses, the event raised a record $165,000 in 2007, and since its establishment in 2003, the Dance Marathon has contributed more than $350,000 to the hospital.

Grads Give Back Day

Each year the Law Student and Graduate Student Associations of Boston College plan a day of community service called "Grads Give Back Day." This year, more than 100 graduate students volunteered at placements on campus and throughout Boston. The service opportunities ranged from conducting on-campus food and clothing drives, hosting a social for children attending the Campus School, clean-up of the jogging and pedestrian pathways at the Chestnut Hill Reservoir, visiting residents at the Brighton House Rehabilitation and Nursing Center and assisting with a spring clean-up of the grounds and facilities at the Franklin Park Zoo.

Cultural Resources

Boston College's McMullen Museum of Art

Boston College's McMullen Museum of Art serves as a dynamic educational resource for all of New England, as well as the national and the international communities. The Museum displays its notable permanent collection and mounts exhibitions of scholarly importance from all periods and cultures of the history of art. The Museum is free and open to the public. Private group tours are also available by request and the Museum's docents can tailor their presentations to the group's age level and interests. Museum personnel may also be able to provide additional texts or facilitate contact with a BC faculty member with expertise in a specific area of interest.

Boston College Arts Festival

For the past ten years in April, Boston College has sponsored a celebration of the arts which is free and open to the public. More than 13,000 people attended the 2007 Festival that showcased the artistic achievements in the performing, visual and literary arts of 1,000 Boston College students, faculty and administrators. The festival features instrumental, vocal and dance performances, art exhibitions and demonstrations, film screenings, literary readings, an afternoon of art activities designed for children, and a Mass for the arts.

Humanities Series

For fifty years, the Humanities Series has enriched the intellectual, cultural and spiritual lives of Boston College students, faculty and staff, as well as the general public, by offering a remarkable range of speakers, artists and performers. Over the years, the University has been host to an amazing range of talent, including twenty-two of the Library of Congress's Poet Laureate Consultants and four Nobel Prize winners in literature, nearly all of whom appeared in free events open to the neighboring community.

Neighborhood Night at the Theater

In conjunction with the Arts Festival, the Office of Governmental and Community Affairs invites 100 neighborhood residents to attend opening night of the student Spring theatrical production at Robsham Theater. Prior to the production, the University hosts a reception where residents and members of the BC community can converse and enjoy light refreshments.

Irish Institute at Boston College

Since its founding in 1997, the Irish Institute at Boston College has hosted more than 100 programs and numerous special events open to the public. Working under the auspices of the Center for Irish Programs, the Irish Institute makes use of cross-campus and local resources to facilitate rewarding personal, corporate and professional exchanges with the goal of promoting a lasting peace in Ireland. The Irish Institute often hosts officials and policymakers from Ireland and Northern Ireland and offers professional development programs in areas such as government, business, and education.

"Pops on the Heights"

For the past 15 years, the Boston Pops Orchestra has performed at Boston College in a scholarship fundraising gala known as "Pops on the Heights." As part of this event, the University extends an invitation to 100 neighbors to enjoy dinner and the performance. Last year's event featured renowned conductor John Williams and the event raised a record $2 million in funds. Since the inception of the program, 522 scholarships have been awarded to needy students.

Sports and Recreational Programs

Boston College Athletic Tickets

In conjunction with the Athletic Department, the Office of Governmental and Community Affairs reserves 50 tickets per game for residents of Allston-Brighton to attend on-campus football, basketball and hockey games. Tickets are obtained on a first-come, first-served basis by contacting the Office. Table 13-7 indicates the value of the tickets distributed last year.

Table 13-7 Sports Tickets Provided to Allston-Brighton Residents

Sport	Number of tickets per home game	Cost to Boston College per home game
Football	50 tickets at $37 each for 7 games	$12,950
Basketball	50 tickets at $20 each for 14 games	$14,000
Hockey	50 tickets at $20 each for 19 games	$19,000
Annual Total		**$45,950**

Flynn Recreation Complex Summer Program

Boston College opens the Flynn Recreation Complex to 30 residents of Allston -Brighton per day, weekdays during the summer. Residents register with the Office of Governmental and Community Affairs and contact the office to use the swimming pool and fitness equipment in the facility. This extremely popular program runs from early June through late August.

Mayor's Cup Hockey Tournament

Each October, Boston College donates ice time to the City of Boston for the Mayor's Cup Hockey Tournament. This tournament provides youngsters of all ages from neighborhoods throughout Boston with the opportunity to compete at the squirt, peewee and bantam hockey levels on the home ice of the 2008 NCAA Men's Hockey National Champions.

Allston-Brighton Youth Hockey

Boston College supports the Allston-Brighton Youth Hockey program by donating ice time in Conte Forum on an annual basis.

Boston College Spring Football Game

Each spring, the University hosts an inter-squad football match at Alumni Stadium that is free and open to the community. In addition to the game, the University hosts a carnival in the Flynn Recreation Complex with games, activities and refreshments for families to enjoy.

Kid's Karate Exhibition

For the last 16 years, BC has partnered with Kid's Karate, a premier youth karate program, to host an annual exhibition in the Power Gym at Conte Forum. More than 4,800 local children from Boston and Newton have benefited from the program which builds self-esteem, mental and physical confidence, and mutual respect among the children.

Jimmy Fund Charity Events

Boston College opens the Flynn Recreation Complex to the Hoops for Hope, 3-on-3 basketball tournament, which raises money to support cancer research. Last September, the Jimmy Fund utilized BC athletic and parking facilities to accommodate 400-600 walkers and served as the official start the Jimmy Fund 5-Mile Walk.

Community Rowing Boathouse

Boston College is participating in the development of the Community Rowing Boathouse now under construction at 100 Nonantum Road in Boston on land leased from the Commonwealth of Massachusetts. As a "Contributing Organization," the University has committed to a substantial payment towards construction costs and annual payments for on-going operating expenses in exchange for the use of boat storage racks in the facility by its crew team.

Appendix A

2008 Housing Impact Study

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Impacts of Student Housing Demand on Off-Campus Housing Markets

Over the past several decades the University has worked to lessen its impact on the local Allston-Brighton housing market though a number of intentional and carefully crafted strategies including the addition of undergraduate beds to the on-campus housing supply and most importantly, through the establishment of a welcoming residentially focused student culture on campus.

While much has been done to offer students more on-campus housing options, a number of undergraduates remain in off-campus accommodations. The following analysis seeks to quantify the impacts which these students exert on the neighborhood marketplace today and the effect that net new on-campus beds proposed by the IMP are likely to have on the future performance of the Allston-Brighton housing markets.

Allston-Brighton Housing Market Supply

Based on data compiled by the US Census and estimates generated by Claritas, Inc., a nationally recognized source for econometric data, the supply of housing stock in the Allston-Brighton neighborhood in 2008 is estimated to total 28,361 units as shown in Table 1. Of the total occupied stock, roughly 80 percent is currently renter occupied and 20 percent is owner occupied. Only 2 percent of the existing Allston-Brighton 2008 housing unit supply is currently vacant (559 units).

Table 1
Allston-Brighton Housing Supply and Tenure Trends

Unit Tenure	2000	% Total	2008	% Total	% Change
Total Units	30,860	100.0%	28,361	100.0%	-8.1%
Total Occupied Units	30,397	98.5%	27,802	98.0%	-8.5%
Owner Occupied Units	6,060	19.6%	5,585	19.7%	-7.8%
Renter Occupied Units	24,337	78.9%	22,217	78.3%	-8.7%
Vacant Units	463	1.5%	559	2.0%	20.8%

Source: Claritas, Inc.

Within the current 2008 Allston-Brighton housing supply, 9 percent of units (2,492 units) are single-family attached and detached homes as shown in Table 2. Another 17 percent of the unit supply (4,871 units) is located in two-unit buildings. Fully 42 percent of units (11,787 units) are located in smaller, three to nineteen unit apartment buildings. Another 19 percent (5,257 units) are within mid-sized complexes of 20-49 units; and the remainder, 14 percent (3,927 units) of the total stock is in larger multi-family complexes of 50 units or more.

Table 2
Allston-Brighton Residential Building Stock

Housing Stock Data		Total Units	Total Occupied		Owner Occupied		Renter Occupied		Vacant	
2008 Housing Units:	**28,361**	**100%**	**27,802**	**98%**	**5,585**	**20%**	**22,217**	**78%**	**559**	**2%**
2008 Units in Structure:	**28,361**	**% Tot**	**27,802**	**% Tot**	**5,585**	**% Tot**	**22,217**	**% Tot**	**559**	**% Tot**
Single Detached Unit	1,670	5.9%	1,587	5.7%	1,249	22.4%	339	1.5%	83	14.8%
Single Attached Unit	822	2.9%	690	2.5%	242	4.3%	448	2.0%	132	23.5%
Structures with 2 units	4,871	17.2%	4,811	17.3%	1,609	28.8%	3,202	14.4%	60	10.7%
Structures w/ 3-19 units	11,787	41.6%	11,696	42.1%	1,595	28.6%	10,101	45.5%	91	16.3%
Structures w/ 20-49	5,257	18.5%	5,153	18.5%	645	11.6%	4,508	20.3%	104	18.5%
Structures w/ 50+ units	3,927	13.8%	3,837	13.8%	244	4.4%	3,592	16.2%	90	16.2%
Other	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Condominiums	5,216	18.4%	5,107	18.4%	1,852	33.2%	3,255	14.6%	108	19.4%

Source: Claritas, Inc.

As expected, owner-occupancy is concentrated in the single-family and two-family stock, with renter occupancy concentrated in the larger complexes (see Table 3). Condominium units make up roughly 18 percent of the total supply. Of these units, 64 percent are rented and 36 percent are owner-occupied.

Table 3
Allston-Brighton Tenure by Building Type

	Tenure percent By Building Type		
2008 Units in Structure:	**Owner Occupied**	**Renter Occupied**	**Vacant**
Single Attached Unit	75%	20%	5%
Single Detached Unit	29%	55%	16%
Structures with 2 units	33%	66%	1%
Structures w/ 3-19 units	14%	86%	1%
Structures w/ 20-49	12%	86%	2%
Structures w/ 50+ units	6%	91%	2%
Other	0%	100%	0%

Source: Claritas, Inc.

As shown in Table 4, smaller units predominate as in most neighborhoods in the City of Boston. Fully 41 percent of the 2008 Allston-Brighton housing stock consists of studio and one-bedroom units, with two-bedroom units accounting for another 35 percent. Seventeen percent of units are three-bedroom units and the remaining 7 percent of units are large units of four bedrooms or more.

Table 4
Allston-Brighton Residential Unit Mix

Housing Stock Data	Total Units		Total Occupied		Owner Occupied		Renter Occupied		Vacant	
2008 HU by # Bedrooms:	**28,361**	**% Tot**	**27,802**	**% Tot**	**5,585**	**% Tot**	**22,217**	**% Tot**	**559**	**% Tot**
Studio	2,195	7.7%	2,158	7.8%	65	1.2%	2,092	9.4%	37	6.7%
1 Bedroom	9,384	33.1%	9,177	33.0%	976	17.5%	8,201	36.9%	207	37.0%
2 Bedrooms	9,920	35.0%	9,713	34.9%	2,044	36.6%	7,669	34.5%	207	37.1%
3 Bedrooms	4,849	17.1%	4,755	17.1%	1,530	27.4%	3,225	14.5%	94	16.9%
4 Bedrooms	1,360	4.8%	1,354	4.9%	605	10.8%	750	3.4%	6	1.0%
5 or More Bedrooms	656	2.3%	647	2.3%	366	6.6%	281	1.3%	8	1.5%

Source: Claritas, Inc.

Given the nature of the neighborhood housing demand, rental occupancy is prevalent across all unit types in Allston-Brighton, ranging from 95 percent of studio units to 43 percent of 5+ bedroom unit supply as shown in Table 5. Vacancy levels are relatively uniform within the supply.

Table 5
Allston-Brighton Tenure by Unit Type

	Tenure % by Unit Type		
2008 HU by # Bedrooms:	**Owner Occupied**	**Renter Occupied**	**Vacant**
Studio	3.0%	95.3%	1.7%
1 Bedroom	10.4%	87.4%	2.2%
2 Bedrooms	20.6%	77.3%	2.1%
3 Bedrooms	31.6%	66.5%	1.9%
4 Bedrooms	44.5%	55.1%	0.4%
5 or More Bedrooms	55.8%	42.9%	1.3%

Source: Claritas, Inc.

Allston-Brighton Owner-Occupant Market Trends

Owner-occupied units comprise 20 percent of Allston-Brighton's overall 2008 housing supply (5,585 units). Of these, over one third are condominiums located in multi-unit buildings throughout the neighborhood (1,852 units), 27 percent (1,491 units) are single-family homes and the remaining 40 percent (2,241 units) are primarily owner-occupant units in the neighborhood's many duplexes, triple-deckers and four-family row-houses. While the number of owner occupied units is down somewhat from the 2000 peak of 6,060, the distribution of ownership by unit type has been relatively consistent.

Allston-Brighton home sale prices are shown in Table 6. They reached a market peak in 2005, with the median single-family price exceeding $475,000 and the median price for two and three-family houses approaching $650,000. The year-end 2007 median price of a single family home in Allston-Brighton was $445,000 and for a two-three family was $590,000.

Table 6
Allston-Brighton Home Sale Trends

Sales	Single Family			Two & Three Family			Condominium		
Year	# Sales	Avg. Price	Change	# Sales	Avg. Price	Change	# Sales	Avg. Price	Change
2000	54	$ 215,350		113	$ 392,688		639	$ 141,000	
2001	51	$ 330,000	53.2%	90	$ 464,350	18.2%	753	$ 182,000	29.1%
2002	63	$ 364,000	10.3%	115	$ 511,461	10.1%	581	$ 209,000	14.8%
2003	73	$ 380,000	4.4%	92	$ 570,978	11.6%	602	$ 236,000	12.9%
2004	90	$ 439,000	15.5%	163	$ 612,086	7.2%	878	$ 253,000	7.2%
2005	83	$ 479,000	9.1%	150	$ 643,167	5.1%	874	$ 285,550	12.9%
2006	56	$ 450,750	-5.9%	121	$ 593,678	-7.7%	653	$ 285,000	-0.2%
2007	64	$ 445,000	-1.3%	130	$ 590,000	-0.6%	725	$ 285,000	0.0%

Source: City of Boston Department of Neighborhood Development and Listing Information Network, Inc.

Condominium prices have also escalated dramatically in recent years, but remain relatively affordable for Boston, with the median at approximately $285,000 as of year-end 2007. The average annual growth rate for the Allston-Brighton single-family market over the past 7 years was 15 percent per year (including the recent 2006 and 2007 down years). Two and three-family price appreciation averaged 7 percent per year and condominium price growth averaged 15 percent for the period.

Allston-Brighton Rental Apartment Market Trends

Focusing on the rental market supply, for which Boston College undergraduates directly compete, reveals that the great majority (82 percent) of Allston-Brighton rental housing units are located in multi-family structures containing three units or more. Nearly 14 percent of rental units are located in two-family buildings and less than 4% of the rental unit supply consists of single-family attached and detached units.

The bedroom mix underscores this distribution, with roughly 41 percent of rental units in the studio and one-bedroom categories; 35 percent, having two-bedrooms; 17 percent having three-bedrooms and 7 percent having four-bedrooms or more.

Allston-Brighton rental vacancy rates remain low at roughly 2 percent (see Table 7). This is far below the 5 percent structural vacancy level needed to produce a balance between supply and demand in the marketplace. The effect of the low vacancy rate is well documented in the form of continued high rents for the neighborhood.

After a period of double digit increases between 1996 and 2001, Allston-Brighton rents peaked in 2001, declined through 2004 as new supply additions were absorbed and then stabilized. Year end figures for 2007 show gains again (3.8 percent over 2006) in part correlating to the softening for-sale markets. The annual rent growth for the past 10 years averaged 4.0 percent per year including the down years between 2002 and 2004.

Table 7
Allston-Brighton Average Rental Rates

Rents	Median Two-Bedroom Rent		Listing Volume	
Year	Average	Change	Average	Change
2000	$ 1,400.00	N/A	267	N/A
2001	$ 1,500.00	7.1%	340	27.3%
2002	$ 1,450.00	-3.3%	449	32.1%
2003	$ 1,350.00	-6.9%	463	3.1%
2004	$ 1,300.00	-3.7%	257	-44.5%
2005	$ 1,300.00	0.0%	121	-52.9%
2006	$ 1,300.00	0.0%	40	-66.9%
2007	$ 1,350.00	3.8%	80	100.0%

Source: City of Boston Department of Neighborhood Development

Boston College Student Housing Demand

Boston College undergraduate enrollment has been relatively stable over the past five years, fluctuating between 8,851 and 9,081 students annually through the period as shown in Table 8. he total 2007-2008 enrollment includes approximately 8,600 undergraduate students studying at the campus and living locally (excluding students studying abroad (350) and commuters (50)). No material change in undergraduate campus enrollment is expected.

Table 8
Boston College Enrollment Trends[5]

Enrollments by Year	Undergraduate	Graduate	Woods College of Advancing Studies	University Total
2003 Total	8,851	4,760	768	14,379
2004 Total	9,059	4,755	714	14,528
2005 Total	9,019	4,736	815	14,570
2006 Total	9,020	4,632	729	14,381
2007 Total	9,081	4,642	672	14,395
Percent Change 2003 -2007	+2.6%	-2.4%	-12.5%	+0.1%

Source: Boston College
Notes: Includes full and part-time students

On-Campus Residence Hall Capacity

Table 9 shows the variety of on-campus housing options on the Chestnut Hill and Newton campuses that Boston College offers to accommodate its undergraduate enrollment.

In total, Boston College residence halls house 7,330 undergraduate students (excluding beds occupied by Assistant Directors, Resident Hall Directors, Peer Ministers, and Resident Ministers) with 3,147 beds located at the Lower Campus in Boston, and 4,183 beds located in the City of Newton on the Chestnut Hill or Newton campuses.

Resident and Non-Resident Enrollment Trends and Projections

During the 1980s and 1990s an increasing number of Boston College undergraduate students were provided with housing accommodations on-campus, leading to a reduction in non-resident campus enrollment of over 2,100 students during this time period.

Since 2000, with the University's construction of more than 800 new beds, the on-campus residence hall capacity has grown to 7,330 beds. This represents an increase of over 13 percent in on-campus accommodations, up from a bed count of 6,459 in 2000.

Of the roughly 9,000 undergraduates enrolled over the 2007-2008 academic year, 350 or fully 4 percent are studying abroad (see Table 10). Another 50 are commuting, leaving a total of 8,600 students studying at the campus and living locally. Of the total campus enrollment, 85 percent reside in on-campus residence halls and 15 percent live elsewhere off-campus. This is down from fully 24 percent living off-campus in the 1999-2000 academic year.

The majority of non-resident enrollees represent members of the junior class, which has only about 50 percent living in University housing. The remainder consists of married and commuter students (from all classes) and seniors who have chosen to remain off-campus following their junior year.

Non-Resident Housing Locations

University officials estimate that roughly 1,100 of the 1,270 undergraduates living off-campus (not including commuter students) currently live in Allston-Brighton (see Table 11). This represents an approximately 25 percent decline in undergraduates living in the neighborhood, down from 1,475 students in 2000 (375 fewer) and illustrates the dramatic impact of new dormitory additions at the campus.

Table 9
Boston College Undergraduate Residence Halls by Campus

Facility	Address	Type of Housing	Undergraduate Beds
Chestnut Hill Lower Campus			
90 St. Thomas More Road	90 St. Thomas More Rd., Boston	Suites	381
110 St. Thomas More Road	110 St. Thomas More Rd., Boston	Suites	306
Edmonds Hall	200 St. Thomas More Rd., Boston	Apartments	771
Greycliff Hall	2051 Commonwealth Ave., Boston	Traditional	33
Modular Apartments	100 St. Thomas More Rd., Boston	Apartments	444
Vanderslice Hall	70 St. Thomas More Rd., Boston	Suites	423
Walsh Hall	150 St. Thomas More Rd., Boston	Suites	789
Sub-total Lower Campus			***3,147***
Chestnut Hill Middle Campus			
66 Commonwealth Avenue	66 Commonwealth Ave., Newton	Traditional	233
Gabelli Hall	80 Commonwealth Ave., Newton	Apartments	156
Ignacio	100 Commonwealth Ave., Newton	Apartments	364
Rubenstein Hall	90 Commonwealth Ave., Newton	Apartments	363
Voute Hall	110 Commonwealth Ave., Newton	Apartments	218
Sub-total Middle Campus			***1,334***
Chestnut Hill Upper Campus			
Cheverus Hall	127 Hammond St, Newton	Traditional	159
Claver Hall	40 Tudor Rd., Newton	Traditional	93
Fenwick Hall	46 Tudor Rd., Newton	Traditional	227
Fitzpatrick Hall	137 Hammond St, Newton	Traditional	199
Gonzaga Hall	149 Hammond St, Newton	Traditional	229
Kostka Hall	149 Hammond St., Newton	Traditional	178
Loyola Hall	42 Tudor Rd., Newton	Traditional	117
Medeiros Townhouses	60 Tudor Rd., Newton	Suites	103
Roncalli Hall	200 Hammond St., Newton	Traditional	170
Shaw Hall	372 Beacon St., Newton	Traditional	21
Welch Hall	182 Hammond St., Newton	Traditional	196
Williams Hall	144 Hammond St., Newton	Traditional	176
Xavier Hall	44 Tudor Rd., Newton	Traditional	106
Subtotal Upper Campus			***1,974***
Newton Campus			
Cushing House	885 Centre St., Newton	Traditional	123
Duchesne East	885 Centre St., Newton	Traditional	130
Duchesne West	885 Centre St., Newton	Traditional	140
Hardey House	885 Centre St., Newton	Traditional	196
Keyes North	885 Centre St., Newton	Traditional	151
Keyes South	885 Centre St., Newton	Traditional	135
Subtotal Newton Campus			***875***
TOTAL ALL CAMPUSES			**7,330**

Source: Boston College
Notes: [1] Assistant Directors, Resident Hall Directors, Peer Ministers, and Resident Ministers are not included.

Table 10
Resident and Non-Resident Enrollment

Enrollments[1]	2008		2000		Change	
	Count	% Total	Count	% Total	Count	% Change
Total Students	9,000	100%	8,951	100%	49	1%
Students Studying Abroad	350	4%	348	4%	2	1%
Total Campus Enrollment	8,650	96%	8,603	96%	47	1%
Campus Enrollment Living On-Campus	7,330	85%	6,459	75%	871	13%
Campus Enrollment Living Off Campus[1]	1,320	15%	2,043	24%	-723	-35%

Source: Boston College
Notes: [1] Enrollments figures reflect averages for year
1 Includes 50 commuter students

Table 11
Non-Resident Housing Locations

Enrollments[1]	2008		2000		Change	
	Count	% Total	Count	% Total	Count	% Change
Campus Enrollment Living Off Campus	1,320	15%	2,043	24%	-723	-35%
Off-Campus Commuters (Beyond Newton & Boston)	50	4%	387	19%	-337	-87%
Off-Campus Living in Newton & Boston City-wide	1,270	96%	1,656	81%	-386	-23%
Off-Campus Living in Allston-Brighton Neighborhood Only	1,100	87%[2]	1,475	89%[2]	-375	-25%

Source: Boston College
Notes: [1] Enrollments figures reflect averages for year; [2] Allston Brighton % is of Newton-Boston City-wide Off-campus Total

The majority of students who reside in the Allston-Brighton neighborhood are located in Brighton with the greatest student concentrations on streets served by the BC shuttle or public transit, or are within walking distance of the campus.

With the University's commitment to add 1,280 new beds to the University housing supply over the next ten years (see Table 12), very few undergraduates are expected to remain in market-sponsored units in Boston and the surrounding area.

Table 12
Undergraduate Housing Program

Change in Bed Supply	Location	# Beds	Change in # Beds
New	Brighton Campus	+500	+500
New	More Hall Site	+470	+970
New	2000 Commonwealth Avenue	+560	+1,530
Demolish	Edmonds Hall	-790	+740
New	Commander Shea Field	+550	+1,290
Demolish	Modular Apartments	-185	+1,105
New	Modular Apartments Site	+175	+1,280
Total		**+1,280**	

Source: Boston College
Notes: The net change accounts for demolition of the existing Modular Apartments and units at Edmonds Hall

Today, 85 percent of the 8,600 undergraduates living locally (excluding commuter students and those living abroad) reside in on-campus housing. By 2018, the percentage of total undergraduates being accommodated in University housing will reach 100 percent, when all the new residence halls are completed.

Non-Resident Housing Profile

A comprehensive student survey conducted by the BC Off-Campus Housing Office provides a clear picture of the characteristics of off-campus housing occupied by undergraduates of Boston College. Based on survey results, roughly 77 percent of the University's local non-resident undergraduates typically occupy apartments in multi-unit buildings, 19 percent rent entire houses with multiple bedrooms and 3 percent rent single rooms in private homes (Table 13).

Table 13
Boston College Off-Campus Housing Profile

Based on Student Survey Responses	Typical Distribution
Housing Type	
Apartment	77%
House	19%
Room	3%
Bedroom Type	
1 Bedroom	4%
2 Bedroom	21%
3 Bedroom	31%
4 Bedroom	26%
5 Bedroom	8%
Over 5 Bedrooms	10%

Source: Boston College

In the apartment category, two, three and four bedroom apartments dominate the mix, while the majority of units with 5 or more bedrooms consist of rented homes. Undergraduate students typically occupy very few 1-bedroom units, presumably because the rents are too much to bear for single or even double student occupancy.

The average occupancy per unit underscores the point. The average occupancy for a 2-bedroom unit is three persons. The average for a 3-bedroom unit is four persons. The average for a 4-bedroom unit is five occupants. And at 5+ bedrooms, the average occupancy jumps to seven occupants and above.

Non-Resident Housing in Allston-Brighton

Extrapolating from the survey data to Allston-Brighton produces a profile of the mix of units occupied by Boston College undergraduates in the neighborhood. In 2008, the 1,100 Boston College undergraduates living in the neighborhood are estimated to occupy approximately 272 housing units, down from 365 units in 2000. This constitutes a reduction of 25 percent in the number of student occupied housing units in the neighborhood over this time frame.

Table 14
2008 Non-Resident Housing Distribution

Unit Type	BC Undergraduates Living in Allston-Brighton	BC Undergraduate Occupied Housing Units in Allston-Brighton	BC Off-Campus Unit Distribution in Allston-Brighton
Bedroom Type			
0-1 Bedroom	44	29	10.8%
2 Bedroom	226	75	27.7%
3 Bedroom	338	84	31.0%
4 Bedroom	288	58	21.2%
5+ Bedroom	204	26	9.4%
Total	1,100	272	100.0%
Housing Type			
Single family		60	22.1%
2 to 4 Units		91	33.3%
Multi-family		122	44.6%
Total		272	100.0%

Source: Byrne McKinney & Associates, Inc. estimate

Of these student-occupied units, an estimated 38 percent are one- and two-bedroom units concentrated in the larger 10- to 50-unit investor-owned apartment structures that predominate in Allston-Brighton. Another 31 percent are three bedroom units found primarily in two- to four-unit structures, many of which are owner-occupied. An estimated 21 percent of units are 4+ bedroom units concentrated in two- to four-unit structures, many owned by absentee landlords.

Finally, the remaining units, less than 10 percent of the total units occupied by Boston College undergraduates in Allston-Brighton, are 5+ bedroom units consisting primarily of attached and detached single-family homes being rented to student groups by absentee owners.

Impact of Boston College Non-Resident Undergraduates on the Allston-Brighton Housing Market

Comparing Boston College undergraduate student occupancy data for the 2007-2008 academic year with statistics for the Allston-Brighton market overall, reveals that non-resident undergraduates enrolled at Boston College occupy approximately 1.2 percent of the total rental housing supply within Allston-Brighton and roughly 1.0 percent of the Allston-Brighton supply overall.

Table 15
Boston College Undergraduate Housing Market Capture by Unit Type

Undergraduate Occupancy By Bedroom Type	All Occupied Units in Allston-Brighton	All Renter Occupied Units in Allston-Brighton		Boston College Undergraduate Occupied Units in Allston-Brighton		
	Units	Units	% Total	Units	% Total	% Rental
Total Units	**27,802**	**22,217**	**80%**	**272**	**1.0%**	**1.2%**
Units by Bedroom Type:	**Units**	**Units**	**% Total**	**Units**	**% Total**	**% Rental**
0-1 Bedroom	11,335	10,294	90.8%	29	0.3%	0.3%
2 Bedrooms	9,713	7,669	79.0%	75	0.8%	1.0%
3 Bedrooms	4,755	3,225	67.8%	84	1.8%	2.6%
4 Bedrooms	1,354	750	55.4%	58	4.3%	7.7%
5 or More Bedrooms	647	281	43.5%	26	3.9%	9.1%

This compares with market penetration of 1.5 percent and 1.2 percent respectively for 2000 when 365 units were occupied by Boston College undergraduates. Notably, the differential in absolute terms is largely related to reductions in undergraduate occupancy of 2, 3 and 4 bedroom units.

Table 16
Change in Boston College Undergraduate Housing Market Capture by Unit Type

Units By Bedroom Type	2000	2008	Change
0-1 Bedroom	39	29	(10)
2 Bedrooms	101	75	(26)
3 Bedrooms	113	84	(29)
4 Bedrooms	78	58	(20)
5 or More Bedrooms	34	26	(8)

Not surprisingly, given the relative size of the market for one, two and three bedroom rental units in Allston-Brighton, Boston College non-resident undergraduates play only a nominal role in influencing the workings of this portion of the market. They constitute less than 0.5 percent of studio and one-bedroom unit occupancy, less than 1 percent of two-bedroom unit occupancy and less than 2 percent of three-bedroom unit occupancy.

In the four and five bedroom-plus product categories, Boston College non-resident enrollees are more significant, accounting for roughly 4 percent of total occupied units and for 7.7 percent and 9.1 percent, respectively, of the rental market activity for these two unit types.

Table 17
Boston College Undergraduate Housing Market Capture by Building Type

Undergraduate Occupancy By Structure Type	All Occupied Units in Allston-Brighton	All Renter Occupied Units in Allston-Brighton		Boston College Undergraduate Occupied Units in Allston-Brighton		
	Units	Units	% Total	Units	% Total	% Rental
Total Units	**27,802**	**22,217**	**80%**	**272**	**1.0%**	**1.2%**
Units by Structure Type	**Units**	**Units**	**% Total**	**Units**	**% Total**	**% Rental**
Single Detached Unit	1,587	339	21.3%			
Single Attached Unit	690	448	64.9%			
Total Singles	2,278	787	34.5%	60	2.6%	7.6%
Structures with 2 units	4,811	3,202	66.6%			
Structures with 3-4 units	3,860	3,333	86.4%			
Total 2-4 Family	8,671	6,535	75.4%	91	1.0%	1.4%
Structures w/ 5-19	7,836	6,767	86.4%			
Structures w/ 20-49	5,153	4,508	87.5%			
Structures w/ 50+ units	3,837	3,592	93.6%			
Other	27	27	100.0%			
Total Multi-Family	16,853	14,895	88.4%	122	0.7%	0.8%

This pattern is further illustrated by examining student occupancies by building type. Boston College undergraduate occupancy influences less than 1 percent of the multi-family rental marketplace, less than 2 percent of the 2-4 family rental market and under 8% of the single-family rental market.

To more fully understand the meaning of these percentages, it is useful to examine the effect of returning 100 percent of units now occupied by Boston College non-resident undergraduates to the market. In theory, vacated units would either be

absorbed by other market occupants seeking units in Allston-Brighton or in the alternative, would contribute to increased vacancy in the marketplace.

As the analysis illustrates, even if no other occupants stepped in to absorb the vacated units, the vacancy rate for Allston-Brighton specifically would increase to only 3 percent. This vacancy rate is still well below the level sufficient to produce a meaningful impact on rents or appreciation rates and would have to reach at least 5 percent to produce a supply-demand balance and as much as 7 to 10 percent to produce meaningful reductions in average rents or sale prices in the larger marketplace.

Table 18
Impact of Boston College Undergraduate Residents Quantified by Unit Type

Housing Vacancy by Bedroom Type	Total Units in Allston-Brighton	All Vacant Units in Allston-Brighton		Boston College Undergraduate Occupied Units in Allston-Brighton		Total Vacant Units in Allston-Brighton As if 100% of BC Undergraduates Lived On-Campus	
	Units	Units	% Total	Units	% Total	Units	% Total
Total Units	**28,361**	**559**	**2.0%**	**272**	**1.0%**	**831**	**2.9%**
Units by Bedroom Type:	**Units**	**Units**	**% Total**				
0-1 Bedroom	11,335	244	2.2%	Units	% Total	Units	% Total
2 Bedrooms	9,713	207	2.1%	29	0.3%	274	2.4%
3 Bedrooms	4,755	94	2.0%	75	0.8%	283	2.9%
4 Bedrooms	1,354	6	0.4%	84	1.8%	179	3.8%
5 or More Bedrooms	647	8	1.3%	58	4.3%	63	4.7%

An examination of the results by bedroom type further illustrates the point, particularly with respect to the impact of Boston College students on the Allston-Brighton rental housing market. For studio and one bedroom units (90 percent of which are rental units), two bedroom units (80 percent are rental units) and three bedroom units (70 percent are rental units), the effect of removing 100 percent of Boston College non-resident tenants from the market would serve to alleviate the rental vacancy level in these units by less than 1 percent, producing an overall vacancy for the smaller unit types at under 3 percent.

Somewhat more significant is the impact of Boston College students in the larger unit, four-plus bedroom sector of the market. Removal of Boston College student occupants from this sector produces an average 3.9 percent improvement in overall vacancy for these unit types, and resultant vacancy levels roughly commensurate with a balanced market standard at 5.2 percent. It follows, then, that the effect of removing students from this sector of the market might produce a more moderate rate of growth in rents within these larger unit types, assuming that they continue to compete in the rental sector.

In reality, however, a significant number of the largest rental units in the market consist of single-family homes being rented to students by absentee owners. As is demonstrated by data complied through the Boston College non-resident housing surveys, the historic advantages of this approach from an investor-owner's perspective are clear.

Rents paid by students for the largest units have most recently ranged between $700 and $900 per student (a 60 percent increase in student per capita rents over 2000). At these levels, assuming that 30 percent of gross income is set aside to cover real estate taxes and operating costs, with 20 percent down and today's investor borrowing rates, an investor-owner targeting the student rental market could afford to pay between $450,00 and $500,000 for a four-plus bedroom single-family home today ($330,000 in 2000).

This compares with the neighborhood's median owner-occupant, single-family home price of $445,000 in 2007 ($300,000 in 2000). With double digit price appreciation and the relative affordability and growing attractiveness of Allston-Brighton for the owner-occupant single-family buyer in recent years, the gap between investor and owner-occupant buying power has eroded and with it the investor buyer advantage in the competition for larger homes within proximity to the campus.

Table 19 quantifies the magnitude of Boston College student participation in Allston-Brighton's single-family market sector. Based on survey statistics, single-family rentals are estimated to comprise just over 20 percent of the Boston College non-resident housing occupancy, with a third of BC off-campus occupancy in two- to four-family residences and the remainder (45 percent) in multi-family apartments.

Table 19
Boston College Undergraduate Housing Market Capture by Building Type

Building Type	UG Occupied Units in Allston-Brighton	Non-Resident Unit Mix	% of Allston-Brighton Rental Stock	% of Allston-Brighton Total Stock
Single family	60	22.1%	7.6%	2.4%
2 to 4 Units	91	33.3%	1.4%	1.0%
Multi-family	122	44.6%	0.8%	0.7%
Total	272	100.0%	1.2%	1.0%

Removal of Boston College non-resident enrollees from the single-family stock would free approximately 2.4 percent of the Allston-Brighton single-family supply. While this is a somewhat greater proportion than reflected in the multi-family sector of the market, this amount is not sufficient to produce a material effect on pricing or appreciation rates in the local single-family market.

Table 20
Impact of Boston College Undergraduate Residents Quantified by Building Type

Housing Occupancy by Structure Type	Total Units in Allston-Brighton	Vacant Units in Allston-Brighton		Boston College Undergraduate Occupied Units in Allston-Brighton		Total Vacant Units in Allston-Brighton As if 100% of BC Undergraduates Lived On-Campus	
	Units	Units	% Total	Units	% Total	Units	% Total
Total Units	**28,361**	**559**	**2%**	**272**	**1.0%**	**831**	**2.9%**
Units by Structure Type	**Units**	**Units**	**% Total**	**Units**	**% Total**	**Units**	**% Total**
Single Detached Unit	1,670	132	7.9%				
Single Attached Unit	822	83	10.1%				
Total Singles	2,492	215	8.6%	60	2.4%	275	11.0%
Structures with 2 units	4,871	60	1.2%				
Structures w/ 3-4 units	3,890	30	0.8%				
Total 2 to 4 units	8,761	90	1.0%	91	1.0%	181	2.1%
Structures w/ 5-19	7,897	61	0.8%				
Structures w/ 20-49	5,257	94	1.8%				
Structures w/ 50+ units	3,927	49	1.2%				
Other	27	0	0.0%				
Total Multi-Family	9,211	203	2.2%	122	1.3%	325	3.5%

Summary Conclusions

The most significant conclusions to be drawn from the analysis are as follows:

- About 1,100 Boston College undergraduates live in off-campus housing in Allston-Brighton, occupying approximately 272 housing units and representing 1 percent of the neighborhood housing supply.
- Boston College undergraduate residency in the local market is expected to decrease substantially in the next 10 years and may be wholly eliminated with the 1,280 net new University sponsored undergraduate beds being proposed by the IMP.
- Given the intrinsically small numbers, the removal of 100 percent of Boston College students from the local market will have at most, a nominal effect on rental apartment pricing and appreciation rates in the Allston-Brighton marketplace.
- Given the rent potential represented by multiple student occupancies, Boston College students have historically had an impact on the pricing of single-family homes within immediate proximity to the campus. However, as market trends have driven up prices in the owner-occupant sector, the investor advantage derived from student rents has all but disappeared.

Appendix B

BRA Scoping Determination

(Issued on February 21, 2008)

BOSTON REDEVELOPMENT AUTHORITY

SCOPING DETERMINATION

FOR

BOSTON COLLEGE
INSTITUTIONAL MASTER PLAN

PREAMBLE

On December 5, 2008, Boston College ("BC") submitted to the BRA an Institutional Master Plan Notification Form ("IMPNF") seeking approval of a 10-year Institutional Master Plan that includes the former Archdiocese property acquired in several stages by BC ("Brighton Campus")

The BRA will review the proposed IMP pursuant to Section 80D of the Boston Zoning Code ("Code"). As part of the BRA's Article 80 review, Boston College is required to prepare and submit to the BRA a proposed IMP pursuant to Section 80D. The document must set forth in sufficient detail the planning framework of the institution and the cumulative impacts of the projects included in the IMP to allow the BRA to make a determination about the merits of the proposed IMP. The proposed IMP shall contain the information necessary to meet the specifications of Article 80 as well as any additional information requested below.

Copies of the IMPNF were made available to residents of surrounding neighborhoods in both hard copy and electronic format. On January 8, 2008 a public meeting was held at which the proposed IMP, as outlined in the IMPNF, was presented, and on January 8, 2008 a scoping session was held with public agencies as well. The Boston College Task Force established by the BRA met on January 8, 16, 22, and 29, with the first meeting being devoted to a discussion of the scoping process and the athletic fields and the following meetings covering transportation, housing, and open space, respectively. Comments generated from these meetings are included in Appendix 1 (Comments from Elected Officials), Appendix 2 (Comments from Public Agencies), and Appendix 3 (Comments from the Public).

Based on review of the IMPNF and related comments, as well as the scoping session and public meeting, the BRA hereby issues its written Scoping Determination ("Scope") pursuant to Section 80D-5.3 of the Code. Boston College is requested to respond to the specific elements outlined in this Scope. Written comments constitute an integral part of the Scoping Determination and should be responded to in the IMP or in another appropriate manner over the course of the review process. At other points during the public review of the IMP, the BRA and other City agencies may require additional information to assist in the review of the Proposed IMP.

In addition to the specific submission requirements outlined in the sections below, the following general issues should be noted:

- The City of Boston views its academic institutions as important economic and cultural assets and as valuable partners in a wide range of public policy priorities. However, while the benefits of Boston's academic institutions are felt across the city and even regionally, nationally, and globally, the negative impacts are generally limited to the immediate neighborhood. This dictates that both the BRA and academic institutions work to carefully balance the goals of vibrant institutions and healthy neighborhoods.
- The IMP mechanism is intended to help City agencies and residents assess the cumulative impacts of institutional expansion, and to facilitate a process by which those impacts can be addressed comprehensively. The BRA recognizes Boston College's efforts to support the goals of the IMP mechanism by projecting its long-term needs and proposing a multi-phase program for addressing those needs.
- It is the City's policy to encourage colleges and universities to expand their on-campus housing facilities for their students so that there is a decreasing use of private housing market resources in Boston neighborhoods by students. BC has responded to this policy with a proposal that has generated concern in the surrounding neighborhoods. The BRA looks forward to working with BC and its neighbors to identify strategies for accomplishing the goal of housing more students while alleviating the concerns of the surrounding residential neighborhoods.
- Boston College's campus expansion provides exciting opportunities for innovation and excellence in the area of sustainability, not only in individual buildings, but across the campus as a whole. The BRA applauds BC's commitment to sustainability as demonstrated in the IMPNF, and looks forward to working with BC in conjunction with the Boston Environment Department and other public agencies as BC formulates its final submission. Specific areas of interest are outlined in the Environmental Sustainability section below.
- The Boston College Task Force has provided extensive comments and questions based on neighborhood input. These comments and questions should be viewed as an integral part of the IMP review process. Many of the issues raised are reflected in the submission requirements outlined below; however, BC should respond appropriately in writing or through the Task Force process to all the issues raised by the Task Force, whether or not specifically included in the text of this Scoping Determination.

SUBMISSION REQUIREMENTS

FOR THE

BOSTON COLLEGE IMP

The Scope requests information required by the BRA for its review of the proposed IMP in connection with the following:

1. Approval of the Boston College IMP pursuant to Article 80D and other applicable sections of the Code.

2. Recommendation to the Zoning Commission for approval of the Boston College IMP.

The Boston College IMP should be documented in a report of appropriate dimensions and in presentation materials which support the review and discussion of the IMP at public meetings. Forty-five (45) hard copies of the full report should be submitted to the BRA, in addition to an electronic version in .pdf format. An additional thirty-five (35) hard copies of the document should be available for distribution to the Boston College Task Force, community groups, and other interested parties in support of the public review process. The IMP should include a copy of this Scoping Determination. The IMP should include the following elements.

1. MISSION AND OBJECTIVES

- **Organizational Mission and Objectives.** Define Boston College's institutional mission and objectives, and describe how the development contemplated or proposed in the IMP advances the stated mission and objectives. In particular, the IMP should address Boston College's competitive context and an explanation of the relationship between, on the one hand, Boston College's competitive strategy and trajectory as an institution, and on the other hand its physical needs.

- **Major Programs and Initiatives.** Describe any major academic programs or initiatives that will drive academic and physical planning in the future. Included in the description should be current and future trends that are impacting Boston College and shaping program objectives.

2. EXISTING PROPERTY AND USES

The IMP should present maps, tables, narratives, and site plans clearly providing the following information:

- **Owned and Leased Properties.** Provide an inventory of land, buildings, and other structures in the City of Boston owned or leased by Boston College as of the date of submission of the IMP, with the following information for each property:

- Illustrative site plans showing the footprints of each building and structure, together with roads, sidewalks, parking, and other significant improvements.
- Land and building uses.
- Building gross square footage and, when appropriate, number of dormitory beds or parking spaces.
- Building height in stories and, approximately, in feet, including mechanical penthouses.
- Tenure (owned or leased by Boston College).

3. CAMPUS DEMOGRAPHICS AND EMPLOYMENT

- **Student Population.** The IMP should provide a thorough explanation of past trends and future projections of the size and other characteristics of Boston College's student body. These data should be referenced as appropriate in other sections, e.g. the Student Housing Plan should make clear the relationship between student population and student housing goals, including targets for percentage of students housed. The IMP should include, at a minimum, an explanation of past growth trends and an explanation of Boston College's target student enrollments for five years and 10 years in the future.
- **Student Residence Locations.** Present data on the residence locations of students living in Boston College-owned dormitories as well as in other Boston-based housing, with a breakdown by level (undergraduate class, graduate students), and Boston neighborhood. To the degree possible, this information may be integrated with the Student Housing Plan, described below.
- **Employment.** Provide information Boston College's current employee population, disaggregated by faculty/staff, full-time/part-time, contract employees, Boston residents/non-residents, as well as projected employment over the term of the IMP.
- **Employment and Workforce Development.** Describe existing and proposed programs to train and hire Boston residents for Boston College jobs, with particular emphasis on proposed programs with Boston schools and other programs to train and employ students from Boston, and particularly from neighborhoods in the vicinity of the Boston College, at the requisite skill levels, or to otherwise enhance educational opportunities for Boston residents and prepare Boston residents and students for employment.

4. PROPOSED FUTURE PROJECTS

- **Article 80D Requirements.** Pursuant to Article 80D, the IMP should provide the following information for each Proposed Project:

  - Site location and approximate building footprint.
  - Uses (specifying the principal subuses of each land area, building, or structure, such as classroom, laboratory, parking facility).
  - Square feet of gross floor area.
  - Square feet of gross floor area eliminated from existing buildings through demolition of existing facilities.
  - Floor area ratio.
  - Building height in stories and feet, including mechanical penthouses.
  - Parking areas or facilities to be provided in connection with Proposed Projects;
  - Any applicable urban renewal plans, land disposition agreements, or the like.

- Current zoning of site.
- Total project cost estimates.
- Estimated development impact payments.
- Approximate timetable for development of proposed institutional project, with the estimated month and year of construction start and construction completion for each.

- **Rationale for Proposed Projects.** Discuss the rationale for the program, scale, and location of each Proposed Project in light of earlier discussions on mission, facilities needs, and campus planning objectives.

5. PLANNING FRAMEWORK

This section should discuss, at a minimum, the following:

- **Existing Context.** Describe Boston College's place in the broader context of adjacent land uses, and the surrounding neighborhoods. Reference any City or state policies or plans that shape the planning context for the area and for Boston College, including recent work by the Department of Conservation and Recreation regarding the Chestnut Hill Reservoir.
- **Campus Vision and Identity.** Describe Boston College's vision of its desired physical identity and, in general terms, strategies for achieving that identity.
- **Urban Design Guidelines and Objectives.** A statement of urban design guidelines and objectives for new and renovated buildings to assure their compatibility with supporting neighborhoods and districts and to minimize potential adverse impacts on historic structures.
- **Open Space System and Public Realm.** Discuss existing public realm conditions (i.e. parks, pedestrian routes, streetscapes, cemeteries, the Chestnut Hill Reservoir) in the vicinity of Boston College facilities, regardless of ownership. Discuss key urban design and public realm goals and objectives proposed by Boston College for the campus, with a focus on creating a high-quality network of green spaces and an effective interface between the campus and the surrounding neighborhoods, sensitive abutting areas, major thoroughfares, and transit stations.
- **Preserving Character of Brighton Campus Consistent with CPS and Article 29 Zoning.** Although the BRA recognizes that BC is requesting a rezoning of the area via an approved Institutional Master Plan, BC's proposed development should preserve key elements of the character of the former Archdiocese land consistent with the goals of the underlying Conservation Protection Subdistrict ("CPS") zoning, including preserving key areas of green space on the Brighton Campus. In addition, the provisions of Article 29 of the Boston Zoning Code relating to the Greenbelt Protection Overlay District along Commonwealth Avenue must be taken into account. BC will be expected to work closely with BRA zoning and urban design staff, as well as with other public agencies, to ensure that development is compatible with key goals of the existing zoning.
- **Buffer Zones and Preservation Areas.** Identify possible areas where land could be used as "buffer zones" for the community, such as the outer edges of the Brighton Campus along Lake Street and between the proposed dorms on Shea Field and the Reservoir, and/or areas that could be preserved in an undeveloped state in order to mitigate the impact of new development on the existing character of the Brighton Campus.

6. STUDENT HOUSING PLAN

Article 80D mandates that institutions submit a Student Housing Plan as part of the IMP. The IMP should address both the requirements set forth in Article 80D, which are reproduced below, and the additional requirements set forth in this section.

- **Article 80 Student Housing Plan Requirements.** Pursuant to Article 80D, the IMP should address the following:

    - The number of full-time undergraduate and graduate students living in housing facilities owned or operated by the Institution, including a breakdown by type of degree of program (undergraduate or graduate) and type of housing facility (dormitory, apartment, or cooperative housing facility).
    - The number of housing units owned or operated by the Institution, by type of housing facility (dormitory, apartment or cooperative housing facility).
    - Any housing requirements or restrictions the Institution places on its students (e.g. eligibility for on-campus housing, requirement to live on campus).
    - The process by which the Institution directs its students to housing facilities.
    - The Institution's short-term and long-term plans for housing its undergraduate and graduate students on-campus and off–campus.
    - Impacts of the Institution's student housing demand on housing supply and rental market rates in the surrounding neighborhoods, including those neighborhoods adjacent to the Institution's campus and other neighborhoods where the Institution's students are concentrated.

- **Alternative Scenarios for New Undergraduate Housing.** Given widely stated concerns about the placement of undergraduate housing on the Brighton Campus, BC shall study and present alternative housing proposals, including proposals to restrict undergraduate housing to the existing campus areas in Boston and Newton while still increasing the number of undergraduates housed in BC-controlled housing. Scenarios to be studied should include at a minimum:

    - Increased housing density on the areas currently proposed for undergraduate housing on the existing campus areas (e.g. the "Mods" site).
    - Full build-out of the "Mods" site with new, denser housing during the course of the 10-year IMP.
    - Retention of housing on the Edmonds Hall site (in the existing structure or a replacement), with alternative siting of the proposed Recreation Center.
    - Alternatives on the Shea Field site, including non-residential uses, decreased housing density, and setbacks or buffer zones.

- **Graduate Housing.** The Task Force has raised a number of questions and concerns regarding proposed graduate housing on Foster Road. BC shall work closely with the BRA, the Task Force, and the community at large to address these questions and concerns and to study any alternatives identified by the BRA through those discussions. In addition, the IMP should address BC's plans with respect to the rental units currently master-leased for graduate student housing and long-term plans for providing housing for graduate students.

7. ATHLETIC FACILITIES

The proposed introduction of new and upgraded athletic facilities into the Brighton Campus requires an examination of the impacts of the proposed uses on the surrounding residential areas. The IMP shall provide, at a minimum, the following:

- **Alternative Baseball Proposals.** Present alternative sizes and seating configurations for the baseball facility at the proposed location, as well as a discussion of potential alternative locations for this facility, including the Shea Field site.
- **Use Plan.** A detailed use plan for each of the proposed facilities, including:
    - Proposed frequency of use, types of users and frequency of use for each (e.g. intramural teams, intercollegiate competition, practice) major events, times of use, and lighting.
    - A discussion of the rationale for lighting and nighttime use of each of the proposed facilities.
- **Parking and Traffic.** BC shall work with the Boston Transportation Department to ensure that questions about parking and traffic generated by the proposed athletic facilities are adequately addressed as part of the overall transportation impact analysis.
- **Impact Studies.** BC shall work with the BRA and the City of Boston Environment Department to define appropriate methods for assessing the impacts of lighting and noise.
- **Proposed Mitigation Measures.** BC should propose mitigation measures for any impacts, including agreements regarding hours of use, techniques for minimizing lighting impacts, etc.
- **Synthetic Surfaces.** The IMP shall provide additional information about the proposed artificial surfaces to be used, and, at the request of the BRA, shall consult with relevant city agencies on the potential environmental and health impacts of these surfaces.

8. UTILITIES AND INFRASTRUCTURE

A well-planned infrastructure and utility network is essential to orderly campus development and to achieving a range of sustainability goals. In addition to BC's own campus infrastructure systems, there are important components of the region's water system in the vicinity of the BC campus, and BC should continue to work closely with the Massachusetts Water Resources Authority ("MWRA") on the issues outlined in the comment letter included in Appendix 2. The IMP should present the following information:

- **Existing Utility and Infrastructure Systems.** Relevant information on the existing infrastructure systems, the capacity of those systems to accommodate the development proposed in the IMPNF, and a description of the required investments along with phasing information. The IMP should make clear how the approach to the needs generated by the Proposed Projects will be coordinated with ongoing infrastructure and utilities investments.
- **System-Wide Planning.** The BRA recognizes the opportunities afforded by a system-wide planning approach to infrastructure and utilities that can yield efficiencies in construction and operation. The IMP should also describe Boston College's approach to planning the infrastructure and utilities systems for the entire development program. The approach should make clear the process for ensuring that infrastructure planning is coordinated with

other elements of campus planning in a way that will reduce the need for new infrastructure investments and maximize the efficiencies and synergies resulting from those investments that do take place. For example, the open space plan can be designed in such a way that it contributes to stormwater goals; roadway construction and reconstruction can be coordinated with major utilities work; and the coordinated development of systems can yield opportunities for harnessing energy that would otherwise be wasted.

- **Distributed Energy System.** With regard to the above, the development of an expanded campus offers an opportunity to provide for district energy needs in a comprehensive and sustainable manner. The IMP should provide any information and analysis available on the potential scope of such a system, location options for such a system, and the ways in which potential air quality and noise impacts can be addressed. The IMP should also describe the ways that energy issues, and sustainable energy and district energy planning in particular, are being integrated with other components of the planning framework.
- **Boston Water and Sewer Commission and Massachusetts Water Resources Authority Comments.** The IMP should respond to the comments submitted by the Boston Water and Sewer Commission and the MWRA, which are contained in Appendix 2. The IMP should also articulate the ways in which the planning and design work related to water, sewer, and stormwater issues are being integrated with other infrastructure issues, the sustainability agenda, and any other relevant components of the planning framework.

9. TRANSPORTATION AND PARKING MANAGEMENT / MITIGATION PLAN

In addition to the submissions detailed in this Scope, Boston College should continue to work closely with the Boston Transportation Department ("BTD") to outline an appropriate scope for studying and mitigating any transportation impacts of the proposed IMP, and with the MBTA and other public agencies on other proposed transportation projects.

- **Existing Conditions.** Provide a description of Boston College's existing transportation and parking characteristics, including data on mode share for employees and students, parking spaces owned and operated by Boston College, and policies regarding student and employee parking, and existing transportation demand management ("TDM") measures in place. Describe key pedestrian and bicycle safety problems in the vicinity of the campus that might reduce the number of Boston College employees and students willing to use alternatives to the automobile.
- **St. Thomas More Drive and Boston College MBTA Station.** BC shall coordinate closely with BTD, the MBTA, and relevant state agencies on comprehensive studies and alternatives related to the proposed realignment of St. Thomas More Road and the proposed relocation of Boston College MBTA station.
- **Parking.** The IMP should examine the following issues related to Boston College's current and future parking policies:

    - Describe the anticipated impact of projected employment increases on parking demand and Boston College's ability to meet that demand.
    - Document the number of employee and student parking permits that have been issued in recent years.
    - Document the parking supply in surrounding area, including paid parking and on-street, with information on parking restrictions in place.

- Describe the rationale for selecting the proposed locations for new parking facilities and, at the request of the BRA and BTD, examine alternative locations.
- The BRA and BTD reserve the right to request additional analysis related to parking, including potential strategies for additional on-campus parking, should it be deemed necessary.
- Describe net changes in parking supply during each phase of development.
- Describe how parking will be distributed and managed during football games and other on-campus events of similar scale.

- **Proposed TDM Measures.** Describe additional TDM measures that are being considered for the IMP.
- **Pedestrian Circulation Goals and Guidelines.** Provide a statement of goals and guidelines for pedestrian circulation both within and in the vicinity of Boston College's campus. It is understood that Boston College has neither the responsibility nor the ability to implement all the necessary improvements to the open space and pedestrian systems in the vicinity of its campus. However, Boston College should work with City and state agencies, as well as neighboring institutions and other actors, to effect improvements to those systems, including but not limited to enhanced pedestrian access to and from the nearby MBTA station. Such improvements are a critical element of any TDM measures on the part of Boston College and other area institutions. Proposals for specific improvements should be included in the IMP. Specific issues and suggestions are included in the comment letters.
- **Integrated Transportation System.** Boston College's planning should yield options for a comprehensive transportation system that includes a pedestrian/open space system, a bicycle network, public transportation and shuttles, campus parking, and a hierarchy of roadways that considers both the existing regional road network and smaller neighborhood and campus streets. These elements should all fit together and support one another as part of an integrated system.
- **Emphasis on Alternatives to the Automobile.** The transportation system should be designed to minimize the use of private automobiles and maximize the transportation alternatives for both Boston College affiliates and neighborhood residents. Improved shuttle service, enhanced public transportation, bicycle infrastructure, car-sharing, and other elements should all be considered. This goal should be supported by aggressive transportation demand management programs.
- **Student Auto Ownership, Use, and Parking.** Describe Boston College's current policies with regard to student ownership and use of automobiles, including the eligibility of students living in dormitories to obtain resident parking permits and any measures to enforce existing regulations.
- **Move-In/Move-Out Traffic Management Procedures.** Describe Boston College's current procedures for managing traffic and parking impact generated by students moving into and out of dormitories, and any proposed changes to those procedures.
- **Bicycle Transportation.** The IMP should discuss the adequacy of Boston College's existing bicycle storage facilities and the facilities to be in included in the future campus buildout.
- **Shared Parking.** Explore the feasibility of a shared parking arrangement to allow neighbors to park in Boston College's parking lots during off-peak hours. The IMP should document current off-peak usage of Boston College's parking and project future off-peak usage throughout the buildout of the proposed IMP projects.

- **Other Comments.** The IMP should respond to all other comments related to transportation included in the Appendixes.

10. ENVIRONMENTAL SUSTAINABILITY

The City of Boston expects a high level of commitment to principles of sustainable development from all developers and institutions. Boston College will be expected to work with the BRA, the City of Boston Environment Department, and other entities as determined by the BRA to set and meet ambitious environmental sustainability goals in both the IMP and in the design of the Proposed Projects. In developing this section, particular attention should be given to the comments from the Boston Environment Department, included in Appendix 2.

- **Sustainability Meeting.** Boston College will be expected to help organize one or more meetings on campus sustainability to discuss and shape its plans with the BRA and other key public agencies and organizations, with particular focus on the topics below.
- **Existing Sustainability Measures.** Document and describe Boston College's existing sustainability measures at the building and campus-wide level, including but not limited to energy, stormwater, solid waste, transportation, and infrastructure and utilities. Explain the administrative structure for making decisions about and promoting innovation in the area of building a sustainable campus. Describe any formal goals or principles that Boston College has adopted in the area of sustainability.
- **Potential Future Sustainability Programs and Plans.** Discuss additional sustainability initiatives that could be adopted in conjunction with this IMP or in the future.
- **Green Building.** All projects will be required to conform to the requirements of Article 37 of the Boston Zoning Code, when applicable. New campus buildings should achieve a superior level of performance in the areas of materials and resources (recycled content, construction waste management, local/regional materials), energy (energy performance, renewable energy), water management (water efficiency, stormwater management, graywater and stormwater recycling, etc.), indoor environmental quality, and other standard performance areas of high-performance or "green" buildings. Whenever possible, buildings should achieve a high level of certification through LEED or another appropriate system.
- **Water Use.** Future campus development should incorporate water use, conservation, and rainwater harvesting strategies at a campus level. New construction allows opportunities for storage systems to be installed for use by the new and adjacent buildings. Collected water can be used for flushing, HVAC make-up water, and irrigation.
- **Stormwater Retention/Treatment/Reuse and Groundwater Recharge.** Boston College's development should go beyond the minimum requirements related to stormwater runoff. In particular, the new developments proposed as part of this IMP should set a goal of reducing stormwater discharge from the sites into the storm sewers, not simply avoiding any additional runoff. This goal should be considered in conjunction with strategies for reuse of retained stormwater and strategies for groundwater recharge. Individual building design, site design, and street-level interventions should all maximize the opportunities for stormwater retention, treatment, and reuse, as well as groundwater recharge, through innovative approaches. To the extent possible, the systems put in place should strive to work with the natural hydrology of the area. Particular attention should be paid to the

comments provided by the Boston Water and Sewer Commission, which are included in Appendix 2 and incorporated herein by reference and made a part hereof**.**

- **Solid Waste.** Campus master planning should set the goal of reducing the level of solid waste generation in both the construction and operation of buildings.
- **Landscape and Natural Features.** A well-considered program of landscape design can not only create a high-quality aesthetic realm but can also enhance regional biodiversity, help mitigate air pollution, reduce heating and air conditioning costs and associated energy consumption, reduce water consumption, and reduce stormwater runoff and water pollution. Sustainability should be a primary consideration in the design of the campus open space system as a whole as well as the design of individual spaces.
- **Performance Standards and Indicators.** Over the long term, Boston College should commit not only to broad sustainability principles, but also to specific performance standards and a system of indicators and metrics to track performance.

11. ECONOMIC DEVELOPMENT

- **Economic Development Goals and Strategies.** The City of Boston views its academic institutions as tremendous assets and as valuable partners in economic development. Boston College's ongoing evolution will provide additional opportunities for cooperation with the City on key economic development goals. The City looks forward to working with Boston College in the future to explore ways that Boston College's positive economic impacts can be increased.
- **Creative Economy.** Boston College's planned investments in arts and cultural facilities could yield a number of important benefits for Boston's creative economy. The IMP should explore ways that Boston College can collaborate with the City to leverage those investments to create employment in creative industries and ancillary businesses.
- **Purchasing and Small Business Development.** Boston College's role as a major purchaser of goods and services suggests that there are untapped opportunities for Boston-based businesses to benefit from current College spending, and that the College could play an active role in helping local businesses access opportunities and in marshalling its own academic resources for this purpose in a way that is consistent with the overall mission of the College. The IMP should explore opportunities to collaborate with the BRA and other City agencies to this end.

12. COMMUNITY BENEFITS PLAN

- **Process for Community Benefits Planning.** Beyond taking appropriate steps to mitigate the negative impacts of development, Boston College should work with the BRA, the Task Force, and the community at large to fashion an appropriate plan for community benefits to be implemented in conjunction with the IMP.

13. OTHER

- **Historic and Archaeological Resources.** Boston College shall work with the Boston Landmarks Commission, the Massachusetts Historical Commission, and other relevant public agencies to determine an appropriate approach to existing historic and archaeological resources impacted by the proposed development.

- **BC Affiliate Housing.** Boston College should work with the BRA and other City agencies to explore possible strategies for BC to encourage higher rates of faculty and staff residency in the surrounding neighborhoods to help reduce traffic and parking impacts and as a tool for neighborhood stabilization.
- **Taxes and PILOTs.** In the context of the master planning process, Boston College should meet with the City's Assessor.

14. PUBLIC NOTICE

- **Public Notice.** Boston College 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 IMP to the BRA as required by Section 80A-2. This Notice shall be published within five (5) days after the receipt of the IMP by the BRA. In accordance with Article 80, public comments on the IMP shall be transmitted to the BRA within sixty (60) days of the publication of this notice. A sample form of the Public Notice is attached as Appendix 4. Following publication of the Public Notice, Boston College shall submit to the BRA a copy of the published Notice together with the date of publication.

Transportation Appendix

- **Scoping Document**

  Boston Transportation Department Transportation Access Plan Scope, January 31, 2008

- **Traffic Counts**

  Turning Movement Counts (TMCs)

  Automatic Traffic Recorder (ATR) Counts

- **Trip Generation**

- **Synchro Level of Service (LOS) Analysis**

  LOS Analysis Summary Tables

  Existing 2008

  No-Build 2018

  Build 2018

  Build Alternatives 2018

- **Boston College Parking Supply Inventory**

Scoping Document

January 31, 20008

John Fitzgerald, Senior Management Economic Development
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201

RE: Boston College Amendment to the IMP Brighton Campus

Dear John:

Thank you for the opportunity to comment on the Institutional Master Plan Notification Form/Project Notification Form ("IMPNF/PNF") for Boston College's proposed IMP 10 year plan.

Boston College's Institutional Master Plan presents plans for the physical development of Boston College's Chestnut Hill, Brighton and Newton CAMPUSES. The main components of the ten-year Institutional Master Plan are the construction of four new academic buildings, a Recreation Center, UNIVERSITY Center, a fine arts theatre, parking facilities, new and replacement on-campus student housing, and renovations of existing .

The Boston Transportation Department (BTD) has reviewed the Institutional Master Plan Notification Form/Project Notification Form ("IMPNF/PNF") for Boston College's proposed IMP 10 year plan and has the following comments/concerns:

TRIP GENERATION

- Page 6-11 states that here could be some limited trip generation associated with the retail portions of the projects located on Commonwealth Avenue. Clarification as to what type of retail is being proposed and where along with mitigation measures, analysis and results of the analysis.

- The proponent should be using BT's mode share XX for this area.

TRANSIT

- The purpose of evaluating the existing routes, ridership, and hours of operation of the MBTA service and Boston College shuttle is to identify redundancies in service and be able to develop recommendations to improve transit services and ridership on the vicinity of Boston College. Please clarify your findings and recommendations on this issue.
- Has the proponent thought about consolidating the MBTA service with the Boston College Shuttle service!?
- Would residents in the area be able to ride the shuttle service?

PARKING

- What are the current parking fee policies for Boston College and how do they compare to other colleges in the area? What are the new fees and what is the parking fee plan for the next 10 years? Are students offered a discount?

- There are currently 788 parking spaces on the Brighton Campus. The proponent is proposing on building a parking garage for 500 new spaces and displacing 425 spaces. How soon would the 425 spaces be displaced? Immediately or over time?

- The proponent should clearly illustrate the off-campus on-street and off-street parking spaces and on-campus on-street and off-street spaces. This illustration should also include regulatory parking such as; Resident Parking.
-

TRANSPORTATION INFRASTRUCTURE CHANGES

- The propose relocation of St. Thomas More Road needs to be supported by a full traffic analysis showing proposed and existing traffic volumes for all of the proposed options.
- The proponent proposes to enter the Brighton Campus via Lake Street. There are currently 3 entrances via Lake Street. The community has expressed concern about vehicles using these locations. The proponent should clearly indentify what location are going to be used by whom, as well as, submitting a proposed traffic analysis.
- BTD would like to see the proponent tighten up St. Thomas More Road, Fr. Herlihy Drive and Commonwealth Avenue Intersection.
- The proponent should clarify any right of way issues that are associated with the relocation of St. Thomas More Road.
- There is currently an entrance to the Brighton Campus form Foster Street. What will the overall use of the entrance be?

MBTA Boston College Green Line Station

- The proponent should include a detail design and analysis of the proposed center platform alternative on Commonwealth Avenue. This design and analysis is critical to the traffic management of the intersections of St. Thomas More Road/Commonwealth Avenue, Lake Street/Commonwealth Ave, as well as, the surrounding Community.

PEDESTRIAN/BIKE PATHS

- The proponent should show in detail how the continuous pedestrian corridor is going to tie all the campuses together.
- The proponent is currently showing a pedestrian bridge at the proposed intersection of St. Thomas Moore Road and Commonwealth Avenue. What was the thought process as to who would use is and will it be handicapped accessible?
- Will bicycle paths and/or lanes be a part of this continuous corridor between campuses?
- BTD would like to see a bicycle lane installed on Beacon Street between Chestnut HILL Avenue and St. Thomas More Road.

BTD looks forward in working with Boston College and the BRA in developing a traffic management plan that will help minimize traffic impacts and improve transportation conditions in the area.

In conclusion I have attached BTD's standard Scope of Work. BTD looks forward in working with Boston College to identify specific components of the Scope of Work that will need to be done. BTD looks forward in working with Harvard University in expediting the submittal of a Draft Project Impact Report (DPIR) and Preliminary Adequacy Determination (PAD).

Sincerely,

William H. Conroy IV,
Senior Planner

- Cc: Vineet Gupta, Director of Policy and Planning
- John DeBenedictis, Director of Engineering

BOSTON TRANSPORTATION DEPARTMENT

TRANSPORTATION ACCESS PLAN GUIDELINES

And

SCOPE OF WORK

Boston is a dense city, with high levels of vehicular congestion, pedestrian traffic, and parking demand. New development of all types increases travel demand, and will have transportation impacts that require analysis, review, and mitigation. Through the City of Boston's Article 80 development review process, the Boston Transportation Department (BTD) works with development team (the "project proponent") to ensure that they thoroughly evaluate the transportation impacts associated with the proposed project, propose and analyze ways to mitigate these transportation impacts, and implement appropriate mitigation measures.

The project proponent is responsible for assessing and mitigating the short-term and long-term impacts of the proposed project. submitting the following documentation to BTD:

1. Transportation Access Plan. The Transportation Access Plan shall fully describe all transportation-related issues surrounding the proposed project. It should include the following principal components:
   - Description of Existing Transportation Conditions. A summary of existing traffic, public transit, pedestrian, bicycle, and parking conditions in the study area.
   - Evaluation of the Proposed Project's Long-Term Transportation Impacts. A detailed description of the proposed project and a detailed analysis of the project's long-term impacts on traffic, public transit, pedestrian, bicycle, and parking conditions.
   - Mitigation of the Project's Long-Term Transportation Impacts. Identification of appropriate measures to mitigate project impacts, including physical and operational improvements, travel demand management (TDM), and long-term project impact monitoring.
   - Description of the Project's Short-Term Construction Impacts and Proposed Mitigation. General overview of the project's construction impacts, construction schedule and phasing, and measures to mitigate the short-term impacts. This is a summary of the more detailed Construction Management Plan (CMP) to be submitted to BTD under separate cover.

   The Access Plan typically comprises the transportation component(s) of the proposed project's various environment filings, such as the Draft Project Impact Report (DPIR) or the Final Project Impact Report (FPIR); in special cases, the Access Plan may be a separate document. In any case, the Access Plan should adhere to the guidelines and scope of work set forth below. The analysis and reporting guidelines below are designed to be general enough that they will apply to most or all major development projects; they are also designed to be specific enough to ensure adequate information and equitable review of all development projects. These guidelines shall be followed as closely as possible. If the project proponent believes that certain provisions are not applicable to the development in question, the proponent shall obtain BTD's explicit approval to forego those provisions.

2. Construction Management Plan. The Construction Management Plan (CMP) shall include a detailed proposal for the proposed project's construction: schedule, phasing, and occupancy of the public right-of-way, access and delivery requirements, transportation impacts, and mitigation. The proponent shall submit the CMP to BTD, under separate cover from the Access Plan. The project's general contractor typically prepares the CMP. Guidelines for preparation of the CMP are available from BTD. The CMP shall be completed prior to the issuance of a Building Permit from the City of Boston's Inspectional Services Department (ISD).

3. Transportation Access Plan Agreement. The Transportation Access Plan Agreement (TAPA) is a formal legal agreement between the project developer and BTD. The TAPA formalizes the findings of the Access Plan, the mitigation commitments, elements of access and physical design, and any other responsibilities of the developer and BTD. Since the TAPA must incorporate the results of the technical analysis, physical design, and assessment of mitigation requirements, it must be executed after these processes have been completed. However, the TAPA must be executed prior to approval of the project's design through the City of Boston's Public Improvements Commissioner (PIC). An electronic copy of the basic TAPA form is available from BTD. It is the proponent's responsibility to complete the TAPA so that it reflects the specific findings and commitments for the project, and to get BTD review and approval of the document.

STUDY AREA

The Access Plan shall consist of a thorough analysis of the proposed project's transportation impacts throughout the relevant study area. The study area shall comprise the public right-of-way and important transportation elements of the area described by the following list of intersections:

a. Commonwealth Avenue @ Lake Street/St. Thomas More Road
b. Commonwealth Avenue @ Foster Street
c. Commonwealth Avenue @ Chestnut Hill Ave.
d. Commonwealth Avenue @ Old Colony
e. Commonwealth Avenue @ South Street
f. Commonwealth Avenue @ Brighton Campus Driveway
g. Proposed St. Thomas Road @ Commonwealth Avenue
h. Beacon Street @ St. Thomas Moore Road/Chestnut Hill Driveway
i. St. Thomas Moore Road @ Chestnut Hill Driveway
j. Father Herilhy Way @ St. Thomas Moore Road
k. Beacon Street @ College Road/Hammond Street
l. Beacon Street @ Chestnut Hill Avenue
m. Beacon Street @ Reservoir Avenue
n. Lake Street @ Washington Street
o. Lake Street/Kenrick Street/Glenmont Road
p. Foster Street @ Rogers Park Avenue
q. Foster Street Brighton Campus Drive
r. Foster Street @ Washington Street
s. Washington Street/ Chestnut Hill Avenue/Market Street

The proponent shall review all relevant project proposals and planning studies that would affect the study area, and incorporate these into the transportation analysis, as appropriate.

DEFINITION OF TASKS

Task 1. Description of Existing Transportation Conditions

The Existing Conditions component shall summarize the current status of the transportation system within the study area. It shall focus on the issues listed below, and shall identify any existing problems or deficiencies in the transportation system. The Existing Conditions analysis will form the basis for projecting future conditions, and enable comprehensive assessment of the proposed project's transportation impacts.

1.1 Project Site Conditions. Describe general conditions in the vicinity of the project site, including:

- Existing land use, including existing site square footage, building square footage, number of employees or residents, zoning provisions, and other applicable information
- Physical condition of the site, existing access and egress
- Major streets and intersections in the vicinity of the site
- On-street regulations

Include a survey of existing conditions.

1.2 Traffic. The Access Plan shall include traffic volume counts at the study area intersections for weekday morning and evening peak periods under existing conditions. These shall be classification counts in areas with high volumes of heavy vehicles. The morning and evening peak volumes represent a minimum for traffic impact analysis. Depending upon the nature of the proposed project or local conditions, BTD may require traffic analysis for additional conditions, such as the Saturday afternoon peak.

Existing capacity analyses shall be performed to determine level of service at all study area intersections. Analyses shall reflect realistic peak period characteristics, including pedestrian volumes, requirements for pedestrian phases, curb operations (bus stops, pick-up / drop-off), usable lanes, grade, and percentage of heavy vehicles. Appropriate traffic models will be discussed below.

1.3 Parking. The Access Plan shall summarize the parking supply within ¼ mile of the project site. The parking inventory shall focus on publicly available spaces, but shall also include private resident or employee spaces as well, if the information is available. The parking inventory shall include:

a. Location (block face for on-street spaces, facility for off-street spaces). Include a graphic representation of the parking supply locations with respect to the project.
b. Type of Space
   - On-street (metered, resident parking, unregulated, etc.)
   - Off-street (surface lot or garage, user type: resident, employee, commercially-available, customer, etc.)
c. Parking Fees, by Type of Space
d. Percentage Utilization During Parking Peak (assume 12 noon)

This inventory can be supplemented with data from published sources such as the BTD's 1987 Downtown Parking Inventory Study, updated as necessary with survey data.

If there is currently parking associated with the project site, the Access Plan shall summarize the parking use and management. The description of existing on-site parking use shall include: number of spaces; occupation of spaces by user type, hour of peak occupancy, turnover rate, parking fees, and any high-occupancy vehicle spaces.

1.4 Transit. The Access Plan shall describe the study area's mass transit system:

a. Transit Supply
   - Massachusetts Bay Transportation Authority (MBTA) services, proximity to site
     - Service (mode of transit, line, closest station stop)
     - Service characteristics (frequency during peak periods, geographic connections)
     - Physical characteristics (station conditions, rolling stock)
     - Private transit services (summarize characteristics above)
     - Other transit and high-occupancy vehicle (HOV) services

b. System Utilization
     - Capacity by line during peak periods
     - Current ridership and percentage capacity utilization by line during peak periods

1.5 Pedestrians. The Access Plan shall include a description of pedestrian conditions on sidewalks and intersections adjacent to the site, including major pedestrian routes and desire lines in and around the site, volumes of pedestrians on these routes, and the conditions of these corridors, including any deficiencies or barriers.

Pedestrian volumes shall be counted and pedestrian level of service shall be calculated at the following intersection crossings and sidewalk locations:

a. Commonwealth Avenue @ Lake Street/St. Thomas More Road
b. Commonwealth Avenue @ Foster Street
c. Commonwealth Avenue @ Chestnut Hill Ave.
d. Commonwealth Avenue @ Old Colony
e. Commonwealth Avenue @ South Street
f. Commonwealth Avenue @ Brighton Campus Driveway
g. Proposed St. Thomas Road @ Commonwealth Avenue
h. Beacon Street @ St. Thomas Moore Road/Chestnut Hill Driveway
i. St. Thomas Moore Road @ Chestnut Hill Driveway
j. Father Herilhy Way @ St. Thomas Moore Road
k. Beacon Street @ College Road/Hammond Street
l. Beacon Street @ Chestnut Hill Avenue
m. Beacon Street @ Reservoir Avenue
n. Lake Street @ Washington Street
o. Lake Street/Kenrick Street/Glenmont Road
p. Foster Street @ Rogers Park Avenue
q. Foster Street Brighton Campus Drive
r. Foster Street @ Washington Street
s. Washington Street/ Chestnut Hill Avenue/Market Street

Describe pedestrian accommodation at signalized intersections in the study area (i.e. exclusive vs. concurrent, crossing time provided).

1.6 Bicycles. The Access Plan shall describe existing bicycle usage, primary bicycle routes, Accommodation of bicycles in the public right-of-way, and the current supply and location of any existing bicycle racks on or adjacent to the project site. On a day with good weather (record date and weather conditions), survey bicycle rack utilization by location. Document storage of bicycles in locations without bicycle racks. Include bicycle volume counts at the following intersections and bike routes:

a. Commonwealth Avenue @ Lake Street/St. Thomas More Road
b. Commonwealth Avenue @ Foster Street
c. Commonwealth Avenue @ Chestnut Hill Ave.
d. Commonwealth Avenue @ Old Colony
e. Commonwealth Avenue @ South Street
f. Commonwealth Avenue @ Brighton Campus Driveway
g. Proposed St. Thomas Road @ Commonwealth Avenue
h. Beacon Street @ St. Thomas Moore Road/Chestnut Hill Driveway
i. St. Thomas Moore Road @ Chestnut Hill Driveway
j. Father Herilhy Way @ St. Thomas Moore Road
k. Beacon Street @ College Road/Hammond Street
l. Beacon Street @ Chestnut Hill Avenue
m. Beacon Street @ Reservoir Avenue
n. Lake Street @ Washington Street
o. Lake Street/Kenrick Street/Glenmont Road
p. Foster Street @ Rogers Park Avenue
q. Foster Street Brighton Campus Drive
r. Foster Street @ Washington Street
s. Washington Street/ Chestnut Hill Avenue/Market Street

1.7 Off-Street Loading Guidelines – Harvard University needs to adhere to BTD's 'Off-Street Loading Guidelines', a copy of which is attached for reference. The guidelines can also be accessed from the City of Boston website at http://www.cityofboston.gov/transportation/off_street.asp. Adherence to the 'Off-Street Loading Guidelines' will ensure safe and efficient loading access, minimize adverse impacts on traffic-flow and pedestrian safety, and provide consistent guidelines

Task 2. Evaluation of Proposed Project's Long-Term Transportation Impacts

The central component of the Access Plan is the evaluation of the proposed project's long-term transportation impacts. The Access Plan must evaluate these impacts in detail, for all the transportation modes and aspects that will be affected, including traffic, parking, public transit, pedestrians, bicycles, and service and loading. These impacts must be compared to the appropriate baseline condition, the Future No-Build Condition. The following are the principal issues, modes, and conditions that must be analyzed.

2.1 Project Description. The Access Plan shall include a summary of the key project characteristics that are relevant to the project's transportation impacts. These include:

- Project name and street address
- Study area, including critical intersections
- Anticipated construction start and completion dates
- Relevant zoning regulations with respect to use, parking and other characteristics
- Required permits, variances, and licenses
- Site area
- Project's gross square footage and floor-area ratio (FAR)
- Gross square footage by use
- Other relevant variables (e.g. number of dwelling units, number of hotel rooms, number of employees)
- Number of parking spaces, specified by use type
- Number of loading bays, dimensions of bays, design loading vehicle

2.2 Trip Generation Analysis. The Access Plan shall include a clear and detailed trip generation analysis for the proposed uses of the site. This analysis shall include:

a. Person-Trip Generation. The Access Plan shall summarize the proposed project's person-trip generation, for daily, AM peak, and PM peak trips. For certain uses, person-trips shall also be calculated for other time periods, such as Saturday afternoon peak hour (e.g. cultural or entertainment use in an area with significant weekend congestion).

The person-trip calculations shall be based on appropriate trip generation rates, typically the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 6th Edition*. The ITE manual includes comprehensive vehicle-trip generation rates based on surveys in suburban locations throughout the United States. Because Boston benefits from an excellent public transit system and pedestrian access, ITE vehicle-trip generation rates are not directly applicable to resulting vehicle trips. ITE rates shall be used to generate total person-trips by correcting for vehicle occupancy rate (VOR). Appendix xx includes a compilation of the most common ITE trip generation rates and corresponding VOR. The proponent shall use these trip generation rates whenever possible. Where necessary, these trip generation rates may be supplemented by survey data or information from other sources (subject to BTD requirement and/or approval). The person-trip generation analysis shall be summarized in a clear table, in the body of the Access Plan, including all of the following information:

- Land use type
- Square footage, by land use type
- Vehicle-occupancy rate (VOR) assumption, by land use type (for translation of vehicle-trip rates to person-trip rates)
- Daily person-trip generation (by land use and overall)
  - Daily person-trip generation rate (per 1,000 square feet, or per unit)
  - Resulting daily person-trip ends
- AM peak hour person-trip generation (by land use and overall)
  - AM peak hour person-trip generation rate
  - AM peak hour person-trips, entering

- AM peak hour person-trips, exiting
- PM Peak Hour person-trip generation (by land use and overall)
  - PM peak hour person-trip generation rate
  - PM peak hour person-trips, entering
  - PM peak hour person-trips, exiting
- Source for trip generation rates

b. Mode Split and Vehicle Occupancy Rate. Person-trips shall be apportioned among the various principal modes (automobile, public transit, walking, bicycling) using an appropriate mode split. The mode split shall be presented as percentages of automobile, public transit, and walk / bicycle travel. Working with BTD, the Central Transportation Planning Staff (CTPS) has compiled appropriate mode split assumptions for various sections of Boston, according to trip type. Zone 10 should be used to determine these mode splits, along with VOR for automobile trips, are included in Appendix xx. The mode split calculation shall be based upon these assumptions. If the proponent wishes to adjust these mode splits based upon specific project characteristics, the adjustment must be supported by accepted evidence and by appropriate mitigation commitments (e.g. enhanced travel demand management to justify a higher public transit mode share). BTD must approve any adjustments to the mode split and VOR assumptions in Appendix xx. The Access Plan shall include a clear, easily understood table that summarizes the assumptions and the resulting trips by land use type, by trip purpose, and by mode.

c. Trip Distribution. The trip distribution shall identify the directional split (i.e. north, south, west) of person-trips and vehicle-trips for the specific location and trip types of the proposed project. Detailed trip distribution information for trips to and from all areas of Boston is included in Appendix xx. The trip distribution is allocated by individual mode, and should be applied to the resulting trip totals by mode. The Access Plan shall use this information for trip distribution assumptions, unless BTD recommends or approves other trip distribution assumptions.

d. Trip Assignment. The distributed trips shall be assigned to the appropriate means of accessing the project: highway routes, surface streets, surface intersections, sidewalks, crosswalks, site access / egress points, and public transit lines. If the project expects to rely upon an off-site parking supply, trips shall be assigned appropriately to these locations. Drop-off, pick-up, and valet trips shall also be assigned appropriately, i.e. both entering and exiting the site access, and entering or exiting an off-site parking area.

Attached appendices include the base assumptions that the project proponent shall use for trip generation rates, mode splits, trip distribution, and vehicle occupancy rate for specified areas of Boston. The proponent may believe that other assumptions should be used due to specific circumstances, such as proximity to public transit (not relevant for downtown zones) or exceptional travel demand management commitments. Where such special circumstances warrant, the proponent may propose alternative assumptions, which are subject to explicit BTD approval.

2.3 Future No-Build Condition. The analysis of the proposed project's transportation impacts must be based on a comparison with an appropriate baseline condition. The proposed project's impacts would be felt fully during some future "horizon year" when the

project is expected to be complete, occupied, and operating. The effects of the proposed project (under the "Future Build Condition") are most appropriately demonstrated in comparison to projected transportation conditions during the horizon year without the effects of the proposed project.

- The horizon year shall be five years in the future, unless specific circumstances require that a different time frame be used.
- The Future No-Build Condition shall be based on the Existing Conditions assessment, with the addition of development and infrastructure projects that have been proposed and are expected to be complete and operational by the horizon year (per BTD and BRA instructions).
- The Future No-Build Condition traffic, transit, and pedestrian volumes shall also include a background growth rate of 1 – 1 ½ % per year (depending upon local conditions) added to existing traffic volume counts, transit ridership, and pedestrian counts, unless otherwise specified by BTD.

2.4 Future Build Condition. The central component of the Access Plan is the assessment of the proposed project's long-term impacts. This shall include evaluations of the project's effects on all transportation modes and aspects, throughout the study area.

a. Traffic Impacts.

i) Traffic Volumes. The traffic analysis shall include diagrams of turning movement volumes generated by the proposed project at all study area intersections, and total turning movement volumes for the Future Build Condition. Therefore, the Access Plan shall include turning movement volume diagrams for AM peak volumes, PM peak volumes, and any other required period, of each of the following:

a) Existing Conditions (based on current traffic counts)
b) Future No-Build Conditions (Existing Conditions, plus appropriate future changes and growth factor)
c) Project-Generated Traffic Volumes (based on trip generation)
d) Future Build Conditions (Future No-Build Conditions, plus Project-Generated Traffic Volumes)
e) Future Build Conditions with Mitigation (if the proponent plans to undertake any roadway or signalization changes in order to mitigate traffic impacts of the proposed project)

ii) Traffic Capacity Analysis Software. The Access Plan shall include traffic capacity analyses for Existing Conditions, Future No-Build Conditions, and Future Build Conditions. The capacity analysis shall be performed using an approved and appropriate capacity analysis software program.

- For intersections that are widely spaced and will operate in isolation, the proponent shall use software based upon the *Highway Capacity Manual* (HCS), 1997 edition.
- For closely-spaced intersections with long queues that create interaction between intersections, the proponent shall use a computer model, such as Transyt-7F (version 8) or Synchro, that can accurately model these effects. In such cases, the proponent shall model all of the intersections that would interact.

The computer model output shall be attached to the Access Plan as an appendix.

iii) Traffic Capacity Analysis Results Summary. The Access Plan shall include a tabular summary of the traffic capacity analysis, for all conditions (Existing, No-Build, Build) for each intersection as a whole and for each approach of every intersection. The summary shall include the volume-to-capacity ratio (v/c), level of service (LOS), delay, and estimated queue lengths for each study intersection, and for each approach of every intersection. The summary table shall also highlight changes to intersection and individual approach LOS that result from site-generated traffic.

iv) Traffic Counts. The proponent shall submit, under separate cover, turning movement count summary sheets for each intersection in the study area.

b. Parking Impacts. The Access Plan shall include an analysis of projected parking demand and proposed parking supply.

i) Parking Demand Analysis. The Access Plan shall include an analysis of total parking demand in the horizon year, broken down by land use and user type (e.g. office employee vs. visitor, hotel employee vs. guest, retail employee vs. patron). The parking demand analysis shall include
   - Daily vehicle-trip generation by land use and user type (consistent with mode split and VOR)
   - Parking turnover by land use and user type (cite source)
   - Parking demand peaks by land use and user type
   - Overall parking demand and peak parking demand, based on shared parking among all land uses and user types included in the proposed projectd

ii) Proposed Parking Supply. The Access Plan shall include a summary of the project's proposed off-street parking supply. Parking supply, and parking costs, plays a central role in determining mode split and vehicular traffic impact. In general, parking shall be limited to minimum supply that is appropriate to the neighborhood, the project's transit access, and the project's mode split. Appendix xx includes a map of parking ratio guidelines by land use and area of the city. The project's parking ratio shall remain within these guidelines. If the parking supply exceeds these guidelines, the proponent must justify the excess parking based on circumstances specific to the project. Higher parking ratios may increase transportation impacts, and necessitate enhanced mitigation measures. The information below shall be summarized in a clear table.
   - Total Spaces
     - Existing
     - Future No-Build (if applicable)
     - Future Build Parking Conditions
   - Parking Allocation
     - Space allocation among various land uses
     - Parking ratios: spaces per thousand square feet or per unit, by land use
     - Specially-designated parking spaces, e.g. vanpools, livery vehicles, rental cars, car-sharing

- Treatment of existing parking spaces, including displacement of existing parking spaces and how the parking demand for these spaces would be met in the Future Build Condition
- Comparison of Parking Supply and Demand
  - Projected shortfall or surplus of parking spaces, by land use
  - Proposed management of shortfall or surplus
- Provide a plan of all parking facilities, including layout, access, and size of spaces.

iii) Off-Site Parking Supply. Describe any anticipated utilization of off-site parking supply (as described in the Existing Conditions section, amended to reflect Future No-Build Conditions) required to satisfy project-generated parking demand.
- On-Street Parking Supply
- Off-Street Parking Supply
  - Number and type of spaces required (i.e. publicly-available, employee, residential)
  - Resulting parking utilization at 12 noon on a weekday (additional parking survey times may be required, depending upon the nature of the project)

iv) Proposed Parking Management Plan
- Description of Proposed Parking Operations
  - Access control
  - Valet operations
  - Pass or payment medium
  - Management of operations to prevent illegal parking, violation of 5-minute idling law
- Parking Fees
- Management of Specially-Designated Parking Spaces (e.g. vanpool, carpools, rental cars, car-sharing)
  - Location
  - Parking fees
  - Accommodation of increased supply if demand warrants

c. Transit Impacts. Describe the anticipated impacts of the project on the mass transit system, based on the information about Existing Conditions and the projected transit person-trips (based on trip generation – trip distribution – mode split calculations). Future transit conditions shall be based on transit supply and capacity that is expected to be available in the horizon year; if there is some doubt, the proponent shall consult with BTD and/or the MBTA. The proponent may use generally available MBTA ridership data as a basis for this analysis. The Access Plan shall include the following information:

i) Transit Trip Distribution
- Distribution of project-generated transit trips by zone
- Distribution of project-generated transit trips by transit line / route

ii) System Utilization
- Existing Conditions: Capacity and utilization by line

- No-Build Conditions: Capacity and utilization by line
- Build Conditions: Capacity and utilization by line

d. Pedestrian Impacts. Describe future pedestrian conditions in the study area:
   - Pedestrian access to and from the project, pedestrian circulation routes
   - Pedestrian accommodation in the project's public spaces (e.g. sidewalk, adjacent intersections, plaza spaces, benches, etc.)
   - Pedestrian level of service (LOS) at all surveyed crosswalks, sidewalks and other locations
     - Existing Conditions
     - Future No-Build Conditions
     - Future Build Conditions

   NOTE: The traffic capacity analyses must also assume appropriate accommodation of pedestrians in all signalization assumptions. The pedestrian impacts analysis shall describe the assumptions regarding accommodation of pedestrians in the traffic analysis, i.e. pedestrian walk rate and percentage of cycles in which pedestrian phase is called (verify with BTD).

e. Bicycles. Describe bicycle access to, from, and within the project site. Describe bicycle storage and other amenities (e.g. shower and changing facilities) to be provided. BTD will provide guidelines on bicycle storage requirements based on project type and size.

f. Loading and Service. The project must accommodate loading and service facilities in an off-street location. The loading and service plan shall not rely upon loading facilities and truck back-up maneuvers in the public right-of-way. Describe service and loading requirements:
   - Number of loading bays
   - Services to be provided (e.g. garbage compactor, garbage collection, restaurant service, move-in / move-out, etc.)
   - Level of loading and service activity (number of trucks per day or per week)
   - Loading and service schedule, schedule restrictions (proponent shall prohibit or strictly limit loading and service activities during peak periods)
   - Design vehicle(s)
   - Required truck turning movements (show design vehicle turning movements on site plan)
   - Major loading and service vehicle routes for site access and egress
   - Access for emergency vehicles

2.5 Site Plan. Provide an engineered site plan showing Build Conditions (contrast with existing conditions):
- Public right-of-way layout
  - Roadways
  - Sidewalks
- Vehicular access and circulation
- Service and loading

- Parking
- Bicycle storage
- Proposed on-street regulations

Task 3. Mitigation of the Project's Long-Term Transportation Impacts

Major development projects offer benefits, but they also consume public services and create impacts on public resources. Chief among these impacts is a development's effect on the transportation system. The project proponent is required to quantify and analyze these impacts through the Access Plan. It is then the responsibility of the project proponent, working with BTD, to develop strategies for reducing and mitigating these impacts. These strategies will typically include travel demand management (TDM) measures and improvements to Boston's transportation system.

These transportation system improvements and mitigation measures have associated costs. The proponent should view these costs as an integral component of the overall project cost, necessary to enable the transportation system to accommodate the project's impacts. The mitigation measures benefit the users of the transportation system, in particular the new users associated with the proposed project. Project proponents shall allocate appropriate funding for the mitigation. The mitigation measures associated with a development project will be specified in the project's Transportation Access Plan Agreement (TAPA) between the proponent and BTD.

3.1 Travel Demand Management (TDM). Travel demand management comprises a variety of strategies designed to reduce single-occupancy vehicle (SOV) travel and encourage "alternate modes" of transportation (public transit, walking, bicycling). TDM programs are critical due to the disproportionate impacts of SOV travel on congestion, parking demand, air quality, and quality of life. TDM programs are especially important for projects that generate higher trip volumes, create concentrated peaks of demand, and create more impacts related to roadway congestion, parking demand, and vehicle emissions. TDM programs are required even when proponent uses the default analysis assumptions for mode split and VOR, since these default assumptions reflect long-standing TDM efforts and Transportation Management Association programs.

Appropriate TDM measures and requirements will vary depending upon the type of development, the neighborhood, the impact analysis assumptions, and other circumstances. For example, many of the measures below would not apply to a residential development. In the case of commercial office development, some (but not all) of the measures below would be the responsibility of the tenants, rather than the proponent. The proponent will be required to implement those TDM measures that are within its control, and should at least encourage and facilitate such measures. However, if the proponent seeks to base its impact analysis on aggressive assumptions (e.g. a high transit mode share), the proponent must require appropriate TDM measures in its lease agreements with tenants.

In the TAPA, the proponent will be required to implement the following TDM measures (as appropriate to the specific project):

a. Transportation Coordinator. Designate a full-time, on-site employee as the development's transportation coordinator. The transportation coordinator shall

oversee all transportation issues. This includes managing vehicular operations, service and loading, parking, and TDM programs. In addition, the transportation coordinator will be responsible for the monitoring program and will serve as the contact and liaison for BTD and the Transportation Management Association (TMA)

b. Ridesharing / Carpooling. Facilitate ridesharing through geographic matching, parking fee discounts, and preferential parking for carpools / vanpools. May be accomplished through membership in a TMA, participation in CARAVAN for Commuters, and/or use of computerized ridesharing software.

c. Guaranteed Ride Home Program. Offer a "guaranteed ride home" in order to remove an obstacle to transit use and ridesharing

d. Transit Pass Programs. Encourage employees to use transit through the following measures:
   - Offer on-site transit pass sales or participate in the MBTA Corporate T-Pass Program
   - Offer federal "Commuter Choice" programs, including pre-tax deductions for transit passes and subsidized transit passes

e. Information and Promotion of Travel Alternatives
   - Provide employees and visitors with public transit system maps and other system information
   - Provide an annual (or more frequent) newsletter or bulletin summarizing transit, ridesharing, bicycling, alternative work schedules, and other travel options
   - Sponsor an annual (or more frequent) "Transportation Day" at which employees may obtain information on travel alternatives and register to participate in ridesharing programs
   - Provide information on travel alternatives for employees and visitors via the Internet
   - Provide information on travel alternatives to new employees

f. Transportation Management Association (TMA) Membership. Investigate joining a Transportation Management Association. Encourage tenants to join the TMA as well. If no TMA is established in the project area, investigate starting a new TMA or becoming affiliated with an existing TMA. A TMA can provide many of these TDM measures, including ridematching, guaranteed ride home, and transit information and promotional materials.

g. Bicycle Facilities and Promotion
   - Provide secure bicycle storage (number of spaces will be specified depending upon size of development and type of land use)
   - Provide additional publicly-accessible bicycle storage (number of spaces will be specified)
   - Provide shower and changing facilities for bicycle commuters
   - Promote bicycles as an alternative to SOV travel, provide promotional material on bicycle commuting and bicycle safety, and provide incentives for bicycle use

h. Parking Management
   - Charge market-rate parking fees
   - Offer preferential parking to carpools and vanpools
   - Offer reduced parking rates to carpools and vanpools
   - Offer parking "cash-out" option
   - Offer garage space for car rentals
   - Offer parking space for car-sharing
   - Offer parking space, charging facilities for electric vehicles
   - Offer parking / layover space for livery vehicles (hotel development)
   - Enforce a 5-minute limit on vehicle idling for all users of the Development, in accordance with Massachusetts state law

i. Trip Reduction Strategies. To the degree possible, the Developer shall implement the following strategies for its own on-site employees. The Developer shall also encourage tenants to implement these strategies as well.
   - Telecommuting. Reduce overall trip demand by enabling employees to telecommute.
   - Flexible Work Schedules. Reduce peak hour and overall trip demand by enabling employees to telecommute, work a compressed workweek, or work hours that enable off-peak commuting.
   - Local Hiring. Recruit and hire employees from the local area. Such local employees can more easily use alternatives to SOV travel, including walking, bicycling, and transit.

j. Transportation Monitoring and Annual Reporting. Monitor transportation conditions, conduct employee transportation surveys, and provide BTD with an annual report on findings. This information will be useful to BTD in identifying and addressing issues with travel and access, including transit service, pedestrian and bicycle access, parking, and traffic. This information will enable BTD to pursue improved access for the project, and provide benefits to the proponent. BTD will provide employee survey forms and transportation monitoring forms to ensure uniformity of data.

3.2 Transportation System Improvements. In order to meet Boston's mobility needs as its population, density, and land development increase, Boston's transportation system requires improvements. These improvements offset the transportation impacts of new development. In addition, these improvements can make the traveling experience easier in the vicinity of the project, which accrues to the benefit of the proponent and the development's users.

a. Geometric Changes and Improvements to the Public Right-of-Way. The proponent may be required to make geometric changes and improvements to roadways, sidewalks, and other elements in the vicinity of the proposed project. These changes and improvements may be necessary in order to enable new circulation patterns resulting from the project and mitigate impacts of new vehicle or pedestrian trips. Changes and improvements shall be designed by the proponent's consultant in consultation with BTD. The project proponent will be required to directly fund and implement all changes and improvements to the public right-of-way, and to obtain any required permits. The proponent shall obtain the approval of the City of Boston's Public Improvements Commission (PIC) for any changes to the public right-of-way. These improvements shall be made with input from BTD, per specifications provided

by BTD, by a contractor approved by BTD, and subject to final BTD inspection and approval.

b. Traffic Signal Improvements. BTD operates most of the traffic signals in Boston. Improvements to traffic signals in the vicinity of the proposed project may be necessary to manage the increased travel demands placed on the intersection. Improving the operations of these signals can reduce congestion and improve conditions for pedestrians, bicycles, transit vehicles, and general traffic. Typical traffic signal improvements that BTD may require include:

i) Traffic signal equipment
- Signal controller
- Signal heads and pedestrian heads
- Signal poles and mast arms

ii) Traffic monitoring equipment
- System detectors
- Video monitoring cameras

iii) Traffic signal communications equipment
- Communications conduit (4" PVC)
- Signal interconnect cable

The project proponent will be required to directly fund and implement all traffic signal improvements, and to obtain any required permits. These improvements shall be made with input from BTD, per specifications provided by BTD, by a contractor approved by BTD, and subject to final BTD inspection and approval.

c. Public Transit System Improvements. New development can add significantly to public transit demand and have other impacts on the transit system. In order to manage this demand and mitigate the impacts, the proponent may be required to make or contribute to transit system improvements. These improvements shall be determined in consultation with BTD and the MBTA. Improvements may include:
- Physical improvements to MBTA system stations and stops
- Water transportation
  - Dock and/or landside infrastructure improvements
  - Operating subsidy for water transportation services
- Supplemental transit services. Public transit is the most desirable means of achieving transit access, and the proponent shall make every effort to facilitate transit access to the proposed project via public services. However, there may be some situations in which private supplemental transit services, such as shuttle buses, are necessary.
  - Overall transit demand in the area is too low to justify public transit service, but the proposed project requires transit access
  - The proposed project generates a concentration of trips to and from certain locations, such that a shuttle is feasible and useful in reducing auto trips (e.g. a hotel with airport and/or convention shuttles)

Task 4. Description of the Project's Short-Term Construction Impacts and Proposed Mitigation

The Access Plan shall include an overview of construction period transportation impacts and proposed short-term mitigation. This shall be a summary of the more detailed Construction Management Plan (CMP) that must be submitted to BTD under separate cover. The

construction management summary in the Access Plan shall provide an appropriate level of information regarding the analysis and proposed management of the impacts of the project during the construction period, including:

- The need for full or partial street closures, street occupancy, sidewalk closures, and/or sidewalk occupancy during construction
- Frequency and schedule for truck movements and construction materials deliveries, including designated and prohibited delivery times
- Designated truck routes
- Plans for maintaining pedestrian and vehicle access during each phase of construction
- Parking provisions for construction workers
- Mode of transportation for construction workers, initiatives for reducing driving and parking demands
- Coordination with other construction projects in the area
  Distribution of information regarding construction conditions and impact mitigation to abutters

Traffic Counts

Turning Movement Counts (TMCs)

N/S Street : Lake St / St Thomas Moore
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars - Trucks

	Lake St From North				Commonwealth Ave From East					St Thomas Moore Rd From South				Commonwealth Ave From West							
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	U-Trn	Left	Thru	Right	Peds	Left	Thru	Right	Peds	U-Trn	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	4	33	58	13	0	1	7	35	11	1	32	48	0	0	1	7	237	244
07:15	0	0	0	2	37	102	26	2	2	14	42	11	5	60	64	1	0	0	11	357	368
07:30	0	0	0	5	49	126	13	4	1	18	36	7	2	46	84	1	0	1	13	380	393
07:45	0	0	0	4	56	127	20	2	2	20	56	10	5	72	148	0	3	0	16	509	525
Total	0	0	0	15	175	413	72	8	6	59	169	39	13	210	344	2	3	2	47	1483	1530
08:00	0	0	0	2	54	152	27	6	1	8	37	6	9	75	157	0	2	1	21	516	537
08:15	0	0	0	3	61	155	25	4	1	14	44	13	9	64	121	0	2	1	20	497	517
08:30	0	0	0	12	70	144	20	29	0	14	37	19	31	80	123	0	4	0	76	507	583
08:45	0	0	0	9	93	140	14	34	6	20	27	19	39	72	108	2	5	1	94	495	589
Total	0	0	0	26	278	591	86	73	8	56	145	57	88	291	509	2	13	3	211	2015	2226
Grand Total	0	0	0	41	453	1004	158	81	14	115	314	96	101	501	853	4	16	5	258	3498	3756
Apprch %	0	0	0		28	62.2	9.8			21.9	59.8	18.3		36.9	62.8	0.3					
Total %	0	0	0		13	28.7	4.5			3.3	9	2.7		14.3	24.4	0.1			6.9	93.1	
Cars	0	0	0		426	985	149			90	308	78		495	836	4			0	0	3627
% Cars	0	0	0	100	94	98.1	94.3	100	100	78.3	98.1	81.2	99	98.8	98	100	100	80	0	0	96.6
Trucks	0	0	0		27	19	9			25	6	18		6	17	0			0	0	129
% Trucks	0	0	0	0	6	1.9	5.7	0	0	21.7	1.9	18.8	1	1.2	2	0	0	20	0	0	3.4

	Lake St From North				Commonwealth Ave From East				St Thomas Moore Rd From South				Commonwealth Ave From West				
Start Time	Left	Thru	Right	App. Total				App. Total				App. Total				App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	0	0	56	127	20	203	20	56	10	86	72	148	0	220	509
08:00	0	0	0	0	54	152	27	233	8	37	6	51	75	157	0	232	516
08:15	0	0	0	0	61	155	25	241	14	44	13	71	64	121	0	185	497
08:30	0	0	0	0	70	144	20	234	14	37	19	70	80	123	0	203	507
Total Volume	0	0	0	0	241	578	92	911	56	174	48	278	291	549	0	840	2029
% App. Total	0	0	0		26.5	63.4	10.1		20.1	62.6	17.3		34.6	65.4	0		
PHF	.000	.000	.000	.000	.861	.932	.852	.945	.700	.777	.632	.808	.909	.874	.000	.905	.983
Cars	0	0	0	0	227	567	87	881	42	169	38	249	288	539	0	827	1957
% Cars	0	0	0	0	94.2	98.1	94.6	96.7	75.0	97.1	79.2	89.6	99.0	98.2	0	98.5	96.5
Trucks	0	0	0	0	14	11	5	30	14	5	10	29	3	10	0	13	72
% Trucks	0	0	0	0	5.8	1.9	5.4	3.3	25.0	2.9	20.8	10.4	1.0	1.8	0	1.5	3.5

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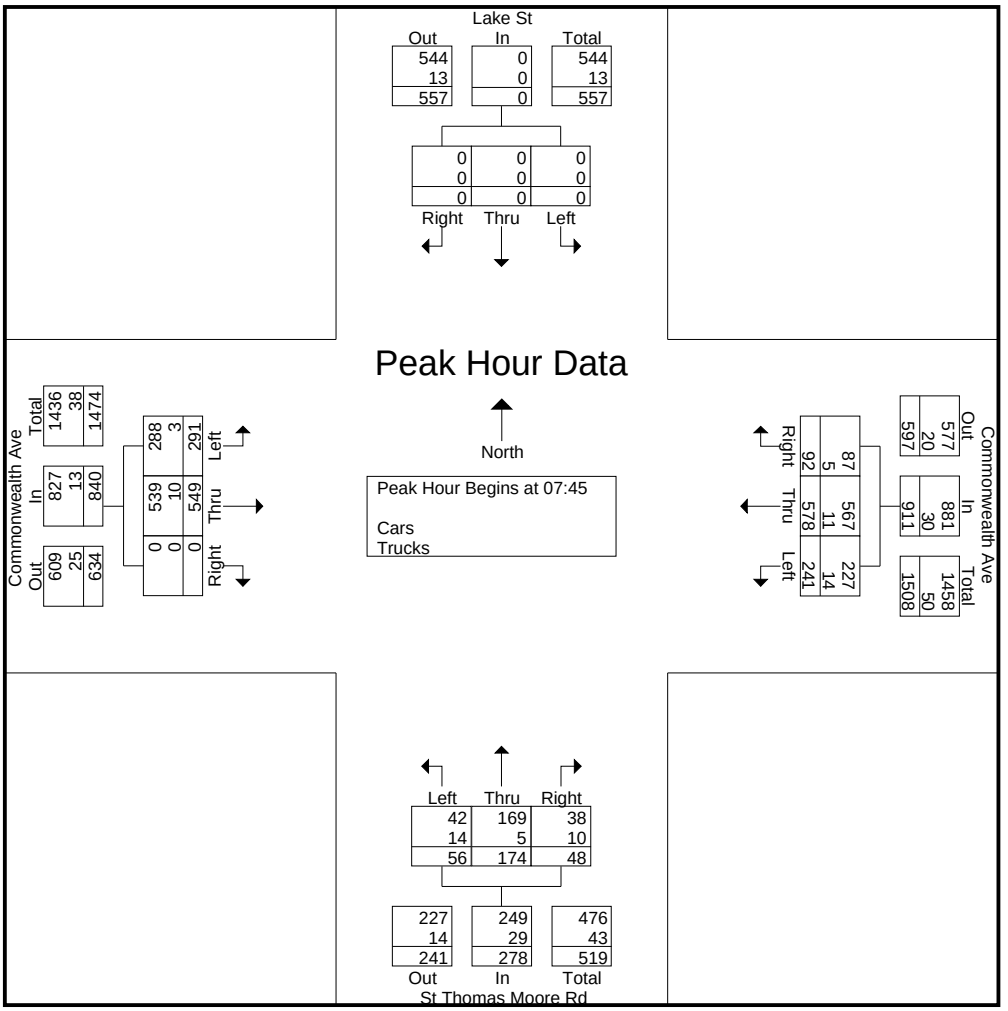


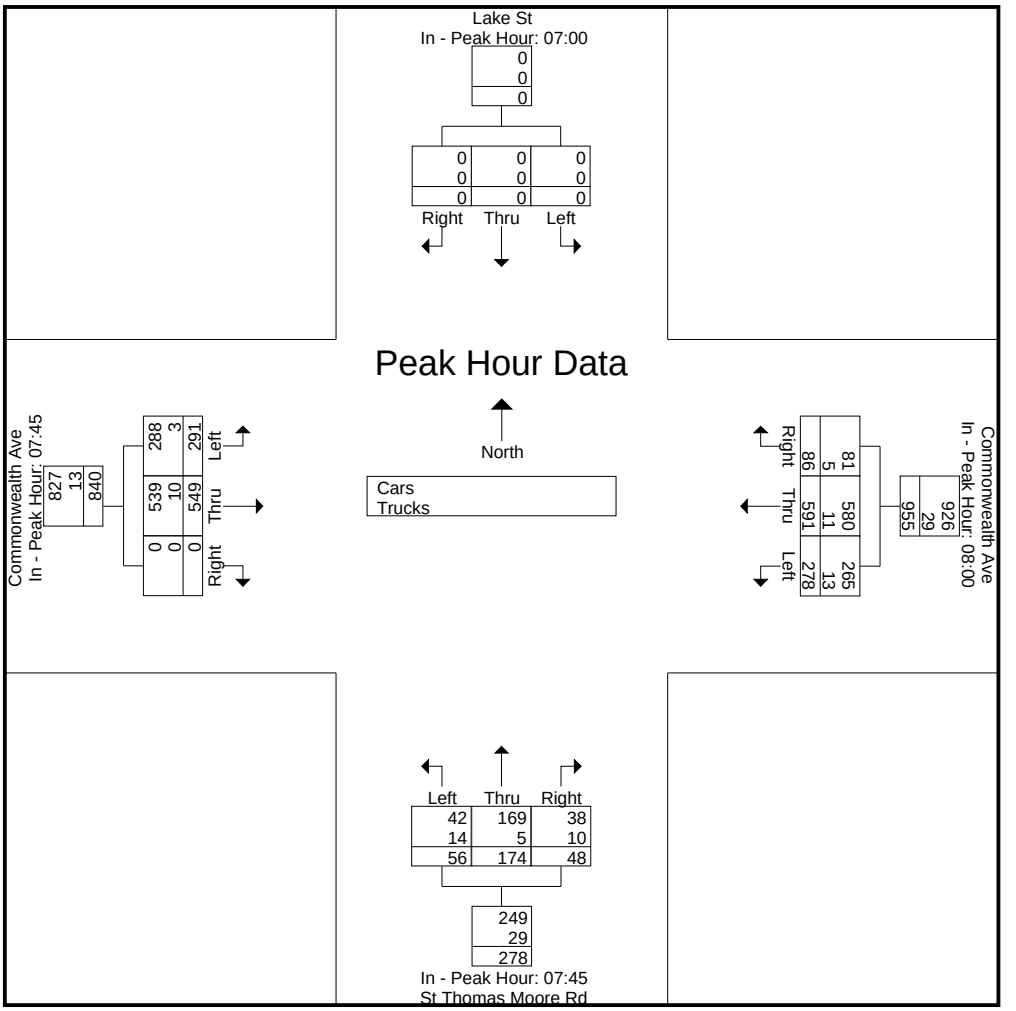
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00				08:00				07:45				07:45			
+0 mins.	0	0	0	0	54	152	27	233	20	56	10	86	72	148	0	220
+15 mins.	0	0	0	0	61	155	25	241	8	37	6	51	75	157	0	232
+30 mins.	0	0	0	0	70	144	20	234	14	44	13	71	64	121	0	185
+45 mins.	0	0	0	0	93	140	14	247	14	37	19	70	80	123	0	203
Total Volume	0	0	0	0	278	591	86	955	56	174	48	278	291	549	0	840
% App. Total	0	0	0		29.1	61.9	9		20.1	62.6	17.3		34.6	65.4	0	
PHF	.000	.000	.000	.000	.747	.953	.796	.967	.700	.777	.632	.808	.909	.874	.000	.905
Cars	0	0	0	0	265	580	81	926	42	169	38	249	288	539	0	827
% Cars	0	0	0	0	95.3	98.1	94.2	97	75	97.1	79.2	89.6	99	98.2	0	98.5
Trucks	0	0	0	0	13	11	5	29	14	5	10	29	3	10	0	13
% Trucks	0	0	0	0	4.7	1.9	5.8	3	25	2.9	20.8	10.4	1	1.8	0	1.5

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 3



N/S Street : Lake St / St Thomas Moore
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars

	Lake St From North				Commonwealth Ave From East					St Thomas Moore Rd From South				Commonwealth Ave From West							
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	U-Trn	Left	Thru	Right	Peds	Left	Thru	Right	Peds	U-Trn	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	4	29	57	12	0	1	5	34	9	0	32	47	0	0	0	5	225	230
07:15	0	0	0	2	35	101	24	2	2	11	42	9	5	59	64	1	0	0	11	346	357
07:30	0	0	0	5	45	123	13	4	1	15	36	5	2	45	81	1	0	1	13	364	377
07:45	0	0	0	4	52	124	19	2	2	15	56	8	5	71	144	0	3	0	16	489	505
Total	0	0	0	15	161	405	68	8	6	46	168	31	12	207	336	2	3	1	45	1424	1469
08:00	0	0	0	2	53	150	27	6	1	6	36	4	9	75	155	0	2	1	21	506	527
08:15	0	0	0	3	56	153	22	4	1	10	43	11	9	64	120	0	2	1	20	479	499
08:30	0	0	0	12	66	140	19	29	0	11	34	15	31	78	120	0	4	0	76	483	559
08:45	0	0	0	9	90	137	13	34	6	17	27	17	39	71	105	2	5	1	94	479	573
Total	0	0	0	26	265	580	81	73	8	44	140	47	88	288	500	2	13	3	211	1947	2158
Grand Total	0	0	0	41	426	985	149	81	14	90	308	78	100	495	836	4	16	4	256	3371	3627
Apprch %	0	0	0		27.3	63.1	9.6			18.9	64.7	16.4		37.1	62.6	0.3					
Total %	0	0	0		12.6	29.2	4.4			2.7	9.1	2.3		14.7	24.8	0.1			7.1	92.9	

	Lake St From North				Commonwealth Ave From East				St Thomas Moore Rd From South				Commonwealth Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	0	0	52	124	19	195	15	56	8	79	71	144	0	215	489
08:00	0	0	0	0	53	150	27	230	6	36	4	46	75	155	0	230	506
08:15	0	0	0	0	56	153	22	231	10	43	11	64	64	120	0	184	479
08:30	0	0	0	0	66	140	19	225	11	34	15	60	78	120	0	198	483
Total Volume	0	0	0	0	227	567	87	881	42	169	38	249	288	539	0	827	1957
% App. Total	0	0	0		25.8	64.4	9.9		16.9	67.9	15.3		34.8	65.2	0		
PHF	.000	.000	.000	.000	.860	.926	.806	.953	.700	.754	.633	.788	.923	.869	.000	.899	.967

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
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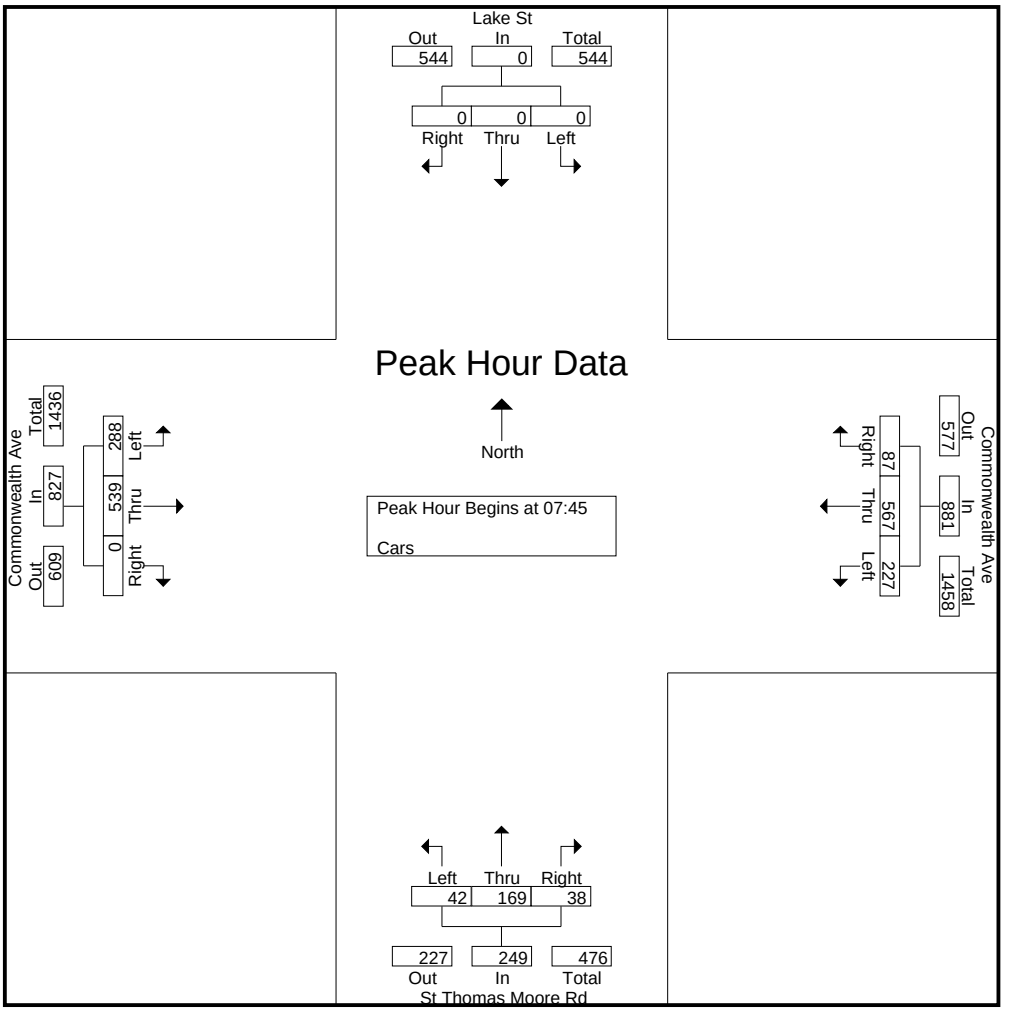


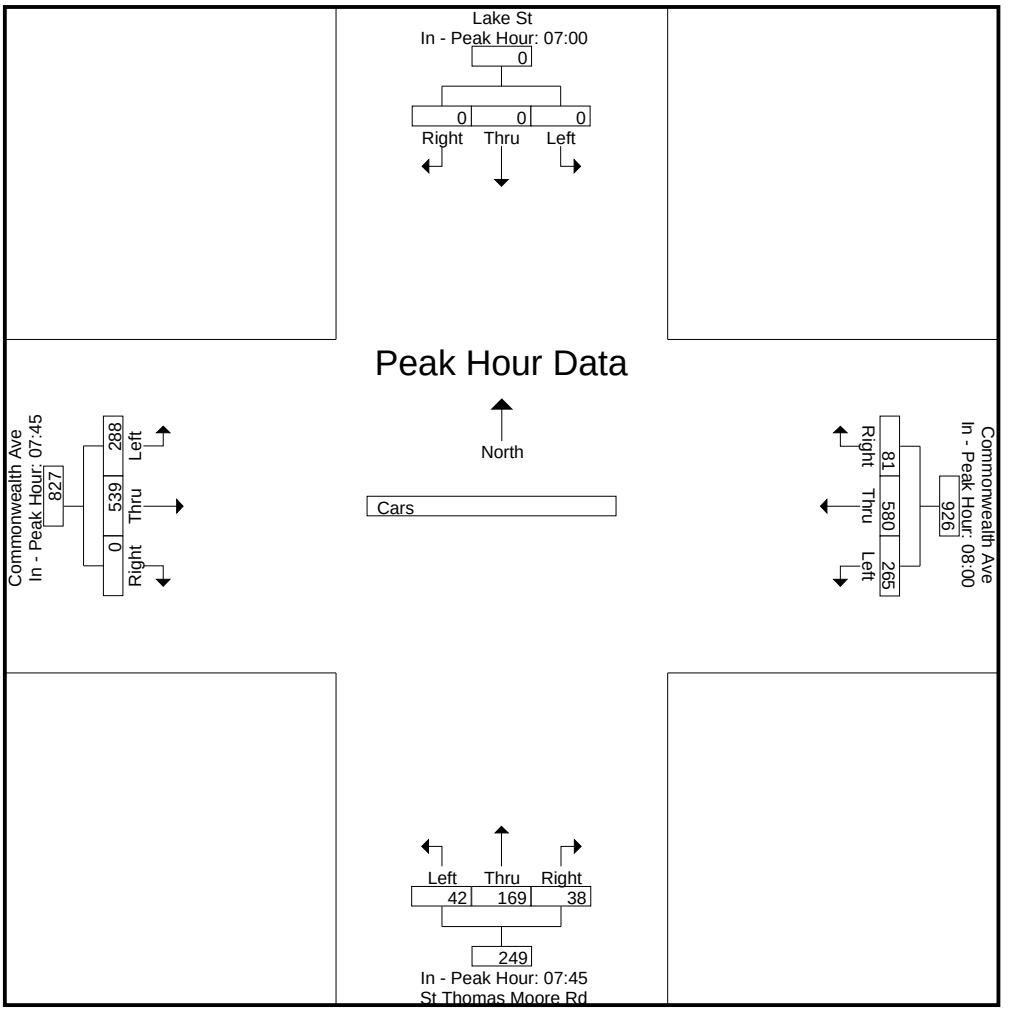
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00				08:00				07:45				07:45			
+0 mins.	0	0	0	0	53	150	27	230	15	56	8	79	71	144	0	215
+15 mins.	0	0	0	0	56	153	22	231	6	36	4	46	75	155	0	230
+30 mins.	0	0	0	0	66	140	19	225	10	43	11	64	64	120	0	184
+45 mins.	0	0	0	0	90	137	13	240	11	34	15	60	78	120	0	198
Total Volume	0	0	0	0	265	580	81	926	42	169	38	249	288	539	0	827
% App. Total	0	0	0		28.6	62.6	8.7		16.9	67.9	15.3		34.8	65.2	0	
PHF	.000	.000	.000	.000	.736	.948	.750	.965	.700	.754	.633	.788	.923	.869	.000	.899

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 3



N/S Street : Lake St / St Thomas Moore
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 1

Groups Printed- Trucks

	Lake St From North				Commonwealth Ave From East					St Thomas Moore Rd From South				Commonwealth Ave From West							
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	U-Trn	Left	Thru	Right	Peds	Left	Thru	Right	Peds	U-Trn	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	4	1	1	0	0	2	1	2	1	0	1	0	0	1	2	12	14
07:15	0	0	0	0	2	1	2	0	0	3	0	2	0	1	0	0	0	0	0	11	11
07:30	0	0	0	0	4	3	0	0	0	3	0	2	0	1	3	0	0	0	0	16	16
07:45	0	0	0	0	4	3	1	0	0	5	0	2	0	1	4	0	0	0	0	20	20
Total	0	0	0	0	14	8	4	0	0	13	1	8	1	3	8	0	0	1	2	59	61
08:00	0	0	0	0	1	2	0	0	0	2	1	2	0	0	2	0	0	0	0	10	10
08:15	0	0	0	0	5	2	3	0	0	4	1	2	0	0	1	0	0	0	0	18	18
08:30	0	0	0	0	4	4	1	0	0	3	3	4	0	2	3	0	0	0	0	24	24
08:45	0	0	0	0	3	3	1	0	0	3	0	2	0	1	3	0	0	0	0	16	16
Total	0	0	0	0	13	11	5	0	0	12	5	10	0	3	9	0	0	0	0	68	68
Grand Total	0	0	0	0	27	19	9	0	0	25	6	18	1	6	17	0	0	1	2	127	129
Apprch %	0	0	0		49.1	34.5	16.4			51	12.2	36.7		26.1	73.9	0					
Total %	0	0	0		21.3	15	7.1			19.7	4.7	14.2		4.7	13.4	0			1.6	98.4	

	Lake St From North				Commonwealth Ave From East				St Thomas Moore Rd From South				Commonwealth Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	0	0	4	3	1	8	5	0	2	7	1	4	0	5	20
08:00	0	0	0	0	1	2	0	3	2	1	2	5	0	2	0	2	10
08:15	0	0	0	0	5	2	3	10	4	1	2	7	0	1	0	1	18
08:30	0	0	0	0	4	4	1	9	3	3	4	10	2	3	0	5	24
Total Volume	0	0	0	0	14	11	5	30	14	5	10	29	3	10	0	13	72
% App. Total	0	0	0		46.7	36.7	16.7		48.3	17.2	34.5		23.1	76.9	0		
PHF	.000	.000	.000	.000	.700	.688	.417	.750	.700	.417	.625	.725	.375	.625	.000	.650	.750

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
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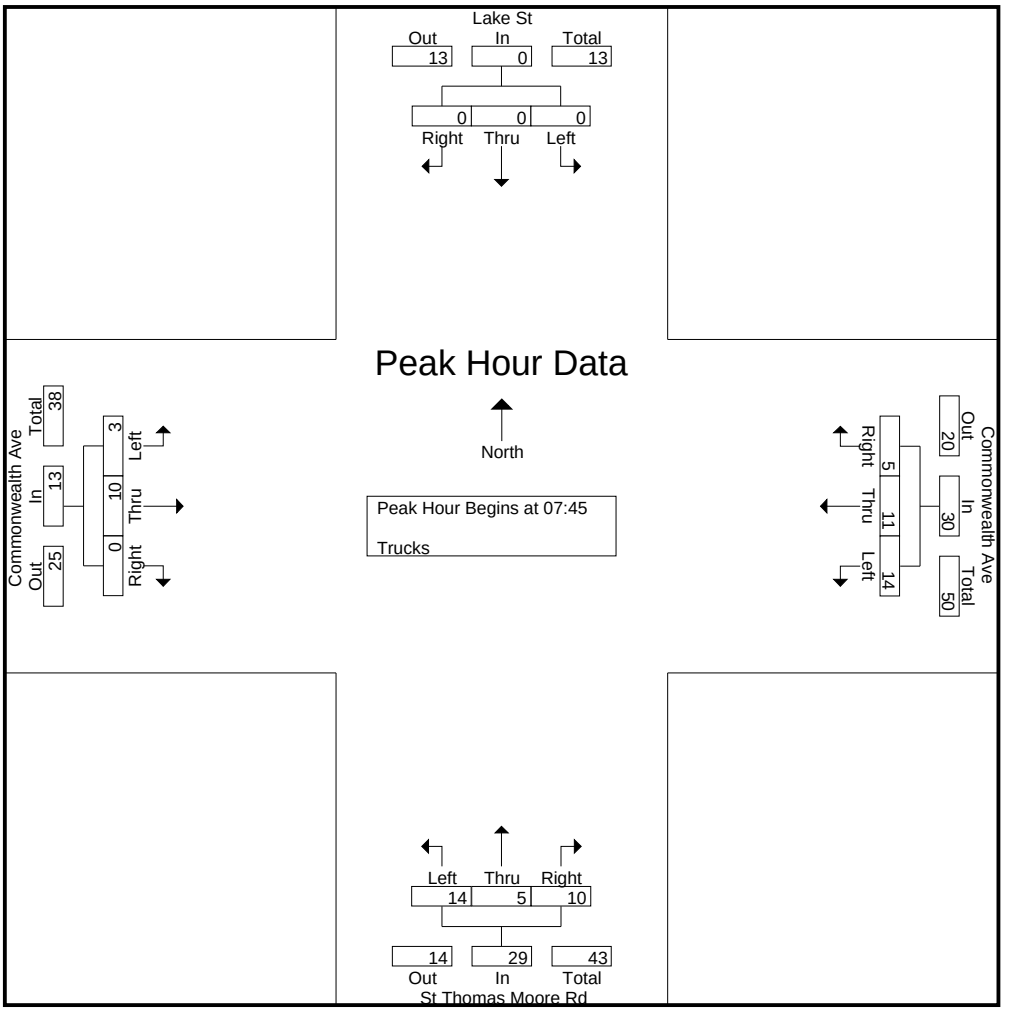

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00				07:45				07:45				07:45			
+0 mins.	0	0	0	0	4	3	1	8	5	0	2	7	1	4	0	5
+15 mins.	0	0	0	0	1	2	0	3	2	1	2	5	0	2	0	2
+30 mins.	0	0	0	0	5	2	3	10	4	1	2	7	0	1	0	1
+45 mins.	0	0	0	0	4	4	1	9	3	3	4	10	2	3	0	5
Total Volume	0	0	0	0	14	11	5	30	14	5	10	29	3	10	0	13
% App. Total	0	0	0		46.7	36.7	16.7		48.3	17.2	34.5		23.1	76.9	0	
PHF	.000	.000	.000	.000	.700	.688	.417	.750	.700	.417	.625	.725	.375	.625	.000	.650

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
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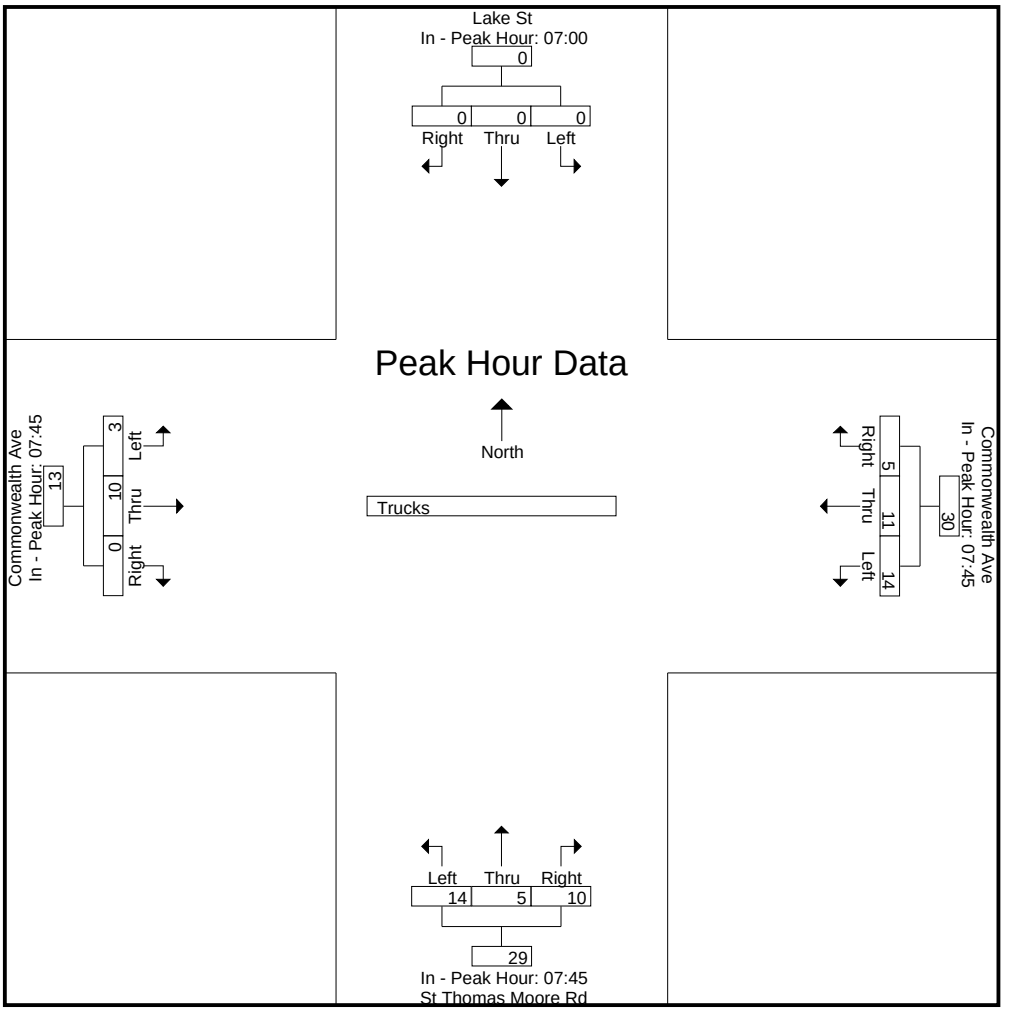


N/S Street : Lake St / St Thomas Moore
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 1

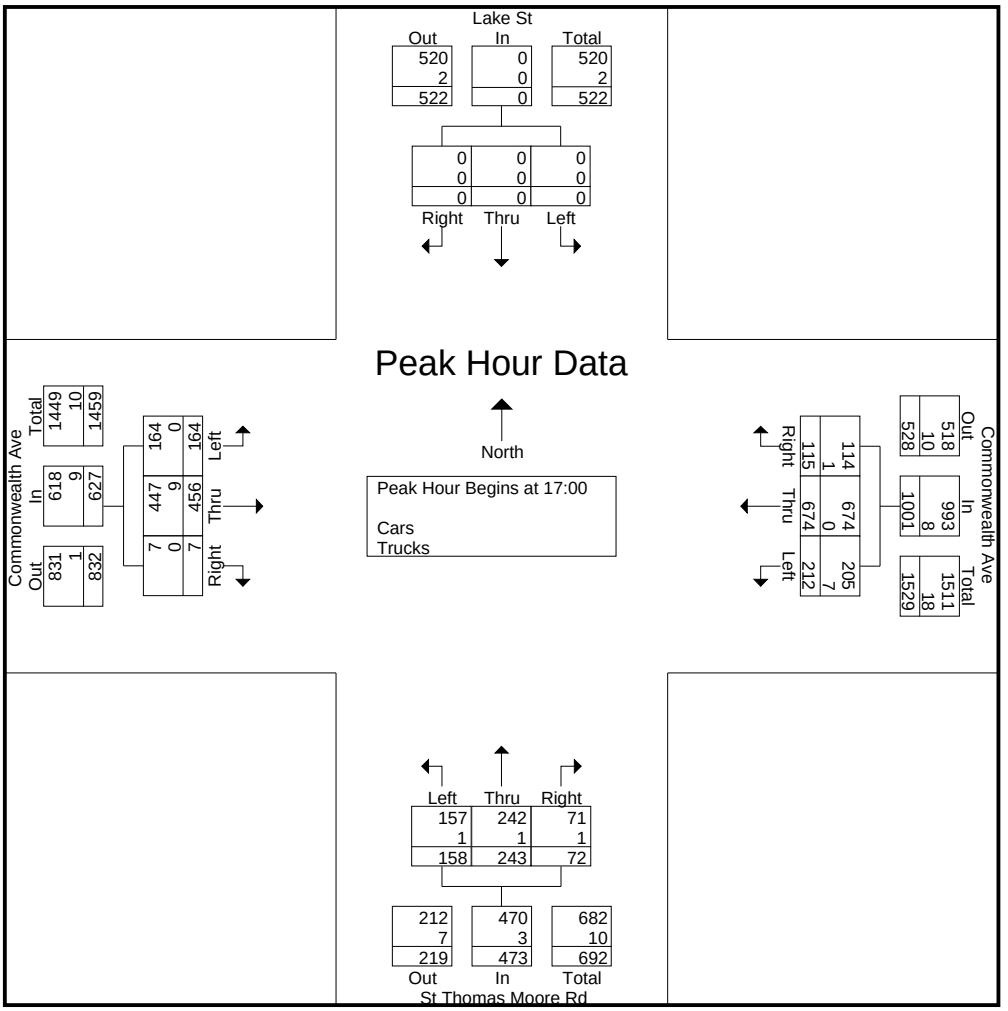
Groups Printed- Cars - Trucks

	Lake St From North				Commonwealth Ave From East					St Thomas Moore Rd From South				Commonwealth Ave From West							
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	U-Trn	Left	Thru	Right	Peds	Left	Thru	Right	Peds	U-Trn	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	14	61	123	28	13	4	34	68	17	8	32	68	2	10	0	49	433	482
16:15	0	0	0	10	59	169	22	30	5	32	53	21	19	42	79	2	18	2	84	479	563
16:30	0	0	0	11	46	109	19	14	2	36	46	13	7	41	109	0	13	0	47	419	466
16:45	0	0	0	14	38	143	24	10	2	31	46	15	8	36	111	4	13	0	47	448	495
Total	0	0	0	49	204	544	93	67	13	133	213	66	42	151	367	8	54	2	227	1779	2006
17:00	0	0	0	10	39	175	27	11	9	47	72	15	13	35	101	1	16	0	59	512	571
17:15	0	0	0	15	57	185	33	12	6	40	54	15	8	41	113	0	11	0	52	538	590
17:30	0	0	0	7	52	150	28	11	3	41	60	24	6	47	100	3	9	2	38	505	543
17:45	0	0	0	22	64	164	27	15	1	30	57	18	9	41	142	3	6	0	53	546	599
Total	0	0	0	54	212	674	115	49	19	158	243	72	36	164	456	7	42	2	202	2101	2303
Grand Total	0	0	0	103	416	1218	208	116	32	291	456	138	78	315	823	15	96	4	429	3880	4309
Apprch %	0	0	0		22.6	66.1	11.3			32.9	51.5	15.6		27.3	71.4	1.3					
Total %	0	0	0		10.7	31.4	5.4			7.5	11.8	3.6		8.1	21.2	0.4			10	90	
Cars	0	0	0		400	1212	205			290	455	137		314	806	15			0	0	4263
% Cars	0	0	0	100	96.2	99.5	98.6	100	100	99.7	99.8	99.3	100	99.7	97.9	100	100	100	0	0	98.9
Trucks	0	0	0		16	6	3			1	1	1		1	17	0			0	0	46
% Trucks	0	0	0	0	3.8	0.5	1.4	0	0	0.3	0.2	0.7	0	0.3	2.1	0	0	0	0	0	1.1

	Lake St From North				Commonwealth Ave From East				St Thomas Moore Rd From South				Commonwealth Ave From West				
Start Time	Left	Thru	Right	App. Total				App. Total				App. Total				App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	39	175	27	241	47	72	15	134	35	101	1	137	512
17:15	0	0	0	0	57	185	33	275	40	54	15	109	41	113	0	154	538
17:30	0	0	0	0	52	150	28	230	41	60	24	125	47	100	3	150	505
17:45	0	0	0	0	64	164	27	255	30	57	18	105	41	142	3	186	546
Total Volume	0	0	0	0	212	674	115	1001	158	243	72	473	164	456	7	627	2101
% App. Total	0	0	0		21.2	67.3	11.5		33.4	51.4	15.2		26.2	72.7	1.1		
PHF	.000	.000	.000	.000	.828	.911	.871	.910	.840	.844	.750	.882	.872	.803	.583	.843	.962
Cars	0	0	0	0	205	674	114	993	157	242	71	470	164	447	7	618	2081
% Cars	0	0	0	0	96.7	100	99.1	99.2	99.4	99.6	98.6	99.4	100	98.0	100	98.6	99.0
Trucks	0	0	0	0	7	0	1	8	1	1	1	3	0	9	0	9	20
% Trucks	0	0	0	0	3.3	0	0.9	0.8	0.6	0.4	1.4	0.6	0	2.0	0	1.4	1.0

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 2



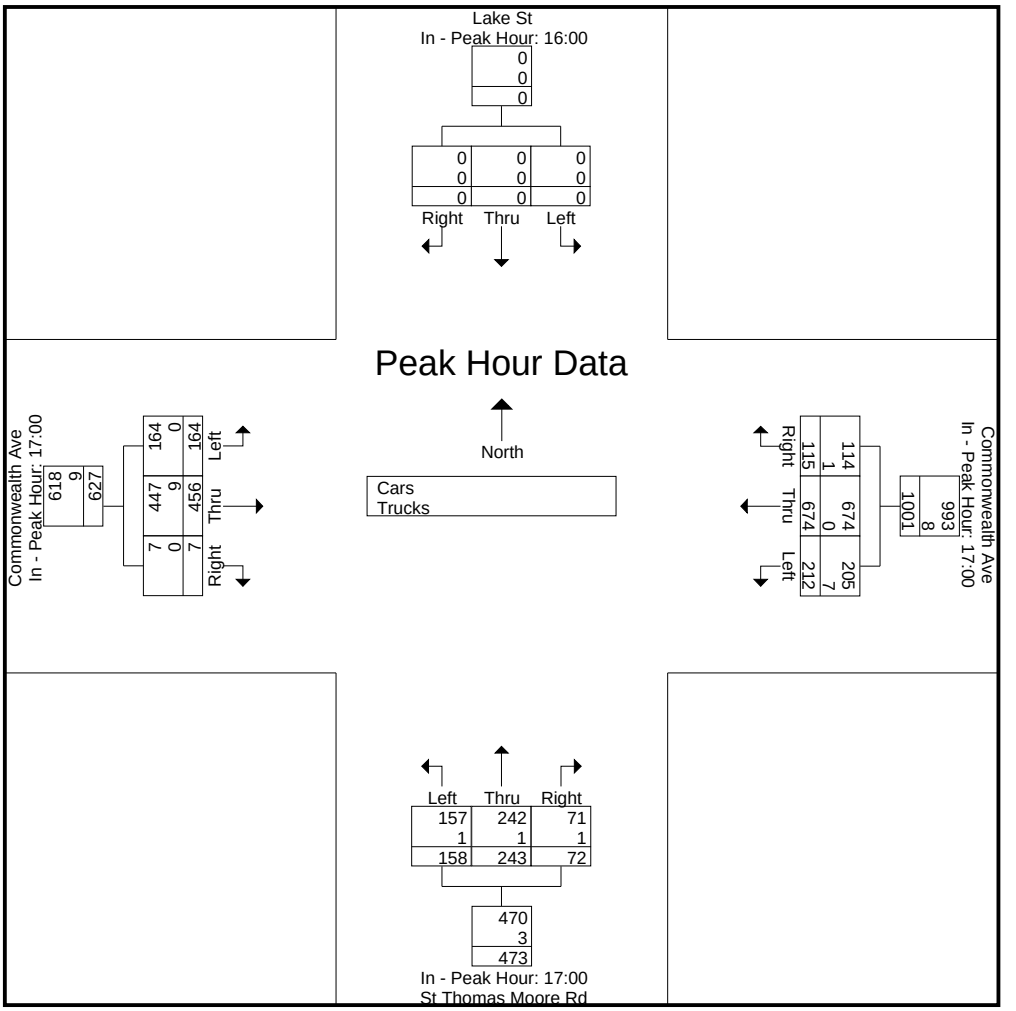
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				17:00				17:00				17:00			
+0 mins.	0	0	0	0	39	175	27	241	47	72	15	134	35	101	1	137
+15 mins.	0	0	0	0	57	185	33	275	40	54	15	109	41	113	0	154
+30 mins.	0	0	0	0	52	150	28	230	41	60	24	125	47	100	3	150
+45 mins.	0	0	0	0	64	164	27	255	30	57	18	105	41	142	3	186
Total Volume	0	0	0	0	212	674	115	1001	158	243	72	473	164	456	7	627
% App. Total	0	0	0		21.2	67.3	11.5		33.4	51.4	15.2		26.2	72.7	1.1	
PHF	.000	.000	.000	.000	.828	.911	.871	.910	.840	.844	.750	.882	.872	.803	.583	.843
Cars	0	0	0	0	205	674	114	993	157	242	71	470	164	447	7	618
% Cars	0	0	0	0	96.7	100	99.1	99.2	99.4	99.6	98.6	99.4	100	98	100	98.6
Trucks	0	0	0	0	7	0	1	8	1	1	1	3	0	9	0	9
% Trucks	0	0	0	0	3.3	0	0.9	0.8	0.6	0.4	1.4	0.6	0	2	0	1.4

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 3



N/S Street : Lake St / St Thomas Moore
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 1

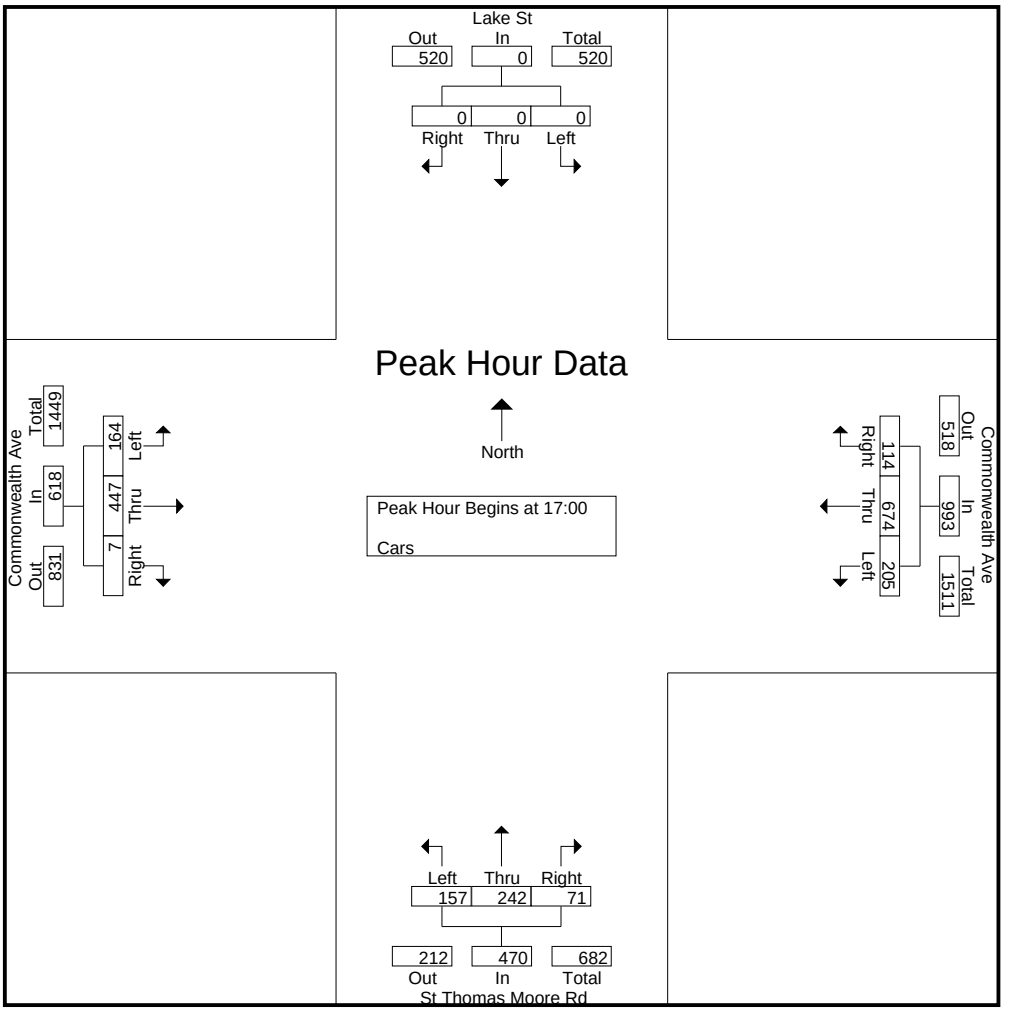
Groups Printed- Cars

	Lake St From North				Commonwealth Ave From East					St Thomas Moore Rd From South				Commonwealth Ave From West							
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	U-Trn	Left	Thru	Right	Peds	Left	Thru	Right	Peds	U-Trn	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	14	59	121	27	13	4	34	68	17	8	32	66	2	10	0	49	426	475
16:15	0	0	0	10	57	168	22	30	5	32	53	21	19	42	78	2	18	2	84	475	559
16:30	0	0	0	11	43	107	19	14	2	36	46	13	7	40	106	0	13	0	47	410	457
16:45	0	0	0	14	36	142	23	10	2	31	46	15	8	36	109	4	13	0	47	442	489
Total	0	0	0	49	195	538	91	67	13	133	213	66	42	150	359	8	54	2	227	1753	1980
17:00	0	0	0	10	37	175	27	11	9	47	72	15	13	35	99	1	16	0	59	508	567
17:15	0	0	0	15	55	185	33	12	6	40	54	15	8	41	110	0	11	0	52	533	585
17:30	0	0	0	7	50	150	28	11	3	40	59	24	6	47	98	3	9	2	38	499	537
17:45	0	0	0	22	63	164	26	15	1	30	57	17	9	41	140	3	6	0	53	541	594
Total	0	0	0	54	205	674	114	49	19	157	242	71	36	164	447	7	42	2	202	2081	2283
Grand Total	0	0	0	103	400	1212	205	116	32	290	455	137	78	314	806	15	96	4	429	3834	4263
Apprch %	0	0	0		22	66.7	11.3			32.9	51.6	15.5		27.7	71	1.3					
Total %	0	0	0		10.4	31.6	5.3			7.6	11.9	3.6		8.2	21	0.4			10.1	89.9	

	Lake St From North				Commonwealth Ave From East				St Thomas Moore Rd From South				Commonwealth Ave From West				
Start Time	Left	Thru	Right	App. Total				App. Total				App. Total				App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	37	175	27	239	47	72	15	134	35	99	1	135	508
17:15	0	0	0	0	55	185	33	273	40	54	15	109	41	110	0	151	533
17:30	0	0	0	0	50	150	28	228	40	59	24	123	47	98	3	148	499
17:45	0	0	0	0	63	164	26	253	30	57	17	104	41	140	3	184	541
Total Volume	0	0	0	0	205	674	114	993	157	242	71	470	164	447	7	618	2081
% App. Total	0	0	0		20.6	67.9	11.5		33.4	51.5	15.1		26.5	72.3	1.1		
PHF	.000	.000	.000	.000	.813	.911	.864	.909	.835	.840	.740	.877	.872	.798	.583	.840	.962

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 2

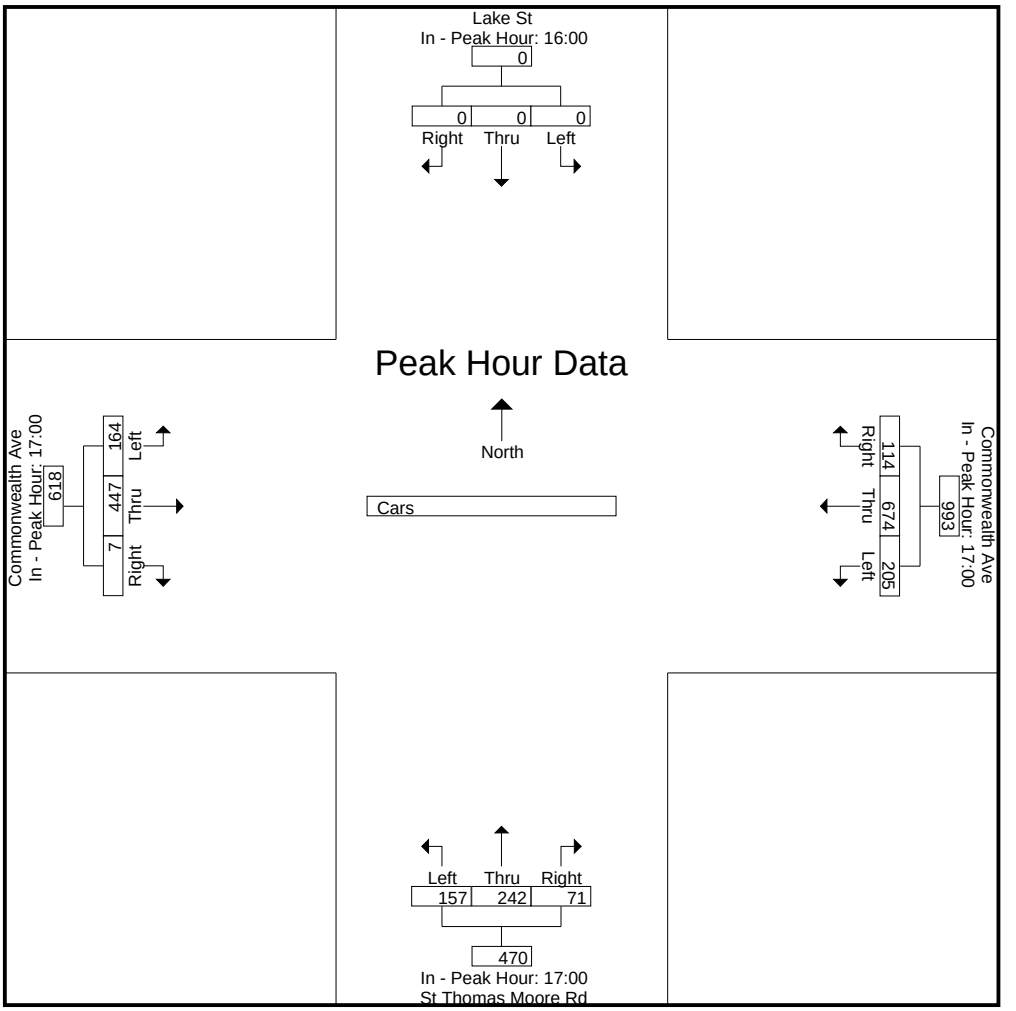


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00				17:00				17:00				17:00			
+0 mins.	0	0	0	0	37	175	27	239	47	72	15	134	35	99	1	135
+15 mins.	0	0	0	0	55	185	33	273	40	54	15	109	41	110	0	151
+30 mins.	0	0	0	0	50	150	28	228	40	59	24	123	47	98	3	148
+45 mins.	0	0	0	0	63	164	26	253	30	57	17	104	41	140	3	184
Total Volume	0	0	0	0	205	674	114	993	157	242	71	470	164	447	7	618
% App. Total	0	0	0		20.6	67.9	11.5		33.4	51.5	15.1		26.5	72.3	1.1	
PHF	.000	.000	.000	.000	.813	.911	.864	.909	.835	.840	.740	.877	.872	.798	.583	.840

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 3



N/S Street : Lake St / St Thomas Moore
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 1

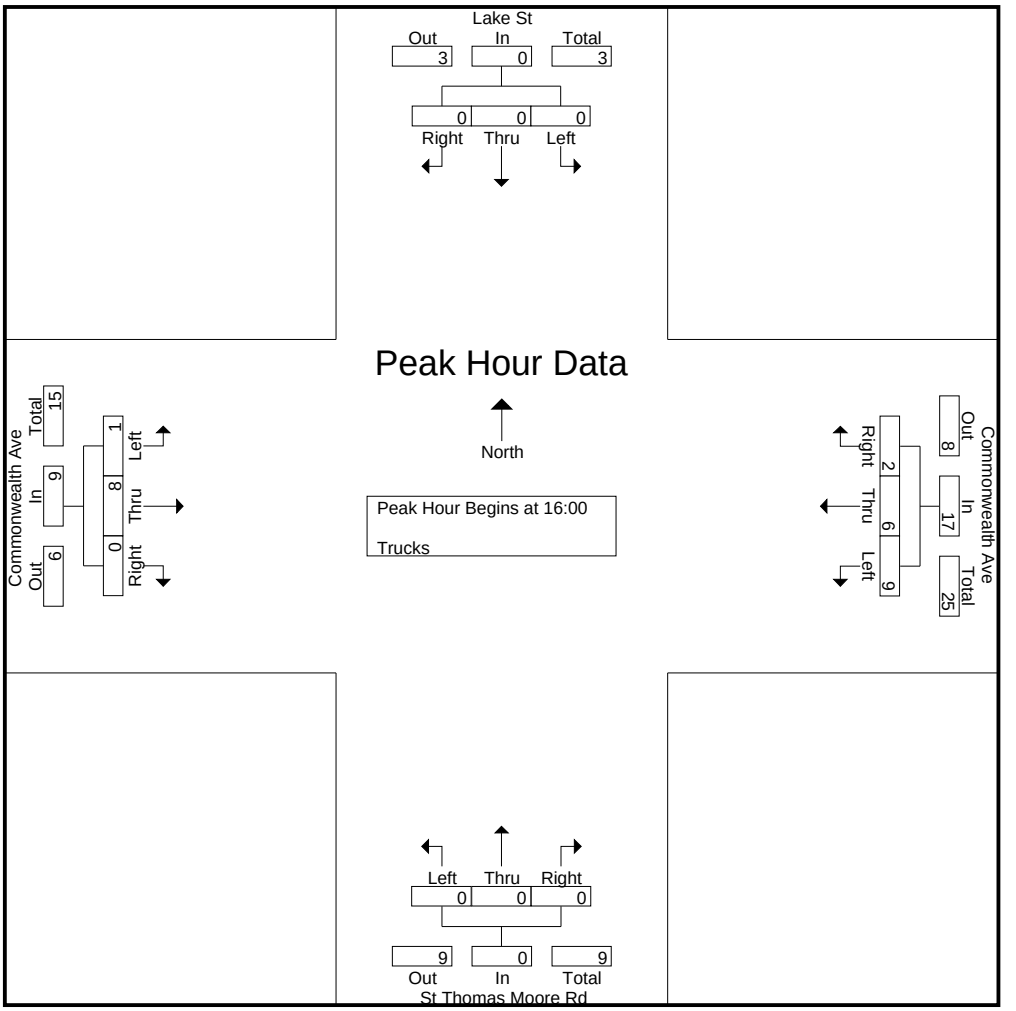
Groups Printed- Trucks

	Lake St From North				Commonwealth Ave From East					St Thomas Moore Rd From South				Commonwealth Ave From West							
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	U-Trn	Left	Thru	Right	Peds	Left	Thru	Right	Peds	U-Trn	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	2	0	0	0	0	7	7
16:15	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	4	4
16:30	0	0	0	0	3	2	0	0	0	0	0	0	0	1	3	0	0	0	0	9	9
16:45	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2	0	0	0	0	6	6
Total	0	0	0	0	9	6	2	0	0	0	0	0	0	1	8	0	0	0	0	26	26
17:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	4
17:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	5	5
17:30	0	0	0	0	2	0	0	0	0	1	1	0	0	0	2	0	0	0	0	6	6
17:45	0	0	0	0	1	0	1	0	0	0	0	1	0	0	2	0	0	0	0	5	5
Total	0	0	0	0	7	0	1	0	0	1	1	1	0	0	9	0	0	0	0	20	20
Grand Total	0	0	0	0	16	6	3	0	0	1	1	1	0	1	17	0	0	0	0	46	46
Apprch %	0	0	0		64	24	12			33.3	33.3	33.3		5.6	94.4	0					
Total %	0	0	0		34.8	13	6.5			2.2	2.2	2.2		2.2	37	0			0	100	

	Lake St From North				Commonwealth Ave From East				St Thomas Moore Rd From South				Commonwealth Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	0	0	0	2	2	1	5	0	0	0	0	0	2	0	2	7
16:15	0	0	0	0	2	1	0	3	0	0	0	0	0	1	0	1	4
16:30	0	0	0	0	3	2	0	5	0	0	0	0	1	3	0	4	9
16:45	0	0	0	0	2	1	1	4	0	0	0	0	0	2	0	2	6
Total Volume	0	0	0	0	9	6	2	17	0	0	0	0	1	8	0	9	26
% App. Total	0	0	0		52.9	35.3	11.8		0	0	0		11.1	88.9	0		
PHF	.000	.000	.000	.000	.750	.750	.500	.850	.000	.000	.000	.000	.250	.667	.000	.563	.722

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 2



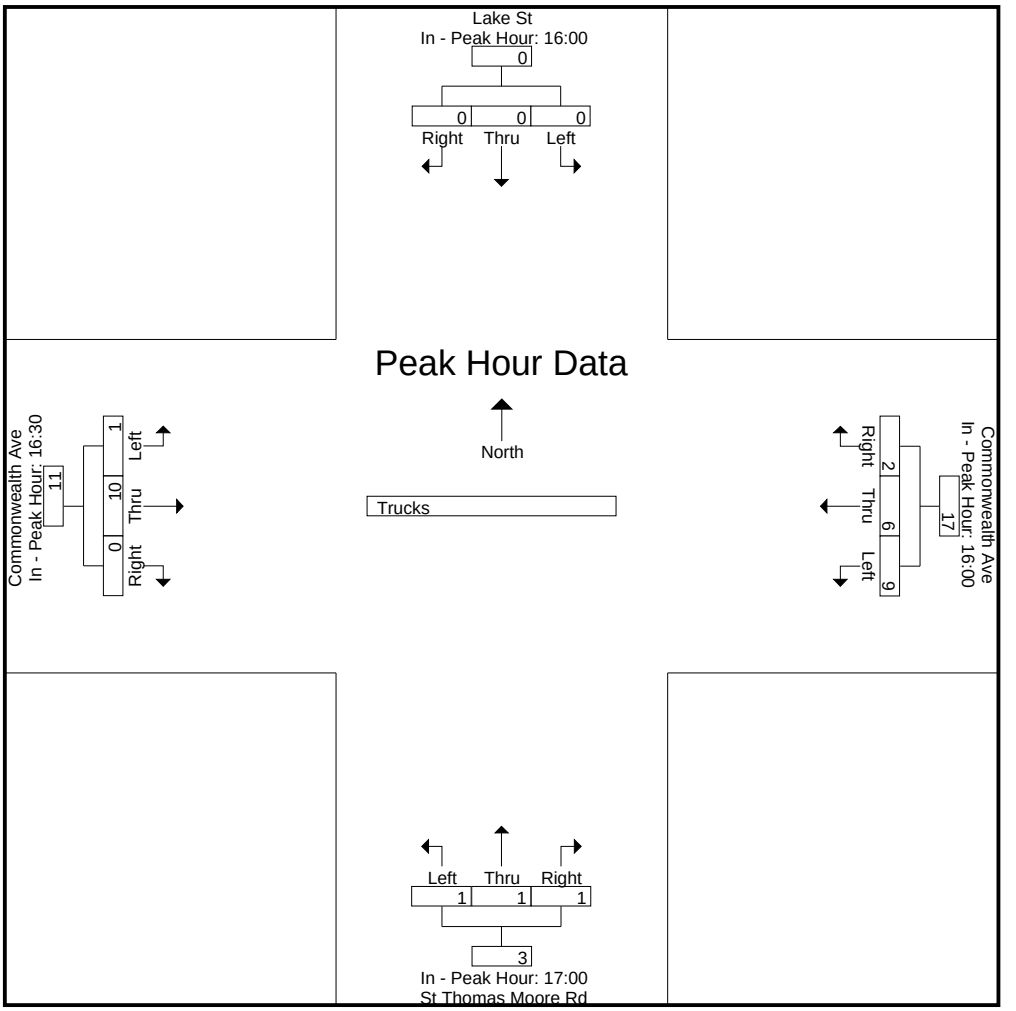
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				16:00				17:00				16:30			
+0 mins.	0	0	0	0	2	2	1	5	0	0	0	0	1	3	0	4
+15 mins.	0	0	0	0	2	1	0	3	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	3	2	0	5	1	1	0	2	0	2	0	2
+45 mins.	0	0	0	0	2	1	1	4	0	0	1	1	0	3	0	3
Total Volume	0	0	0	0	9	6	2	17	1	1	1	3	1	10	0	11
% App. Total	0	0	0		52.9	35.3	11.8		33.3	33.3	33.3		9.1	90.9	0	
PHF	.000	.000	.000	.000	.750	.750	.500	.850	.250	.250	.250	.375	.250	.833	.000	.688

Accurate Counts
978-664-2565

File Name : 39000001
Site Code : 39000001
Start Date : 3/11/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

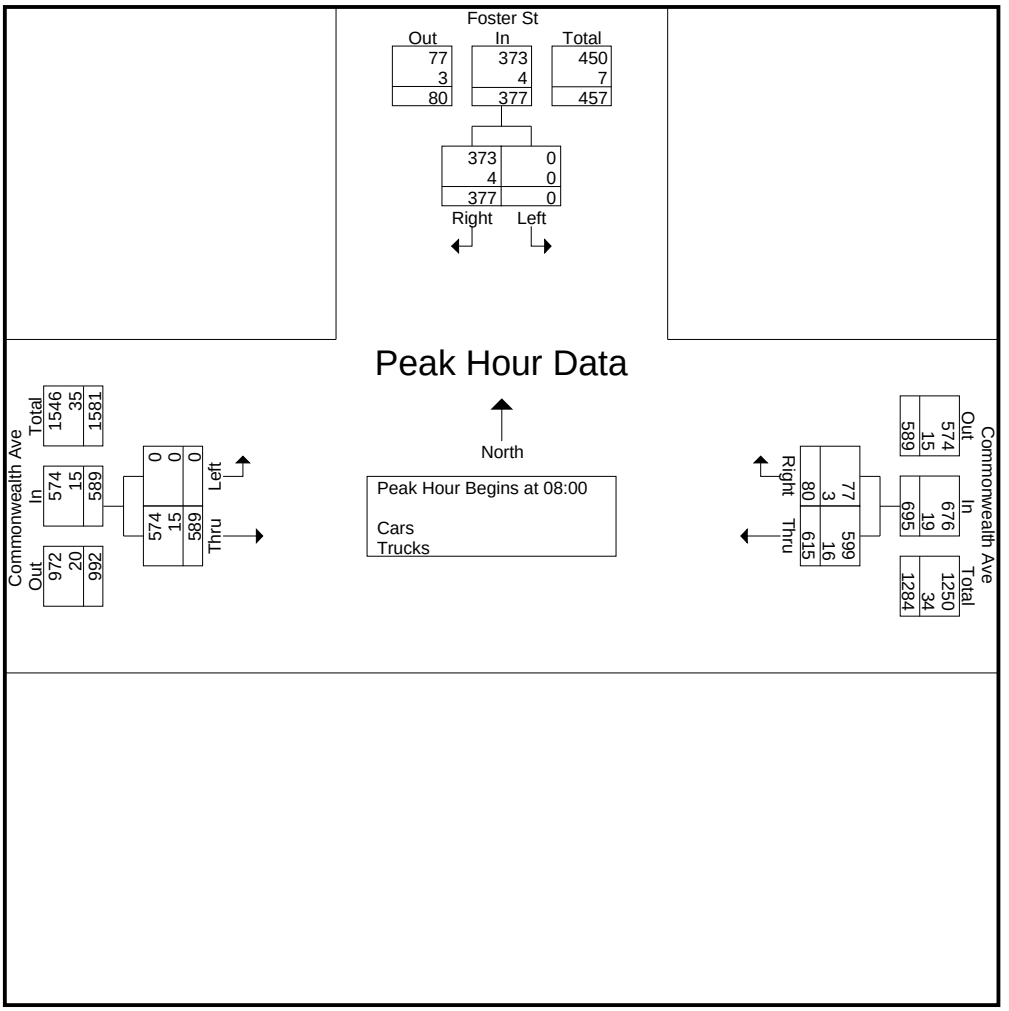
Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars - Trucks

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	45	5	65	10	0	0	73	0	5	193	198
07:15	0	66	8	115	15	0	0	86	0	8	282	290
07:30	0	92	9	114	17	0	0	109	0	9	332	341
07:45	0	79	15	142	19	0	0	160	0	15	400	415
Total	0	282	37	436	61	0	0	428	0	37	1207	1244
08:00	0	76	6	156	26	0	0	165	0	6	423	429
08:15	0	97	9	160	16	0	0	145	0	9	418	427
08:30	0	99	29	155	19	0	0	146	0	29	419	448
08:45	0	105	18	144	19	0	0	133	0	18	401	419
Total	0	377	62	615	80	0	0	589	0	62	1661	1723
Grand Total	0	659	99	1051	141	0	0	1017	0	99	2868	2967
Apprch %	0	100		88.2	11.8		0	100				
Total %	0	23		36.6	4.9		0	35.5		3.3	96.7	
Cars	0	648		1022	138		0	985		0	0	2892
% Cars	0	98.3	100	97.2	97.9	0	0	96.9	0	0	0	97.5
Trucks	0	11		29	3		0	32		0	0	75
% Trucks	0	1.7	0	2.8	2.1	0	0	3.1	0	0	0	2.5

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	0	76	76	156	26	182	0	165	165	423
08:15	0	97	97	160	16	176	0	145	145	418
08:30	0	99	99	155	19	174	0	146	146	419
08:45	0	105	105	144	19	163	0	133	133	401
Total Volume	0	377	377	615	80	695	0	589	589	1661
% App. Total	0	100		88.5	11.5		0	100		
PHF	.000	.898	.898	.961	.769	.955	.000	.892	.892	.982
Cars	0	373	373	599	77	676	0	574	574	1623
% Cars	0	98.9	98.9	97.4	96.3	97.3	0	97.5	97.5	97.7
Trucks	0	4	4	16	3	19	0	15	15	38
% Trucks	0	1.1	1.1	2.6	3.8	2.7	0	2.5	2.5	2.3



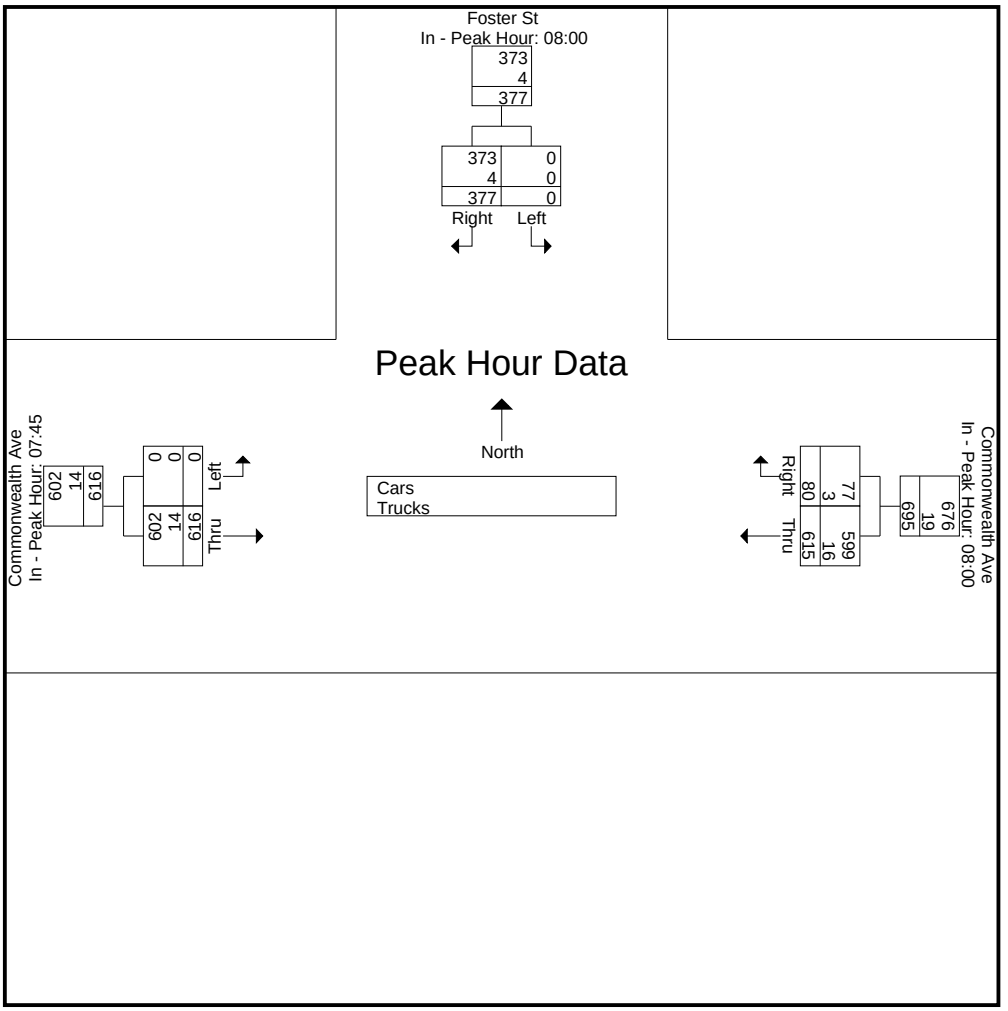
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00			08:00			07:45		
+0 mins.	0	76	76	156	26	182	0	160	160
+15 mins.	0	97	97	160	16	176	0	165	165
+30 mins.	0	99	99	155	19	174	0	145	145
+45 mins.	0	105	105	144	19	163	0	146	146
Total Volume	0	377	377	615	80	695	0	616	616
% App. Total	0	100		88.5	11.5		0	100	
PHF	.000	.898	.898	.961	.769	.955	.000	.933	.933
Cars	0	373	373	599	77	676	0	602	602
% Cars	0	98.9	98.9	97.4	96.2	97.3	0	97.7	97.7
Trucks	0	4	4	16	3	19	0	14	14
% Trucks	0	1.1	1.1	2.6	3.8	2.7	0	2.3	2.3

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 1

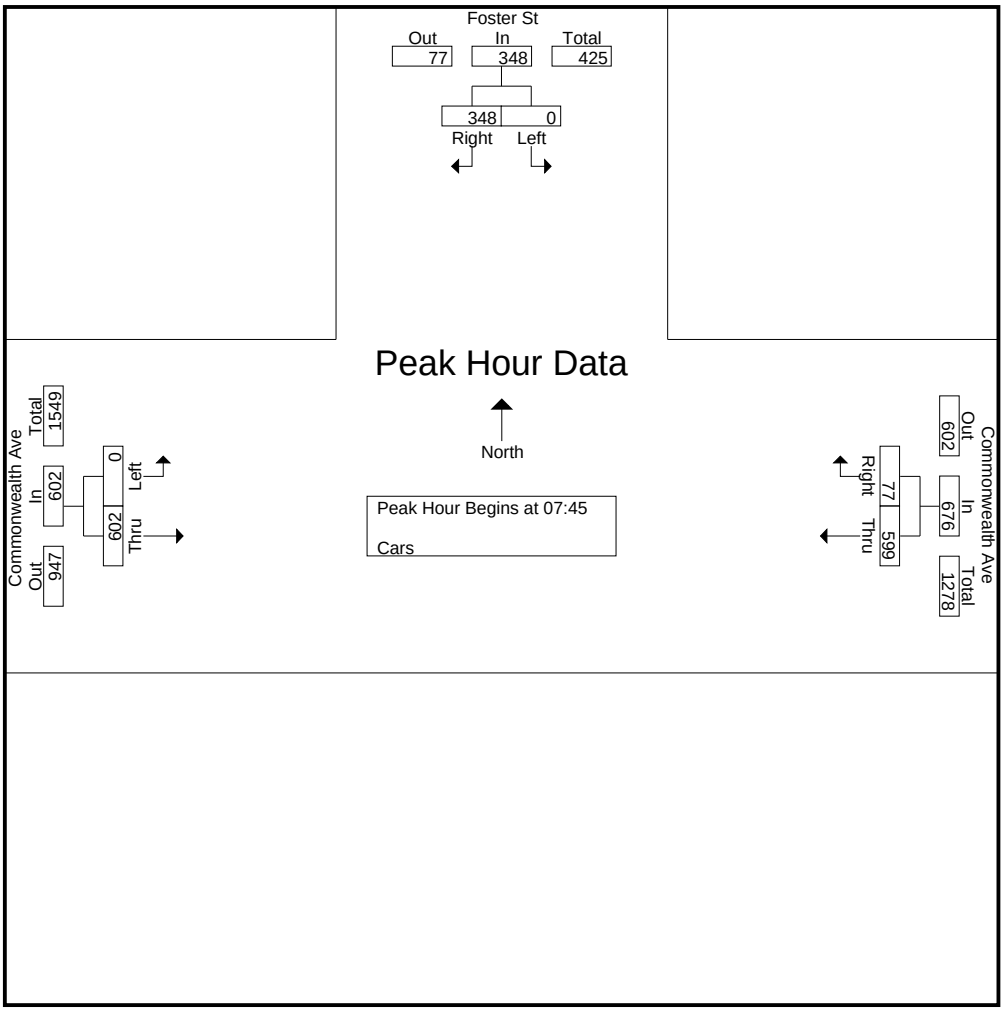
Groups Printed- Cars

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	44	5	62	10	0	0	70	0	5	186	191
07:15	0	64	8	111	15	0	0	83	0	8	273	281
07:30	0	89	9	111	17	0	0	102	0	9	319	328
07:45	0	78	15	139	19	0	0	156	0	15	392	407
Total	0	275	37	423	61	0	0	411	0	37	1170	1207
08:00	0	76	6	153	25	0	0	162	0	6	416	422
08:15	0	96	9	155	14	0	0	143	0	9	408	417
08:30	0	98	29	152	19	0	0	141	0	29	410	439
08:45	0	103	18	139	19	0	0	128	0	18	389	407
Total	0	373	62	599	77	0	0	574	0	62	1623	1685
Grand Total	0	648	99	1022	138	0	0	985	0	99	2793	2892
Apprch %	0	100		88.1	11.9		0	100				
Total %	0	23.2		36.6	4.9		0	35.3		3.4	96.6	

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45										
07:45	0	78	78	139	19	158	0	156	156	392
08:00	0	76	76	153	25	178	0	162	162	416
08:15	0	96	96	155	14	169	0	143	143	408
08:30	0	98	98	152	19	171	0	141	141	410
Total Volume	0	348	348	599	77	676	0	602	602	1626
% App. Total	0	100		88.6	11.4		0	100		
PHF	.000	.888	.888	.966	.770	.949	.000	.929	.929	.977

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 2

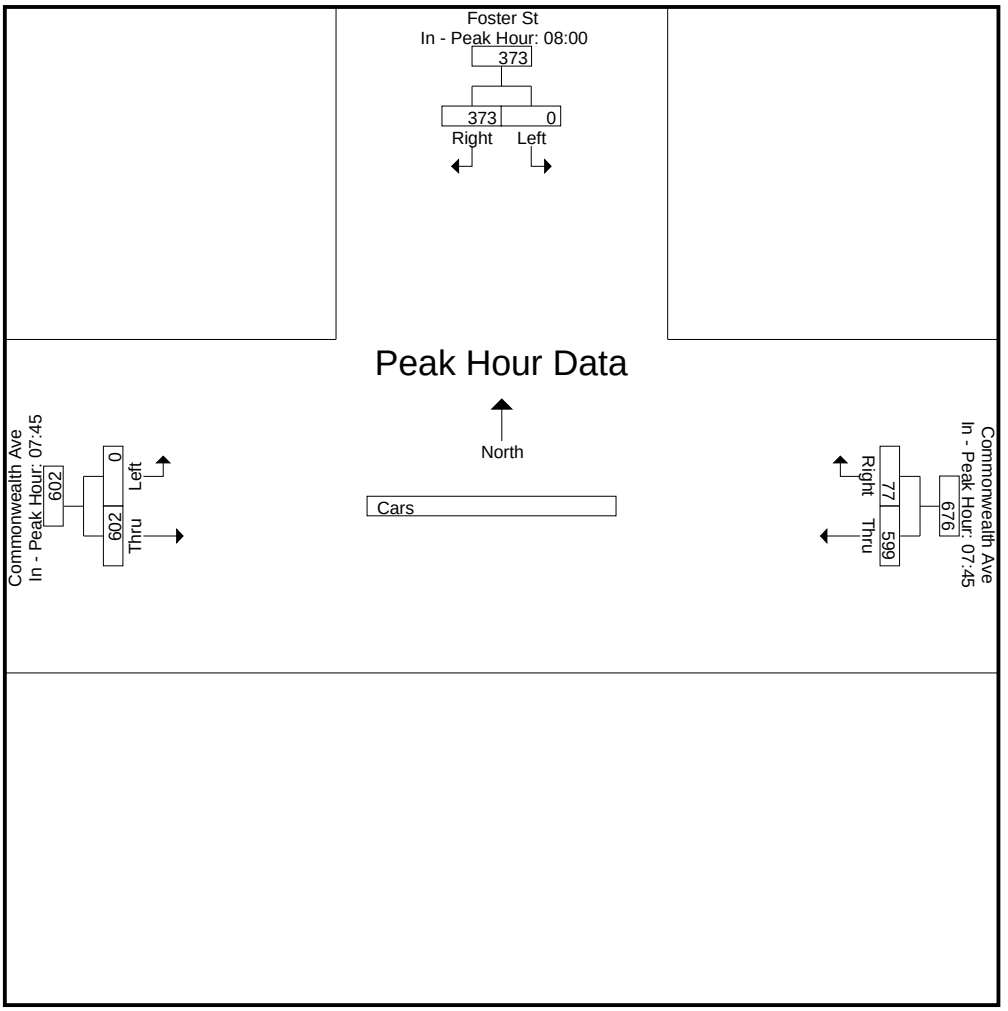


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00			07:45			07:45		
+0 mins.	0	76	76	139	19	158	0	156	156
+15 mins.	0	96	96	153	25	178	0	162	162
+30 mins.	0	98	98	155	14	169	0	143	143
+45 mins.	0	103	103	152	19	171	0	141	141
Total Volume	0	373	373	599	77	676	0	602	602
% App. Total	0	100		88.6	11.4		0	100	
PHF	.000	.905	.905	.966	.770	.949	.000	.929	.929

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 1

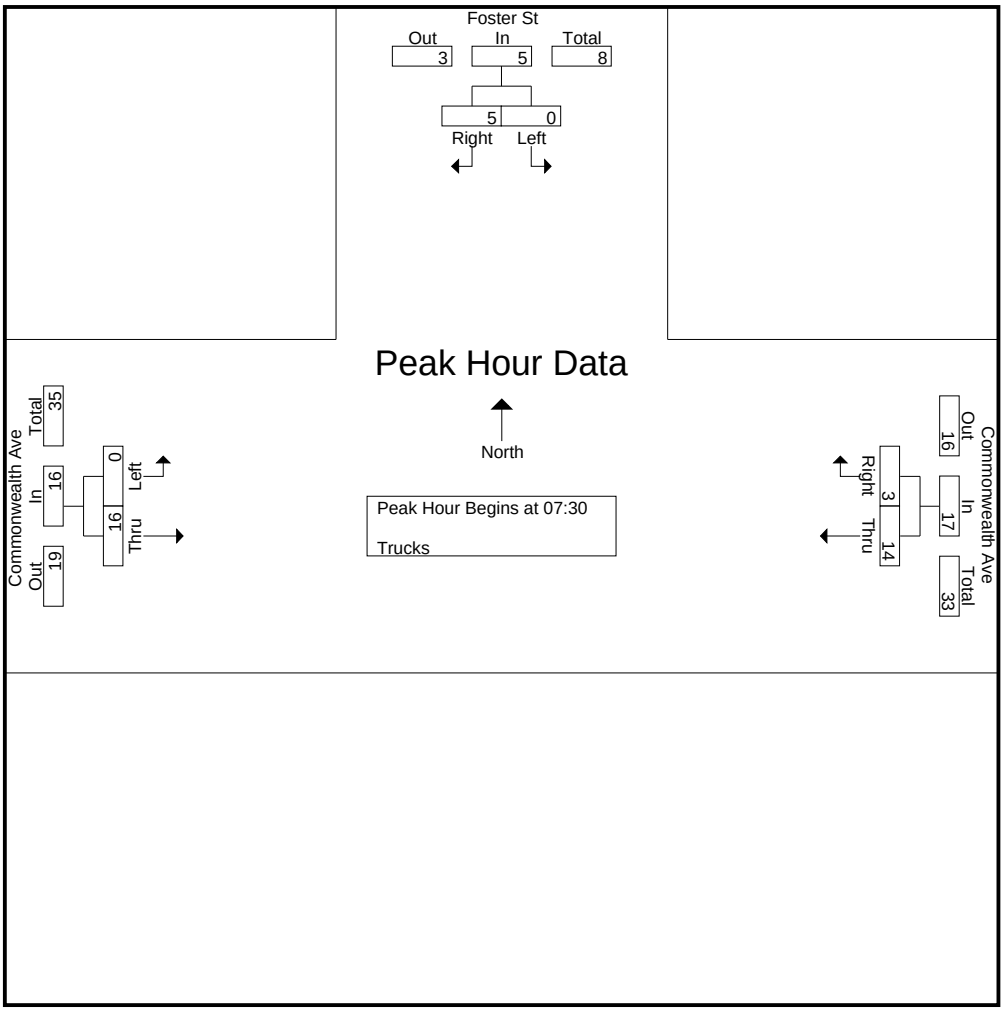
Groups Printed- Trucks

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	1	0	3	0	0	0	3	0	0	7	7
07:15	0	2	0	4	0	0	0	3	0	0	9	9
07:30	0	3	0	3	0	0	0	7	0	0	13	13
07:45	0	1	0	3	0	0	0	4	0	0	8	8
Total	0	7	0	13	0	0	0	17	0	0	37	37
08:00	0	0	0	3	1	0	0	3	0	0	7	7
08:15	0	1	0	5	2	0	0	2	0	0	10	10
08:30	0	1	0	3	0	0	0	5	0	0	9	9
08:45	0	2	0	5	0	0	0	5	0	0	12	12
Total	0	4	0	16	3	0	0	15	0	0	38	38
Grand Total	0	11	0	29	3	0	0	32	0	0	75	75
Apprch %	0	100		90.6	9.4		0	100				
Total %	0	14.7		38.7	4		0	42.7		0	100	

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30										
07:30	0	3	3	3	0	3	0	7	7	13
07:45	0	1	1	3	0	3	0	4	4	8
08:00	0	0	0	3	1	4	0	3	3	7
08:15	0	1	1	5	2	7	0	2	2	10
Total Volume	0	5	5	14	3	17	0	16	16	38
% App. Total	0	100		82.4	17.6		0	100		
PHF	.000	.417	.417	.700	.375	.607	.000	.571	.571	.731

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 2

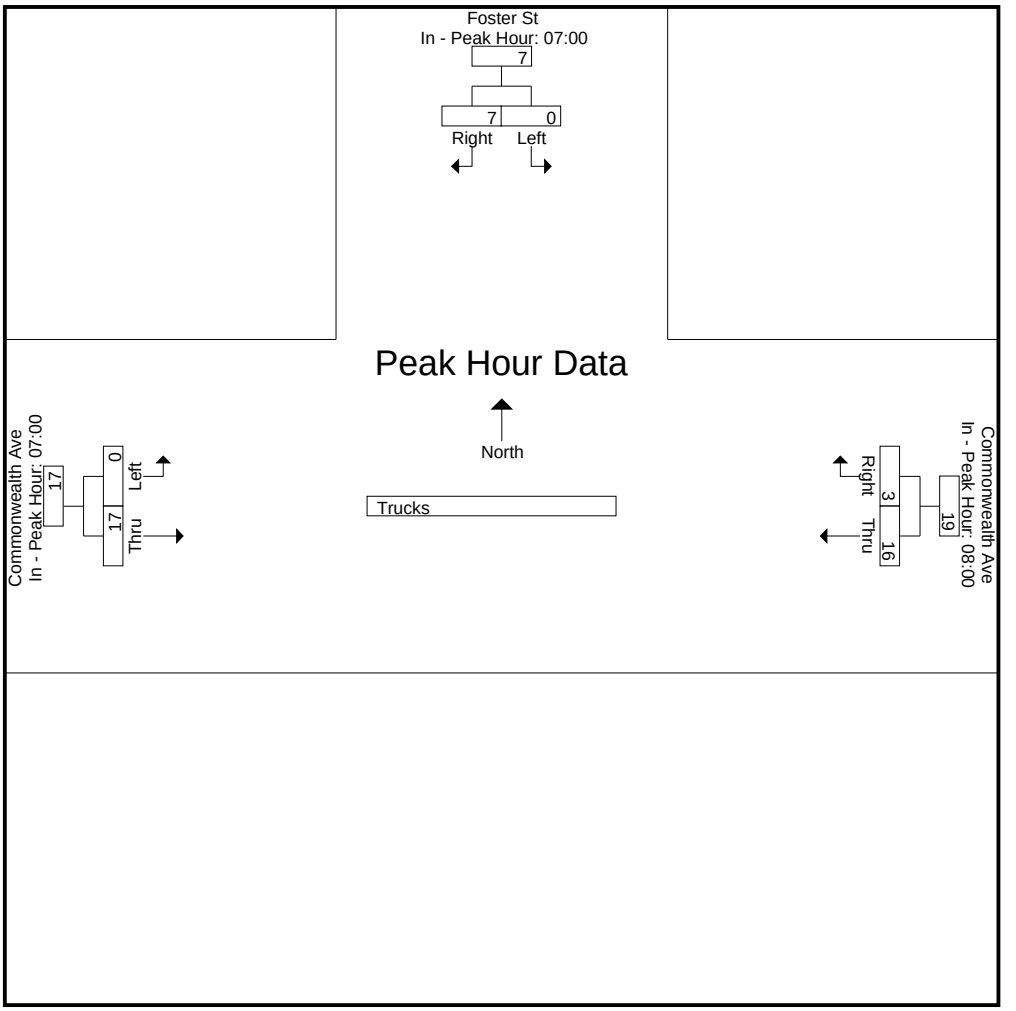


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00			08:00			07:00		
+0 mins.	0	1	1	3	1	4	0	3	3
+15 mins.	0	2	2	5	2	7	0	3	3
+30 mins.	0	3	3	3	0	3	0	7	7
+45 mins.	0	1	1	5	0	5	0	4	4
Total Volume	0	7	7	16	3	19	0	17	17
% App. Total	0	100		84.2	15.8		0	100	
PHF	.000	.583	.583	.800	.375	.679	.000	.607	.607

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 1

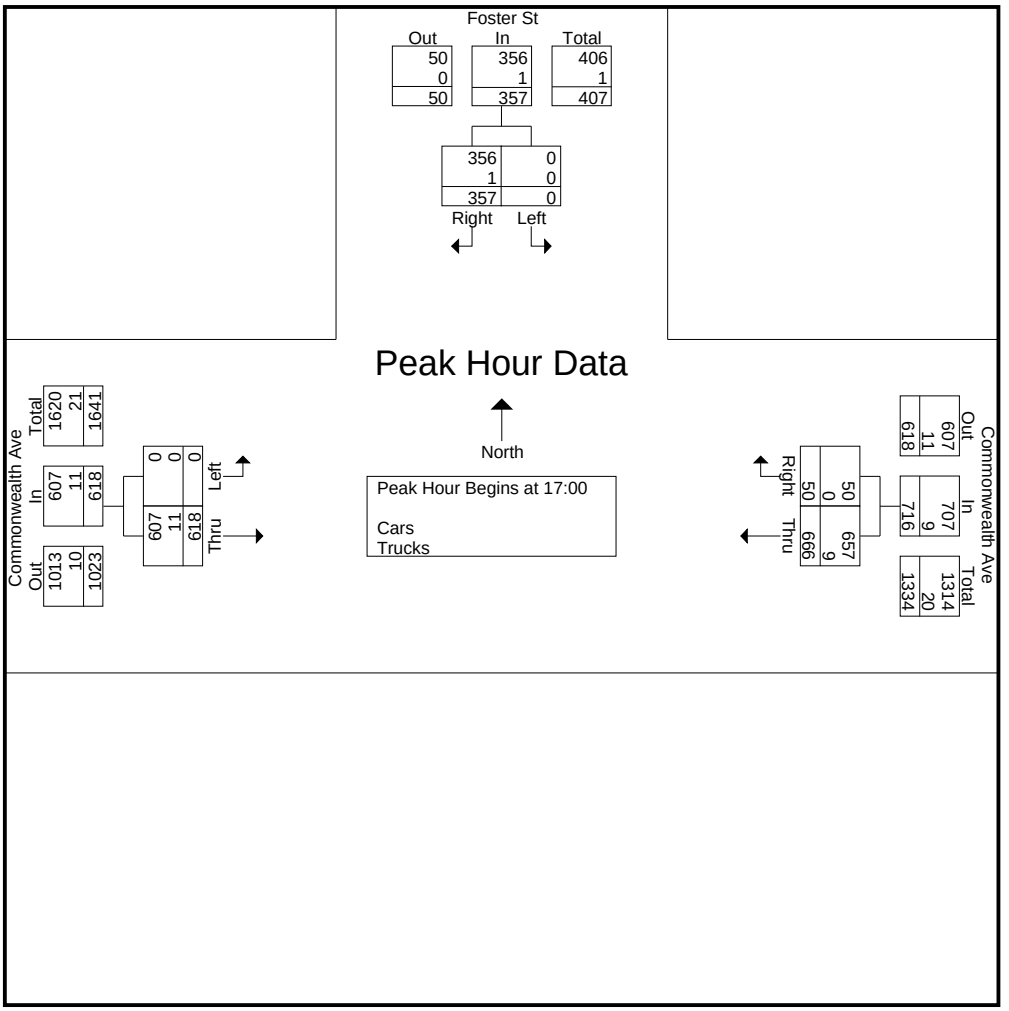
Groups Printed- Cars - Trucks

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	83	13	128	10	4	0	97	0	17	318	335
16:15	0	82	11	164	14	0	0	114	0	11	374	385
16:30	0	76	14	114	12	0	0	130	0	14	332	346
16:45	0	84	14	144	14	0	0	146	0	14	388	402
Total	0	325	52	550	50	4	0	487	0	56	1412	1468
17:00	0	79	14	161	9	0	0	147	0	14	396	410
17:15	0	100	9	178	11	0	0	145	0	9	434	443
17:30	0	88	20	160	13	0	0	140	0	20	401	421
17:45	0	90	22	167	17	0	0	186	0	22	460	482
Total	0	357	65	666	50	0	0	618	0	65	1691	1756
Grand Total	0	682	117	1216	100	4	0	1105	0	121	3103	3224
Apprch %	0	100		92.4	7.6		0	100				
Total %	0	22		39.2	3.2		0	35.6		3.8	96.2	
Cars	0	681		1194	100		0	1086		0	0	3182
% Cars	0	99.9	100	98.2	100	100	0	98.3	0	0	0	98.7
Trucks	0	1		22	0		0	19		0	0	42
% Trucks	0	0.1	0	1.8	0	0	0	1.7	0	0	0	1.3

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	0	79	79	161	9	170	0	147	147	396
17:15	0	100	100	178	11	189	0	145	145	434
17:30	0	88	88	160	13	173	0	140	140	401
17:45	0	90	90	167	17	184	0	186	186	460
Total Volume	0	357	357	666	50	716	0	618	618	1691
% App. Total	0	100		93	7		0	100		
PHF	.000	.893	.893	.935	.735	.947	.000	.831	.831	.919
Cars	0	356	356	657	50	707	0	607	607	1670
% Cars	0	99.7	99.7	98.6	100	98.7	0	98.2	98.2	98.8
Trucks	0	1	1	9	0	9	0	11	11	21
% Trucks	0	0.3	0.3	1.4	0	1.3	0	1.8	1.8	1.2

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 2



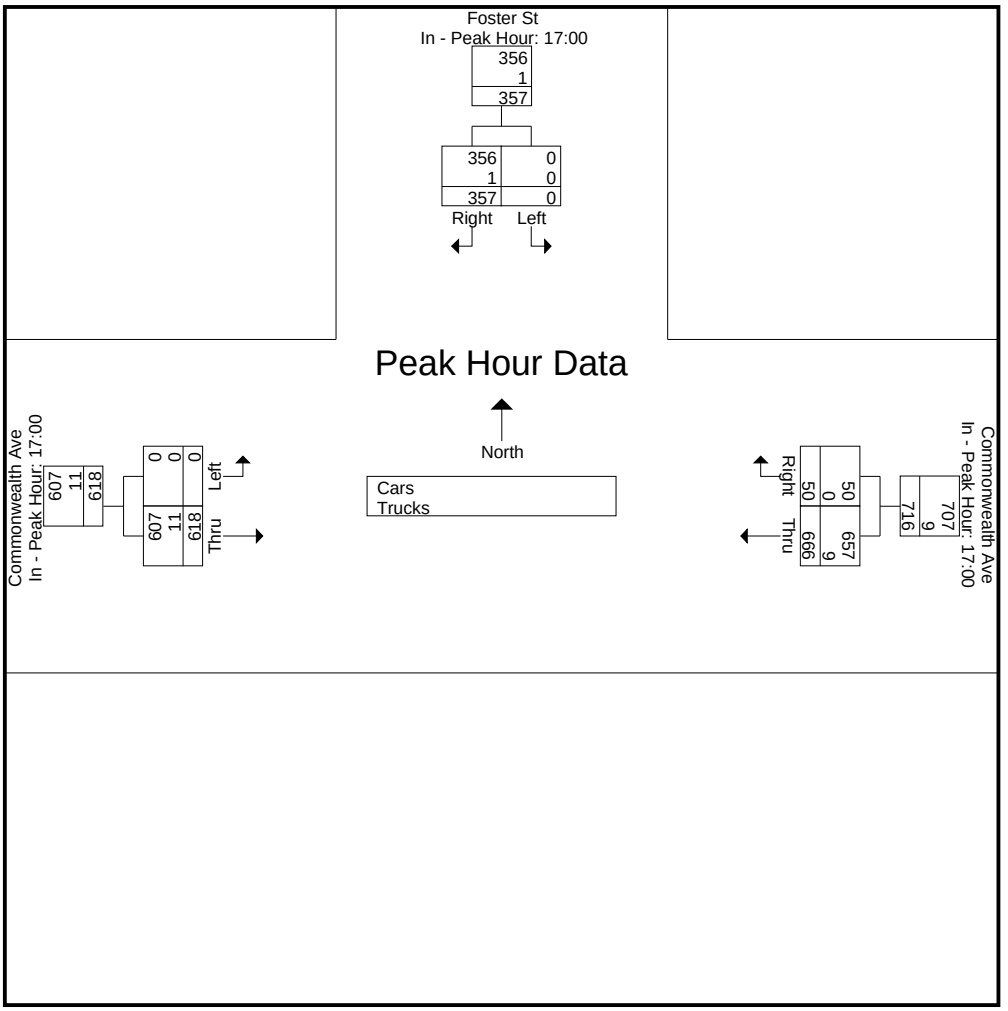
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00			17:00			17:00		
+0 mins.	0	79	79	161	9	170	0	147	147
+15 mins.	0	100	100	178	11	189	0	145	145
+30 mins.	0	88	88	160	13	173	0	140	140
+45 mins.	0	90	90	167	17	184	0	186	186
Total Volume	0	357	357	666	50	716	0	618	618
% App. Total	0	100		93	7		0	100	
PHF	.000	.893	.893	.935	.735	.947	.000	.831	.831
Cars	0	356	356	657	50	707	0	607	607
% Cars	0	99.7	99.7	98.6	100	98.7	0	98.2	98.2
Trucks	0	1	1	9	0	9	0	11	11
% Trucks	0	0.3	0.3	1.4	0	1.3	0	1.8	1.8

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 1

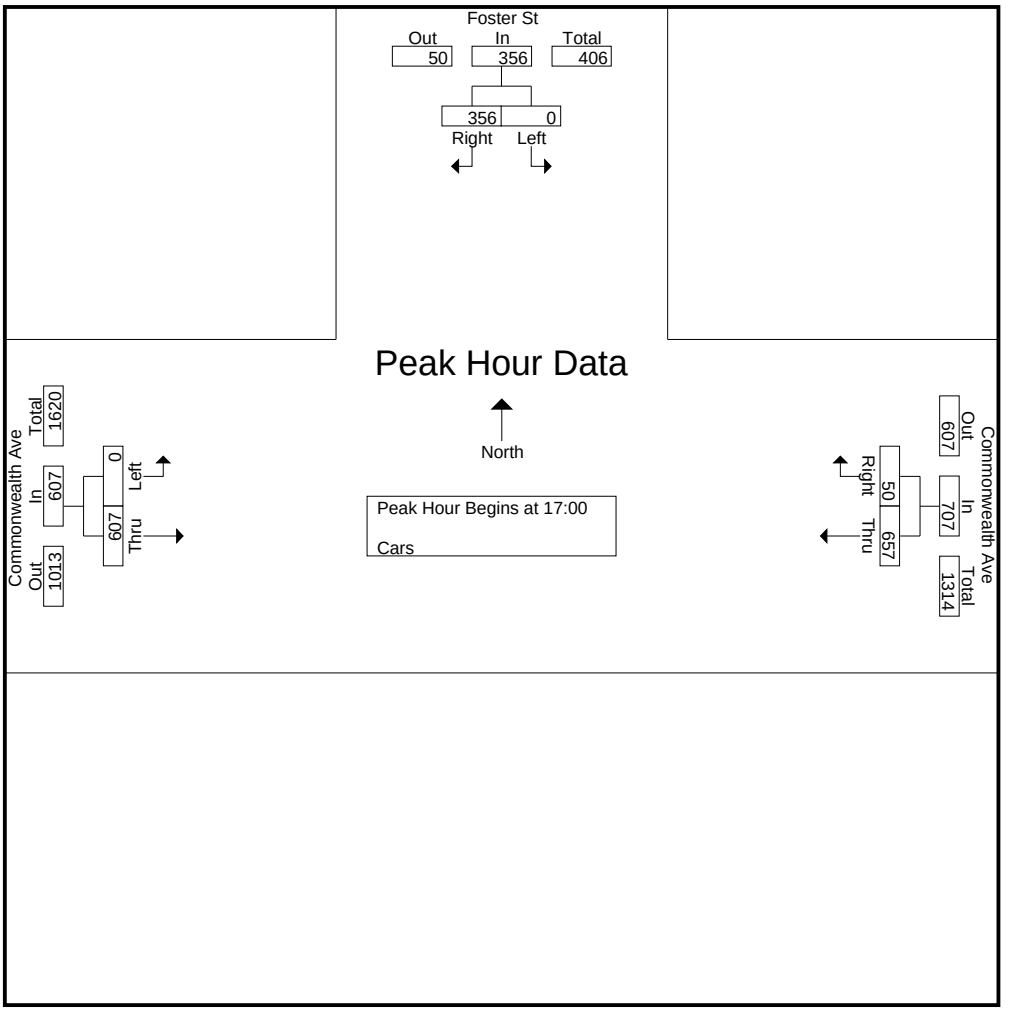
Groups Printed- Cars

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	83	13	124	10	4	0	95	0	17	312	329
16:15	0	82	11	162	14	0	0	113	0	11	371	382
16:30	0	76	14	110	12	0	0	127	0	14	325	339
16:45	0	84	14	141	14	0	0	144	0	14	383	397
Total	0	325	52	537	50	4	0	479	0	56	1391	1447
17:00	0	78	14	159	9	0	0	144	0	14	390	404
17:15	0	100	9	176	11	0	0	142	0	9	429	438
17:30	0	88	20	157	13	0	0	138	0	20	396	416
17:45	0	90	22	165	17	0	0	183	0	22	455	477
Total	0	356	65	657	50	0	0	607	0	65	1670	1735
Grand Total	0	681	117	1194	100	4	0	1086	0	121	3061	3182
Apprch %	0	100		92.3	7.7		0	100				
Total %	0	22.2		39	3.3		0	35.5		3.8	96.2	

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	0	78	78	159	9	168	0	144	144	390
17:15	0	100	100	176	11	187	0	142	142	429
17:30	0	88	88	157	13	170	0	138	138	396
17:45	0	90	90	165	17	182	0	183	183	455
Total Volume	0	356	356	657	50	707	0	607	607	1670
% App. Total	0	100		92.9	7.1		0	100		
PHF	.000	.890	.890	.933	.735	.945	.000	.829	.829	.918

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 2



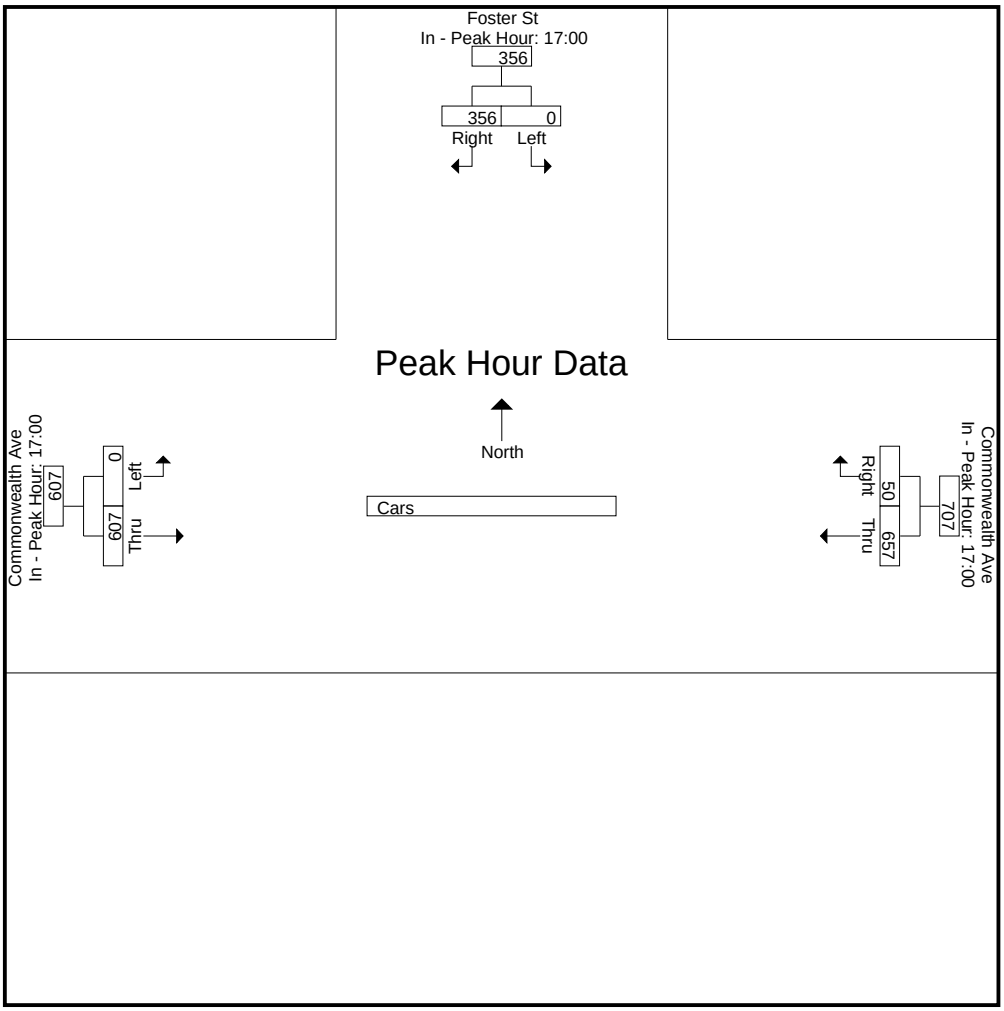
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00			17:00			17:00		
+0 mins.	0	78	78	159	9	168	0	144	144
+15 mins.	0	100	100	176	11	187	0	142	142
+30 mins.	0	88	88	157	13	170	0	138	138
+45 mins.	0	90	90	165	17	182	0	183	183
Total Volume	0	356	356	657	50	707	0	607	607
% App. Total	0	100		92.9	7.1		0	100	
PHF	.000	.890	.890	.933	.735	.945	.000	.829	.829

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 1

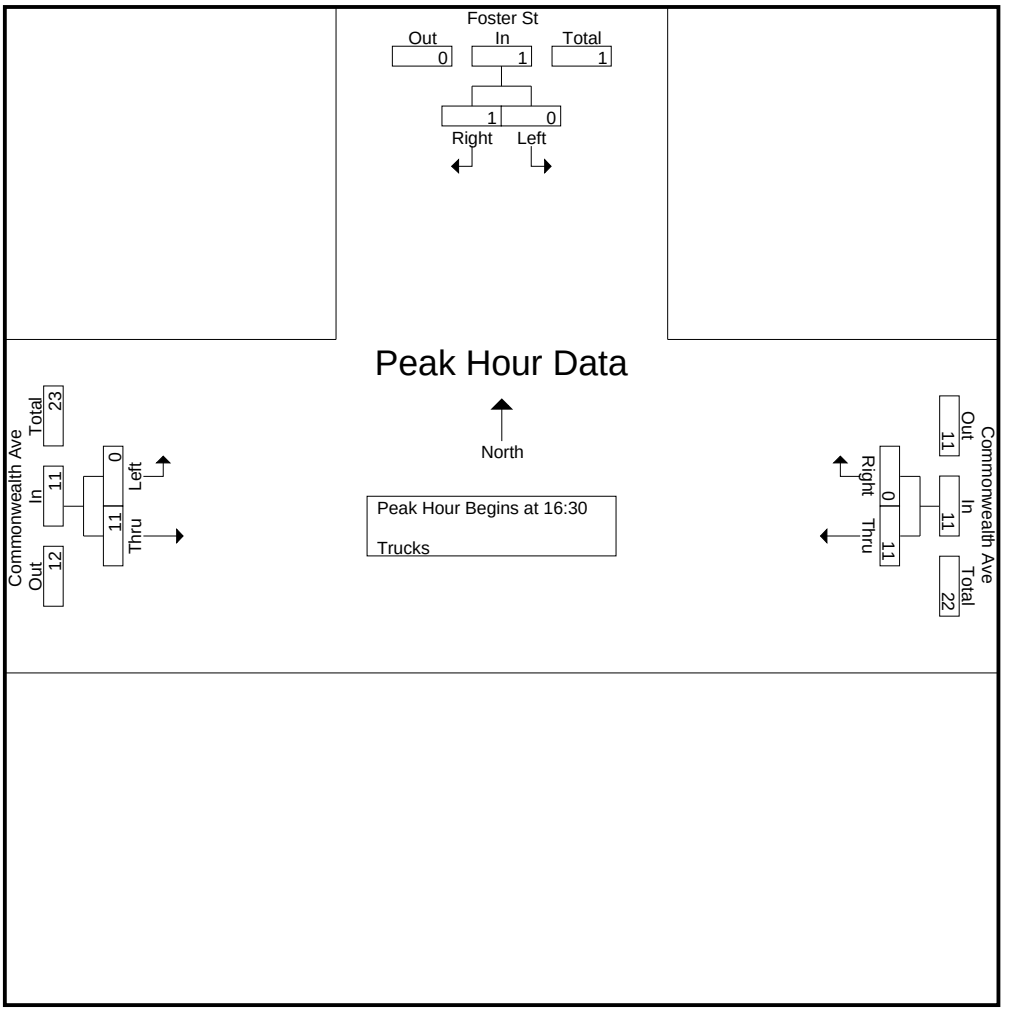
Groups Printed- Trucks

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	4	0	0	0	2	0	0	6	6
16:15	0	0	0	2	0	0	0	1	0	0	3	3
16:30	0	0	0	4	0	0	0	3	0	0	7	7
16:45	0	0	0	3	0	0	0	2	0	0	5	5
Total	0	0	0	13	0	0	0	8	0	0	21	21
17:00	0	1	0	2	0	0	0	3	0	0	6	6
17:15	0	0	0	2	0	0	0	3	0	0	5	5
17:30	0	0	0	3	0	0	0	2	0	0	5	5
17:45	0	0	0	2	0	0	0	3	0	0	5	5
Total	0	1	0	9	0	0	0	11	0	0	21	21
Grand Total	0	1	0	22	0	0	0	19	0	0	42	42
Apprch %	0	100		100	0		0	100				
Total %	0	2.4		52.4	0		0	45.2		0	100	

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:30										
16:30	0	0	0	4	0	4	0	3	3	7
16:45	0	0	0	3	0	3	0	2	2	5
17:00	0	1	1	2	0	2	0	3	3	6
17:15	0	0	0	2	0	2	0	3	3	5
Total Volume	0	1	1	11	0	11	0	11	11	23
% App. Total	0	100		100	0		0	100		
PHF	.000	.250	.250	.688	.000	.688	.000	.917	.917	.821

Accurate Counts
978-664-2565

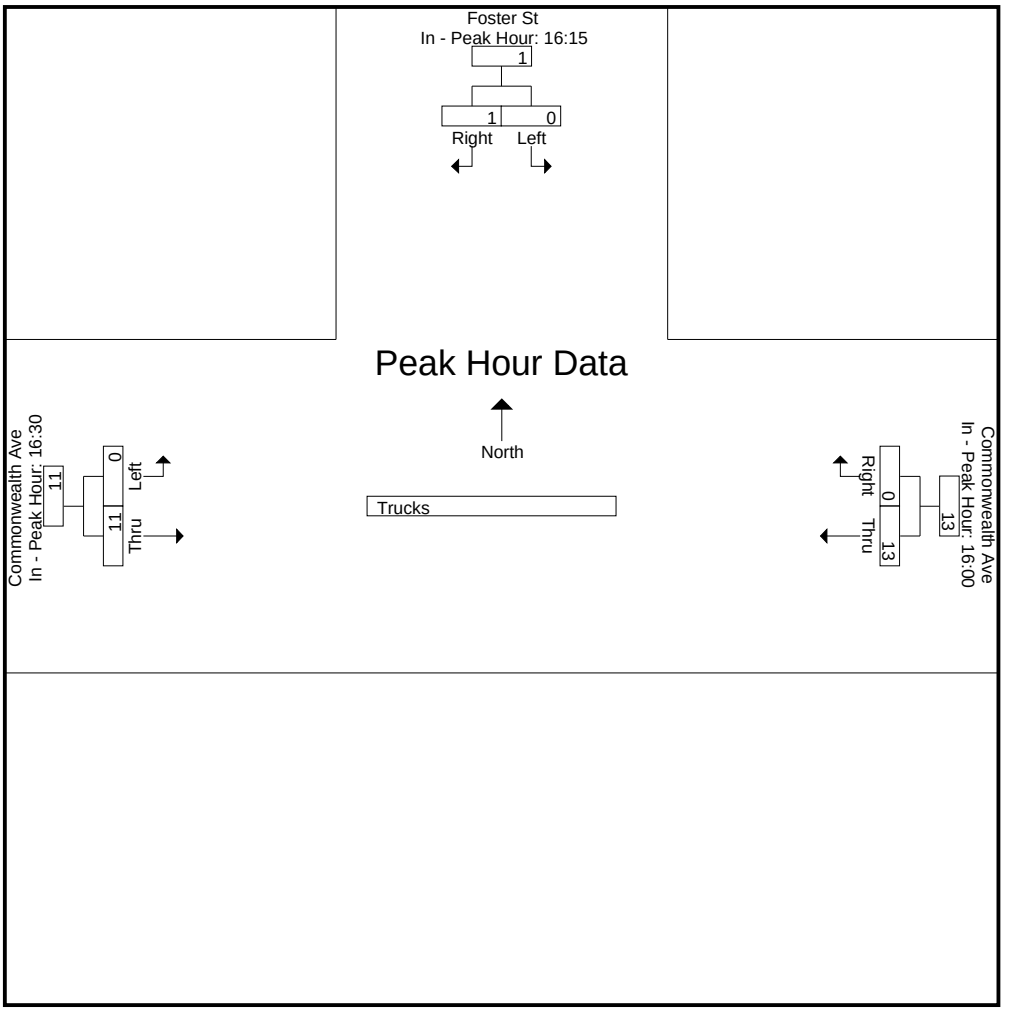
File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:15			16:00			16:30		
+0 mins.	0	0	0	4	0	4	0	3	3
+15 mins.	0	0	0	2	0	2	0	2	2
+30 mins.	0	0	0	4	0	4	0	3	3
+45 mins.	0	1	1	3	0	3	0	3	3
Total Volume	0	1	1	13	0	13	0	11	11
% App. Total	0	100		100	0		0	100	
PHF	.000	.250	.250	.813	.000	.813	.000	.917	.917

File Name : 39000002
Site Code : 39000002
Start Date : 3/11/2008
Page No : 3



N/S Street : Chestnut Hill Avenue
E/W Street: Commonwealth Avenue
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
Page No : 1

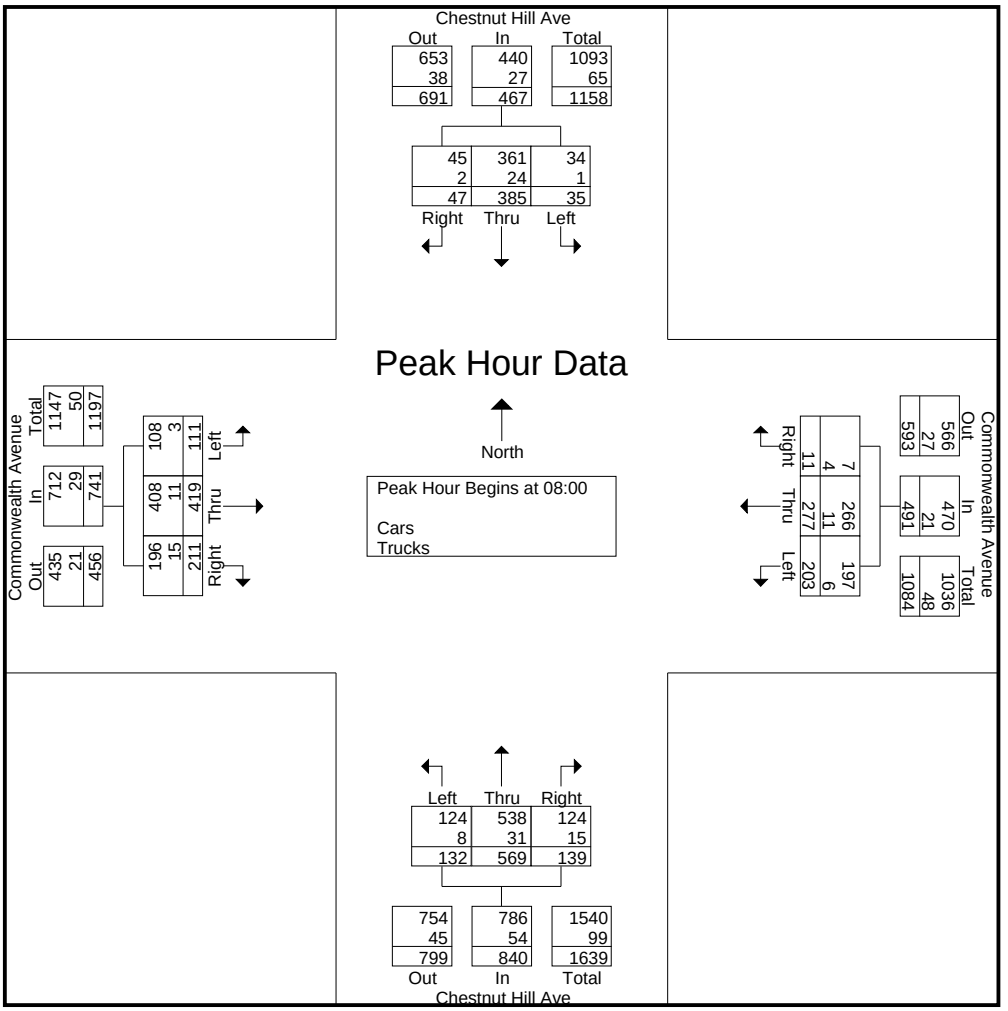
Groups Printed- Cars - Trucks

	Chestnut Hill Ave From North				Commonwealth Avenue From East					Chestnut Hill Ave From South				Commonwealth Avenue From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	U-Trn	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	5	75	2	6	37	32	2	1	35	24	100	26	4	7	47	23	9	55	380	435
07:15	8	118	6	7	51	52	7	1	49	32	124	31	1	23	54	31	2	60	537	597
07:30	4	112	4	13	66	66	2	1	73	29	115	43	18	22	65	56	7	112	584	696
07:45	5	133	9	18	39	54	4	0	96	27	118	45	8	27	69	66	5	127	596	723
Total	22	438	21	44	193	204	15	3	253	112	457	145	31	79	235	176	23	354	2097	2451
08:00	3	106	8	31	54	90	6	1	65	44	131	36	5	41	129	65	7	109	713	822
08:15	18	102	13	16	52	75	5	2	47	23	149	47	7	16	96	47	0	72	643	715
08:30	8	88	9	19	52	64	0	2	7	35	115	38	2	27	69	40	1	31	545	576
08:45	6	89	17	5	45	48	0	1	0	30	174	18	2	27	125	59	2	10	638	648
Total	35	385	47	71	203	277	11	6	119	132	569	139	16	111	419	211	10	222	2539	2761
Grand Total	57	823	68	115	396	481	26	9	372	244	1026	284	47	190	654	387	33	576	4636	5212
Apprch %	6	86.8	7.2		43.9	53.3	2.9			15.7	66	18.3		15.4	53.1	31.4				
Total %	1.2	17.8	1.5		8.5	10.4	0.6			5.3	22.1	6.1		4.1	14.1	8.3		11.1	88.9	
Cars	55	782	66		384	461	22			232	979	253		186	639	360		0	0	4995
% Cars	96.5	95	97.1	100	97	95.8	84.6	100	100	95.1	95.4	89.1	100	97.9	97.7	93	100	0	0	95.8
Trucks	2	41	2		12	20	4			12	47	31		4	15	27		0	0	217
% Trucks	3.5	5	2.9	0	3	4.2	15.4	0	0	4.9	4.6	10.9	0	2.1	2.3	7	0	0	0	4.2

	Chestnut Hill Ave From North				Commonwealth Avenue From East				Chestnut Hill Ave From South				Commonwealth Avenue From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	3	106	8	117	54	90	6	150	44	131	36	211	41	129	65	235	713
08:15	18	102	13	133	52	75	5	132	23	149	47	219	16	96	47	159	643
08:30	8	88	9	105	52	64	0	116	35	115	38	188	27	69	40	136	545
08:45	6	89	17	112	45	48	0	93	30	174	18	222	27	125	59	211	638
Total Volume	35	385	47	467	203	277	11	491	132	569	139	840	111	419	211	741	2539
% App. Total	7.5	82.4	10.1		41.3	56.4	2.2		15.7	67.7	16.5		15	56.5	28.5		
PHF	.486	.908	.691	.878	.940	.769	.458	.818	.750	.818	.739	.946	.677	.812	.812	.788	.890
Cars	34	361	45	440	197	266	7	470	124	538	124	786	108	408	196	712	2408
% Cars	97.1	93.8	95.7	94.2	97.0	96.0	63.6	95.7	93.9	94.6	89.2	93.6	97.3	97.4	92.9	96.1	94.8
Trucks	1	24	2	27	6	11	4	21	8	31	15	54	3	11	15	29	131
% Trucks	2.9	6.2	4.3	5.8	3.0	4.0	36.4	4.3	6.1	5.4	10.8	6.4	2.7	2.6	7.1	3.9	5.2

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:30				07:30				08:00				08:00			
+0 mins.	4	112	4	120	66	66	2	134	44	131	36	211	41	129	65	235
+15 mins.	5	133	9	147	39	54	4	97	23	149	47	219	16	96	47	159
+30 mins.	3	106	8	117	54	90	6	150	35	115	38	188	27	69	40	136
+45 mins.	18	102	13	133	52	75	5	132	30	174	18	222	27	125	59	211
Total Volume	30	453	34	517	211	285	17	513	132	569	139	840	111	419	211	741
% App. Total	5.8	87.6	6.6		41.1	55.6	3.3		15.7	67.7	16.5		15	56.5	28.5	
PHF	.417	.852	.654	.879	.799	.792	.708	.855	.750	.818	.739	.946	.677	.812	.812	.788
Cars	30	430	33	493	203	273	13	489	124	538	124	786	108	408	196	712
% Cars	100	94.9	97.1	95.4	96.2	95.8	76.5	95.3	93.9	94.6	89.2	93.6	97.3	97.4	92.9	96.1
Trucks	0	23	1	24	8	12	4	24	8	31	15	54	3	11	15	29
% Trucks	0	5.1	2.9	4.6	3.8	4.2	23.5	4.7	6.1	5.4	10.8	6.4	2.7	2.6	7.1	3.9

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
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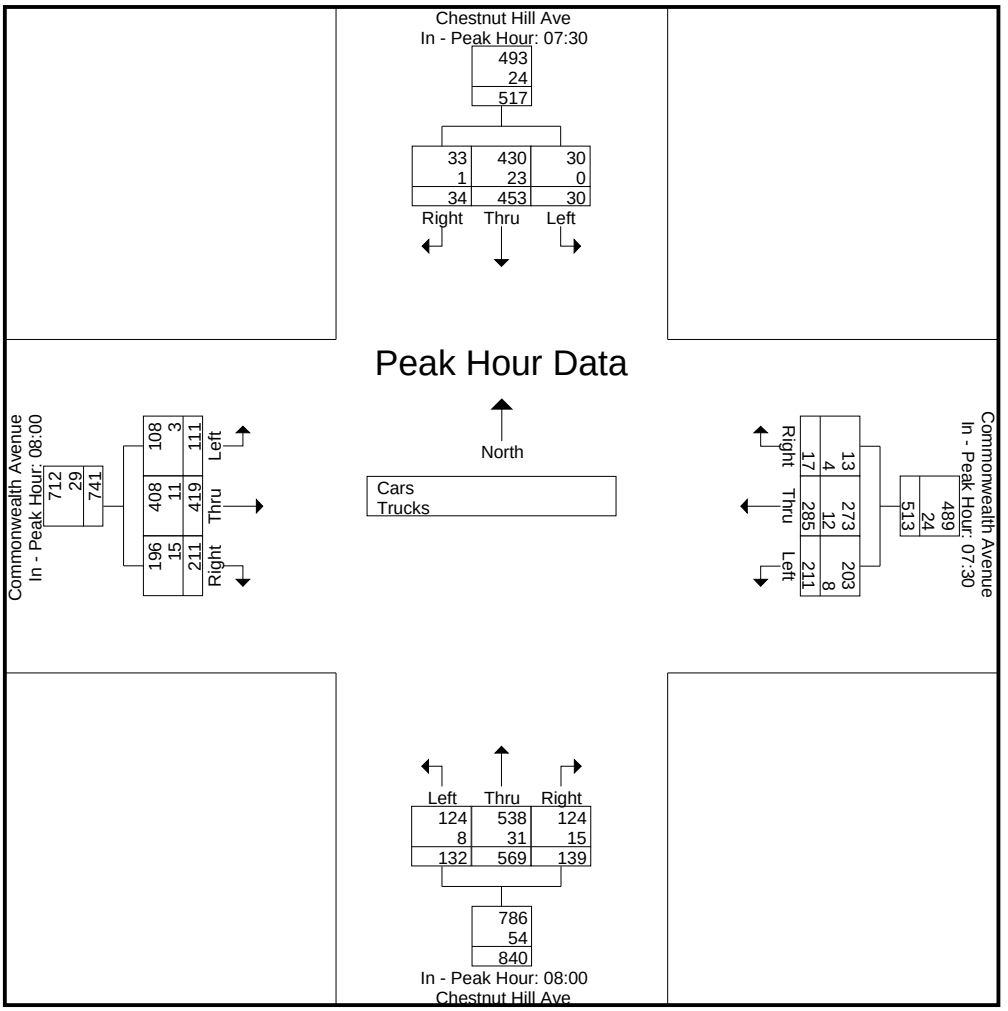


N/S Street : Chestnut Hill Avenue
E/W Street: Commonwealth Avenue
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
Page No : 1

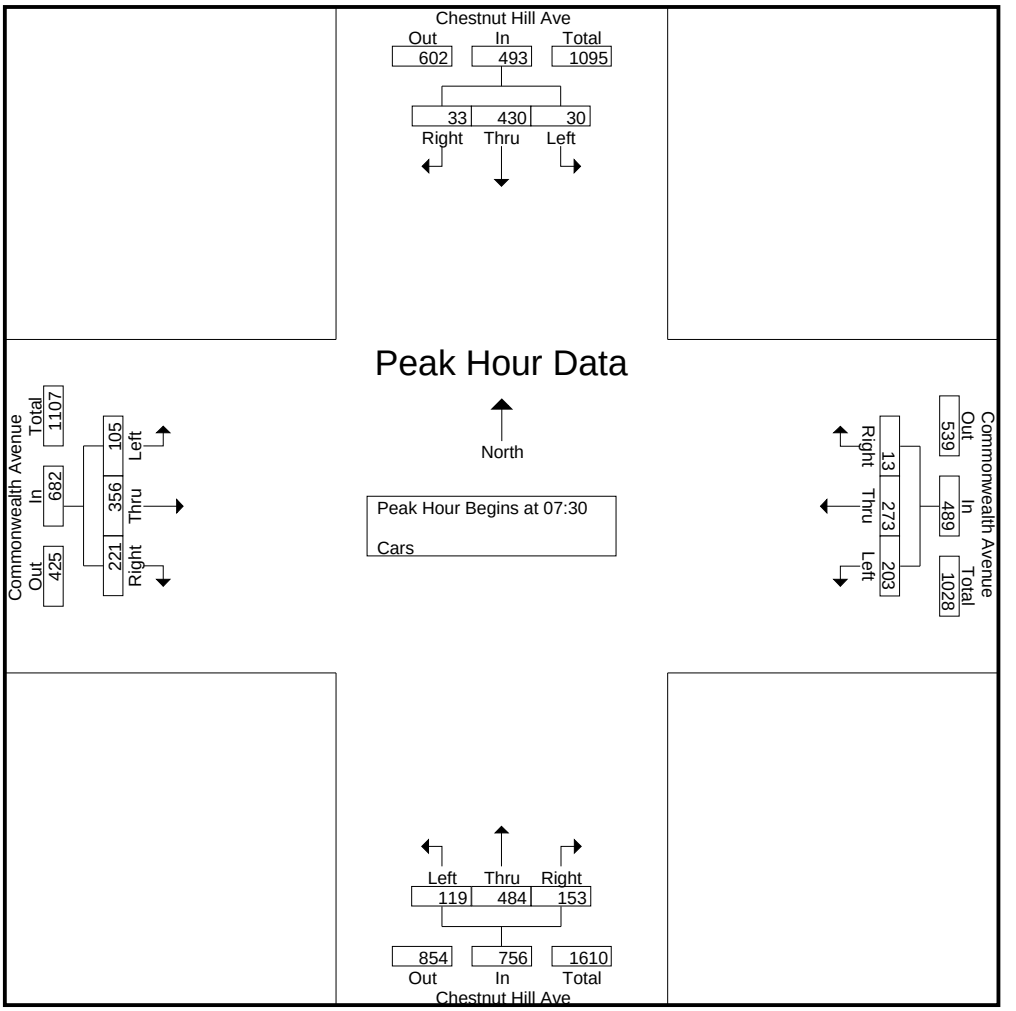
Groups Printed- Cars

	Chestnut Hill Ave From North				Commonwealth Avenue From East					Chestnut Hill Ave From South				Commonwealth Avenue From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	U-Trn	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	4	70	2	6	36	30	2	1	35	24	95	23	4	7	44	19	9	55	356	411
07:15	8	116	6	7	49	50	7	1	49	29	121	29	1	22	54	30	2	60	521	581
07:30	4	106	4	13	63	62	2	1	73	28	111	38	18	22	64	52	7	112	556	668
07:45	5	129	9	18	39	53	4	0	96	27	114	39	8	27	69	63	5	127	578	705
Total	21	421	21	44	187	195	15	3	253	108	441	129	31	78	231	164	23	354	2011	2365
08:00	3	100	8	31	51	89	4	1	65	42	120	34	5	40	127	62	7	109	680	789
08:15	18	95	12	16	50	69	3	2	47	22	139	42	7	16	96	44	0	72	606	678
08:30	8	83	9	19	51	64	0	2	7	32	110	34	2	26	66	38	1	31	521	552
08:45	5	83	16	5	45	44	0	1	0	28	169	14	2	26	119	52	2	10	601	611
Total	34	361	45	71	197	266	7	6	119	124	538	124	16	108	408	196	10	222	2408	2630
Grand Total	55	782	66	115	384	461	22	9	372	232	979	253	47	186	639	360	33	576	4419	4995
Apprch %	6.1	86.6	7.3		44.3	53.2	2.5			15.8	66.9	17.3		15.7	53.9	30.4				
Total %	1.2	17.7	1.5		8.7	10.4	0.5			5.3	22.2	5.7		4.2	14.5	8.1		11.5	88.5	

	Chestnut Hill Ave From North				Commonwealth Avenue From East				Chestnut Hill Ave From South				Commonwealth Avenue From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	4	106	4	114	63	62	2	127	28	111	38	177	22	64	52	138	556
07:45	5	129	9	143	39	53	4	96	27	114	39	180	27	69	63	159	578
08:00	3	100	8	111	51	89	4	144	42	120	34	196	40	127	62	229	680
08:15	18	95	12	125	50	69	3	122	22	139	42	203	16	96	44	156	606
Total Volume	30	430	33	493	203	273	13	489	119	484	153	756	105	356	221	682	2420
% App. Total	6.1	87.2	6.7		41.5	55.8	2.7		15.7	64	20.2		15.4	52.2	32.4		
PHF	.417	.833	.688	.862	.806	.767	.813	.849	.708	.871	.911	.931	.656	.701	.877	.745	.890

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
Page No : 2



Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15				07:30				08:00				08:00			
+0 mins.	8	116	6	130	63	62	2	127	42	120	34	196	40	127	62	229
+15 mins.	4	106	4	114	39	53	4	96	22	139	42	203	16	96	44	156
+30 mins.	5	129	9	143	51	89	4	144	32	110	34	176	26	66	38	130
+45 mins.	3	100	8	111	50	69	3	122	28	169	14	211	26	119	52	197
Total Volume	20	451	27	498	203	273	13	489	124	538	124	786	108	408	196	712
% App. Total	4	90.6	5.4		41.5	55.8	2.7		15.8	68.4	15.8		15.2	57.3	27.5	
PHF	.625	.874	.750	.871	.806	.767	.813	.849	.738	.796	.738	.931	.675	.803	.790	.777

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
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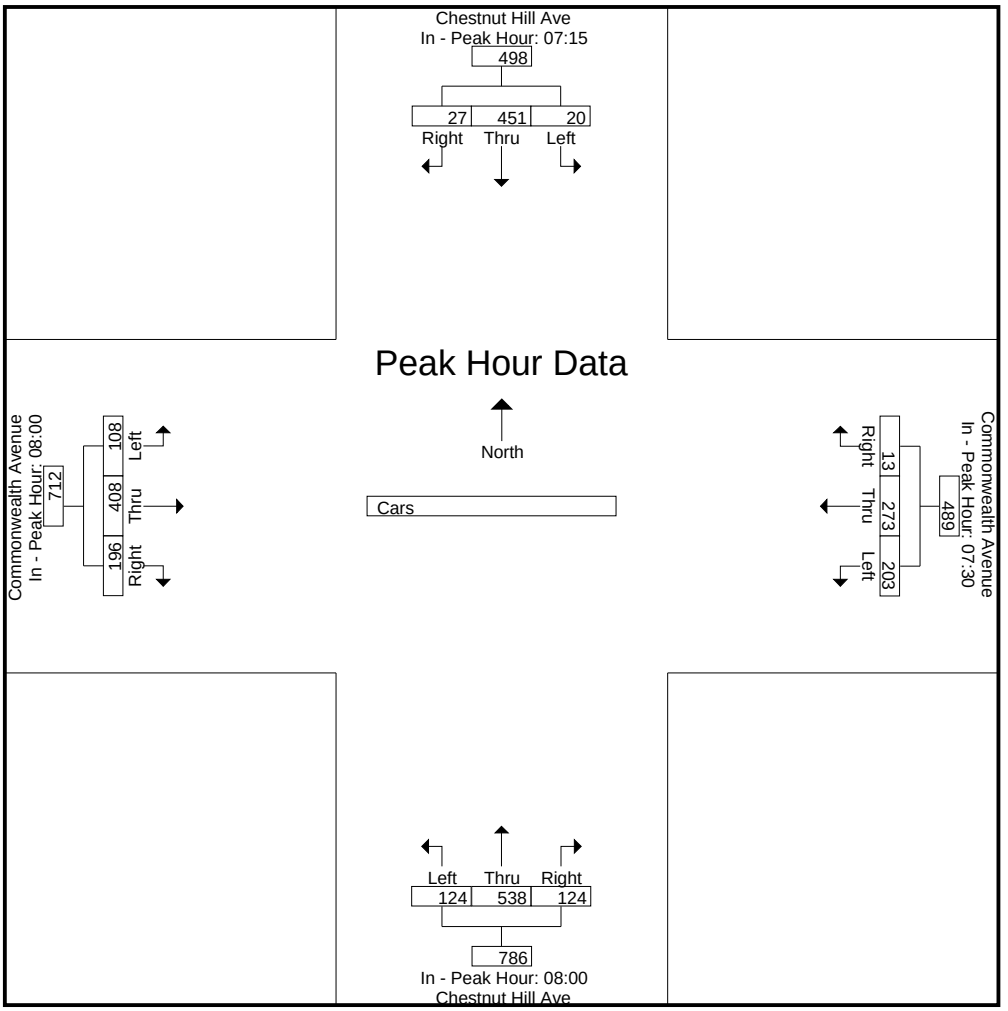

N/S Street : Chestnut Hill Avenue
E/W Street: Commonwealth Avenue
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
Page No : 1

Groups Printed- Trucks

	Chestnut Hill Ave From North				Commonwealth Avenue From East					Chestnut Hill Ave From South				Commonwealth Avenue From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	U-Trn	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	1	5	0	0	1	2	0	0	0	0	5	3	0	0	3	4	0	0	24	24
07:15	0	2	0	0	2	2	0	0	0	3	3	2	0	1	0	1	0	0	16	16
07:30	0	6	0	0	3	4	0	0	0	1	4	5	0	0	1	4	0	0	28	28
07:45	0	4	0	0	0	1	0	0	0	0	4	6	0	0	0	3	0	0	18	18
Total	1	17	0	0	6	9	0	0	0	4	16	16	0	1	4	12	0	0	86	86
08:00	0	6	0	0	3	1	2	0	0	2	11	2	0	1	2	3	0	0	33	33
08:15	0	7	1	0	2	6	2	0	0	1	10	5	0	0	0	3	0	0	37	37
08:30	0	5	0	0	1	0	0	0	0	3	5	4	0	1	3	2	0	0	24	24
08:45	1	6	1	0	0	4	0	0	0	2	5	4	0	1	6	7	0	0	37	37
Total	1	24	2	0	6	11	4	0	0	8	31	15	0	3	11	15	0	0	131	131
Grand Total	2	41	2	0	12	20	4	0	0	12	47	31	0	4	15	27	0	0	217	217
Apprch %	4.4	91.1	4.4		33.3	55.6	11.1			13.3	52.2	34.4		8.7	32.6	58.7				
Total %	0.9	18.9	0.9		5.5	9.2	1.8			5.5	21.7	14.3		1.8	6.9	12.4		0	100	

	Chestnut Hill Ave From North				Commonwealth Avenue From East				Chestnut Hill Ave From South				Commonwealth Avenue From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	6	0	6	3	1	2	6	2	11	2	15	1	2	3	6	33
08:15	0	7	1	8	2	6	2	10	1	10	5	16	0	0	3	3	37
08:30	0	5	0	5	1	0	0	1	3	5	4	12	1	3	2	6	24
08:45	1	6	1	8	0	4	0	4	2	5	4	11	1	6	7	14	37
Total Volume	1	24	2	27	6	11	4	21	8	31	15	54	3	11	15	29	131
% App. Total	3.7	88.9	7.4		28.6	52.4	19		14.8	57.4	27.8		10.3	37.9	51.7		
PHF	.250	.857	.500	.844	.500	.458	.500	.525	.667	.705	.750	.844	.750	.458	.536	.518	.885

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
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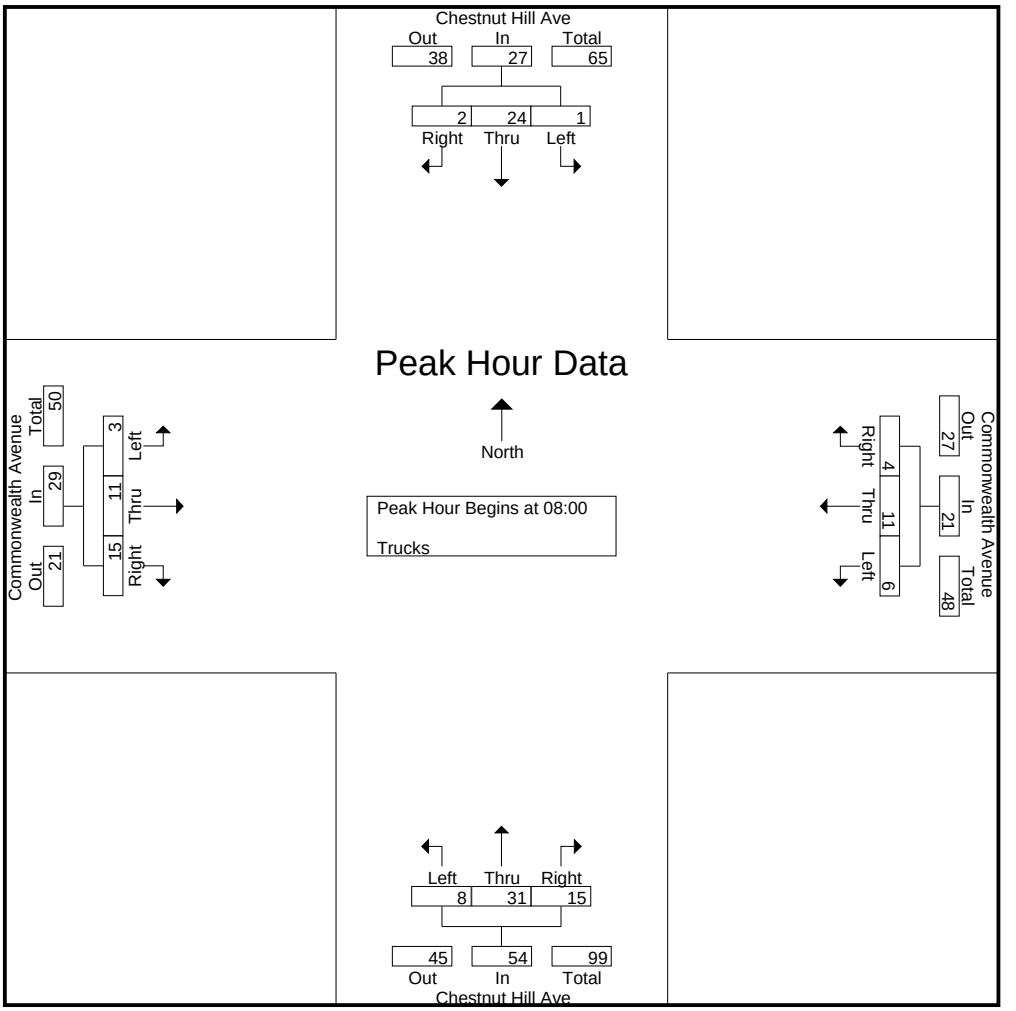

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00				07:30				08:00				08:00			
+0 mins.	0	6	0	6	3	4	0	7	2	11	2	15	1	2	3	6
+15 mins.	0	7	1	8	0	1	0	1	1	10	5	16	0	0	3	3
+30 mins.	0	5	0	5	3	1	2	6	3	5	4	12	1	3	2	6
+45 mins.	1	6	1	8	2	6	2	10	2	5	4	11	1	6	7	14
Total Volume	1	24	2	27	8	12	4	24	8	31	15	54	3	11	15	29
% App. Total	3.7	88.9	7.4		33.3	50	16.7		14.8	57.4	27.8		10.3	37.9	51.7	
PHF	.250	.857	.500	.844	.667	.500	.500	.600	.667	.705	.750	.844	.750	.458	.536	.518

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
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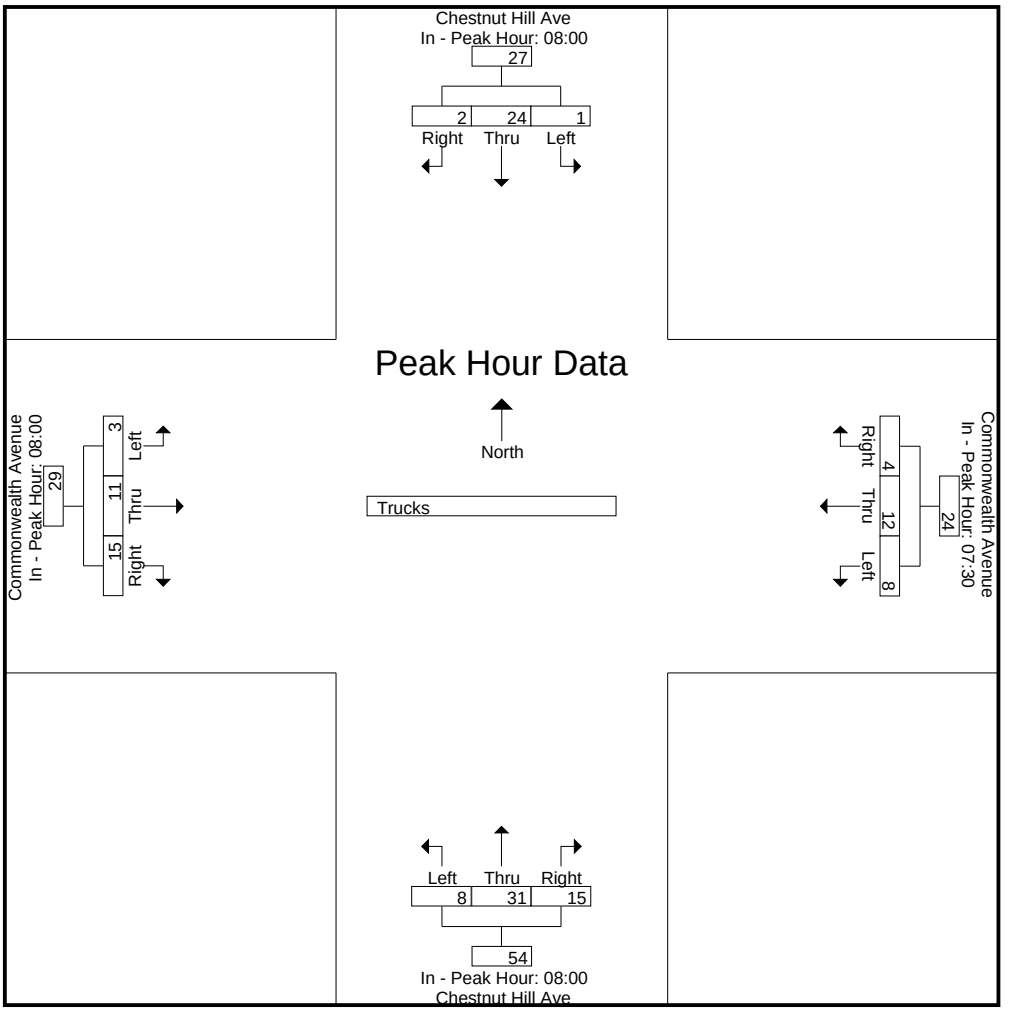

N/S Street : Chestnut Hill Avenue
E/W Street: Commonwealth Avenue
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars - Trucks

	Chestnut Hill Ave From North				Commonwealth Avenue From East					Chestnut Hill Ave From South				Commonwealth Avenue From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	U-Trn	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	13	98	1	15	48	49	5	1	37	47	102	31	14	7	55	40	7	74	496	570
16:15	9	102	8	17	56	73	9	0	44	36	75	32	8	23	65	29	1	70	517	587
16:30	7	109	10	8	47	50	5	2	59	28	106	45	10	24	67	46	2	81	544	625
16:45	6	90	4	19	55	70	5	2	60	36	102	35	20	26	82	42	10	111	553	664
Total	35	399	23	59	206	242	24	5	200	147	385	143	52	80	269	157	20	336	2110	2446
17:00	14	127	7	8	49	74	4	0	35	54	105	38	29	34	78	52	0	72	636	708
17:15	7	116	7	0	57	92	2	0	47	43	80	46	27	29	83	65	1	75	627	702
17:30	9	122	10	24	52	71	6	1	42	39	115	55	10	16	71	54	5	82	620	702
17:45	12	99	5	16	49	95	12	0	93	54	95	54	11	30	89	67	0	120	661	781
Total	42	464	29	48	207	332	24	1	217	190	395	193	77	109	321	238	6	349	2544	2893
Grand Total	77	863	52	107	413	574	48	6	417	337	780	336	129	189	590	395	26	685	4654	5339
Apprch %	7.8	87	5.2		39.9	55.5	4.6			23.2	53.7	23.1		16.1	50.3	33.6				
Total %	1.7	18.5	1.1		8.9	12.3	1			7.2	16.8	7.2		4.1	12.7	8.5		12.8	87.2	
Cars	77	840	52		406	559	46			334	760	317		189	589	377		0	0	5231
% Cars	100	97.3	100	100	98.3	97.4	95.8	100	100	99.1	97.4	94.3	100	100	99.8	95.4	100	0	0	98
Trucks	0	23	0		7	15	2			3	20	19		0	1	18		0	0	108
% Trucks	0	2.7	0	0	1.7	2.6	4.2	0	0	0.9	2.6	5.7	0	0	0.2	4.6	0	0	0	2

	Chestnut Hill Ave From North				Commonwealth Avenue From East				Chestnut Hill Ave From South				Commonwealth Avenue From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	14	127	7	148	49	74	4	127	54	105	38	197	34	78	52	164	636
17:15	7	116	7	130	57	92	2	151	43	80	46	169	29	83	65	177	627
17:30	9	122	10	141	52	71	6	129	39	115	55	209	16	71	54	141	620
17:45	12	99	5	116	49	95	12	156	54	95	54	203	30	89	67	186	661
Total Volume	42	464	29	535	207	332	24	563	190	395	193	778	109	321	238	668	2544
% App. Total	7.9	86.7	5.4		36.8	59	4.3		24.4	50.8	24.8		16.3	48.1	35.6		
PHF	.750	.913	.725	.904	.908	.874	.500	.902	.880	.859	.877	.931	.801	.902	.888	.898	.962
Cars	42	452	29	523	204	324	22	550	190	387	185	762	109	320	227	656	2491
% Cars	100	97.4	100	97.8	98.6	97.6	91.7	97.7	100	98.0	95.9	97.9	100	99.7	95.4	98.2	97.9
Trucks	0	12	0	12	3	8	2	13	0	8	8	16	0	1	11	12	53
% Trucks	0	2.6	0	2.2	1.4	2.4	8.3	2.3	0	2.0	4.1	2.1	0	0.3	4.6	1.8	2.1

Accurate Counts
978-664-2565

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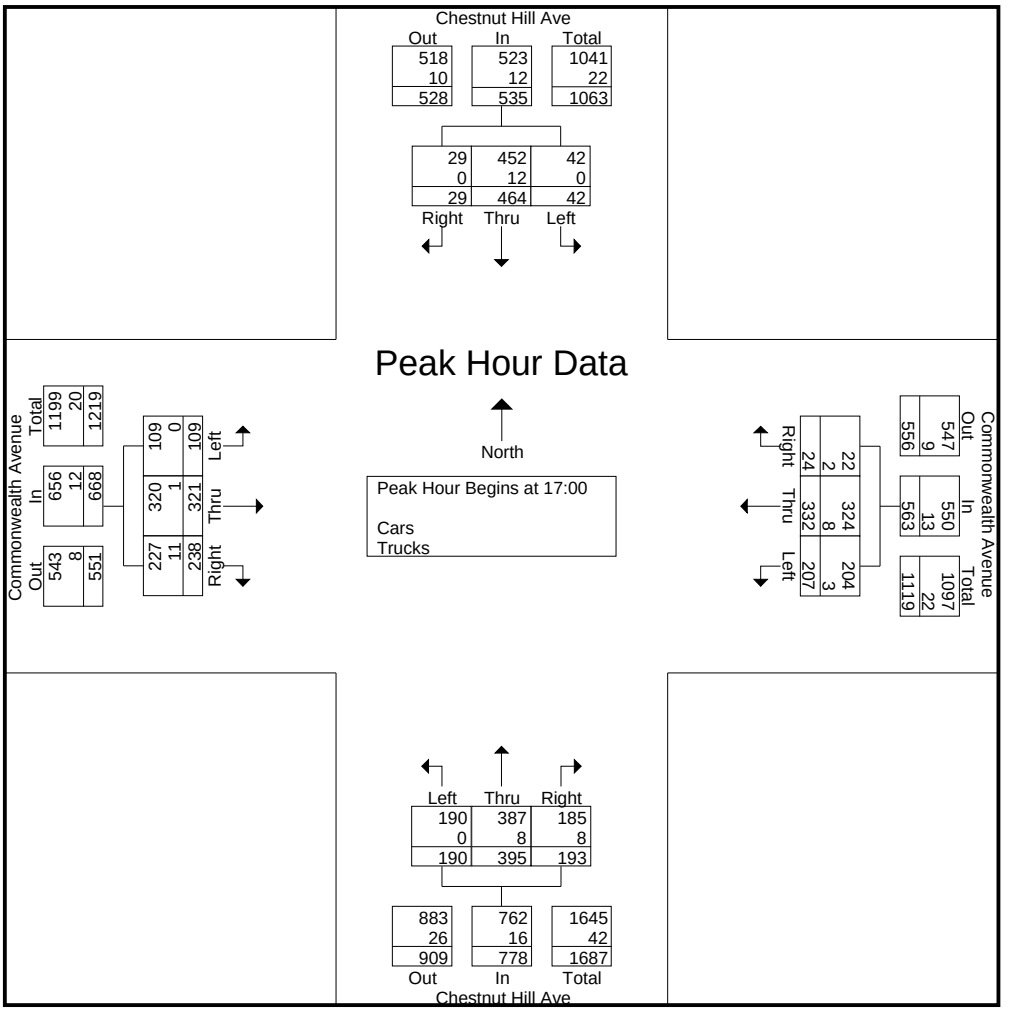


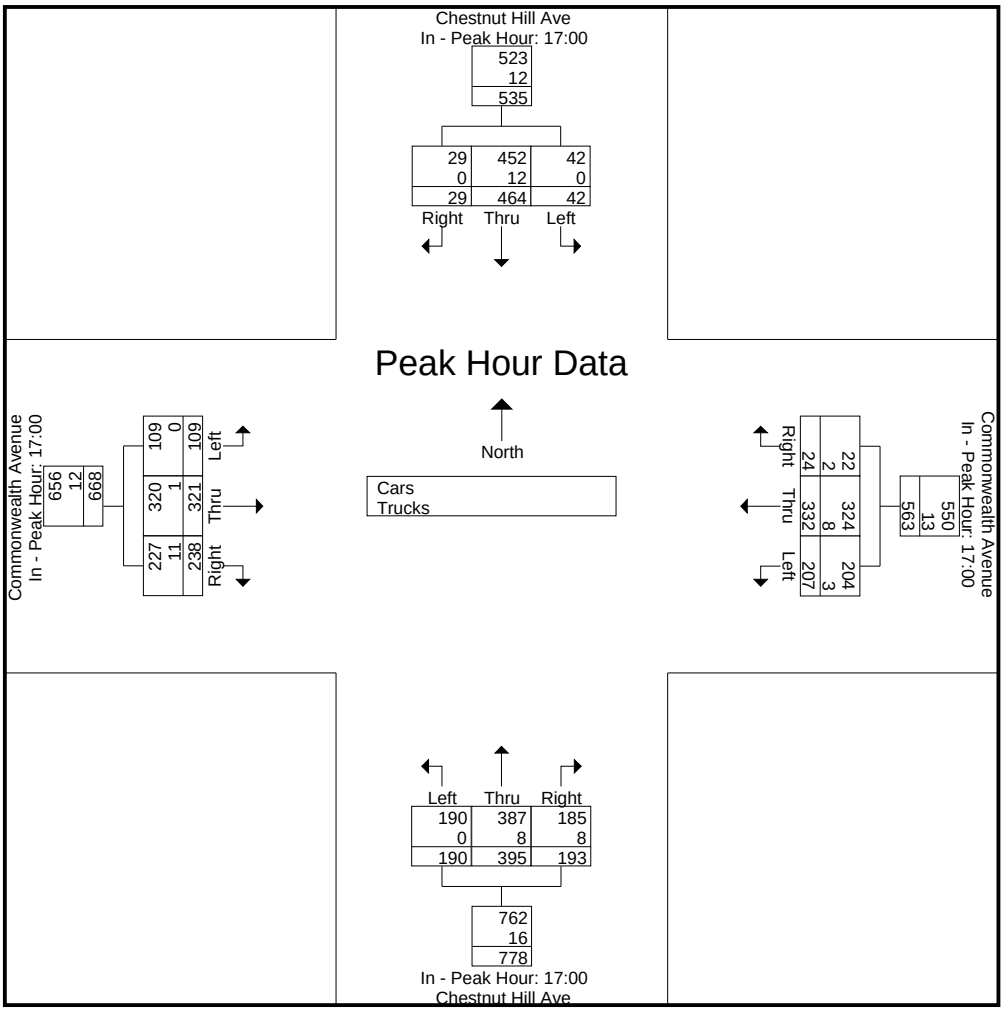
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00				17:00				17:00				17:00			
+0 mins.	14	127	7	148	49	74	4	127	54	105	38	197	34	78	52	164
+15 mins.	7	116	7	130	57	92	2	151	43	80	46	169	29	83	65	177
+30 mins.	9	122	10	141	52	71	6	129	39	115	55	209	16	71	54	141
+45 mins.	12	99	5	116	49	95	12	156	54	95	54	203	30	89	67	186
Total Volume	42	464	29	535	207	332	24	563	190	395	193	778	109	321	238	668
% App. Total	7.9	86.7	5.4		36.8	59	4.3		24.4	50.8	24.8		16.3	48.1	35.6	
PHF	.750	.913	.725	.904	.908	.874	.500	.902	.880	.859	.877	.931	.801	.902	.888	.898
Cars	42	452	29	523	204	324	22	550	190	387	185	762	109	320	227	656
% Cars	100	97.4	100	97.8	98.6	97.6	91.7	97.7	100	98	95.9	97.9	100	99.7	95.4	98.2
Trucks	0	12	0	12	3	8	2	13	0	8	8	16	0	1	11	12
% Trucks	0	2.6	0	2.2	1.4	2.4	8.3	2.3	0	2	4.1	2.1	0	0.3	4.6	1.8

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
Page No : 3



N/S Street : Chestnut Hill Avenue
E/W Street: Commonwealth Avenue
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars

	Chestnut Hill Ave From North				Commonwealth Avenue From East					Chestnut Hill Ave From South				Commonwealth Avenue From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	U-Trn	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	13	93	1	15	46	48	5	1	37	46	100	29	14	7	55	38	7	74	481	555
16:15	9	99	8	17	55	72	9	0	44	36	72	31	8	23	65	27	1	70	506	576
16:30	7	108	10	8	47	48	5	2	59	27	102	41	10	24	67	45	2	81	531	612
16:45	6	88	4	19	54	67	5	2	60	35	99	31	20	26	82	40	10	111	537	648
Total	35	388	23	59	202	235	24	5	200	144	373	132	52	80	269	150	20	336	2055	2391
17:00	14	124	7	8	46	72	4	0	35	54	102	36	29	34	78	48	0	72	619	691
17:15	7	114	7	0	57	90	2	0	47	43	79	45	27	29	83	62	1	75	618	693
17:30	9	119	10	24	52	69	6	1	42	39	114	52	10	16	71	52	5	82	609	691
17:45	12	95	5	16	49	93	10	0	93	54	92	52	11	30	88	65	0	120	645	765
Total	42	452	29	48	204	324	22	1	217	190	387	185	77	109	320	227	6	349	2491	2840
Grand Total	77	840	52	107	406	559	46	6	417	334	760	317	129	189	589	377	26	685	4546	5231
Apprch %	7.9	86.7	5.4		40.2	55.3	4.5			23.7	53.9	22.5		16.4	51	32.6				
Total %	1.7	18.5	1.1		8.9	12.3	1			7.3	16.7	7		4.2	13	8.3		13.1	86.9	

	Chestnut Hill Ave From North				Commonwealth Avenue From East				Chestnut Hill Ave From South				Commonwealth Avenue From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	14	124	7	145	46	72	4	122	54	102	36	192	34	78	48	160	619
17:15	7	114	7	128	57	90	2	149	43	79	45	167	29	83	62	174	618
17:30	9	119	10	138	52	69	6	127	39	114	52	205	16	71	52	139	609
17:45	12	95	5	112	49	93	10	152	54	92	52	198	30	88	65	183	645
Total Volume	42	452	29	523	204	324	22	550	190	387	185	762	109	320	227	656	2491
% App. Total	8	86.4	5.5		37.1	58.9	4		24.9	50.8	24.3		16.6	48.8	34.6		
PHF	.750	.911	.725	.902	.895	.871	.550	.905	.880	.849	.889	.929	.801	.909	.873	.896	.966

Accurate Counts
978-664-2565

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Start Date : 3/11/2008
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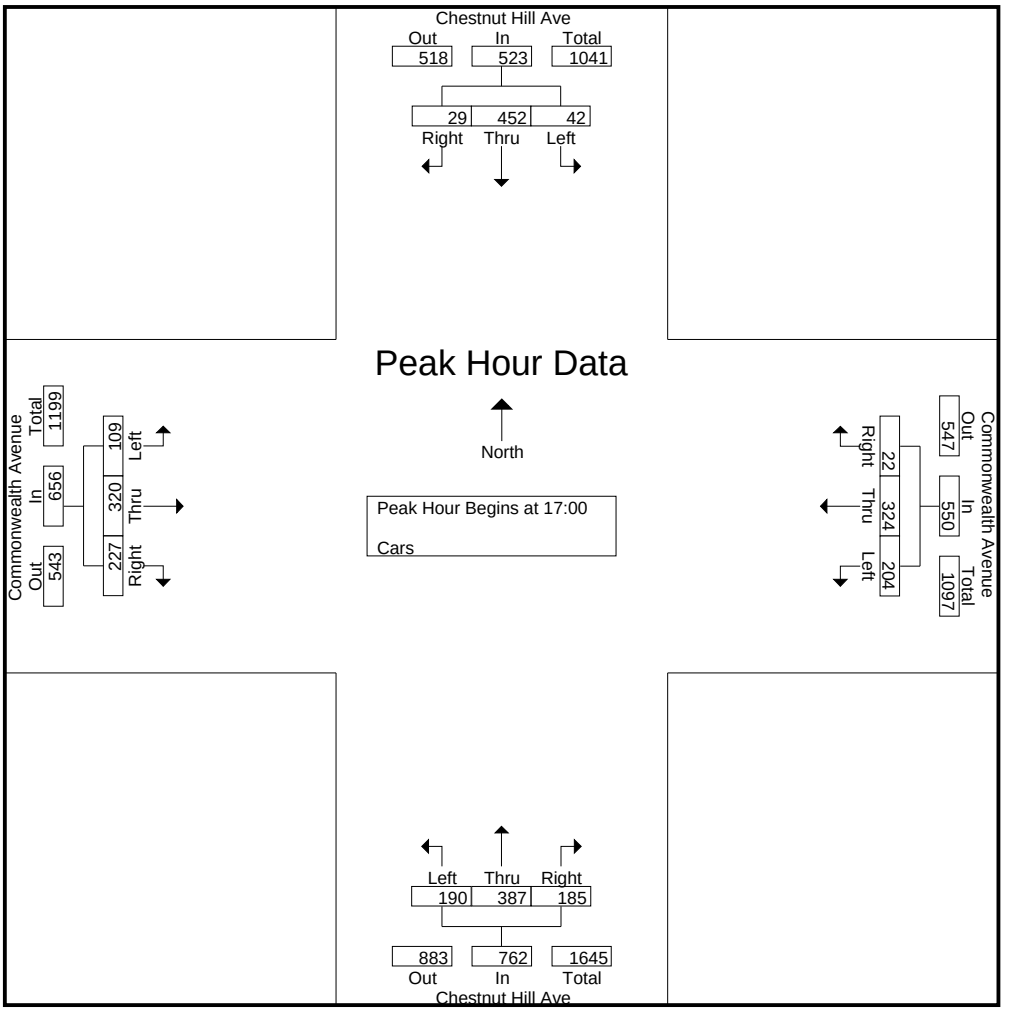

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00				17:00				17:00				17:00			
+0 mins.	14	124	7	145	46	72	4	122	54	102	36	192	34	78	48	160
+15 mins.	7	114	7	128	57	90	2	149	43	79	45	167	29	83	62	174
+30 mins.	9	119	10	138	52	69	6	127	39	114	52	205	16	71	52	139
+45 mins.	12	95	5	112	49	93	10	152	54	92	52	198	30	88	65	183
Total Volume	42	452	29	523	204	324	22	550	190	387	185	762	109	320	227	656
% App. Total	8	86.4	5.5		37.1	58.9	4		24.9	50.8	24.3		16.6	48.8	34.6	
PHF	.750	.911	.725	.902	.895	.871	.550	.905	.880	.849	.889	.929	.801	.909	.873	.896

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
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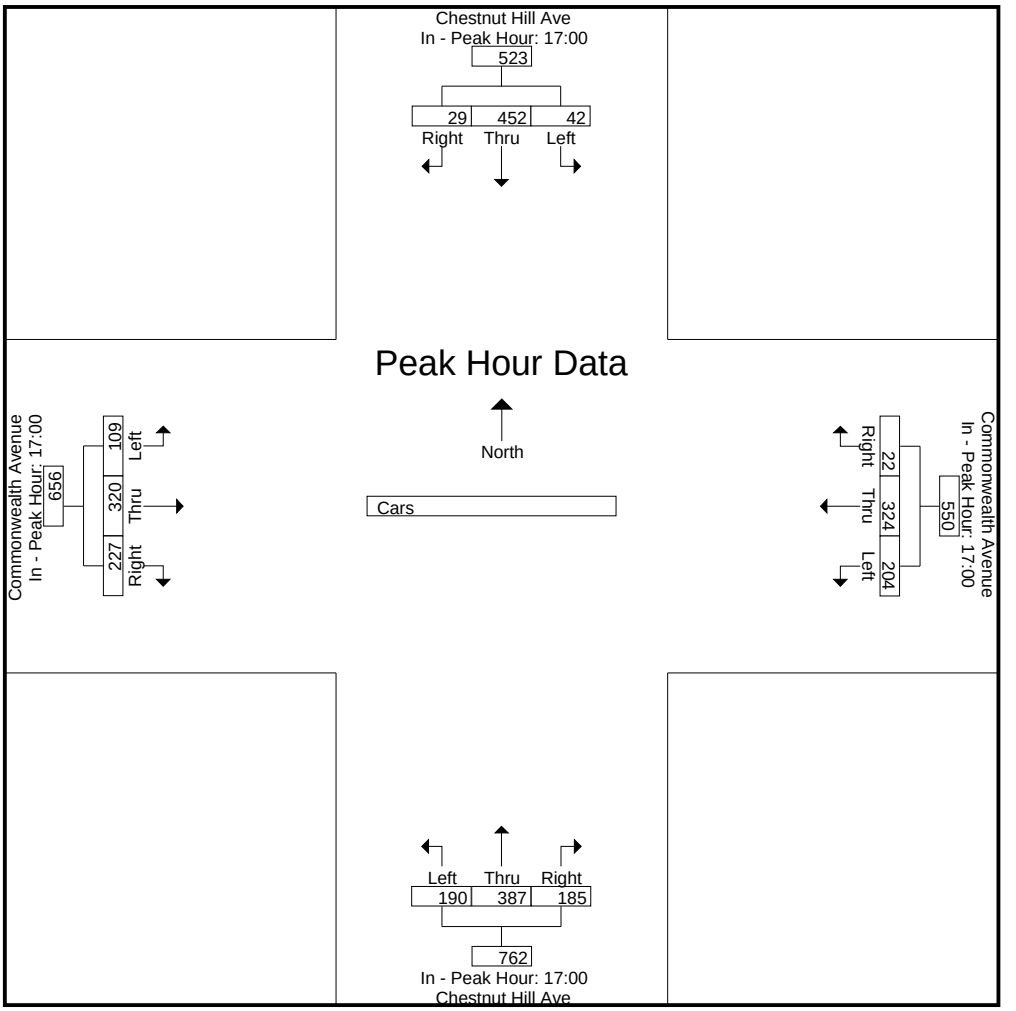

N/S Street : Chestnut Hill Avenue
E/W Street: Commonwealth Avenue
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
Page No : 1

Groups Printed- Trucks

	Chestnut Hill Ave From North				Commonwealth Avenue From East					Chestnut Hill Ave From South				Commonwealth Avenue From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	U-Trn	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	5	0	0	2	1	0	0	0	1	2	2	0	0	0	2	0	0	15	15
16:15	0	3	0	0	1	1	0	0	0	0	3	1	0	0	0	2	0	0	11	11
16:30	0	1	0	0	0	2	0	0	0	1	4	4	0	0	0	1	0	0	13	13
16:45	0	2	0	0	1	3	0	0	0	1	3	4	0	0	0	2	0	0	16	16
Total	0	11	0	0	4	7	0	0	0	3	12	11	0	0	0	7	0	0	55	55
17:00	0	3	0	0	3	2	0	0	0	0	3	2	0	0	0	4	0	0	17	17
17:15	0	2	0	0	0	2	0	0	0	0	1	1	0	0	0	3	0	0	9	9
17:30	0	3	0	0	0	2	0	0	0	0	1	3	0	0	0	2	0	0	11	11
17:45	0	4	0	0	0	2	2	0	0	0	3	2	0	0	1	2	0	0	16	16
Total	0	12	0	0	3	8	2	0	0	0	8	8	0	0	1	11	0	0	53	53
Grand Total	0	23	0	0	7	15	2	0	0	3	20	19	0	0	1	18	0	0	108	108
Apprch %	0	100	0		29.2	62.5	8.3			7.1	47.6	45.2		0	5.3	94.7				
Total %	0	21.3	0		6.5	13.9	1.9			2.8	18.5	17.6		0	0.9	16.7		0	100	

	Chestnut Hill Ave From North				Commonwealth Avenue From East				Chestnut Hill Ave From South				Commonwealth Avenue From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	3	0	3	1	1	0	2	0	3	1	4	0	0	2	2	11
16:30	0	1	0	1	0	2	0	2	1	4	4	9	0	0	1	1	13
16:45	0	2	0	2	1	3	0	4	1	3	4	8	0	0	2	2	16
17:00	0	3	0	3	3	2	0	5	0	3	2	5	0	0	4	4	17
Total Volume	0	9	0	9	5	8	0	13	2	13	11	26	0	0	9	9	57
% App. Total	0	100	0		38.5	61.5	0		7.7	50	42.3		0	0	100		
PHF	.000	.750	.000	.750	.417	.667	.000	.650	.500	.813	.688	.722	.000	.000	.563	.563	.838

Accurate Counts
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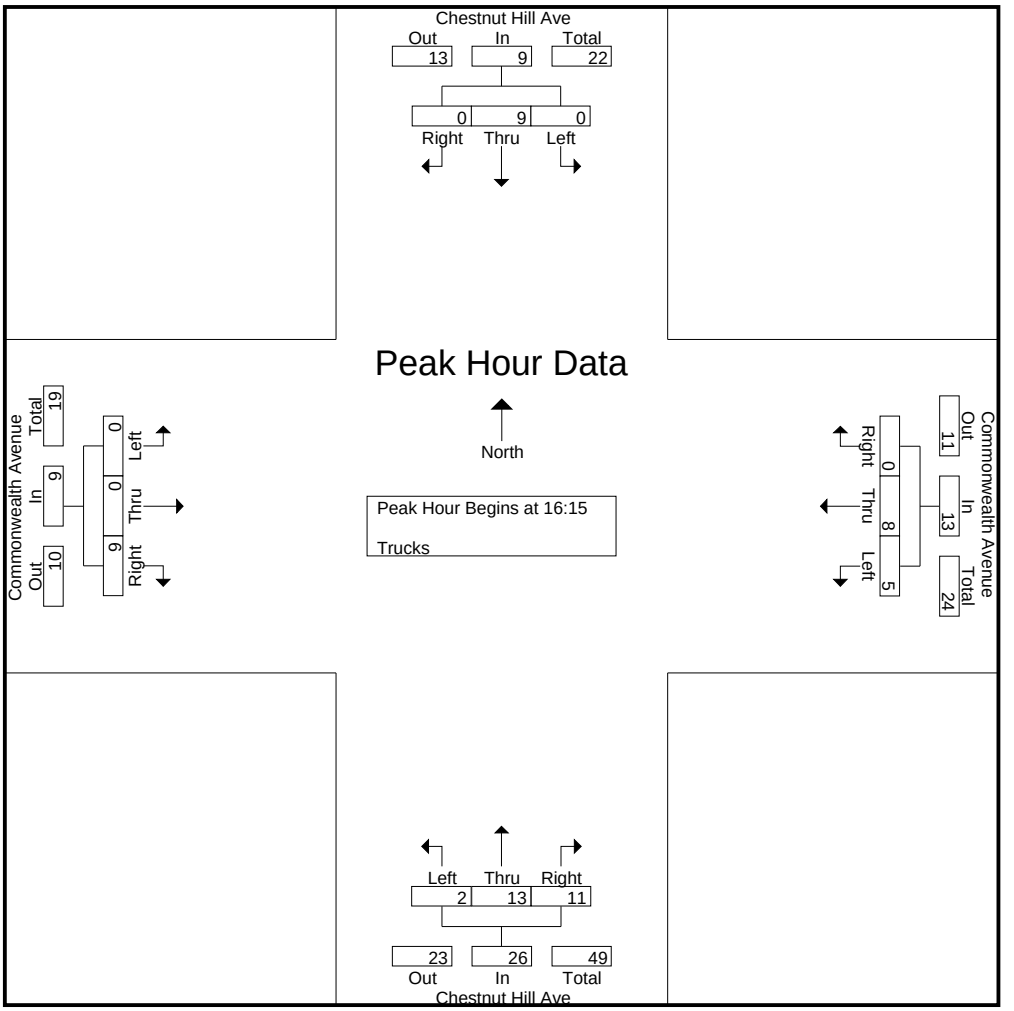
File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
Page No : 2

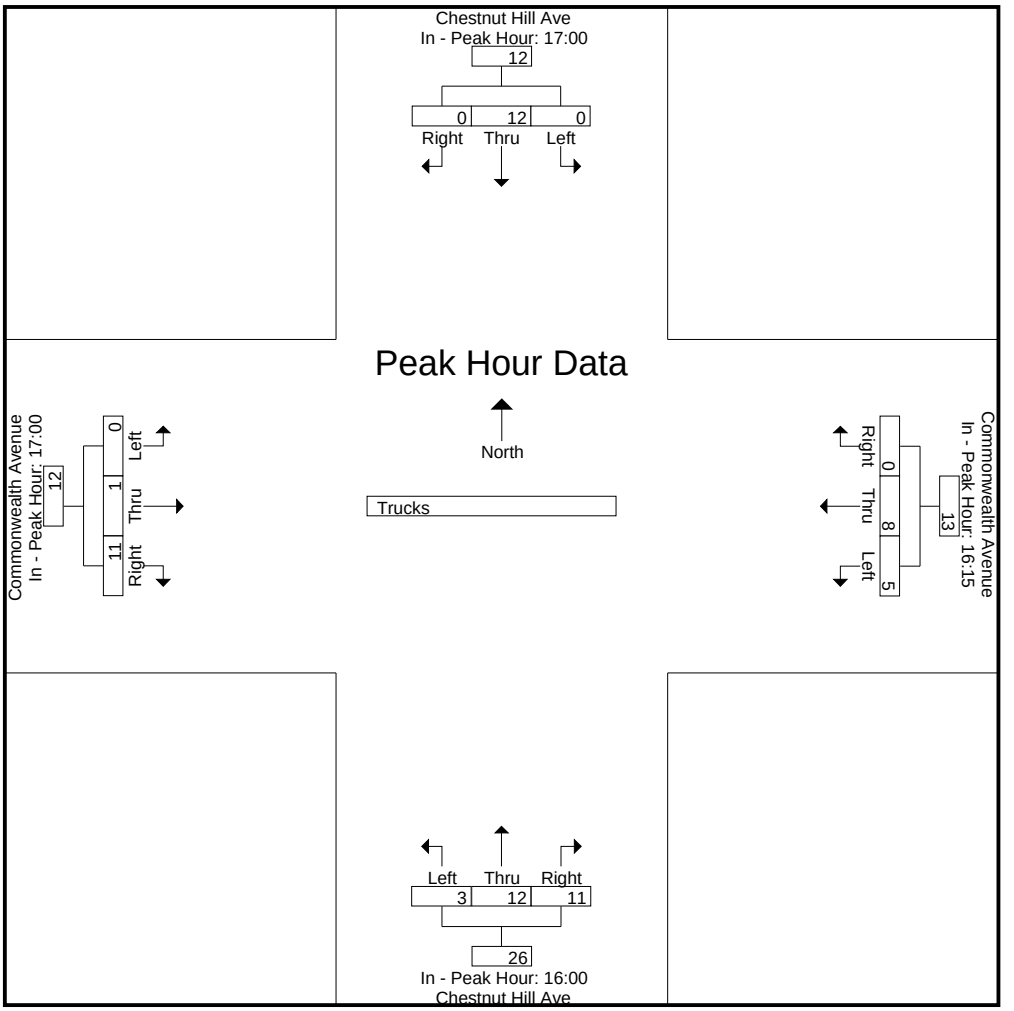


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00				16:15				16:00				17:00			
+0 mins.	0	3	0	3	1	1	0	2	1	2	2	5	0	0	4	4
+15 mins.	0	2	0	2	0	2	0	2	0	3	1	4	0	0	3	3
+30 mins.	0	3	0	3	1	3	0	4	1	4	4	9	0	0	2	2
+45 mins.	0	4	0	4	3	2	0	5	1	3	4	8	0	1	2	3
Total Volume	0	12	0	12	5	8	0	13	3	12	11	26	0	1	11	12
% App. Total	0	100	0		38.5	61.5	0		11.5	46.2	42.3		0	8.3	91.7	
PHF	.000	.750	.000	.750	.417	.667	.000	.650	.750	.750	.688	.722	.000	.250	.688	.750

Accurate Counts
978-664-2565

File Name : 3900003
Site Code : 3900003
Start Date : 3/11/2008
Page No : 3



N/S Street : Old Colony Road
E/W Street: Commonwealth Avenue
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 1

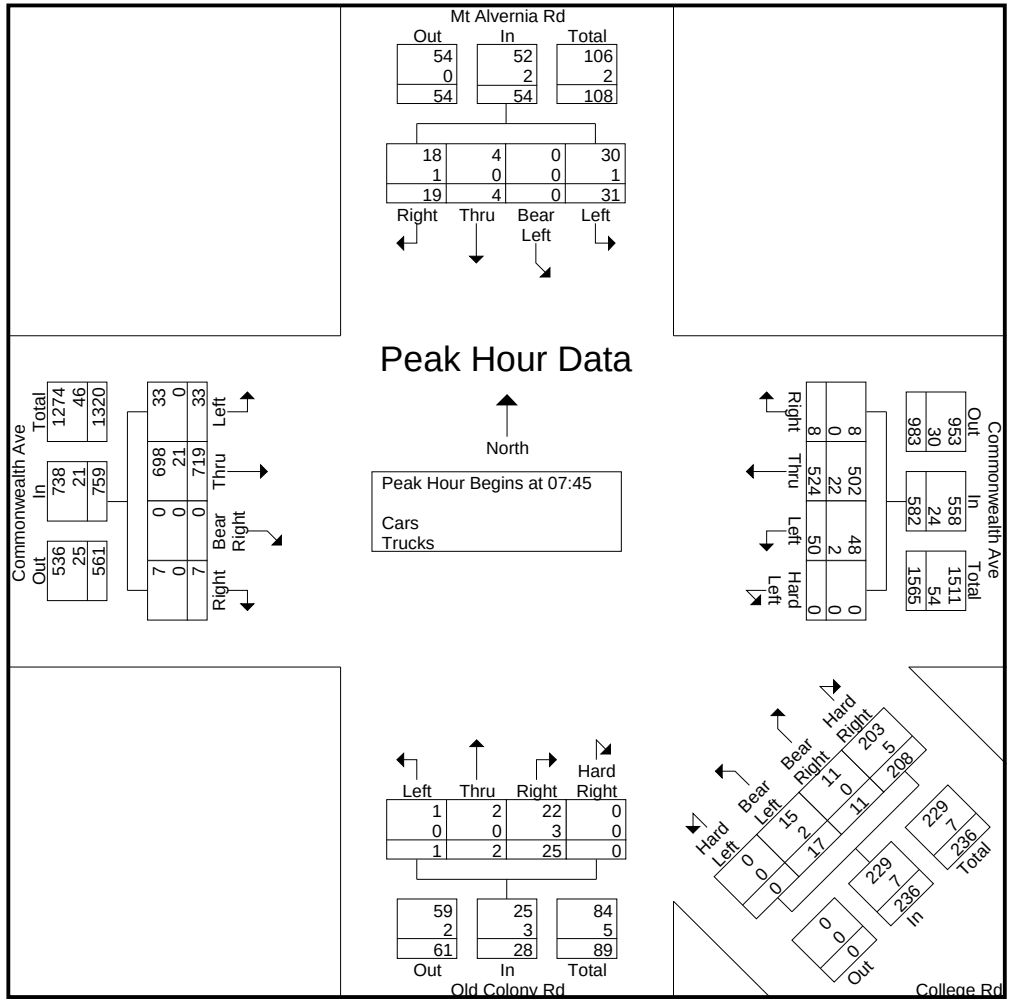
Groups Printed- Cars - Trucks

	Mt Alvernia Rd From North					Commonwealth Ave From East					College Rd From Southeast					Old Colony Rd From South					Commonwealth Ave From West							
Start Time	Left	Bear Left	Thru	Right	Peds	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	1	4	0	0	8	43	0	0	0	3	0	35	1	0	0	4	0	1	2	60	0	0	0	2	160	162
07:15	3	0	1	3	0	0	14	84	0	0	0	9	0	44	3	0	1	9	0	4	1	84	0	0	2	9	253	262
07:30	9	0	2	4	1	0	11	113	1	0	0	10	5	37	5	0	0	1	0	5	11	132	0	0	1	12	336	348
07:45	8	0	0	8	0	0	11	122	5	0	0	5	4	52	2	0	2	6	0	2	18	218	0	0	0	4	459	463
Total	20	0	4	19	1	0	44	362	6	0	0	27	9	168	11	0	3	20	0	12	32	494	0	0	3	27	1208	1235
08:00	5	0	0	3	0	0	12	126	2	0	0	3	2	48	4	0	0	3	0	4	5	167	0	5	0	8	381	389
08:15	6	0	0	3	0	0	15	132	0	0	0	3	3	53	2	0	0	6	0	3	5	155	0	2	0	5	383	388
08:30	12	0	4	5	0	0	12	144	1	0	0	6	2	55	1	1	0	10	0	1	5	179	0	0	0	2	436	438
08:45	5	0	0	6	1	0	17	141	0	0	0	4	0	56	14	4	1	32	0	14	0	179	0	1	9	38	446	484
Total	28	0	4	17	1	0	56	543	3	0	0	16	7	212	21	5	1	51	0	22	15	680	0	8	9	53	1646	1699
Grand Total	48	0	8	36	2	0	100	905	9	0	0	43	16	380	32	5	4	71	0	34	47	1174	0	8	12	80	2854	2934
Apprch %	52.2	0	8.7	39.1		0	9.9	89.3	0.9		0	9.8	3.6	86.6		6.2	5	88.8	0		3.8	95.5	0	0.7				
Total %	1.7	0	0.3	1.3		0	3.5	31.7	0.3		0	1.5	0.6	13.3		0.2	0.1	2.5	0		1.6	41.1	0	0.3		2.7	97.3	
Cars	47	0	8	33		0	98	868	9		0	38	16	368		5	4	68	0		47	1132	0	8		0	0	2828
% Cars	97.9	0	100	91.7	100	0	98	95.9	100	0	0	88.4	100	96.8	100	100	100	95.8	0	97.1	100	96.4	0	100	100	0	0	96.4
Trucks	1	0	0	3		0	2	37	0		0	5	0	12		0	0	3	0		0	42	0	0		0	0	106
% Trucks	2.1	0	0	8.3	0	0	2	4.1	0	0	0	11.6	0	3.2	0	0	0	4.2	0	2.9	0	3.6	0	0	0	0	0	3.6

	Mt Alvernia Rd From North					Commonwealth Ave From East					College Rd From Southeast					Old Colony Rd From South					Commonwealth Ave From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:45																										
07:45	8	0	0	8	16	0	11	122	5	138	0	5	4	52	61	0	2	6	0	8	18	218	0	0	236	459
08:00	5	0	0	3	8	0	12	126	2	140	0	3	2	48	53	0	0	3	0	3	5	167	0	5	177	381
08:15	6	0	0	3	9	0	15	132	0	147	0	3	3	53	59	0	0	6	0	6	5	155	0	2	162	383
08:30	12	0	4	5	21	0	12	144	1	157	0	6	2	55	63	1	0	10	0	11	5	179	0	0	184	436
Total Volume	31	0	4	19	54	0	50	524	8	582	0	17	11	208	236	1	2	25	0	28	33	719	0	7	759	1659
% App. Total	57.4	0	7.4	35.2		0	8.6	90	1.4		0	7.2	4.7	88.1		3.6	7.1	89.3	0		4.3	94.7	0	0.9		
PHF	.646	.000	.250	.594	.643	.000	.833	.910	.400	.927	.000	.708	.688	.945	.937	.250	.250	.625	.000	.636	.458	.825	.000	.350	.804	.904
Cars	30	0	4	18	52	0	48	502	8	558	0	15	11	203	229	1	2	22	0	25	33	698	0	7	738	1602
% Cars	96.8	0	100	94.7	96.3	0	96.0	95.8	100	95.9	0	88.2	100	97.6	97.0	100	100	88.0	0	89.3	100	97.1	0	100	97.2	96.6
Trucks	1	0	0	1	2	0	2	22	0	24	0	2	0	5	7	0	0	3	0	3	0	21	0	0	21	57
% Trucks	3.2	0	0	5.3	3.7	0	4.0	4.2	0	4.1	0	11.8	0	2.4	3.0	0	0	12.0	0	10.7	0	2.9	0	0	2.8	3.4

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 2



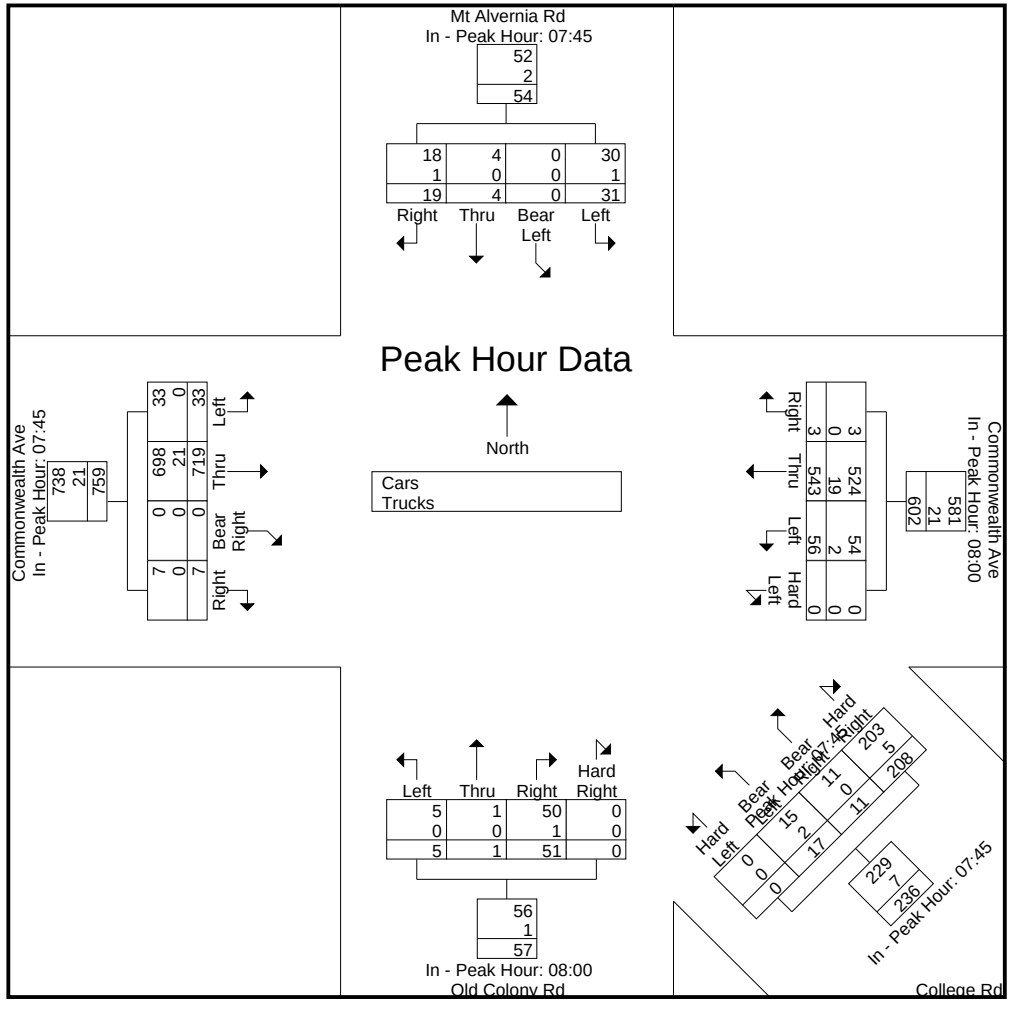
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45					08:00					07:45					08:00					07:45				
+0 mins.	8	0	0	8	16	0	12	126	2	140	0	5	4	52	61	0	0	3	0	3	18	218	0	0	236
+15 mins.	5	0	0	3	8	0	15	132	0	147	0	3	2	48	53	0	0	6	0	6	5	167	0	5	177
+30 mins.	6	0	0	3	9	0	12	144	1	157	0	3	3	53	59	1	0	10	0	11	5	155	0	2	162
+45 mins.	12	0	4	5	21	0	17	141	0	158	0	6	2	55	63	4	1	32	0	37	5	179	0	0	184
Total Volume	31	0	4	19	54	0	56	543	3	602	0	17	11	208	236	5	1	51	0	57	33	719	0	7	759
% App. Total	57.4	0	7.4	35.2		0	9.3	90.2	0.5		0	7.2	4.7	88.1		8.8	1.8	89.5	0		4.3	94.7	0	0.9	
PHF	.646	.000	.250	.594	.643	.000	.824	.943	.375	.953	.000	.708	.688	.945	.937	.313	.250	.398	.000	.385	.458	.825	.000	.350	.804
Cars	30	0	4	18	52	0	54	524	3	581	0	15	11	203	229	5	1	50	0	56	33	698	0	7	738
% Cars	96.8	0	100	94.7	96.3	0	96.4	96.5	100	96.5	0	88.2	100	97.6	97	100	100	98	0	98.2	100	97.1	0	100	97.2
Trucks	1	0	0	1	2	0	2	19	0	21	0	2	0	5	7	0	0	1	0	1	0	21	0	0	21
% Trucks	3.2	0	0	5.3	3.7	0	3.6	3.5	0	3.5	0	11.8	0	2.4	3	0	0	2	0	1.8	0	2.9	0	0	2.8

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 3



N/S Street : Old Colony Road
E/W Street: Commonwealth Avenue
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 1

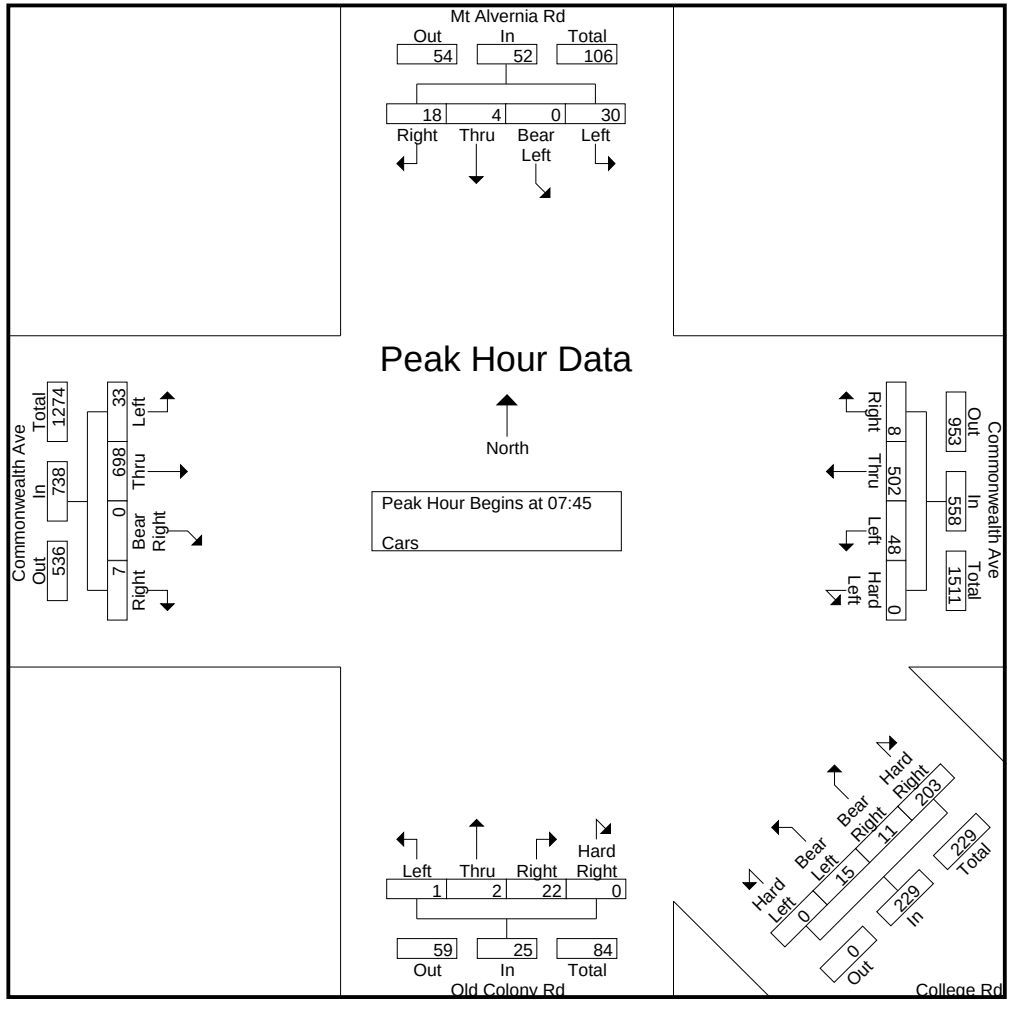
Groups Printed- Cars

	Mt Alvernia Rd From North					Commonwealth Ave From East					College Rd From Southeast					Old Colony Rd From South					Commonwealth Ave From West							
Start Time	Left	Bear Left	Thru	Right	Peds	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	1	4	0	0	8	39	0	0	0	3	0	34	1	0	0	4	0	1	2	56	0	0	0	2	151	153
07:15	3	0	1	3	0	0	14	81	0	0	0	7	0	41	3	0	1	9	0	4	1	79	0	0	2	9	240	249
07:30	9	0	2	3	1	0	11	109	1	0	0	9	5	36	5	0	0	1	0	5	11	126	0	0	1	12	323	335
07:45	8	0	0	8	0	0	11	115	5	0	0	5	4	52	2	0	2	4	0	2	18	213	0	0	0	4	445	449
Total	20	0	4	18	1	0	44	344	6	0	0	24	9	163	11	0	3	18	0	12	32	474	0	0	3	27	1159	1186
08:00	5	0	0	3	0	0	10	123	2	0	0	3	2	47	4	0	0	3	0	4	5	165	0	5	0	8	373	381
08:15	6	0	0	3	0	0	15	129	0	0	0	2	3	53	2	0	0	5	0	3	5	150	0	2	0	5	373	378
08:30	11	0	4	4	0	0	12	135	1	0	0	5	2	51	1	1	0	10	0	0	5	170	0	0	0	1	411	412
08:45	5	0	0	5	1	0	17	137	0	0	0	4	0	54	14	4	1	32	0	14	0	173	0	1	9	38	433	471
Total	27	0	4	15	1	0	54	524	3	0	0	14	7	205	21	5	1	50	0	21	15	658	0	8	9	52	1590	1642
Grand Total	47	0	8	33	2	0	98	868	9	0	0	38	16	368	32	5	4	68	0	33	47	1132	0	8	12	79	2749	2828
Apprch %	53.4	0	9.1	37.5		0	10.1	89	0.9		0	9	3.8	87.2		6.5	5.2	88.3	0		4	95.4	0	0.7				
Total %	1.7	0	0.3	1.2		0	3.6	31.6	0.3		0	1.4	0.6	13.4		0.2	0.1	2.5	0		1.7	41.2	0	0.3		2.8	97.2	

	Mt Alvernia Rd From North					Commonwealth Ave From East					College Rd From Southeast					Old Colony Rd From South					Commonwealth Ave From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:45																										
07:45	8	0	0	8	16	0	11	115	5	131	0	5	4	52	61	0	2	4	0	6	18	213	0	0	231	445
08:00	5	0	0	3	8	0	10	123	2	135	0	3	2	47	52	0	0	3	0	3	5	165	0	5	175	373
08:15	6	0	0	3	9	0	15	129	0	144	0	2	3	53	58	0	0	5	0	5	5	150	0	2	157	373
08:30	11	0	4	4	19	0	12	135	1	148	0	5	2	51	58	1	0	10	0	11	5	170	0	0	175	411
Total Volume	30	0	4	18	52	0	48	502	8	558	0	15	11	203	229	1	2	22	0	25	33	698	0	7	738	1602
% App. Total	57.7	0	7.7	34.6		0	8.6	90	1.4		0	6.6	4.8	88.6		4	8	88	0		4.5	94.6	0	0.9		
PHF	.682	.000	.250	.563	.684	.000	.800	.930	.400	.943	.000	.750	.688	.958	.939	.250	.250	.550	.000	.568	.458	.819	.000	.350	.799	.900

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 2



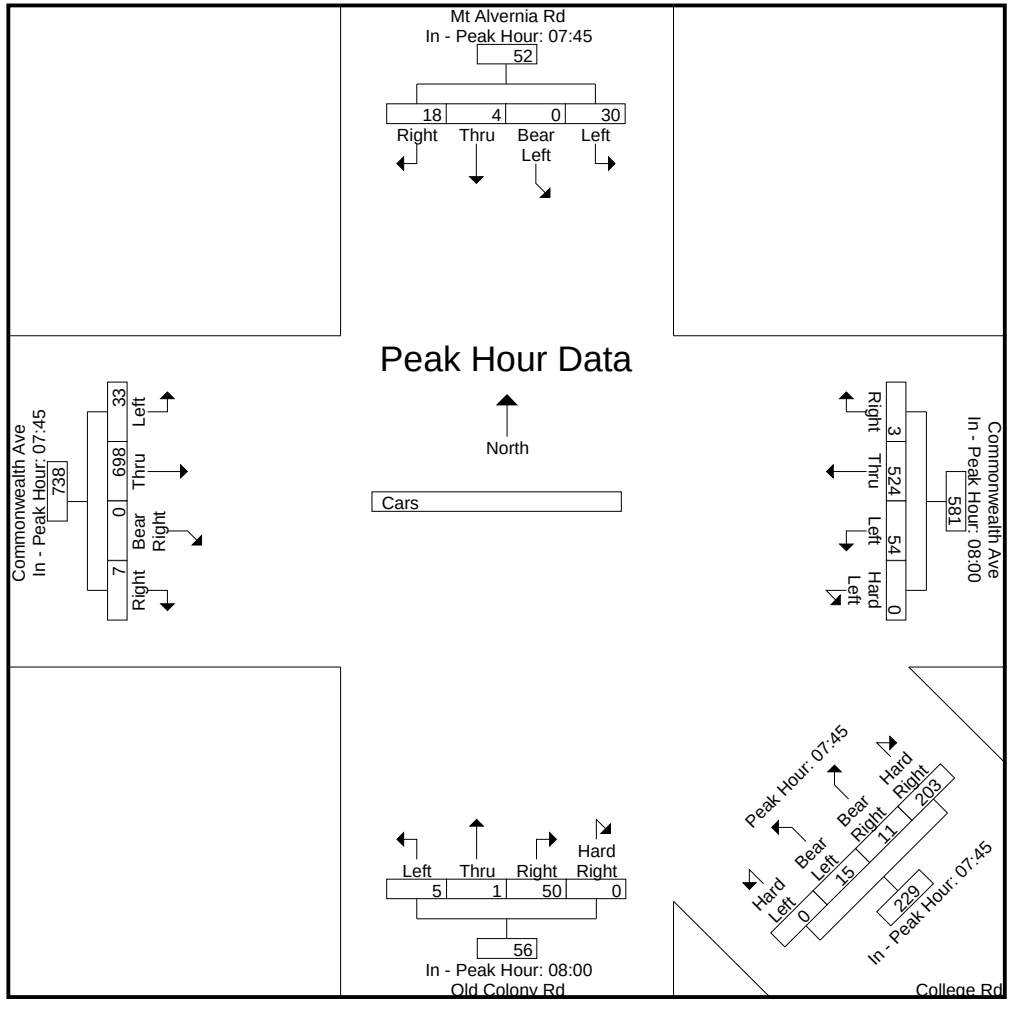
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45					08:00					07:45					08:00					07:45				
+0 mins.	8	0	0	8	16	0	10	123	2	135	0	5	4	52	61	0	0	3	0	3	18	213	0	0	231
+15 mins.	5	0	0	3	8	0	15	129	0	144	0	3	2	47	52	0	0	5	0	5	5	165	0	5	175
+30 mins.	6	0	0	3	9	0	12	135	1	148	0	2	3	53	58	1	0	10	0	11	5	150	0	2	157
+45 mins.	11	0	4	4	19	0	17	137	0	154	0	5	2	51	58	4	1	32	0	37	5	170	0	0	175
Total Volume	30	0	4	18	52	0	54	524	3	581	0	15	11	203	229	5	1	50	0	56	33	698	0	7	738
% App. Total	57.7	0	7.7	34.6		0	9.3	90.2	0.5		0	6.6	4.8	88.6		8.9	1.8	89.3	0		4.5	94.6	0	0.9	
PHF	.682	.000	.250	.563	.684	.000	.794	.956	.375	.943	.000	.750	.688	.958	.939	.313	.250	.391	.000	.378	.458	.819	.000	.350	.799

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 3



N/S Street : Old Colony Road
E/W Street: Commonwealth Avenue
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 1

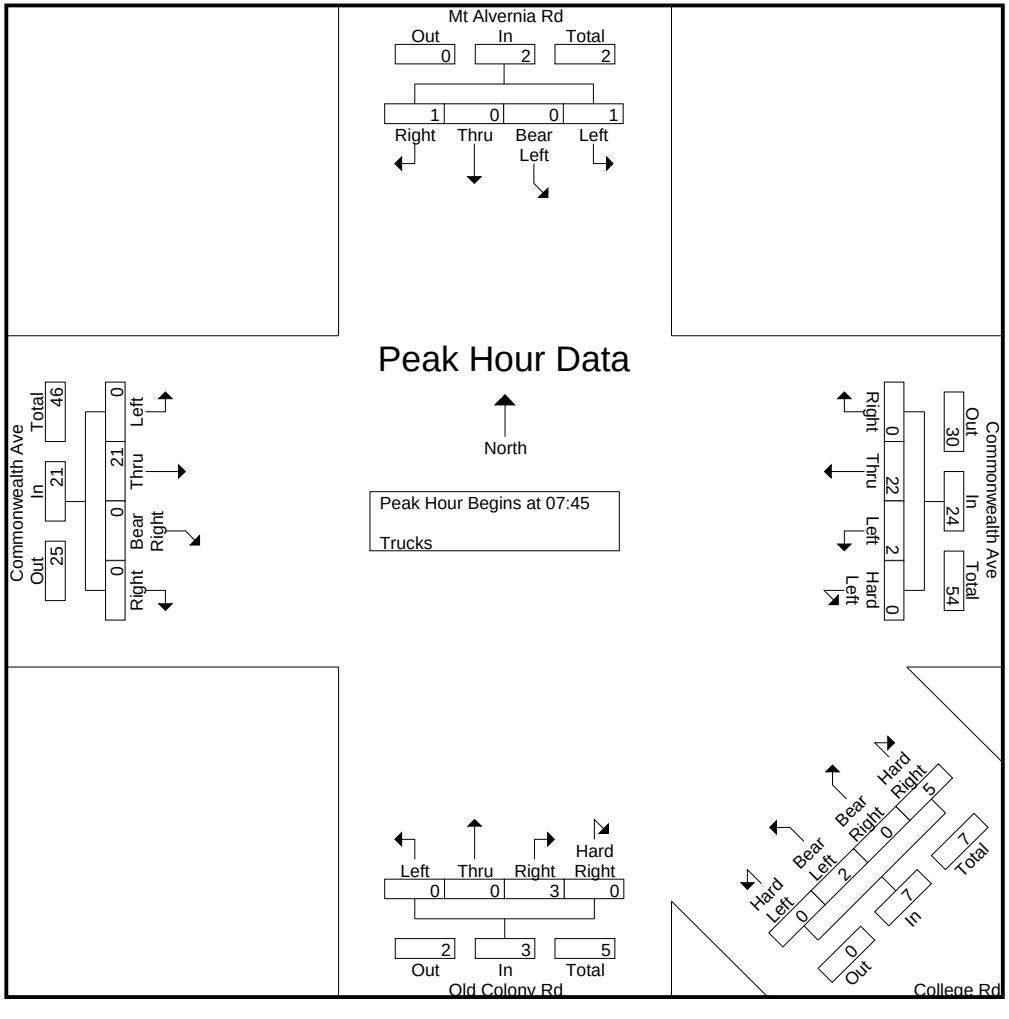
Groups Printed- Trucks

	Mt Alvernia Rd From North					Commonwealth Ave From East					College Rd From Southeast					Old Colony Rd From South					Commonwealth Ave From West							
Start Time	Left	Bear Left	Thru	Right	Peds	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	9	9
07:15	0	0	0	0	0	0	0	3	0	0	0	2	0	3	0	0	0	0	0	0	0	5	0	0	0	0	13	13
07:30	0	0	0	1	0	0	0	4	0	0	0	1	0	1	0	0	0	0	0	0	0	6	0	0	0	0	13	13
07:45	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	14	14
Total	0	0	0	1	0	0	0	18	0	0	0	3	0	5	0	0	0	2	0	0	0	20	0	0	0	0	49	49
08:00	0	0	0	0	0	0	2	3	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	8	8
08:15	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	1	0	0	0	5	0	0	0	0	10	10
08:30	1	0	0	1	0	0	0	9	0	0	0	1	0	4	0	0	0	0	0	1	0	9	0	0	0	1	25	26
08:45	0	0	0	1	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	13	13
Total	1	0	0	2	0	0	2	19	0	0	0	2	0	7	0	0	0	1	0	1	0	22	0	0	0	1	56	57
Grand Total	1	0	0	3	0	0	2	37	0	0	0	5	0	12	0	0	0	3	0	1	0	42	0	0	0	1	105	106
Apprch %	25	0	0	75		0	5.1	94.9	0		0	29.4	0	70.6		0	0	100	0		0	100	0	0				
Total %	1	0	0	2.9		0	1.9	35.2	0		0	4.8	0	11.4		0	0	2.9	0		0	40	0	0		0.9	99.1	

	Mt Alvernia Rd From North					Commonwealth Ave From East					College Rd From Southeast					Old Colony Rd From South					Commonwealth Ave From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:45																										
07:45	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	2	0	2	0	5	0	0	5	14
08:00	0	0	0	0	0	0	2	3	0	5	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2	8
08:15	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5	10
08:30	1	0	0	1	2	0	0	9	0	9	0	1	0	4	5	0	0	0	0	0	0	9	0	0	9	25
Total Volume	1	0	0	1	2	0	2	22	0	24	0	2	0	5	7	0	0	3	0	3	0	21	0	0	21	57
% App. Total	50	0	0	50		0	8.3	91.7	0		0	28.6	0	71.4		0	0	100	0		0	100	0	0		
PHF	.250	.000	.000	.250	.250	.000	.250	.611	.000	.667	.000	.500	.000	.313	.350	.000	.000	.375	.000	.375	.000	.583	.000	.000	.583	.570

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 2



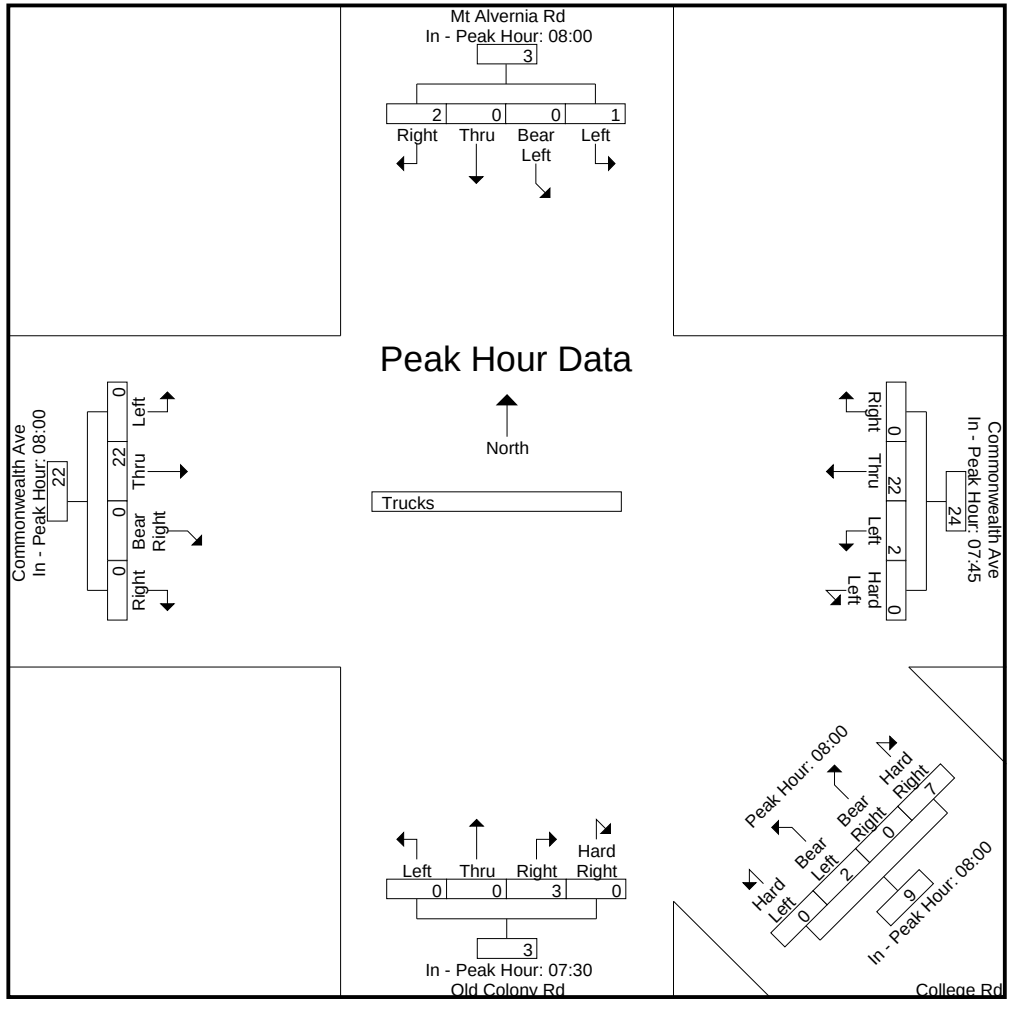
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00					07:45					08:00					07:30					08:00				
+0 mins.	0	0	0	0	0	0	0	7	0	7	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2
+15 mins.	0	0	0	0	0	0	2	3	0	5	0	1	0	0	1	0	0	2	0	2	0	5	0	0	5
+30 mins.	1	0	0	1	2	0	0	3	0	3	0	1	0	4	5	0	0	0	0	0	0	9	0	0	9
+45 mins.	0	0	0	1	1	0	0	9	0	9	0	0	0	2	2	0	0	1	0	1	0	6	0	0	6
Total Volume	1	0	0	2	3	0	2	22	0	24	0	2	0	7	9	0	0	3	0	3	0	22	0	0	22
% App. Total	33.3	0	0	66.7		0	8.3	91.7	0		0	22.2	0	77.8		0	0	100	0		0	100	0	0	
PHF	.250	.000	.000	.500	.375	.000	.250	.611	.000	.667	.000	.500	.000	.438	.450	.000	.000	.375	.000	.375	.000	.611	.000	.000	.611

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 3



N/S Street : Old Colony Road
E/W Street: Commonwealth Avenue
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

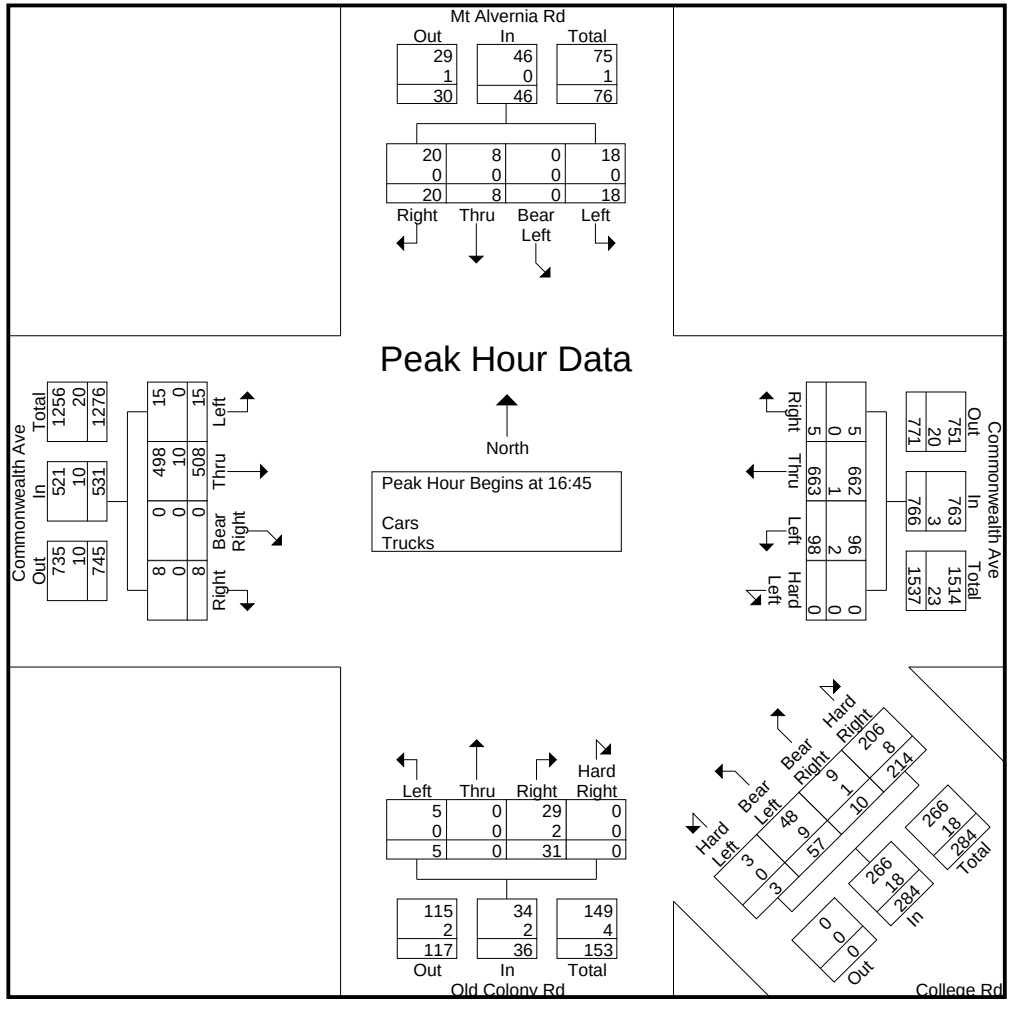
File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars - Trucks

	Mt Alvernia Rd From North					Commonwealth Ave From East					College Rd From Southeast					Old Colony Rd From South					Commonwealth Ave From West							
Start Time	Left	Bear Left	Thru	Right	Peds	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	3	0	1	5	0	0	24	119	0	1	0	16	1	39	31	1	0	7	0	29	3	118	0	2	7	68	339	407
16:15	1	0	0	0	0	0	15	129	2	0	0	5	1	37	17	0	0	5	0	15	0	112	0	4	6	38	311	349
16:30	9	0	2	4	0	0	17	120	0	0	1	12	0	45	22	0	0	4	0	22	1	117	0	5	4	48	337	385
16:45	10	0	3	4	1	0	29	126	2	0	1	10	1	50	12	3	0	8	0	10	8	123	0	5	2	25	383	408
Total	23	0	6	13	1	0	85	494	4	1	2	43	3	171	82	4	0	24	0	76	12	470	0	16	19	179	1370	1549
17:00	2	0	2	8	0	0	21	192	0	0	0	18	3	56	14	2	0	7	0	12	3	105	0	1	5	31	420	451
17:15	2	0	0	1	1	0	26	185	2	0	2	13	3	58	14	0	0	1	0	14	2	137	0	2	3	32	434	466
17:30	4	0	3	7	2	0	22	160	1	0	0	16	3	50	12	0	0	15	0	12	2	143	0	0	2	28	426	454
17:45	3	0	1	4	1	0	20	124	1	1	2	8	1	33	10	0	1	1	0	8	0	130	0	0	3	23	329	352
Total	11	0	6	20	4	0	89	661	4	1	4	55	10	197	50	2	1	24	0	46	7	515	0	3	13	114	1609	1723
Grand Total	34	0	12	33	5	0	174	1155	8	2	6	98	13	368	132	6	1	48	0	122	19	985	0	19	32	293	2979	3272
Apprch %	43	0	15.2	41.8		0	13	86.4	0.6		1.2	20.2	2.7	75.9		10.9	1.8	87.3	0		1.9	96.3	0	1.9				
Total %	1.1	0	0.4	1.1		0	5.8	38.8	0.3		0.2	3.3	0.4	12.4		0.2	0	1.6	0		0.6	33.1	0	0.6		9	91	
Cars	34	0	12	33		0	170	1147	8		6	80	12	355		6	1	43	0		19	967	0	19		0	0	3205
% Cars	100	0	100	100	100	0	97.7	99.3	100	100	100	81.6	92.3	96.5	100	100	100	89.6	0	100	100	98.2	0	100	100	0	0	98
Trucks	0	0	0	0		0	4	8	0		0	18	1	13		0	0	5	0		0	18	0	0		0	0	67
% Trucks	0	0	0	0	0	0	2.3	0.7	0	0	0	18.4	7.7	3.5	0	0	0	10.4	0	0	0	1.8	0	0	0	0	0	2

	Mt Alvernia Rd From North					Commonwealth Ave From East					College Rd From Southeast					Old Colony Rd From South					Commonwealth Ave From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 16:45																										
16:45	10	0	3	4	17	0	29	126	2	157	1	10	1	50	62	3	0	8	0	11	8	123	0	5	136	383
17:00	2	0	2	8	12	0	21	192	0	213	0	18	3	56	77	2	0	7	0	9	3	105	0	1	109	420
17:15	2	0	0	1	3	0	26	185	2	213	2	13	3	58	76	0	0	1	0	1	2	137	0	2	141	434
17:30	4	0	3	7	14	0	22	160	1	183	0	16	3	50	69	0	0	15	0	15	2	143	0	0	145	426
Total Volume	18	0	8	20	46	0	98	663	5	766	3	57	10	214	284	5	0	31	0	36	15	508	0	8	531	1663
% App. Total	39.1	0	17.4	43.5		0	12.8	86.6	0.7		1.1	20.1	3.5	75.4		13.9	0	86.1	0		2.8	95.7	0	1.5		
PHF	.450	.000	.667	.625	.676	.000	.845	.863	.625	.899	.375	.792	.833	.922	.922	.417	.000	.517	.000	.600	.469	.888	.000	.400	.916	.958
Cars	18	0	8	20	46	0	96	662	5	763	3	48	9	206	266	5	0	29	0	34	15	498	0	8	521	1630
% Cars	100	0	100	100	100	0	98.0	99.8	100	99.6	100	84.2	90.0	96.3	93.7	100	0	93.5	0	94.4	100	98.0	0	100	98.1	98.0
Trucks	0	0	0	0	0	0	2	1	0	3	0	9	1	8	18	0	0	2	0	2	0	10	0	0	10	33
% Trucks	0	0	0	0	0	0	2.0	0.2	0	0.4	0	15.8	10.0	3.7	6.3	0	0	6.5	0	5.6	0	2.0	0	0	1.9	2.0

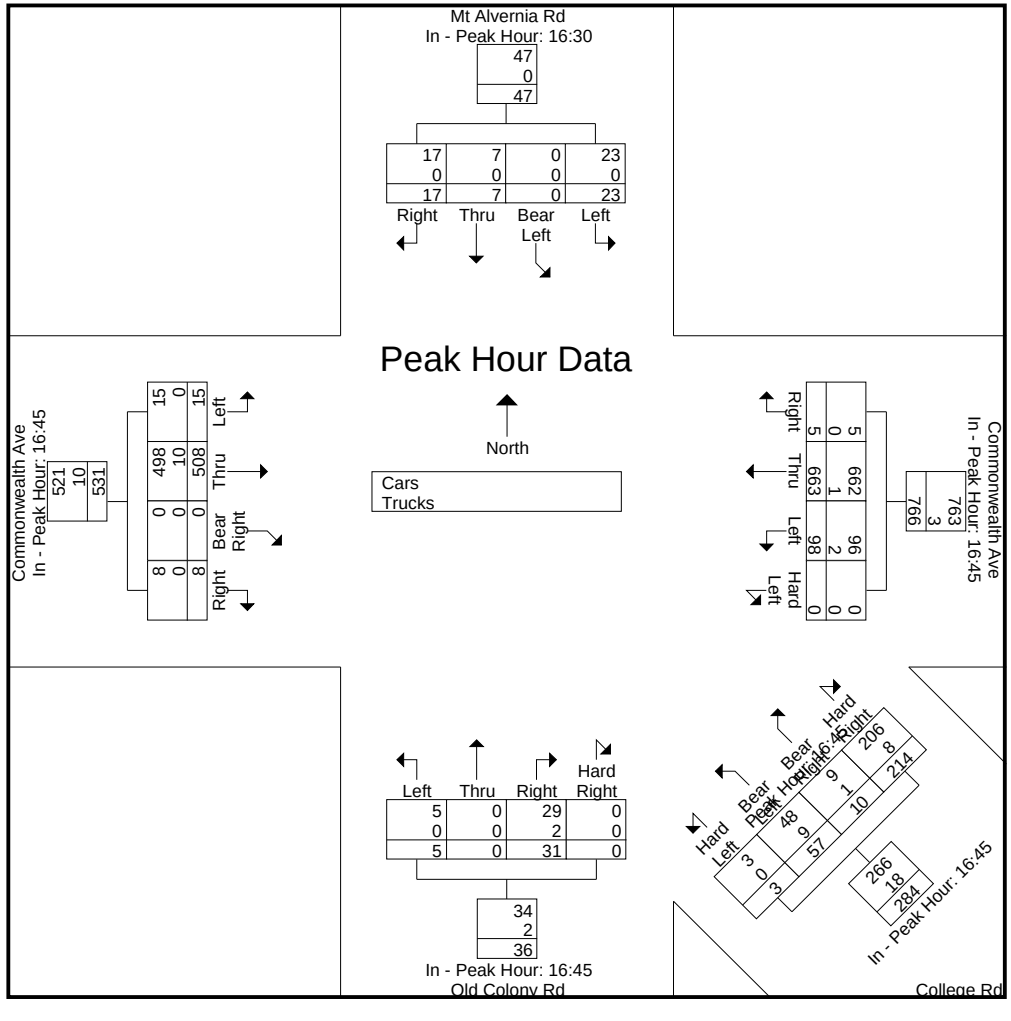
File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					16:45					16:45					16:45					16:45				
+0 mins.	9	0	2	4	15	0	29	126	2	157	1	10	1	50	62	3	0	8	0	11	8	123	0	5	136
+15 mins.	10	0	3	4	17	0	21	192	0	213	0	18	3	56	77	2	0	7	0	9	3	105	0	1	109
+30 mins.	2	0	2	8	12	0	26	185	2	213	2	13	3	58	76	0	0	1	0	1	2	137	0	2	141
+45 mins.	2	0	0	1	3	0	22	160	1	183	0	16	3	50	69	0	0	15	0	15	2	143	0	0	145
Total Volume	23	0	7	17	47	0	98	663	5	766	3	57	10	214	284	5	0	31	0	36	15	508	0	8	531
% App. Total	48.9	0	14.9	36.2		0	12.8	86.6	0.7		1.1	20.1	3.5	75.4		13.9	0	86.1	0		2.8	95.7	0	1.5	
PHF	.575	.000	.583	.531	.691	.000	.845	.863	.625	.899	.375	.792	.833	.922	.922	.417	.000	.517	.000	.600	.469	.888	.000	.400	.916
Cars	23	0	7	17	47	0	96	662	5	763	3	48	9	206	266	5	0	29	0	34	15	498	0	8	521
% Cars	100	0	100	100	100	0	98	99.8	100	99.6	100	84.2	90	96.3	93.7	100	0	93.5	0	94.4	100	98	0	100	98.1
Trucks	0	0	0	0	0	0	2	1	0	3	0	9	1	8	18	0	0	2	0	2	0	10	0	0	10
% Trucks	0	0	0	0	0	0	2	0.2	0	0.4	0	15.8	10	3.7	6.3	0	0	6.5	0	5.6	0	2	0	0	1.9


Mt Alvernia Rd
In - Peak Hour: 16:30
47
0
47
17 7 0 23
0 0 0 0
17 7 0 23
Right Thru Bear Left Left
Peak Hour Data
North
Cars
Trucks
Commonwealth Ave
In - Peak Hour: 16:45
521 10 531
15 0 15 Left
498 10 508 Thru
0 0 0 Bear Right
8 0 8 Right
Commonwealth Ave
In - Peak Hour: 16:45
766 3 763
Right 5 0 5
Thru 663 1 662
Left 98 2 96
Hard Left 0 0 0
Left Thru Right Hard Right
5 0 29 0
0 0 2 0
5 0 31 0
34
2
36
In - Peak Hour: 16:45
Old Colony Rd
Hard Left 3 0 3
Bear Left 48 9 57
Peak Hour: 16:45 Right 9 1 10
Bear Right 206 8 214
Hard Right
266
18
284
In - Peak Hour: 16:45
College Rd

N/S Street : Old Colony Road
E/W Street: Commonwealth Avenue
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars

	Mt Alvernia Rd From North					Commonwealth Ave From East					College Rd From Southeast					Old Colony Rd From South					Commonwealth Ave From West							
Start Time	Left	Bear Left	Thru	Right	Peds	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	3	0	1	5	0	0	22	117	0	1	0	14	1	38	31	1	0	5	0	29	3	116	0	2	7	68	328	396
16:15	1	0	0	0	0	0	15	127	2	0	0	4	1	36	17	0	0	5	0	15	0	110	0	4	6	38	305	343
16:30	9	0	2	4	0	0	17	118	0	0	1	7	0	43	22	0	0	3	0	22	1	114	0	5	4	48	324	372
16:45	10	0	3	4	1	0	28	125	2	0	1	8	1	48	12	3	0	8	0	10	8	121	0	5	2	25	375	400
Total	23	0	6	13	1	0	82	487	4	1	2	33	3	165	82	4	0	21	0	76	12	461	0	16	19	179	1332	1511
17:00	2	0	2	8	0	0	21	192	0	0	0	16	3	55	14	2	0	6	0	12	3	100	0	1	5	31	411	442
17:15	2	0	0	1	1	0	26	185	2	0	2	11	3	55	14	0	0	1	0	14	2	137	0	2	3	32	429	461
17:30	4	0	3	7	2	0	21	160	1	0	0	13	2	48	12	0	0	14	0	12	2	140	0	0	2	28	415	443
17:45	3	0	1	4	1	0	20	123	1	1	2	7	1	32	10	0	1	1	0	8	0	129	0	0	3	23	325	348
Total	11	0	6	20	4	0	88	660	4	1	4	47	9	190	50	2	1	22	0	46	7	506	0	3	13	114	1580	1694
Grand Total	34	0	12	33	5	0	170	1147	8	2	6	80	12	355	132	6	1	43	0	122	19	967	0	19	32	293	2912	3205
Apprch %	43	0	15.2	41.8		0	12.8	86.6	0.6		1.3	17.7	2.6	78.4		12	2	86	0		1.9	96.2	0	1.9				
Total %	1.2	0	0.4	1.1		0	5.8	39.4	0.3		0.2	2.7	0.4	12.2		0.2	0	1.5	0		0.7	33.2	0	0.7		9.1	90.9	

	Mt Alvernia Rd From North					Commonwealth Ave From East					College Rd From Southeast					Old Colony Rd From South					Commonwealth Ave From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 16:45																										
16:45	10	0	3	4	17	0	28	125	2	155	1	8	1	48	58	3	0	8	0	11	8	121	0	5	134	375
17:00	2	0	2	8	12	0	21	192	0	213	0	16	3	55	74	2	0	6	0	8	3	100	0	1	104	411
17:15	2	0	0	1	3	0	26	185	2	213	2	11	3	55	71	0	0	1	0	1	2	137	0	2	141	429
17:30	4	0	3	7	14	0	21	160	1	182	0	13	2	48	63	0	0	14	0	14	2	140	0	0	142	415
Total Volume	18	0	8	20	46	0	96	662	5	763	3	48	9	206	266	5	0	29	0	34	15	498	0	8	521	1630
% App. Total	39.1	0	17.4	43.5		0	12.6	86.8	0.7		1.1	18	3.4	77.4		14.7	0	85.3	0		2.9	95.6	0	1.5		
PHF	.450	.000	.667	.625	.676	.000	.857	.862	.625	.896	.375	.750	.750	.936	.899	.417	.000	.518	.000	.607	.469	.889	.000	.400	.917	.950

Accurate Counts
978-664-2565

File Name : 39000004
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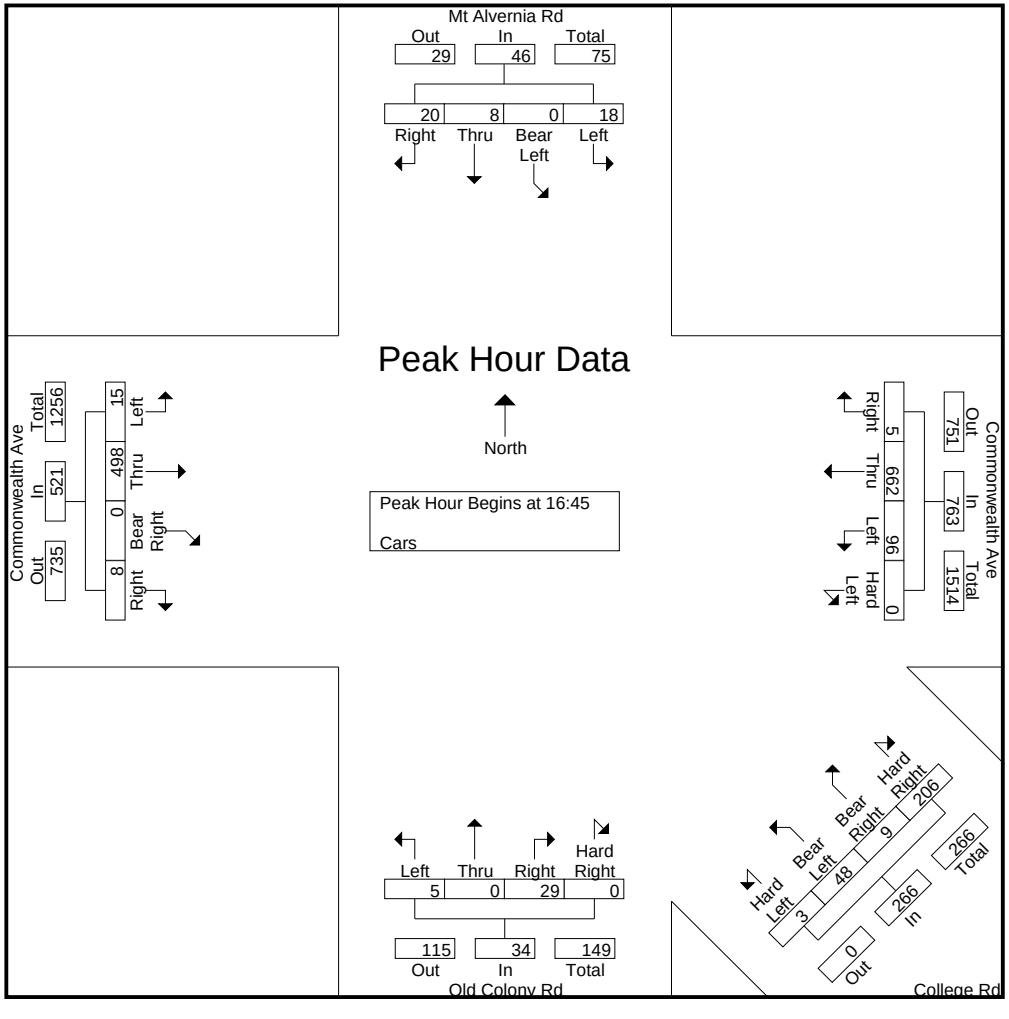


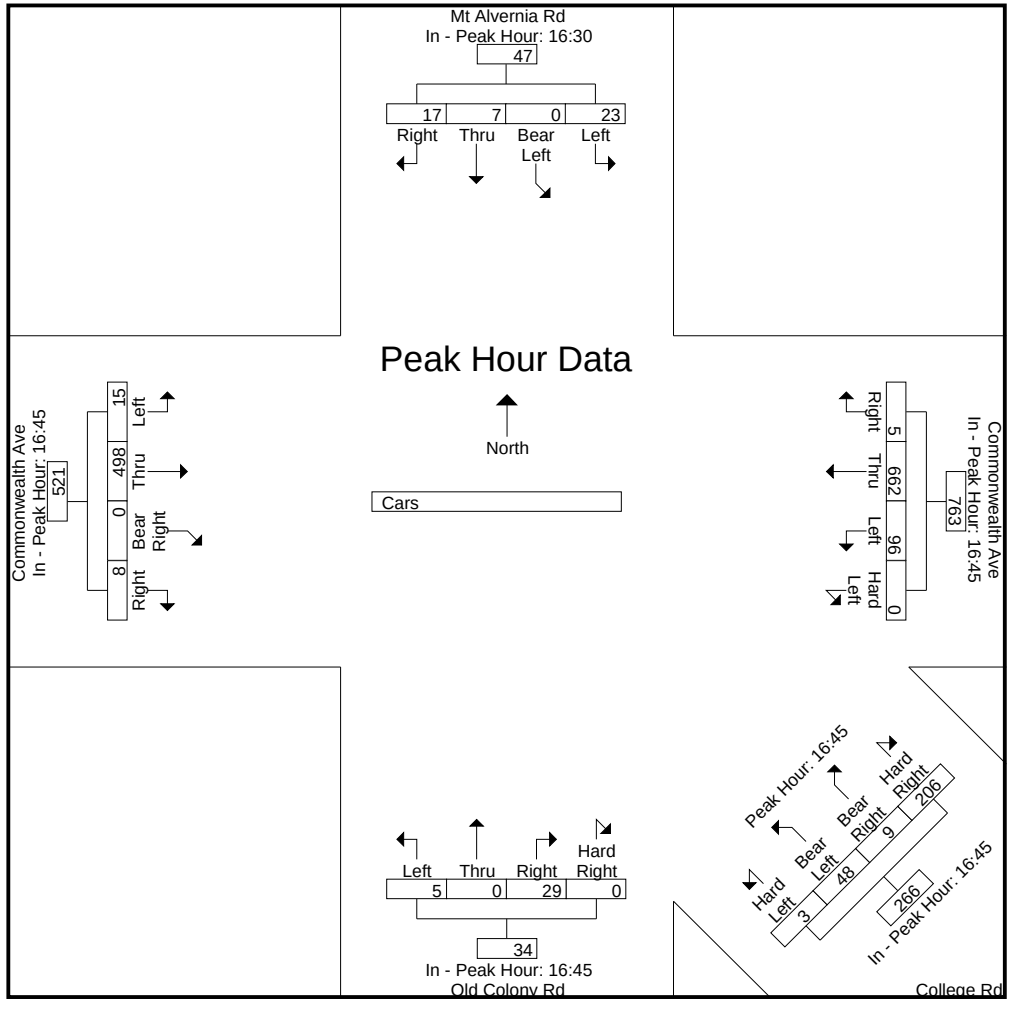
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30					16:45					16:45					16:45					16:45				
+0 mins.	9	0	2	4	15	0	28	125	2	155	1	8	1	48	58	3	0	8	0	11	8	121	0	5	134
+15 mins.	10	0	3	4	17	0	21	192	0	213	0	16	3	55	74	2	0	6	0	8	3	100	0	1	104
+30 mins.	2	0	2	8	12	0	26	185	2	213	2	11	3	55	71	0	0	1	0	1	2	137	0	2	141
+45 mins.	2	0	0	1	3	0	21	160	1	182	0	13	2	48	63	0	0	14	0	14	2	140	0	0	142
Total Volume	23	0	7	17	47	0	96	662	5	763	3	48	9	206	266	5	0	29	0	34	15	498	0	8	521
% App. Total	48.9	0	14.9	36.2		0	12.6	86.8	0.7		1.1	18	3.4	77.4		14.7	0	85.3	0		2.9	95.6	0	1.5	
PHF	.575	.000	.583	.531	.691	.000	.857	.862	.625	.896	.375	.750	.750	.936	.899	.417	.000	.518	.000	.607	.469	.889	.000	.400	.917

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 3



N/S Street : Old Colony Road
E/W Street: Commonwealth Avenue
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 1

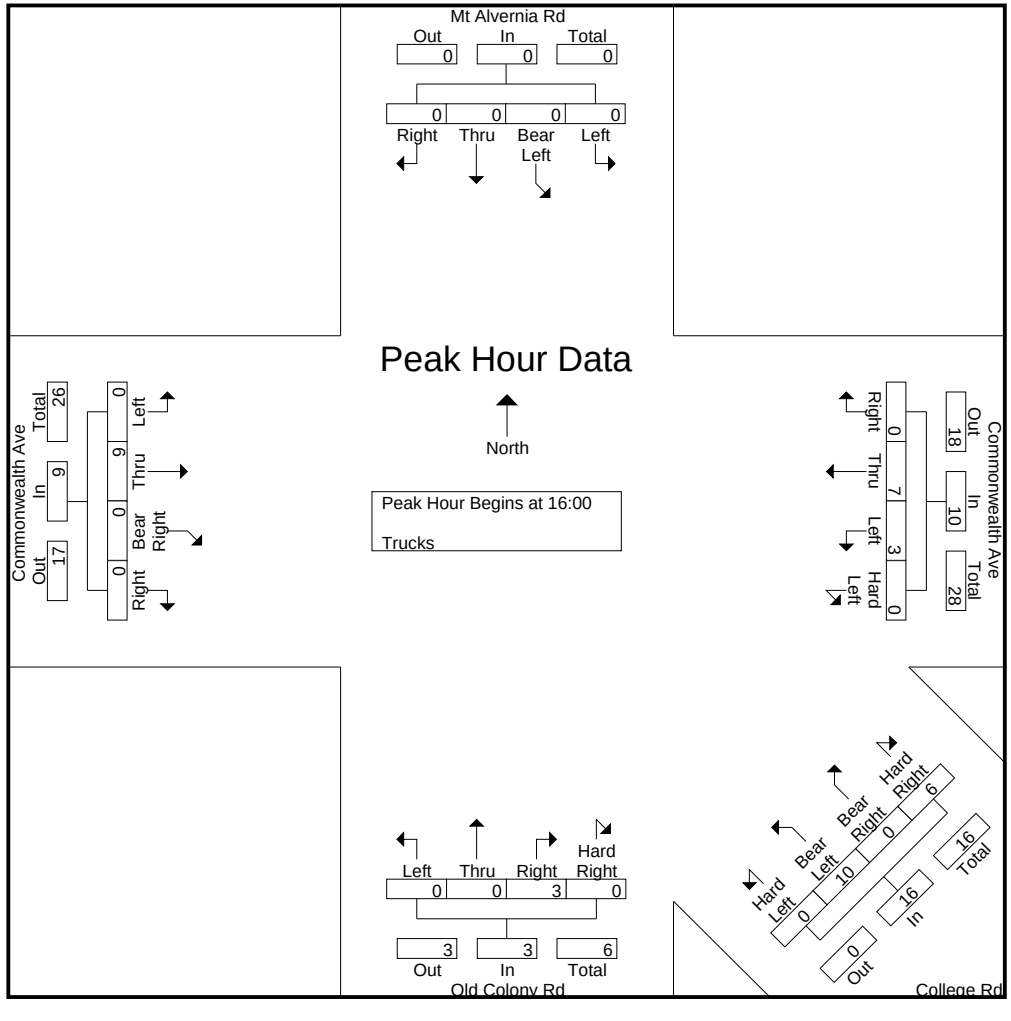
Groups Printed- Trucks

	Mt Alvernia Rd From North					Commonwealth Ave From East					College Rd From Southeast					Old Colony Rd From South					Commonwealth Ave From West							
Start Time	Left	Bear Left	Thru	Right	Peds	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	0	2	2	0	0	0	2	0	1	0	0	0	2	0	0	0	2	0	0	0	0	11	11
16:15	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	6	6
16:30	0	0	0	0	0	0	0	2	0	0	0	5	0	2	0	0	0	1	0	0	0	3	0	0	0	0	13	13
16:45	0	0	0	0	0	0	1	1	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	0	0	0	8	8
Total	0	0	0	0	0	0	3	7	0	0	0	10	0	6	0	0	0	3	0	0	0	9	0	0	0	0	38	38
17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	1	0	0	0	5	0	0	0	0	9	9
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	5
17:30	0	0	0	0	0	0	1	0	0	0	0	3	1	2	0	0	0	1	0	0	0	3	0	0	0	0	11	11
17:45	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	4	4
Total	0	0	0	0	0	0	1	1	0	0	0	8	1	7	0	0	0	2	0	0	0	9	0	0	0	0	29	29
Grand Total	0	0	0	0	0	0	4	8	0	0	0	18	1	13	0	0	0	5	0	0	0	18	0	0	0	0	67	67
Apprch %	0	0	0	0		0	33.3	66.7	0		0	56.2	3.1	40.6		0	0	100	0		0	100	0	0				
Total %	0	0	0	0		0	6	11.9	0		0	26.9	1.5	19.4		0	0	7.5	0		0	26.9	0	0		0	100	

	Mt Alvernia Rd From North					Commonwealth Ave From East					College Rd From Southeast					Old Colony Rd From South					Commonwealth Ave From West					
Start Time	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 16:00																										
16:00	0	0	0	0	0	0	2	2	0	4	0	2	0	1	3	0	0	2	0	2	0	2	0	0	2	11
16:15	0	0	0	0	0	0	0	2	0	2	0	1	0	1	2	0	0	0	0	0	0	2	0	0	2	6
16:30	0	0	0	0	0	0	0	2	0	2	0	5	0	2	7	0	0	1	0	1	0	3	0	0	3	13
16:45	0	0	0	0	0	0	1	1	0	2	0	2	0	2	4	0	0	0	0	0	0	2	0	0	2	8
Total Volume	0	0	0	0	0	0	3	7	0	10	0	10	0	6	16	0	0	3	0	3	0	9	0	0	9	38
% App. Total	0	0	0	0		0	30	70	0		0	62.5	0	37.5		0	0	100	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.375	.875	.000	.625	.000	.500	.000	.750	.571	.000	.000	.375	.000	.375	.000	.750	.000	.000	.750	.731

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 2



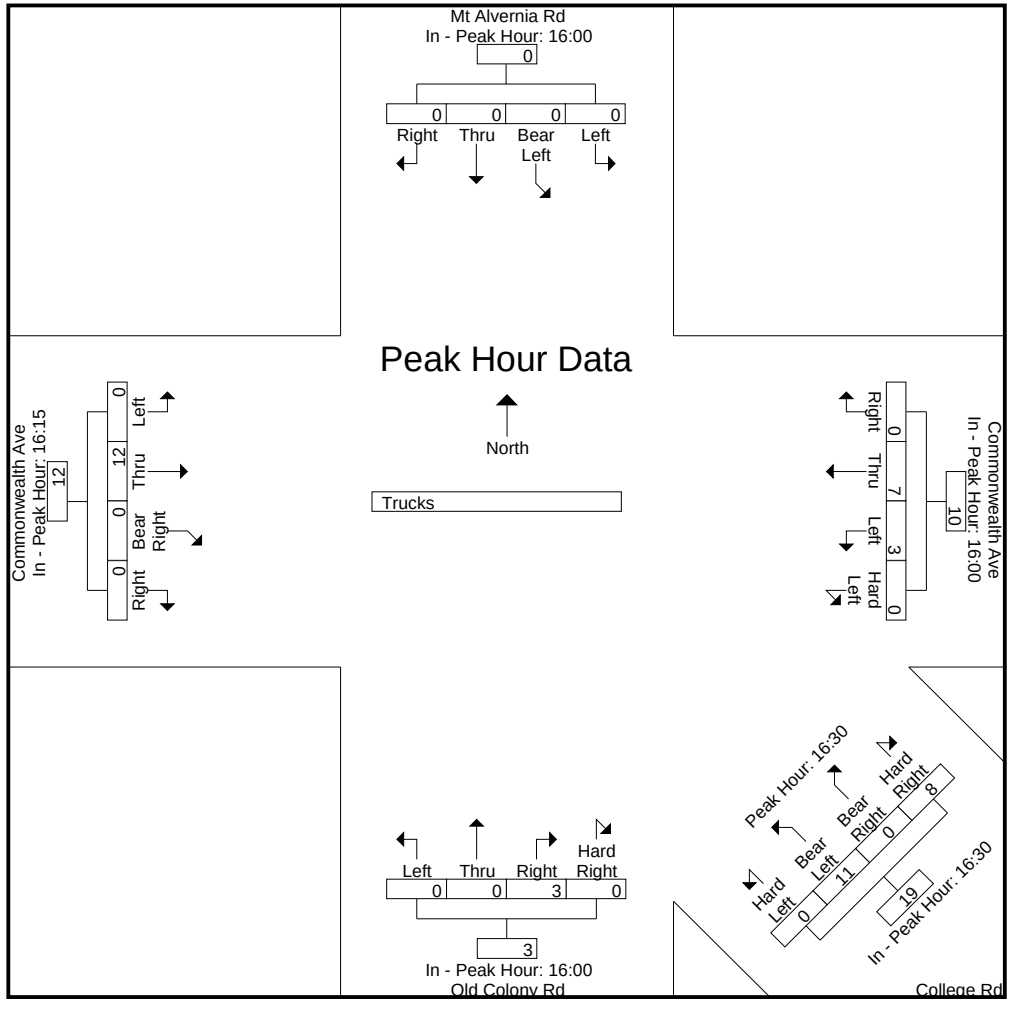
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00					16:00					16:30					16:00					16:15				
+0 mins.	0	0	0	0	0	0	2	2	0	4	0	5	0	2	7	0	0	2	0	2	0	2	0	0	2
+15 mins.	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4	0	0	0	0	0	0	3	0	0	3
+30 mins.	0	0	0	0	0	0	0	2	0	2	0	2	0	1	3	0	0	1	0	1	0	2	0	0	2
+45 mins.	0	0	0	0	0	0	1	1	0	2	0	2	0	3	5	0	0	0	0	0	0	5	0	0	5
Total Volume	0	0	0	0	0	0	3	7	0	10	0	11	0	8	19	0	0	3	0	3	0	12	0	0	12
% App. Total	0	0	0	0		0	30	70	0		0	57.9	0	42.1		0	0	100	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.375	.875	.000	.625	.000	.550	.000	.667	.679	.000	.000	.375	.000	.375	.000	.600	.000	.000	.600

Accurate Counts
978-664-2565

File Name : 39000004
Site Code : 39000004
Start Date : 3/11/2008
Page No : 3



N/S Street : South Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 1

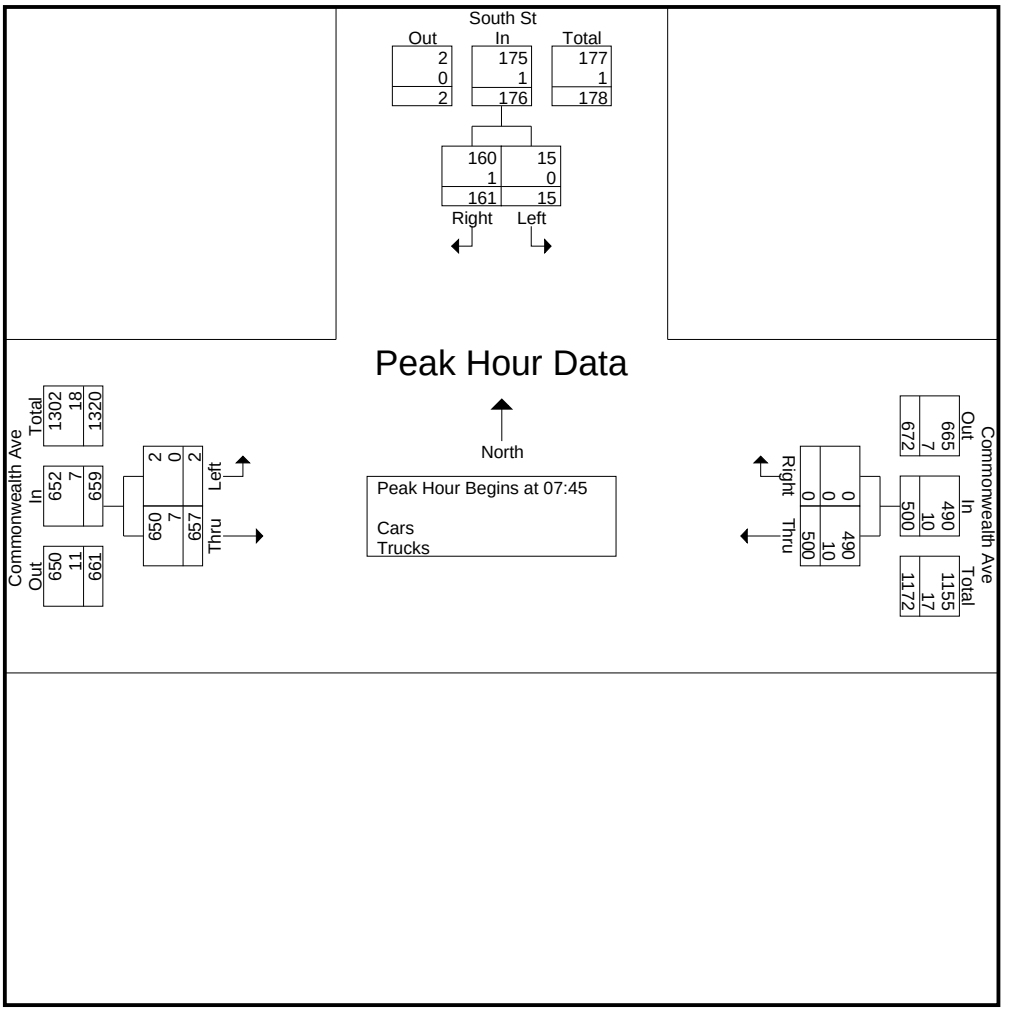
Groups Printed- Cars - Trucks

	South St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	2	19	1	56	1	2	0	72	1	4	150	154
07:15	2	33	2	91	0	3	0	80	0	5	206	211
07:30	3	32	3	98	0	6	0	115	2	11	248	259
07:45	3	34	2	121	0	4	1	170	2	8	329	337
Total	10	118	8	366	1	15	1	437	5	28	933	961
08:00	5	43	3	131	0	9	0	178	9	21	357	378
08:15	5	36	3	116	0	7	1	165	3	13	323	336
08:30	2	48	3	132	0	3	0	144	1	7	326	333
08:45	2	42	11	106	0	10	0	125	1	22	275	297
Total	14	169	20	485	0	29	1	612	14	63	1281	1344
Grand Total	24	287	28	851	1	44	2	1049	19	91	2214	2305
Apprch %	7.7	92.3		99.9	0.1		0.2	99.8				
Total %	1.1	13		38.4	0		0.1	47.4		3.9	96.1	
Cars	24	284		837	1		2	1036		0	0	2275
% Cars	100	99	100	98.4	100	100	100	98.8	100	0	0	98.7
Trucks	0	3		14	0		0	13		0	0	30
% Trucks	0	1	0	1.6	0	0	0	1.2	0	0	0	1.3

	South St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45										
07:45	3	34	37	121	0	121	1	170	171	329
08:00	5	43	48	131	0	131	0	178	178	357
08:15	5	36	41	116	0	116	1	165	166	323
08:30	2	48	50	132	0	132	0	144	144	326
Total Volume	15	161	176	500	0	500	2	657	659	1335
% App. Total	8.5	91.5		100	0		0.3	99.7		
PHF	.750	.839	.880	.947	.000	.947	.500	.923	.926	.935
Cars	15	160	175	490	0	490	2	650	652	1317
% Cars	100	99.4	99.4	98.0	0	98.0	100	98.9	98.9	98.7
Trucks	0	1	1	10	0	10	0	7	7	18
% Trucks	0	0.6	0.6	2.0	0	2.0	0	1.1	1.1	1.3

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 2



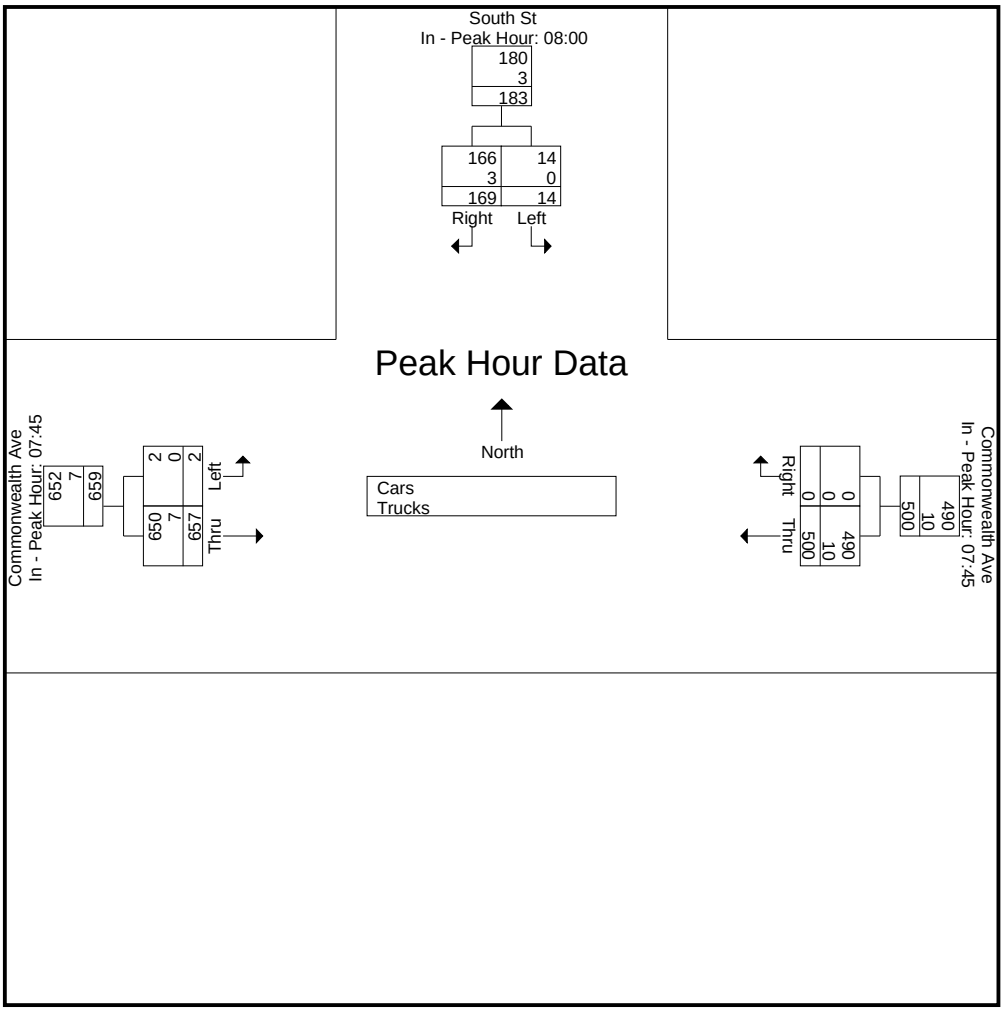
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00			07:45			07:45		
+0 mins.	5	43	48	121	0	121	1	170	171
+15 mins.	5	36	41	131	0	131	0	178	178
+30 mins.	2	48	50	116	0	116	1	165	166
+45 mins.	2	42	44	132	0	132	0	144	144
Total Volume	14	169	183	500	0	500	2	657	659
% App. Total	7.7	92.3		100	0		0.3	99.7	
PHF	.700	.880	.915	.947	.000	.947	.500	.923	.926
Cars	14	166	180	490	0	490	2	650	652
% Cars	100	98.2	98.4	98	0	98	100	98.9	98.9
Trucks	0	3	3	10	0	10	0	7	7
% Trucks	0	1.8	1.6	2	0	2	0	1.1	1.1

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 3



N/S Street : South Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 1

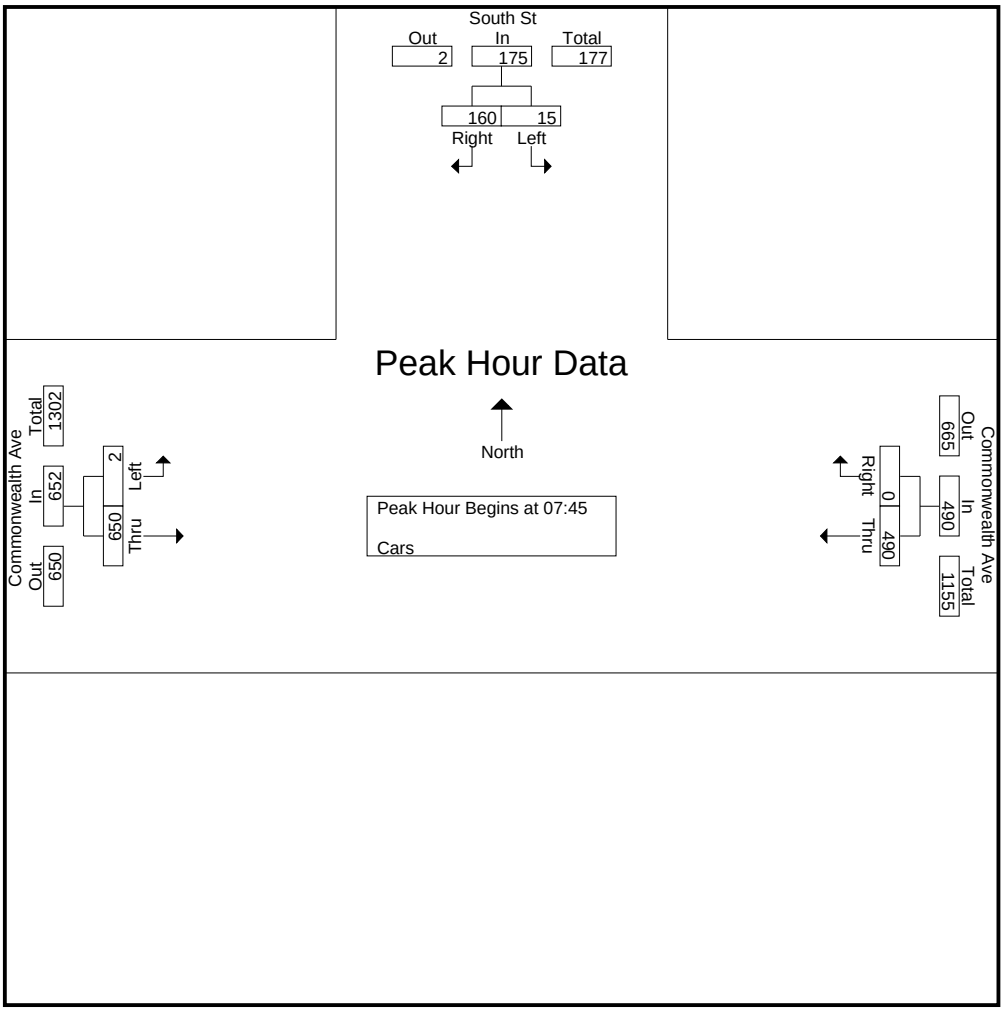
Groups Printed- Cars

	South St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	2	19	1	56	1	2	0	72	1	4	150	154
07:15	2	33	2	90	0	3	0	80	0	5	205	210
07:30	3	32	3	96	0	6	0	112	2	11	243	254
07:45	3	34	2	120	0	4	1	167	2	8	325	333
Total	10	118	8	362	1	15	1	431	5	28	923	951
08:00	5	42	3	128	0	9	0	177	9	21	352	373
08:15	5	36	3	112	0	7	1	164	3	13	318	331
08:30	2	48	3	130	0	3	0	142	1	7	322	329
08:45	2	40	11	105	0	10	0	122	1	22	269	291
Total	14	166	20	475	0	29	1	605	14	63	1261	1324
Grand Total	24	284	28	837	1	44	2	1036	19	91	2184	2275
Apprch %	7.8	92.2		99.9	0.1		0.2	99.8				
Total %	1.1	13		38.3	0		0.1	47.4		4	96	

	South St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45										
07:45	3	34	37	120	0	120	1	167	168	325
08:00	5	42	47	128	0	128	0	177	177	352
08:15	5	36	41	112	0	112	1	164	165	318
08:30	2	48	50	130	0	130	0	142	142	322
Total Volume	15	160	175	490	0	490	2	650	652	1317
% App. Total	8.6	91.4		100	0		0.3	99.7		
PHF	.750	.833	.875	.942	.000	.942	.500	.918	.921	.935

Accurate Counts
978-664-2565

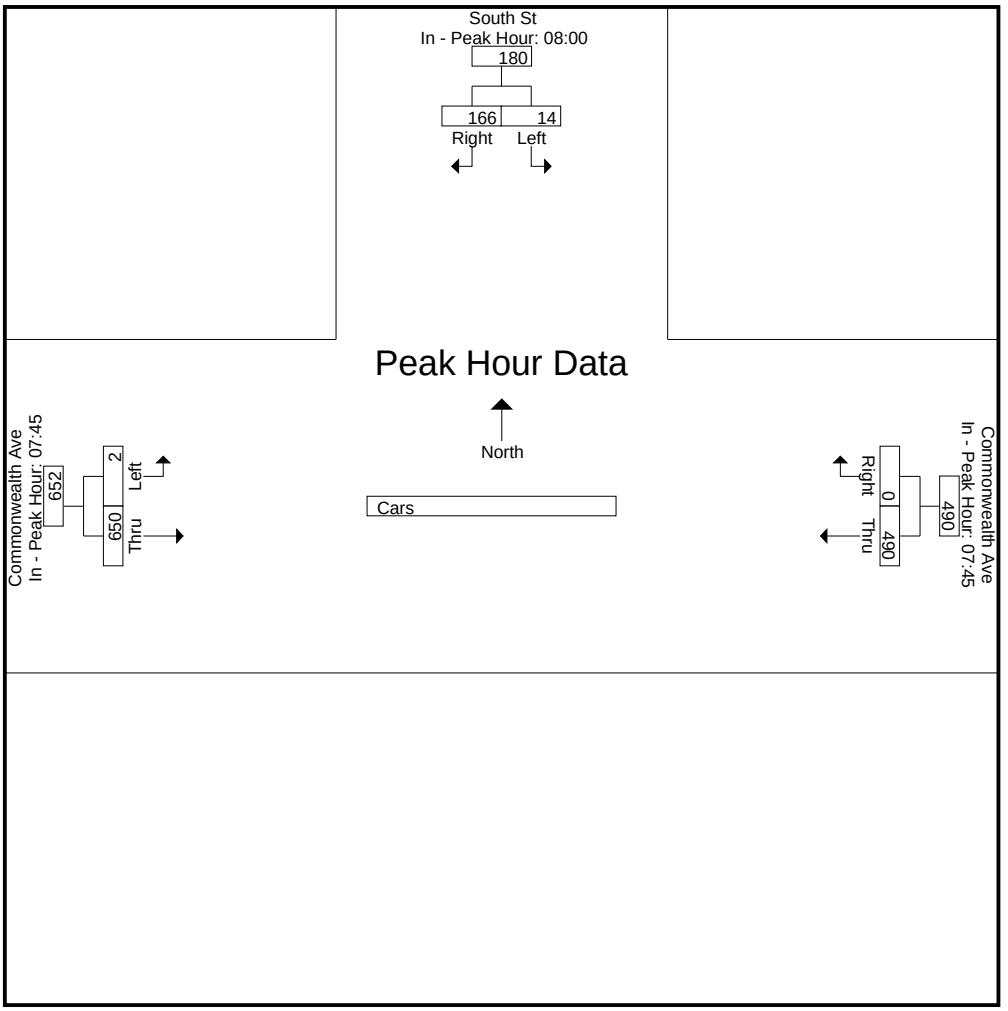
File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 2



Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00			07:45			07:45		
+0 mins.	5	42	47	120	0	120	1	167	168
+15 mins.	5	36	41	128	0	128	0	177	177
+30 mins.	2	48	50	112	0	112	1	164	165
+45 mins.	2	40	42	130	0	130	0	142	142
Total Volume	14	166	180	490	0	490	2	650	652
% App. Total	7.8	92.2		100	0		0.3	99.7	
PHF	.700	.865	.900	.942	.000	.942	.500	.918	.921

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 3



N/S Street : South Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 1

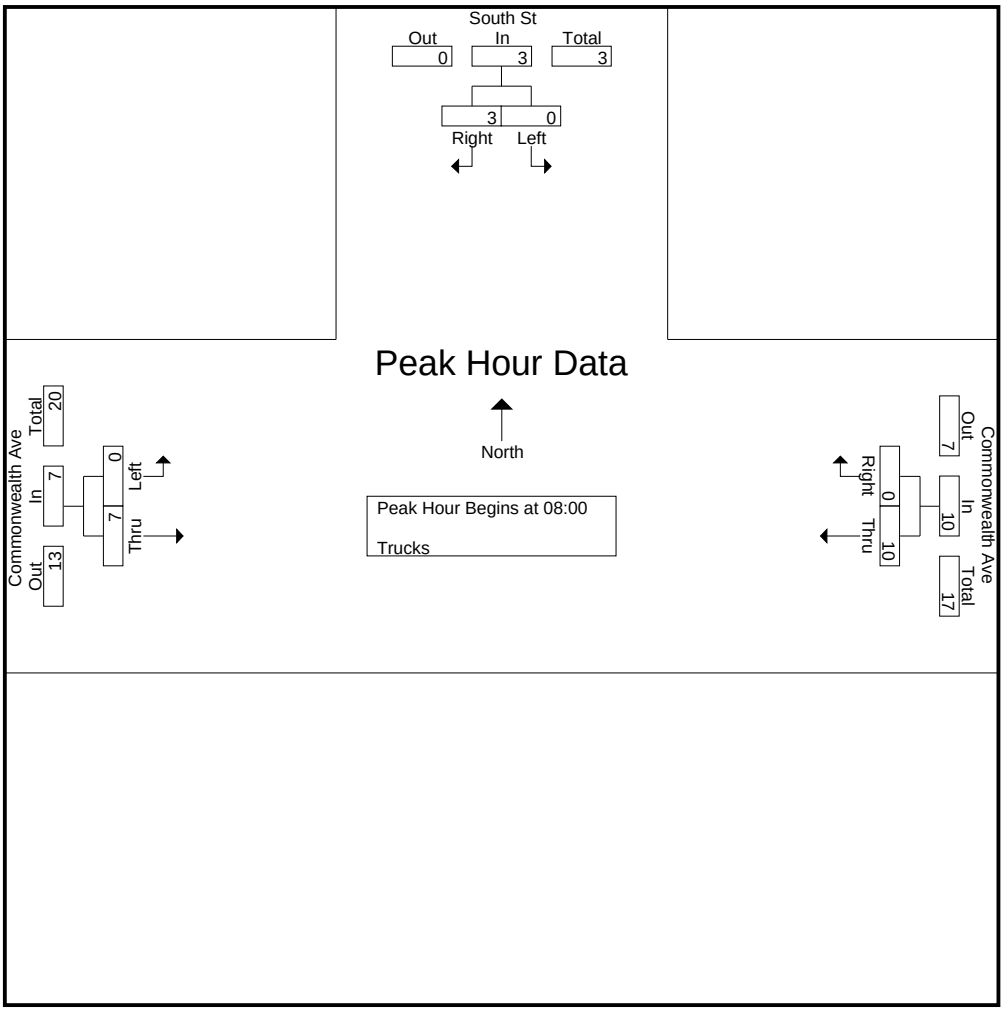
Groups Printed- Trucks

	South St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	0	0	0	0	0	1	1
07:30	0	0	0	2	0	0	0	3	0	0	5	5
07:45	0	0	0	1	0	0	0	3	0	0	4	4
Total	0	0	0	4	0	0	0	6	0	0	10	10
08:00	0	1	0	3	0	0	0	1	0	0	5	5
08:15	0	0	0	4	0	0	0	1	0	0	5	5
08:30	0	0	0	2	0	0	0	2	0	0	4	4
08:45	0	2	0	1	0	0	0	3	0	0	6	6
Total	0	3	0	10	0	0	0	7	0	0	20	20
Grand Total	0	3	0	14	0	0	0	13	0	0	30	30
Apprch %	0	100		100	0		0	100				
Total %	0	10		46.7	0		0	43.3		0	100	

	South St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	0	1	1	3	0	3	0	1	1	5
08:15	0	0	0	4	0	4	0	1	1	5
08:30	0	0	0	2	0	2	0	2	2	4
08:45	0	2	2	1	0	1	0	3	3	6
Total Volume	0	3	3	10	0	10	0	7	7	20
% App. Total	0	100		100	0		0	100		
PHF	.000	.375	.375	.625	.000	.625	.000	.583	.583	.833

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 2

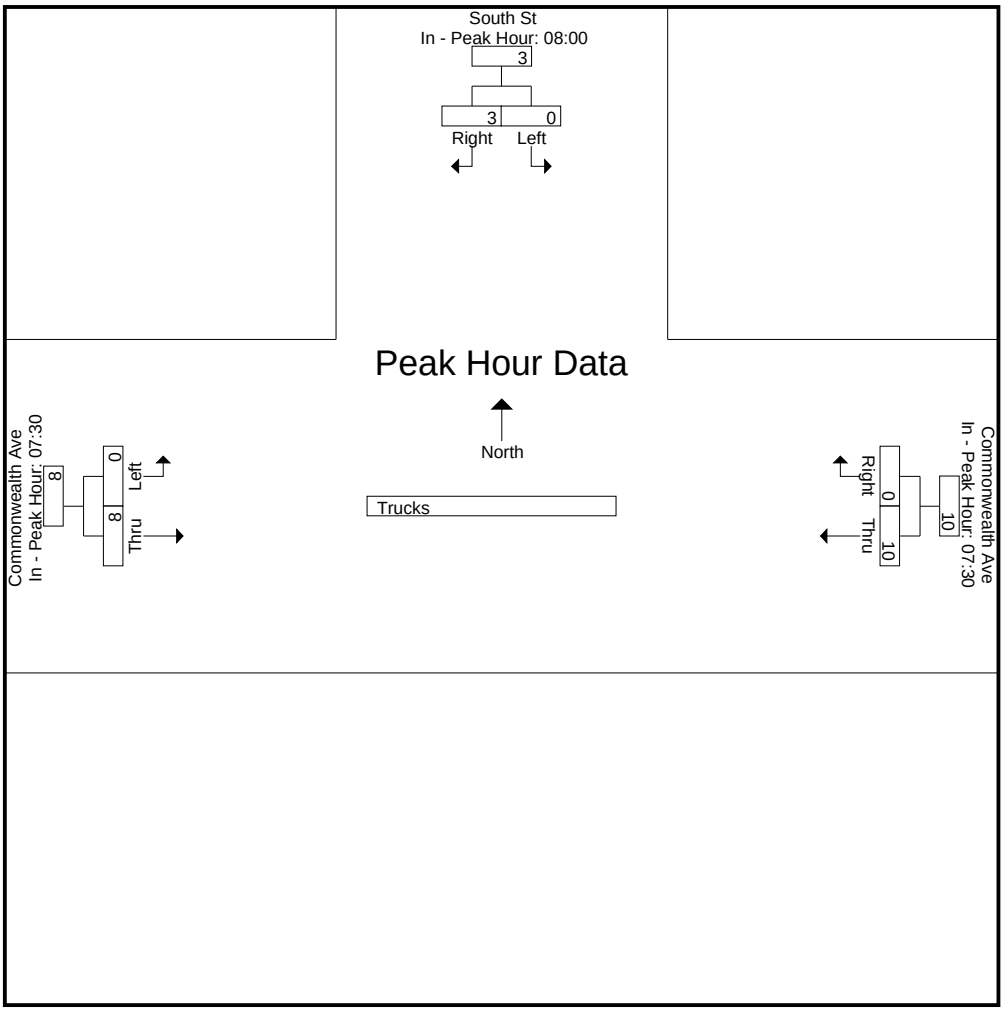


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00			07:30			07:30		
+0 mins.	0	1	1	2	0	2	0	3	3
+15 mins.	0	0	0	1	0	1	0	3	3
+30 mins.	0	0	0	3	0	3	0	1	1
+45 mins.	0	2	2	4	0	4	0	1	1
Total Volume	0	3	3	10	0	10	0	8	8
% App. Total	0	100		100	0		0	100	
PHF	.000	.375	.375	.625	.000	.625	.000	.667	.667

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 3



N/S Street : South Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 1

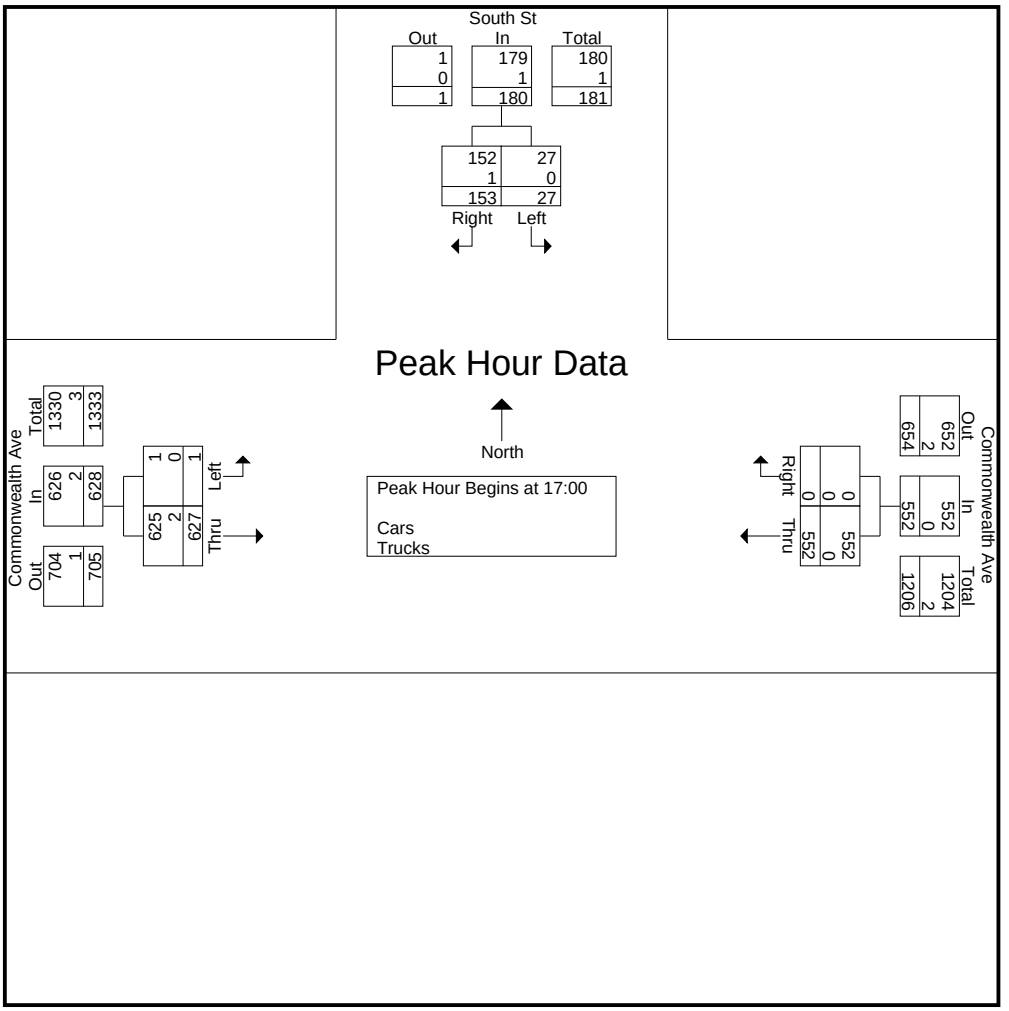
Groups Printed- Cars - Trucks

	South St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	5	30	4	105	0	7	0	103	3	14	243	257
16:15	5	52	1	119	0	12	0	113	12	25	289	314
16:30	5	43	4	90	0	4	0	133	11	19	271	290
16:45	2	41	0	113	0	5	0	145	8	13	301	314
Total	17	166	9	427	0	28	0	494	34	71	1104	1175
17:00	3	43	1	117	0	5	0	144	4	10	307	317
17:15	8	43	3	159	0	7	0	145	4	14	355	369
17:30	7	34	9	123	0	7	0	150	13	29	314	343
17:45	9	33	5	153	0	1	1	188	6	12	384	396
Total	27	153	18	552	0	20	1	627	27	65	1360	1425
Grand Total	44	319	27	979	0	48	1	1121	61	136	2464	2600
Apprch %	12.1	87.9		100	0		0.1	99.9				
Total %	1.8	12.9		39.7	0		0	45.5		5.2	94.8	
Cars	44	318		977	0		1	1119		0	0	2595
% Cars	100	99.7	100	99.8	0	100	100	99.8	100	0	0	99.8
Trucks	0	1		2	0		0	2		0	0	5
% Trucks	0	0.3	0	0.2	0	0	0	0.2	0	0	0	0.2

	South St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	3	43	46	117	0	117	0	144	144	307
17:15	8	43	51	159	0	159	0	145	145	355
17:30	7	34	41	123	0	123	0	150	150	314
17:45	9	33	42	153	0	153	1	188	189	384
Total Volume	27	153	180	552	0	552	1	627	628	1360
% App. Total	15	85		100	0		0.2	99.8		
PHF	.750	.890	.882	.868	.000	.868	.250	.834	.831	.885
Cars	27	152	179	552	0	552	1	625	626	1357
% Cars	100	99.3	99.4	100	0	100	100	99.7	99.7	99.8
Trucks	0	1	1	0	0	0	0	2	2	3
% Trucks	0	0.7	0.6	0	0	0	0	0.3	0.3	0.2

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 2



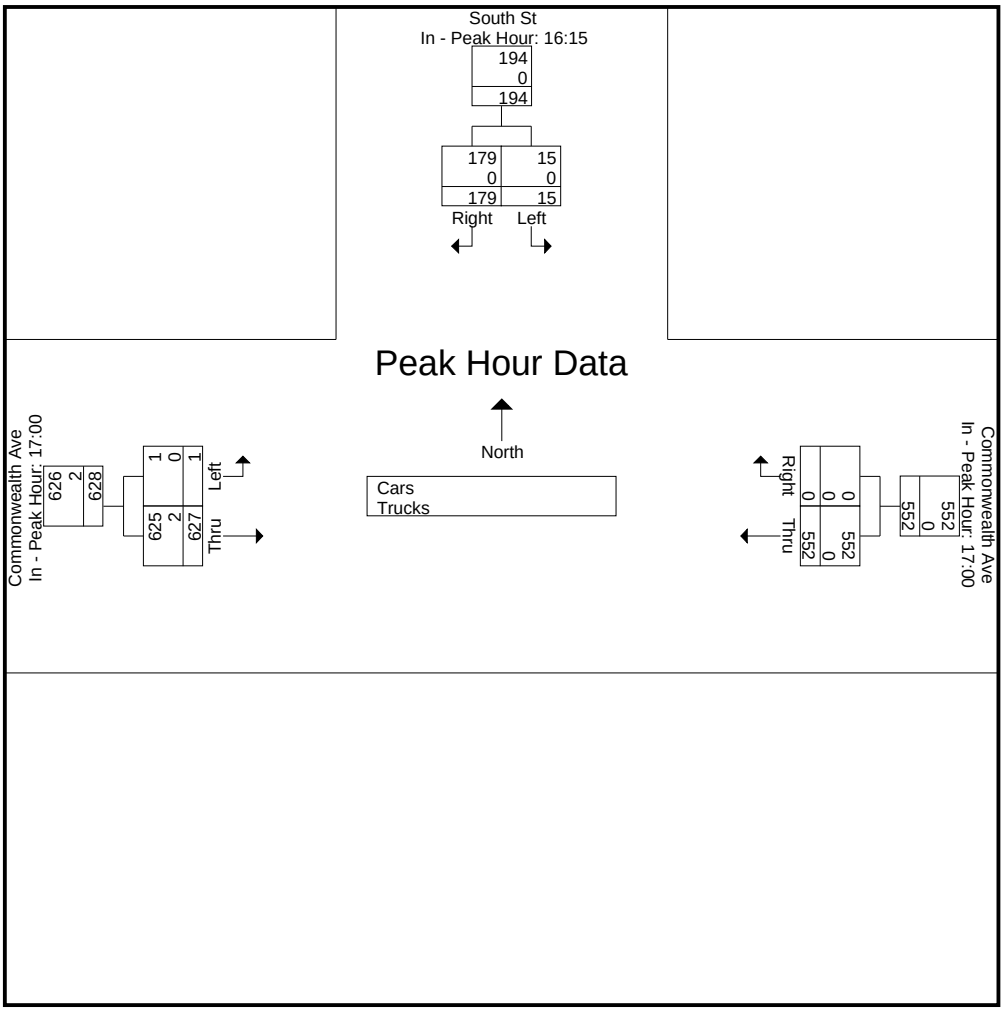
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15			17:00			17:00		
+0 mins.	5	52	57	117	0	117	0	144	144
+15 mins.	5	43	48	159	0	159	0	145	145
+30 mins.	2	41	43	123	0	123	0	150	150
+45 mins.	3	43	46	153	0	153	1	188	189
Total Volume	15	179	194	552	0	552	1	627	628
% App. Total	7.7	92.3		100	0		0.2	99.8	
PHF	.750	.861	.851	.868	.000	.868	.250	.834	.831
Cars	15	179	194	552	0	552	1	625	626
% Cars	100	100	100	100	0	100	100	99.7	99.7
Trucks	0	0	0	0	0	0	0	2	2
% Trucks	0	0	0	0	0	0	0	0.3	0.3

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 3



N/S Street : South Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 1

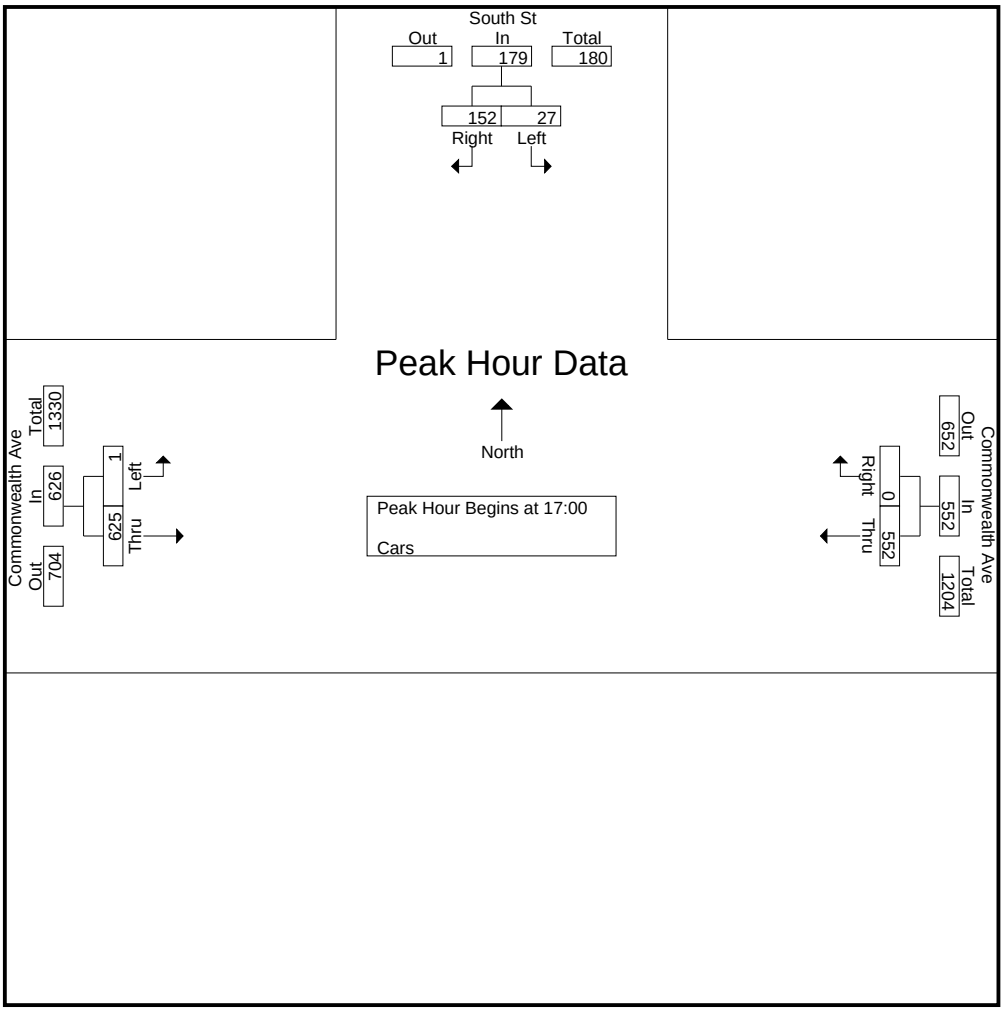
Groups Printed- Cars

	South St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	5	30	4	105	0	7	0	103	3	14	243	257
16:15	5	52	1	119	0	12	0	113	12	25	289	314
16:30	5	43	4	89	0	4	0	133	11	19	270	289
16:45	2	41	0	112	0	5	0	145	8	13	300	313
Total	17	166	9	425	0	28	0	494	34	71	1102	1173
17:00	3	43	1	117	0	5	0	143	4	10	306	316
17:15	8	43	3	159	0	7	0	145	4	14	355	369
17:30	7	33	9	123	0	7	0	150	13	29	313	342
17:45	9	33	5	153	0	1	1	187	6	12	383	395
Total	27	152	18	552	0	20	1	625	27	65	1357	1422
Grand Total	44	318	27	977	0	48	1	1119	61	136	2459	2595
Apprch %	12.2	87.8		100	0		0.1	99.9				
Total %	1.8	12.9		39.7	0		0	45.5		5.2	94.8	

	South St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	3	43	46	117	0	117	0	143	143	306
17:15	8	43	51	159	0	159	0	145	145	355
17:30	7	33	40	123	0	123	0	150	150	313
17:45	9	33	42	153	0	153	1	187	188	383
Total Volume	27	152	179	552	0	552	1	625	626	1357
% App. Total	15.1	84.9		100	0		0.2	99.8		
PHF	.750	.884	.877	.868	.000	.868	.250	.836	.832	.886

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 2



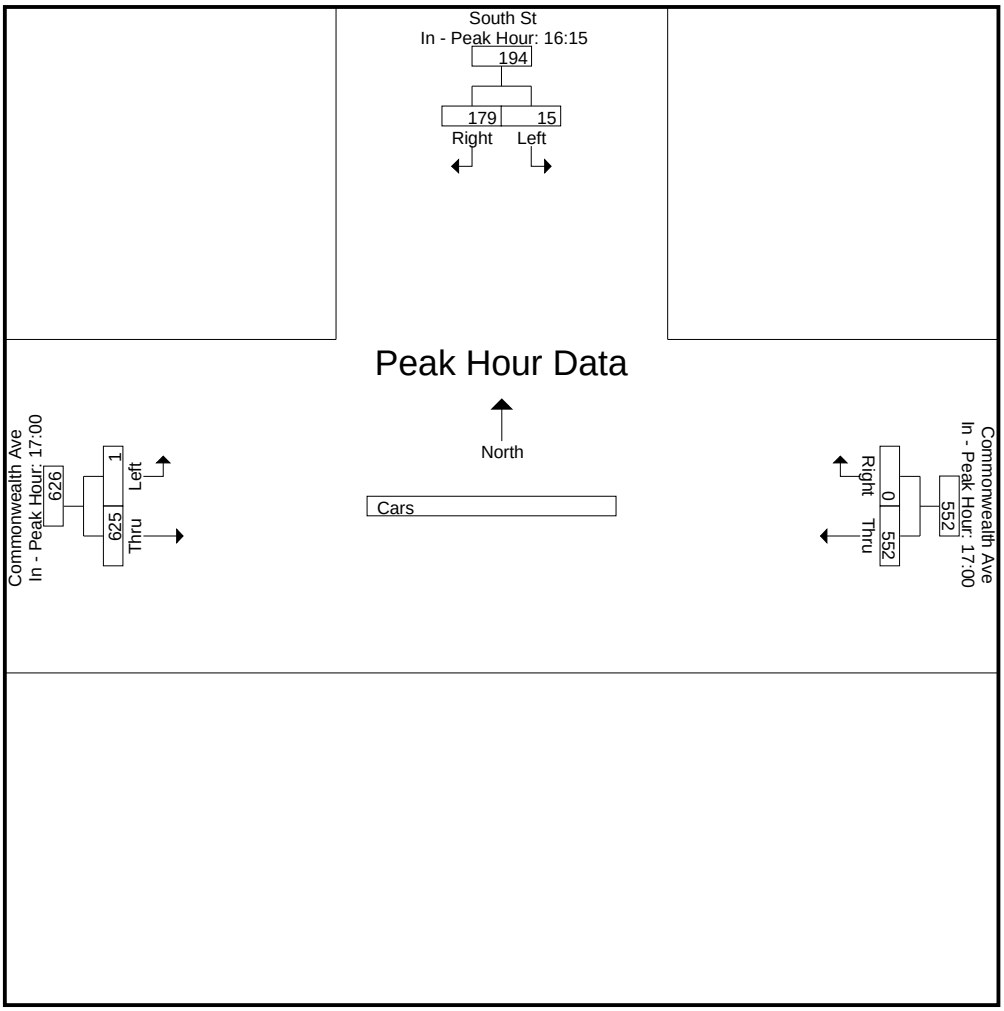
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15			17:00			17:00		
+0 mins.	5	52	57	117	0	117	0	143	143
+15 mins.	5	43	48	159	0	159	0	145	145
+30 mins.	2	41	43	123	0	123	0	150	150
+45 mins.	3	43	46	153	0	153	1	187	188
Total Volume	15	179	194	552	0	552	1	625	626
% App. Total	7.7	92.3		100	0		0.2	99.8	
PHF	.750	.861	.851	.868	.000	.868	.250	.836	.832

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 3



N/S Street : South Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 1

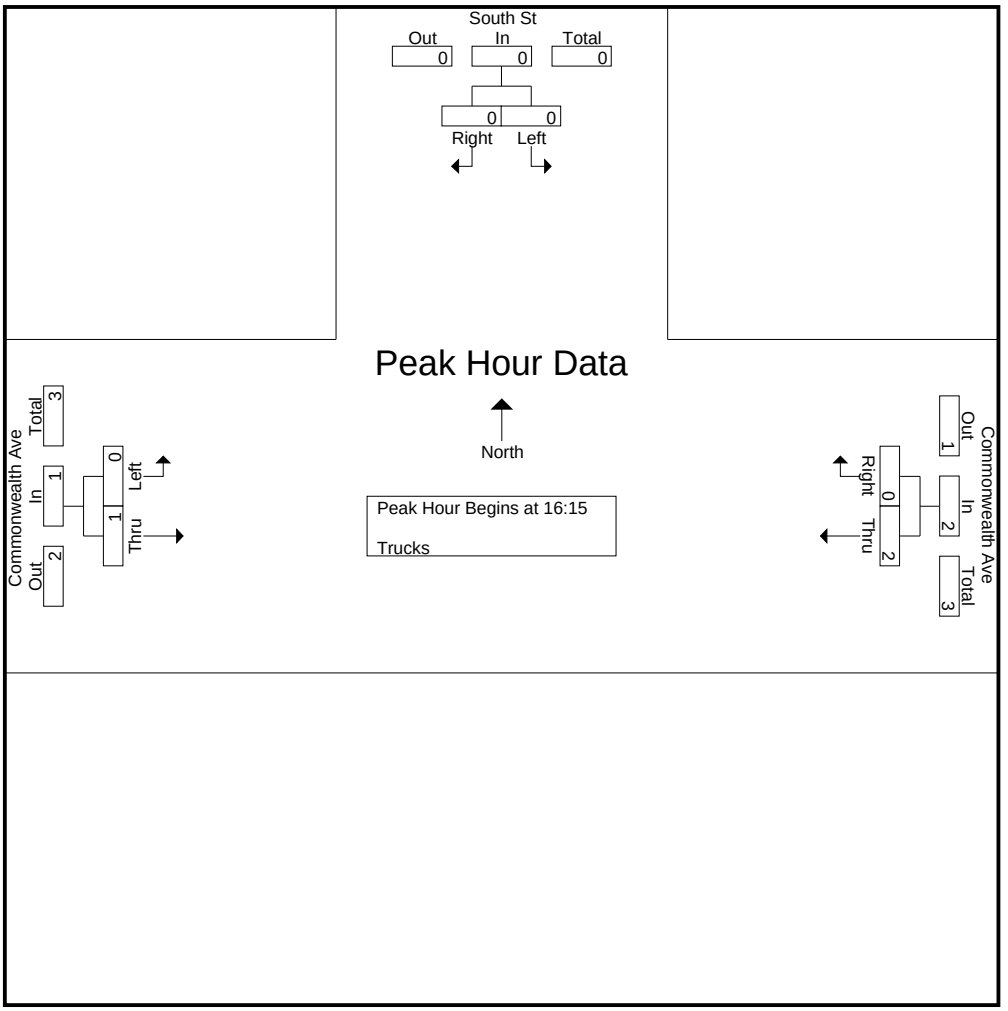
Groups Printed- Trucks

	South St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	0	0	0	0	0	1	1
16:45	0	0	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	2	0	0	0	0	0	0	2	2
17:00	0	0	0	0	0	0	0	1	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	0	0	0	0	2	0	0	3	3
Grand Total	0	1	0	2	0	0	0	2	0	0	5	5
Apprch %	0	100		100	0		0	100				
Total %	0	20		40	0		0	40		0	100	

	South St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:15										
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	1	0	0	0	1
16:45	0	0	0	1	0	1	0	0	0	1
17:00	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	2	0	2	0	1	1	3
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.250	.250	.750

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 2



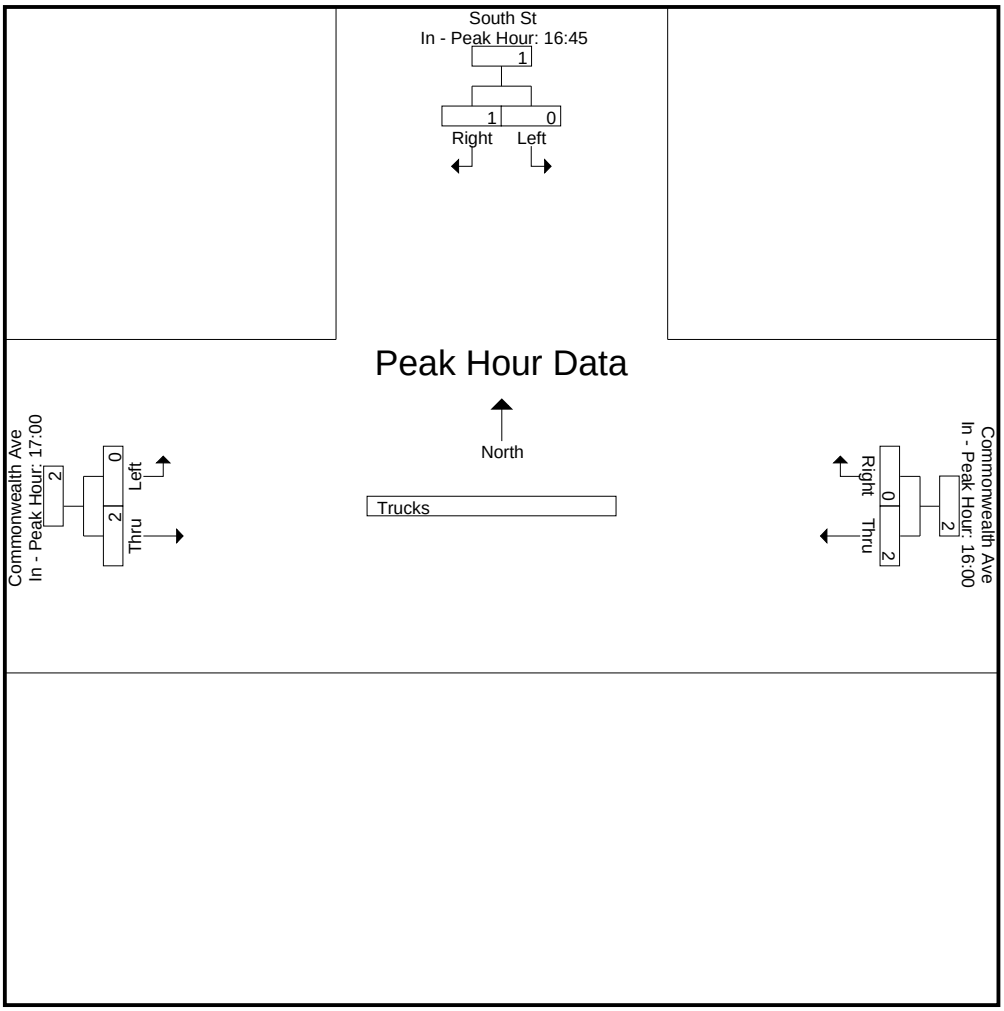
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45			16:00			17:00		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	1	1	1	0	1	0	1	1
Total Volume	0	1	1	2	0	2	0	2	2
% App. Total	0	100		100	0		0	100	
PHF	.000	.250	.250	.500	.000	.500	.000	.500	.500

Accurate Counts
978-664-2565

File Name : 39000005
Site Code : 39000005
Start Date : 3/11/2008
Page No : 3



N/S Street : St. Thomas Moore Road
E/W Street: Chestnut Hill Drive
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 1

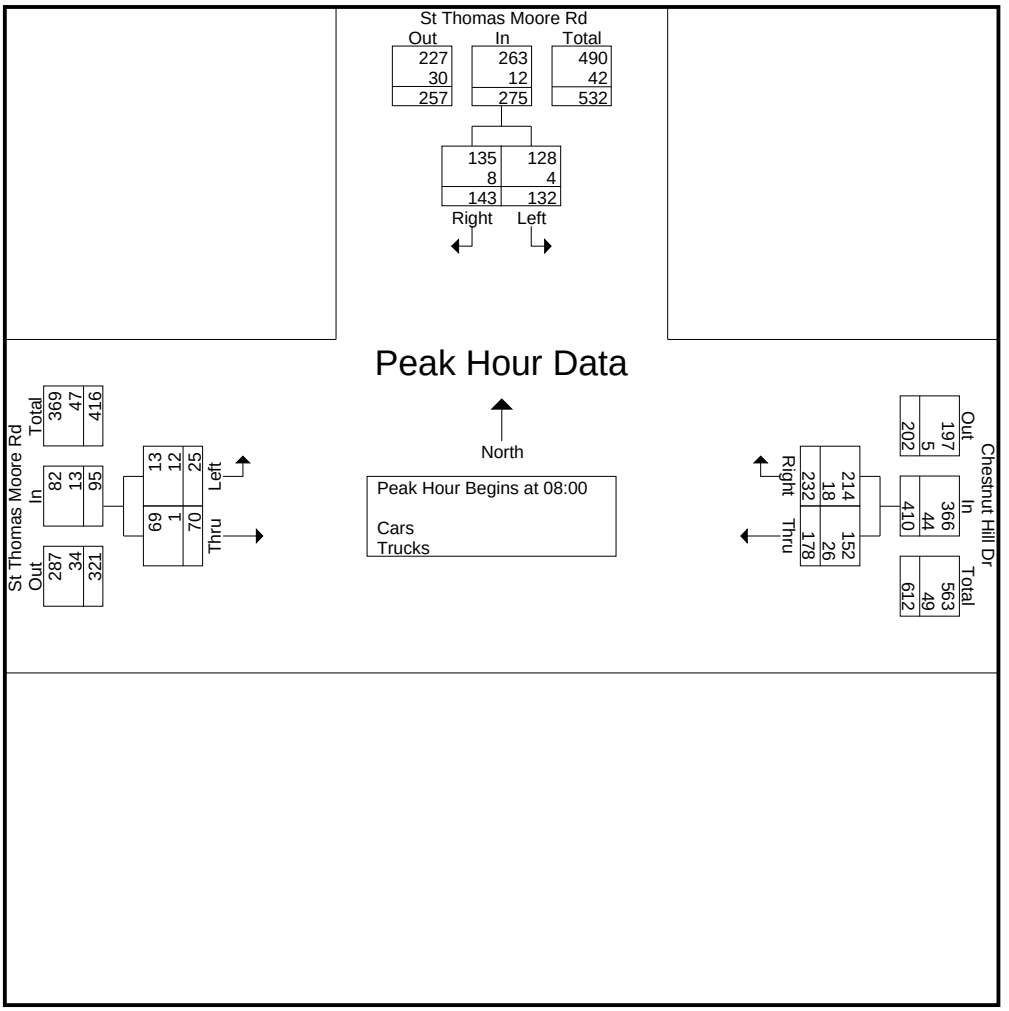
Groups Printed- Cars - Trucks

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	18	17	1	12	52	1	1	3	2	4	103	107
07:15	21	15	0	24	63	2	5	4	1	3	132	135
07:30	30	17	1	17	53	2	4	13	2	5	134	139
07:45	34	23	1	14	81	0	7	8	6	7	167	174
Total	103	72	3	67	249	5	17	28	11	19	536	555
08:00	26	22	3	17	46	0	8	25	4	7	144	151
08:15	29	35	2	35	62	2	4	16	6	10	181	191
08:30	31	42	4	39	66	15	4	14	1	20	196	216
08:45	46	44	4	87	58	1	9	15	4	9	259	268
Total	132	143	13	178	232	18	25	70	15	46	780	826
Grand Total	235	215	16	245	481	23	42	98	26	65	1316	1381
Apprch %	52.2	47.8		33.7	66.3		30	70				
Total %	17.9	16.3		18.6	36.6		3.2	7.4		4.7	95.3	
Cars	227	196		217	450		23	95		0	0	1273
% Cars	96.6	91.2	100	88.6	93.6	100	54.8	96.9	100	0	0	92.2
Trucks	8	19		28	31		19	3		0	0	108
% Trucks	3.4	8.8	0	11.4	6.4	0	45.2	3.1	0	0	0	7.8

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	26	22	48	17	46	63	8	25	33	144
08:15	29	35	64	35	62	97	4	16	20	181
08:30	31	42	73	39	66	105	4	14	18	196
08:45	46	44	90	87	58	145	9	15	24	259
Total Volume	132	143	275	178	232	410	25	70	95	780
% App. Total	48	52		43.4	56.6		26.3	73.7		
PHF	.717	.813	.764	.511	.879	.707	.694	.700	.720	.753
Cars	128	135	263	152	214	366	13	69	82	711
% Cars	97.0	94.4	95.6	85.4	92.2	89.3	52.0	98.6	86.3	91.2
Trucks	4	8	12	26	18	44	12	1	13	69
% Trucks	3.0	5.6	4.4	14.6	7.8	10.7	48.0	1.4	13.7	8.8

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 2



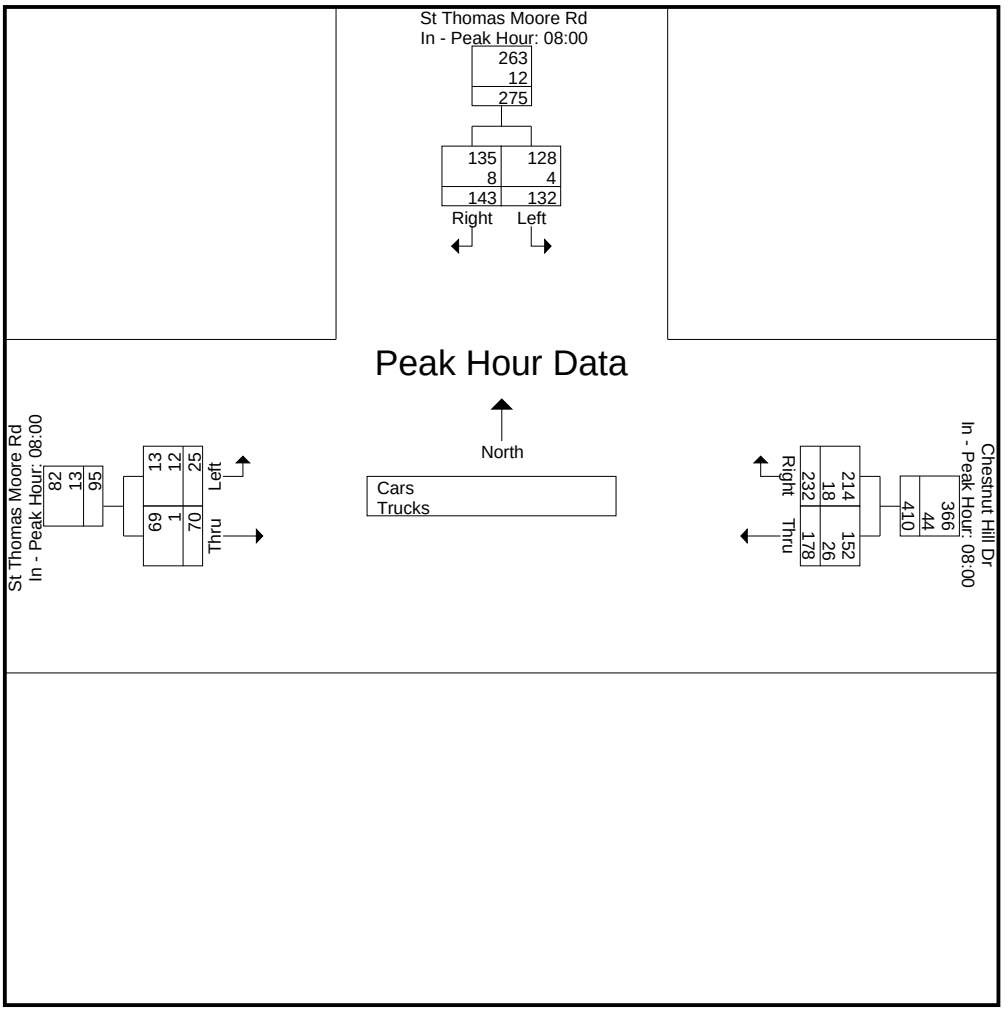
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00			08:00			08:00		
+0 mins.	26	22	48	17	46	63	8	25	33
+15 mins.	29	35	64	35	62	97	4	16	20
+30 mins.	31	42	73	39	66	105	4	14	18
+45 mins.	46	44	90	87	58	145	9	15	24
Total Volume	132	143	275	178	232	410	25	70	95
% App. Total	48	52		43.4	56.6		26.3	73.7	
PHF	.717	.813	.764	.511	.879	.707	.694	.700	.720
Cars	128	135	263	152	214	366	13	69	82
% Cars	97	94.4	95.6	85.4	92.2	89.3	52	98.6	86.3
Trucks	4	8	12	26	18	44	12	1	13
% Trucks	3	5.6	4.4	14.6	7.8	10.7	48	1.4	13.7

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 3



N/S Street : St. Thomas Moore Road
E/W Street: Chestnut Hill Drive
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 1

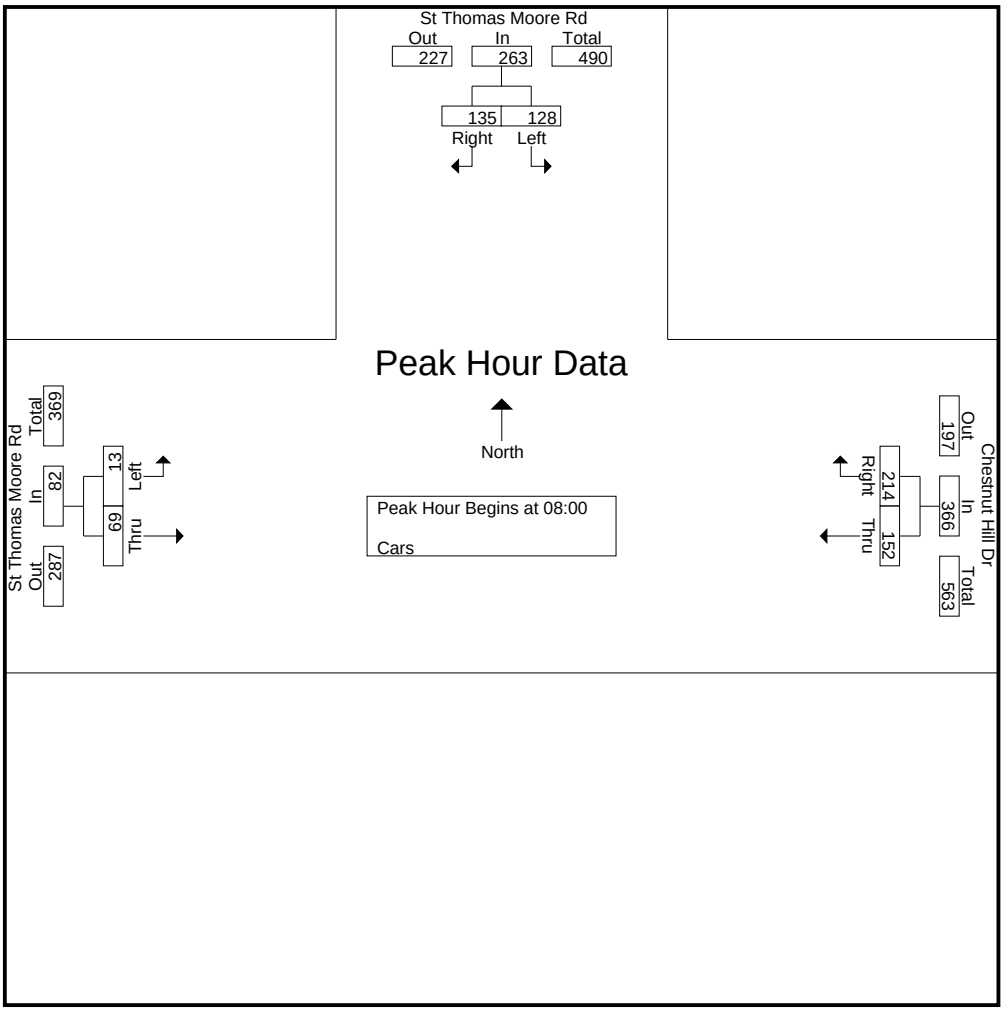
Groups Printed- Cars

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	17	14	1	12	47	1	0	3	2	4	93	97
07:15	21	13	0	23	62	2	3	4	1	3	126	129
07:30	29	13	1	16	51	2	1	12	2	5	122	127
07:45	32	21	1	14	76	0	6	7	6	7	156	163
Total	99	61	3	65	236	5	10	26	11	19	497	516
08:00	26	21	3	17	43	0	5	24	4	7	136	143
08:15	27	32	2	33	59	2	1	16	6	10	168	178
08:30	30	39	4	38	59	15	1	14	1	20	181	201
08:45	45	43	4	64	53	1	6	15	4	9	226	235
Total	128	135	13	152	214	18	13	69	15	46	711	757
Grand Total	227	196	16	217	450	23	23	95	26	65	1208	1273
Apprch %	53.7	46.3		32.5	67.5		19.5	80.5				
Total %	18.8	16.2		18	37.3		1.9	7.9		5.1	94.9	

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	26	21	47	17	43	60	5	24	29	136
08:15	27	32	59	33	59	92	1	16	17	168
08:30	30	39	69	38	59	97	1	14	15	181
08:45	45	43	88	64	53	117	6	15	21	226
Total Volume	128	135	263	152	214	366	13	69	82	711
% App. Total	48.7	51.3		41.5	58.5		15.9	84.1		
PHF	.711	.785	.747	.594	.907	.782	.542	.719	.707	.787

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 2



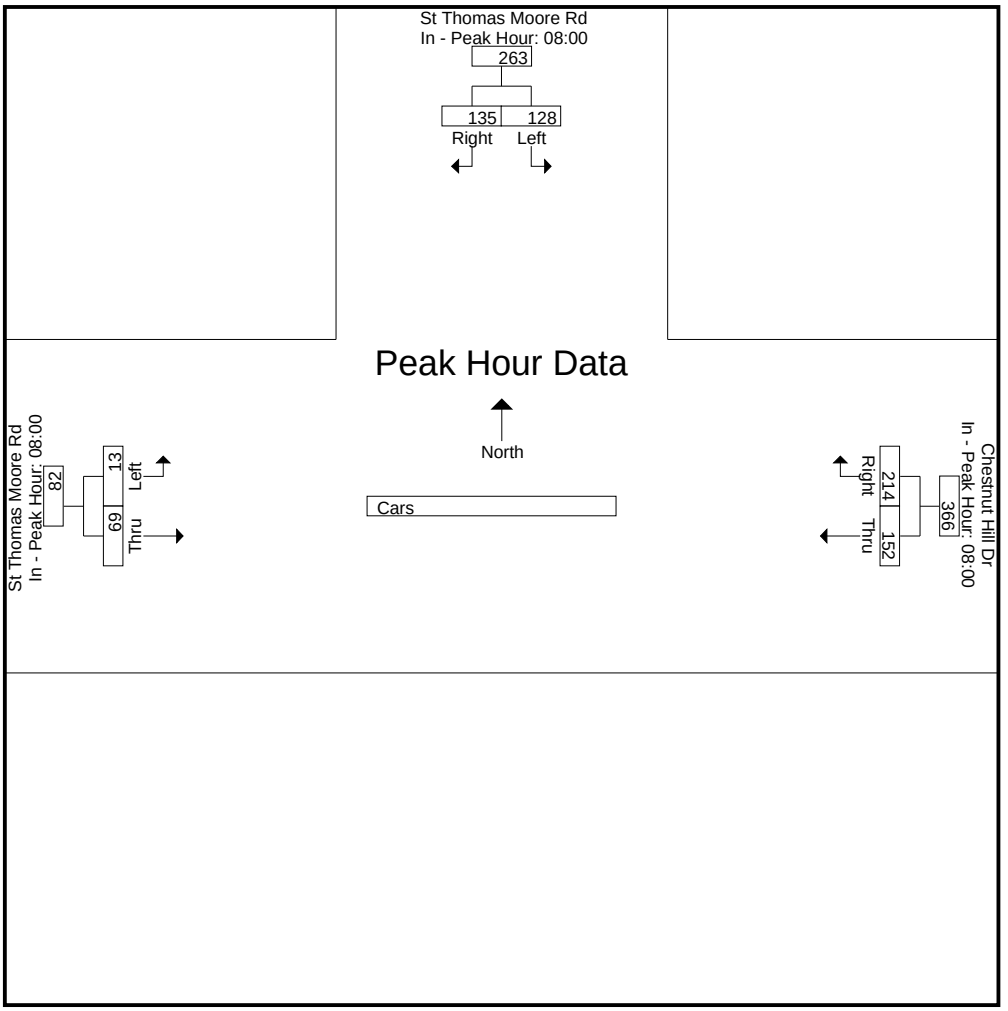
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00			08:00			08:00		
+0 mins.	26	21	47	17	43	60	5	24	29
+15 mins.	27	32	59	33	59	92	1	16	17
+30 mins.	30	39	69	38	59	97	1	14	15
+45 mins.	45	43	88	64	53	117	6	15	21
Total Volume	128	135	263	152	214	366	13	69	82
% App. Total	48.7	51.3		41.5	58.5		15.9	84.1	
PHF	.711	.785	.747	.594	.907	.782	.542	.719	.707

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 3



N/S Street : St. Thomas Moore Road
E/W Street: Chestnut Hill Drive
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 1

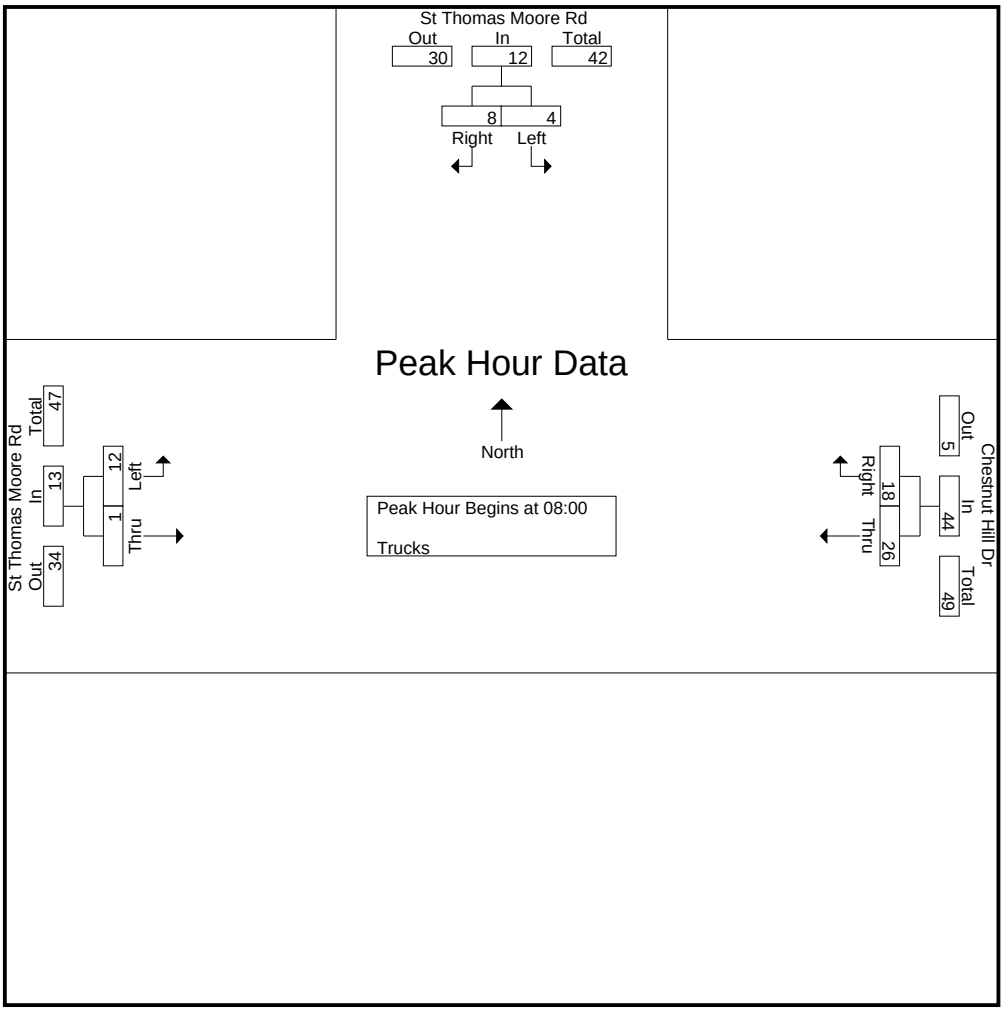
Groups Printed- Trucks

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	1	3	0	0	5	0	1	0	0	0	10	10
07:15	0	2	0	1	1	0	2	0	0	0	6	6
07:30	1	4	0	1	2	0	3	1	0	0	12	12
07:45	2	2	0	0	5	0	1	1	0	0	11	11
Total	4	11	0	2	13	0	7	2	0	0	39	39
08:00	0	1	0	0	3	0	3	1	0	0	8	8
08:15	2	3	0	2	3	0	3	0	0	0	13	13
08:30	1	3	0	1	7	0	3	0	0	0	15	15
08:45	1	1	0	23	5	0	3	0	0	0	33	33
Total	4	8	0	26	18	0	12	1	0	0	69	69
Grand Total	8	19	0	28	31	0	19	3	0	0	108	108
Apprch %	29.6	70.4		47.5	52.5		86.4	13.6				
Total %	7.4	17.6		25.9	28.7		17.6	2.8		0	100	

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	0	1	1	0	3	3	3	1	4	8
08:15	2	3	5	2	3	5	3	0	3	13
08:30	1	3	4	1	7	8	3	0	3	15
08:45	1	1	2	23	5	28	3	0	3	33
Total Volume	4	8	12	26	18	44	12	1	13	69
% App. Total	33.3	66.7		59.1	40.9		92.3	7.7		
PHF	.500	.667	.600	.283	.643	.393	1.000	.250	.813	.523

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 2



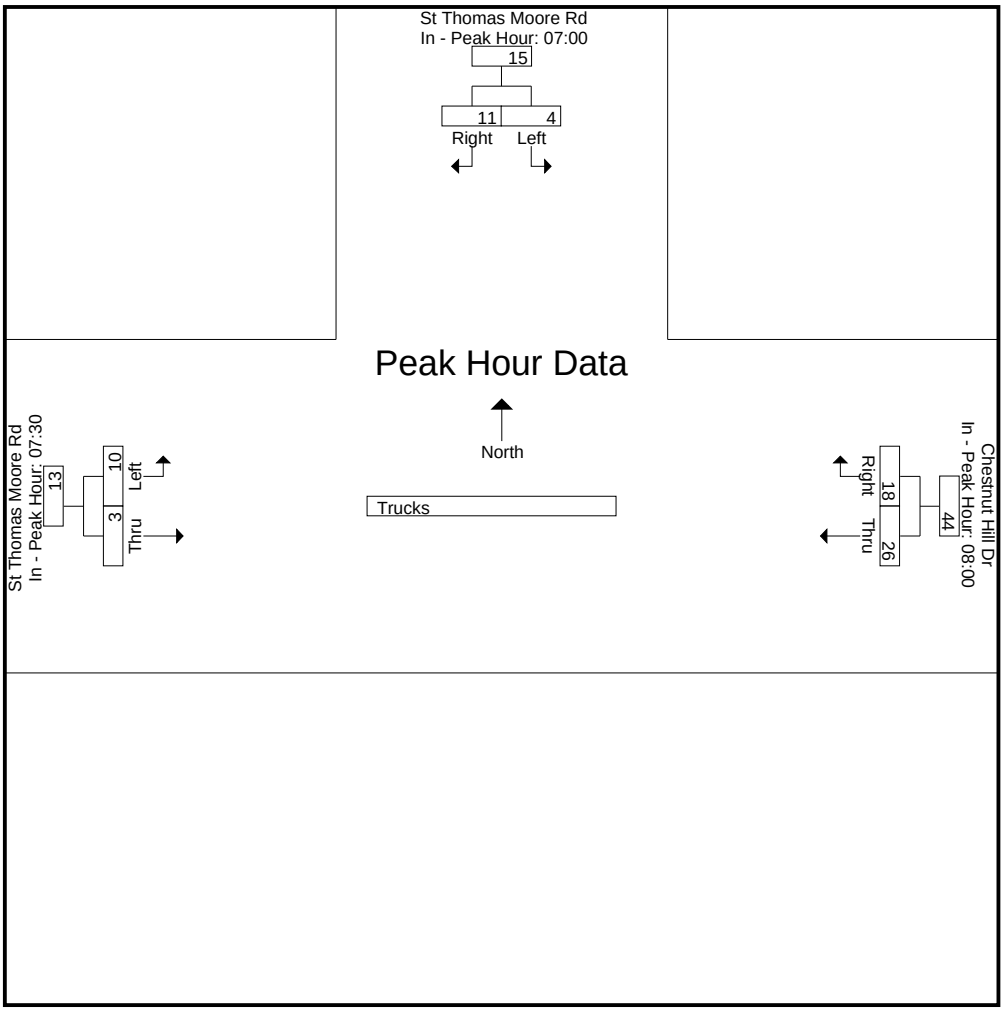
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00			08:00			07:30		
+0 mins.	1	3	4	0	3	3	3	1	4
+15 mins.	0	2	2	2	3	5	1	1	2
+30 mins.	1	4	5	1	7	8	3	1	4
+45 mins.	2	2	4	23	5	28	3	0	3
Total Volume	4	11	15	26	18	44	10	3	13
% App. Total	26.7	73.3		59.1	40.9		76.9	23.1	
PHF	.500	.688	.750	.283	.643	.393	.833	.750	.813

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 3



N/S Street : St. Thomas Moore Road
E/W Street: Chestnut Hill Drive
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 1

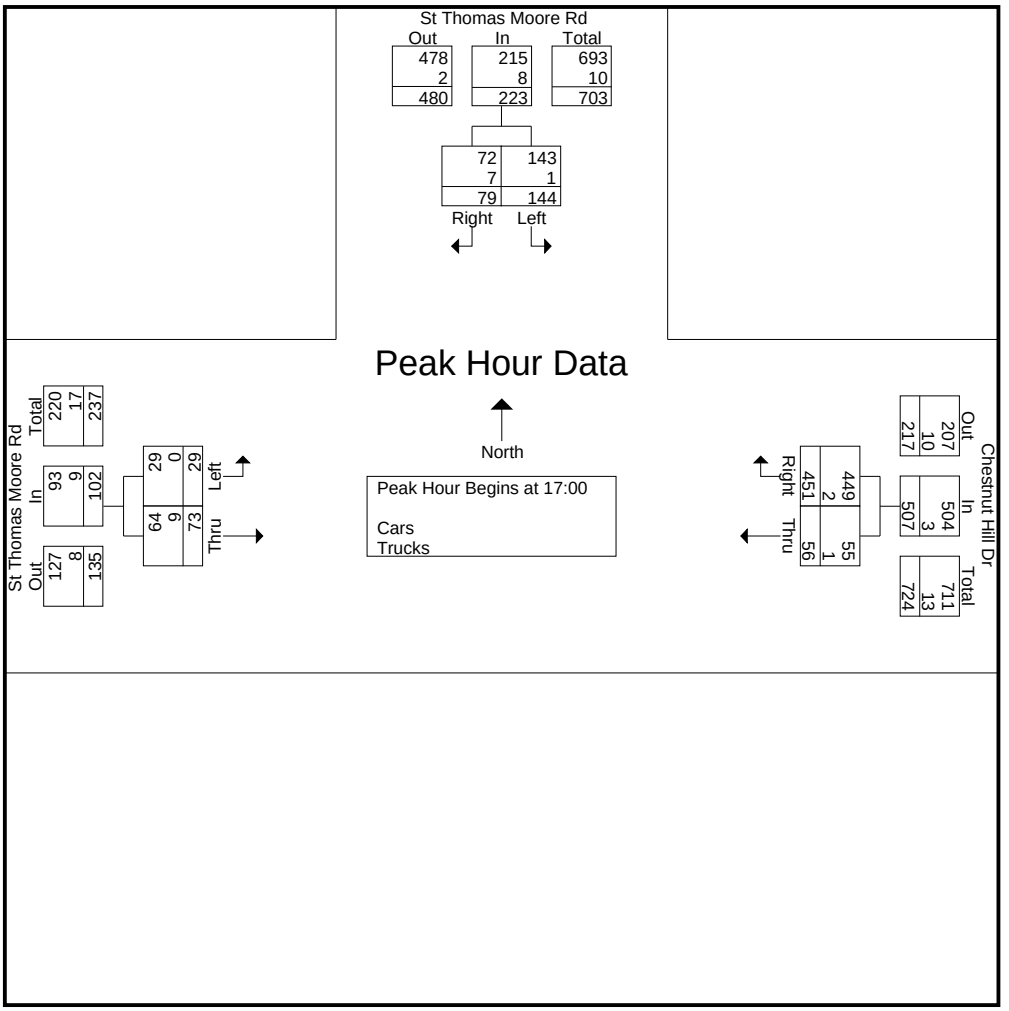
Groups Printed- Cars - Trucks

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	39	17	5	27	125	14	4	19	10	29	231	260
16:15	30	28	5	21	101	27	4	20	11	43	204	247
16:30	32	15	6	15	83	19	8	17	18	43	170	213
16:45	27	16	6	14	89	23	8	11	11	40	165	205
Total	128	76	22	77	398	83	24	67	50	155	770	925
17:00	23	11	5	11	128	9	10	21	22	36	204	240
17:15	36	25	3	11	108	17	8	19	7	27	207	234
17:30	39	20	4	13	112	12	6	18	3	19	208	227
17:45	46	23	1	21	103	14	5	15	4	19	213	232
Total	144	79	13	56	451	52	29	73	36	101	832	933
Grand Total	272	155	35	133	849	135	53	140	86	256	1602	1858
Apprch %	63.7	36.3		13.5	86.5		27.5	72.5				
Total %	17	9.7		8.3	53		3.3	8.7		13.8	86.2	
Cars	269	140		129	846		53	122		0	0	1815
% Cars	98.9	90.3	100	97	99.6	100	100	87.1	100	0	0	97.7
Trucks	3	15		4	3		0	18		0	0	43
% Trucks	1.1	9.7	0	3	0.4	0	0	12.9	0	0	0	2.3

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	23	11	34	11	128	139	10	21	31	204
17:15	36	25	61	11	108	119	8	19	27	207
17:30	39	20	59	13	112	125	6	18	24	208
17:45	46	23	69	21	103	124	5	15	20	213
Total Volume	144	79	223	56	451	507	29	73	102	832
% App. Total	64.6	35.4		11	89		28.4	71.6		
PHF	.783	.790	.808	.667	.881	.912	.725	.869	.823	.977
Cars	143	72	215	55	449	504	29	64	93	812
% Cars	99.3	91.1	96.4	98.2	99.6	99.4	100	87.7	91.2	97.6
Trucks	1	7	8	1	2	3	0	9	9	20
% Trucks	0.7	8.9	3.6	1.8	0.4	0.6	0	12.3	8.8	2.4

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 2



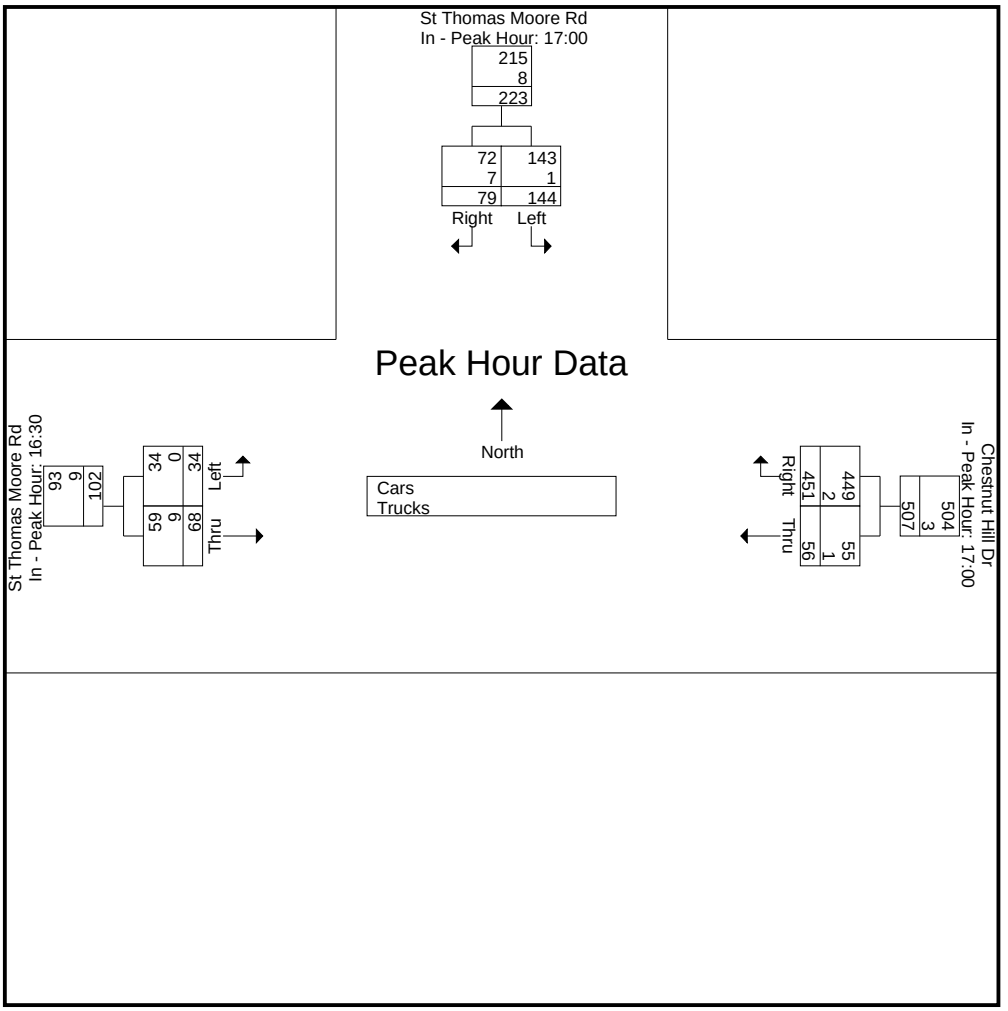
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00			17:00			16:30		
+0 mins.	23	11	34	11	128	139	8	17	25
+15 mins.	36	25	61	11	108	119	8	11	19
+30 mins.	39	20	59	13	112	125	10	21	31
+45 mins.	46	23	69	21	103	124	8	19	27
Total Volume	144	79	223	56	451	507	34	68	102
% App. Total	64.6	35.4		11	89		33.3	66.7	
PHF	.783	.790	.808	.667	.881	.912	.850	.810	.823
Cars	143	72	215	55	449	504	34	59	93
% Cars	99.3	91.1	96.4	98.2	99.6	99.4	100	86.8	91.2
Trucks	1	7	8	1	2	3	0	9	9
% Trucks	0.7	8.9	3.6	1.8	0.4	0.6	0	13.2	8.8

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 3



N/S Street : St. Thomas Moore Road
E/W Street: Chestnut Hill Drive
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 1

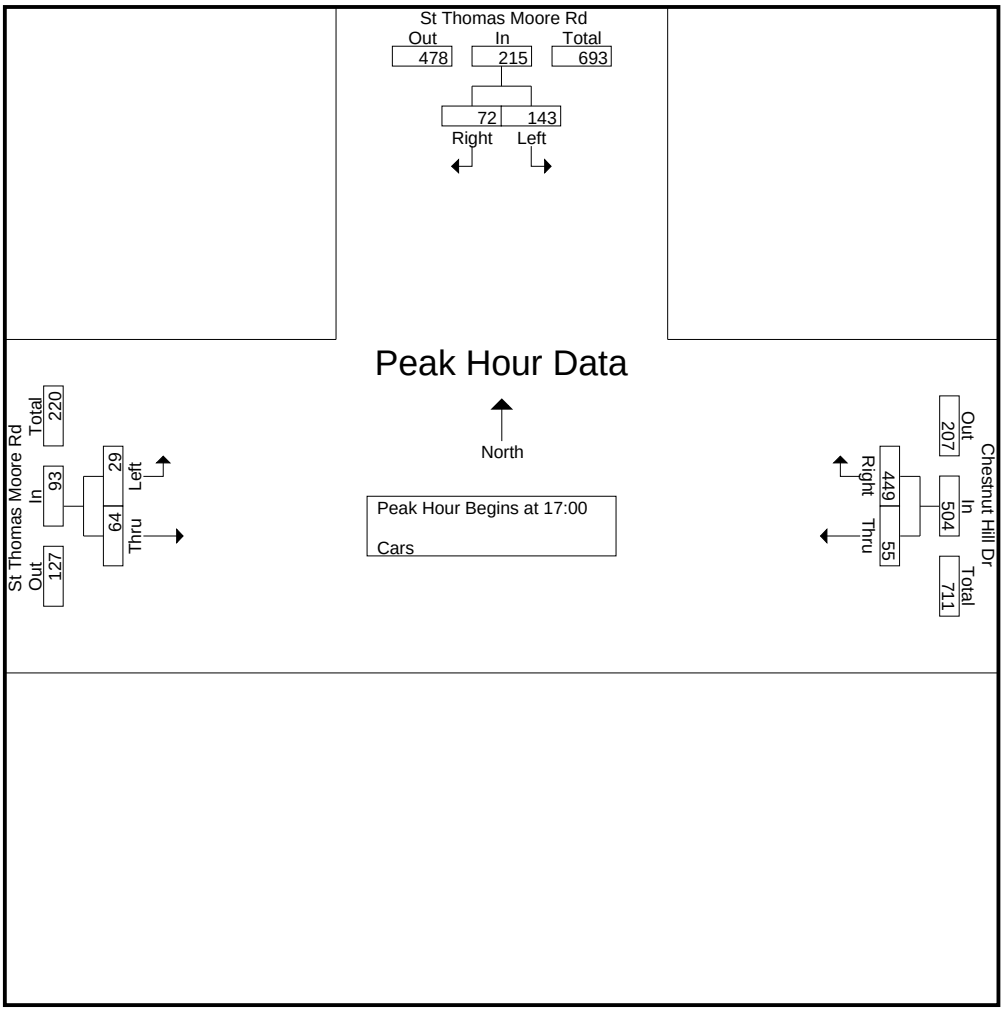
Groups Printed- Cars

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	39	15	5	26	125	14	4	16	10	29	225	254
16:15	30	26	5	21	101	27	4	18	11	43	200	243
16:30	30	13	6	14	82	19	8	15	18	43	162	205
16:45	27	14	6	13	89	23	8	9	11	40	160	200
Total	126	68	22	74	397	83	24	58	50	155	747	902
17:00	23	9	5	11	128	9	10	17	22	36	198	234
17:15	35	23	3	11	108	17	8	18	7	27	203	230
17:30	39	18	4	12	111	12	6	16	3	19	202	221
17:45	46	22	1	21	102	14	5	13	4	19	209	228
Total	143	72	13	55	449	52	29	64	36	101	812	913
Grand Total	269	140	35	129	846	135	53	122	86	256	1559	1815
Apprch %	65.8	34.2		13.2	86.8		30.3	69.7				
Total %	17.3	9		8.3	54.3		3.4	7.8		14.1	85.9	

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	23	9	32	11	128	139	10	17	27	198
17:15	35	23	58	11	108	119	8	18	26	203
17:30	39	18	57	12	111	123	6	16	22	202
17:45	46	22	68	21	102	123	5	13	18	209
Total Volume	143	72	215	55	449	504	29	64	93	812
% App. Total	66.5	33.5		10.9	89.1		31.2	68.8		
PHF	.777	.783	.790	.655	.877	.906	.725	.889	.861	.971

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 2



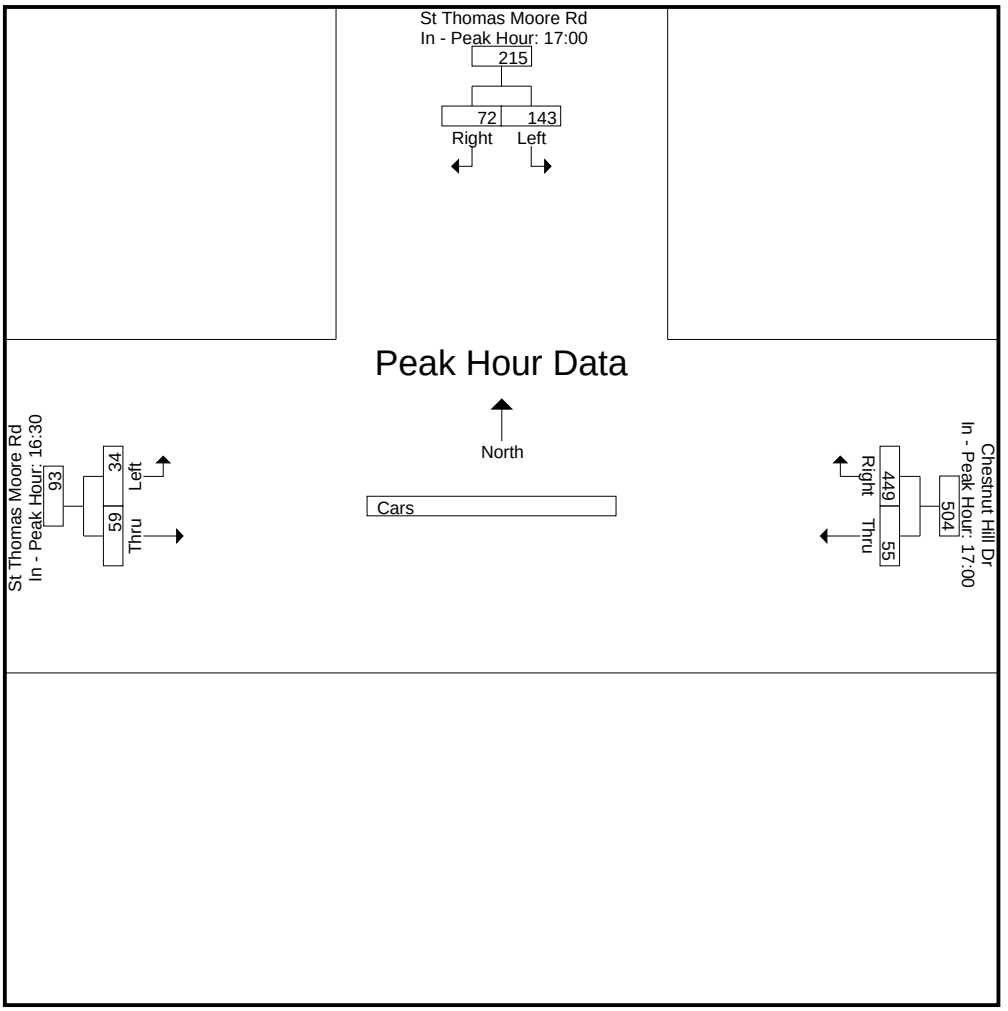
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00			17:00			16:30		
+0 mins.	23	9	32	11	128	139	8	15	23
+15 mins.	35	23	58	11	108	119	8	9	17
+30 mins.	39	18	57	12	111	123	10	17	27
+45 mins.	46	22	68	21	102	123	8	18	26
Total Volume	143	72	215	55	449	504	34	59	93
% App. Total	66.5	33.5		10.9	89.1		36.6	63.4	
PHF	.777	.783	.790	.655	.877	.906	.850	.819	.861

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 3



N/S Street : St. Thomas Moore Road
E/W Street: Chestnut Hill Drive
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 1

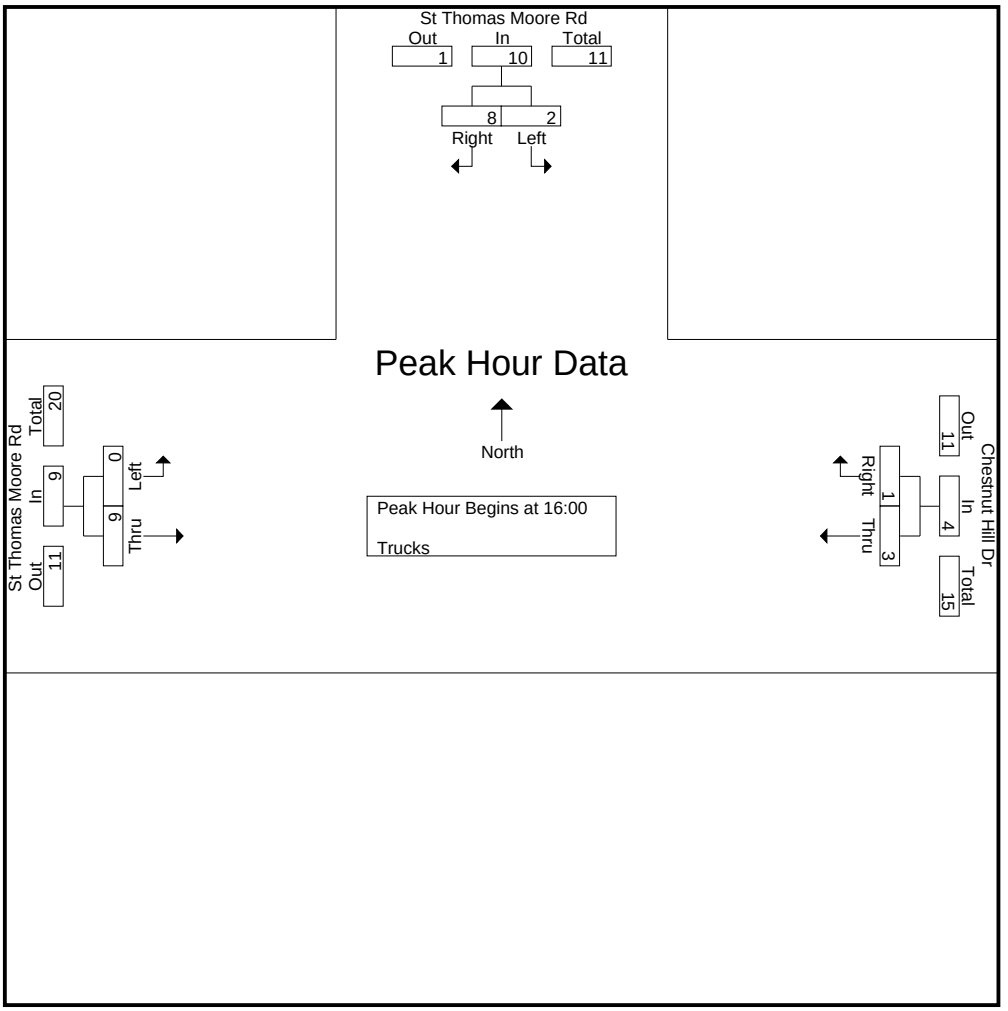
Groups Printed- Trucks

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	2	0	1	0	0	0	3	0	0	6	6
16:15	0	2	0	0	0	0	0	2	0	0	4	4
16:30	2	2	0	1	1	0	0	2	0	0	8	8
16:45	0	2	0	1	0	0	0	2	0	0	5	5
Total	2	8	0	3	1	0	0	9	0	0	23	23
17:00	0	2	0	0	0	0	0	4	0	0	6	6
17:15	1	2	0	0	0	0	0	1	0	0	4	4
17:30	0	2	0	1	1	0	0	2	0	0	6	6
17:45	0	1	0	0	1	0	0	2	0	0	4	4
Total	1	7	0	1	2	0	0	9	0	0	20	20
Grand Total	3	15	0	4	3	0	0	18	0	0	43	43
Apprch %	16.7	83.3		57.1	42.9		0	100				
Total %	7	34.9		9.3	7		0	41.9		0	100	

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	0	2	2	1	0	1	0	3	3	6
16:15	0	2	2	0	0	0	0	2	2	4
16:30	2	2	4	1	1	2	0	2	2	8
16:45	0	2	2	1	0	1	0	2	2	5
Total Volume	2	8	10	3	1	4	0	9	9	23
% App. Total	20	80		75	25		0	100		
PHF	.250	1.000	.625	.750	.250	.500	.000	.750	.750	.719

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 2



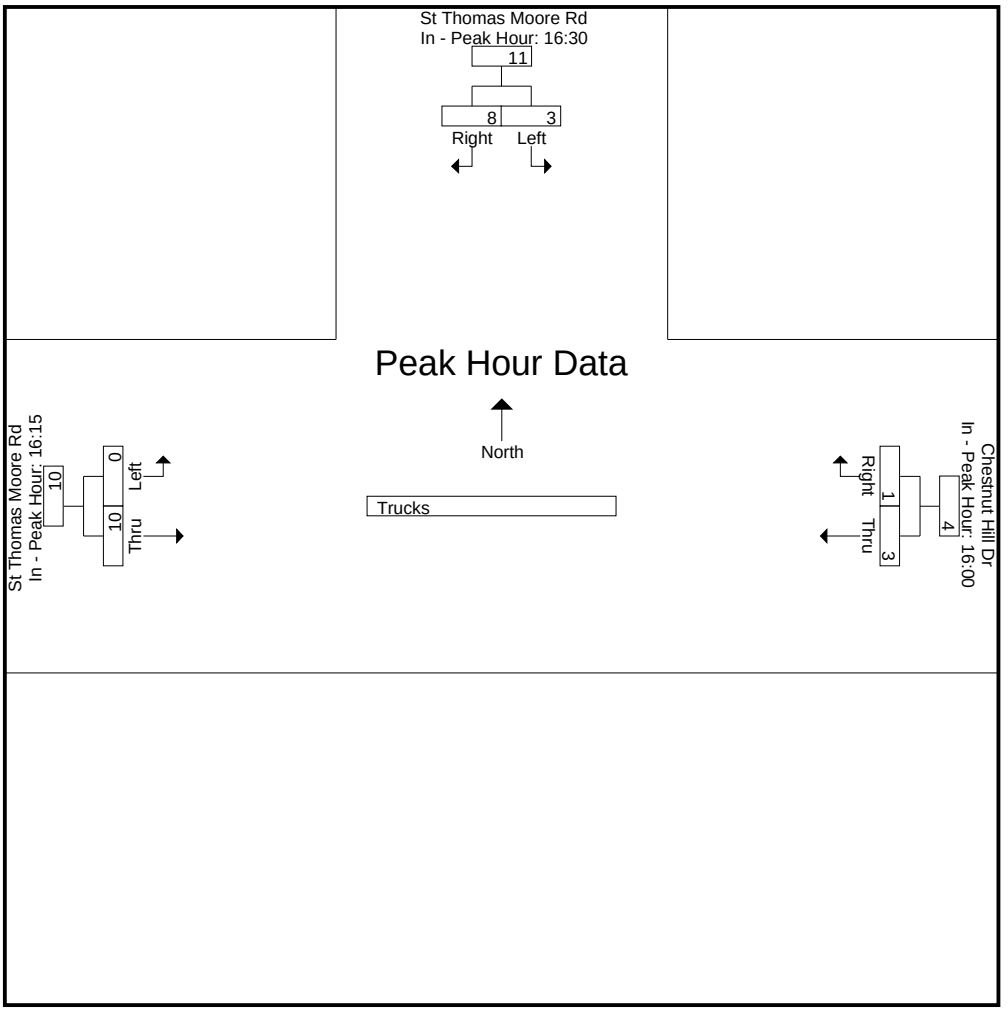
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30			16:00			16:15		
+0 mins.	2	2	4	1	0	1	0	2	2
+15 mins.	0	2	2	0	0	0	0	2	2
+30 mins.	0	2	2	1	1	2	0	2	2
+45 mins.	1	2	3	1	0	1	0	4	4
Total Volume	3	8	11	3	1	4	0	10	10
% App. Total	27.3	72.7		75	25		0	100	
PHF	.375	1.000	.688	.750	.250	.500	.000	.625	.625

Accurate Counts
978-664-2565

File Name : 39000006
Site Code : 39000006
Start Date : 3/11/2008
Page No : 3



N/S Street : Hammond Street
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars - Trucks

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West							
Start Time	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Left	Bear Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	11	23	2	11	0	0	0	0	7	21	56	0	1	4	5	0	17	10	0	0	32	83	4	0	22	265	287
07:15	0	13	41	3	12	0	0	0	0	14	28	92	0	2	4	16	0	27	7	0	0	28	108	17	0	30	382	412
07:30	0	21	53	5	9	0	0	0	0	12	60	97	0	4	6	26	0	23	6	0	0	23	133	20	0	27	471	498
07:45	2	26	61	1	5	0	0	0	0	6	59	94	0	3	1	28	0	35	18	4	0	38	171	23	0	16	559	575
Total	2	71	178	11	37	0	0	0	0	39	168	339	0	10	15	75	0	102	41	4	0	121	495	64	0	95	1677	1772
08:00	1	22	46	6	9	0	0	0	0	21	40	105	0	6	5	34	0	28	19	2	0	37	183	23	0	37	550	587
08:15	1	18	39	2	22	0	0	0	0	65	49	143	0	7	10	30	0	25	9	1	0	27	176	18	0	98	544	642
08:30	1	30	44	4	93	0	0	0	0	250	44	106	0	15	5	16	0	29	25	1	0	37	174	13	1	350	538	888
08:45	1	20	37	4	171	0	0	0	0	500	41	99	0	12	18	18	0	31	20	0	0	37	138	9	0	689	467	1156
Total	4	90	166	16	295	0	0	0	0	836	174	453	0	40	38	98	0	113	73	4	0	138	671	63	1	1174	2099	3273
Grand Total	6	161	344	27	332	0	0	0	0	875	342	792	0	50	53	173	0	215	114	8	0	259	1166	127	1	1269	3776	5045
Apprch %	1.1	29.9	63.9	5		0	0	0	0		28.9	66.9	0	4.2		34.5	0	42.8	22.7		0	16.7	75.1	8.2				
Total %	0.2	4.3	9.1	0.7		0	0	0	0		9.1	21	0	1.3		4.6	0	5.7	3		0	6.9	30.9	3.4		25.2	74.8	
Cars	6	156	333	25		0	0	0	0		337	777	0	47		172	0	207	111		0	255	1144	126		0	0	4965
% Cars	100	96.9	96.8	92.6	100	0	0	0	0	100	98.5	98.1	0	94	100	99.4	0	96.3	97.4	100	0	98.5	98.1	99.2	100	0	0	98.4
Trucks	0	5	11	2		0	0	0	0		5	15	0	3		1	0	8	3		0	4	22	1		0	0	80
% Trucks	0	3.1	3.2	7.4	0	0	0	0	0	0	1.5	1.9	0	6	0	0.6	0	3.7	2.6	0	0	1.5	1.9	0.8	0	0	0	1.6

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:45																										
07:45	2	26	61	1	90	0	0	0	0	0	59	94	0	3	156	28	0	35	18	81	0	38	171	23	232	559
08:00	1	22	46	6	75	0	0	0	0	0	40	105	0	6	151	34	0	28	19	81	0	37	183	23	243	550
08:15	1	18	39	2	60	0	0	0	0	0	49	143	0	7	199	30	0	25	9	64	0	27	176	18	221	544
08:30	1	30	44	4	79	0	0	0	0	0	44	106	0	15	165	16	0	29	25	70	0	37	174	13	224	538
Total Volume	5	96	190	13	304	0	0	0	0	0	192	448	0	31	671	108	0	117	71	296	0	139	704	77	920	2191
% App. Total	1.6	31.6	62.5	4.3		0	0	0	0		28.6	66.8	0	4.6		36.5	0	39.5	24		0	15.1	76.5	8.4		
PHF	.625	.800	.779	.542	.844	.000	.000	.000	.000	.000	.814	.783	.000	.517	.843	.794	.000	.836	.710	.914	.000	.914	.962	.837	.947	.980
Cars	5	94	185	11	295	0	0	0	0	0	189	443	0	29	661	108	0	115	69	292	0	137	690	77	904	2152
% Cars	100	97.9	97.4	84.6	97.0	0	0	0	0	0	98.4	98.9	0	93.5	98.5	100	0	98.3	97.2	98.6	0	98.6	98.0	100	98.3	98.2
Trucks	0	2	5	2	9	0	0	0	0	0	3	5	0	2	10	0	0	2	2	4	0	2	14	0	16	39
% Trucks	0	2.1	2.6	15.4	3.0	0	0	0	0	0	1.6	1.1	0	6.5	1.5	0	0	1.7	2.8	1.4	0	1.4	2.0	0	1.7	1.8

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
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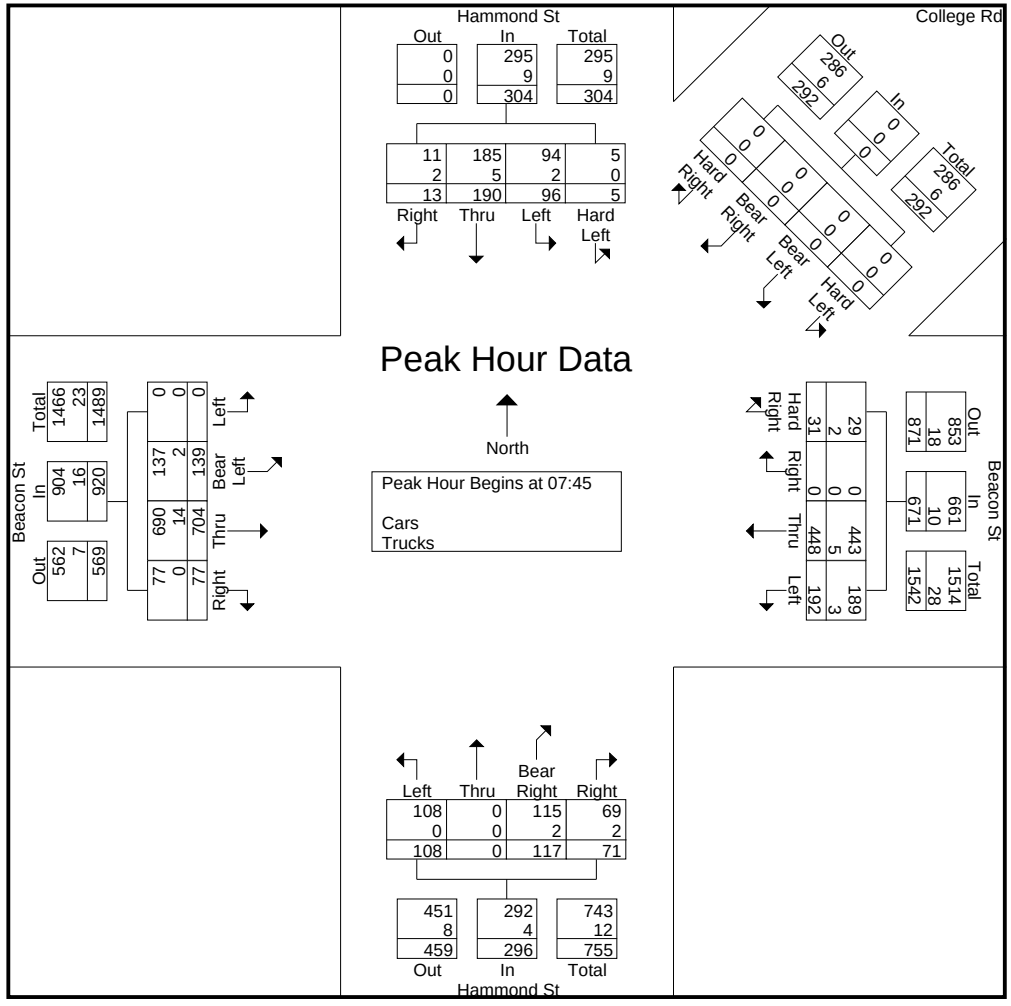


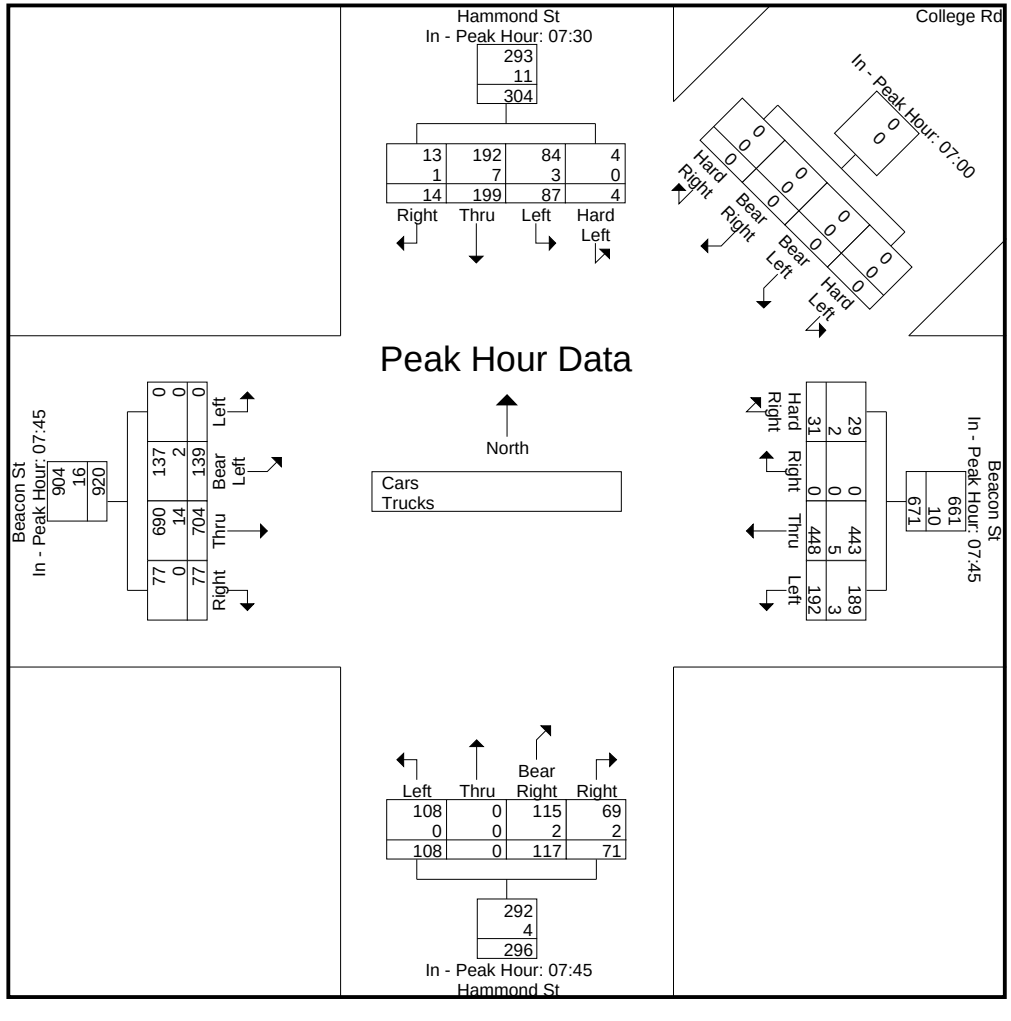
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30					07:00					07:45					07:45					07:45				
+0 mins.	0	21	53	5	79	0	0	0	0	0	59	94	0	3	156	28	0	35	18	81	0	38	171	23	232
+15 mins.	2	26	61	1	90	0	0	0	0	0	40	105	0	6	151	34	0	28	19	81	0	37	183	23	243
+30 mins.	1	22	46	6	75	0	0	0	0	0	49	143	0	7	199	30	0	25	9	64	0	27	176	18	221
+45 mins.	1	18	39	2	60	0	0	0	0	0	44	106	0	15	165	16	0	29	25	70	0	37	174	13	224
Total Volume	4	87	199	14	304	0	0	0	0	0	192	448	0	31	671	108	0	117	71	296	0	139	704	77	920
% App. Total	1.3	28.6	65.5	4.6		0	0	0	0		28.6	66.8	0	4.6		36.5	0	39.5	24		0	15.1	76.5	8.4	
PHF	.500	.837	.816	.583	.844	.000	.000	.000	.000	.000	.814	.783	.000	.517	.843	.794	.000	.836	.710	.914	.000	.914	.962	.837	.947
Cars	4	84	192	13	293	0	0	0	0	0	189	443	0	29	661	108	0	115	69	292	0	137	690	77	904
% Cars	100	96.6	96.5	92.9	96.4	0	0	0	0	0	98.4	98.9	0	93.5	98.5	100	0	98.3	97.2	98.6	0	98.6	98	100	98.3
Trucks	0	3	7	1	11	0	0	0	0	0	3	5	0	2	10	0	0	2	2	4	0	2	14	0	16
% Trucks	0	3.4	3.5	7.1	3.6	0	0	0	0	0	1.6	1.1	0	6.5	1.5	0	0	1.7	2.8	1.4	0	1.4	2	0	1.7

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 3



N/S Street : Hammond Street
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 1

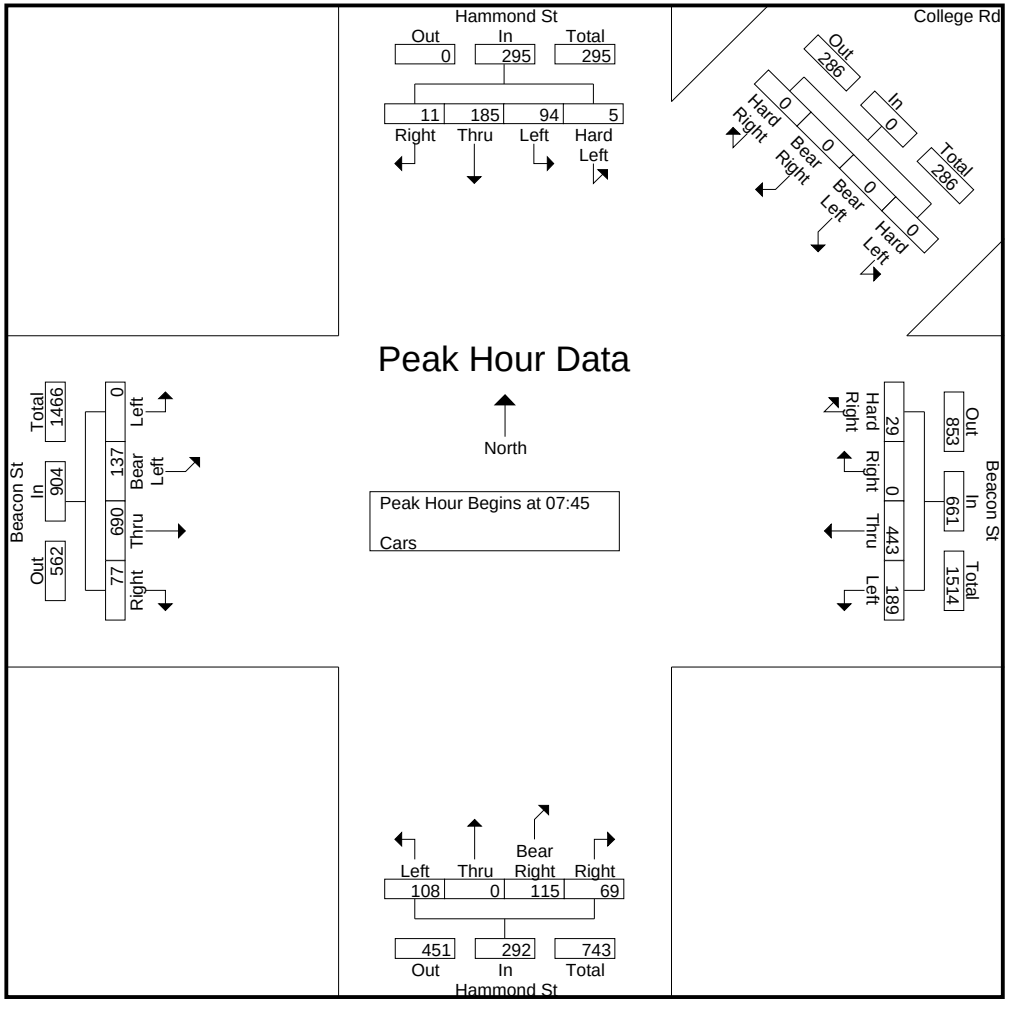
Groups Printed- Cars

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West							
Start Time	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Left	Bear Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	10	23	2	11	0	0	0	0	7	20	53	0	1	4	4	0	16	10	0	0	31	81	4	0	22	255	277
07:15	0	12	39	3	12	0	0	0	0	14	28	92	0	1	4	16	0	25	6	0	0	28	105	16	0	30	371	401
07:30	0	20	50	5	9	0	0	0	0	12	60	95	0	4	6	26	0	22	6	0	0	23	130	20	0	27	461	488
07:45	2	26	60	1	5	0	0	0	0	6	56	93	0	3	1	28	0	35	18	4	0	38	166	23	0	16	549	565
Total	2	68	172	11	37	0	0	0	0	39	164	333	0	9	15	74	0	98	40	4	0	120	482	63	0	95	1636	1731
08:00	1	20	45	5	9	0	0	0	0	21	40	104	0	6	5	34	0	28	18	2	0	37	181	23	0	37	542	579
08:15	1	18	37	2	22	0	0	0	0	65	49	140	0	6	10	30	0	24	9	1	0	26	173	18	0	98	533	631
08:30	1	30	43	3	93	0	0	0	0	250	44	106	0	14	5	16	0	28	24	1	0	36	170	13	1	350	528	878
08:45	1	20	36	4	171	0	0	0	0	500	40	94	0	12	18	18	0	29	20	0	0	36	138	9	0	689	457	1146
Total	4	88	161	14	295	0	0	0	0	836	173	444	0	38	38	98	0	109	71	4	0	135	662	63	1	1174	2060	3234
Grand Total	6	156	333	25	332	0	0	0	0	875	337	777	0	47	53	172	0	207	111	8	0	255	1144	126	1	1269	3696	4965
Apprch %	1.2	30	64	4.8		0	0	0	0		29	66.9	0	4		35.1	0	42.2	22.7		0	16.7	75	8.3				
Total %	0.2	4.2	9	0.7		0	0	0	0		9.1	21	0	1.3		4.7	0	5.6	3		0	6.9	31	3.4		25.6	74.4	

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:45																										
07:45	2	26	60	1	89	0	0	0	0	0	56	93	0	3	152	28	0	35	18	81	0	38	166	23	227	549
08:00	1	20	45	5	71	0	0	0	0	0	40	104	0	6	150	34	0	28	18	80	0	37	181	23	241	542
08:15	1	18	37	2	58	0	0	0	0	0	49	140	0	6	195	30	0	24	9	63	0	26	173	18	217	533
08:30	1	30	43	3	77	0	0	0	0	0	44	106	0	14	164	16	0	28	24	68	0	36	170	13	219	528
Total Volume	5	94	185	11	295	0	0	0	0	0	189	443	0	29	661	108	0	115	69	292	0	137	690	77	904	2152
% App. Total	1.7	31.9	62.7	3.7		0	0	0	0		28.6	67	0	4.4		37	0	39.4	23.6		0	15.2	76.3	8.5		
PHF	.625	.783	.771	.550	.829	.000	.000	.000	.000	.000	.844	.791	.000	.518	.847	.794	.000	.821	.719	.901	.000	.901	.953	.837	.938	.980

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 2



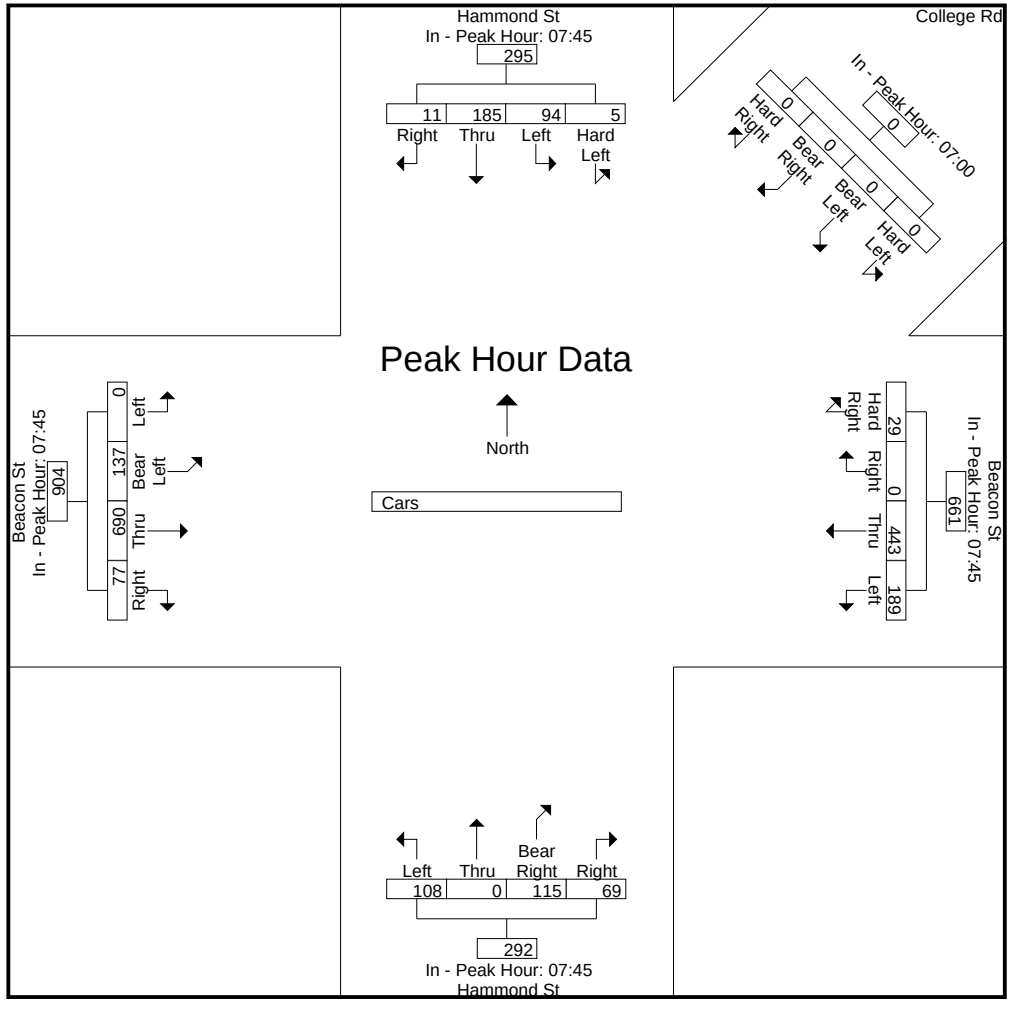
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45					07:00					07:45					07:45					07:45				
+0 mins.	2	26	60	1	89	0	0	0	0	0	56	93	0	3	152	28	0	35	18	81	0	38	166	23	227
+15 mins.	1	20	45	5	71	0	0	0	0	0	40	104	0	6	150	34	0	28	18	80	0	37	181	23	241
+30 mins.	1	18	37	2	58	0	0	0	0	0	49	140	0	6	195	30	0	24	9	63	0	26	173	18	217
+45 mins.	1	30	43	3	77	0	0	0	0	0	44	106	0	14	164	16	0	28	24	68	0	36	170	13	219
Total Volume	5	94	185	11	295	0	0	0	0	0	189	443	0	29	661	108	0	115	69	292	0	137	690	77	904
% App. Total	1.7	31.9	62.7	3.7		0	0	0	0		28.6	67	0	4.4		37	0	39.4	23.6		0	15.2	76.3	8.5	
PHF	.625	.783	.771	.550	.829	.000	.000	.000	.000	.000	.844	.791	.000	.518	.847	.794	.000	.821	.719	.901	.000	.901	.953	.837	.938

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 3



N/S Street : Hammond Street
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 1

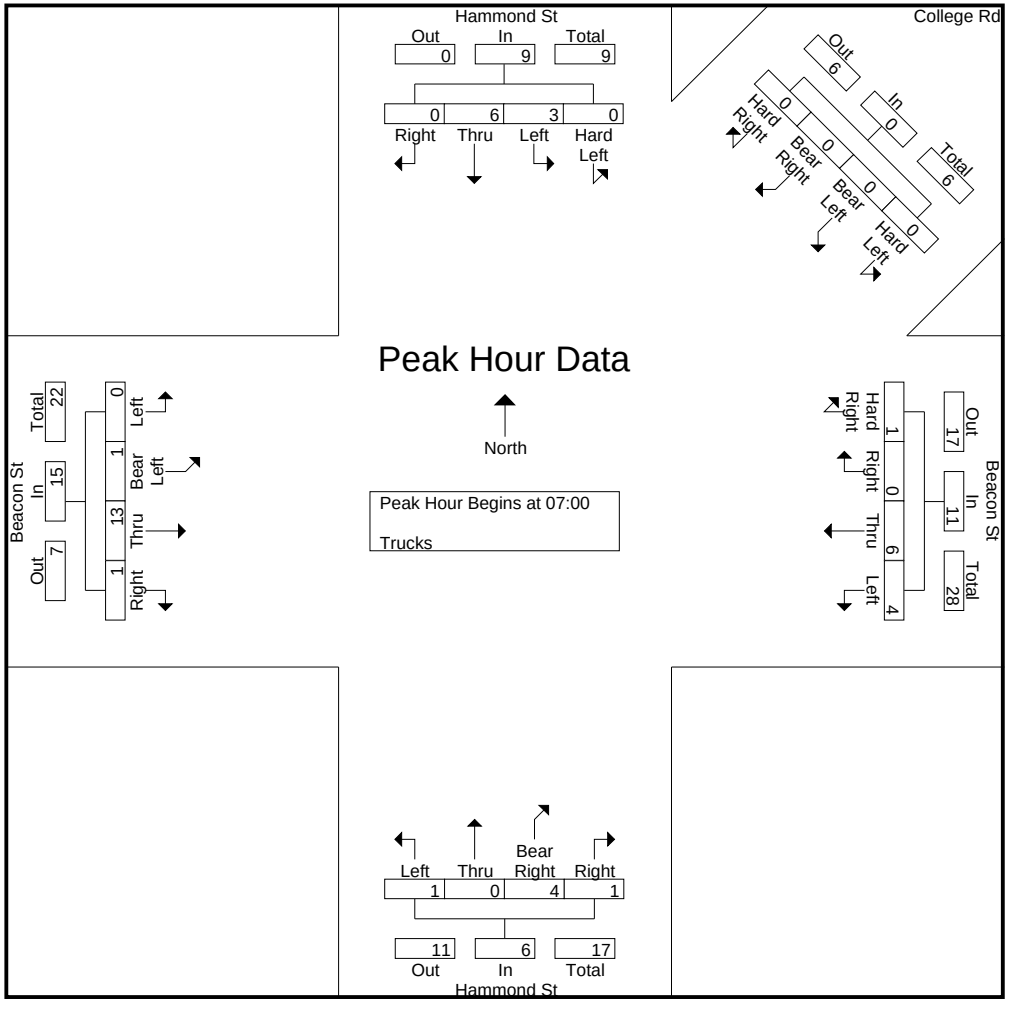
Groups Printed- Trucks

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West							
Start Time	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Left	Bear Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	1	0	0	0	1	2	0	0	0	10	10
07:15	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	0	0	0	3	1	0	0	11	11
07:30	0	1	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	0	0	0	10	10
07:45	0	0	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	10	10
Total	0	3	6	0	0	0	0	0	0	0	4	6	0	1	0	1	0	4	1	0	0	1	13	1	0	0	41	41
08:00	0	2	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	8	8
08:15	0	0	2	0	0	0	0	0	0	0	0	3	0	1	0	0	0	1	0	0	0	1	3	0	0	0	11	11
08:30	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	4	0	0	0	10	10
08:45	0	0	1	0	0	0	0	0	0	0	1	5	0	0	0	0	0	2	0	0	0	1	0	0	0	0	10	10
Total	0	2	5	2	0	0	0	0	0	0	1	9	0	2	0	0	0	4	2	0	0	3	9	0	0	0	39	39
Grand Total	0	5	11	2	0	0	0	0	0	0	5	15	0	3	0	1	0	8	3	0	0	4	22	1	0	0	80	80
Apprch %	0	27.8	61.1	11.1		0	0	0	0		21.7	65.2	0	13		8.3	0	66.7	25		0	14.8	81.5	3.7				
Total %	0	6.2	13.8	2.5		0	0	0	0		6.2	18.8	0	3.8		1.2	0	10	3.8		0	5	27.5	1.2		0	100	

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:00																										
07:00	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	1	0	1	0	2	0	1	2	0	3	10
07:15	0	1	2	0	3	0	0	0	0	0	0	0	0	1	1	0	0	2	1	3	0	0	3	1	4	11
07:30	0	1	3	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	3	0	3	10
07:45	0	0	1	0	1	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	5	0	5	10
Total Volume	0	3	6	0	9	0	0	0	0	0	4	6	0	1	11	1	0	4	1	6	0	1	13	1	15	41
% App. Total	0	33.3	66.7	0		0	0	0	0		36.4	54.5	0	9.1		16.7	0	66.7	16.7		0	6.7	86.7	6.7		
PHF	.000	.750	.500	.000	.563	.000	.000	.000	.000	.000	.333	.500	.000	.250	.688	.250	.000	.500	.250	.500	.000	.250	.650	.250	.750	.932

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 2



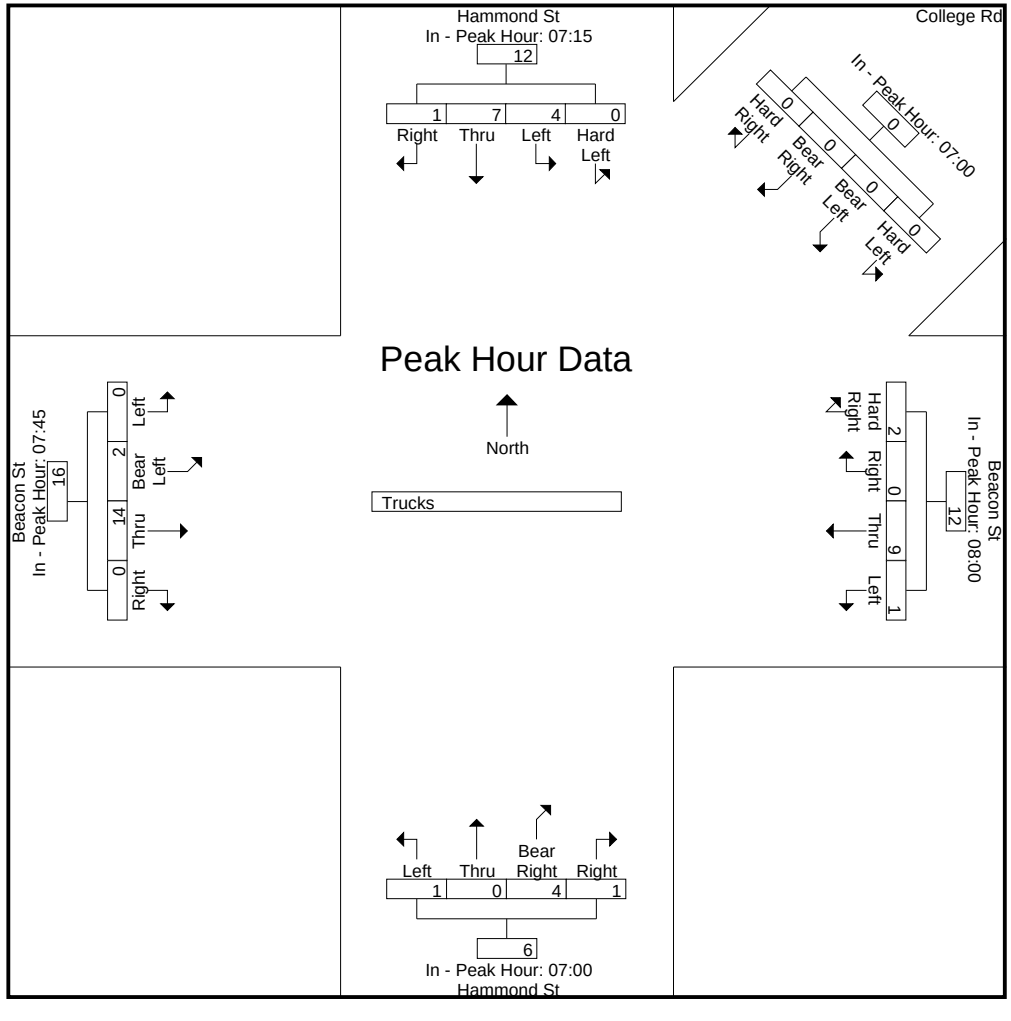
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15					07:00					08:00					07:00					07:45				
+0 mins.	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	5	0	5
+15 mins.	0	1	3	0	4	0	0	0	0	0	0	3	0	1	4	0	0	2	1	3	0	0	2	0	2
+30 mins.	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	1	3	0	4
+45 mins.	0	2	1	1	4	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	1	4	0	5
Total Volume	0	4	7	1	12	0	0	0	0	0	1	9	0	2	12	1	0	4	1	6	0	2	14	0	16
% App. Total	0	33.3	58.3	8.3		0	0	0	0		8.3	75	0	16.7		16.7	0	66.7	16.7		0	12.5	87.5	0	
PHF	.000	.500	.583	.250	.750	.000	.000	.000	.000	.000	.250	.450	.000	.500	.500	.250	.000	.500	.250	.500	.000	.500	.700	.000	.800

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 3



N/S Street : Hammond Street
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

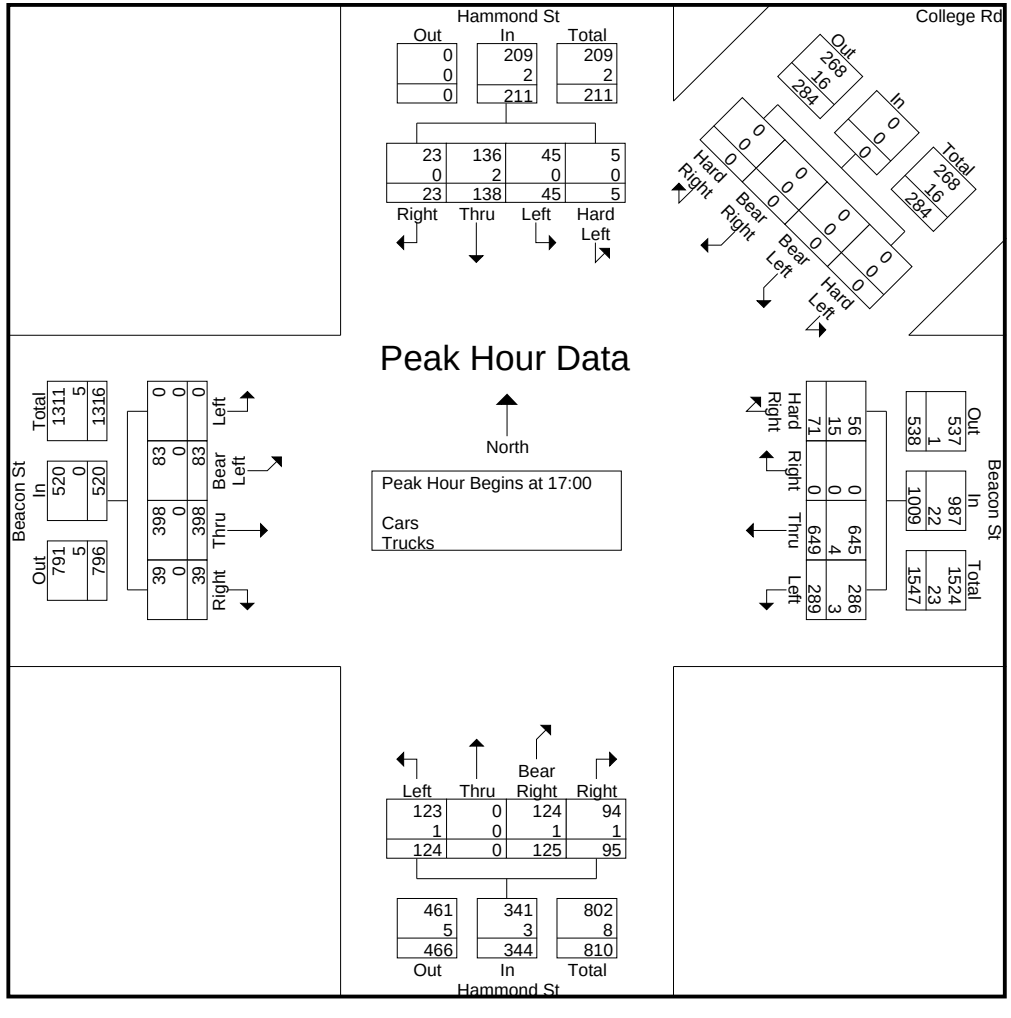
File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars - Trucks

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West							
Start Time	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Left	Bear Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	1	13	34	8	83	0	0	0	0	251	54	140	0	20	29	28	0	21	18	1	0	14	67	6	0	364	424	788
16:15	0	6	28	7	221	0	0	0	0	415	86	142	0	23	26	22	0	31	17	2	0	20	79	7	2	666	468	1134
16:30	1	8	28	5	62	0	0	0	0	168	69	153	0	13	17	30	0	31	23	1	0	15	69	12	1	249	457	706
16:45	0	14	27	4	89	0	0	0	0	182	60	159	0	21	11	27	0	36	18	4	0	23	74	9	1	287	472	759
Total	2	41	117	24	455	0	0	0	0	{\fs15 1016}	269	594	0	77	83	107	0	119	76	8	0	72	289	34	4	1566	1821	3387
17:00	1	12	31	5	85	0	0	0	0	175	66	148	0	22	16	39	0	31	22	0	0	17	77	11	1	277	482	759
17:15	1	11	40	5	62	0	0	0	0	106	90	174	0	19	9	30	0	32	22	2	0	32	121	12	0	179	589	768
17:30	0	7	32	5	124	0	0	0	0	333	54	152	0	16	7	27	0	36	28	2	0	14	108	7	2	468	486	954
17:45	3	15	35	8	148	0	0	0	0	297	79	175	0	14	11	28	0	26	23	5	0	20	92	9	1	462	527	989
Total	5	45	138	23	419	0	0	0	0	911	289	649	0	71	43	124	0	125	95	9	0	83	398	39	4	1386	2084	3470
Grand Total	7	86	255	47	874	0	0	0	0	{\fs15 1927}	558	1243	0	148	126	231	0	244	171	17	0	155	687	73	8	2952	3905	6857
Apprch %	1.8	21.8	64.6	11.9		0	0	0	0		28.6	63.8	0	7.6		35.8	0	37.8	26.5		0	16.9	75.1	8				
Total %	0.2	2.2	6.5	1.2		0	0	0	0		14.3	31.8	0	3.8		5.9	0	6.2	4.4		0	4	17.6	1.9		43.1	56.9	
Cars	7	85	252	46		0	0	0	0		553	1233	0	113		225	0	241	170		0	154	685	73		0	0	6784
% Cars	100	98.8	98.8	97.9	100	0	0	0	0	100	99.1	99.2	0	76.4	96	97.4	0	98.8	99.4	100	0	99.4	99.7	100	100	0	0	98.9
Trucks	0	1	3	1		0	0	0	0		5	10	0	35		6	0	3	1		0	1	2	0		0	0	73
% Trucks	0	1.2	1.2	2.1	0	0	0	0	0	0	0.9	0.8	0	23.6	4	2.6	0	1.2	0.6	0	0	0.6	0.3	0	0	0	0	1.1

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 17:00																										
17:00	1	12	31	5	49	0	0	0	0	0	66	148	0	22	236	39	0	31	22	92	0	17	77	11	105	482
17:15	1	11	40	5	57	0	0	0	0	0	90	174	0	19	283	30	0	32	22	84	0	32	121	12	165	589
17:30	0	7	32	5	44	0	0	0	0	0	54	152	0	16	222	27	0	36	28	91	0	14	108	7	129	486
17:45	3	15	35	8	61	0	0	0	0	0	79	175	0	14	268	28	0	26	23	77	0	20	92	9	121	527
Total Volume	5	45	138	23	211	0	0	0	0	0	289	649	0	71	1009	124	0	125	95	344	0	83	398	39	520	2084
% App. Total	2.4	21.3	65.4	10.9		0	0	0	0		28.6	64.3	0	7		36	0	36.3	27.6		0	16	76.5	7.5		
PHF	0.417	0.75	0.863	0.719	0.863	0	0	0	0	0	0.804	0.929	0	0.795	0.891	0.794	0	0.868	0.848	0.935	0	0.726	0.822	0.813	0.787	0.884

% App. Total	2.4	21.3	65.4	10.9		0	0	0	0		28.6	64.3	0	7		36	0	36.3	27.6		0	16	76.5	7.5		
PHF	.417	.750	.863	.719	.865	.000	.000	.000	.000	.000	.803	.927	.000	.807	.891	.795	.000	.868	.848	.935	.000	.648	.822	.813	.788	.885
Cars	5	45	136	23	209	0	0	0	0	0	286	645	0	56	987	123	0	124	94	341	0	83	398	39	520	2057
% Cars	100	100	98.6	100	99.1	0	0	0	0	0	99.0	99.4	0	78.9	97.8	99.2	0	99.2	98.9	99.1	0	100	100	100	100	98.7
Trucks	0	0	2	0	2	0	0	0	0	0	3	4	0	15	22	1	0	1	1	3	0	0	0	0	0	27
% Trucks	0	0	1.4	0	0.9	0	0	0	0	0	1.0	0.6	0	21.1	2.2	0.8	0	0.8	1.1	0.9	0	0	0	0	0	1.3



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00					16:00					17:00					16:45					17:00					
+0 mins.	1	12	31	5	49	0	0	0	0	0	66	148	0	22	236	27	0	36	18	81	0	17	77	11	105	
+15 mins.	1	11	40	5	57	0	0	0	0	0	90	174	0	19	283	39	0	31	22	92	0	32	121	12	165	
+30 mins.	0	7	32	5	44	0	0	0	0	0	54	152	0	16	222	30	0	32	22	84	0	14	108	7	129	
+45 mins.	3	15	35	8	61	0	0	0	0	0	79	175	0	14	268	27	0	36	28	91	0	20	92	9	121	
Total Volume	5	45	138	23	211	0	0	0	0	0	289	649	0	71	1009	123	0	135	90	348	0	83	398	39	520	
% App. Total	2.4	21.3	65.4	10.9		0	0	0	0		28.6	64.3	0	7		35.3	0	38.8	25.9		0	16	76.5	7.5		
PHF	.417	.750	.863	.719	.865	.000	.000	.000	.000	.000	.803	.927	.000	.807	.891	.788	.000	.938	.804	.946	.000	.648	.822	.813	.788	
Cars	5	45	136	23	209	0	0	0	0	0	286	645	0	56	987	122	0	134	90	346	0	83	398	39	520	
% Cars	100	100	98.6	100	99.1	0	0	0	0	0	99	99.4	0	78.9	97.8	99.2	0	99.3	100	99.4	0	100	100	100	100	
Trucks	0	0	2	0	2	0	0	0	0	0	3	4	0	15	22	1	0	1	0	2	0	0	0	0	0	
% Trucks	0	0	1.4	0	0.9	0	0	0	0	0	1	0.6	0	21.1	2.2	0.8	0	0.7	0	0.6	0	0	0	0	0	

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
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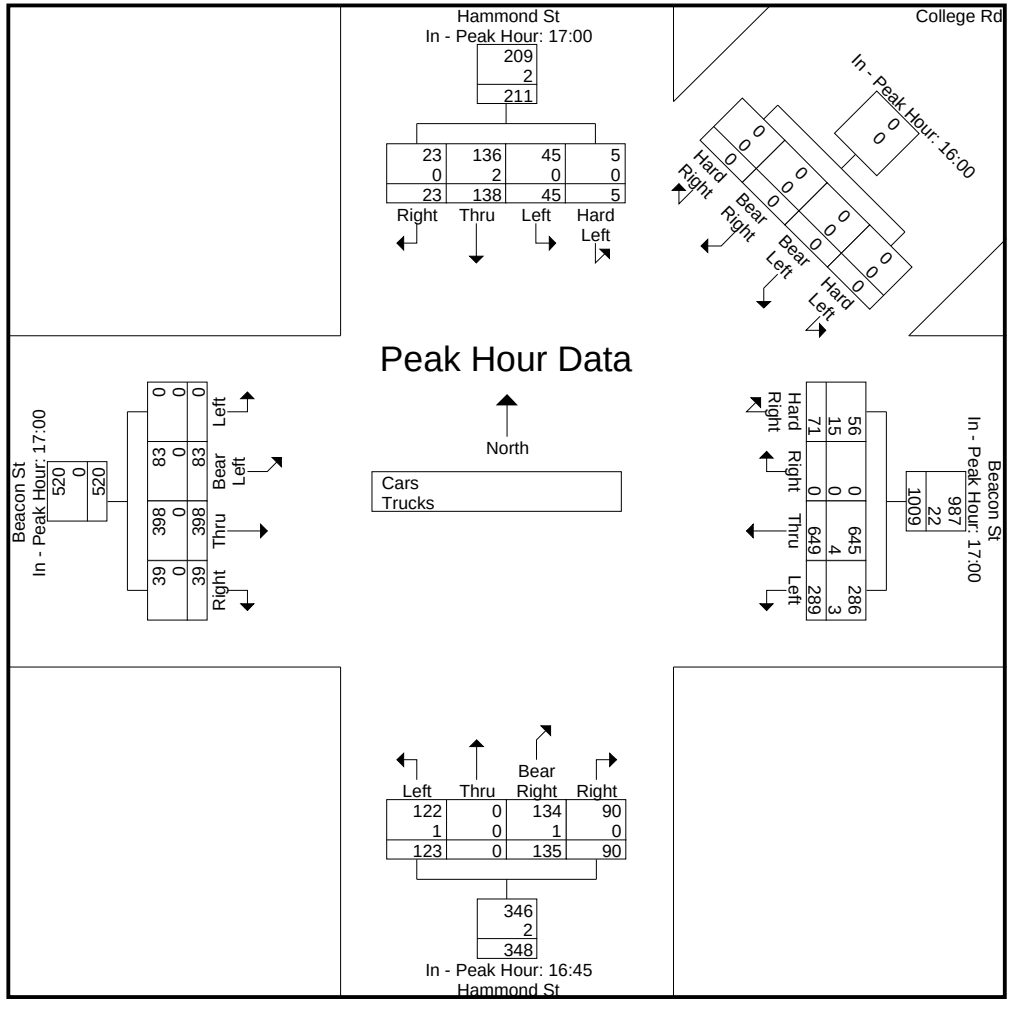


N/S Street : Hammond Street
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 1

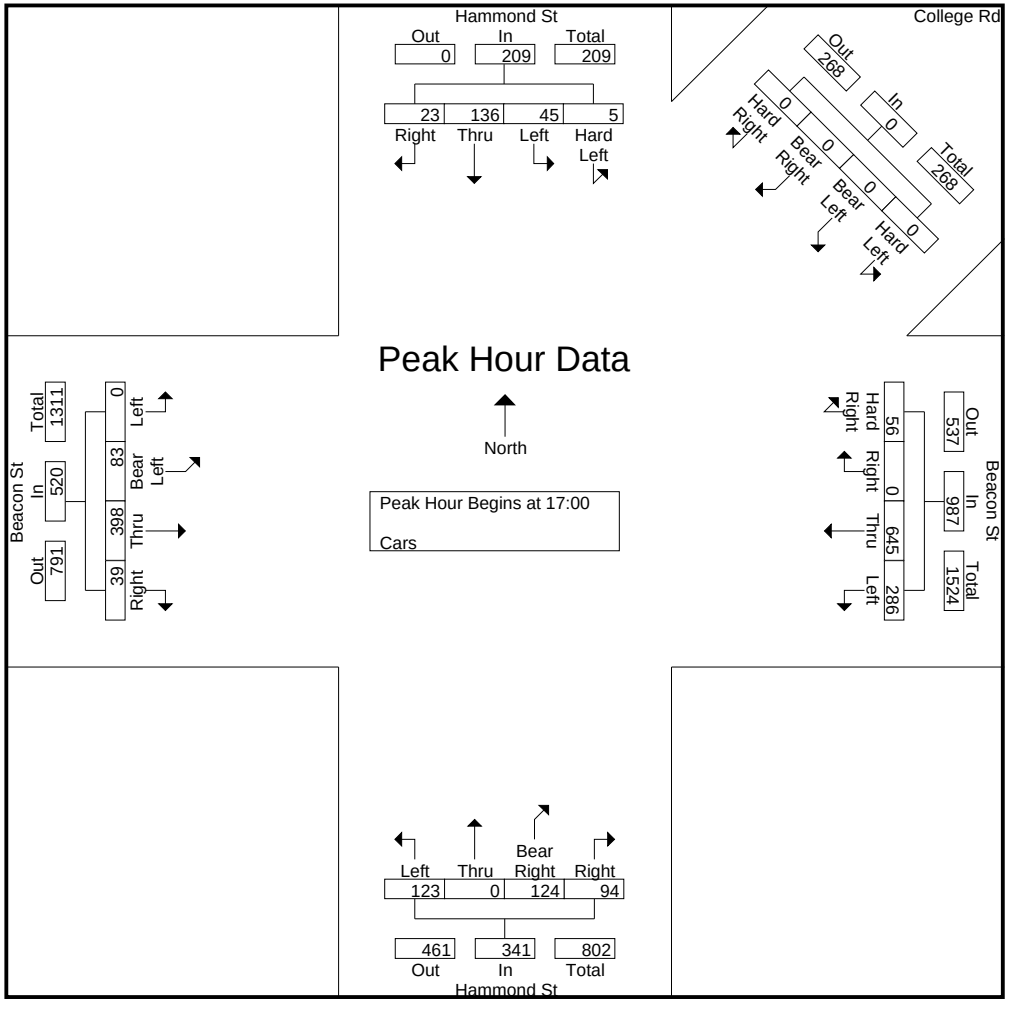
Groups Printed- Cars

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West							
Start Time	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Left	Bear Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	1	13	33	7	83	0	0	0	0	251	53	140	0	16	24	27	0	21	18	1	0	14	66	6	0	359	415	774
16:15	0	6	28	7	221	0	0	0	0	415	85	138	0	18	26	21	0	30	17	2	0	19	78	7	2	666	454	1120
16:30	1	8	28	5	62	0	0	0	0	168	69	152	0	8	17	27	0	30	23	1	0	15	69	12	1	249	447	696
16:45	0	13	27	4	89	0	0	0	0	182	60	158	0	15	11	27	0	36	18	4	0	23	74	9	1	287	464	751
Total	2	40	116	23	455	0	0	0	0	{\fs15 1016}	267	588	0	57	78	102	0	117	76	8	0	71	287	34	4	1561	1780	3341
17:00	1	12	31	5	85	0	0	0	0	175	66	148	0	18	16	39	0	31	22	0	0	17	77	11	1	277	478	755
17:15	1	11	39	5	62	0	0	0	0	106	89	172	0	16	9	29	0	32	22	2	0	32	121	12	0	179	581	760
17:30	0	7	31	5	124	0	0	0	0	333	54	152	0	12	7	27	0	35	28	2	0	14	108	7	2	468	480	948
17:45	3	15	35	8	148	0	0	0	0	297	77	173	0	10	11	28	0	26	22	5	0	20	92	9	1	462	518	980
Total	5	45	136	23	419	0	0	0	0	911	286	645	0	56	43	123	0	124	94	9	0	83	398	39	4	1386	2057	3443
Grand Total	7	85	252	46	874	0	0	0	0	{\fs15 1927}	553	1233	0	113	121	225	0	241	170	17	0	154	685	73	8	2947	3837	6784
Apprch %	1.8	21.8	64.6	11.8		0	0	0	0		29.1	64.9	0	6		35.4	0	37.9	26.7		0	16.9	75.1	8				
Total %	0.2	2.2	6.6	1.2		0	0	0	0		14.4	32.1	0	2.9		5.9	0	6.3	4.4		0	4	17.9	1.9		43.4	56.6	

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 17:00																										
17:00	1	12	31	5	49	0	0	0	0	0	66	148	0	18	232	39	0	31	22	92	0	17	77	11	105	478
17:15	1	11	39	5	56	0	0	0	0	0	89	172	0	16	277	29	0	32	22	83	0	32	121	12	165	581
17:30	0	7	31	5	43	0	0	0	0	0	54	152	0	12	218	27	0	35	28	90	0	14	108	7	129	480
17:45	3	15	35	8	61	0	0	0	0	0	77	173	0	10	260	28	0	26	22	76	0	20	92	9	121	518
Total Volume	5	45	136	23	209	0	0	0	0	0	286	645	0	56	987	123	0	124	94	341	0	83	398	39	520	2057
% App. Total	2.4	21.5	65.1	11		0	0	0	0		29	65.3	0	5.7		36.1	0	36.4	27.6		0	16	76.5	7.5		
PHF	.417	.750	.872	.719	.857	.000	.000	.000	.000	.000	.803	.932	.000	.778	.891	.788	.000	.886	.839	.927	.000	.648	.822	.813	.788	.885

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 2

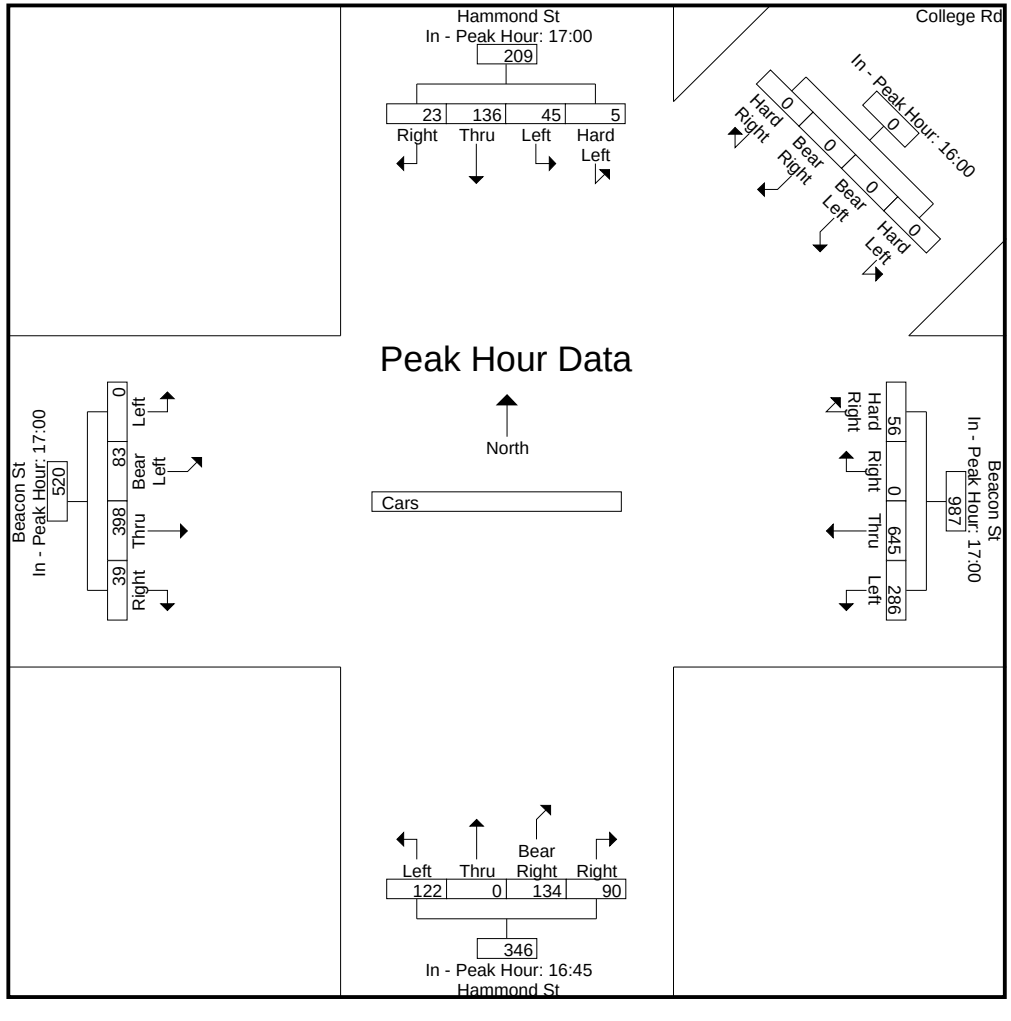


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00					16:00					17:00					16:45					17:00				
+0 mins.	1	12	31	5	49	0	0	0	0	0	66	148	0	18	232	27	0	36	18	81	0	17	77	11	105
+15 mins.	1	11	39	5	56	0	0	0	0	0	89	172	0	16	277	39	0	31	22	92	0	32	121	12	165
+30 mins.	0	7	31	5	43	0	0	0	0	0	54	152	0	12	218	29	0	32	22	83	0	14	108	7	129
+45 mins.	3	15	35	8	61	0	0	0	0	0	77	173	0	10	260	27	0	35	28	90	0	20	92	9	121
Total Volume	5	45	136	23	209	0	0	0	0	0	286	645	0	56	987	122	0	134	90	346	0	83	398	39	520
% App. Total	2.4	21.5	65.1	11		0	0	0	0		29	65.3	0	5.7		35.3	0	38.7	26		0	16	76.5	7.5	
PHF	.417	.750	.872	.719	.857	.000	.000	.000	.000	.000	.803	.932	.000	.778	.891	.782	.000	.931	.804	.940	.000	.648	.822	.813	.788

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 3



N/S Street : Hammond Street
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 1

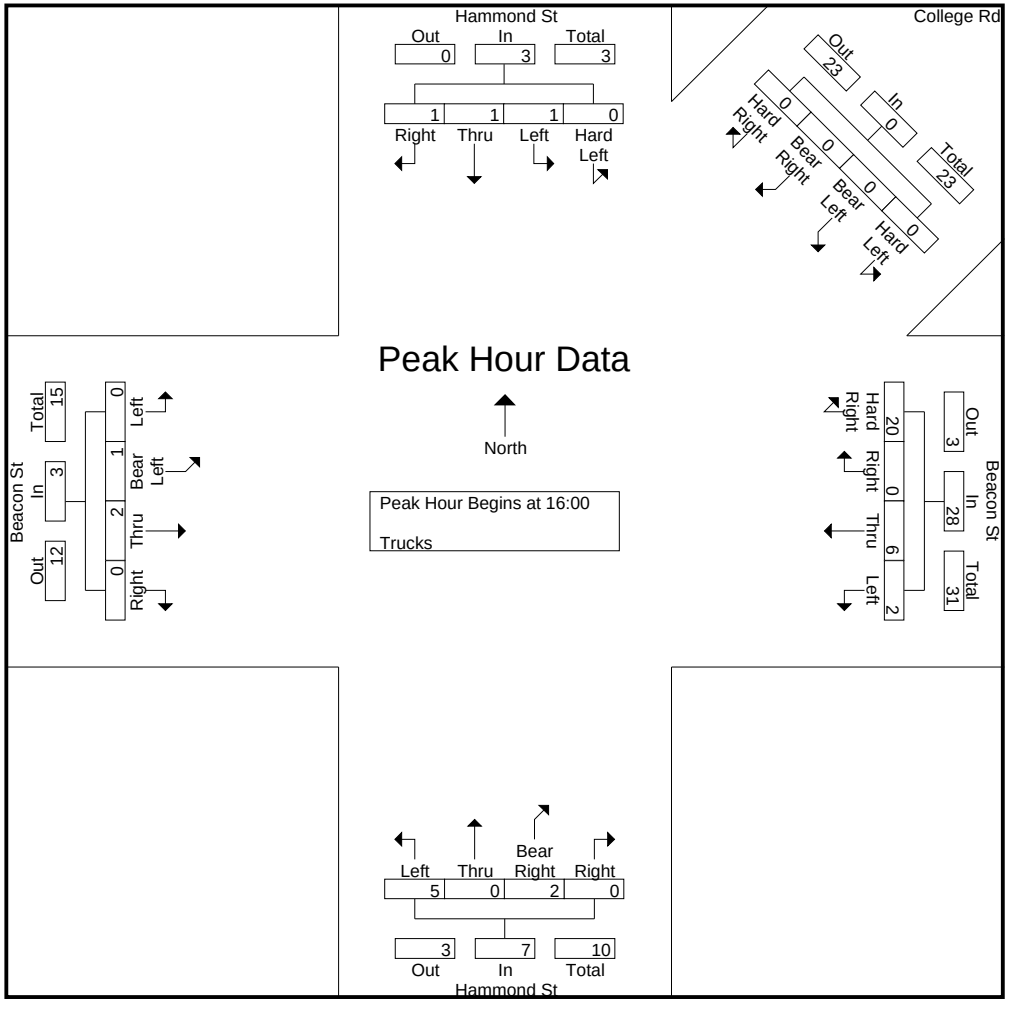
Groups Printed- Trucks

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West							
Start Time	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds	Left	Thru	Bear Right	Right	Peds	Left	Bear Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	1	1	0	0	0	0	0	0	1	0	0	4	5	1	0	0	0	0	0	0	1	0	0	5	9	14
16:15	0	0	0	0	0	0	0	0	0	0	1	4	0	5	0	1	0	1	0	0	0	1	1	0	0	0	14	14
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	3	0	1	0	0	0	0	0	0	0	0	10	10
16:45	0	1	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Total	0	1	1	1	0	0	0	0	0	0	2	6	0	20	5	5	0	2	0	0	0	1	2	0	0	5	41	46
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4
17:15	0	0	1	0	0	0	0	0	0	0	1	2	0	3	0	1	0	0	0	0	0	0	0	0	0	0	8	8
17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	6	6
17:45	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	1	0	0	0	0	0	0	0	9	9
Total	0	0	2	0	0	0	0	0	0	0	3	4	0	15	0	1	0	1	1	0	0	0	0	0	0	0	27	27
Grand Total	0	1	3	1	0	0	0	0	0	0	5	10	0	35	5	6	0	3	1	0	0	1	2	0	0	5	68	73
Apprch %	0	20	60	20		0	0	0	0		10	20	0	70		60	0	30	10		0	33.3	66.7	0			
Total %	0	1.5	4.4	1.5		0	0	0	0		7.4	14.7	0	51.5		8.8	0	4.4	1.5		0	1.5	2.9	0		6.8	93.2	

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 16:00																										
16:00	0	0	1	1	2	0	0	0	0	0	1	0	0	4	5	1	0	0	0	1	0	0	1	0	1	9
16:15	0	0	0	0	0	0	0	0	0	0	1	4	0	5	10	1	0	1	0	2	0	1	1	0	2	14
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	5	6	3	0	1	0	4	0	0	0	0	0	10
16:45	0	1	0	0	1	0	0	0	0	0	0	1	0	6	7	0	0	0	0	0	0	0	0	0	0	8
Total Volume	0	1	1	1	3	0	0	0	0	0	2	6	0	20	28	5	0	2	0	7	0	1	2	0	3	41
% App. Total	0	33.3	33.3	33.3		0	0	0	0		7.1	21.4	0	71.4		71.4	0	28.6	0		0	33.3	66.7	0		
PHF	.000	.250	.250	.250	.375	.000	.000	.000	.000	.000	.500	.375	.000	.833	.700	.417	.000	.500	.000	.438	.000	.250	.500	.000	.375	.732

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 2



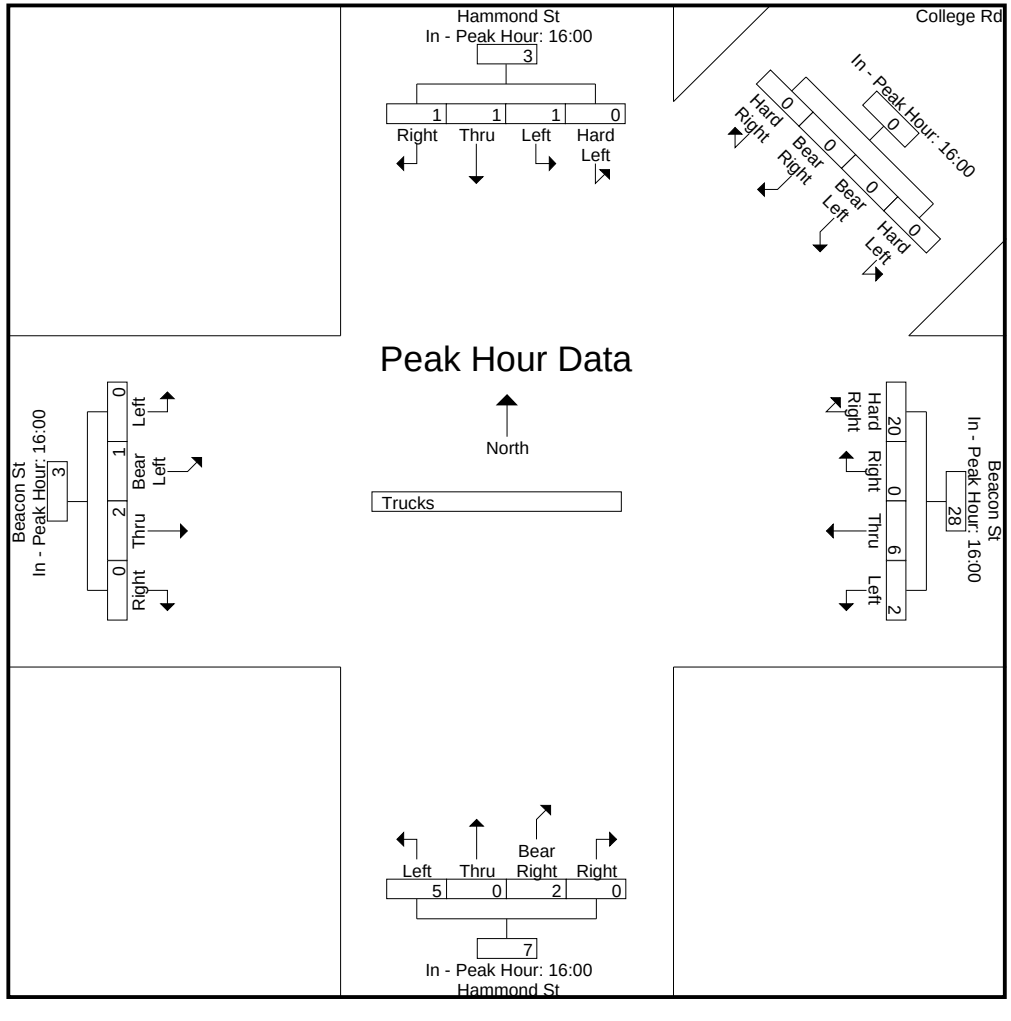
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00					16:00					16:00					16:00					16:00				
+0 mins.	0	0	1	1	2	0	0	0	0	0	1	0	0	4	5	1	0	0	0	1	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	4	0	5	10	1	0	1	0	2	0	1	1	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	5	6	3	0	1	0	4	0	0	0	0	0
+45 mins.	0	1	0	0	1	0	0	0	0	0	0	1	0	6	7	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	3	0	0	0	0	0	2	6	0	20	28	5	0	2	0	7	0	1	2	0	3
% App. Total	0	33.3	33.3	33.3		0	0	0	0		7.1	21.4	0	71.4		71.4	0	28.6	0		0	33.3	66.7	0	
PHF	.000	.250	.250	.250	.375	.000	.000	.000	.000	.000	.500	.375	.000	.833	.700	.417	.000	.500	.000	.438	.000	.250	.500	.000	.375

Accurate Counts
978-664-2565

File Name : 39000007
Site Code : 39000007
Start Date : 3/11/2008
Page No : 3



N/S Street : Chestnut Hill Avenue
E/W Street: Beacon Street
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000008
Site Code : 39000008
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars - Trucks

	Chestnut Hill Ave From North				Beacon St From East				Chestnut Hill Ave From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	30	82	17	9	33	49	27	39	3	126	22	8	10	60	10	2	58	469	527
07:15	34	137	26	12	41	72	26	64	9	153	12	2	14	81	15	2	80	620	700
07:30	61	165	18	7	39	83	21	100	9	159	9	4	16	89	18	3	114	687	801
07:45	42	141	28	19	42	96	35	83	12	170	25	4	12	134	13	6	112	750	862
Total	167	525	89	47	155	300	109	286	33	608	68	18	52	364	56	13	364	2526	2890
08:00	69	164	24	17	42	86	41	105	15	143	11	6	16	106	18	10	138	735	873
08:15	42	120	27	10	39	125	38	94	30	181	27	3	12	118	11	5	112	770	882
08:30	40	101	27	9	35	101	50	89	16	174	12	2	16	122	6	3	103	700	803
08:45	52	130	18	4	32	99	35	68	27	145	14	3	20	102	18	5	80	692	772
Total	203	515	96	40	148	411	164	356	88	643	64	14	64	448	53	23	433	2897	3330
Grand Total	370	1040	185	87	303	711	273	642	121	1251	132	32	116	812	109	36	797	5423	6220
Apprch %	23.2	65.2	11.6		23.5	55.2	21.2		8	83.2	8.8		11.2	78.3	10.5				
Total %	6.8	19.2	3.4		5.6	13.1	5		2.2	23.1	2.4		2.1	15	2		12.8	87.2	
Cars	361	976	183		293	702	266		120	1192	126		113	803	108		0	0	6040
% Cars	97.6	93.8	98.9	100	96.7	98.7	97.4	100	99.2	95.3	95.5	100	97.4	98.9	99.1	100	0	0	97.1
Trucks	9	64	2		10	9	7		1	59	6		3	9	1		0	0	180
% Trucks	2.4	6.2	1.1	0	3.3	1.3	2.6	0	0.8	4.7	4.5	0	2.6	1.1	0.9	0	0	0	2.9

	Chestnut Hill Ave From North				Beacon St From East				Chestnut Hill Ave From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	42	141	28	211	42	96	35	173	12	170	25	207	12	134	13	159	750
08:00	69	164	24	257	42	86	41	169	15	143	11	169	16	106	18	140	735
08:15	42	120	27	189	39	125	38	202	30	181	27	238	12	118	11	141	770
08:30	40	101	27	168	35	101	50	186	16	174	12	202	16	122	6	144	700
Total Volume	193	526	106	825	158	408	164	730	73	668	75	816	56	480	48	584	2955
% App. Total	23.4	63.8	12.8		21.6	55.9	22.5		8.9	81.9	9.2		9.6	82.2	8.2		
PHF	.699	.802	.946	.803	.940	.816	.820	.903	.608	.923	.694	.857	.875	.896	.667	.918	.959
Cars	188	495	104	787	151	404	159	714	72	631	72	775	55	476	47	578	2854
% Cars	97.4	94.1	98.1	95.4	95.6	99.0	97.0	97.8	98.6	94.5	96.0	95.0	98.2	99.2	97.9	99.0	96.6
Trucks	5	31	2	38	7	4	5	16	1	37	3	41	1	4	1	6	101
% Trucks	2.6	5.9	1.9	4.6	4.4	1.0	3.0	2.2	1.4	5.5	4.0	5.0	1.8	0.8	2.1	1.0	3.4

Accurate Counts
978-664-2565

File Name : 39000008
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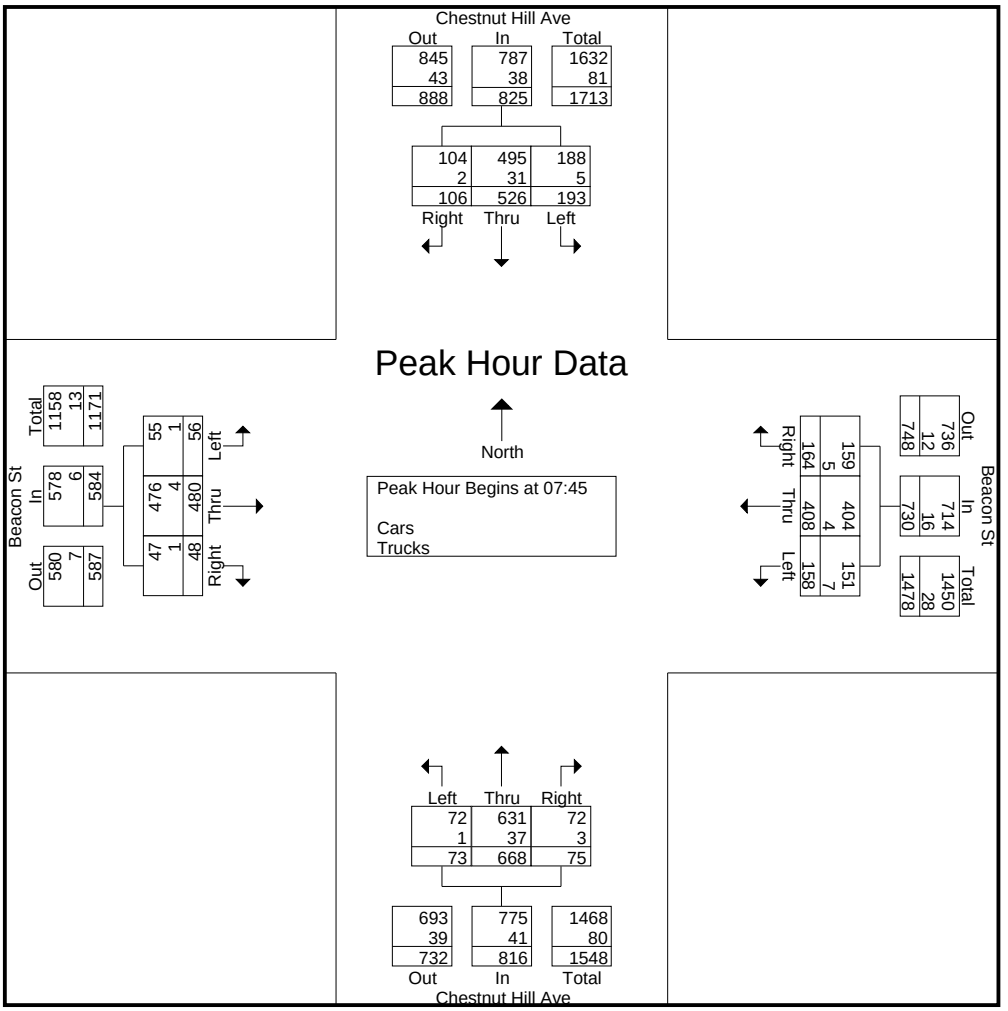
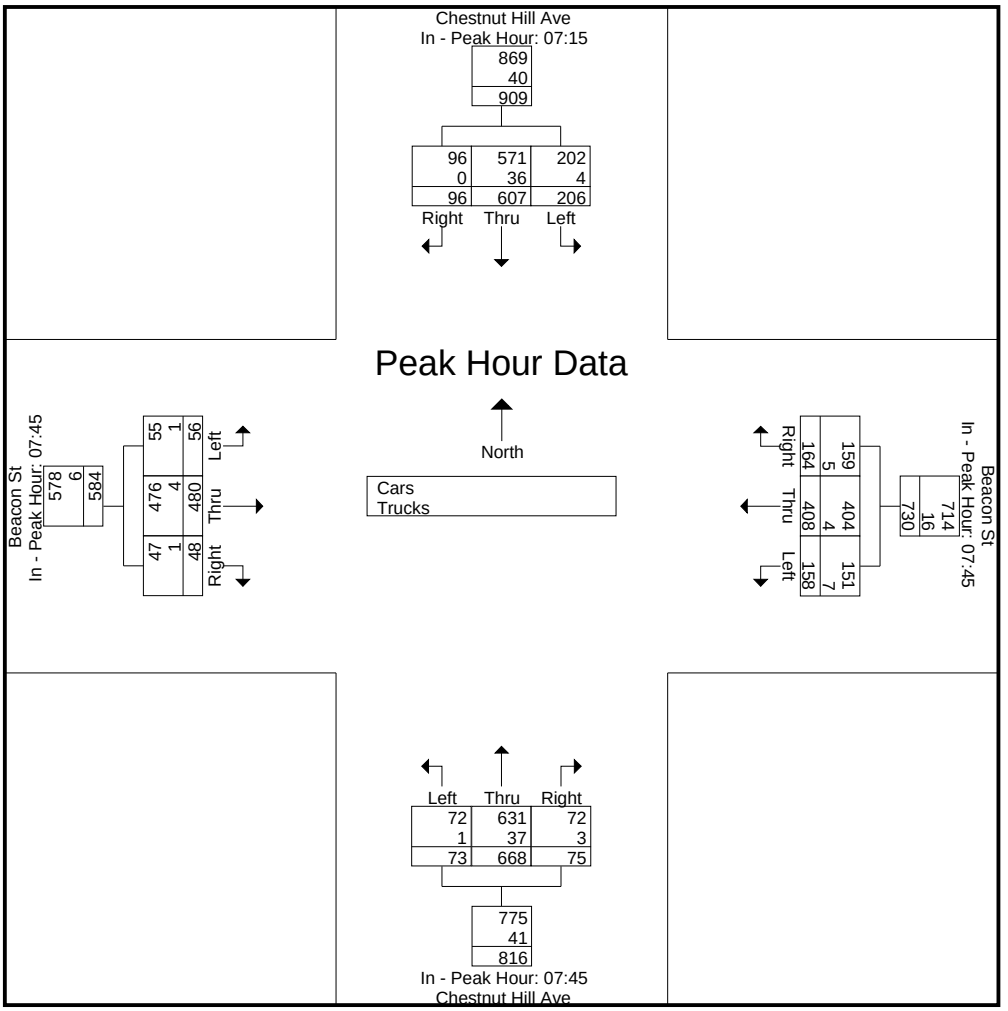


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15				07:45				07:45				07:45			
+0 mins.	34	137	26	197	42	96	35	173	12	170	25	207	12	134	13	159
+15 mins.	61	165	18	244	42	86	41	169	15	143	11	169	16	106	18	140
+30 mins.	42	141	28	211	39	125	38	202	30	181	27	238	12	118	11	141
+45 mins.	69	164	24	257	35	101	50	186	16	174	12	202	16	122	6	144
Total Volume	206	607	96	909	158	408	164	730	73	668	75	816	56	480	48	584
% App. Total	22.7	66.8	10.6		21.6	55.9	22.5		8.9	81.9	9.2		9.6	82.2	8.2	
PHF	.746	.920	.857	.884	.940	.816	.820	.903	.608	.923	.694	.857	.875	.896	.667	.918
Cars	202	571	96	869	151	404	159	714	72	631	72	775	55	476	47	578
% Cars	98.1	94.1	100	95.6	95.6	99	97	97.8	98.6	94.5	96	95	98.2	99.2	97.9	99
Trucks	4	36	0	40	7	4	5	16	1	37	3	41	1	4	1	6
% Trucks	1.9	5.9	0	4.4	4.4	1	3	2.2	1.4	5.5	4	5	1.8	0.8	2.1	1

Accurate Counts
978-664-2565

File Name : 39000008
Site Code : 39000008
Start Date : 3/11/2008
Page No : 3



N/S Street : Chestnut Hill Avenue
E/W Street: Beacon Street
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000008
Site Code : 39000008
Start Date : 3/11/2008
Page No : 1

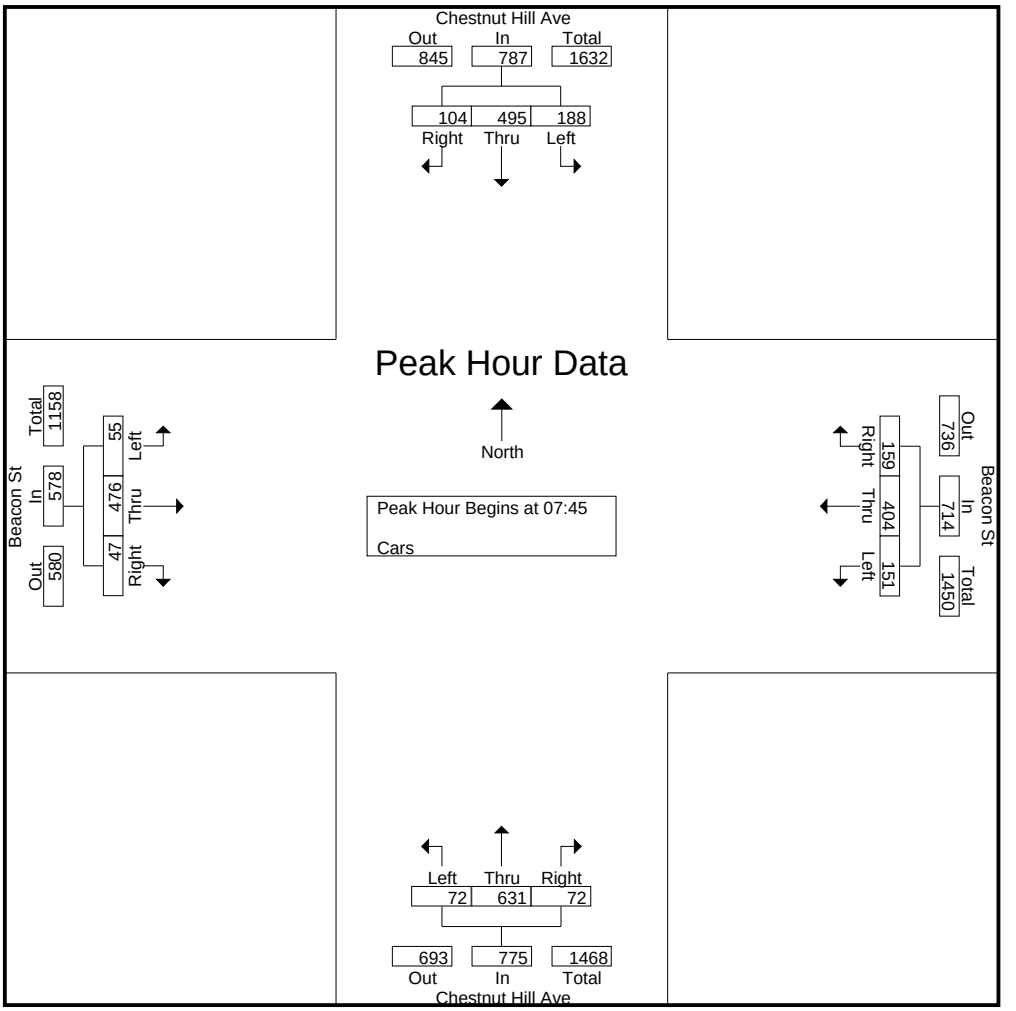
Groups Printed- Cars

	Chestnut Hill Ave From North				Beacon St From East				Chestnut Hill Ave From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	29	77	17	9	32	48	27	39	3	119	22	8	10	59	10	2	58	453	511
07:15	33	130	26	12	40	71	24	64	9	147	10	2	14	80	15	2	80	599	679
07:30	59	152	18	7	38	82	21	100	9	154	8	4	14	88	18	3	114	661	775
07:45	42	134	28	19	39	95	34	83	12	163	24	4	11	132	13	6	112	727	839
Total	163	493	89	47	149	296	106	286	33	583	64	18	49	359	56	13	364	2440	2804
08:00	68	155	24	17	41	86	39	105	15	134	10	6	16	106	18	10	138	712	850
08:15	40	113	25	10	39	123	37	94	29	169	26	3	12	117	10	5	112	740	852
08:30	38	93	27	9	32	100	49	89	16	165	12	2	16	121	6	3	103	675	778
08:45	52	122	18	4	32	97	35	68	27	141	14	3	20	100	18	5	80	676	756
Total	198	483	94	40	144	406	160	356	87	609	62	14	64	444	52	23	433	2803	3236
Grand Total	361	976	183	87	293	702	266	642	120	1192	126	32	113	803	108	36	797	5243	6040
Apprch %	23.8	64.2	12		23.2	55.7	21.1		8.3	82.9	8.8		11	78.4	10.5				
Total %	6.9	18.6	3.5		5.6	13.4	5.1		2.3	22.7	2.4		2.2	15.3	2.1		13.2	86.8	

	Chestnut Hill Ave From North				Beacon St From East				Chestnut Hill Ave From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	42	134	28	204	39	95	34	168	12	163	24	199	11	132	13	156	727
08:00	68	155	24	247	41	86	39	166	15	134	10	159	16	106	18	140	712
08:15	40	113	25	178	39	123	37	199	29	169	26	224	12	117	10	139	740
08:30	38	93	27	158	32	100	49	181	16	165	12	193	16	121	6	143	675
Total Volume	188	495	104	787	151	404	159	714	72	631	72	775	55	476	47	578	2854
% App. Total	23.9	62.9	13.2		21.1	56.6	22.3		9.3	81.4	9.3		9.5	82.4	8.1		
PHF	.691	.798	.929	.797	.921	.821	.811	.897	.621	.933	.692	.865	.859	.902	.653	.926	.964

Accurate Counts
978-664-2565

File Name : 39000008
Site Code : 39000008
Start Date : 3/11/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15				07:45				07:45				07:45			
+0 mins.	33	130	26	189	39	95	34	168	12	163	24	199	11	132	13	156
+15 mins.	59	152	18	229	41	86	39	166	15	134	10	159	16	106	18	140
+30 mins.	42	134	28	204	39	123	37	199	29	169	26	224	12	117	10	139
+45 mins.	68	155	24	247	32	100	49	181	16	165	12	193	16	121	6	143
Total Volume	202	571	96	869	151	404	159	714	72	631	72	775	55	476	47	578
% App. Total	23.2	65.7	11		21.1	56.6	22.3		9.3	81.4	9.3		9.5	82.4	8.1	
PHF	.743	.921	.857	.880	.921	.821	.811	.897	.621	.933	.692	.865	.859	.902	.653	.926

Accurate Counts
978-664-2565

File Name : 39000008
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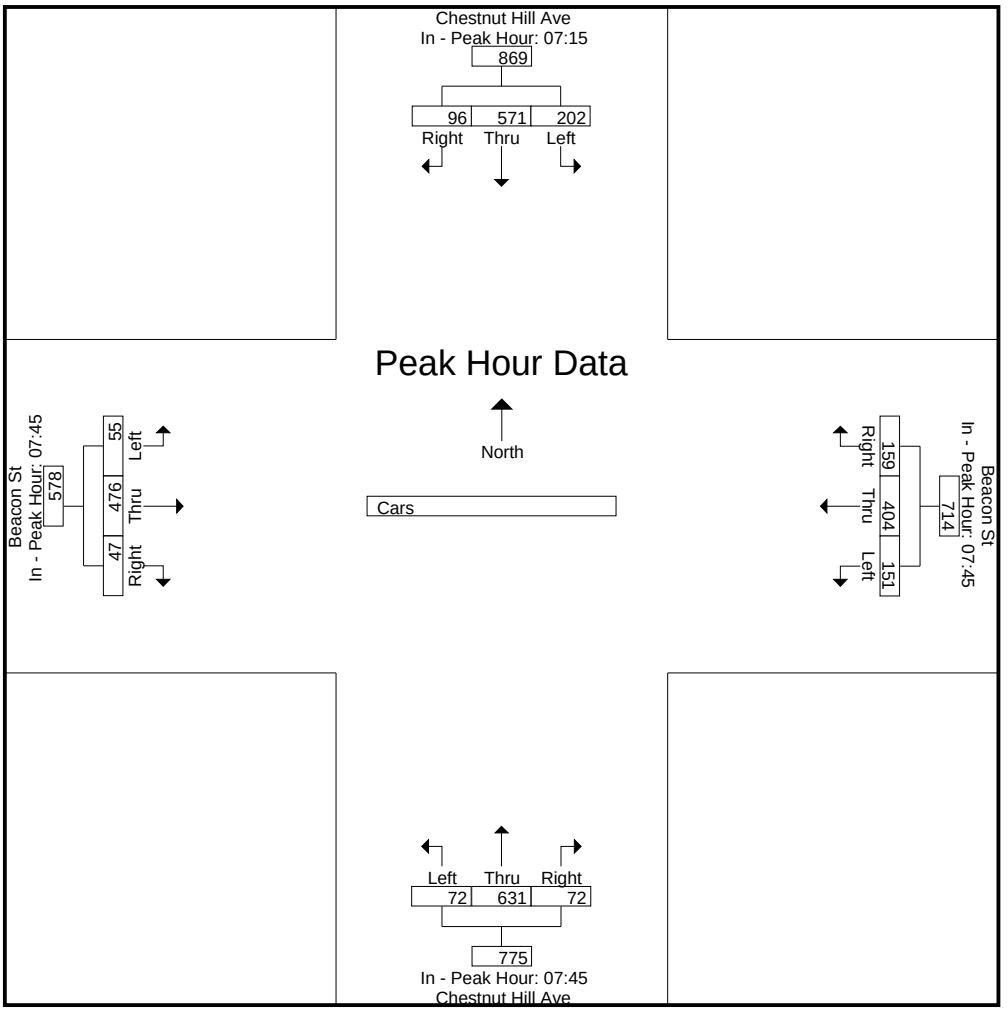

N/S Street : Chestnut Hill Avenue
E/W Street: Beacon Street
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000008
Site Code : 39000008
Start Date : 3/11/2008
Page No : 1

Groups Printed- Trucks

	Chestnut Hill Ave From North				Beacon St From East				Chestnut Hill Ave From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	1	5	0	0	1	1	0	0	0	7	0	0	0	1	0	0	0	16	16
07:15	1	7	0	0	1	1	2	0	0	6	2	0	0	1	0	0	0	21	21
07:30	2	13	0	0	1	1	0	0	0	5	1	0	2	1	0	0	0	26	26
07:45	0	7	0	0	3	1	1	0	0	7	1	0	1	2	0	0	0	23	23
Total	4	32	0	0	6	4	3	0	0	25	4	0	3	5	0	0	0	86	86
08:00	1	9	0	0	1	0	2	0	0	9	1	0	0	0	0	0	0	23	23
08:15	2	7	2	0	0	2	1	0	1	12	1	0	0	1	1	0	0	30	30
08:30	2	8	0	0	3	1	1	0	0	9	0	0	0	1	0	0	0	25	25
08:45	0	8	0	0	0	2	0	0	0	4	0	0	0	2	0	0	0	16	16
Total	5	32	2	0	4	5	4	0	1	34	2	0	0	4	1	0	0	94	94
Grand Total	9	64	2	0	10	9	7	0	1	59	6	0	3	9	1	0	0	180	180
Apprch %	12	85.3	2.7		38.5	34.6	26.9		1.5	89.4	9.1		23.1	69.2	7.7				
Total %	5	35.6	1.1		5.6	5	3.9		0.6	32.8	3.3		1.7	5	0.6		0	100	

	Chestnut Hill Ave From North				Beacon St From East				Chestnut Hill Ave From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	2	13	0	15	1	1	0	2	0	5	1	6	2	1	0	3	26
07:45	0	7	0	7	3	1	1	5	0	7	1	8	1	2	0	3	23
08:00	1	9	0	10	1	0	2	3	0	9	1	10	0	0	0	0	23
08:15	2	7	2	11	0	2	1	3	1	12	1	14	0	1	1	2	30
Total Volume	5	36	2	43	5	4	4	13	1	33	4	38	3	4	1	8	102
% App. Total	11.6	83.7	4.7		38.5	30.8	30.8		2.6	86.8	10.5		37.5	50	12.5		
PHF	.625	.692	.250	.717	.417	.500	.500	.650	.250	.688	1.000	.679	.375	.500	.250	.667	.850

Accurate Counts
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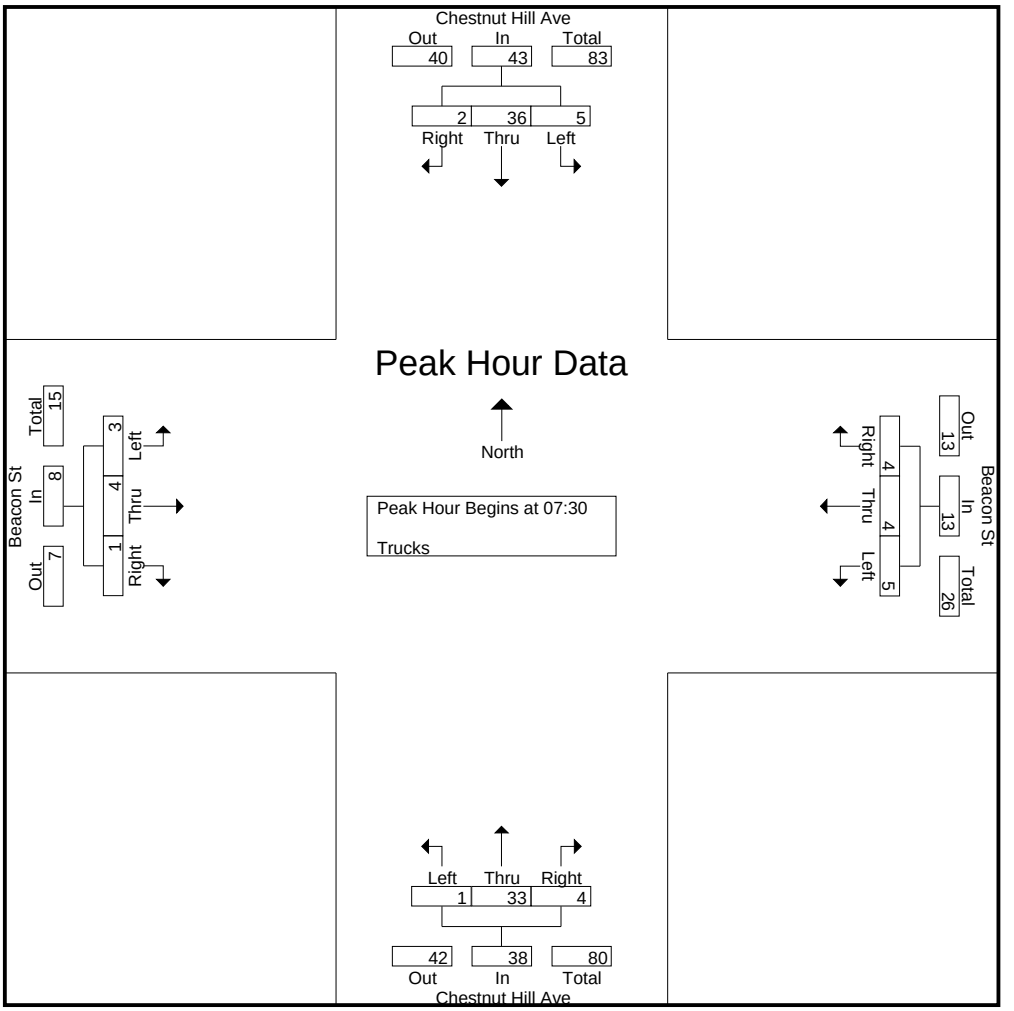
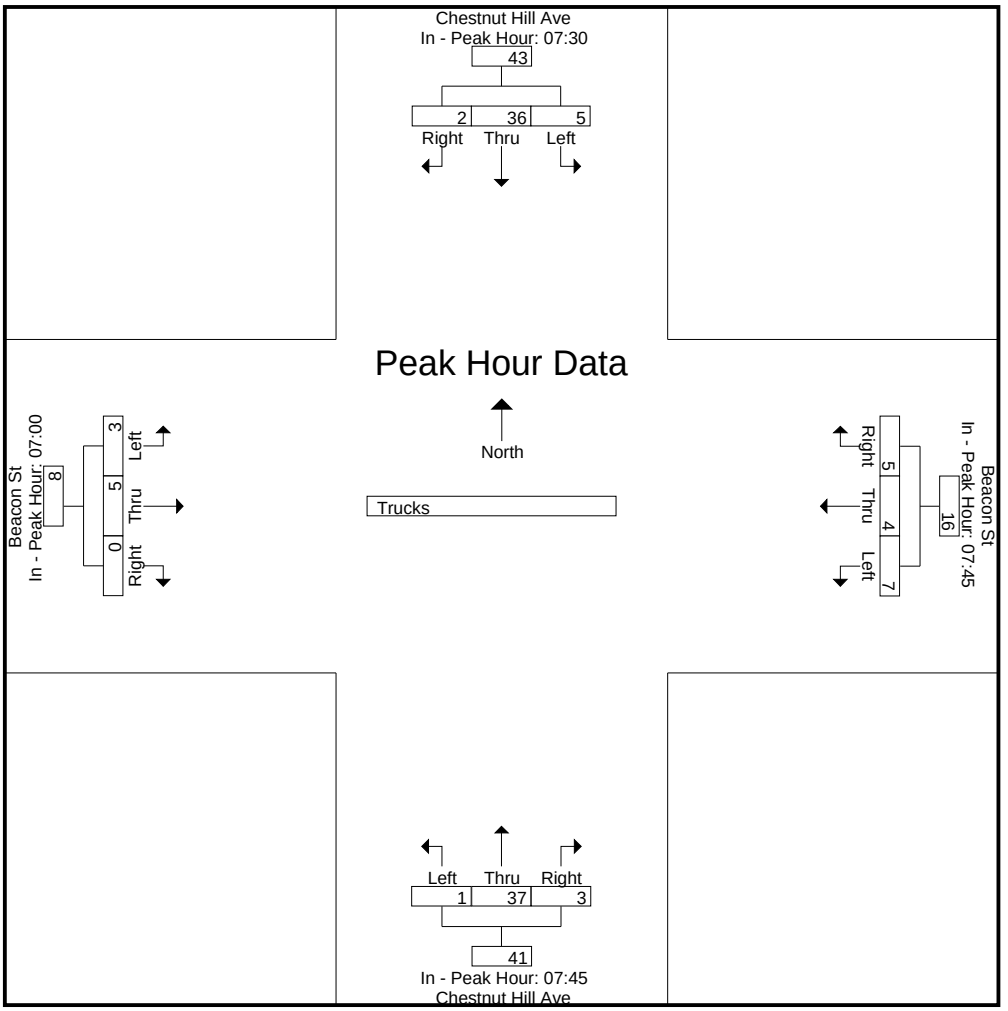


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30				07:45				07:45				07:00			
+0 mins.	2	13	0	15	3	1	1	5	0	7	1	8	0	1	0	1
+15 mins.	0	7	0	7	1	0	2	3	0	9	1	10	0	1	0	1
+30 mins.	1	9	0	10	0	2	1	3	1	12	1	14	2	1	0	3
+45 mins.	2	7	2	11	3	1	1	5	0	9	0	9	1	2	0	3
Total Volume	5	36	2	43	7	4	5	16	1	37	3	41	3	5	0	8
% App. Total	11.6	83.7	4.7		43.8	25	31.2		2.4	90.2	7.3		37.5	62.5	0	
PHF	.625	.692	.250	.717	.583	.500	.625	.800	.250	.771	.750	.732	.375	.625	.000	.667

Accurate Counts
978-664-2565

File Name : 39000008
Site Code : 39000008
Start Date : 3/11/2008
Page No : 3



N/S Street : Chestnut Hill Avenue
E/W Street: Beacon Street
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000008
Site Code : 39000008
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars - Trucks

	Chestnut Hill Ave From North				Beacon St From East				Chestnut Hill Ave From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	47	136	24	12	18	94	44	37	14	114	27	1	11	63	14	5	55	606	661
16:15	43	122	22	7	35	138	45	69	13	96	27	1	19	56	15	2	79	631	710
16:30	39	124	22	14	41	112	44	43	16	124	36	1	18	85	18	2	60	679	739
16:45	36	142	36	14	37	97	47	45	14	128	16	2	10	69	20	4	65	652	717
Total	165	524	104	47	131	441	180	194	57	462	106	5	58	273	67	13	259	2568	2827
17:00	29	147	27	19	48	117	58	66	15	96	26	0	16	74	22	2	87	675	762
17:15	40	152	25	22	27	126	42	63	16	126	20	8	20	122	14	5	98	730	828
17:30	40	148	28	24	36	124	55	34	8	136	17	0	18	93	19	2	60	722	782
17:45	52	112	17	15	39	138	58	104	14	138	25	2	15	105	21	3	124	734	858
Total	161	559	97	80	150	505	213	267	53	496	88	10	69	394	76	12	369	2861	3230
Grand Total	326	1083	201	127	281	946	393	461	110	958	194	15	127	667	143	25	628	5429	6057
Apprch %	20.2	67.3	12.5		17.3	58.4	24.3		8.7	75.9	15.4		13.6	71.2	15.3				
Total %	6	19.9	3.7		5.2	17.4	7.2		2	17.6	3.6		2.3	12.3	2.6		10.4	89.6	
Cars	324	1032	198		277	941	390		109	928	187		125	665	142		0	0	5945
% Cars	99.4	95.3	98.5	100	98.6	99.5	99.2	99.8	99.1	96.9	96.4	100	98.4	99.7	99.3	100	0	0	98.2
Trucks	2	51	3		4	5	3		1	30	7		2	2	1		0	0	112
% Trucks	0.6	4.7	1.5	0	1.4	0.5	0.8	0.2	0.9	3.1	3.6	0	1.6	0.3	0.7	0	0	0	1.8

	Chestnut Hill Ave From North				Beacon St From East				Chestnut Hill Ave From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	29	147	27	203	48	117	58	223	15	96	26	137	16	74	22	112	675
17:15	40	152	25	217	27	126	42	195	16	126	20	162	20	122	14	156	730
17:30	40	148	28	216	36	124	55	215	8	136	17	161	18	93	19	130	722
17:45	52	112	17	181	39	138	58	235	14	138	25	177	15	105	21	141	734
Total Volume	161	559	97	817	150	505	213	868	53	496	88	637	69	394	76	539	2861
% App. Total	19.7	68.4	11.9		17.3	58.2	24.5		8.3	77.9	13.8		12.8	73.1	14.1		
PHF	.774	.919	.866	.941	.781	.915	.918	.923	.828	.899	.846	.900	.863	.807	.864	.864	.974
Cars	160	535	94	789	148	503	212	863	52	483	83	618	68	394	76	538	2808
% Cars	99.4	95.7	96.9	96.6	98.7	99.6	99.5	99.4	98.1	97.4	94.3	97.0	98.6	100	100	99.8	98.1
Trucks	1	24	3	28	2	2	1	5	1	13	5	19	1	0	0	1	53
% Trucks	0.6	4.3	3.1	3.4	1.3	0.4	0.5	0.6	1.9	2.6	5.7	3.0	1.4	0	0	0.2	1.9

Accurate Counts
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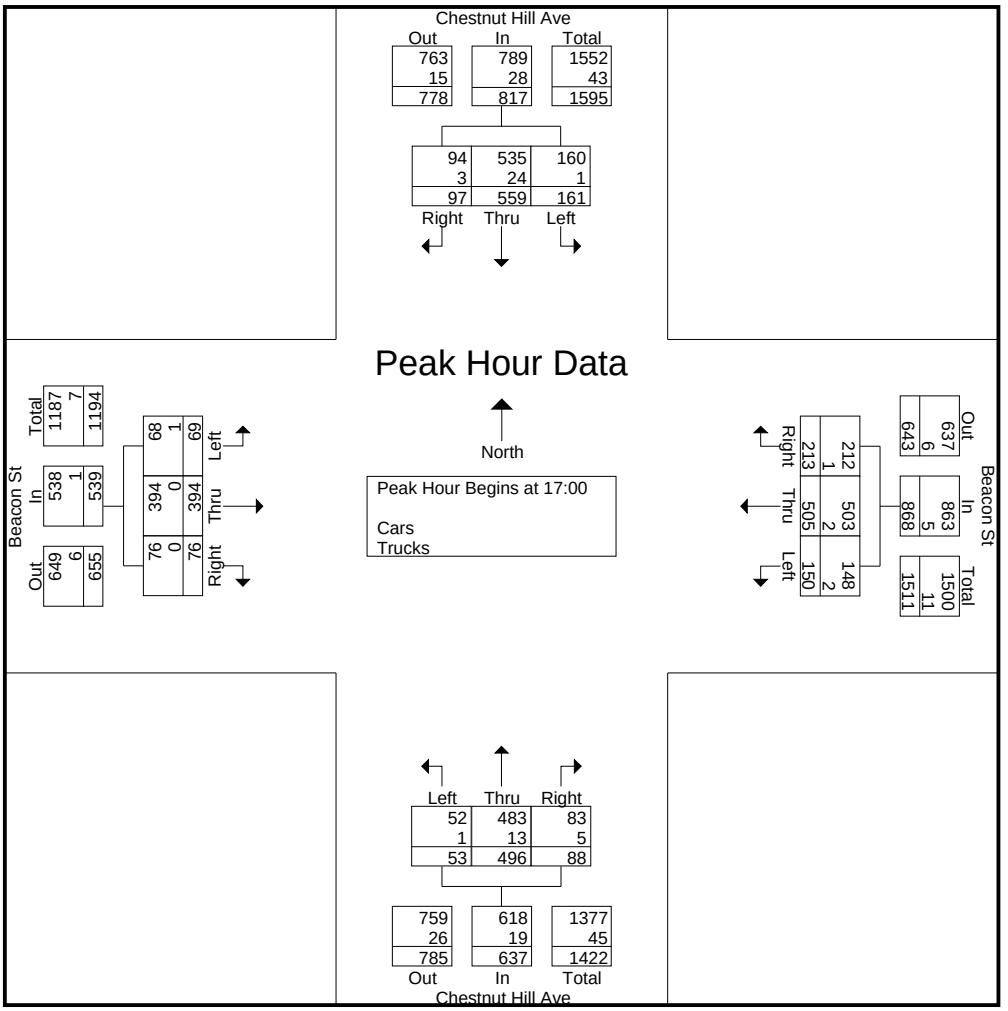

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45				17:00				17:00				17:00			
+0 mins.	36	142	36	214	48	117	58	223	15	96	26	137	16	74	22	112
+15 mins.	29	147	27	203	27	126	42	195	16	126	20	162	20	122	14	156
+30 mins.	40	152	25	217	36	124	55	215	8	136	17	161	18	93	19	130
+45 mins.	40	148	28	216	39	138	58	235	14	138	25	177	15	105	21	141
Total Volume	145	589	116	850	150	505	213	868	53	496	88	637	69	394	76	539
% App. Total	17.1	69.3	13.6		17.3	58.2	24.5		8.3	77.9	13.8		12.8	73.1	14.1	
PHF	.906	.969	.806	.979	.781	.915	.918	.923	.828	.899	.846	.900	.863	.807	.864	.864
Cars	145	564	114	823	148	503	212	863	52	483	83	618	68	394	76	538
% Cars	100	95.8	98.3	96.8	98.7	99.6	99.5	99.4	98.1	97.4	94.3	97	98.6	100	100	99.8
Trucks	0	25	2	27	2	2	1	5	1	13	5	19	1	0	0	1
% Trucks	0	4.2	1.7	3.2	1.3	0.4	0.5	0.6	1.9	2.6	5.7	3	1.4	0	0	0.2

Accurate Counts
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File Name : 39000008
Site Code : 39000008
Start Date : 3/11/2008
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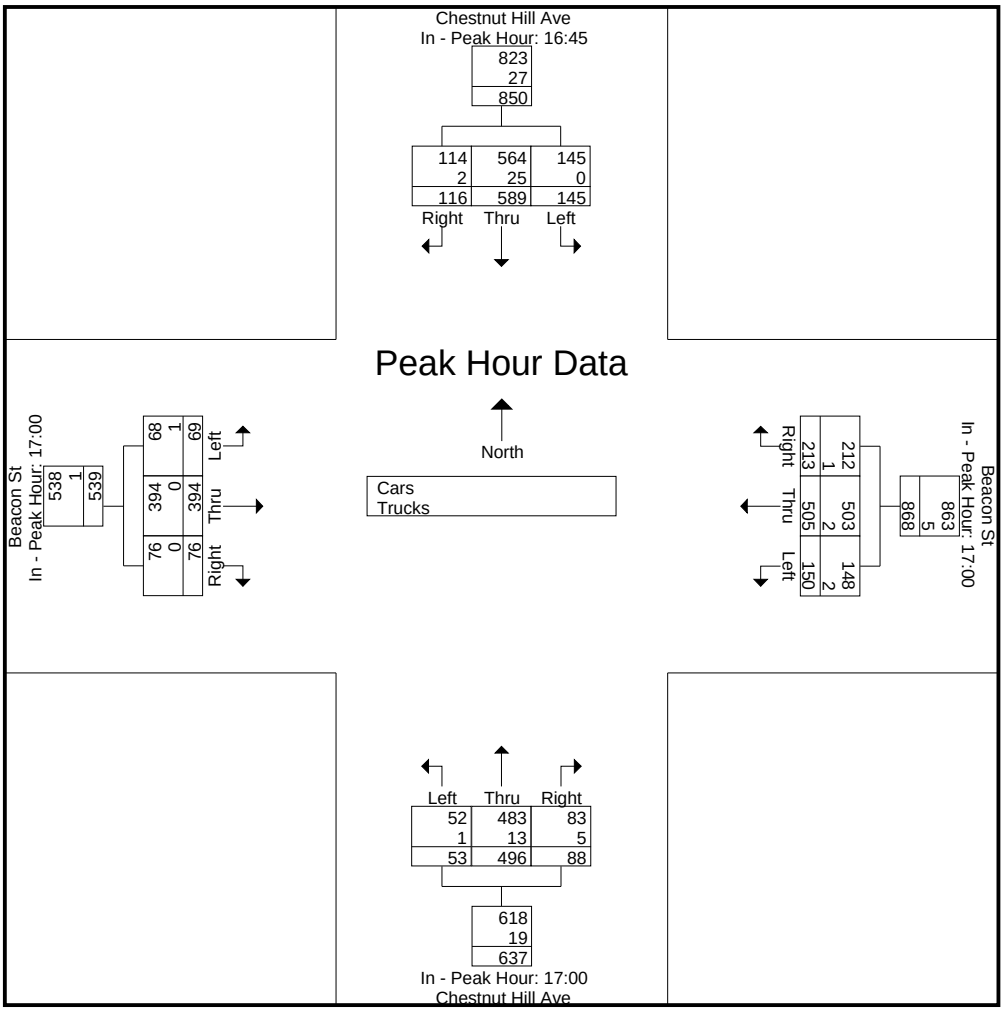

N/S Street : Chestnut Hill Avenue
E/W Street: Beacon Street
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000008
Site Code : 39000008
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars

	Chestnut Hill Ave From North				Beacon St From East				Chestnut Hill Ave From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	47	127	24	12	18	94	44	37	14	110	26	1	11	61	14	5	55	590	645
16:15	42	114	22	7	35	137	44	69	13	93	27	1	19	56	14	2	79	616	695
16:30	39	121	22	14	41	111	44	43	16	119	36	1	17	85	18	2	60	669	729
16:45	36	135	36	14	35	96	46	45	14	123	15	2	10	69	20	4	65	635	700
Total	164	497	104	47	129	438	178	194	57	445	104	5	57	271	66	13	259	2510	2769
17:00	29	138	26	19	47	117	58	66	15	92	23	0	16	74	22	2	87	657	744
17:15	40	147	24	22	26	126	42	63	16	123	19	8	19	122	14	5	98	718	816
17:30	40	144	28	24	36	124	55	33	8	134	17	0	18	93	19	2	59	716	775
17:45	51	106	16	15	39	136	57	104	13	134	24	2	15	105	21	3	124	717	841
Total	160	535	94	80	148	503	212	266	52	483	83	10	68	394	76	12	368	2808	3176
Grand Total	324	1032	198	127	277	941	390	460	109	928	187	15	125	665	142	25	627	5318	5945
Apprch %	20.8	66.4	12.7		17.2	58.5	24.3		8.9	75.8	15.3		13.4	71.4	15.2				
Total %	6.1	19.4	3.7		5.2	17.7	7.3		2	17.5	3.5		2.4	12.5	2.7		10.5	89.5	

	Chestnut Hill Ave From North				Beacon St From East				Chestnut Hill Ave From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	29	138	26	193	47	117	58	222	15	92	23	130	16	74	22	112	657
17:15	40	147	24	211	26	126	42	194	16	123	19	158	19	122	14	155	718
17:30	40	144	28	212	36	124	55	215	8	134	17	159	18	93	19	130	716
17:45	51	106	16	173	39	136	57	232	13	134	24	171	15	105	21	141	717
Total Volume	160	535	94	789	148	503	212	863	52	483	83	618	68	394	76	538	2808
% App. Total	20.3	67.8	11.9		17.1	58.3	24.6		8.4	78.2	13.4		12.6	73.2	14.1		
PHF	.784	.910	.839	.930	.787	.925	.914	.930	.813	.901	.865	.904	.895	.807	.864	.868	.978

Accurate Counts
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Start Date : 3/11/2008
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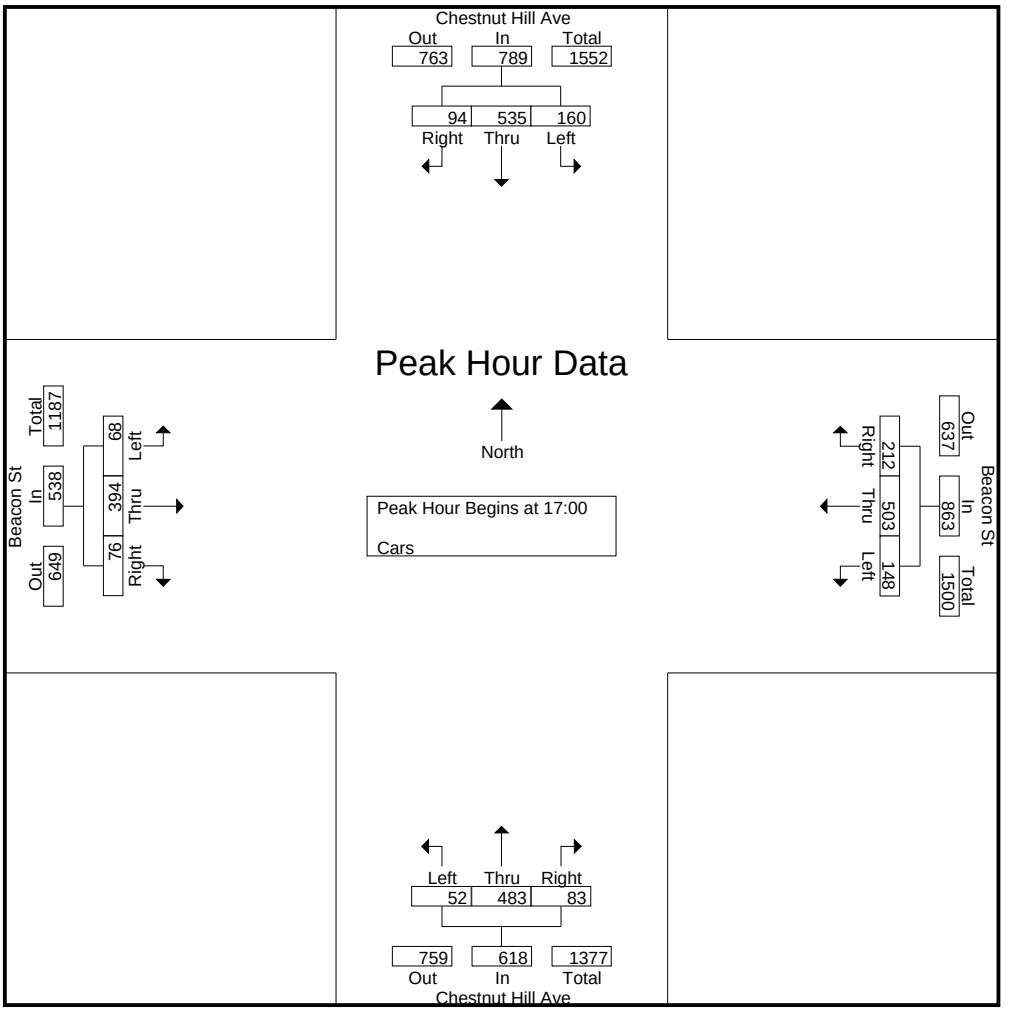

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:45				17:00				17:00				17:00			
+0 mins.	36	135	36	207	47	117	58	222	15	92	23	130	16	74	22	112
+15 mins.	29	138	26	193	26	126	42	194	16	123	19	158	19	122	14	155
+30 mins.	40	147	24	211	36	124	55	215	8	134	17	159	18	93	19	130
+45 mins.	40	144	28	212	39	136	57	232	13	134	24	171	15	105	21	141
Total Volume	145	564	114	823	148	503	212	863	52	483	83	618	68	394	76	538
% App. Total	17.6	68.5	13.9		17.1	58.3	24.6		8.4	78.2	13.4		12.6	73.2	14.1	
PHF	.906	.959	.792	.971	.787	.925	.914	.930	.813	.901	.865	.904	.895	.807	.864	.868

Accurate Counts
978-664-2565

File Name : 39000008
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Start Date : 3/11/2008
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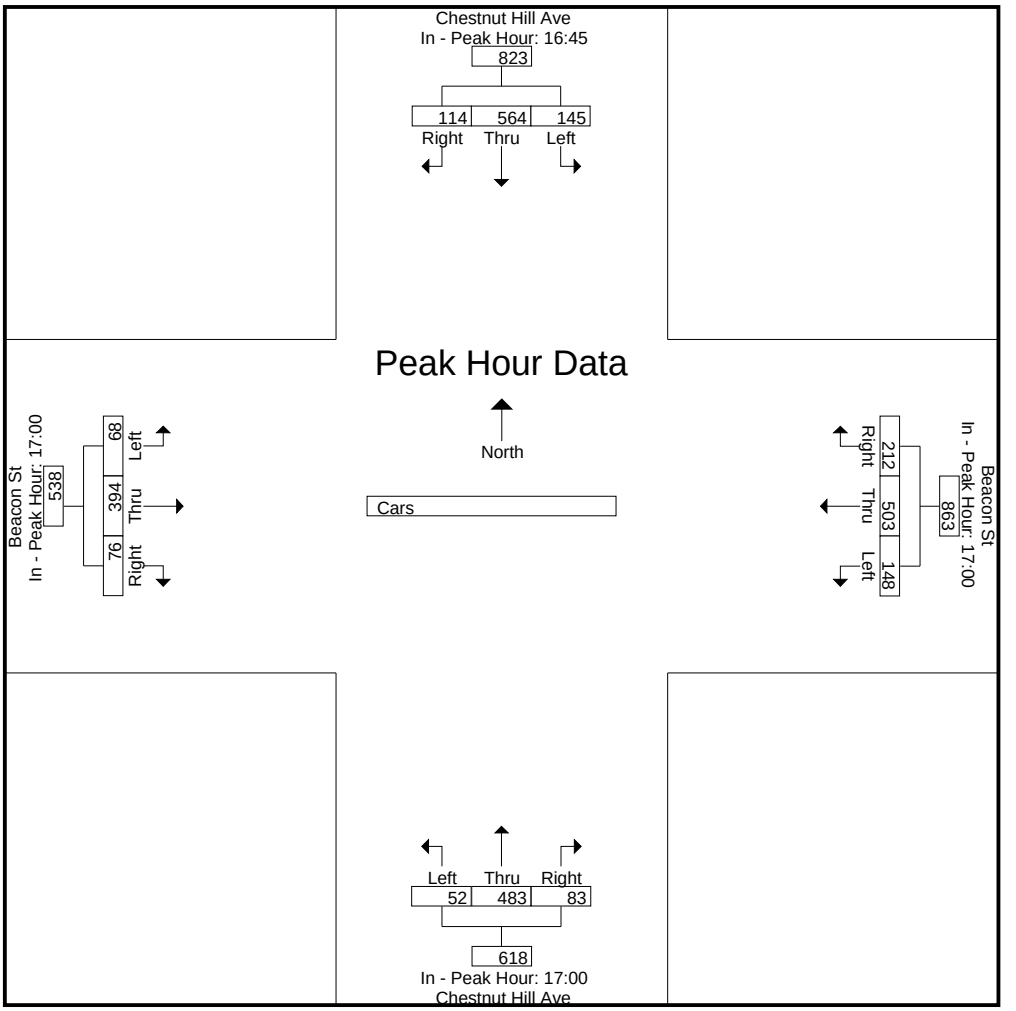

N/S Street : Chestnut Hill Avenue
E/W Street: Beacon Street
City/State : Boston, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000008
Site Code : 39000008
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Groups Printed- Trucks

	Chestnut Hill Ave From North				Beacon St From East				Chestnut Hill Ave From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	9	0	0	0	0	0	0	0	4	1	0	0	2	0	0	0	16	16
16:15	1	8	0	0	0	1	1	0	0	3	0	0	0	0	1	0	0	15	15
16:30	0	3	0	0	0	1	0	0	0	5	0	0	1	0	0	0	0	10	10
16:45	0	7	0	0	2	1	1	0	0	5	1	0	0	0	0	0	0	17	17
Total	1	27	0	0	2	3	2	0	0	17	2	0	1	2	1	0	0	58	58
17:00	0	9	1	0	1	0	0	0	0	4	3	0	0	0	0	0	0	18	18
17:15	0	5	1	0	1	0	0	0	0	3	1	0	1	0	0	0	0	12	12
17:30	0	4	0	0	0	0	0	1	0	2	0	0	0	0	0	0	1	6	7
17:45	1	6	1	0	0	2	1	0	1	4	1	0	0	0	0	0	0	17	17
Total	1	24	3	0	2	2	1	1	1	13	5	0	1	0	0	0	1	53	54
Grand Total	2	51	3	0	4	5	3	1	1	30	7	0	2	2	1	0	1	111	112
Apprch %	3.6	91.1	5.4		33.3	41.7	25		2.6	78.9	18.4		40	40	20				
Total %	1.8	45.9	2.7		3.6	4.5	2.7		0.9	27	6.3		1.8	1.8	0.9		0.9	99.1	

	Chestnut Hill Ave From North				Beacon St From East				Chestnut Hill Ave From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	1	8	0	9	0	1	1	2	0	3	0	3	0	0	1	1	15
16:30	0	3	0	3	0	1	0	1	0	5	0	5	1	0	0	1	10
16:45	0	7	0	7	2	1	1	4	0	5	1	6	0	0	0	0	17
17:00	0	9	1	10	1	0	0	1	0	4	3	7	0	0	0	0	18
Total Volume	1	27	1	29	3	3	2	8	0	17	4	21	1	0	1	2	60
% App. Total	3.4	93.1	3.4		37.5	37.5	25		0	81	19		50	0	50		
PHF	.250	.750	.250	.725	.375	.750	.500	.500	.000	.850	.333	.750	.250	.000	.250	.500	.833

Accurate Counts
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File Name : 39000008
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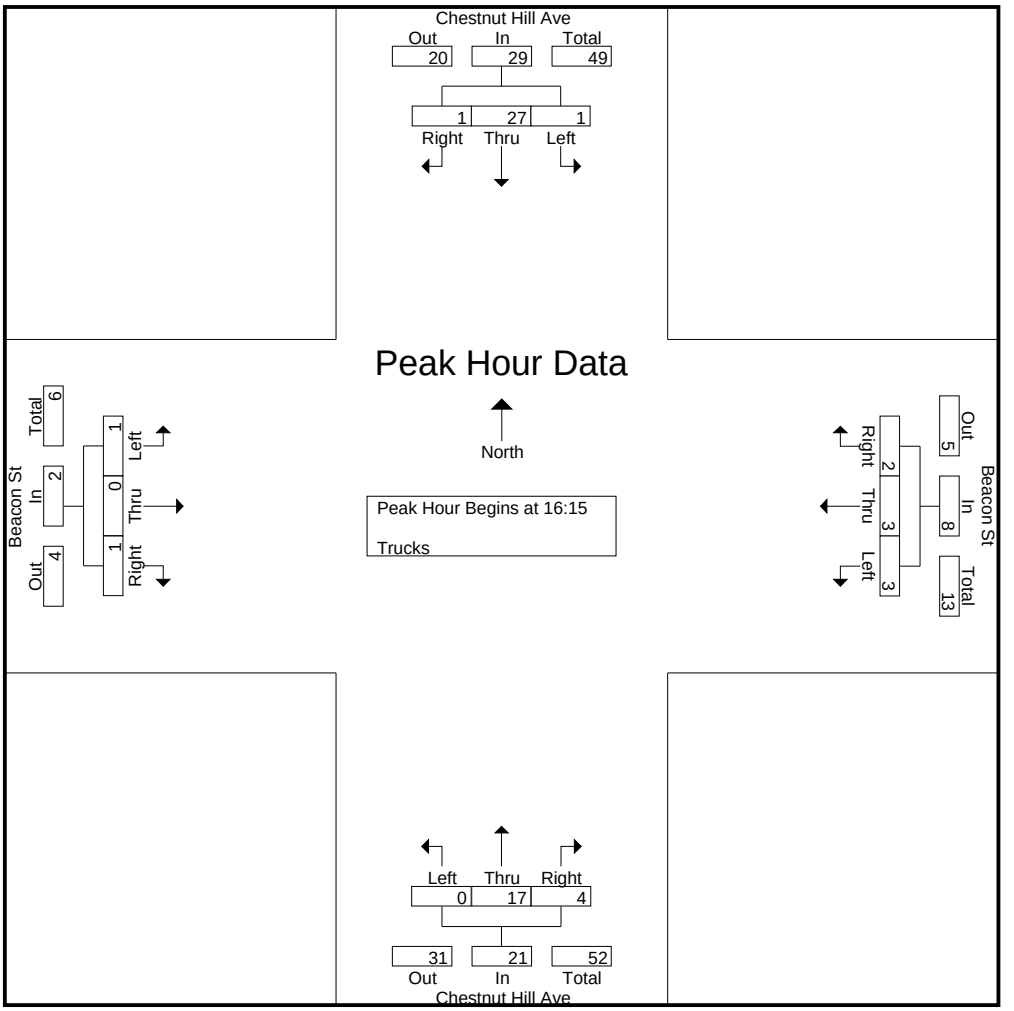
Start Date : 3/11/2008
Page No : 2



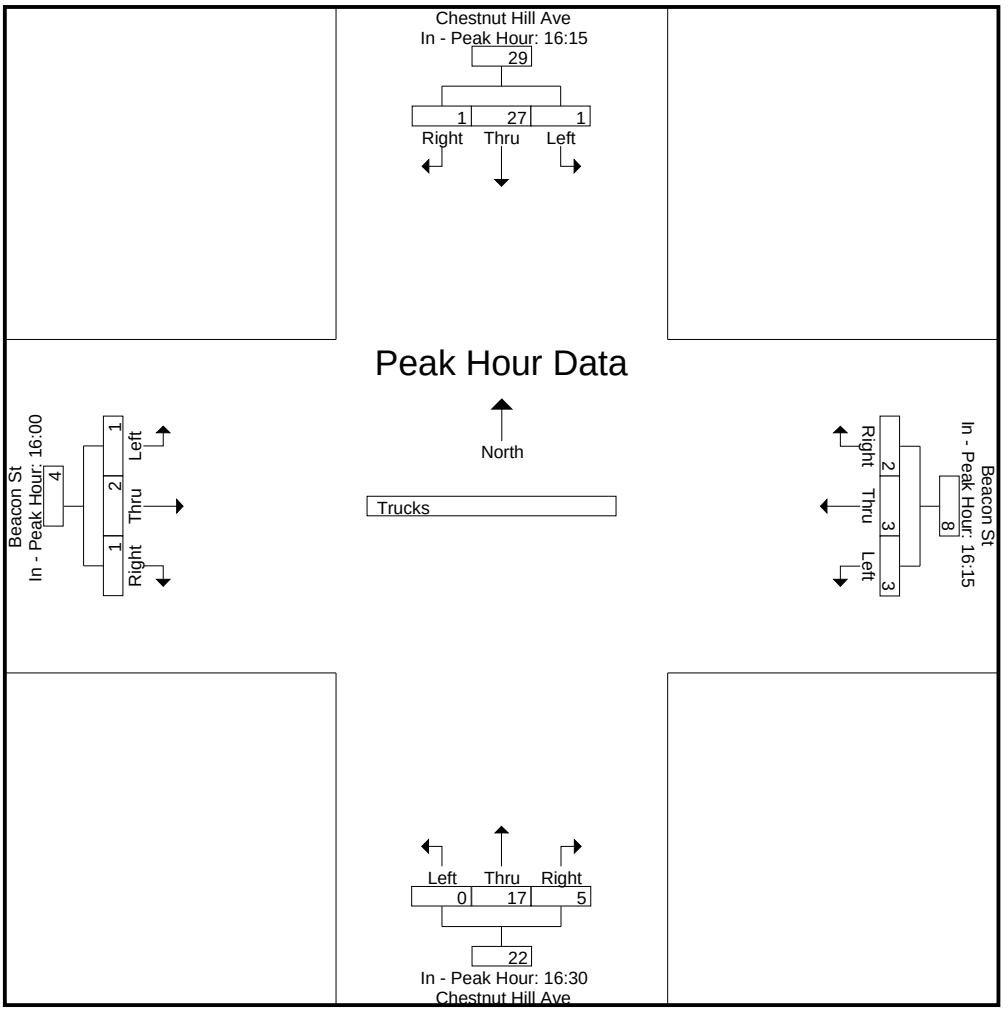
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:15				16:15				16:30				16:00			
+0 mins.	1	8	0	9	0	1	1	2	0	5	0	5	0	2	0	2
+15 mins.	0	3	0	3	0	1	0	1	0	5	1	6	0	0	1	1
+30 mins.	0	7	0	7	2	1	1	4	0	4	3	7	1	0	0	1
+45 mins.	0	9	1	10	1	0	0	1	0	3	1	4	0	0	0	0
Total Volume	1	27	1	29	3	3	2	8	0	17	5	22	1	2	1	4
% App. Total	3.4	93.1	3.4		37.5	37.5	25		0	77.3	22.7		25	50	25	
PHF	.250	.750	.250	.725	.375	.750	.500	.500	.000	.850	.417	.786	.250	.250	.250	.500

Accurate Counts
978-664-2565

File Name : 39000008
Site Code : 39000008
Start Date : 3/11/2008
Page No : 3



N/S Street : Reservoir Avenue
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 1

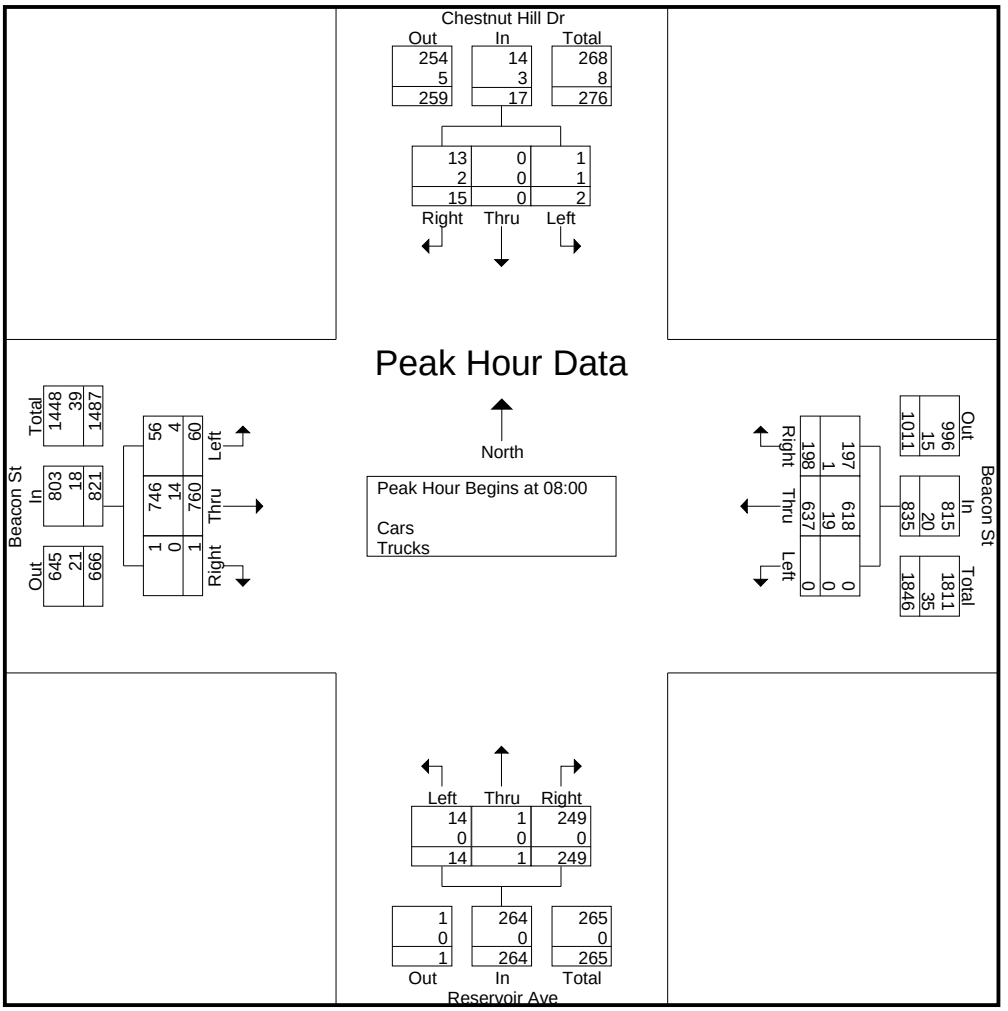
Groups Printed- Cars - Trucks

	Chestnut Hill Dr From North				Beacon St From East				Reservoir Ave From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	3	2	0	80	17	0	2	0	37	0	1	93	0	0	2	233	235
07:15	2	0	1	1	0	118	12	0	0	0	48	1	1	142	0	0	2	324	326
07:30	2	0	7	3	0	155	22	0	1	0	57	0	5	142	1	0	3	392	395
07:45	0	0	5	2	0	156	36	1	1	0	79	3	8	211	0	1	7	496	503
Total	4	0	16	8	0	509	87	1	4	0	221	4	15	588	1	1	14	1445	1459
08:00	1	0	3	6	0	141	40	2	3	0	55	1	17	184	0	0	9	444	453
08:15	1	0	5	7	0	191	38	1	5	1	56	0	11	191	0	0	8	499	507
08:30	0	0	3	2	0	163	50	0	4	0	62	0	15	197	1	1	3	495	498
08:45	0	0	4	1	0	142	70	1	2	0	76	1	17	188	0	1	4	499	503
Total	2	0	15	16	0	637	198	4	14	1	249	2	60	760	1	2	24	1937	1961
Grand Total	6	0	31	24	0	1146	285	5	18	1	470	6	75	1348	2	3	38	3382	3420
Apprch %	16.2	0	83.8		0	80.1	19.9		3.7	0.2	96.1		5.3	94.6	0.1				
Total %	0.2	0	0.9		0	33.9	8.4		0.5	0	13.9		2.2	39.9	0.1		1.1	98.9	
Cars	4	0	22		0	1116	283		18	1	468		67	1321	2		0	0	3340
% Cars	66.7	0	71	100	0	97.4	99.3	100	100	100	99.6	100	89.3	98	100	100	0	0	97.7
Trucks	2	0	9		0	30	2		0	0	2		8	27	0		0	0	80
% Trucks	33.3	0	29	0	0	2.6	0.7	0	0	0	0.4	0	10.7	2	0	0	0	0	2.3

	Chestnut Hill Dr From North				Beacon St From East				Reservoir Ave From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	1	0	3	4	0	141	40	181	3	0	55	58	17	184	0	201	444
08:15	1	0	5	6	0	191	38	229	5	1	56	62	11	191	0	202	499
08:30	0	0	3	3	0	163	50	213	4	0	62	66	15	197	1	213	495
08:45	0	0	4	4	0	142	70	212	2	0	76	78	17	188	0	205	499
Total Volume	2	0	15	17	0	637	198	835	14	1	249	264	60	760	1	821	1937
% App. Total	11.8	0	88.2		0	76.3	23.7		5.3	0.4	94.3		7.3	92.6	0.1		
PHF	.500	.000	.750	.708	.000	.834	.707	.912	.700	.250	.819	.846	.882	.964	.250	.964	.970
Cars	1	0	13	14	0	618	197	815	14	1	249	264	56	746	1	803	1896
% Cars	50.0	0	86.7	82.4	0	97.0	99.5	97.6	100	100	100	100	93.3	98.2	100	97.8	97.9
Trucks	1	0	2	3	0	19	1	20	0	0	0	0	4	14	0	18	41
% Trucks	50.0	0	13.3	17.6	0	3.0	0.5	2.4	0	0	0	0	6.7	1.8	0	2.2	2.1

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 2



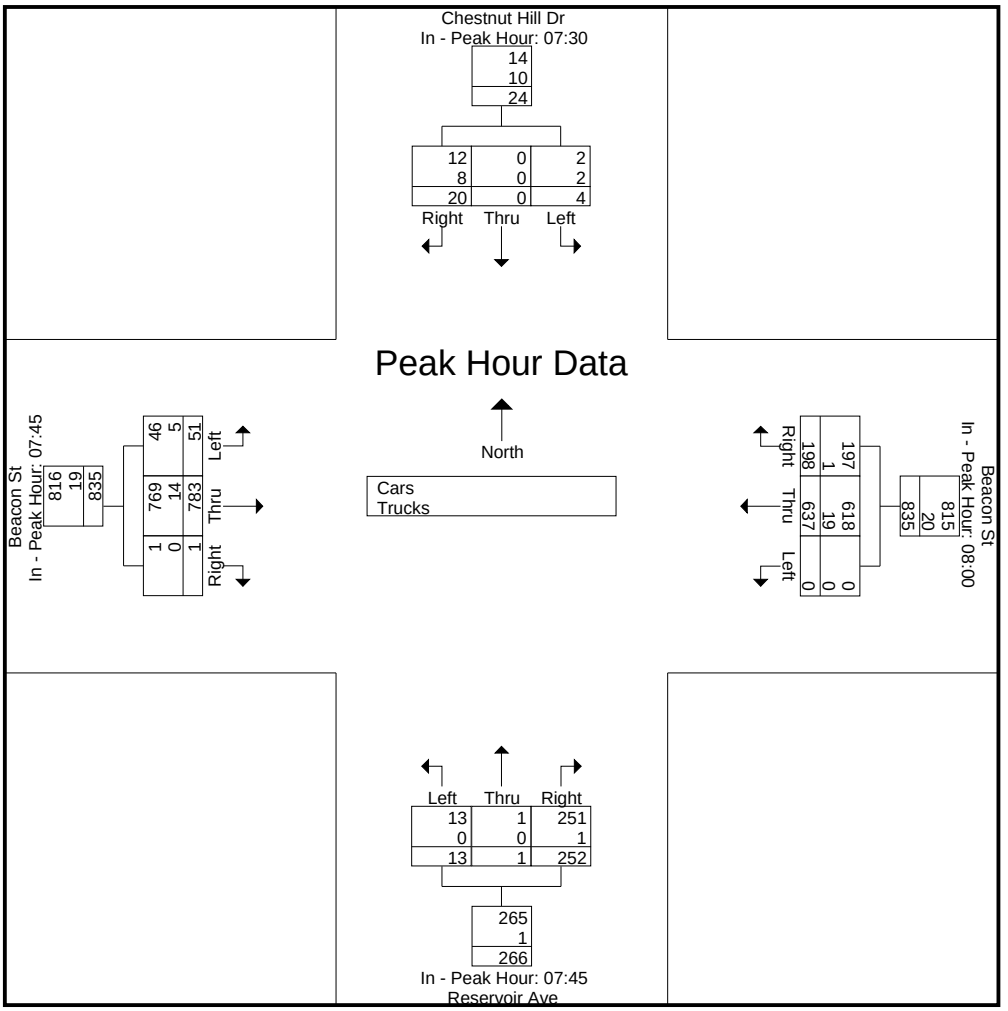
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30				08:00				07:45				07:45			
+0 mins.	2	0	7	9	0	141	40	181	1	0	79	80	8	211	0	219
+15 mins.	0	0	5	5	0	191	38	229	3	0	55	58	17	184	0	201
+30 mins.	1	0	3	4	0	163	50	213	5	1	56	62	11	191	0	202
+45 mins.	1	0	5	6	0	142	70	212	4	0	62	66	15	197	1	213
Total Volume	4	0	20	24	0	637	198	835	13	1	252	266	51	783	1	835
% App. Total	16.7	0	83.3		0	76.3	23.7		4.9	0.4	94.7		6.1	93.8	0.1	
PHF	.500	.000	.714	.667	.000	.834	.707	.912	.650	.250	.797	.831	.750	.928	.250	.953
Cars	2	0	12	14	0	618	197	815	13	1	251	265	46	769	1	816
% Cars	50	0	60	58.3	0	97	99.5	97.6	100	100	99.6	99.6	90.2	98.2	100	97.7
Trucks	2	0	8	10	0	19	1	20	0	0	1	1	5	14	0	19
% Trucks	50	0	40	41.7	0	3	0.5	2.4	0	0	0.4	0.4	9.8	1.8	0	2.3

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 3



N/S Street : Reservoir Avenue
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 1

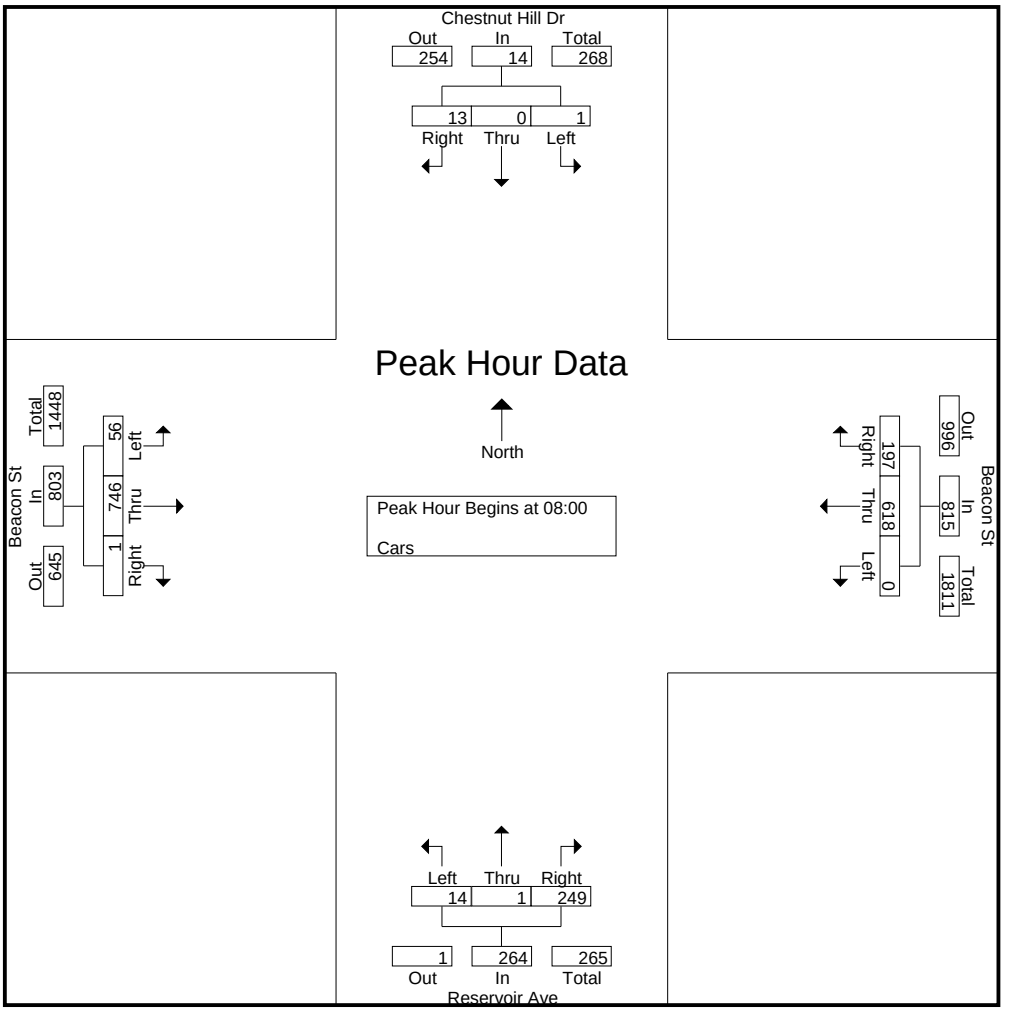
Groups Printed- Cars

	Chestnut Hill Dr From North				Beacon St From East				Reservoir Ave From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	2	2	0	79	16	0	2	0	37	0	1	91	0	0	2	228	230
07:15	2	0	1	1	0	116	12	0	0	0	48	1	1	138	0	0	2	318	320
07:30	1	0	3	3	0	153	22	0	1	0	56	0	2	137	1	0	3	376	379
07:45	0	0	3	2	0	150	36	1	1	0	78	3	7	209	0	1	7	484	491
Total	3	0	9	8	0	498	86	1	4	0	219	4	11	575	1	1	14	1406	1420
08:00	0	0	2	6	0	139	40	2	3	0	55	1	16	180	0	0	9	435	444
08:15	1	0	4	7	0	186	38	1	5	1	56	0	9	187	0	0	8	487	495
08:30	0	0	3	2	0	157	50	0	4	0	62	0	14	193	1	1	3	484	487
08:45	0	0	4	1	0	136	69	1	2	0	76	1	17	186	0	1	4	490	494
Total	1	0	13	16	0	618	197	4	14	1	249	2	56	746	1	2	24	1896	1920
Grand Total	4	0	22	24	0	1116	283	5	18	1	468	6	67	1321	2	3	38	3302	3340
Apprch %	15.4	0	84.6		0	79.8	20.2		3.7	0.2	96.1		4.8	95	0.1				
Total %	0.1	0	0.7		0	33.8	8.6		0.5	0	14.2		2	40	0.1		1.1	98.9	

	Chestnut Hill Dr From North				Beacon St From East				Reservoir Ave From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	2	2	0	139	40	179	3	0	55	58	16	180	0	196	435
08:15	1	0	4	5	0	186	38	224	5	1	56	62	9	187	0	196	487
08:30	0	0	3	3	0	157	50	207	4	0	62	66	14	193	1	208	484
08:45	0	0	4	4	0	136	69	205	2	0	76	78	17	186	0	203	490
Total Volume	1	0	13	14	0	618	197	815	14	1	249	264	56	746	1	803	1896
% App. Total	7.1	0	92.9		0	75.8	24.2		5.3	0.4	94.3		7	92.9	0.1		
PHF	.250	.000	.813	.700	.000	.831	.714	.910	.700	.250	.819	.846	.824	.966	.250	.965	.967

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 2



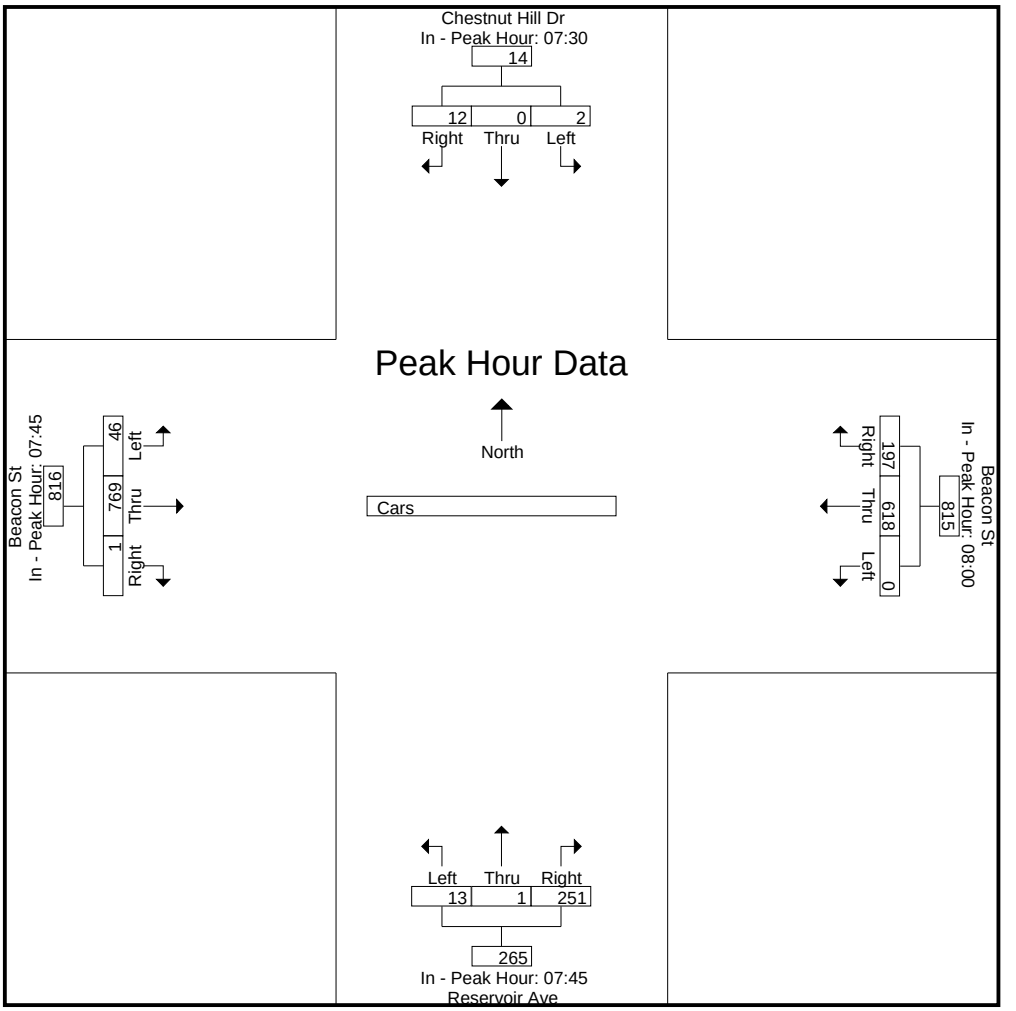
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30				08:00				07:45				07:45			
+0 mins.	1	0	3	4	0	139	40	179	1	0	78	79	7	209	0	216
+15 mins.	0	0	3	3	0	186	38	224	3	0	55	58	16	180	0	196
+30 mins.	0	0	2	2	0	157	50	207	5	1	56	62	9	187	0	196
+45 mins.	1	0	4	5	0	136	69	205	4	0	62	66	14	193	1	208
Total Volume	2	0	12	14	0	618	197	815	13	1	251	265	46	769	1	816
% App. Total	14.3	0	85.7		0	75.8	24.2		4.9	0.4	94.7		5.6	94.2	0.1	
PHF	.500	.000	.750	.700	.000	.831	.714	.910	.650	.250	.804	.839	.719	.920	.250	.944

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 3



N/S Street : Reservoir Avenue
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 1

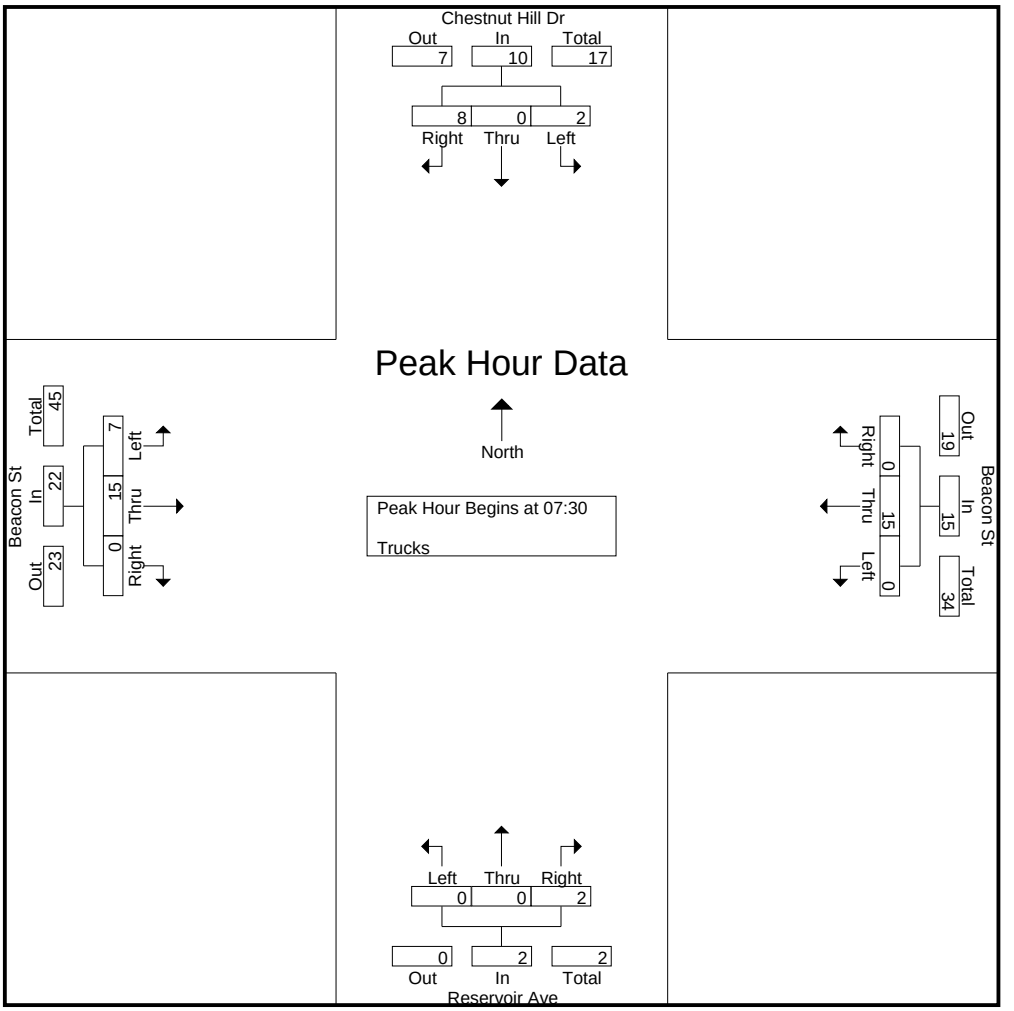
Groups Printed- Trucks

	Chestnut Hill Dr From North				Beacon St From East				Reservoir Ave From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	1	0	0	1	1	0	0	0	0	0	0	2	0	0	0	5	5
07:15	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	6	6
07:30	1	0	4	0	0	2	0	0	0	0	1	0	3	5	0	0	0	16	16
07:45	0	0	2	0	0	6	0	0	0	0	1	0	1	2	0	0	0	12	12
Total	1	0	7	0	0	11	1	0	0	0	2	0	4	13	0	0	0	39	39
08:00	1	0	1	0	0	2	0	0	0	0	0	0	1	4	0	0	0	9	9
08:15	0	0	1	0	0	5	0	0	0	0	0	0	2	4	0	0	0	12	12
08:30	0	0	0	0	0	6	0	0	0	0	0	0	1	4	0	0	0	11	11
08:45	0	0	0	0	0	6	1	0	0	0	0	0	0	2	0	0	0	9	9
Total	1	0	2	0	0	19	1	0	0	0	0	0	4	14	0	0	0	41	41
Grand Total	2	0	9	0	0	30	2	0	0	0	2	0	8	27	0	0	0	80	80
Apprch %	18.2	0	81.8		0	93.8	6.2		0	0	100		22.9	77.1	0				
Total %	2.5	0	11.2		0	37.5	2.5		0	0	2.5		10	33.8	0		0	100	

	Chestnut Hill Dr From North				Beacon St From East				Reservoir Ave From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	1	0	4	5	0	2	0	2	0	0	1	1	3	5	0	8	16
07:45	0	0	2	2	0	6	0	6	0	0	1	1	1	2	0	3	12
08:00	1	0	1	2	0	2	0	2	0	0	0	0	1	4	0	5	9
08:15	0	0	1	1	0	5	0	5	0	0	0	0	2	4	0	6	12
Total Volume	2	0	8	10	0	15	0	15	0	0	2	2	7	15	0	22	49
% App. Total	20	0	80		0	100	0		0	0	100		31.8	68.2	0		
PHF	.500	.000	.500	.500	.000	.625	.000	.625	.000	.000	.500	.500	.583	.750	.000	.688	.766

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 2



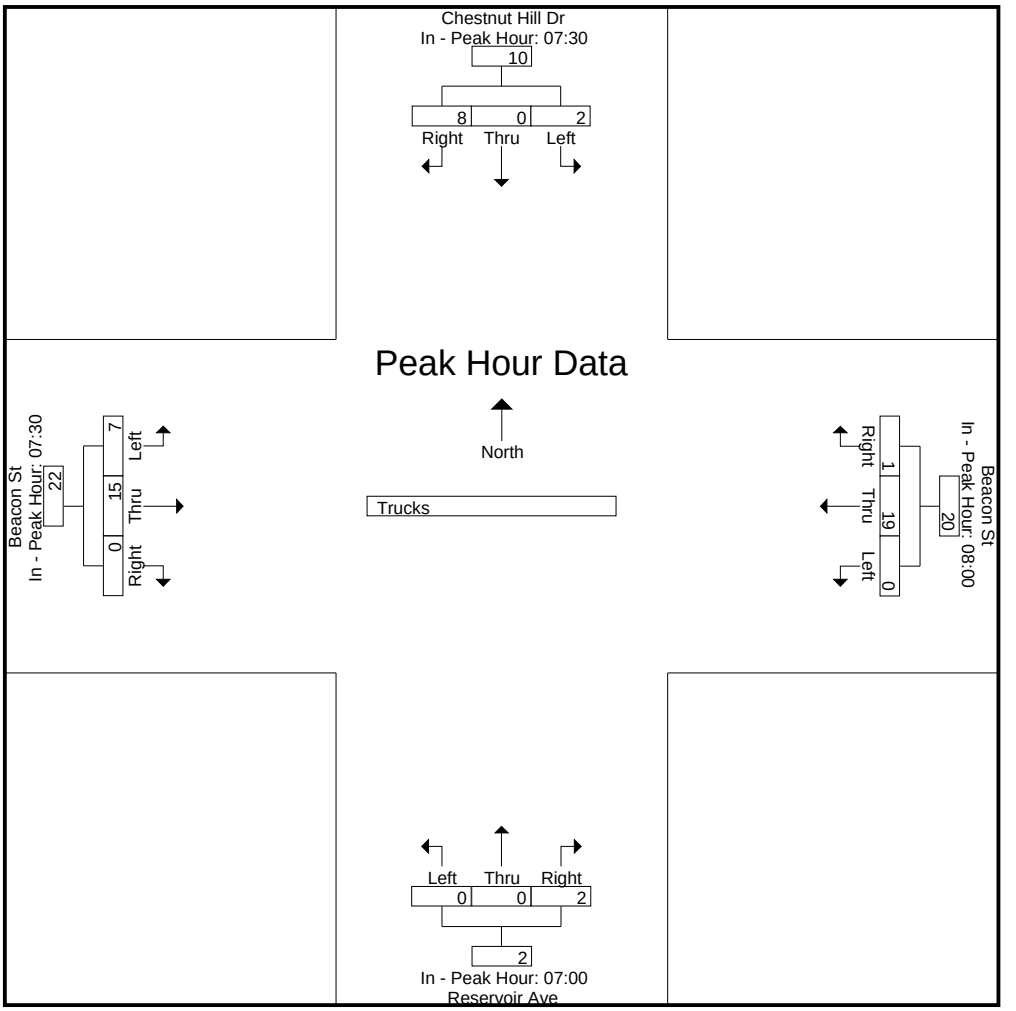
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30				08:00				07:00				07:30			
+0 mins.	1	0	4	5	0	2	0	2	0	0	0	0	3	5	0	8
+15 mins.	0	0	2	2	0	5	0	5	0	0	0	0	1	2	0	3
+30 mins.	1	0	1	2	0	6	0	6	0	0	1	1	1	4	0	5
+45 mins.	0	0	1	1	0	6	1	7	0	0	1	1	2	4	0	6
Total Volume	2	0	8	10	0	19	1	20	0	0	2	2	7	15	0	22
% App. Total	20	0	80		0	95	5		0	0	100		31.8	68.2	0	
PHF	.500	.000	.500	.500	.000	.792	.250	.714	.000	.000	.500	.500	.583	.750	.000	.688

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 3



N/S Street : Reservoir Avenue
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 1

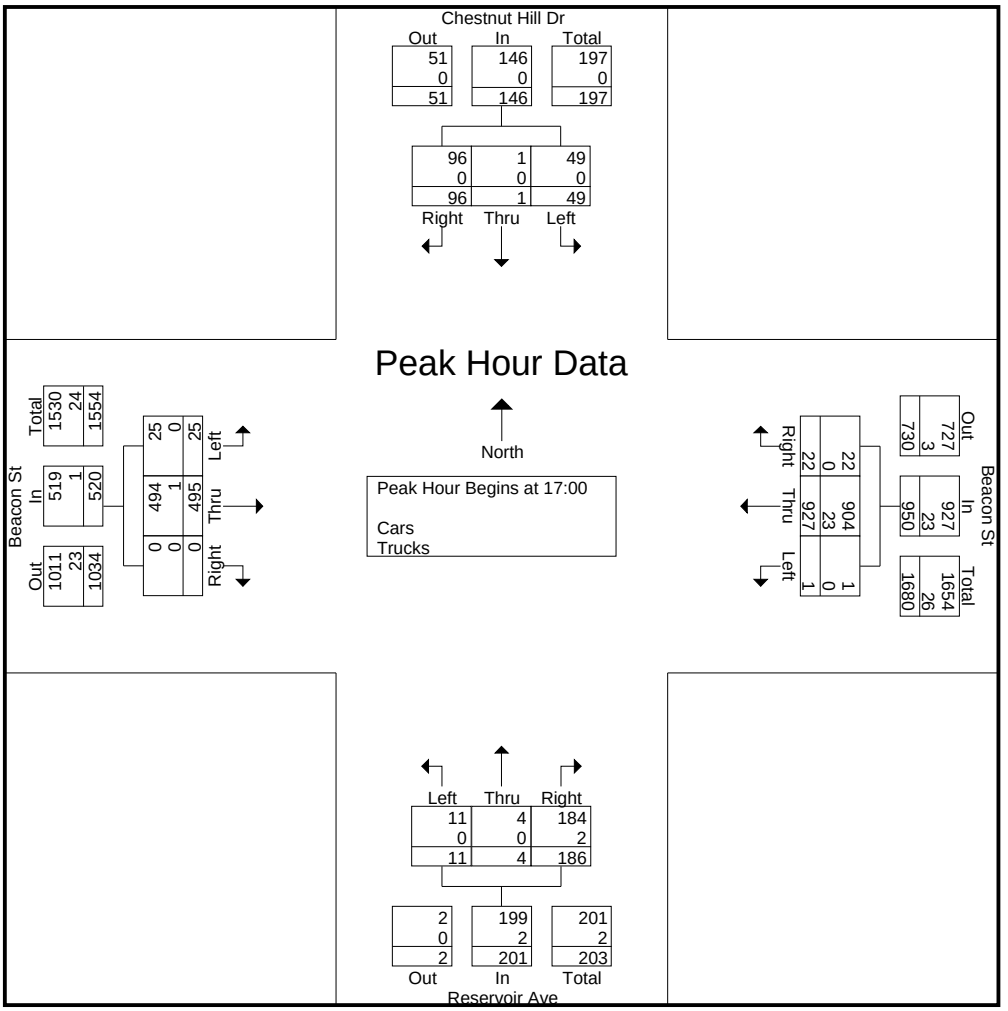
Groups Printed- Cars - Trucks

	Chestnut Hill Dr From North				Beacon St From East				Reservoir Ave From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	10	0	24	8	0	178	23	0	5	1	36	0	14	97	0	0	8	388	396
16:15	12	0	29	6	0	197	19	0	2	2	45	1	14	83	0	3	10	403	413
16:30	5	0	30	6	0	224	4	2	3	2	46	1	11	94	0	1	10	419	429
16:45	9	0	20	10	0	206	6	0	4	1	47	1	8	99	0	0	11	400	411
Total	36	0	103	30	0	805	52	2	14	6	174	3	47	373	0	4	39	1610	1649
17:00	19	1	25	14	0	218	4	4	0	2	42	1	2	109	0	1	20	422	442
17:15	15	0	28	8	0	250	7	1	7	1	43	0	8	136	0	2	11	495	506
17:30	7	0	24	5	0	221	4	0	0	1	52	0	7	141	0	1	6	457	463
17:45	8	0	19	15	1	238	7	0	4	0	49	1	8	109	0	4	20	443	463
Total	49	1	96	42	1	927	22	5	11	4	186	2	25	495	0	8	57	1817	1874
Grand Total	85	1	199	72	1	1732	74	7	25	10	360	5	72	868	0	12	96	3427	3523
Apprch %	29.8	0.4	69.8		0.1	95.8	4.1		6.3	2.5	91.1		7.7	92.3	0				
Total %	2.5	0	5.8		0	50.5	2.2		0.7	0.3	10.5		2.1	25.3	0		2.7	97.3	
Cars	84	1	197		1	1687	73		24	10	357		70	863	0		0	0	3463
% Cars	98.8	100	99	100	100	97.4	98.6	100	96	100	99.2	100	97.2	99.4	0	100	0	0	98.3
Trucks	1	0	2		0	45	1		1	0	3		2	5	0		0	0	60
% Trucks	1.2	0	1	0	0	2.6	1.4	0	4	0	0.8	0	2.8	0.6	0	0	0	0	1.7

	Chestnut Hill Dr From North				Beacon St From East				Reservoir Ave From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	19	1	25	45	0	218	4	222	0	2	42	44	2	109	0	111	422
17:15	15	0	28	43	0	250	7	257	7	1	43	51	8	136	0	144	495
17:30	7	0	24	31	0	221	4	225	0	1	52	53	7	141	0	148	457
17:45	8	0	19	27	1	238	7	246	4	0	49	53	8	109	0	117	443
Total Volume	49	1	96	146	1	927	22	950	11	4	186	201	25	495	0	520	1817
% App. Total	33.6	0.7	65.8		0.1	97.6	2.3		5.5	2	92.5		4.8	95.2	0		
PHF	.645	.250	.857	.811	.250	.927	.786	.924	.393	.500	.894	.948	.781	.878	.000	.878	.918
Cars	49	1	96	146	1	904	22	927	11	4	184	199	25	494	0	519	1791
% Cars	100	100	100	100	100	97.5	100	97.6	100	100	98.9	99.0	100	99.8	0	99.8	98.6
Trucks	0	0	0	0	0	23	0	23	0	0	2	2	0	1	0	1	26
% Trucks	0	0	0	0	0	2.5	0	2.4	0	0	1.1	1.0	0	0.2	0	0.2	1.4

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 2



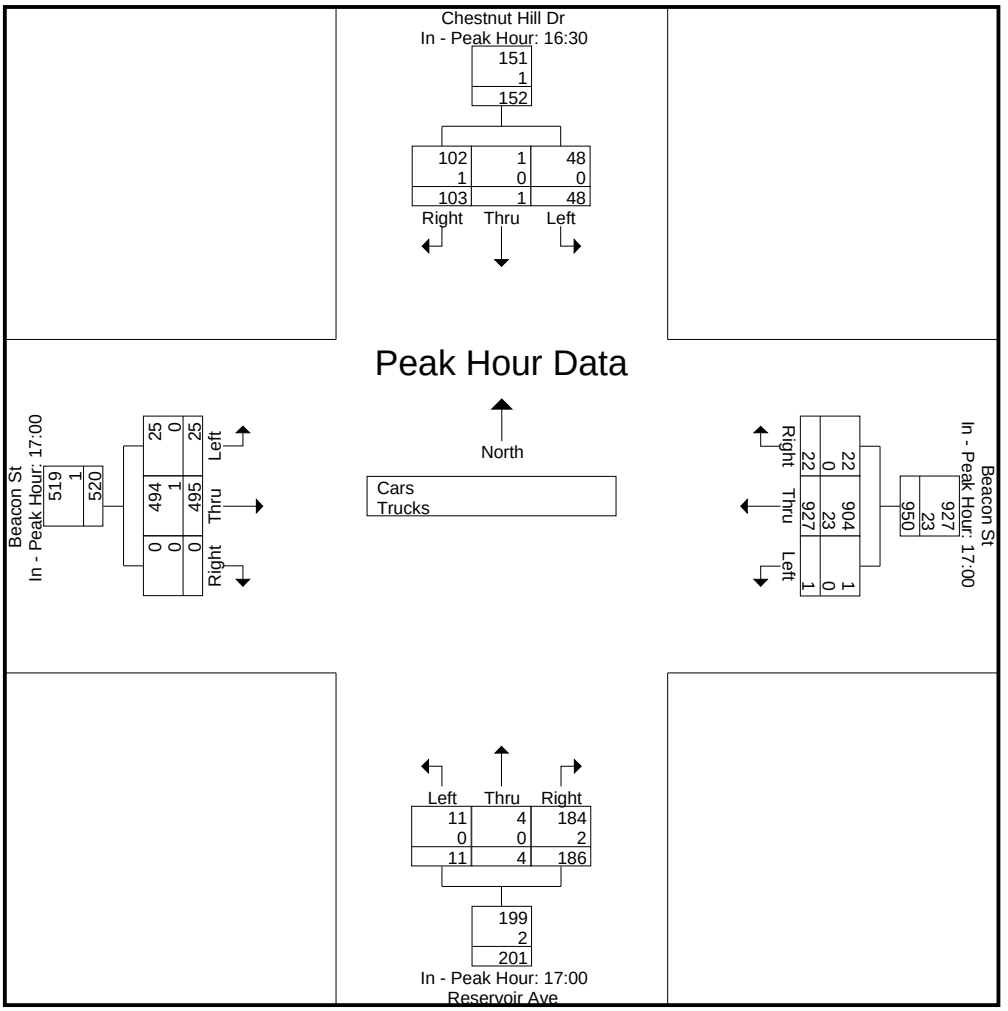
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30				17:00				17:00				17:00			
+0 mins.	5	0	30	35	0	218	4	222	0	2	42	44	2	109	0	111
+15 mins.	9	0	20	29	0	250	7	257	7	1	43	51	8	136	0	144
+30 mins.	19	1	25	45	0	221	4	225	0	1	52	53	7	141	0	148
+45 mins.	15	0	28	43	1	238	7	246	4	0	49	53	8	109	0	117
Total Volume	48	1	103	152	1	927	22	950	11	4	186	201	25	495	0	520
% App. Total	31.6	0.7	67.8		0.1	97.6	2.3		5.5	2	92.5		4.8	95.2	0	
PHF	.632	.250	.858	.844	.250	.927	.786	.924	.393	.500	.894	.948	.781	.878	.000	.878
Cars	48	1	102	151	1	904	22	927	11	4	184	199	25	494	0	519
% Cars	100	100	99	99.3	100	97.5	100	97.6	100	100	98.9	99	100	99.8	0	99.8
Trucks	0	0	1	1	0	23	0	23	0	0	2	2	0	1	0	1
% Trucks	0	0	1	0.7	0	2.5	0	2.4	0	0	1.1	1	0	0.2	0	0.2

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 3



N/S Street : Reservoir Avenue
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 1

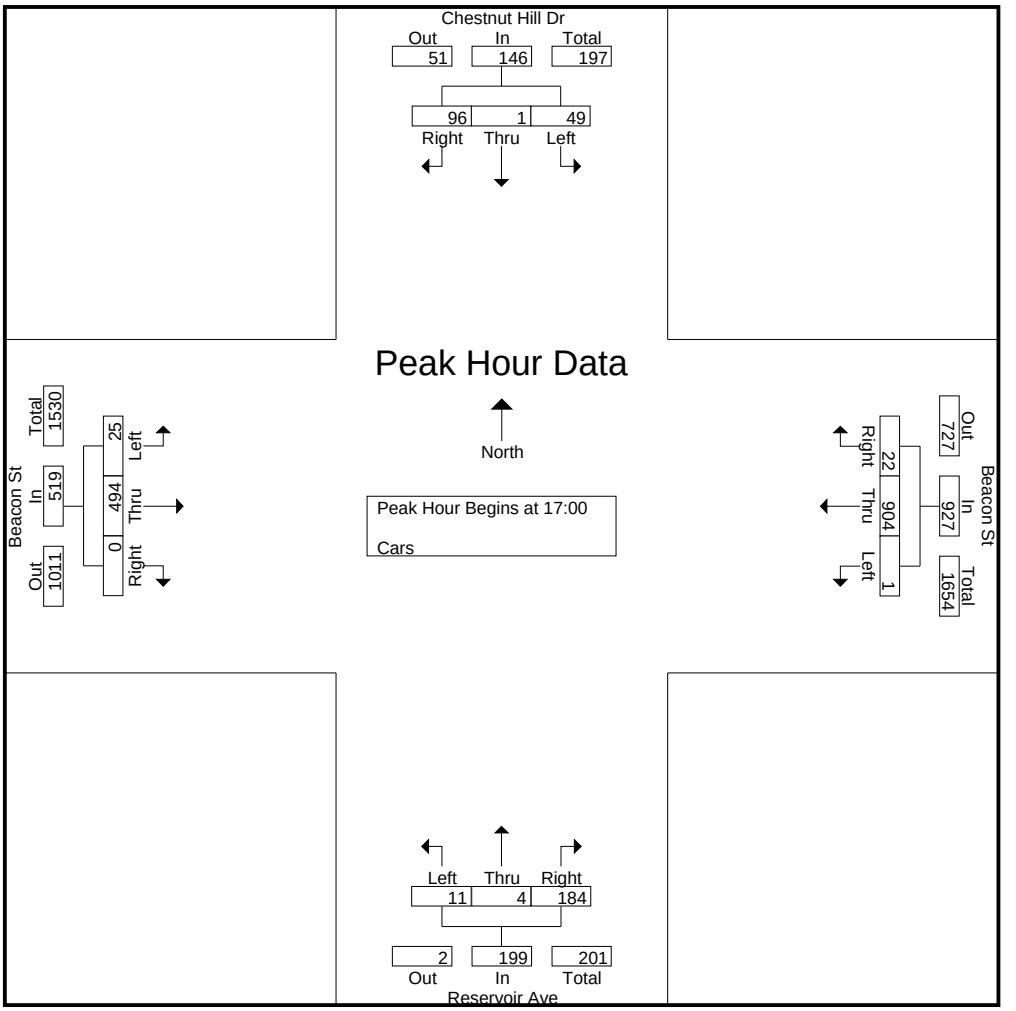
Groups Printed- Cars

	Chestnut Hill Dr From North				Beacon St From East				Reservoir Ave From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	10	0	24	8	0	173	22	0	4	1	36	0	14	95	0	0	8	379	387
16:15	11	0	28	6	0	192	19	0	2	2	44	1	14	83	0	3	10	395	405
16:30	5	0	29	6	0	217	4	2	3	2	46	1	10	92	0	1	10	408	418
16:45	9	0	20	10	0	201	6	0	4	1	47	1	7	99	0	0	11	394	405
Total	35	0	101	30	0	783	51	2	13	6	173	3	45	369	0	4	39	1576	1615
17:00	19	1	25	14	0	213	4	4	0	2	41	1	2	109	0	1	20	416	436
17:15	15	0	28	8	0	246	7	1	7	1	43	0	8	136	0	2	11	491	502
17:30	7	0	24	5	0	214	4	0	0	1	51	0	7	141	0	1	6	449	455
17:45	8	0	19	15	1	231	7	0	4	0	49	1	8	108	0	4	20	435	455
Total	49	1	96	42	1	904	22	5	11	4	184	2	25	494	0	8	57	1791	1848
Grand Total	84	1	197	72	1	1687	73	7	24	10	357	5	70	863	0	12	96	3367	3463
Apprch %	29.8	0.4	69.9		0.1	95.8	4.1		6.1	2.6	91.3		7.5	92.5	0				
Total %	2.5	0	5.9		0	50.1	2.2		0.7	0.3	10.6		2.1	25.6	0		2.8	97.2	

	Chestnut Hill Dr From North				Beacon St From East				Reservoir Ave From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	19	1	25	45	0	213	4	217	0	2	41	43	2	109	0	111	416
17:15	15	0	28	43	0	246	7	253	7	1	43	51	8	136	0	144	491
17:30	7	0	24	31	0	214	4	218	0	1	51	52	7	141	0	148	449
17:45	8	0	19	27	1	231	7	239	4	0	49	53	8	108	0	116	435
Total Volume	49	1	96	146	1	904	22	927	11	4	184	199	25	494	0	519	1791
% App. Total	33.6	0.7	65.8		0.1	97.5	2.4		5.5	2	92.5		4.8	95.2	0		
PHF	.645	.250	.857	.811	.250	.919	.786	.916	.393	.500	.902	.939	.781	.876	.000	.877	.912

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 2



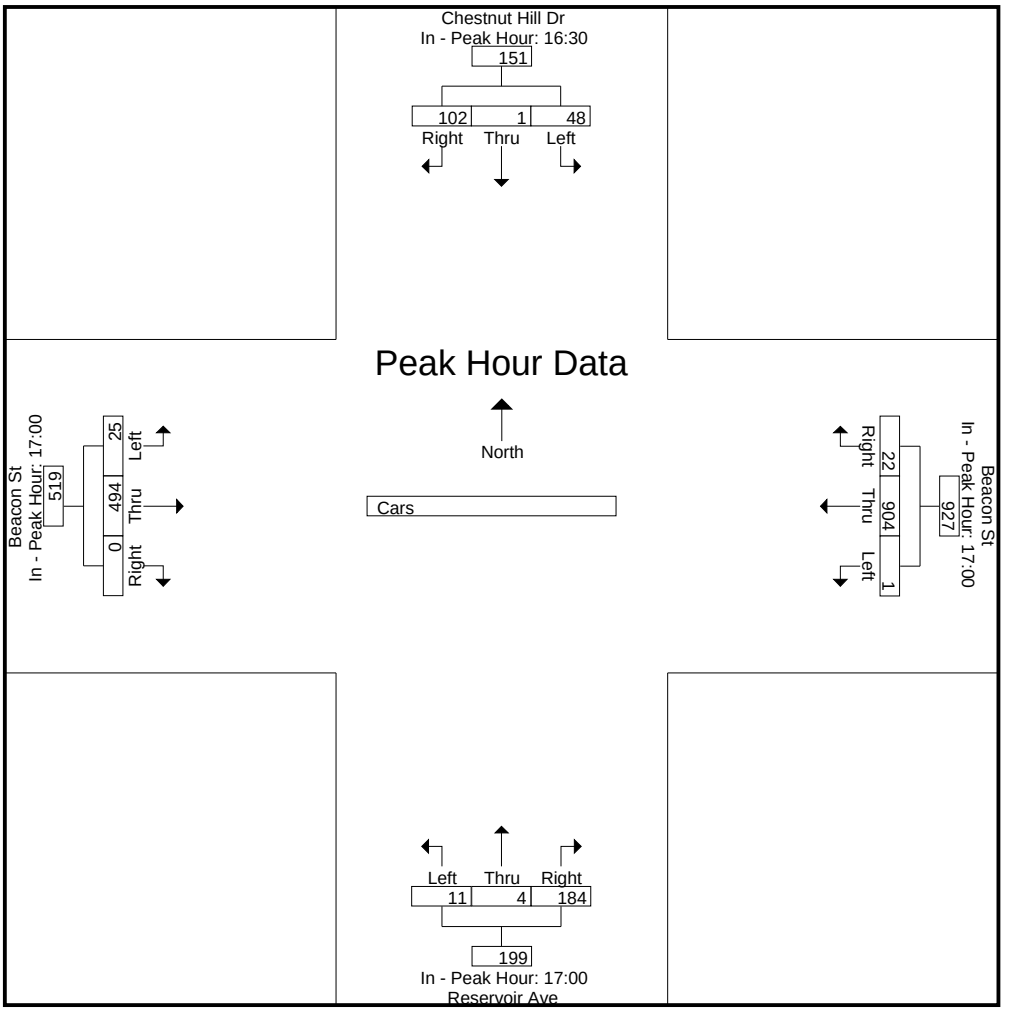
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:30				17:00				17:00				17:00			
+0 mins.	5	0	29	34	0	213	4	217	0	2	41	43	2	109	0	111
+15 mins.	9	0	20	29	0	246	7	253	7	1	43	51	8	136	0	144
+30 mins.	19	1	25	45	0	214	4	218	0	1	51	52	7	141	0	148
+45 mins.	15	0	28	43	1	231	7	239	4	0	49	53	8	108	0	116
Total Volume	48	1	102	151	1	904	22	927	11	4	184	199	25	494	0	519
% App. Total	31.8	0.7	67.5		0.1	97.5	2.4		5.5	2	92.5		4.8	95.2	0	
PHF	.632	.250	.879	.839	.250	.919	.786	.916	.393	.500	.902	.939	.781	.876	.000	.877

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 3



N/S Street : Reservoir Avenue
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 1

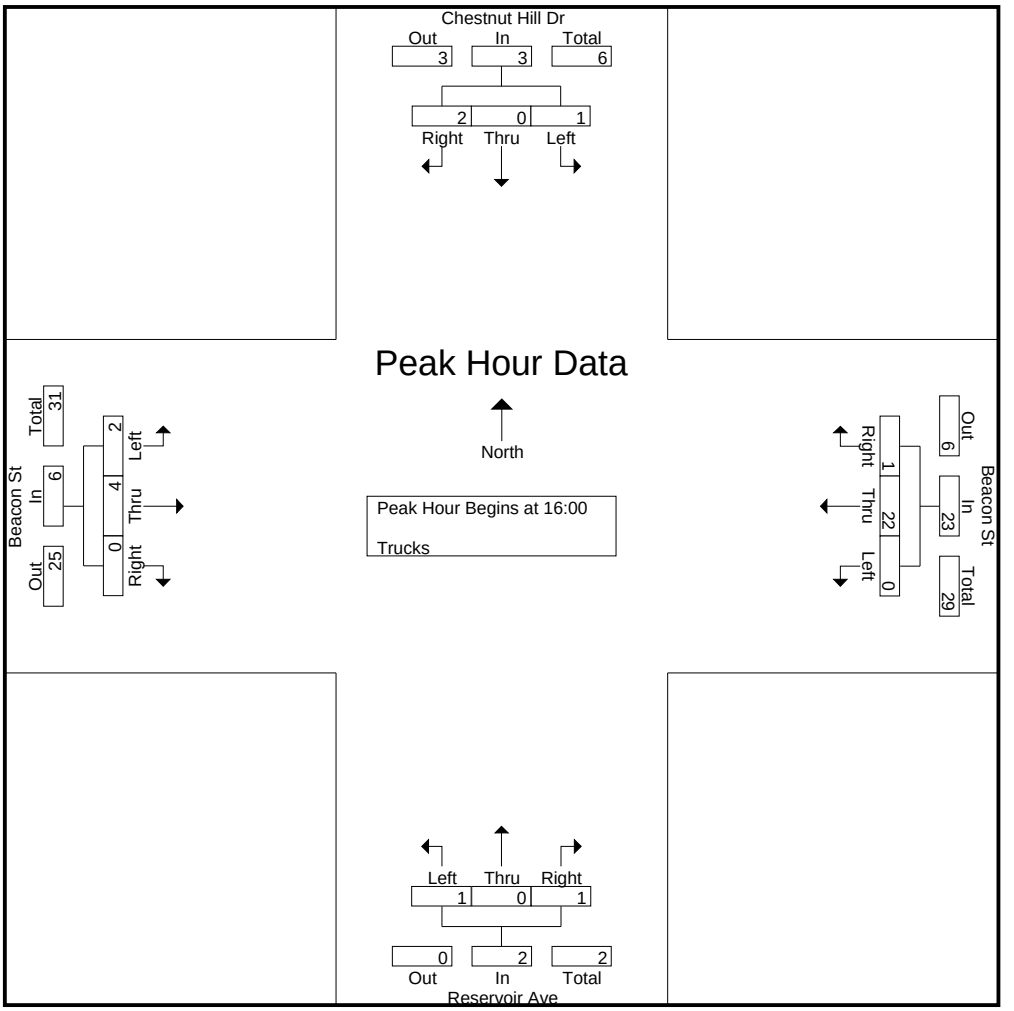
Groups Printed- Trucks

	Chestnut Hill Dr From North				Beacon St From East				Reservoir Ave From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	5	1	0	1	0	0	0	0	2	0	0	0	9	9
16:15	1	0	1	0	0	5	0	0	0	0	1	0	0	0	0	0	0	8	8
16:30	0	0	1	0	0	7	0	0	0	0	0	0	1	2	0	0	0	11	11
16:45	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	6	6
Total	1	0	2	0	0	22	1	0	1	0	1	0	2	4	0	0	0	34	34
17:00	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	6	6
17:15	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
17:30	0	0	0	0	0	7	0	0	0	0	1	0	0	0	0	0	0	8	8
17:45	0	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	8	8
Total	0	0	0	0	0	23	0	0	0	0	2	0	0	1	0	0	0	26	26
Grand Total	1	0	2	0	0	45	1	0	1	0	3	0	2	5	0	0	0	60	60
Apprch %	33.3	0	66.7		0	97.8	2.2		25	0	75		28.6	71.4	0				
Total %	1.7	0	3.3		0	75	1.7		1.7	0	5		3.3	8.3	0		0	100	

	Chestnut Hill Dr From North				Beacon St From East				Reservoir Ave From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	0	0	0	0	5	1	6	1	0	0	1	0	2	0	2	9
16:15	1	0	1	2	0	5	0	5	0	0	1	1	0	0	0	0	8
16:30	0	0	1	1	0	7	0	7	0	0	0	0	1	2	0	3	11
16:45	0	0	0	0	0	5	0	5	0	0	0	0	1	0	0	1	6
Total Volume	1	0	2	3	0	22	1	23	1	0	1	2	2	4	0	6	34
% App. Total	33.3	0	66.7		0	95.7	4.3		50	0	50		33.3	66.7	0		
PHF	.250	.000	.500	.375	.000	.786	.250	.821	.250	.000	.250	.500	.500	.500	.000	.500	.773

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 2



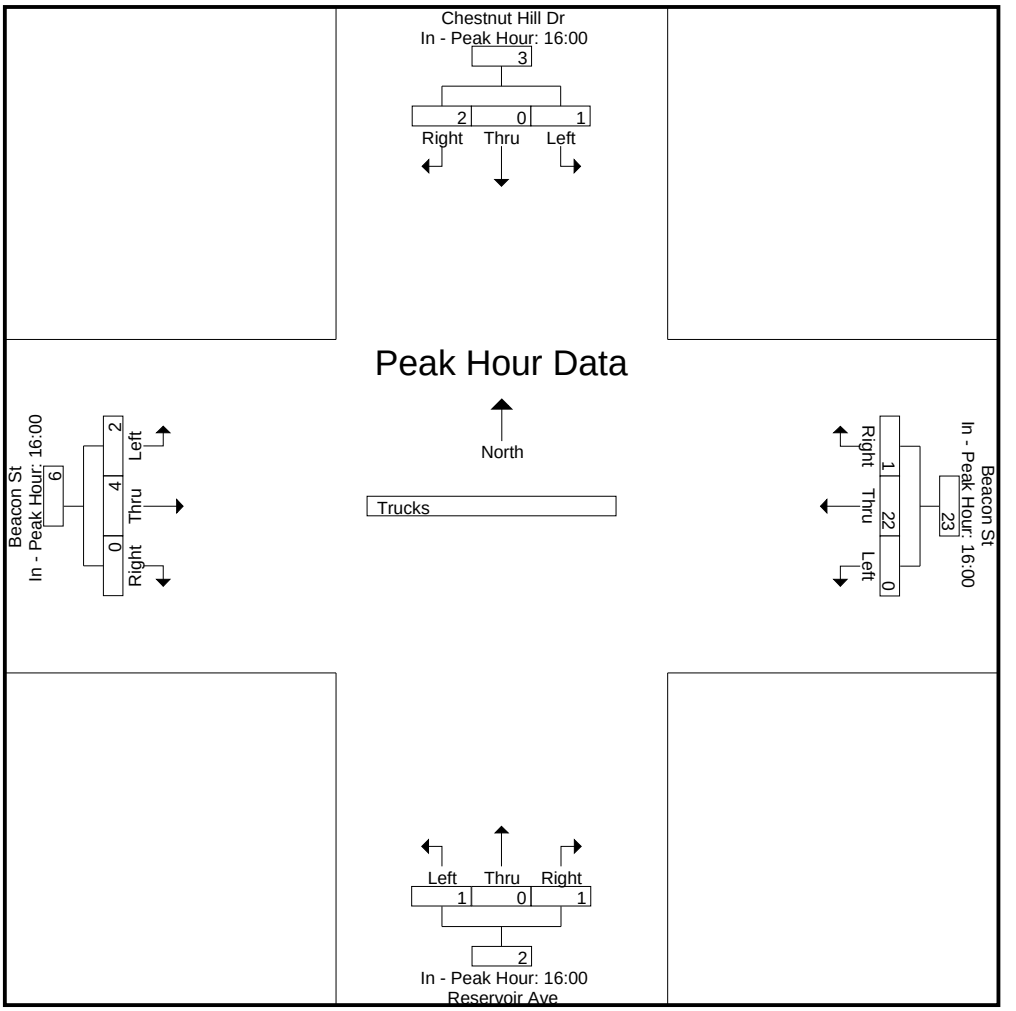
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				16:00				16:00				16:00			
+0 mins.	0	0	0	0	0	5	1	6	1	0	0	1	0	2	0	2
+15 mins.	1	0	1	2	0	5	0	5	0	0	1	1	0	0	0	0
+30 mins.	0	0	1	1	0	7	0	7	0	0	0	0	1	2	0	3
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	1	0	0	1
Total Volume	1	0	2	3	0	22	1	23	1	0	1	2	2	4	0	6
% App. Total	33.3	0	66.7		0	95.7	4.3		50	0	50		33.3	66.7	0	
PHF	.250	.000	.500	.375	.000	.786	.250	.821	.250	.000	.250	.500	.500	.500	.000	.500

Accurate Counts
978-664-2565

File Name : 39000009
Site Code : 39000009
Start Date : 3/11/2008
Page No : 3



N/S Street : St Thomas Moore Road
E/W Street: Beacon Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars - Trucks

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	2	1	32	2	1	66	8	0	0	0	0	3	49	81	1	1	6	241	247
07:15	6	0	36	0	0	89	9	0	2	3	1	0	72	120	1	0	0	339	339
07:30	5	2	56	2	0	113	14	1	1	1	0	0	66	141	1	0	3	400	403
07:45	4	0	52	3	0	131	20	0	1	1	2	2	100	189	3	0	5	503	508
Total	17	3	176	7	1	399	51	1	4	5	3	5	287	531	6	1	14	1483	1497
08:00	8	0	49	2	0	136	7	0	0	0	0	3	89	154	3	0	5	446	451
08:15	5	0	53	2	2	175	27	0	3	3	1	0	90	158	0	0	2	517	519
08:30	6	2	58	1	1	153	18	2	1	1	1	0	92	167	2	0	3	502	505
08:45	8	1	49	0	1	161	28	0	1	0	0	0	92	175	3	2	2	519	521
Total	27	3	209	5	4	625	80	2	5	4	2	3	363	654	8	2	12	1984	1996
Grand Total	44	6	385	12	5	1024	131	3	9	9	5	8	650	1185	14	3	26	3467	3493
Apprch %	10.1	1.4	88.5		0.4	88.3	11.3		39.1	39.1	21.7		35.2	64.1	0.8				
Total %	1.3	0.2	11.1		0.1	29.5	3.8		0.3	0.3	0.1		18.7	34.2	0.4		0.7	99.3	
Cars	42	6	343		3	1003	126		9	9	5		619	1160	9		0	0	3360
% Cars	95.5	100	89.1	100	60	97.9	96.2	100	100	100	100	100	95.2	97.9	64.3	100	0	0	96.2
Trucks	2	0	42		2	21	5		0	0	0		31	25	5		0	0	133
% Trucks	4.5	0	10.9	0	40	2.1	3.8	0	0	0	0	0	4.8	2.1	35.7	0	0	0	3.8

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	8	0	49	57	0	136	7	143	0	0	0	0	89	154	3	246	446
08:15	5	0	53	58	2	175	27	204	3	3	1	7	90	158	0	248	517
08:30	6	2	58	66	1	153	18	172	1	1	1	3	92	167	2	261	502
08:45	8	1	49	58	1	161	28	190	1	0	0	1	92	175	3	270	519
Total Volume	27	3	209	239	4	625	80	709	5	4	2	11	363	654	8	1025	1984
% App. Total	11.3	1.3	87.4		0.6	88.2	11.3		45.5	36.4	18.2		35.4	63.8	0.8		
PHF	.844	.375	.901	.905	.500	.893	.714	.869	.417	.333	.500	.393	.986	.934	.667	.949	.956
Cars	25	3	187	215	3	613	77	693	5	4	2	11	346	641	6	993	1912
% Cars	92.6	100	89.5	90.0	75.0	98.1	96.3	97.7	100	100	100	100	95.3	98.0	75.0	96.9	96.4
Trucks	2	0	22	24	1	12	3	16	0	0	0	0	17	13	2	32	72
% Trucks	7.4	0	10.5	10.0	25.0	1.9	3.8	2.3	0	0	0	0	4.7	2.0	25.0	3.1	3.6

Accurate Counts
978-664-2565

File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
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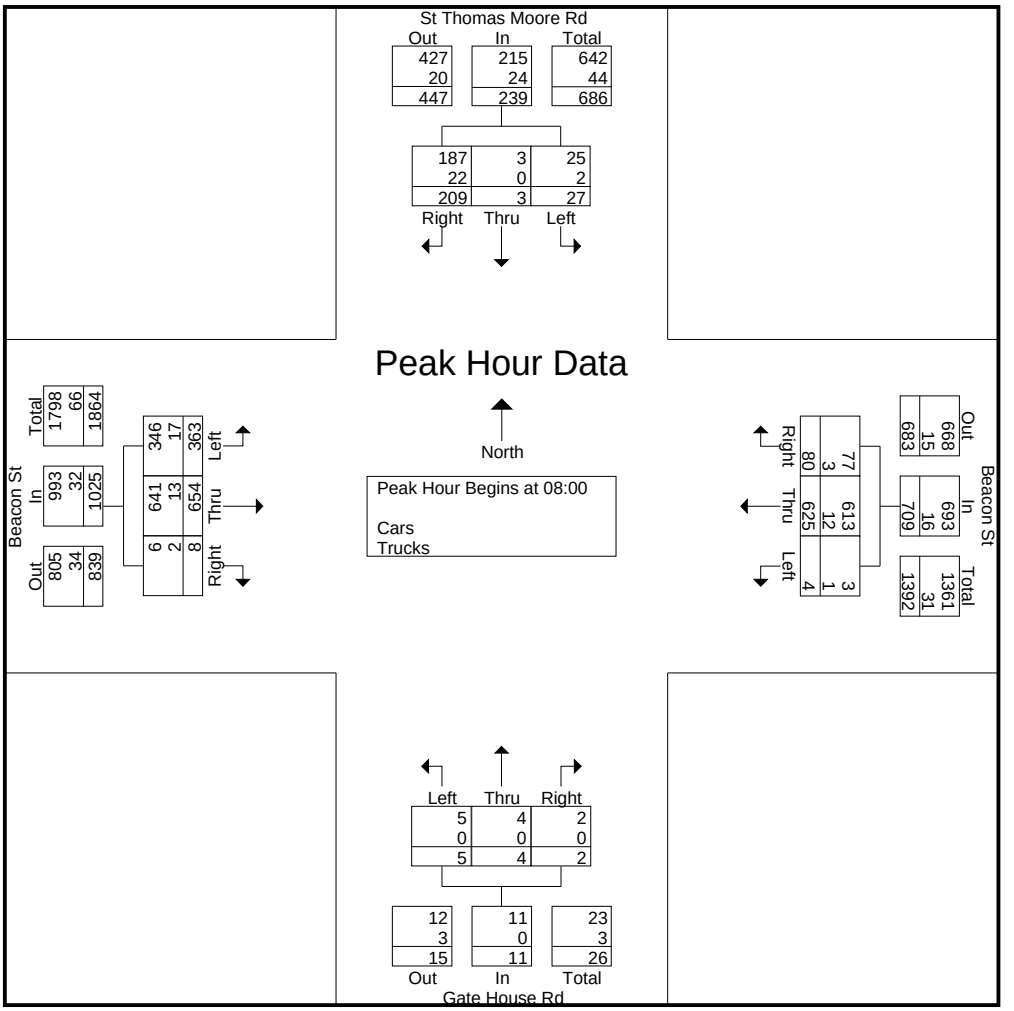


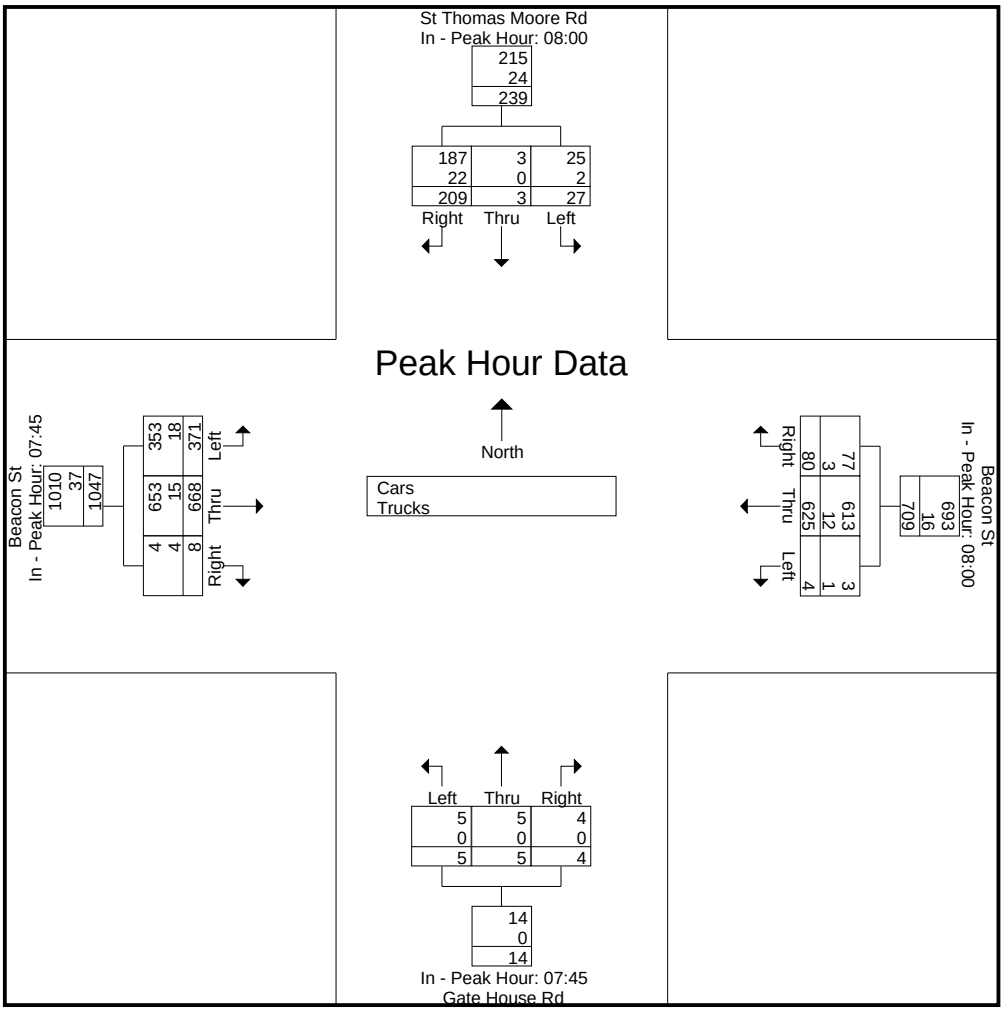
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00				08:00				07:45				07:45			
+0 mins.	8	0	49	57	0	136	7	143	1	1	2	4	100	189	3	292
+15 mins.	5	0	53	58	2	175	27	204	0	0	0	0	89	154	3	246
+30 mins.	6	2	58	66	1	153	18	172	3	3	1	7	90	158	0	248
+45 mins.	8	1	49	58	1	161	28	190	1	1	1	3	92	167	2	261
Total Volume	27	3	209	239	4	625	80	709	5	5	4	14	371	668	8	1047
% App. Total	11.3	1.3	87.4		0.6	88.2	11.3		35.7	35.7	28.6		35.4	63.8	0.8	
PHF	.844	.375	.901	.905	.500	.893	.714	.869	.417	.417	.500	.500	.928	.884	.667	.896
Cars	25	3	187	215	3	613	77	693	5	5	4	14	353	653	4	1010
% Cars	92.6	100	89.5	90	75	98.1	96.2	97.7	100	100	100	100	95.1	97.8	50	96.5
Trucks	2	0	22	24	1	12	3	16	0	0	0	0	18	15	4	37
% Trucks	7.4	0	10.5	10	25	1.9	3.8	2.3	0	0	0	0	4.9	2.2	50	3.5

Accurate Counts
978-664-2565

File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
Page No : 3



N/S Street : St Thomas Moore Road
E/W Street: Beacon Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	2	1	30	2	0	65	8	0	0	0	0	3	46	78	0	1	6	230	236
07:15	6	0	32	0	0	85	9	0	2	3	1	0	68	117	1	0	0	324	324
07:30	5	2	49	2	0	110	13	1	1	1	0	0	64	139	1	0	3	385	388
07:45	4	0	45	3	0	130	19	0	1	1	2	2	95	185	1	0	5	483	488
Total	17	3	156	7	0	390	49	1	4	5	3	5	273	519	3	1	14	1422	1436
08:00	7	0	44	2	0	136	7	0	0	0	0	3	82	150	1	0	5	427	432
08:15	4	0	49	2	1	169	24	0	3	3	1	0	89	154	0	0	2	497	499
08:30	6	2	51	1	1	152	18	2	1	1	1	0	87	164	2	0	3	486	489
08:45	8	1	43	0	1	156	28	0	1	0	0	0	88	173	3	2	2	502	504
Total	25	3	187	5	3	613	77	2	5	4	2	3	346	641	6	2	12	1912	1924
Grand Total	42	6	343	12	3	1003	126	3	9	9	5	8	619	1160	9	3	26	3334	3360
Apprch %	10.7	1.5	87.7		0.3	88.6	11.1		39.1	39.1	21.7		34.6	64.9	0.5				
Total %	1.3	0.2	10.3		0.1	30.1	3.8		0.3	0.3	0.1		18.6	34.8	0.3		0.8	99.2	

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	7	0	44	51	0	136	7	143	0	0	0	0	82	150	1	233	427
08:15	4	0	49	53	1	169	24	194	3	3	1	7	89	154	0	243	497
08:30	6	2	51	59	1	152	18	171	1	1	1	3	87	164	2	253	486
08:45	8	1	43	52	1	156	28	185	1	0	0	1	88	173	3	264	502
Total Volume	25	3	187	215	3	613	77	693	5	4	2	11	346	641	6	993	1912
% App. Total	11.6	1.4	87		0.4	88.5	11.1		45.5	36.4	18.2		34.8	64.6	0.6		
PHF	.781	.375	.917	.911	.750	.907	.688	.893	.417	.333	.500	.393	.972	.926	.500	.940	.952

Accurate Counts
978-664-2565

File Name : 39000015
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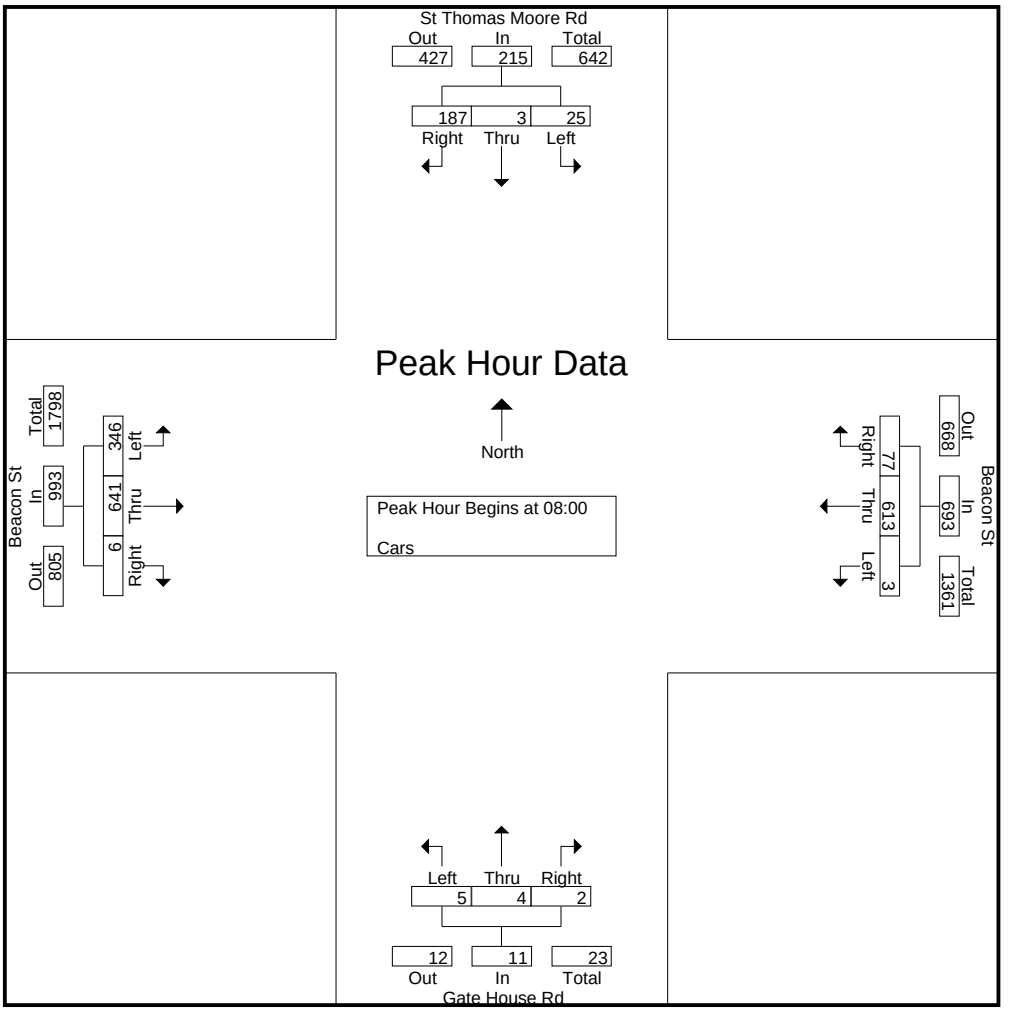
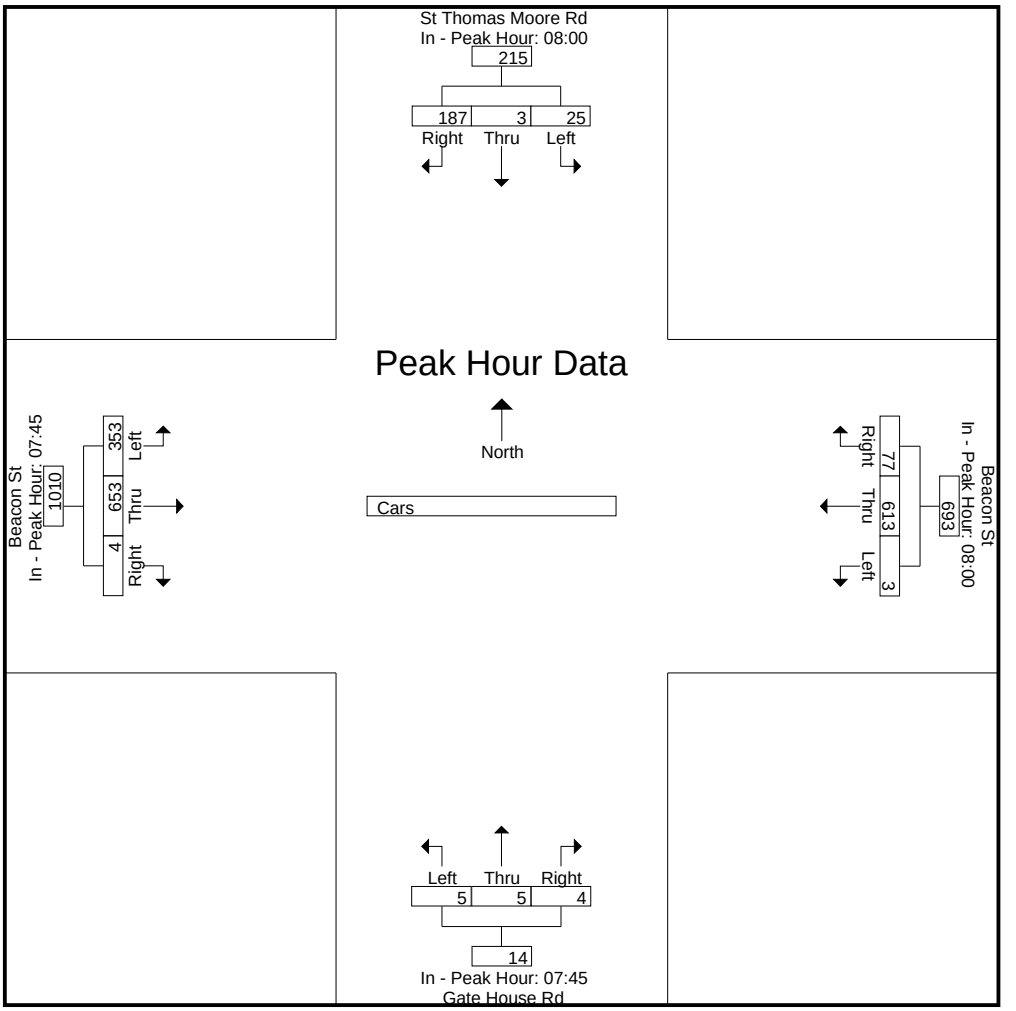


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00				08:00				07:45				07:45			
+0 mins.	7	0	44	51	0	136	7	143	1	1	2	4	95	185	1	281
+15 mins.	4	0	49	53	1	169	24	194	0	0	0	0	82	150	1	233
+30 mins.	6	2	51	59	1	152	18	171	3	3	1	7	89	154	0	243
+45 mins.	8	1	43	52	1	156	28	185	1	1	1	3	87	164	2	253
Total Volume	25	3	187	215	3	613	77	693	5	5	4	14	353	653	4	1010
% App. Total	11.6	1.4	87		0.4	88.5	11.1		35.7	35.7	28.6		35	64.7	0.4	
PHF	.781	.375	.917	.911	.750	.907	.688	.893	.417	.417	.500	.500	.929	.882	.500	.899

Accurate Counts
978-664-2565

File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
Page No : 3



N/S Street : St Thomas Moore Road
E/W Street: Beacon Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
Page No : 1

Groups Printed- Trucks

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	2	0	1	1	0	0	0	0	0	0	3	3	1	0	0	11	11
07:15	0	0	4	0	0	4	0	0	0	0	0	0	4	3	0	0	0	15	15
07:30	0	0	7	0	0	3	1	0	0	0	0	0	2	2	0	0	0	15	15
07:45	0	0	7	0	0	1	1	0	0	0	0	0	5	4	2	0	0	20	20
Total	0	0	20	0	1	9	2	0	0	0	0	0	14	12	3	0	0	61	61
08:00	1	0	5	0	0	0	0	0	0	0	0	0	7	4	2	0	0	19	19
08:15	1	0	4	0	1	6	3	0	0	0	0	0	1	4	0	0	0	20	20
08:30	0	0	7	0	0	1	0	0	0	0	0	0	5	3	0	0	0	16	16
08:45	0	0	6	0	0	5	0	0	0	0	0	0	4	2	0	0	0	17	17
Total	2	0	22	0	1	12	3	0	0	0	0	0	17	13	2	0	0	72	72
Grand Total	2	0	42	0	2	21	5	0	0	0	0	0	31	25	5	0	0	133	133
Apprch %	4.5	0	95.5		7.1	75	17.9		0	0	0		50.8	41	8.2				
Total %	1.5	0	31.6		1.5	15.8	3.8		0	0	0		23.3	18.8	3.8		0	100	

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	7	7	0	1	1	2	0	0	0	0	5	4	2	11	20
08:00	1	0	5	6	0	0	0	0	0	0	0	0	7	4	2	13	19
08:15	1	0	4	5	1	6	3	10	0	0	0	0	1	4	0	5	20
08:30	0	0	7	7	0	1	0	1	0	0	0	0	5	3	0	8	16
Total Volume	2	0	23	25	1	8	4	13	0	0	0	0	18	15	4	37	75
% App. Total	8	0	92		7.7	61.5	30.8		0	0	0		48.6	40.5	10.8		
PHF	.500	.000	.821	.893	.250	.333	.333	.325	.000	.000	.000	.000	.643	.938	.500	.712	.938

Accurate Counts
978-664-2565

File Name : 39000015
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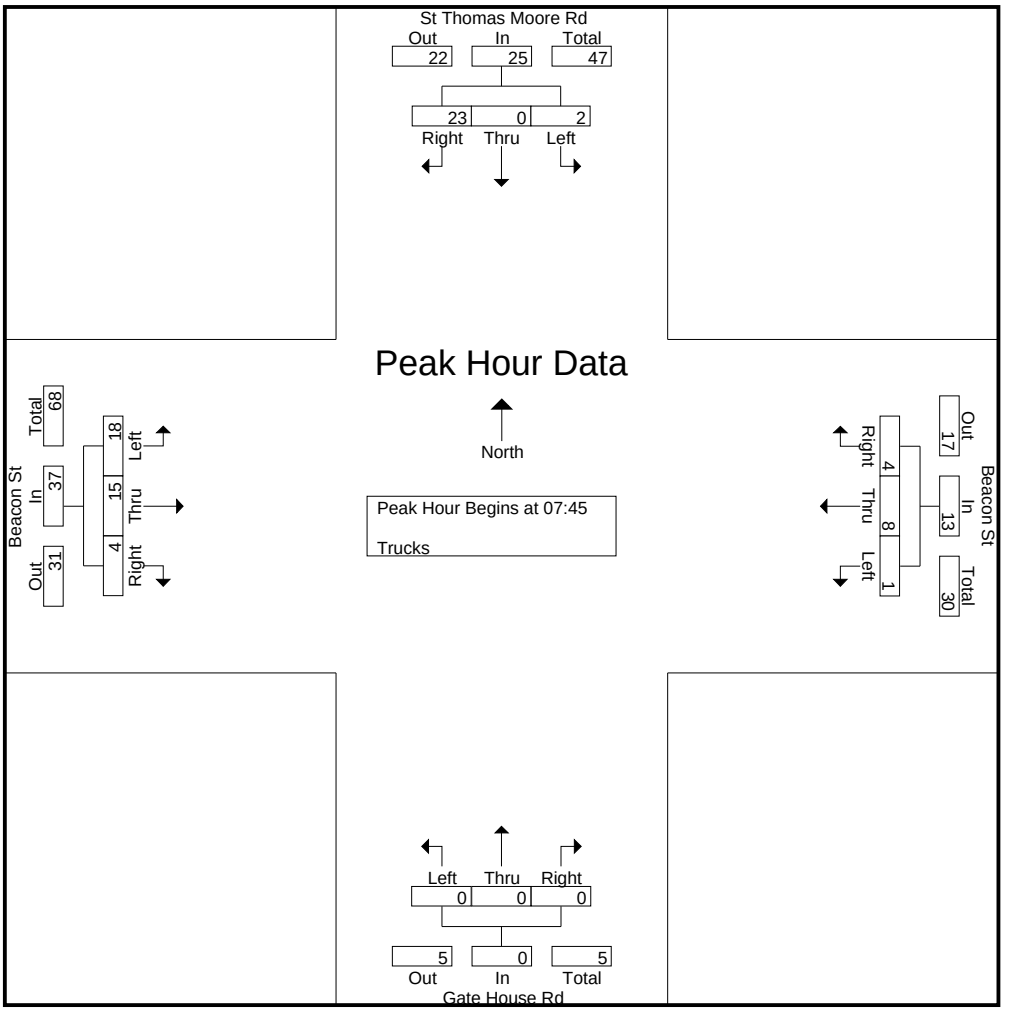
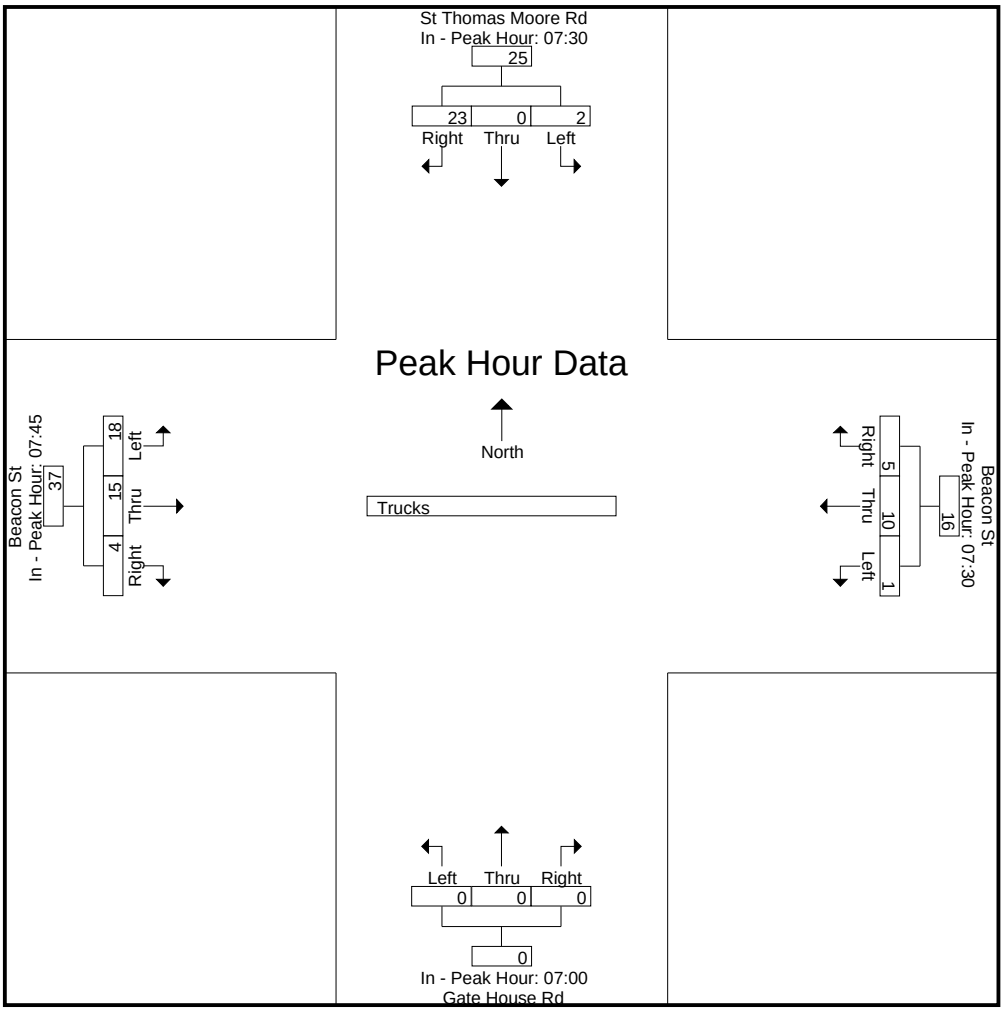


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30				07:30				07:00				07:45			
+0 mins.	0	0	7	7	0	3	1	4	0	0	0	0	5	4	2	11
+15 mins.	0	0	7	7	0	1	1	2	0	0	0	0	7	4	2	13
+30 mins.	1	0	5	6	0	0	0	0	0	0	0	0	1	4	0	5
+45 mins.	1	0	4	5	1	6	3	10	0	0	0	0	5	3	0	8
Total Volume	2	0	23	25	1	10	5	16	0	0	0	0	18	15	4	37
% App. Total	8	0	92		6.2	62.5	31.2		0	0	0		48.6	40.5	10.8	
PHF	.500	.000	.821	.893	.250	.417	.417	.400	.000	.000	.000	.000	.643	.938	.500	.712

Accurate Counts
978-664-2565

File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
Page No : 3



N/S Street : St Thomas Moore Road
E/W Street: Beacon Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars - Trucks

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	19	0	79	4	0	116	22	1	0	1	0	0	66	79	2	0	5	384	389
16:15	17	4	80	8	3	133	20	0	0	2	3	4	52	81	2	0	12	397	409
16:30	23	1	72	3	0	155	16	1	3	0	2	2	44	95	0	0	6	411	417
16:45	10	3	63	8	3	147	13	3	1	0	1	0	59	90	1	0	11	391	402
Total	69	8	294	23	6	551	71	5	4	3	6	6	221	345	5	0	34	1583	1617
17:00	29	0	79	7	2	143	12	0	1	1	0	1	54	104	1	0	8	426	434
17:15	22	1	78	7	0	181	14	1	1	2	3	0	63	141	1	0	8	507	515
17:30	21	2	61	3	1	159	22	0	3	0	0	0	53	128	1	0	3	451	454
17:45	26	3	76	8	0	166	24	0	2	0	0	1	62	106	1	4	13	466	479
Total	98	6	294	25	3	649	72	1	7	3	3	2	232	479	4	4	32	1850	1882
Grand Total	167	14	588	48	9	1200	143	6	11	6	9	8	453	824	9	4	66	3433	3499
Apprch %	21.7	1.8	76.5		0.7	88.8	10.6		42.3	23.1	34.6		35.2	64.1	0.7				
Total %	4.9	0.4	17.1		0.3	35	4.2		0.3	0.2	0.3		13.2	24	0.3		1.9	98.1	
Cars	165	14	542		9	1184	143		11	6	9		446	819	8		0	0	3422
% Cars	98.8	100	92.2	100	100	98.7	100	100	100	100	100	100	98.5	99.4	88.9	100	0	0	97.8
Trucks	2	0	46		0	16	0		0	0	0		7	5	1		0	0	77
% Trucks	1.2	0	7.8	0	0	1.3	0	0	0	0	0	0	1.5	0.6	11.1	0	0	0	2.2

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	29	0	79	108	2	143	12	157	1	1	0	2	54	104	1	159	426
17:15	22	1	78	101	0	181	14	195	1	2	3	6	63	141	1	205	507
17:30	21	2	61	84	1	159	22	182	3	0	0	3	53	128	1	182	451
17:45	26	3	76	105	0	166	24	190	2	0	0	2	62	106	1	169	466
Total Volume	98	6	294	398	3	649	72	724	7	3	3	13	232	479	4	715	1850
% App. Total	24.6	1.5	73.9		0.4	89.6	9.9		53.8	23.1	23.1		32.4	67	0.6		
PHF	.845	.500	.930	.921	.375	.896	.750	.928	.583	.375	.250	.542	.921	.849	1.000	.872	.912
Cars	96	6	273	375	3	642	72	717	7	3	3	13	229	478	4	711	1816
% Cars	98.0	100	92.9	94.2	100	98.9	100	99.0	100	100	100	100	98.7	99.8	100	99.4	98.2
Trucks	2	0	21	23	0	7	0	7	0	0	0	0	3	1	0	4	34
% Trucks	2.0	0	7.1	5.8	0	1.1	0	1.0	0	0	0	0	1.3	0.2	0	0.6	1.8

Accurate Counts
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Site Code : 39000015
Start Date : 3/11/2008
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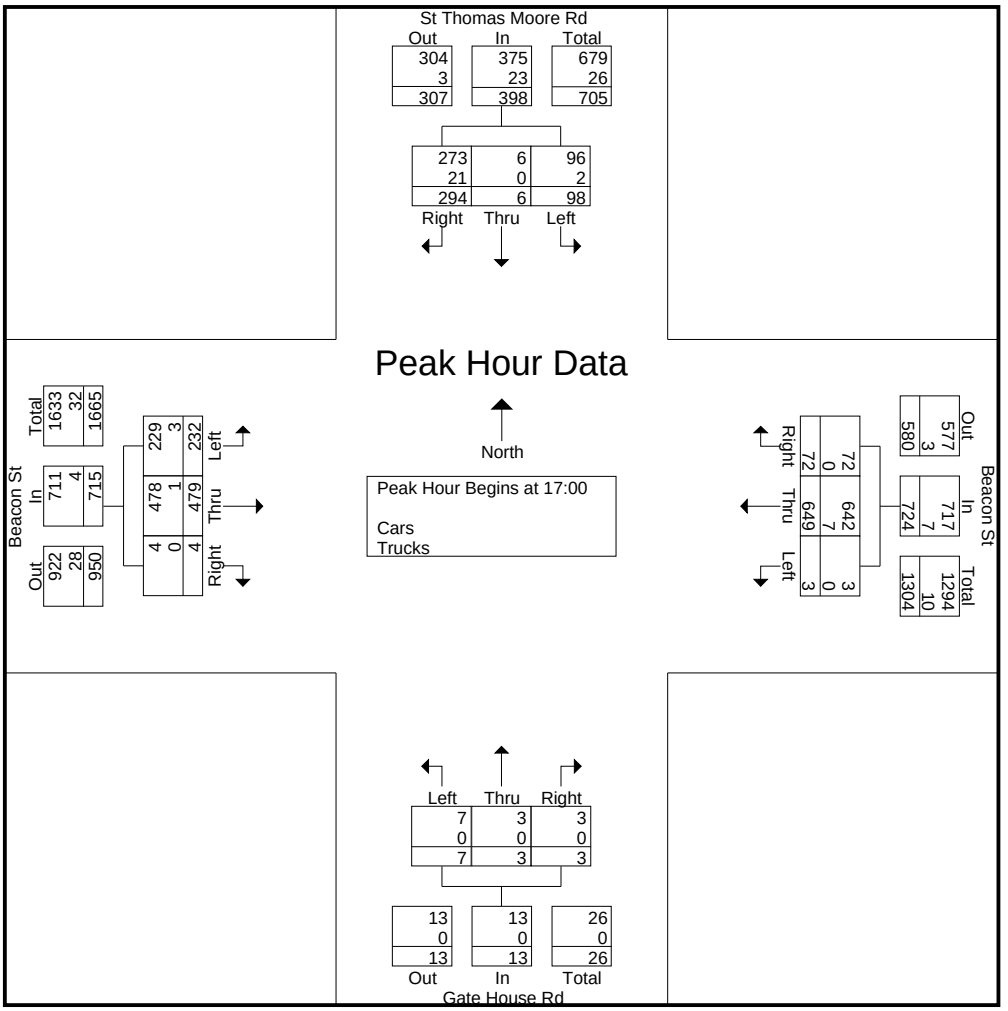

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00				17:00				16:30				17:00			
+0 mins.	29	0	79	108	2	143	12	157	3	0	2	5	54	104	1	159
+15 mins.	22	1	78	101	0	181	14	195	1	0	1	2	63	141	1	205
+30 mins.	21	2	61	84	1	159	22	182	1	1	0	2	53	128	1	182
+45 mins.	26	3	76	105	0	166	24	190	1	2	3	6	62	106	1	169
Total Volume	98	6	294	398	3	649	72	724	6	3	6	15	232	479	4	715
% App. Total	24.6	1.5	73.9		0.4	89.6	9.9		40	20	40		32.4	67	0.6	
PHF	.845	.500	.930	.921	.375	.896	.750	.928	.500	.375	.500	.625	.921	.849	1.000	.872
Cars	96	6	273	375	3	642	72	717	6	3	6	15	229	478	4	711
% Cars	98	100	92.9	94.2	100	98.9	100	99	100	100	100	100	98.7	99.8	100	99.4
Trucks	2	0	21	23	0	7	0	7	0	0	0	0	3	1	0	4
% Trucks	2	0	7.1	5.8	0	1.1	0	1	0	0	0	0	1.3	0.2	0	0.6

Accurate Counts
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File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
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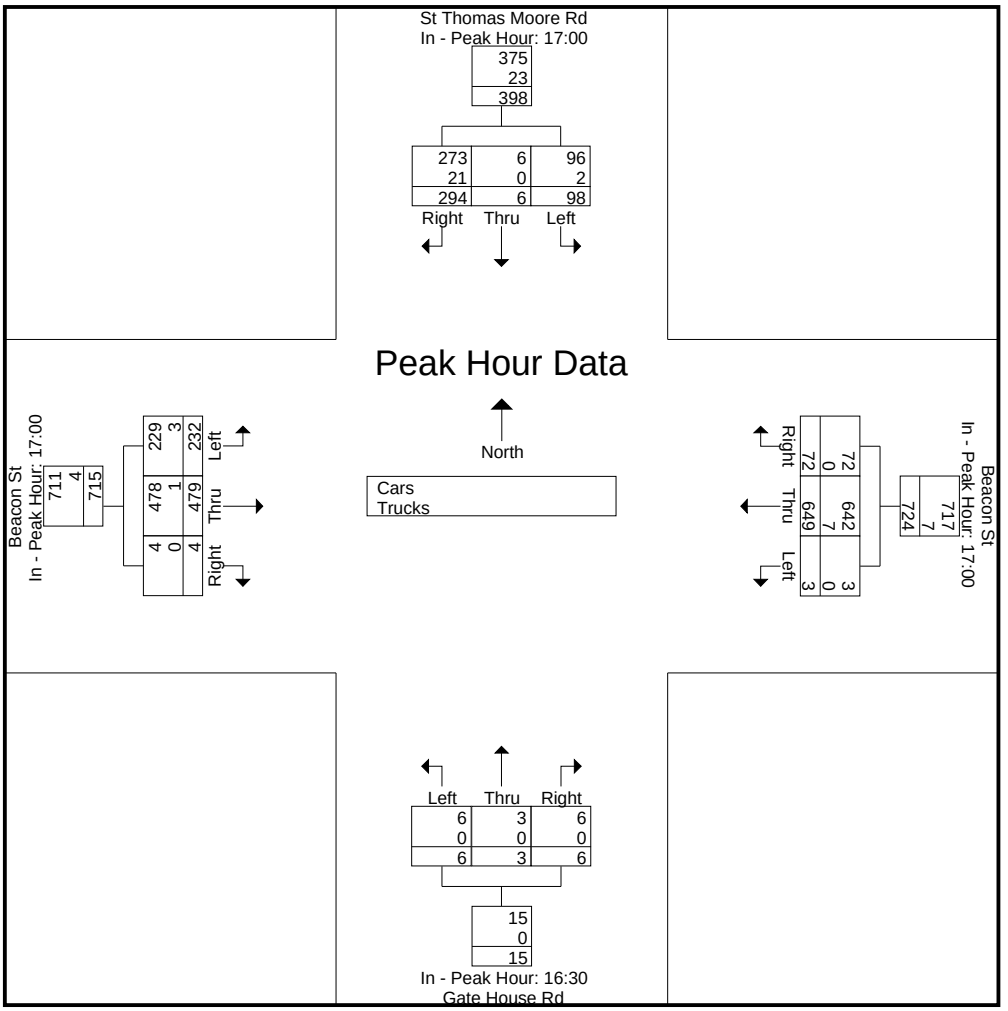

N/S Street : St Thomas Moore Road
E/W Street: Beacon Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
Page No : 1

Groups Printed- Cars

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	19	0	71	4	0	114	22	1	0	1	0	0	64	77	2	0	5	370	375
16:15	17	4	76	8	3	131	20	0	0	2	3	4	51	79	1	0	12	387	399
16:30	23	1	65	3	0	151	16	1	3	0	2	2	43	95	0	0	6	399	405
16:45	10	3	57	8	3	146	13	3	1	0	1	0	59	90	1	0	11	384	395
Total	69	8	269	23	6	542	71	5	4	3	6	6	217	341	4	0	34	1540	1574
17:00	27	0	74	7	2	141	12	0	1	1	0	1	53	103	1	0	8	415	423
17:15	22	1	73	7	0	180	14	1	1	2	3	0	63	141	1	0	8	501	509
17:30	21	2	55	3	1	159	22	0	3	0	0	0	52	128	1	0	3	444	447
17:45	26	3	71	8	0	162	24	0	2	0	0	1	61	106	1	4	13	456	469
Total	96	6	273	25	3	642	72	1	7	3	3	2	229	478	4	4	32	1816	1848
Grand Total	165	14	542	48	9	1184	143	6	11	6	9	8	446	819	8	4	66	3356	3422
Apprch %	22.9	1.9	75.2		0.7	88.6	10.7		42.3	23.1	34.6		35	64.3	0.6				
Total %	4.9	0.4	16.2		0.3	35.3	4.3		0.3	0.2	0.3		13.3	24.4	0.2		1.9	98.1	

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	27	0	74	101	2	141	12	155	1	1	0	2	53	103	1	157	415
17:15	22	1	73	96	0	180	14	194	1	2	3	6	63	141	1	205	501
17:30	21	2	55	78	1	159	22	182	3	0	0	3	52	128	1	181	444
17:45	26	3	71	100	0	162	24	186	2	0	0	2	61	106	1	168	456
Total Volume	96	6	273	375	3	642	72	717	7	3	3	13	229	478	4	711	1816
% App. Total	25.6	1.6	72.8		0.4	89.5	10		53.8	23.1	23.1		32.2	67.2	0.6		
PHF	.889	.500	.922	.928	.375	.892	.750	.924	.583	.375	.250	.542	.909	.848	1.000	.867	.906

Accurate Counts
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File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
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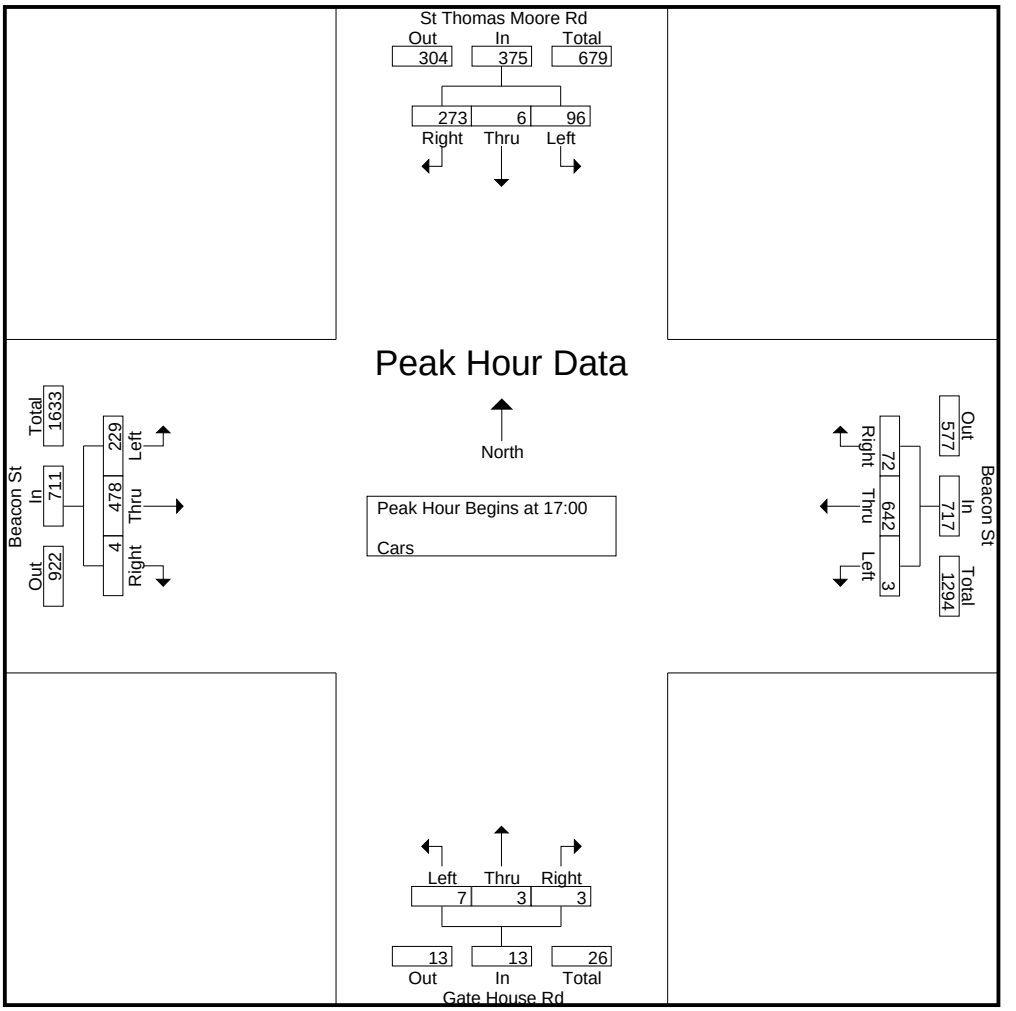
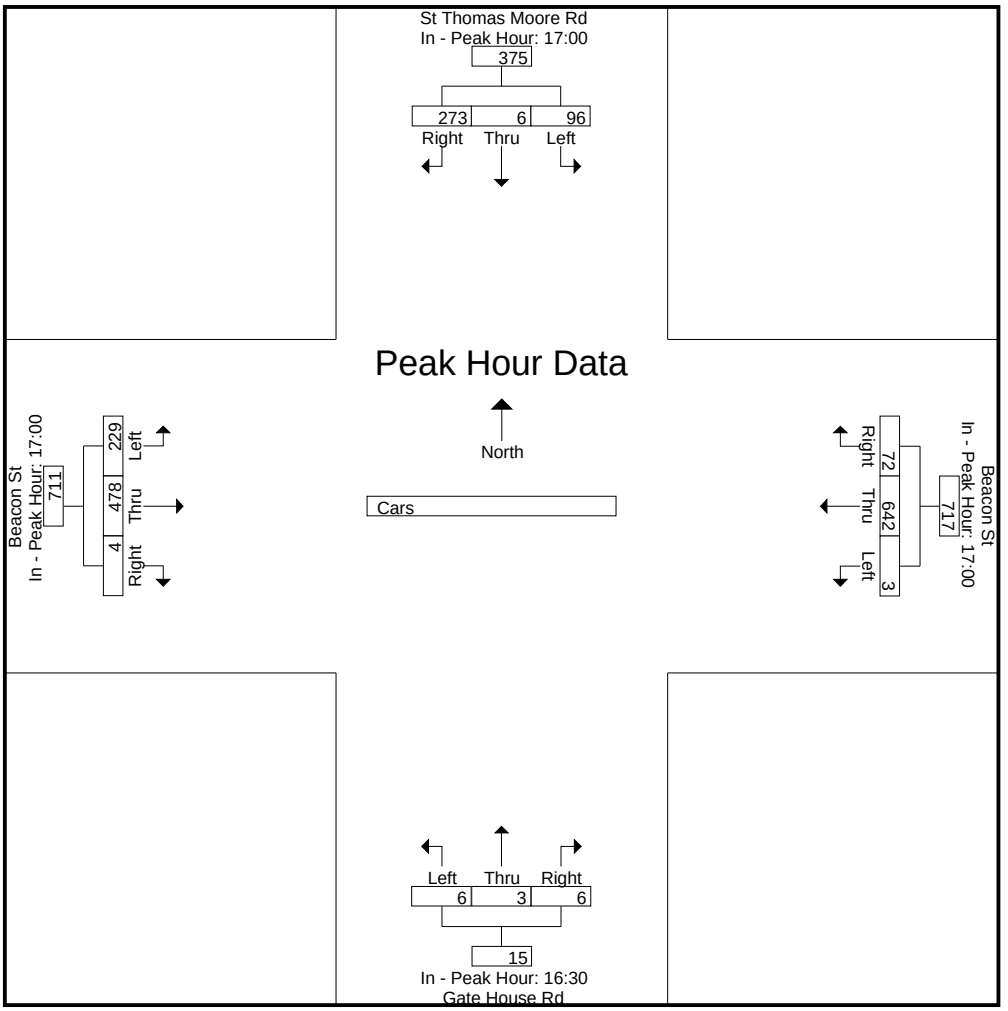


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00				17:00				16:30				17:00			
+0 mins.	27	0	74	101	2	141	12	155	3	0	2	5	53	103	1	157
+15 mins.	22	1	73	96	0	180	14	194	1	0	1	2	63	141	1	205
+30 mins.	21	2	55	78	1	159	22	182	1	1	0	2	52	128	1	181
+45 mins.	26	3	71	100	0	162	24	186	1	2	3	6	61	106	1	168
Total Volume	96	6	273	375	3	642	72	717	6	3	6	15	229	478	4	711
% App. Total	25.6	1.6	72.8		0.4	89.5	10		40	20	40		32.2	67.2	0.6	
PHF	.889	.500	.922	.928	.375	.892	.750	.924	.500	.375	.500	.625	.909	.848	1.000	.867

Accurate Counts
978-664-2565

File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
Page No : 3



N/S Street : St Thomas Moore Road
E/W Street: Beacon Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
Page No : 1

Groups Printed- Trucks

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	8	0	0	2	0	0	0	0	0	0	2	2	0	0	0	14	14
16:15	0	0	4	0	0	2	0	0	0	0	0	0	1	2	1	0	0	10	10
16:30	0	0	7	0	0	4	0	0	0	0	0	0	1	0	0	0	0	12	12
16:45	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7	7
Total	0	0	25	0	0	9	0	0	0	0	0	0	4	4	1	0	0	43	43
17:00	2	0	5	0	0	2	0	0	0	0	0	0	1	1	0	0	0	11	11
17:15	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	6
17:30	0	0	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	7	7
17:45	0	0	5	0	0	4	0	0	0	0	0	0	1	0	0	0	0	10	10
Total	2	0	21	0	0	7	0	0	0	0	0	0	3	1	0	0	0	34	34
Grand Total	2	0	46	0	0	16	0	0	0	0	0	0	7	5	1	0	0	77	77
Apprch %	4.2	0	95.8		0	100	0		0	0	0		53.8	38.5	7.7				
Total %	2.6	0	59.7		0	20.8	0		0	0	0		9.1	6.5	1.3		0	100	

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	0	8	8	0	2	0	2	0	0	0	0	2	2	0	4	14
16:15	0	0	4	4	0	2	0	2	0	0	0	0	1	2	1	4	10
16:30	0	0	7	7	0	4	0	4	0	0	0	0	1	0	0	1	12
16:45	0	0	6	6	0	1	0	1	0	0	0	0	0	0	0	0	7
Total Volume	0	0	25	25	0	9	0	9	0	0	0	0	4	4	1	9	43
% App. Total	0	0	100		0	100	0		0	0	0		44.4	44.4	11.1		
PHF	.000	.000	.781	.781	.000	.563	.000	.563	.000	.000	.000	.000	.500	.500	.250	.563	.768

Accurate Counts
978-664-2565

File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
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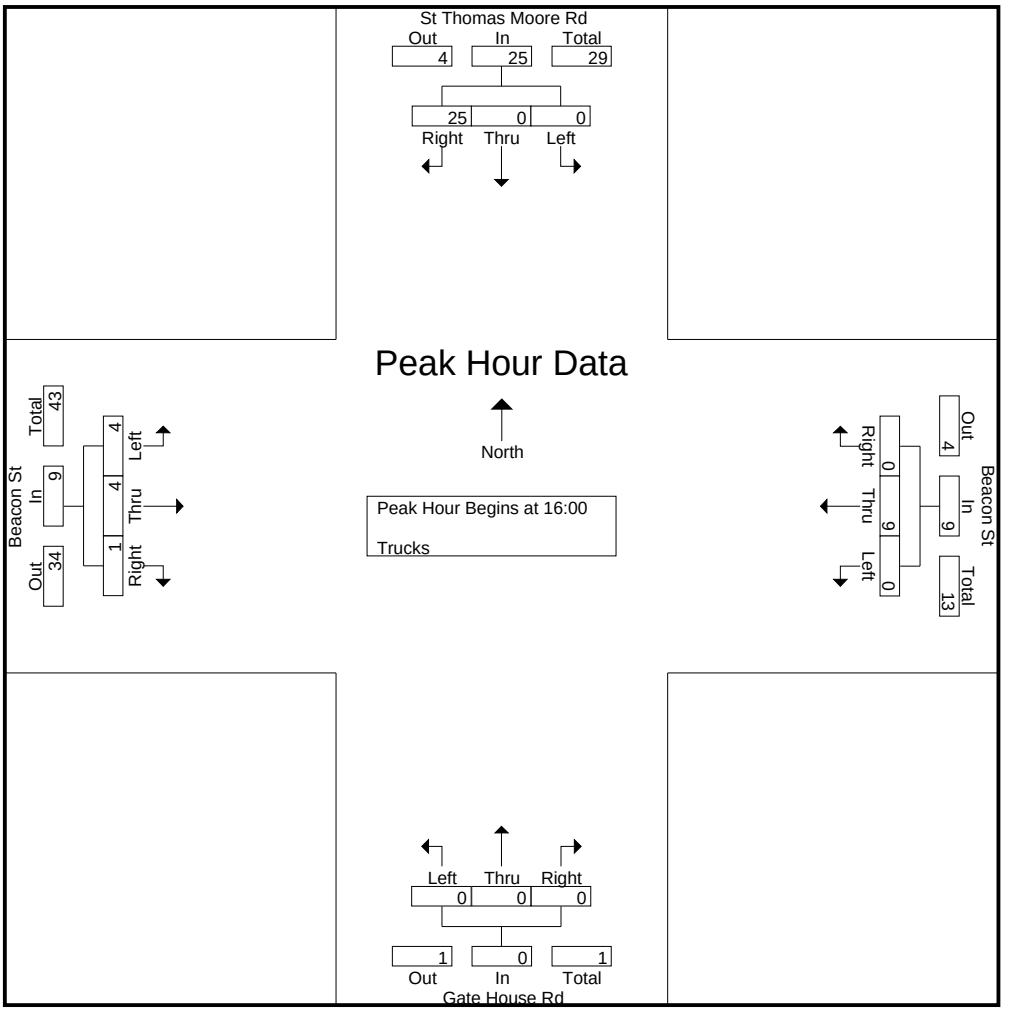


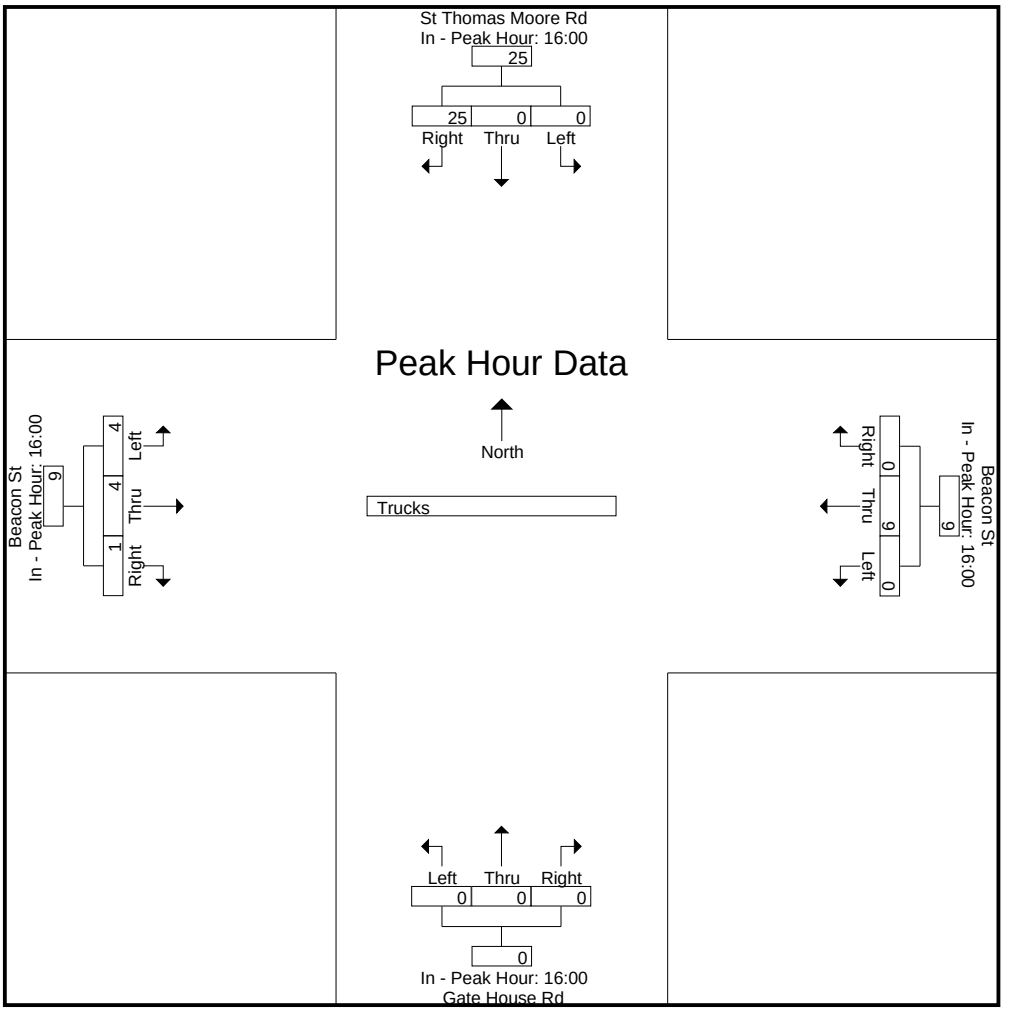
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				16:00				16:00				16:00			
+0 mins.	0	0	8	8	0	2	0	2	0	0	0	0	2	2	0	4
+15 mins.	0	0	4	4	0	2	0	2	0	0	0	0	1	2	1	4
+30 mins.	0	0	7	7	0	4	0	4	0	0	0	0	1	0	0	1
+45 mins.	0	0	6	6	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	25	25	0	9	0	9	0	0	0	0	4	4	1	9
% App. Total	0	0	100		0	100	0		0	0	0		44.4	44.4	11.1	
PHF	.000	.000	.781	.781	.000	.563	.000	.563	.000	.000	.000	.000	.500	.500	.250	.563

Accurate Counts
978-664-2565

File Name : 39000015
Site Code : 39000015
Start Date : 3/11/2008
Page No : 3



N/S Street : Brock St / Lake St
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars - Trucks

	Brock St From North				Washington St From East				Lake St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	4	0	78	4	1	13	34	23	7	7	113	0	6	18	272	290
07:15	0	0	0	4	0	120	4	1	18	57	26	3	3	117	0	8	16	345	361
07:30	0	0	0	8	0	94	8	5	19	78	33	9	5	103	0	12	34	340	374
07:45	0	0	0	6	0	110	5	4	17	81	20	7	4	113	0	17	34	350	384
Total	0	0	0	22	0	402	21	11	67	250	102	26	19	446	0	43	102	1307	1409
08:00	0	0	0	6	0	123	6	1	14	75	23	9	4	91	0	29	45	336	381
08:15	0	0	0	7	0	97	8	2	12	68	33	5	3	107	0	23	37	328	365
08:30	0	0	0	4	0	91	8	2	15	74	21	9	3	111	0	10	25	323	348
08:45	0	0	0	4	0	95	10	1	13	70	22	5	1	124	0	2	12	335	347
Total	0	0	0	21	0	406	32	6	54	287	99	28	11	433	0	64	119	1322	1441
Grand Total	0	0	0	43	0	808	53	17	121	537	201	54	30	879	0	107	221	2629	2850
Apprch %	0	0	0		0	93.8	6.2		14.1	62.5	23.4		3.3	96.7	0				
Total %	0	0	0		0	30.7	2		4.6	20.4	7.6		1.1	33.4	0		7.8	92.2	
Cars	0	0	0		0	745	51		116	533	197		29	830	0		0	0	2722
% Cars	0	0	0	100	0	92.2	96.2	100	95.9	99.3	98	100	96.7	94.4	0	100	0	0	95.5
Trucks	0	0	0		0	63	2		5	4	4		1	49	0		0	0	128
% Trucks	0	0	0	0	0	7.8	3.8	0	4.1	0.7	2	0	3.3	5.6	0	0	0	0	4.5

	Brock St From North				Washington St From East				Lake St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	0	0	0	120	4	124	18	57	26	101	3	117	0	120	345
07:30	0	0	0	0	0	94	8	102	19	78	33	130	5	103	0	108	340
07:45	0	0	0	0	0	110	5	115	17	81	20	118	4	113	0	117	350
08:00	0	0	0	0	0	123	6	129	14	75	23	112	4	91	0	95	336
Total Volume	0	0	0	0	0	447	23	470	68	291	102	461	16	424	0	440	1371
% App. Total	0	0	0		0	95.1	4.9		14.8	63.1	22.1		3.6	96.4	0		
PHF	.000	.000	.000	.000	.000	.909	.719	.911	.895	.898	.773	.887	.800	.906	.000	.917	.979
Cars	0	0	0	0	0	413	23	436	65	289	99	453	15	402	0	417	1306
% Cars	0	0	0	0	0	92.4	100	92.8	95.6	99.3	97.1	98.3	93.8	94.8	0	94.8	95.3
Trucks	0	0	0	0	0	34	0	34	3	2	3	8	1	22	0	23	65
% Trucks	0	0	0	0	0	7.6	0	7.2	4.4	0.7	2.9	1.7	6.3	5.2	0	5.2	4.7

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
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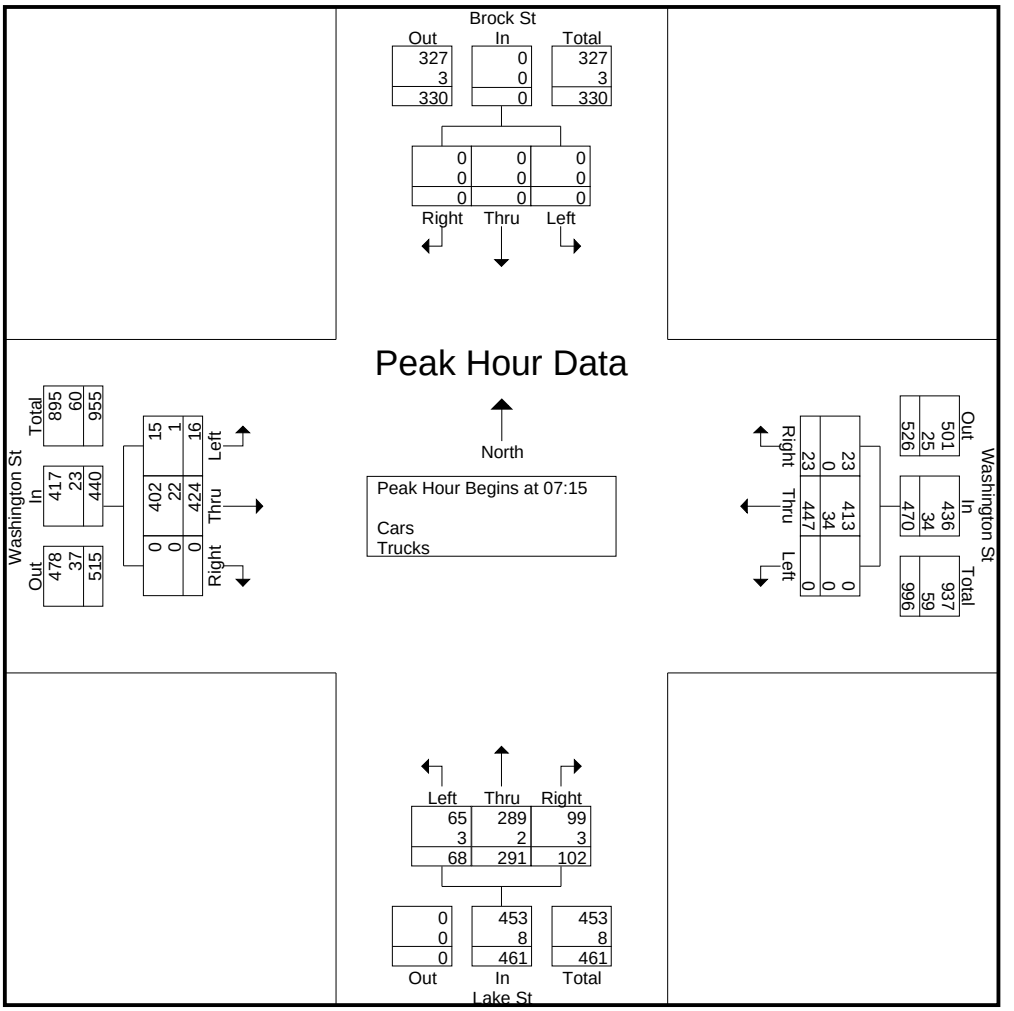

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00				07:15				07:30				07:00			
+0 mins.	0	0	0	0	0	120	4	124	19	78	33	130	7	113	0	120
+15 mins.	0	0	0	0	0	94	8	102	17	81	20	118	3	117	0	120
+30 mins.	0	0	0	0	0	110	5	115	14	75	23	112	5	103	0	108
+45 mins.	0	0	0	0	0	123	6	129	12	68	33	113	4	113	0	117
Total Volume	0	0	0	0	0	447	23	470	62	302	109	473	19	446	0	465
% App. Total	0	0	0		0	95.1	4.9		13.1	63.8	23		4.1	95.9	0	
PHF	.000	.000	.000	.000	.000	.909	.719	.911	.816	.932	.826	.910	.679	.953	.000	.969
Cars	0	0	0	0	0	413	23	436	58	301	105	464	18	423	0	441
% Cars	0	0	0	0	0	92.4	100	92.8	93.5	99.7	96.3	98.1	94.7	94.8	0	94.8
Trucks	0	0	0	0	0	34	0	34	4	1	4	9	1	23	0	24
% Trucks	0	0	0	0	0	7.6	0	7.2	6.5	0.3	3.7	1.9	5.3	5.2	0	5.2

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
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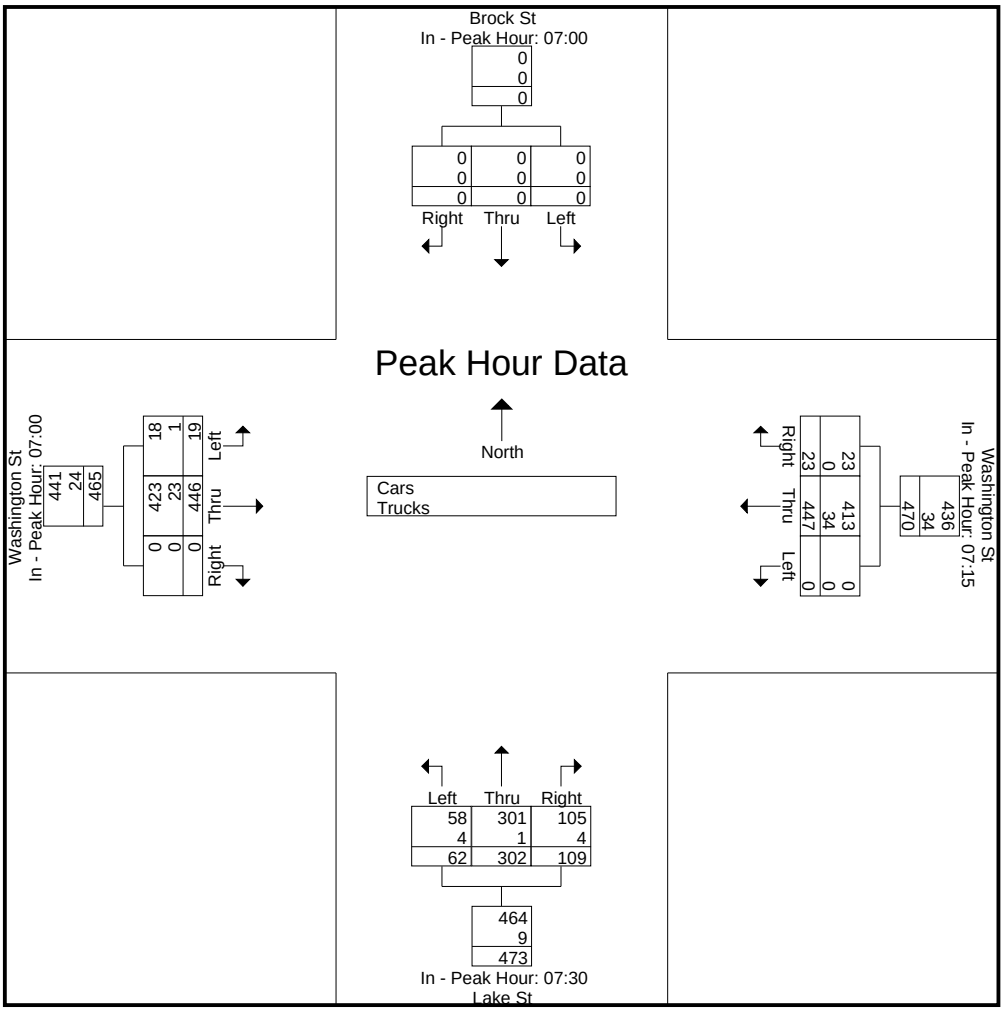


N/S Street : Brock St / Lake St
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
Page No : 1

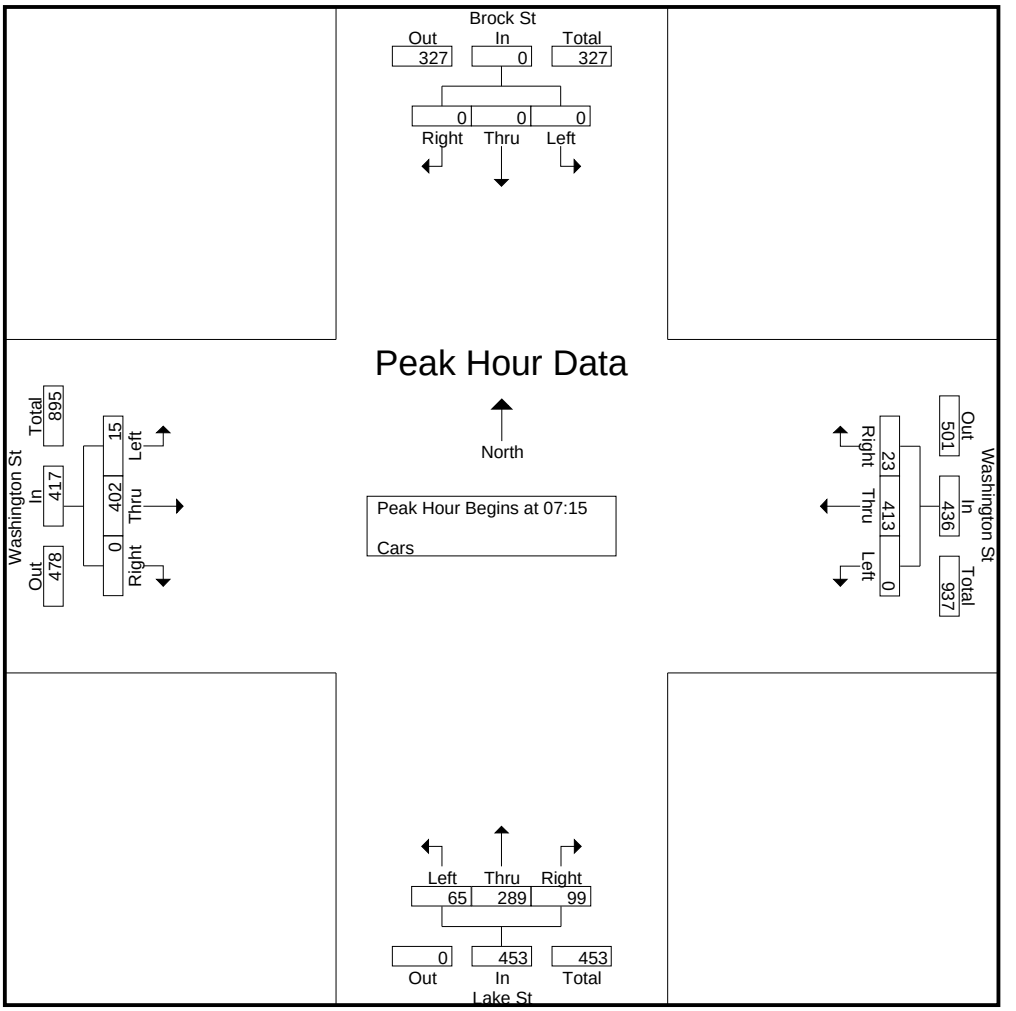
Groups Printed- Cars

	Brock St From North				Washington St From East				Lake St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	4	0	71	3	1	12	34	23	7	7	107	0	6	18	257	275
07:15	0	0	0	4	0	112	4	1	18	56	26	3	2	113	0	8	16	331	347
07:30	0	0	0	8	0	86	8	5	17	77	31	9	5	94	0	12	34	318	352
07:45	0	0	0	6	0	99	5	4	17	81	20	7	4	109	0	17	34	335	369
Total	0	0	0	22	0	368	20	11	64	248	100	26	18	423	0	43	102	1241	1343
08:00	0	0	0	6	0	116	6	1	13	75	22	9	4	86	0	29	45	322	367
08:15	0	0	0	7	0	89	8	2	11	68	32	5	3	99	0	23	37	310	347
08:30	0	0	0	4	0	86	8	2	15	72	21	9	3	106	0	10	25	311	336
08:45	0	0	0	4	0	86	9	1	13	70	22	5	1	116	0	2	12	317	329
Total	0	0	0	21	0	377	31	6	52	285	97	28	11	407	0	64	119	1260	1379
Grand Total	0	0	0	43	0	745	51	17	116	533	197	54	29	830	0	107	221	2501	2722
Apprch %	0	0	0		0	93.6	6.4		13.7	63	23.3		3.4	96.6	0				
Total %	0	0	0		0	29.8	2		4.6	21.3	7.9		1.2	33.2	0		8.1	91.9	

	Brock St From North				Washington St From East				Lake St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	0	0	0	112	4	116	18	56	26	100	2	113	0	115	331
07:30	0	0	0	0	0	86	8	94	17	77	31	125	5	94	0	99	318
07:45	0	0	0	0	0	99	5	104	17	81	20	118	4	109	0	113	335
08:00	0	0	0	0	0	116	6	122	13	75	22	110	4	86	0	90	322
Total Volume	0	0	0	0	0	413	23	436	65	289	99	453	15	402	0	417	1306
% App. Total	0	0	0		0	94.7	5.3		14.3	63.8	21.9		3.6	96.4	0		
PHF	.000	.000	.000	.000	.000	.890	.719	.893	.903	.892	.798	.906	.750	.889	.000	.907	.975

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
Page No : 2



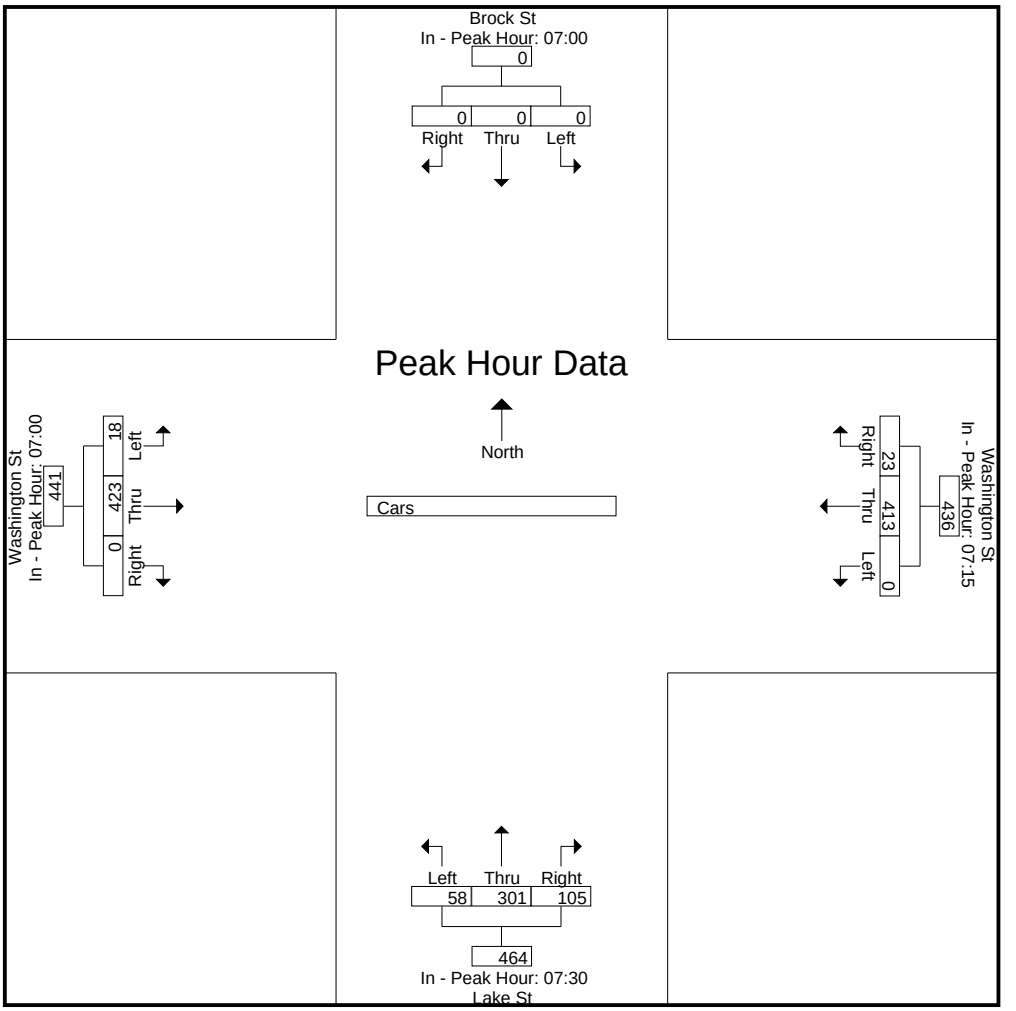
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00				07:15				07:30				07:00			
+0 mins.	0	0	0	0	0	112	4	116	17	77	31	125	7	107	0	114
+15 mins.	0	0	0	0	0	86	8	94	17	81	20	118	2	113	0	115
+30 mins.	0	0	0	0	0	99	5	104	13	75	22	110	5	94	0	99
+45 mins.	0	0	0	0	0	116	6	122	11	68	32	111	4	109	0	113
Total Volume	0	0	0	0	0	413	23	436	58	301	105	464	18	423	0	441
% App. Total	0	0	0		0	94.7	5.3		12.5	64.9	22.6		4.1	95.9	0	
PHF	.000	.000	.000	.000	.000	.890	.719	.893	.853	.929	.820	.928	.643	.936	.000	.959

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
Page No : 3



N/S Street : Brock St / Lake St
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
Page No : 1

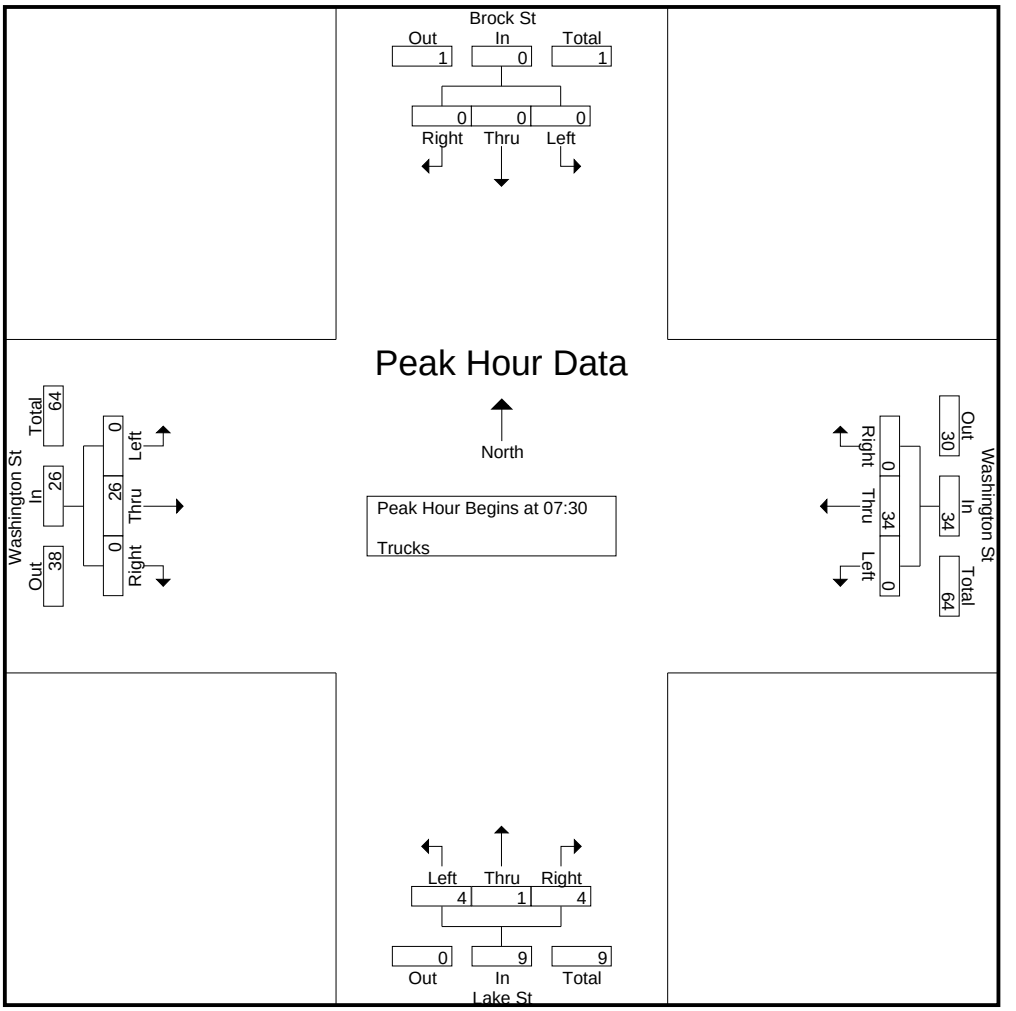
Groups Printed- Trucks

	Brock St From North				Washington St From East				Lake St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	7	1	0	1	0	0	0	0	6	0	0	0	15	15
07:15	0	0	0	0	0	8	0	0	0	1	0	0	1	4	0	0	0	14	14
07:30	0	0	0	0	0	8	0	0	2	1	2	0	0	9	0	0	0	22	22
07:45	0	0	0	0	0	11	0	0	0	0	0	0	0	4	0	0	0	15	15
Total	0	0	0	0	0	34	1	0	3	2	2	0	1	23	0	0	0	66	66
08:00	0	0	0	0	0	7	0	0	1	0	1	0	0	5	0	0	0	14	14
08:15	0	0	0	0	0	8	0	0	1	0	1	0	0	8	0	0	0	18	18
08:30	0	0	0	0	0	5	0	0	0	2	0	0	0	5	0	0	0	12	12
08:45	0	0	0	0	0	9	1	0	0	0	0	0	0	8	0	0	0	18	18
Total	0	0	0	0	0	29	1	0	2	2	2	0	0	26	0	0	0	62	62
Grand Total	0	0	0	0	0	63	2	0	5	4	4	0	1	49	0	0	0	128	128
Apprch %	0	0	0		0	96.9	3.1		38.5	30.8	30.8		2	98	0				
Total %	0	0	0		0	49.2	1.6		3.9	3.1	3.1		0.8	38.3	0		0	100	

	Brock St From North				Washington St From East				Lake St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	8	0	8	2	1	2	5	0	9	0	9	22
07:45	0	0	0	0	0	11	0	11	0	0	0	0	0	4	0	4	15
08:00	0	0	0	0	0	7	0	7	1	0	1	2	0	5	0	5	14
08:15	0	0	0	0	0	8	0	8	1	0	1	2	0	8	0	8	18
Total Volume	0	0	0	0	0	34	0	34	4	1	4	9	0	26	0	26	69
% App. Total	0	0	0		0	100	0		44.4	11.1	44.4		0	100	0		
PHF	.000	.000	.000	.000	.000	.773	.000	.773	.500	.250	.500	.450	.000	.722	.000	.722	.784

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
Page No : 2



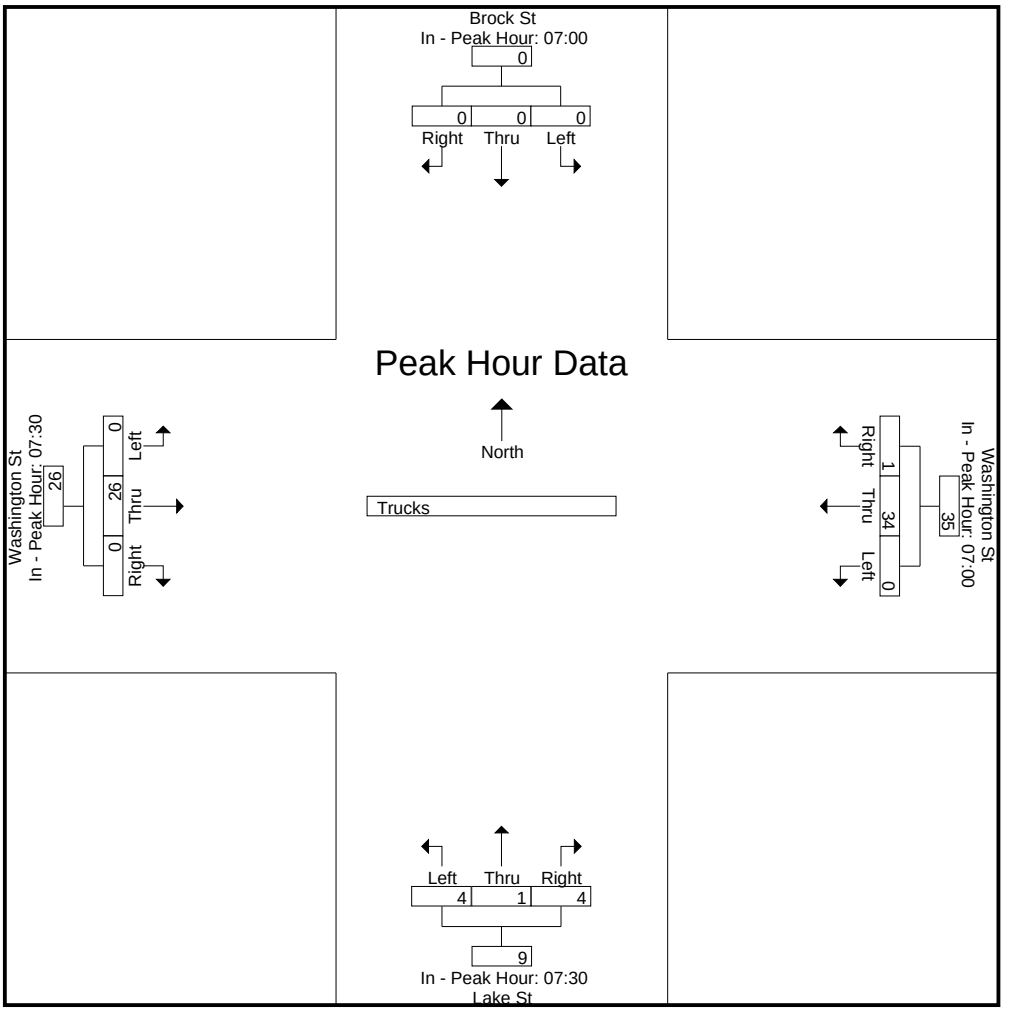
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00				07:00				07:30				07:30			
+0 mins.	0	0	0	0	0	7	1	8	2	1	2	5	0	9	0	9
+15 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	8	0	8	1	0	1	2	0	5	0	5
+45 mins.	0	0	0	0	0	11	0	11	1	0	1	2	0	8	0	8
Total Volume	0	0	0	0	0	34	1	35	4	1	4	9	0	26	0	26
% App. Total	0	0	0		0	97.1	2.9		44.4	11.1	44.4		0	100	0	
PHF	.000	.000	.000	.000	.000	.773	.250	.795	.500	.250	.500	.450	.000	.722	.000	.722

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
Page No : 3



N/S Street : Brock St / Lake St
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars - Trucks

	Brock St From North				Washington St From East				Lake St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	7	0	97	5	2	22	64	34	9	2	94	0	0	18	318	336
16:15	0	0	0	7	0	95	6	1	18	55	33	7	1	96	0	8	23	304	327
16:30	0	0	0	7	0	108	14	0	20	48	26	15	11	124	0	16	38	351	389
16:45	0	0	0	4	0	86	8	1	19	61	25	9	12	129	0	13	27	340	367
Total	0	0	0	25	0	386	33	4	79	228	118	40	26	443	0	37	106	1313	1419
17:00	0	0	0	19	0	102	16	1	19	67	23	17	12	129	0	8	45	368	413
17:15	0	0	0	7	0	111	15	1	22	77	25	19	4	113	0	10	37	367	404
17:30	0	0	0	15	0	117	5	7	25	60	26	15	4	121	0	8	45	358	403
17:45	0	0	0	11	0	108	10	4	14	69	27	18	18	135	0	11	44	381	425
Total	0	0	0	52	0	438	46	13	80	273	101	69	38	498	0	37	171	1474	1645
Grand Total	0	0	0	77	0	824	79	17	159	501	219	109	64	941	0	74	277	2787	3064
Apprch %	0	0	0		0	91.3	8.7		18.1	57	24.9		6.4	93.6	0				
Total %	0	0	0		0	29.6	2.8		5.7	18	7.9		2.3	33.8	0		9	91	
Cars	0	0	0		0	794	78		156	498	215		64	895	0		0	0	2977
% Cars	0	0	0	100	0	96.4	98.7	100	98.1	99.4	98.2	100	100	95.1	0	100	0	0	97.2
Trucks	0	0	0		0	30	1		3	3	4		0	46	0		0	0	87
% Trucks	0	0	0	0	0	3.6	1.3	0	1.9	0.6	1.8	0	0	4.9	0	0	0	0	2.8

	Brock St From North				Washington St From East				Lake St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	102	16	118	19	67	23	109	12	129	0	141	368
17:15	0	0	0	0	0	111	15	126	22	77	25	124	4	113	0	117	367
17:30	0	0	0	0	0	117	5	122	25	60	26	111	4	121	0	125	358
17:45	0	0	0	0	0	108	10	118	14	69	27	110	18	135	0	153	381
Total Volume	0	0	0	0	0	438	46	484	80	273	101	454	38	498	0	536	1474
% App. Total	0	0	0		0	90.5	9.5		17.6	60.1	22.2		7.1	92.9	0		
PHF	.000	.000	.000	.000	.000	.936	.719	.960	.800	.886	.935	.915	.528	.922	.000	.876	.967
Cars	0	0	0	0	0	424	46	470	80	271	99	450	38	474	0	512	1432
% Cars	0	0	0	0	0	96.8	100	97.1	100	99.3	98.0	99.1	100	95.2	0	95.5	97.2
Trucks	0	0	0	0	0	14	0	14	0	2	2	4	0	24	0	24	42
% Trucks	0	0	0	0	0	3.2	0	2.9	0	0.7	2.0	0.9	0	4.8	0	4.5	2.8

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
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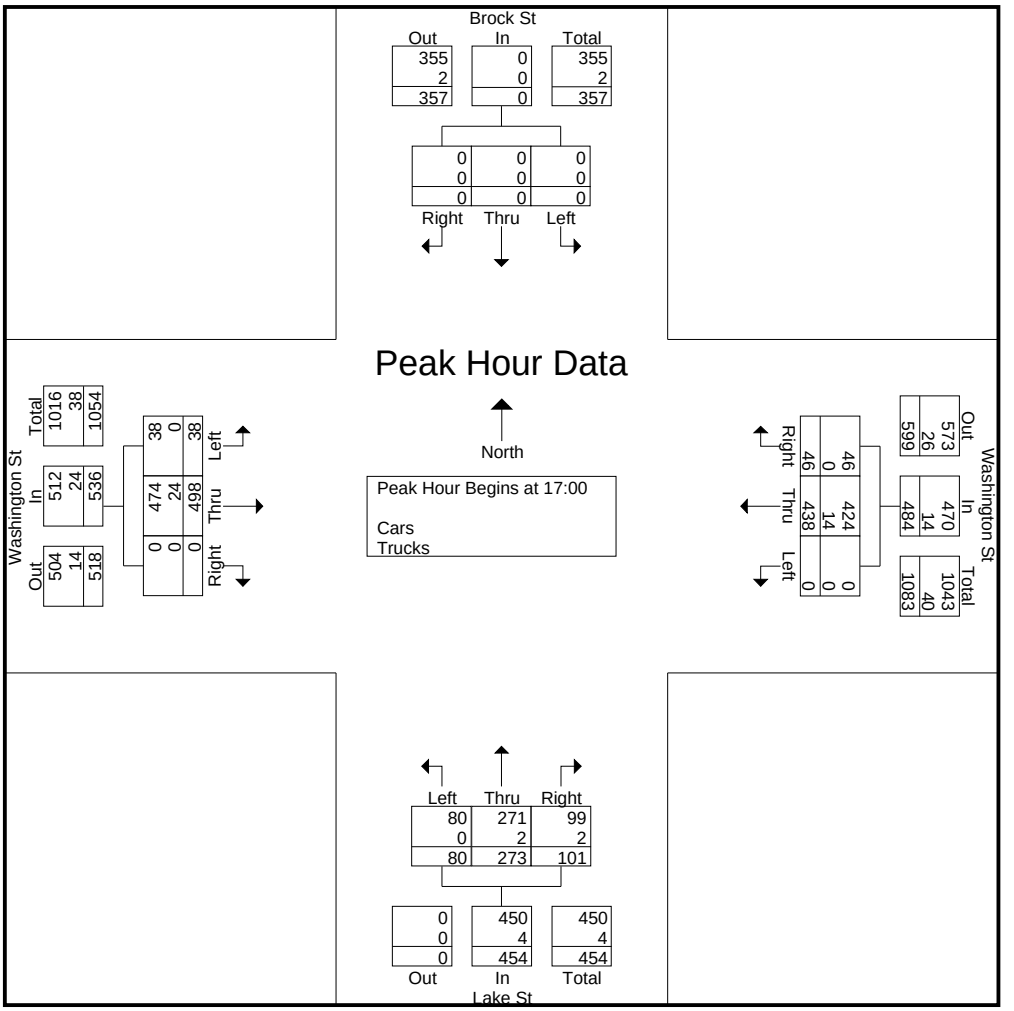


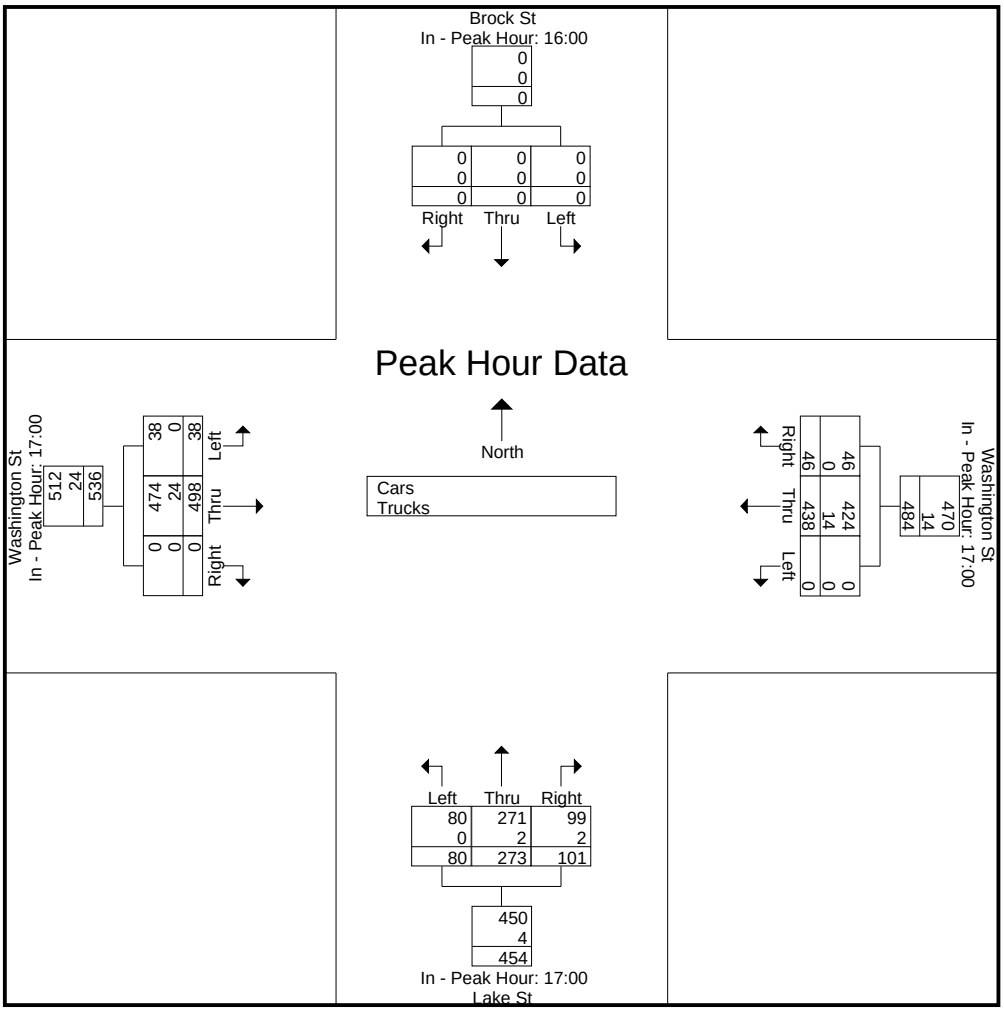
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				17:00				17:00				17:00			
+0 mins.	0	0	0	0	0	102	16	118	19	67	23	109	12	129	0	141
+15 mins.	0	0	0	0	0	111	15	126	22	77	25	124	4	113	0	117
+30 mins.	0	0	0	0	0	117	5	122	25	60	26	111	4	121	0	125
+45 mins.	0	0	0	0	0	108	10	118	14	69	27	110	18	135	0	153
Total Volume	0	0	0	0	0	438	46	484	80	273	101	454	38	498	0	536
% App. Total	0	0	0		0	90.5	9.5		17.6	60.1	22.2		7.1	92.9	0	
PHF	.000	.000	.000	.000	.000	.936	.719	.960	.800	.886	.935	.915	.528	.922	.000	.876
Cars	0	0	0	0	0	424	46	470	80	271	99	450	38	474	0	512
% Cars	0	0	0	0	0	96.8	100	97.1	100	99.3	98	99.1	100	95.2	0	95.5
Trucks	0	0	0	0	0	14	0	14	0	2	2	4	0	24	0	24
% Trucks	0	0	0	0	0	3.2	0	2.9	0	0.7	2	0.9	0	4.8	0	4.5

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
Page No : 3



N/S Street : Brock St / Lake St
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars

	Brock St From North				Washington St From East				Lake St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	7	0	94	4	2	22	64	33	9	2	89	0	0	18	308	326
16:15	0	0	0	7	0	91	6	1	16	55	33	7	1	91	0	8	23	293	316
16:30	0	0	0	7	0	106	14	0	20	48	25	15	11	119	0	16	38	343	381
16:45	0	0	0	4	0	79	8	1	18	60	25	9	12	122	0	13	27	324	351
Total	0	0	0	25	0	370	32	4	76	227	116	40	26	421	0	37	106	1268	1374
17:00	0	0	0	19	0	98	16	1	19	67	23	17	12	122	0	8	45	357	402
17:15	0	0	0	7	0	109	15	1	22	76	25	19	4	107	0	10	37	358	395
17:30	0	0	0	15	0	113	5	7	25	59	26	15	4	116	0	8	45	348	393
17:45	0	0	0	11	0	104	10	4	14	69	25	18	18	129	0	11	44	369	413
Total	0	0	0	52	0	424	46	13	80	271	99	69	38	474	0	37	171	1432	1603
Grand Total	0	0	0	77	0	794	78	17	156	498	215	109	64	895	0	74	277	2700	2977
Apprch %	0	0	0		0	91.1	8.9		18	57.3	24.7		6.7	93.3	0				
Total %	0	0	0		0	29.4	2.9		5.8	18.4	8		2.4	33.1	0		9.3	90.7	

	Brock St From North				Washington St From East				Lake St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	98	16	114	19	67	23	109	12	122	0	134	357
17:15	0	0	0	0	0	109	15	124	22	76	25	123	4	107	0	111	358
17:30	0	0	0	0	0	113	5	118	25	59	26	110	4	116	0	120	348
17:45	0	0	0	0	0	104	10	114	14	69	25	108	18	129	0	147	369
Total Volume	0	0	0	0	0	424	46	470	80	271	99	450	38	474	0	512	1432
% App. Total	0	0	0		0	90.2	9.8		17.8	60.2	22		7.4	92.6	0		
PHF	.000	.000	.000	.000	.000	.938	.719	.948	.800	.891	.952	.915	.528	.919	.000	.871	.970

Accurate Counts
978-664-2565

File Name : 39000010
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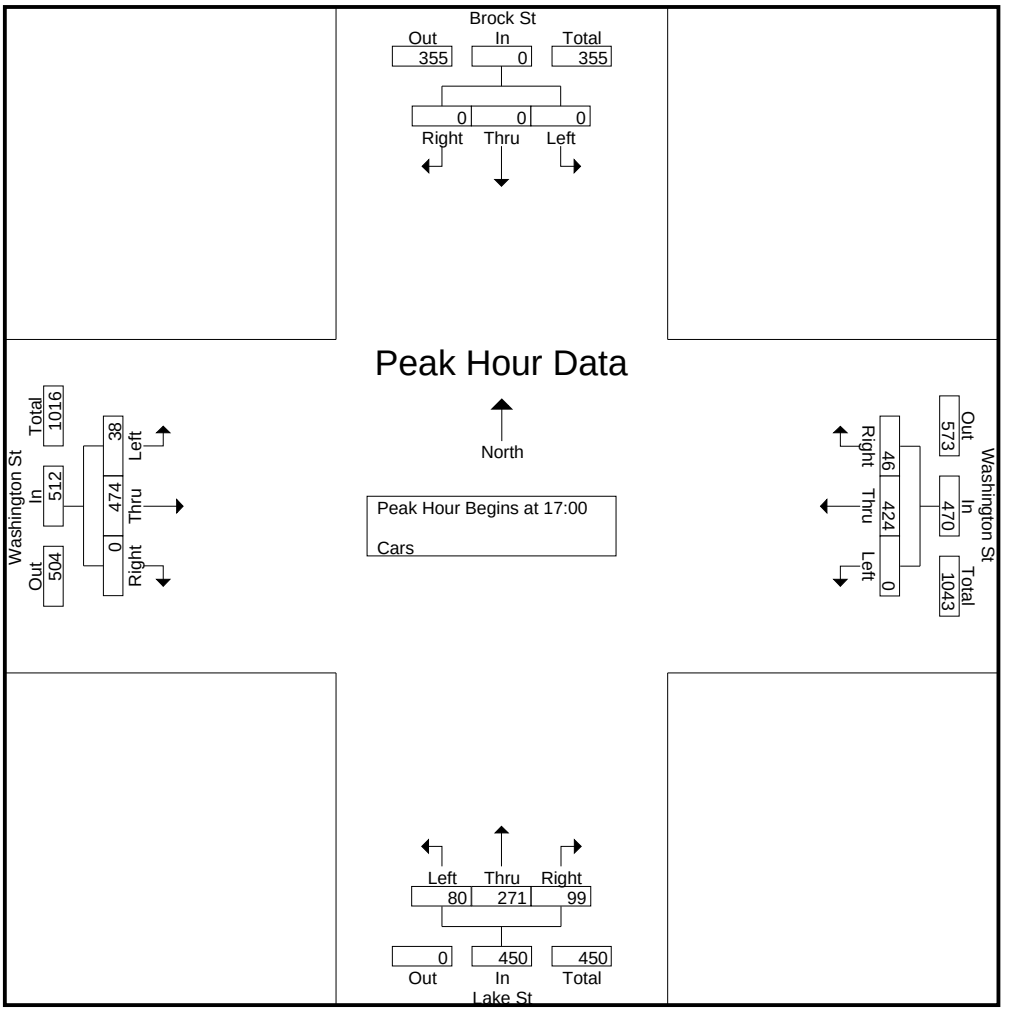

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				17:00				17:00				17:00			
+0 mins.	0	0	0	0	0	98	16	114	19	67	23	109	12	122	0	134
+15 mins.	0	0	0	0	0	109	15	124	22	76	25	123	4	107	0	111
+30 mins.	0	0	0	0	0	113	5	118	25	59	26	110	4	116	0	120
+45 mins.	0	0	0	0	0	104	10	114	14	69	25	108	18	129	0	147
Total Volume	0	0	0	0	0	424	46	470	80	271	99	450	38	474	0	512
% App. Total	0	0	0		0	90.2	9.8		17.8	60.2	22		7.4	92.6	0	
PHF	.000	.000	.000	.000	.000	.938	.719	.948	.800	.891	.952	.915	.528	.919	.000	.871

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
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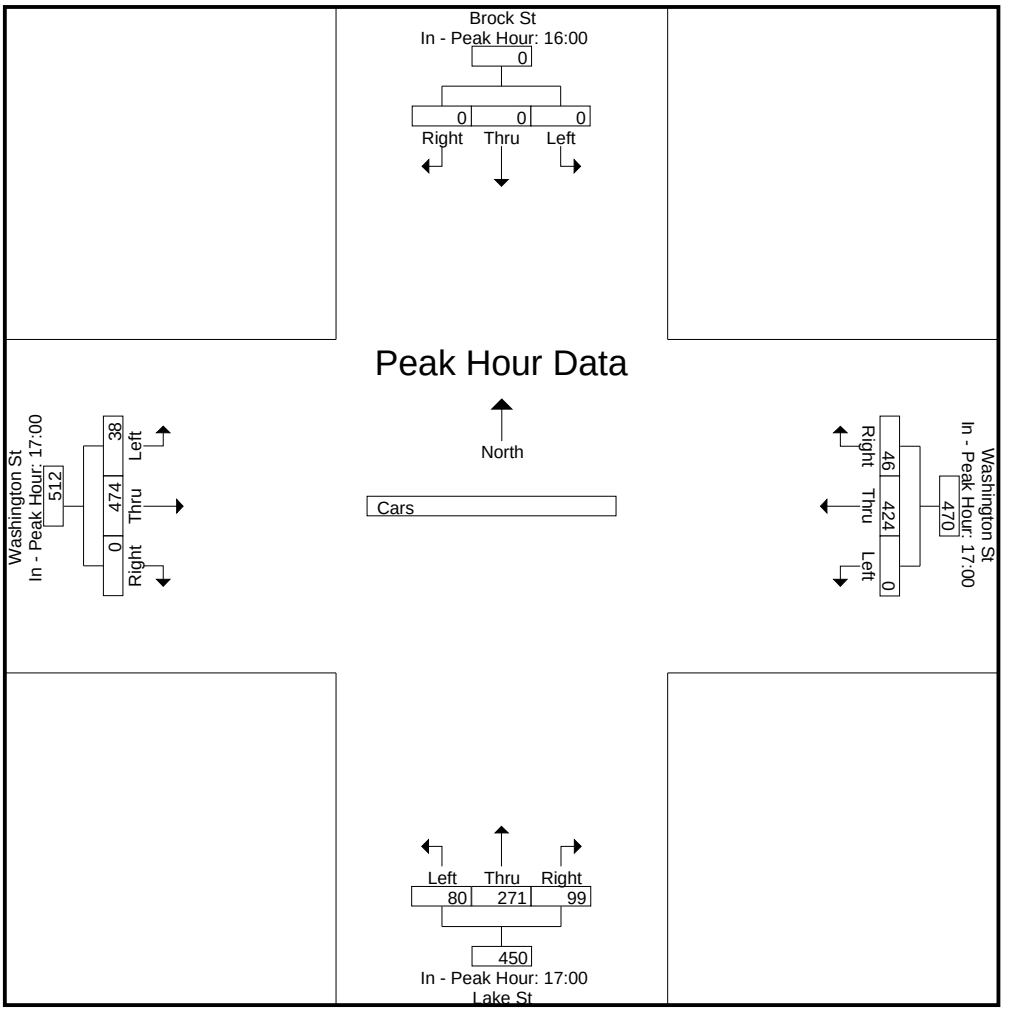

N/S Street : Brock St / Lake St
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
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Groups Printed- Trucks

	Brock St From North				Washington St From East				Lake St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	3	1	0	0	0	1	0	0	5	0	0	0	10	10
16:15	0	0	0	0	0	4	0	0	2	0	0	0	0	5	0	0	0	11	11
16:30	0	0	0	0	0	2	0	0	0	0	1	0	0	5	0	0	0	8	8
16:45	0	0	0	0	0	7	0	0	1	1	0	0	0	7	0	0	0	16	16
Total	0	0	0	0	0	16	1	0	3	1	2	0	0	22	0	0	0	45	45
17:00	0	0	0	0	0	4	0	0	0	0	0	0	0	7	0	0	0	11	11
17:15	0	0	0	0	0	2	0	0	0	1	0	0	0	6	0	0	0	9	9
17:30	0	0	0	0	0	4	0	0	0	1	0	0	0	5	0	0	0	10	10
17:45	0	0	0	0	0	4	0	0	0	0	2	0	0	6	0	0	0	12	12
Total	0	0	0	0	0	14	0	0	0	2	2	0	0	24	0	0	0	42	42
Grand Total	0	0	0	0	0	30	1	0	3	3	4	0	0	46	0	0	0	87	87
Apprch %	0	0	0		0	96.8	3.2		30	30	40		0	100	0				
Total %	0	0	0		0	34.5	1.1		3.4	3.4	4.6		0	52.9	0		0	100	

	Brock St From North				Washington St From East				Lake St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	0	0	0	0	4	0	4	2	0	0	2	0	5	0	5	11
16:30	0	0	0	0	0	2	0	2	0	0	1	1	0	5	0	5	8
16:45	0	0	0	0	0	7	0	7	1	1	0	2	0	7	0	7	16
17:00	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
Total Volume	0	0	0	0	0	17	0	17	3	1	1	5	0	24	0	24	46
% App. Total	0	0	0		0	100	0		60	20	20		0	100	0		
PHF	.000	.000	.000	.000	.000	.607	.000	.607	.375	.250	.250	.625	.000	.857	.000	.857	.719

Accurate Counts
978-664-2565

File Name : 39000010
Site Code : 39000010
Start Date : 3/12/2008
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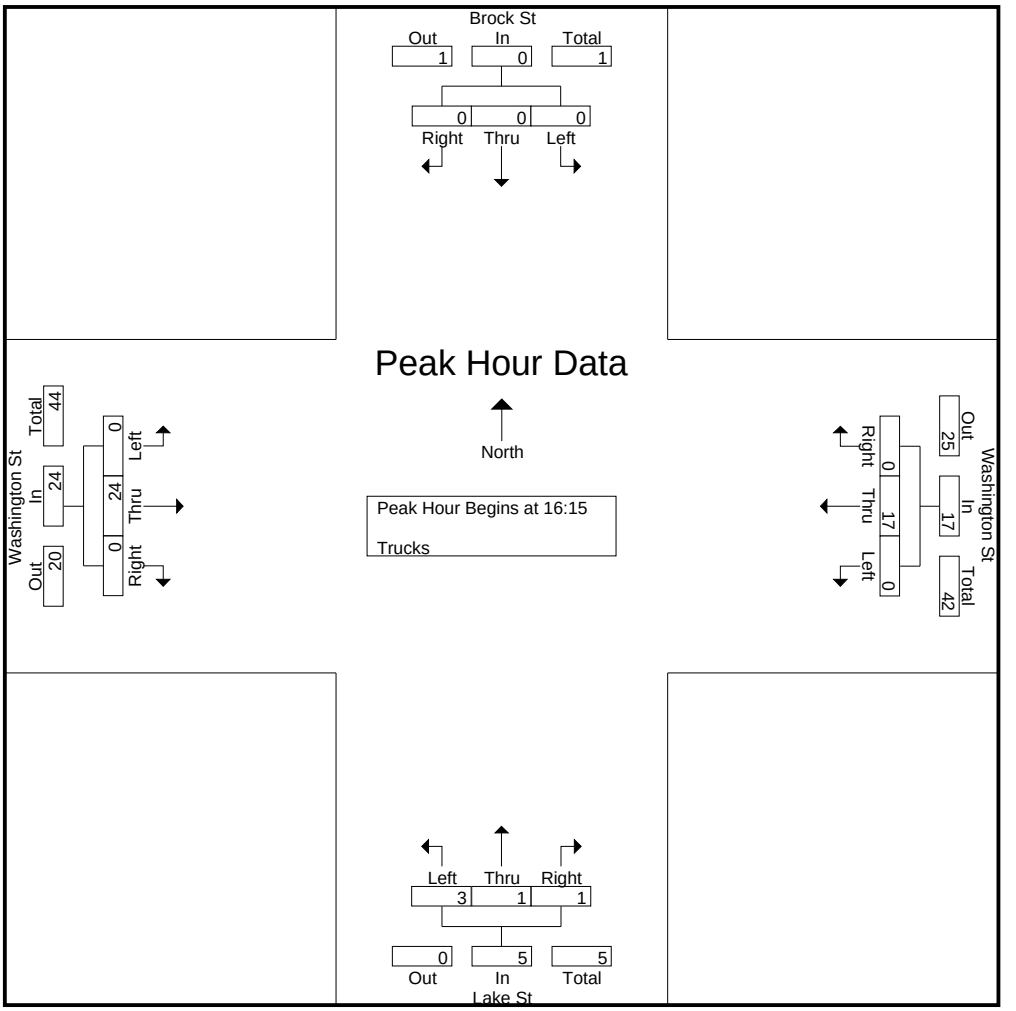

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				16:00				16:00				16:30			
+0 mins.	0	0	0	0	0	3	1	4	0	0	1	1	0	5	0	5
+15 mins.	0	0	0	0	0	4	0	4	2	0	0	2	0	7	0	7
+30 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	7	0	7
+45 mins.	0	0	0	0	0	7	0	7	1	1	0	2	0	6	0	6
Total Volume	0	0	0	0	0	16	1	17	3	1	2	6	0	25	0	25
% App. Total	0	0	0		0	94.1	5.9		50	16.7	33.3		0	100	0	
PHF	.000	.000	.000	.000	.000	.571	.250	.607	.375	.250	.500	.750	.000	.893	.000	.893

Accurate Counts
978-664-2565

File Name : 39000010
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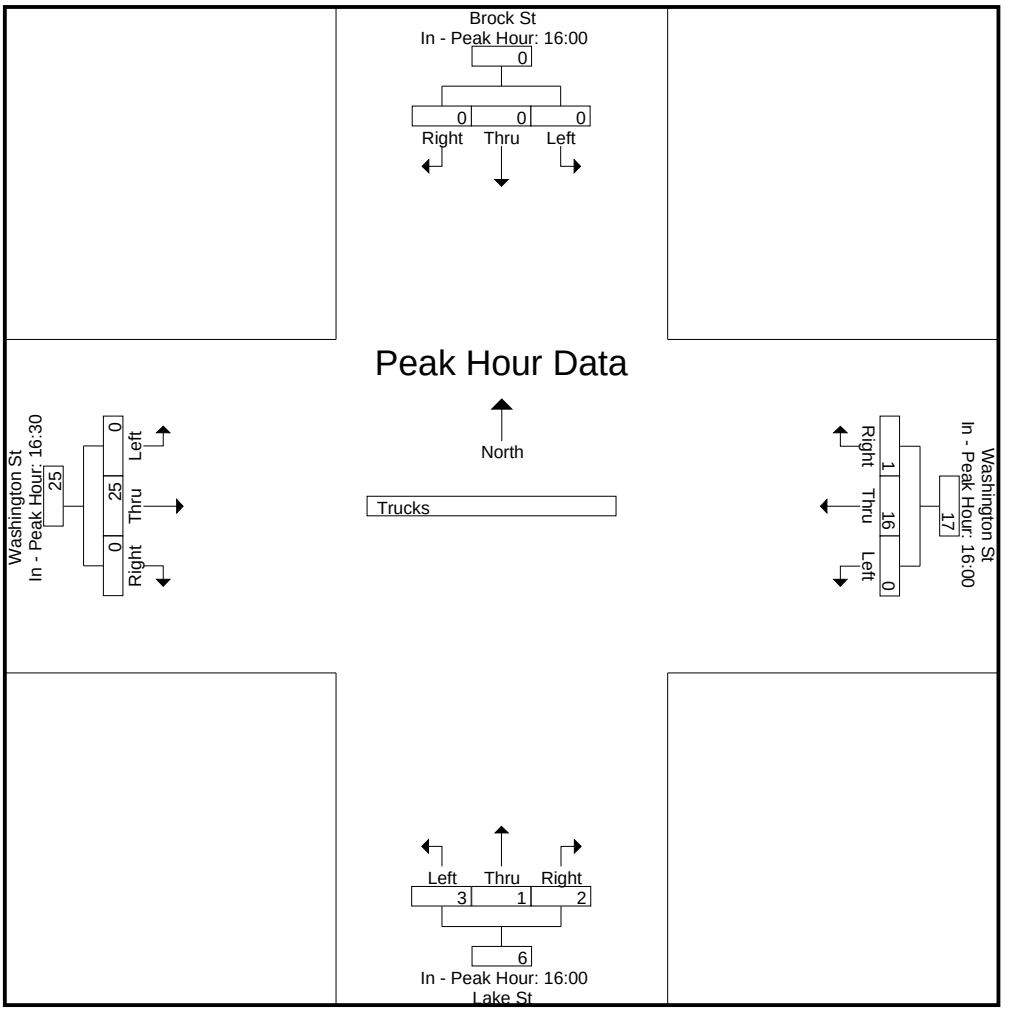

N/S Street : Lake Street
E/W Street: Kenrick St / Glenmont Rd
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars - Trucks

	Lake St From North				Glenmont Rd From East				Lake St From South				Kenrick St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	1	0	4	11	2	3	60	0	1	15	0	0	0	4	93	97
07:15	0	0	0	2	0	5	20	0	8	86	0	0	19	0	0	6	8	138	146
07:30	0	0	0	0	0	10	12	1	9	116	0	0	22	0	0	8	9	169	178
07:45	0	0	0	0	0	16	2	1	7	121	0	0	36	0	0	10	11	182	193
Total	0	0	0	3	0	35	45	4	27	383	0	1	92	0	0	24	32	582	614
08:00	0	0	0	0	0	16	9	1	14	115	0	1	38	0	0	11	13	192	205
08:15	0	0	0	0	0	12	7	1	11	109	0	0	26	0	0	9	10	165	175
08:30	0	0	0	2	0	13	6	1	9	130	0	2	30	0	0	5	10	188	198
08:45	0	0	0	0	0	9	5	0	4	99	0	0	38	0	0	8	8	155	163
Total	0	0	0	2	0	50	27	3	38	453	0	3	132	0	0	33	41	700	741
Grand Total	0	0	0	5	0	85	72	7	65	836	0	4	224	0	0	57	73	1282	1355
Apprch %	0	0	0		0	54.1	45.9		7.2	92.8	0		100	0	0				
Total %	0	0	0		0	6.6	5.6		5.1	65.2	0		17.5	0	0		5.4	94.6	
Cars	0	0	0		0	84	68		64	827	0		221	0	0		0	0	1337
% Cars	0	0	0	100	0	98.8	94.4	100	98.5	98.9	0	100	98.7	0	0	100	0	0	98.7
Trucks	0	0	0		0	1	4		1	9	0		3	0	0		0	0	18
% Trucks	0	0	0	0	0	1.2	5.6	0	1.5	1.1	0	0	1.3	0	0	0	0	0	1.3

	Lake St From North				Glenmont Rd From East				Lake St From South				Kenrick St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	0	0	0	16	2	18	7	121	0	128	36	0	0	36	182
08:00	0	0	0	0	0	16	9	25	14	115	0	129	38	0	0	38	192
08:15	0	0	0	0	0	12	7	19	11	109	0	120	26	0	0	26	165
08:30	0	0	0	0	0	13	6	19	9	130	0	139	30	0	0	30	188
Total Volume	0	0	0	0	0	57	24	81	41	475	0	516	130	0	0	130	727
% App. Total	0	0	0		0	70.4	29.6		7.9	92.1	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.891	.667	.810	.732	.913	.000	.928	.855	.000	.000	.855	.947
Cars	0	0	0	0	0	56	23	79	40	470	0	510	127	0	0	127	716
% Cars	0	0	0	0	0	98.2	95.8	97.5	97.6	98.9	0	98.8	97.7	0	0	97.7	98.5
Trucks	0	0	0	0	0	1	1	2	1	5	0	6	3	0	0	3	11
% Trucks	0	0	0	0	0	1.8	4.2	2.5	2.4	1.1	0	1.2	2.3	0	0	2.3	1.5

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
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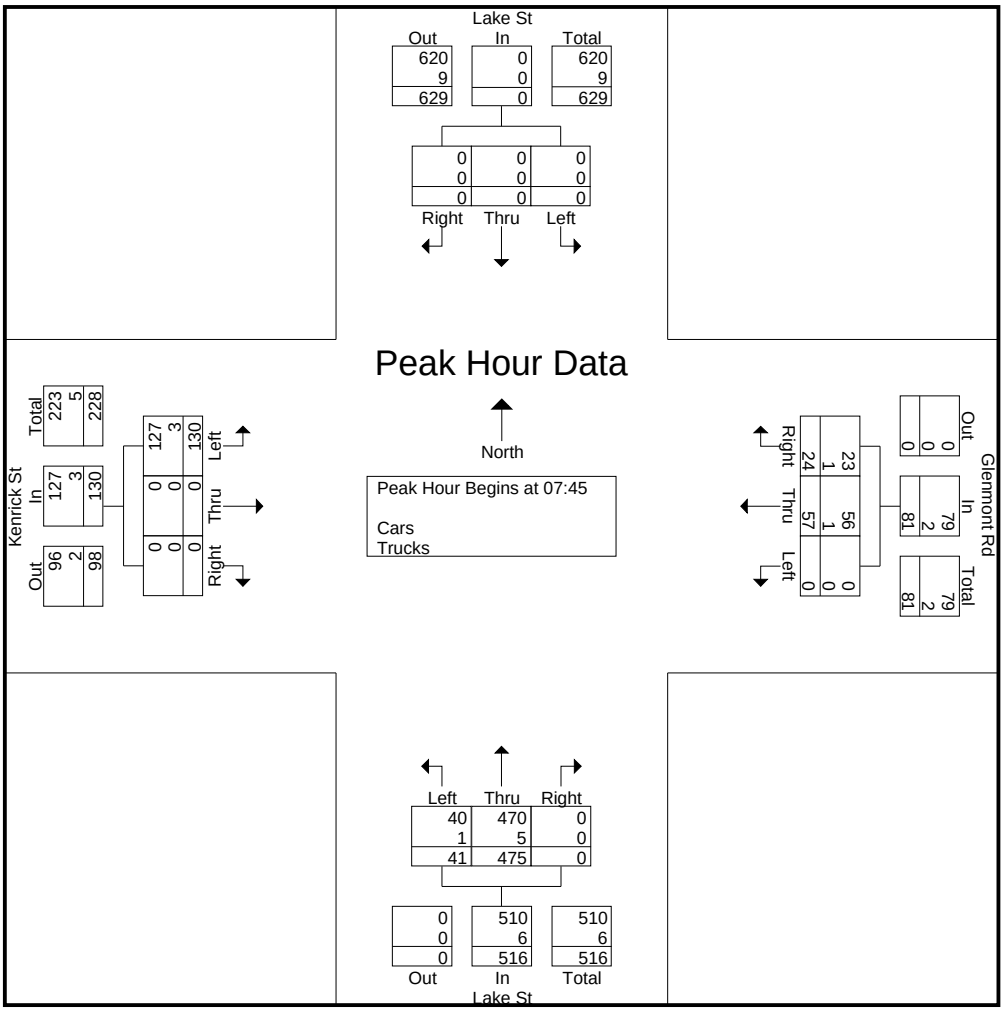


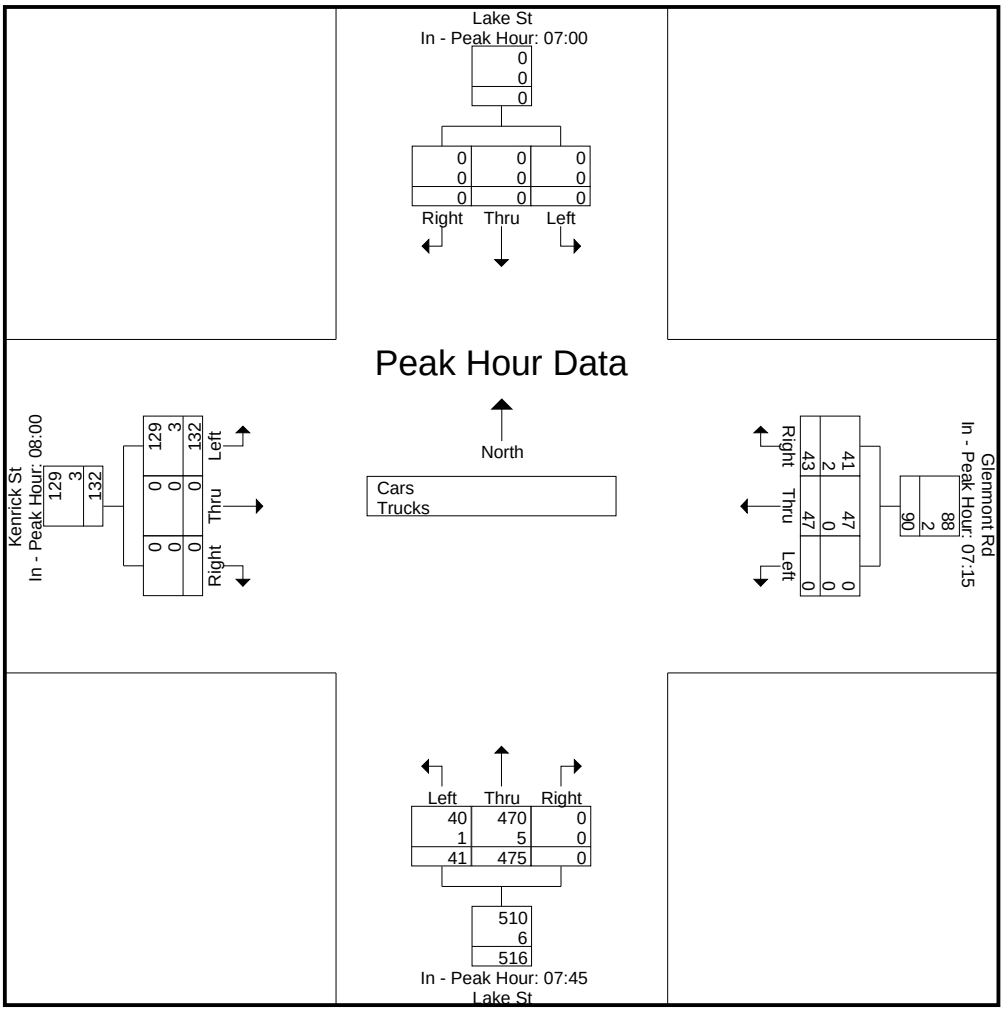
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00				07:15				07:45				08:00			
+0 mins.	0	0	0	0	0	5	20	25	7	121	0	128	38	0	0	38
+15 mins.	0	0	0	0	0	10	12	22	14	115	0	129	26	0	0	26
+30 mins.	0	0	0	0	0	16	2	18	11	109	0	120	30	0	0	30
+45 mins.	0	0	0	0	0	16	9	25	9	130	0	139	38	0	0	38
Total Volume	0	0	0	0	0	47	43	90	41	475	0	516	132	0	0	132
% App. Total	0	0	0		0	52.2	47.8		7.9	92.1	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.734	.538	.900	.732	.913	.000	.928	.868	.000	.000	.868
Cars	0	0	0	0	0	47	41	88	40	470	0	510	129	0	0	129
% Cars	0	0	0	0	0	100	95.3	97.8	97.6	98.9	0	98.8	97.7	0	0	97.7
Trucks	0	0	0	0	0	0	2	2	1	5	0	6	3	0	0	3
% Trucks	0	0	0	0	0	0	4.7	2.2	2.4	1.1	0	1.2	2.3	0	0	2.3

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
Page No : 3



N/S Street : Lake Street
E/W Street: Kenrick St / Glenmont Rd
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars

	Lake St From North				Glenmont Rd From East				Lake St From South				Kenrick St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	1	0	4	10	2	3	59	0	1	15	0	0	0	4	91	95
07:15	0	0	0	2	0	5	20	0	8	86	0	0	19	0	0	6	8	138	146
07:30	0	0	0	0	0	10	10	1	9	113	0	0	22	0	0	8	9	164	173
07:45	0	0	0	0	0	16	2	1	7	121	0	0	36	0	0	10	11	182	193
Total	0	0	0	3	0	35	42	4	27	379	0	1	92	0	0	24	32	575	607
08:00	0	0	0	0	0	16	9	1	14	114	0	1	37	0	0	11	13	190	203
08:15	0	0	0	0	0	12	7	1	10	106	0	0	25	0	0	9	10	160	170
08:30	0	0	0	2	0	12	5	1	9	129	0	2	29	0	0	5	10	184	194
08:45	0	0	0	0	0	9	5	0	4	99	0	0	38	0	0	8	8	155	163
Total	0	0	0	2	0	49	26	3	37	448	0	3	129	0	0	33	41	689	730
Grand Total	0	0	0	5	0	84	68	7	64	827	0	4	221	0	0	57	73	1264	1337
Apprch %	0	0	0		0	55.3	44.7		7.2	92.8	0		100	0	0				
Total %	0	0	0		0	6.6	5.4		5.1	65.4	0		17.5	0	0		5.5	94.5	

	Lake St From North				Glenmont Rd From East				Lake St From South				Kenrick St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	0	0	0	16	2	18	7	121	0	128	36	0	0	36	182
08:00	0	0	0	0	0	16	9	25	14	114	0	128	37	0	0	37	190
08:15	0	0	0	0	0	12	7	19	10	106	0	116	25	0	0	25	160
08:30	0	0	0	0	0	12	5	17	9	129	0	138	29	0	0	29	184
Total Volume	0	0	0	0	0	56	23	79	40	470	0	510	127	0	0	127	716
% App. Total	0	0	0		0	70.9	29.1		7.8	92.2	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.875	.639	.790	.714	.911	.000	.924	.858	.000	.000	.858	.942

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
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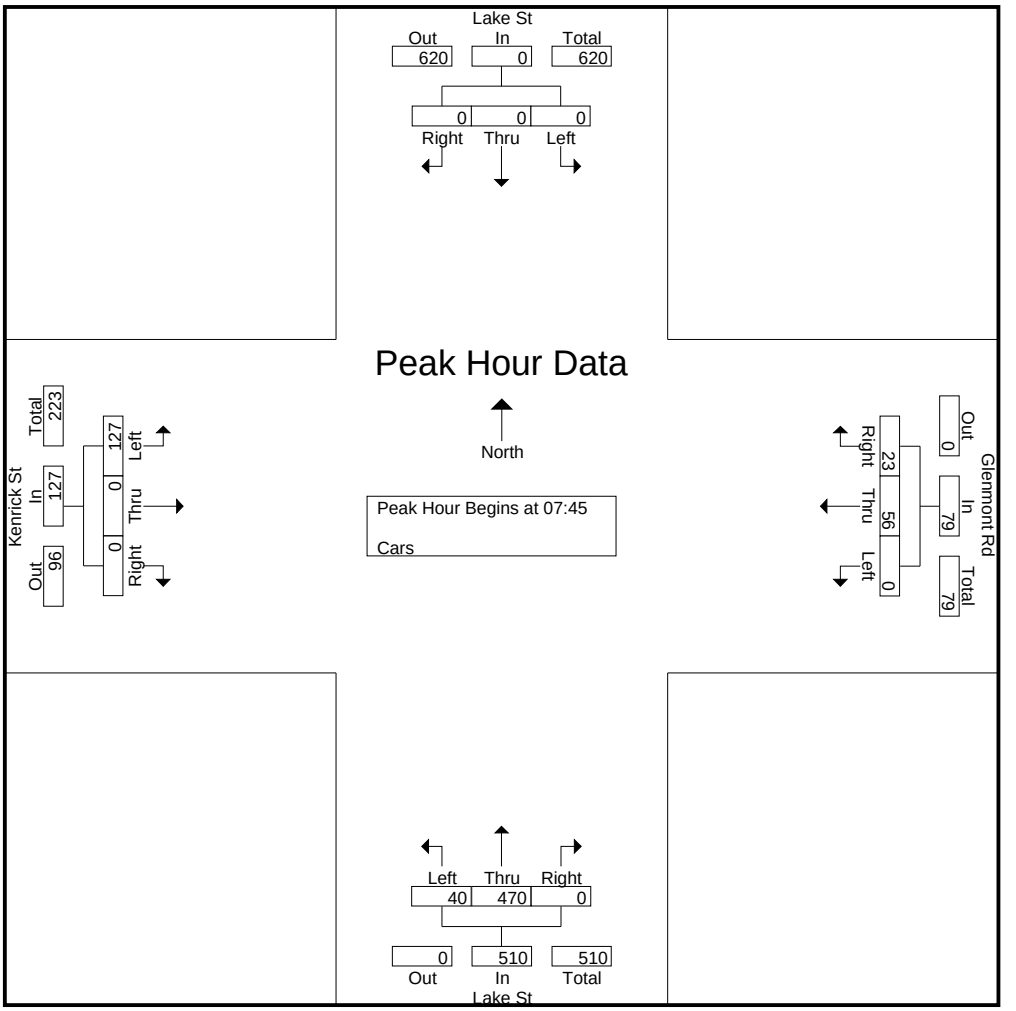


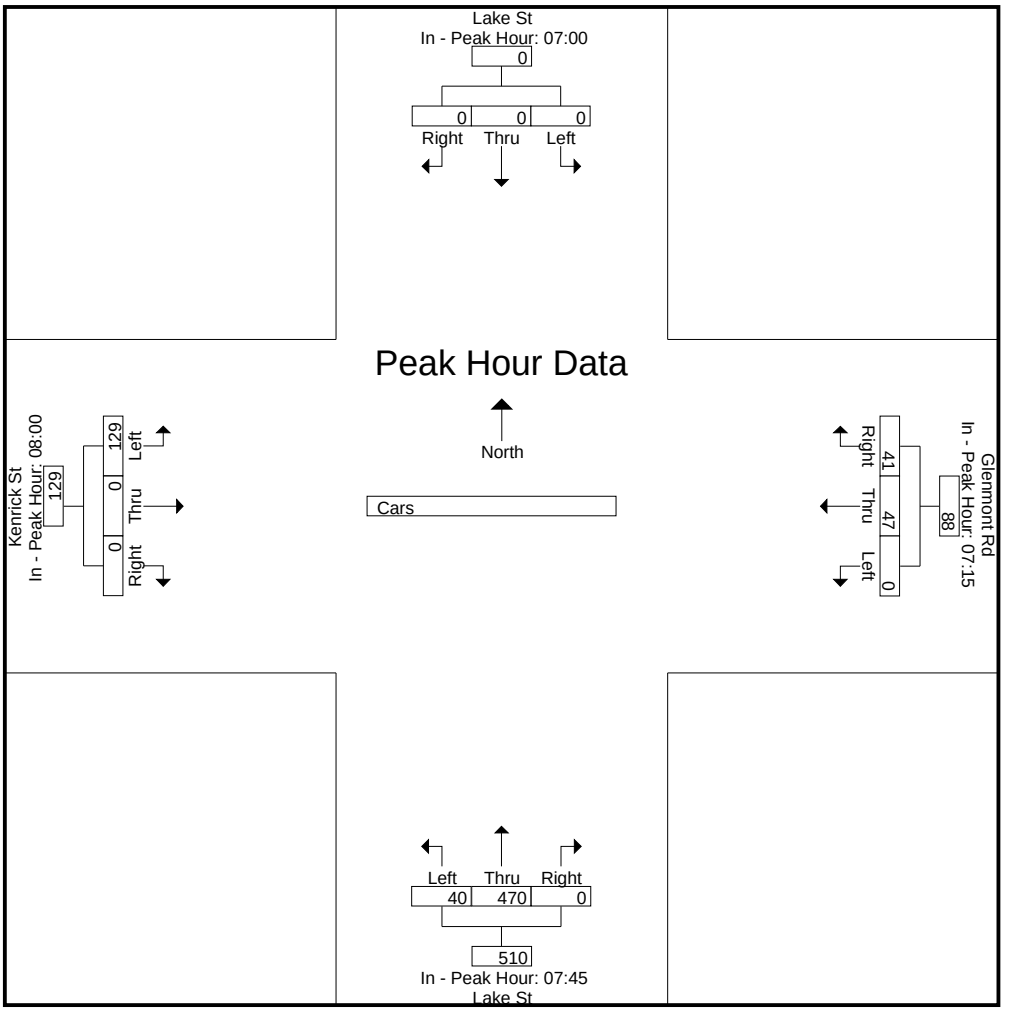
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00				07:15				07:45				08:00			
+0 mins.	0	0	0	0	0	5	20	25	7	121	0	128	37	0	0	37
+15 mins.	0	0	0	0	0	10	10	20	14	114	0	128	25	0	0	25
+30 mins.	0	0	0	0	0	16	2	18	10	106	0	116	29	0	0	29
+45 mins.	0	0	0	0	0	16	9	25	9	129	0	138	38	0	0	38
Total Volume	0	0	0	0	0	47	41	88	40	470	0	510	129	0	0	129
% App. Total	0	0	0		0	53.4	46.6		7.8	92.2	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.734	.513	.880	.714	.911	.000	.924	.849	.000	.000	.849

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
Page No : 3



N/S Street : Lake Street
E/W Street: Kenrick St / Glenmont Rd
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
Page No : 1

Groups Printed- Trucks

	Lake St From North				Glenmont Rd From East				Lake St From South				Kenrick St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	5	5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	4	0	0	0	0	0	0	0	7	7
08:00	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	2
08:15	0	0	0	0	0	0	0	0	1	3	0	0	1	0	0	0	0	5	5
08:30	0	0	0	0	0	1	1	0	0	1	0	0	1	0	0	0	0	4	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	1	5	0	0	3	0	0	0	0	11	11
Grand Total	0	0	0	0	0	1	4	0	1	9	0	0	3	0	0	0	0	18	18
Apprch %	0	0	0		0	20	80		10	90	0		100	0	0				
Total %	0	0	0		0	5.6	22.2		5.6	50	0		16.7	0	0		0	100	

	Lake St From North				Glenmont Rd From East				Lake St From South				Kenrick St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	0	2	2	0	3	0	3	0	0	0	0	5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
08:15	0	0	0	0	0	0	0	0	1	3	0	4	1	0	0	1	5
Total Volume	0	0	0	0	0	0	2	2	1	7	0	8	2	0	0	2	12
% App. Total	0	0	0		0	0	100		12.5	87.5	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250	.583	.000	.500	.500	.000	.000	.500	.600

Accurate Counts
978-664-2565

File Name : 39000011
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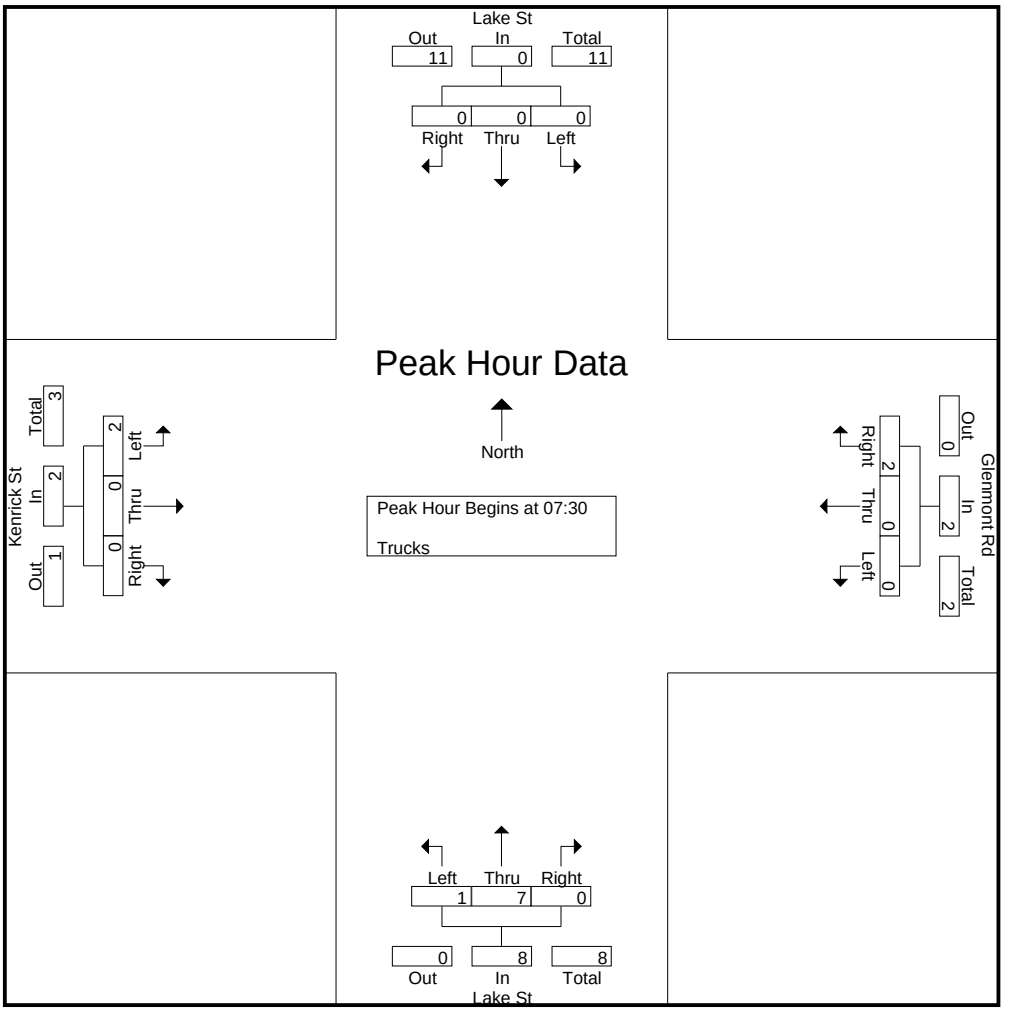

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00				07:00				07:30				07:45			
+0 mins.	0	0	0	0	0	0	1	1	0	3	0	3	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	2	2	0	1	0	1	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	1	3	0	4	1	0	0	1
Total Volume	0	0	0	0	0	0	3	3	1	7	0	8	3	0	0	3
% App. Total	0	0	0		0	0	100		12.5	87.5	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.375	.375	.250	.583	.000	.500	.750	.000	.000	.750

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
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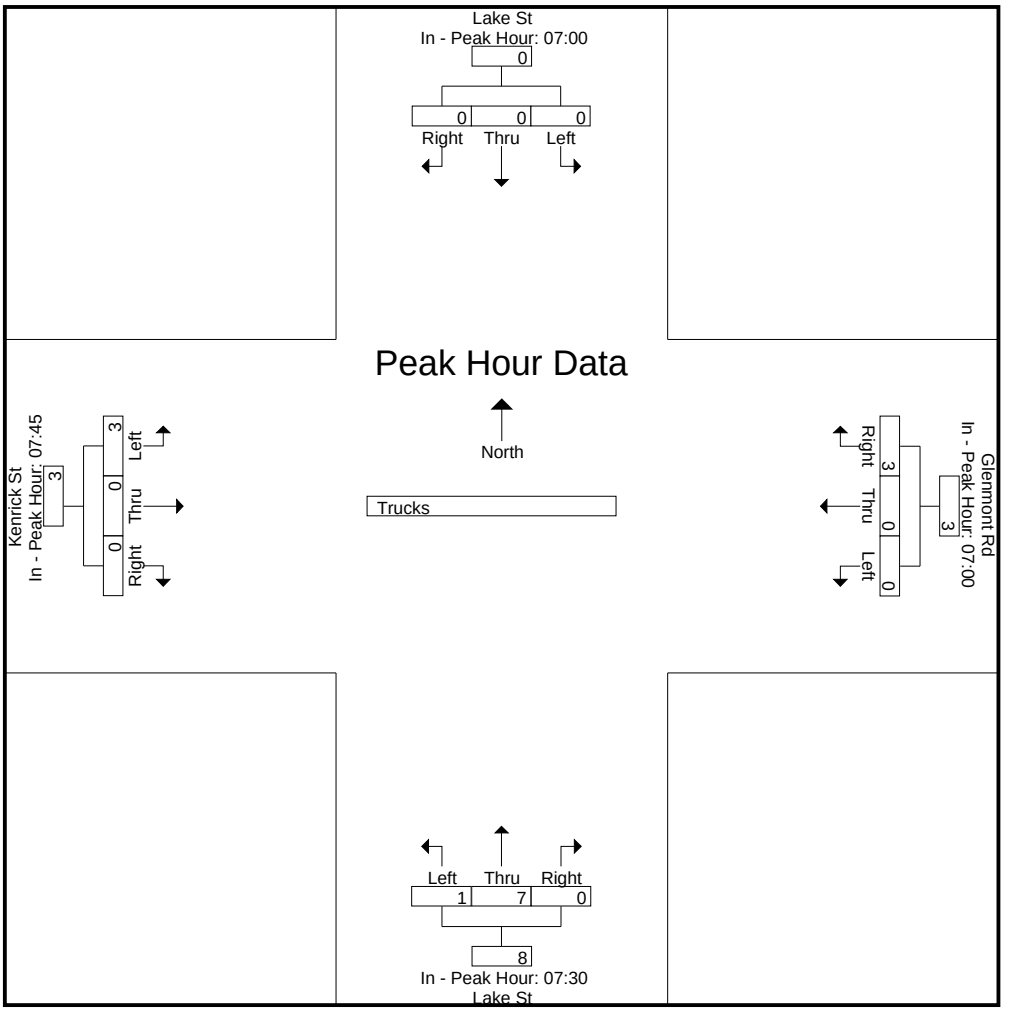

N/S Street : Lake Street
E/W Street: Kenrick St / Glenmont Rd
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars - Trucks

	Lake St From North				Glenmont Rd From East				Lake St From South				Kenrick St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	1	0	18	8	0	8	115	0	0	18	0	0	9	10	167	177
16:15	0	0	0	0	0	15	5	2	8	92	0	0	22	0	0	6	8	142	150
16:30	0	0	0	1	0	14	5	2	7	89	0	1	24	0	0	2	6	139	145
16:45	0	0	0	1	0	13	9	4	12	100	0	2	19	0	0	6	13	153	166
Total	0	0	0	3	0	60	27	8	35	396	0	3	83	0	0	23	37	601	638
17:00	0	0	0	1	0	16	5	4	11	125	0	0	19	0	0	4	9	176	185
17:15	0	0	0	3	0	21	5	3	21	120	0	0	26	0	0	11	17	193	210
17:30	0	0	0	1	0	24	8	6	16	97	0	0	35	0	0	9	16	180	196
17:45	0	0	0	0	0	20	7	3	13	96	0	2	29	0	0	18	23	165	188
Total	0	0	0	5	0	81	25	16	61	438	0	2	109	0	0	42	65	714	779
Grand Total	0	0	0	8	0	141	52	24	96	834	0	5	192	0	0	65	102	1315	1417
Apprch %	0	0	0		0	73.1	26.9		10.3	89.7	0		100	0	0				
Total %	0	0	0		0	10.7	4		7.3	63.4	0		14.6	0	0		7.2	92.8	
Cars	0	0	0		0	140	51		94	827	0		190	0	0		0	0	1404
% Cars	0	0	0	100	0	99.3	98.1	100	97.9	99.2	0	100	99	0	0	100	0	0	99.1
Trucks	0	0	0		0	1	1		2	7	0		2	0	0		0	0	13
% Trucks	0	0	0	0	0	0.7	1.9	0	2.1	0.8	0	0	1	0	0	0	0	0	0.9

	Lake St From North				Glenmont Rd From East				Lake St From South				Kenrick St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	16	5	21	11	125	0	136	19	0	0	19	176
17:15	0	0	0	0	0	21	5	26	21	120	0	141	26	0	0	26	193
17:30	0	0	0	0	0	24	8	32	16	97	0	113	35	0	0	35	180
17:45	0	0	0	0	0	20	7	27	13	96	0	109	29	0	0	29	165
Total Volume	0	0	0	0	0	81	25	106	61	438	0	499	109	0	0	109	714
% App. Total	0	0	0		0	76.4	23.6		12.2	87.8	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.844	.781	.828	.726	.876	.000	.885	.779	.000	.000	.779	.925
Cars	0	0	0	0	0	81	24	105	60	435	0	495	108	0	0	108	708
% Cars	0	0	0	0	0	100	96.0	99.1	98.4	99.3	0	99.2	99.1	0	0	99.1	99.2
Trucks	0	0	0	0	0	0	1	1	1	3	0	4	1	0	0	1	6
% Trucks	0	0	0	0	0	0	4.0	0.9	1.6	0.7	0	0.8	0.9	0	0	0.9	0.8

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
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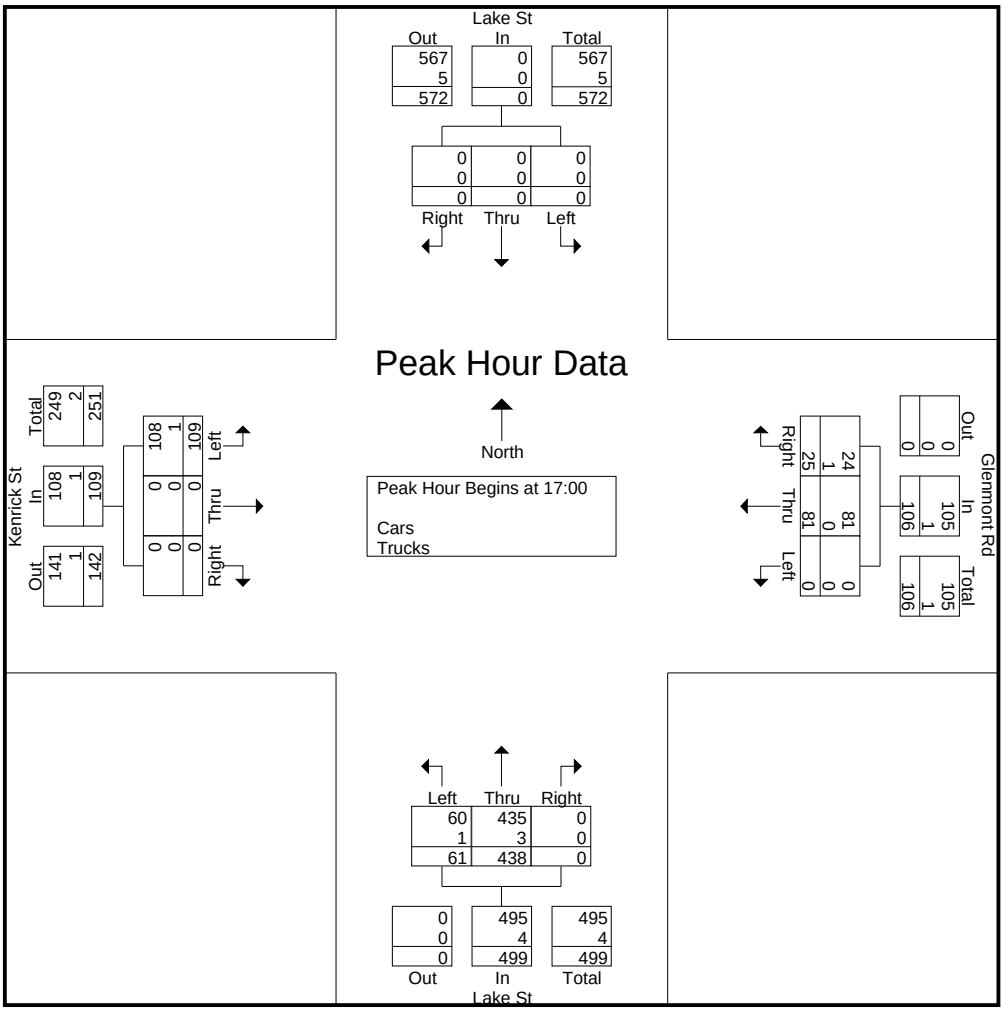

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				17:00				16:45				17:00			
+0 mins.	0	0	0	0	0	16	5	21	12	100	0	112	19	0	0	19
+15 mins.	0	0	0	0	0	21	5	26	11	125	0	136	26	0	0	26
+30 mins.	0	0	0	0	0	24	8	32	21	120	0	141	35	0	0	35
+45 mins.	0	0	0	0	0	20	7	27	16	97	0	113	29	0	0	29
Total Volume	0	0	0	0	0	81	25	106	60	442	0	502	109	0	0	109
% App. Total	0	0	0		0	76.4	23.6		12	88	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.844	.781	.828	.714	.884	.000	.890	.779	.000	.000	.779
Cars	0	0	0	0	0	81	24	105	59	440	0	499	108	0	0	108
% Cars	0	0	0	0	0	100	96	99.1	98.3	99.5	0	99.4	99.1	0	0	99.1
Trucks	0	0	0	0	0	0	1	1	1	2	0	3	1	0	0	1
% Trucks	0	0	0	0	0	0	4	0.9	1.7	0.5	0	0.6	0.9	0	0	0.9

Accurate Counts
978-664-2565

File Name : 39000011
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Start Date : 3/12/2008
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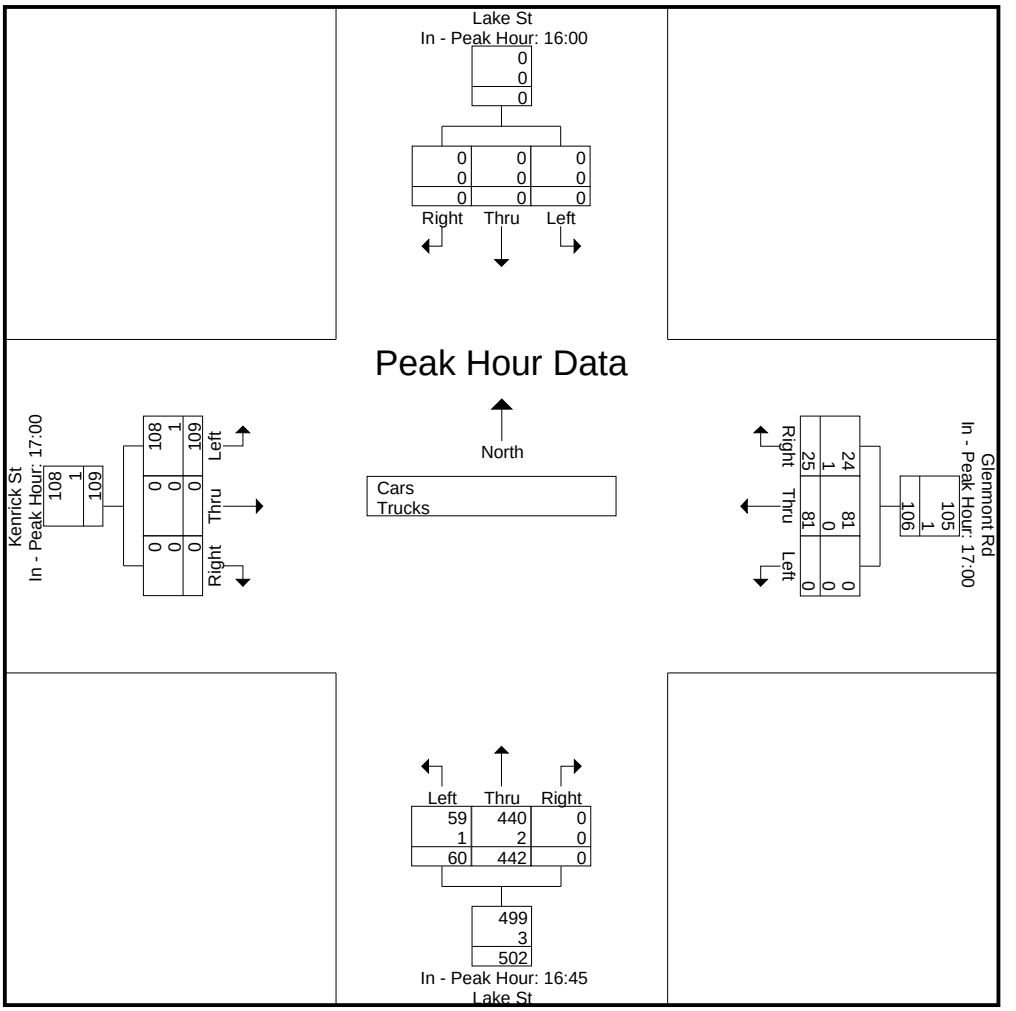

N/S Street : Lake Street
E/W Street: Kenrick St / Glenmont Rd
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars

	Lake St From North				Glenmont Rd From East				Lake St From South				Kenrick St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	1	0	18	8	0	8	114	0	0	18	0	0	9	10	166	176
16:15	0	0	0	0	0	14	5	2	8	90	0	0	22	0	0	6	8	139	147
16:30	0	0	0	1	0	14	5	2	6	88	0	1	24	0	0	2	6	137	143
16:45	0	0	0	1	0	13	9	4	12	100	0	2	18	0	0	6	13	152	165
Total	0	0	0	3	0	59	27	8	34	392	0	3	82	0	0	23	37	594	631
17:00	0	0	0	1	0	16	5	4	11	124	0	0	19	0	0	4	9	175	184
17:15	0	0	0	3	0	21	5	3	20	120	0	0	26	0	0	11	17	192	209
17:30	0	0	0	1	0	24	7	6	16	96	0	0	35	0	0	9	16	178	194
17:45	0	0	0	0	0	20	7	3	13	95	0	2	28	0	0	18	23	163	186
Total	0	0	0	5	0	81	24	16	60	435	0	2	108	0	0	42	65	708	773
Grand Total	0	0	0	8	0	140	51	24	94	827	0	5	190	0	0	65	102	1302	1404
Apprch %	0	0	0		0	73.3	26.7		10.2	89.8	0		100	0	0				
Total %	0	0	0		0	10.8	3.9		7.2	63.5	0		14.6	0	0		7.3	92.7	

	Lake St From North				Glenmont Rd From East				Lake St From South				Kenrick St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	16	5	21	11	124	0	135	19	0	0	19	175
17:15	0	0	0	0	0	21	5	26	20	120	0	140	26	0	0	26	192
17:30	0	0	0	0	0	24	7	31	16	96	0	112	35	0	0	35	178
17:45	0	0	0	0	0	20	7	27	13	95	0	108	28	0	0	28	163
Total Volume	0	0	0	0	0	81	24	105	60	435	0	495	108	0	0	108	708
% App. Total	0	0	0		0	77.1	22.9		12.1	87.9	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.844	.857	.847	.750	.877	.000	.884	.771	.000	.000	.771	.922

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
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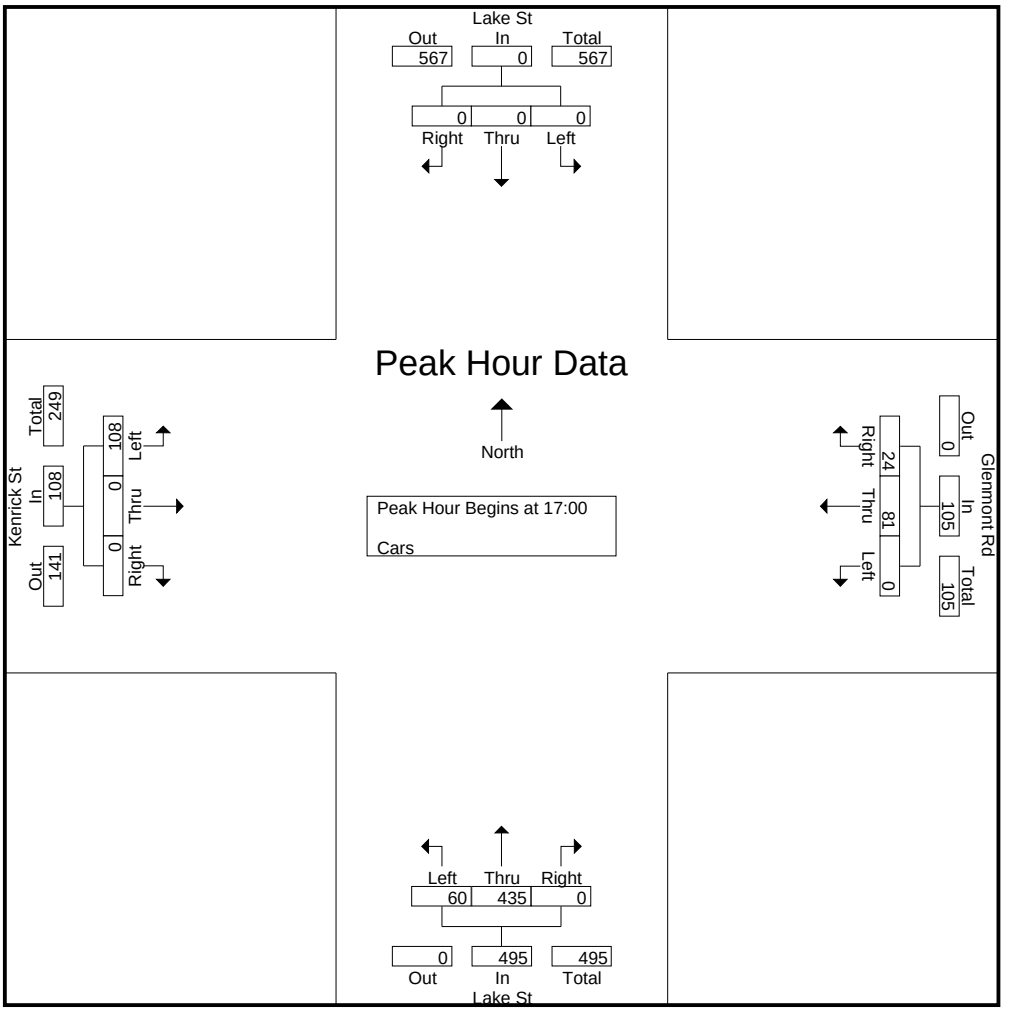


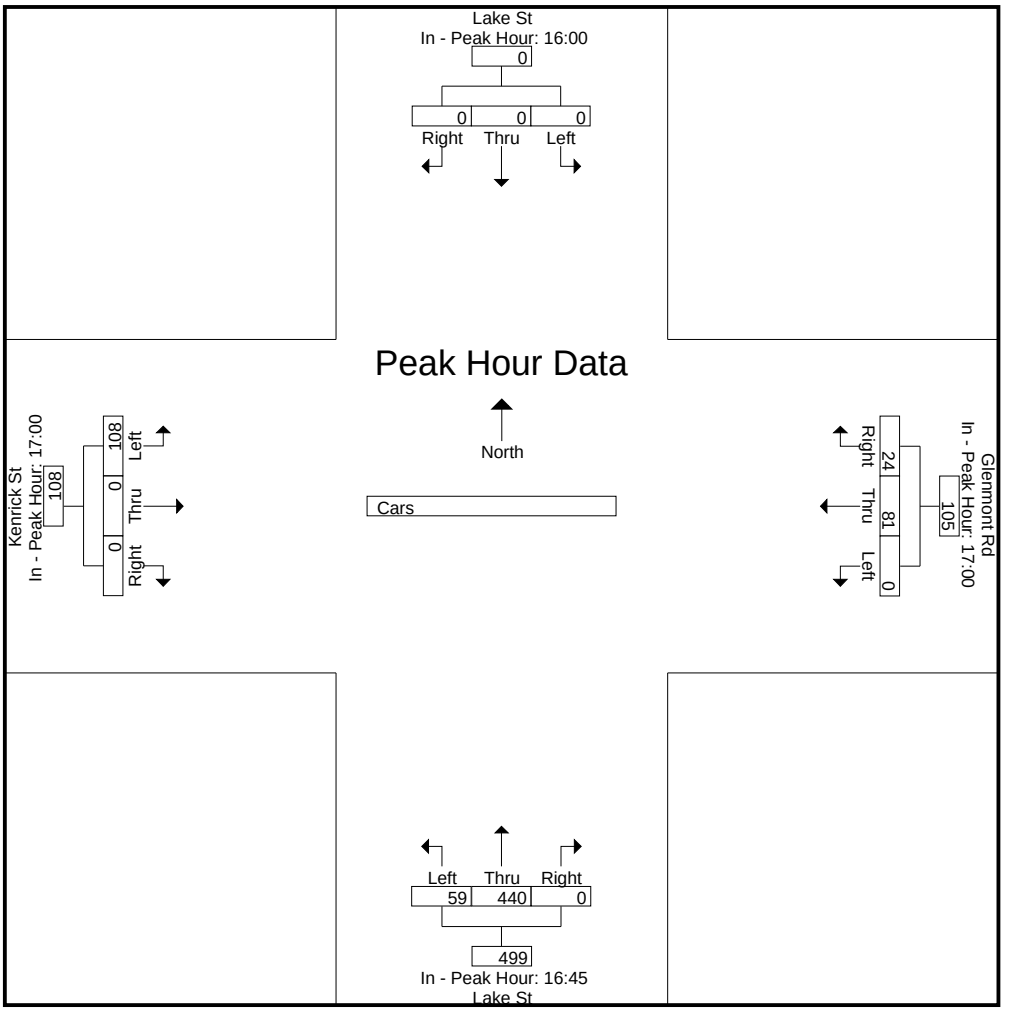
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				17:00				16:45				17:00			
+0 mins.	0	0	0	0	0	16	5	21	12	100	0	112	19	0	0	19
+15 mins.	0	0	0	0	0	21	5	26	11	124	0	135	26	0	0	26
+30 mins.	0	0	0	0	0	24	7	31	20	120	0	140	35	0	0	35
+45 mins.	0	0	0	0	0	20	7	27	16	96	0	112	28	0	0	28
Total Volume	0	0	0	0	0	81	24	105	59	440	0	499	108	0	0	108
% App. Total	0	0	0		0	77.1	22.9		11.8	88.2	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.844	.857	.847	.738	.887	.000	.891	.771	.000	.000	.771

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
Page No : 3



N/S Street : Lake Street
E/W Street: Kenrick St / Glenmont Rd
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
Page No : 1

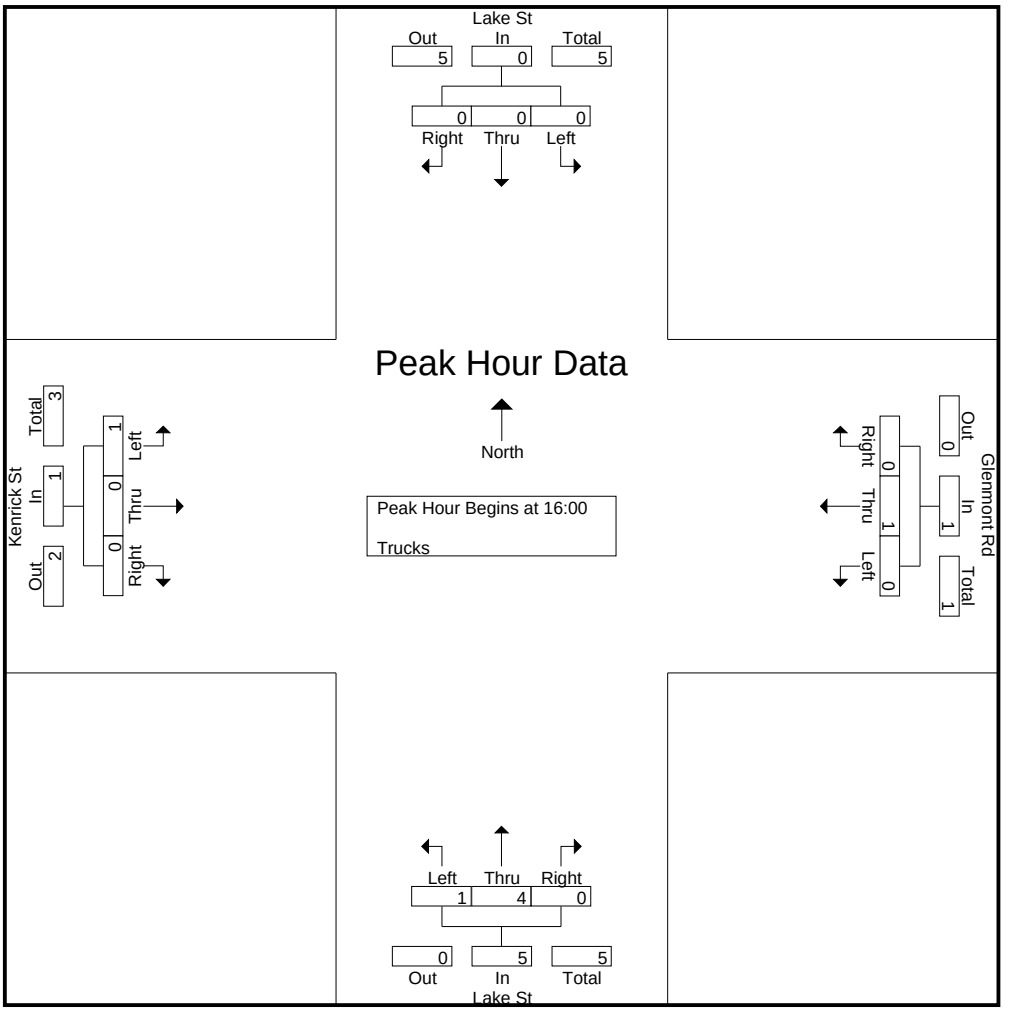
Groups Printed- Trucks

	Lake St From North				Glenmont Rd From East				Lake St From South				Kenrick St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	3
16:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	1	0	0	1	4	0	0	1	0	0	0	0	7	7
17:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2
17:45	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	2
Total	0	0	0	0	0	0	1	0	1	3	0	0	1	0	0	0	0	6	6
Grand Total	0	0	0	0	0	1	1	0	2	7	0	0	2	0	0	0	0	13	13
Apprch %	0	0	0		0	50	50		22.2	77.8	0		100	0	0				
Total %	0	0	0		0	7.7	7.7		15.4	53.8	0		15.4	0	0		0	100	

	Lake St From North				Glenmont Rd From East				Lake St From South				Kenrick St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
16:15	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	1	0	1	1	4	0	5	1	0	0	1	7
% App. Total	0	0	0		0	100	0		20	80	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.500	.000	.625	.250	.000	.000	.250	.583

Accurate Counts
978-664-2565

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				16:00				16:00				16:00			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	1	0	1	1	4	0	5	1	0	0	1
% App. Total	0	0	0		0	100	0		20	80	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.500	.000	.625	.250	.000	.000	.250

File Name : 39000011
Site Code : 39000011
Start Date : 3/12/2008
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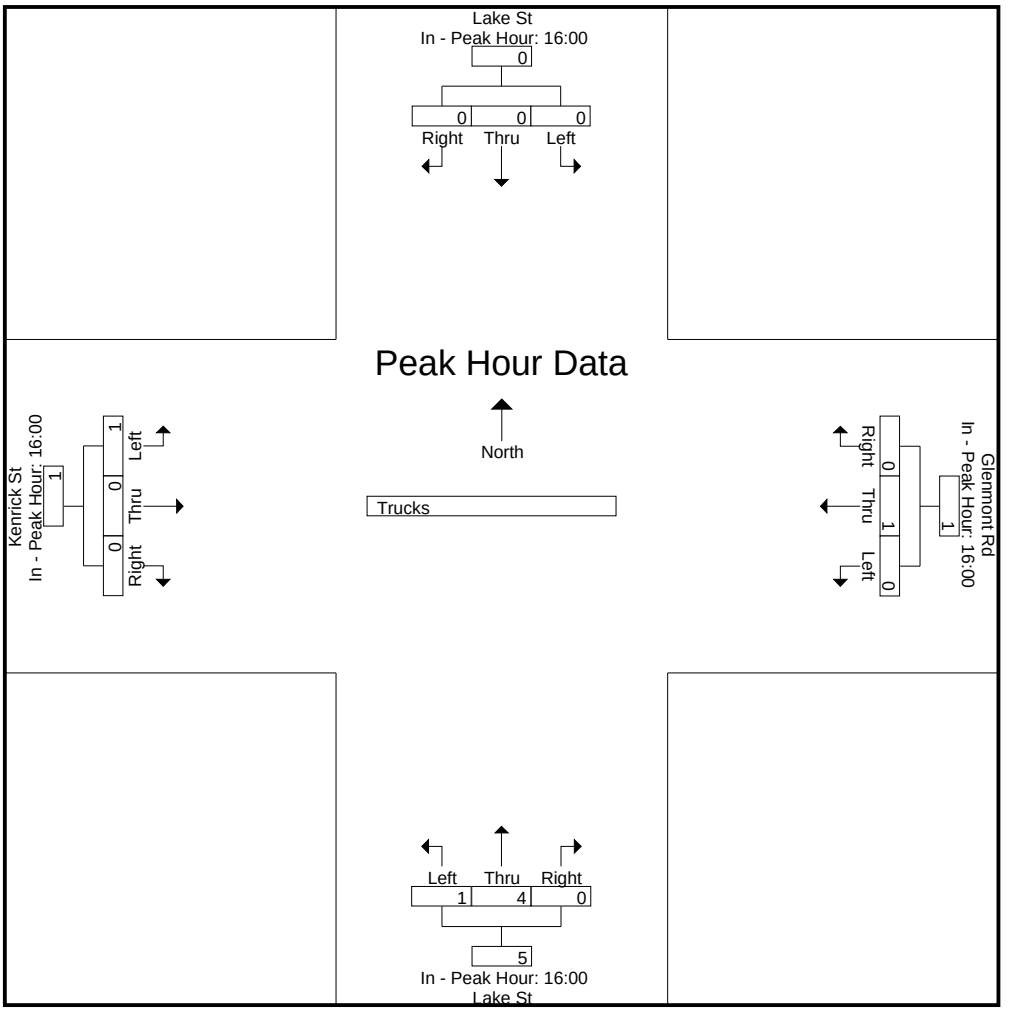

N/S Street : Foster Street
E/W Street: Rogers Park Avenue
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars - Trucks

	Foster St From North			Foster St From South			Rogers Park Ave From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	108	0	0	0	27	0	31	11	11	11	177	188
07:15	132	0	1	0	24	2	32	22	16	19	210	229
07:30	128	0	3	0	23	2	21	23	15	20	195	215
07:45	115	0	0	0	34	0	24	23	6	6	196	202
Total	483	0	4	0	108	4	108	79	48	56	778	834
08:00	132	0	1	0	37	1	33	18	10	12	220	232
08:15	118	0	1	0	33	0	29	19	9	10	199	209
08:30	102	0	0	0	30	0	26	22	3	3	180	183
08:45	125	0	0	0	30	2	22	27	3	5	204	209
Total	477	0	2	0	130	3	110	86	25	30	803	833
Grand Total	960	0	6	0	238	7	218	165	73	86	1581	1667
Apprch %	100	0		0	100		56.9	43.1				
Total %	60.7	0		0	15.1		13.8	10.4		5.2	94.8	
Cars	945	0		0	234		214	161		0	0	1640
% Cars	98.4	0	100	0	98.3	100	98.2	97.6	100	0	0	98.4
Trucks	15	0		0	4		4	4		0	0	27
% Trucks	1.6	0	0	0	1.7	0	1.8	2.4	0	0	0	1.6

	Foster St From North			Foster St From South			Rogers Park Ave From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15										
07:15	132	0	132	0	24	24	32	22	54	210
07:30	128	0	128	0	23	23	21	23	44	195
07:45	115	0	115	0	34	34	24	23	47	196
08:00	132	0	132	0	37	37	33	18	51	220
Total Volume	507	0	507	0	118	118	110	86	196	821
% App. Total	100	0		0	100		56.1	43.9		
PHF	.960	.000	.960	.000	.797	.797	.833	.935	.907	.933
Cars	502	0	502	0	116	116	109	84	193	811
% Cars	99.0	0	99.0	0	98.3	98.3	99.1	97.7	98.5	98.8
Trucks	5	0	5	0	2	2	1	2	3	10
% Trucks	1.0	0	1.0	0	1.7	1.7	0.9	2.3	1.5	1.2

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
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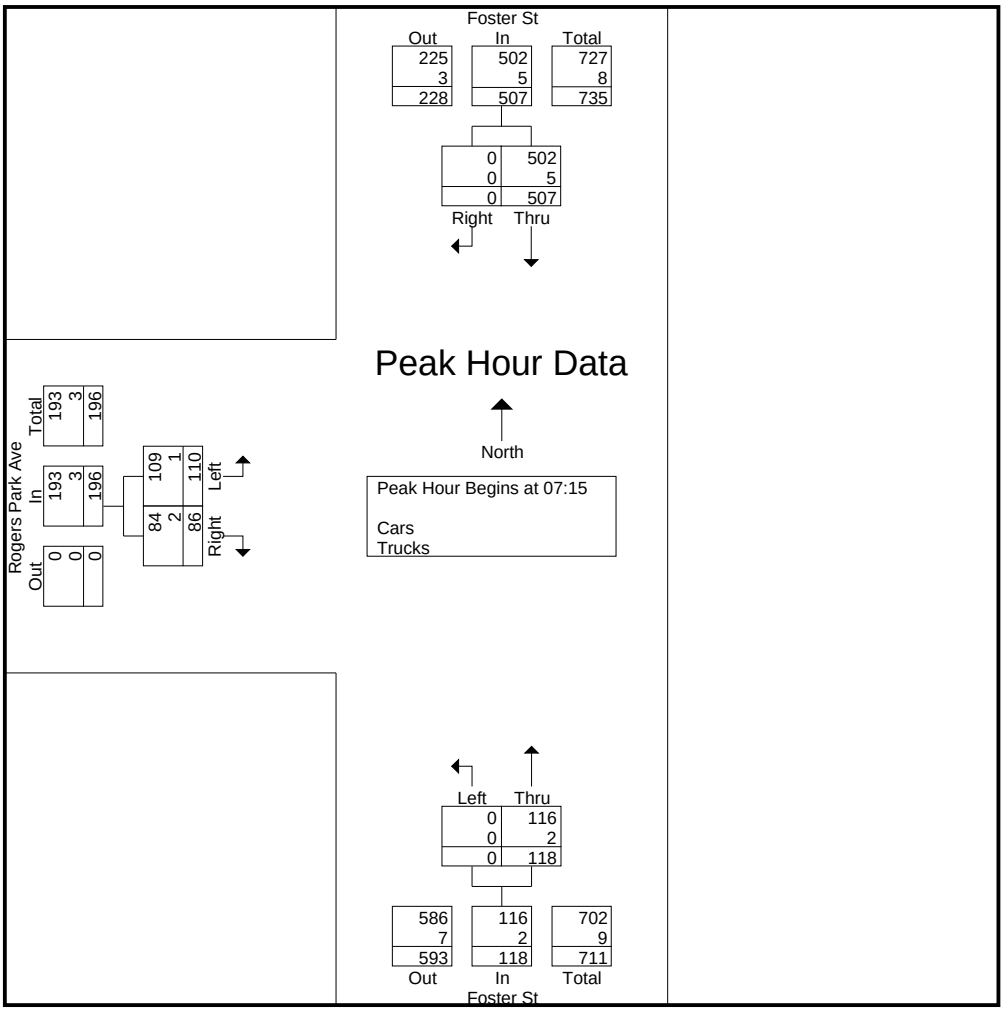

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15			07:45			07:15		
+0 mins.	132	0	132	0	34	34	32	22	54
+15 mins.	128	0	128	0	37	37	21	23	44
+30 mins.	115	0	115	0	33	33	24	23	47
+45 mins.	132	0	132	0	30	30	33	18	51
Total Volume	507	0	507	0	134	134	110	86	196
% App. Total	100	0		0	100		56.1	43.9	
PHF	.960	.000	.960	.000	.905	.905	.833	.935	.907
Cars	502	0	502	0	133	133	109	84	193
% Cars	99	0	99	0	99.3	99.3	99.1	97.7	98.5
Trucks	5	0	5	0	1	1	1	2	3
% Trucks	1	0	1	0	0.7	0.7	0.9	2.3	1.5

Accurate Counts
978-664-2565

File Name : 39000012
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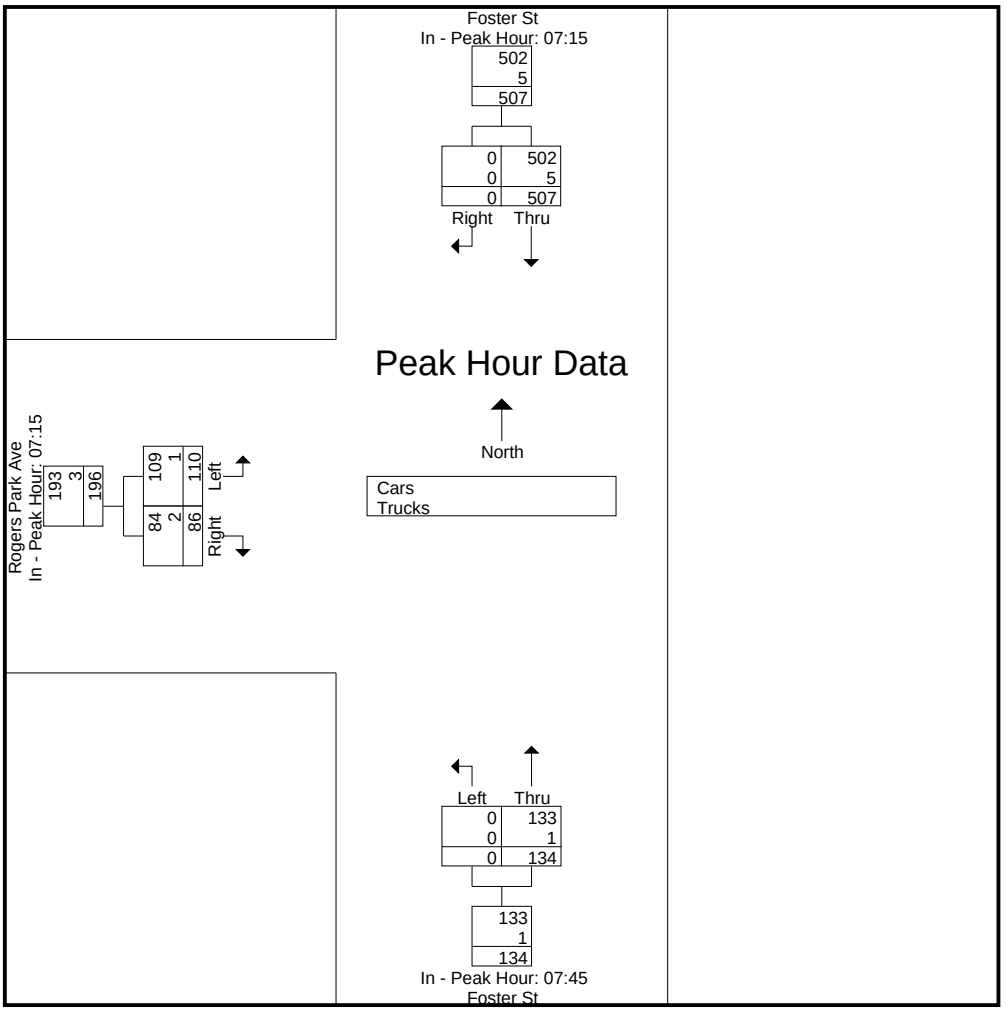

N/S Street : Foster Street
E/W Street: Rogers Park Avenue
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars

	Foster St From North			Foster St From South			Rogers Park Ave From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	101	0	0	0	25	0	29	11	11	11	166	177
07:15	129	0	1	0	23	2	31	20	16	19	203	222
07:30	127	0	3	0	23	2	21	23	15	20	194	214
07:45	115	0	0	0	34	0	24	23	6	6	196	202
Total	472	0	4	0	105	4	105	77	48	56	759	815
08:00	131	0	1	0	36	1	33	18	10	12	218	230
08:15	118	0	1	0	33	0	29	17	9	10	197	207
08:30	101	0	0	0	30	0	26	22	3	3	179	182
08:45	123	0	0	0	30	2	21	27	3	5	201	206
Total	473	0	2	0	129	3	109	84	25	30	795	825
Grand Total	945	0	6	0	234	7	214	161	73	86	1554	1640
Apprch %	100	0		0	100		57.1	42.9				
Total %	60.8	0		0	15.1		13.8	10.4		5.2	94.8	

	Foster St From North			Foster St From South			Rogers Park Ave From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15										
07:15	129	0	129	0	23	23	31	20	51	203
07:30	127	0	127	0	23	23	21	23	44	194
07:45	115	0	115	0	34	34	24	23	47	196
08:00	131	0	131	0	36	36	33	18	51	218
Total Volume	502	0	502	0	116	116	109	84	193	811
% App. Total	100	0		0	100		56.5	43.5		
PHF	.958	.000	.958	.000	.806	.806	.826	.913	.946	.930

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
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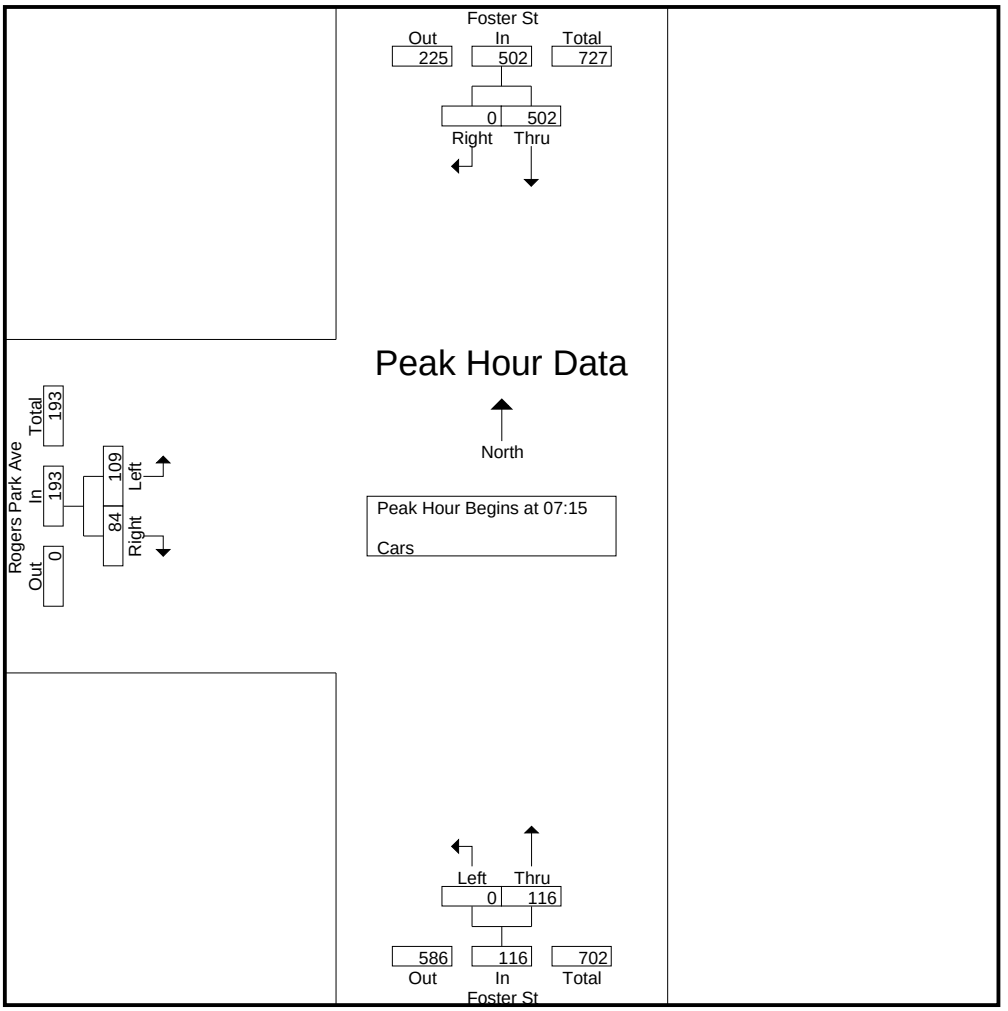

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15			07:45			07:15		
+0 mins.	129	0	129	0	34	34	31	20	51
+15 mins.	127	0	127	0	36	36	21	23	44
+30 mins.	115	0	115	0	33	33	24	23	47
+45 mins.	131	0	131	0	30	30	33	18	51
Total Volume	502	0	502	0	133	133	109	84	193
% App. Total	100	0		0	100		56.5	43.5	
PHF	.958	.000	.958	.000	.924	.924	.826	.913	.946

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
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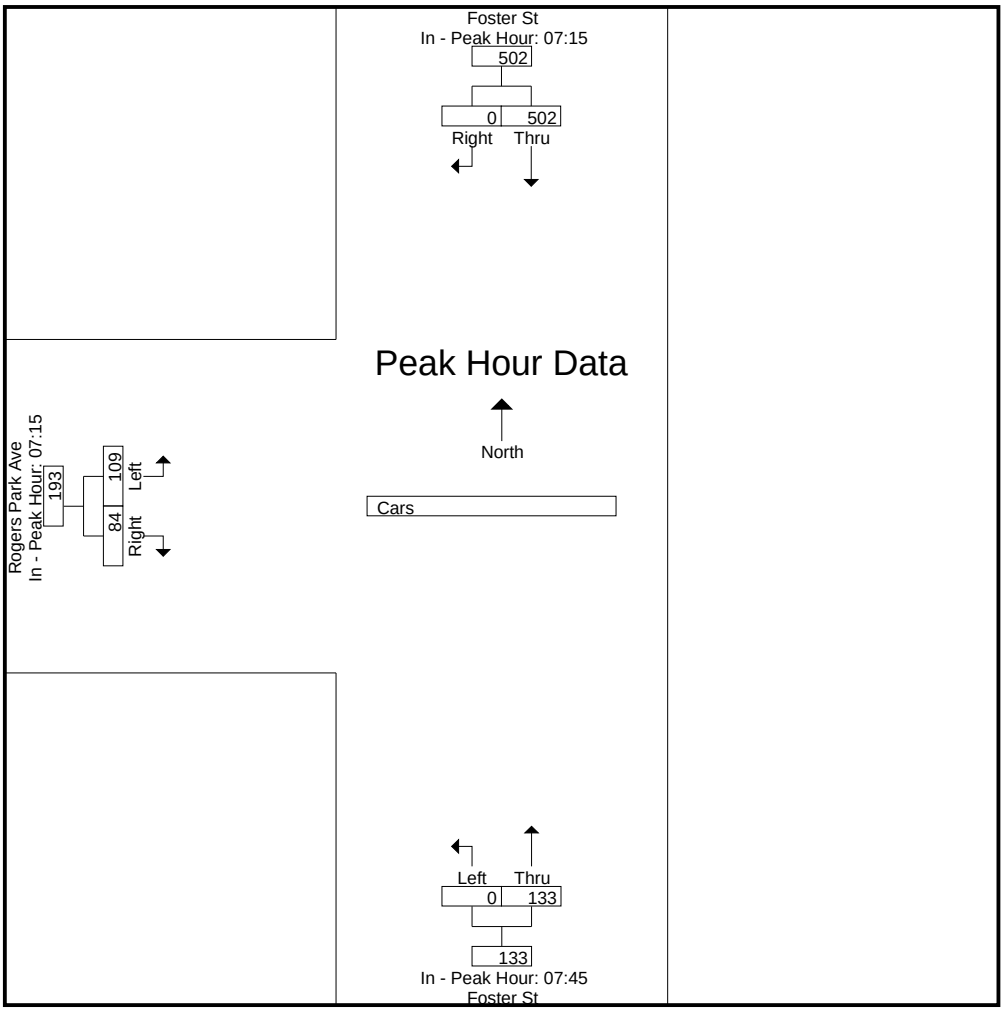

N/S Street : Foster Street
E/W Street: Rogers Park Avenue
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
Page No : 1

Groups Printed- Trucks

	Foster St From North			Foster St From South			Rogers Park Ave From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	7	0	0	0	2	0	2	0	0	0	11	11
07:15	3	0	0	0	1	0	1	2	0	0	7	7
07:30	1	0	0	0	0	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	0	0	0	3	0	3	2	0	0	19	19
08:00	1	0	0	0	1	0	0	0	0	0	2	2
08:15	0	0	0	0	0	0	0	2	0	0	2	2
08:30	1	0	0	0	0	0	0	0	0	0	1	1
08:45	2	0	0	0	0	0	1	0	0	0	3	3
Total	4	0	0	0	1	0	1	2	0	0	8	8
Grand Total	15	0	0	0	4	0	4	4	0	0	27	27
Apprch %	100	0		0	100		50	50				
Total %	55.6	0		0	14.8		14.8	14.8		0	100	

	Foster St From North			Foster St From South			Rogers Park Ave From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00										
07:00	7	0	7	0	2	2	2	0	2	11
07:15	3	0	3	0	1	1	1	2	3	7
07:30	1	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0
Total Volume	11	0	11	0	3	3	3	2	5	19
% App. Total	100	0		0	100		60	40		
PHF	.393	.000	.393	.000	.375	.375	.375	.250	.417	.432

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
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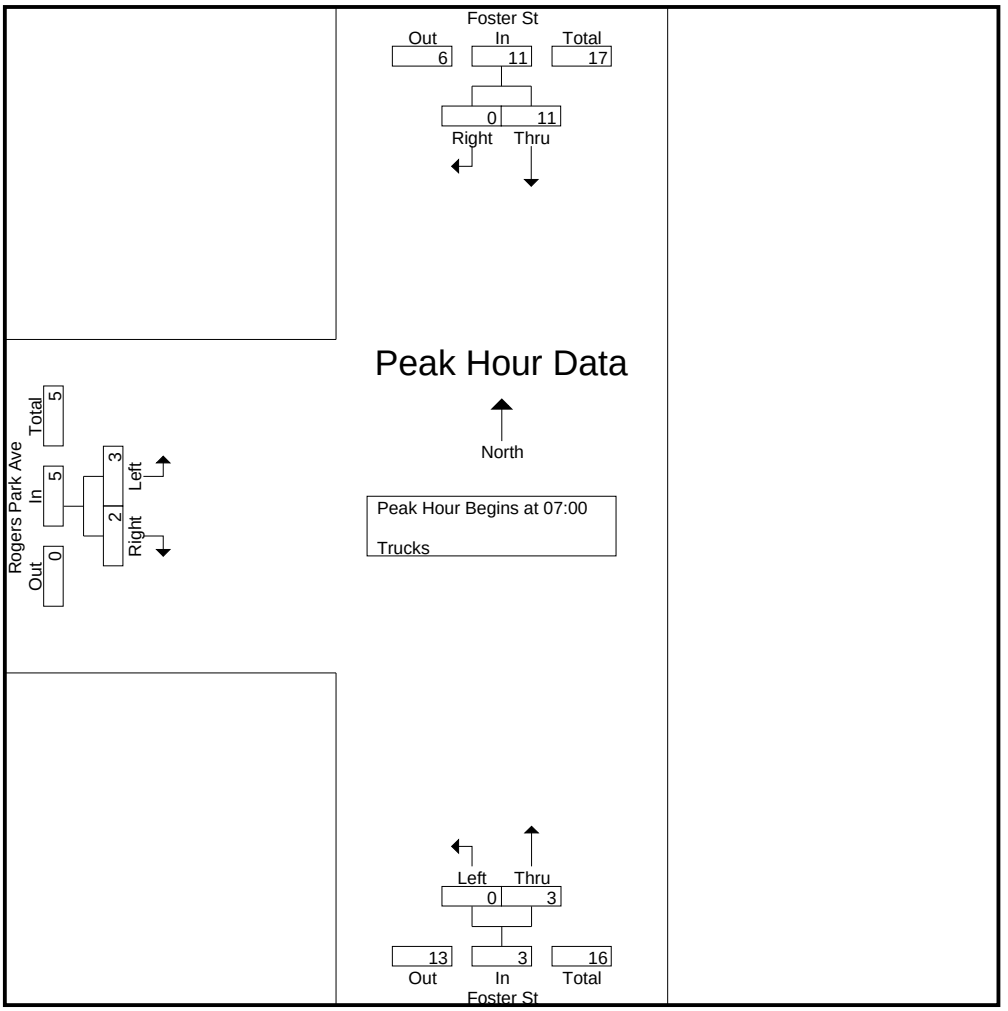


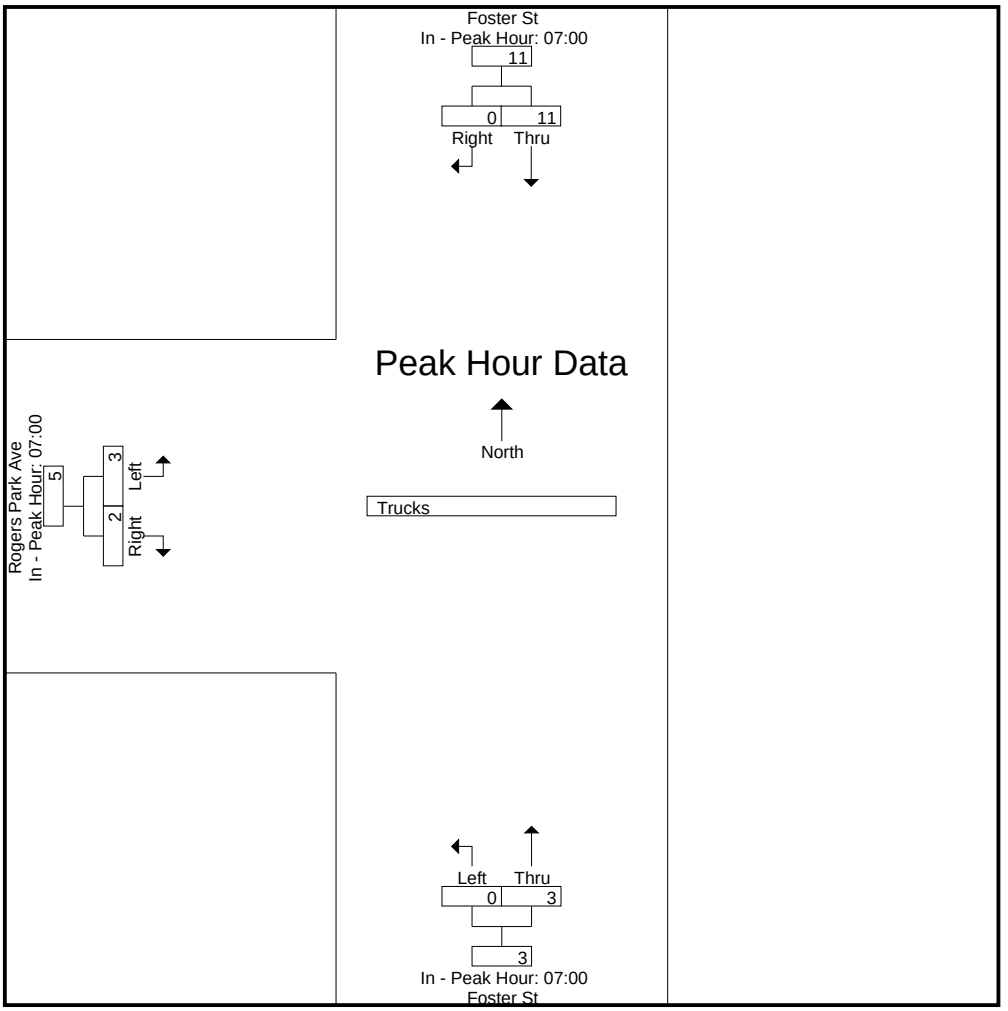
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00			07:00			07:00		
+0 mins.	7	0	7	0	2	2	2	0	2
+15 mins.	3	0	3	0	1	1	1	2	3
+30 mins.	1	0	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	11	0	11	0	3	3	3	2	5
% App. Total	100	0		0	100		60	40	
PHF	.393	.000	.393	.000	.375	.375	.375	.250	.417

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Rogers Park Avenue
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars - Trucks

	Foster St From North			Foster St From South			Rogers Park Ave From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	100	0	1	0	19	0	9	19	5	6	147	153
16:15	106	0	4	0	17	0	9	6	2	6	138	144
16:30	113	0	0	0	22	0	15	18	6	6	168	174
16:45	114	0	2	0	20	0	7	18	3	5	159	164
Total	433	0	7	0	78	0	40	61	16	23	612	635
17:00	125	0	3	0	26	0	12	20	5	8	183	191
17:15	133	0	0	0	27	0	22	22	7	7	204	211
17:30	116	0	5	0	20	0	15	21	13	18	172	190
17:45	143	0	0	0	28	0	18	20	13	13	209	222
Total	517	0	8	0	101	0	67	83	38	46	768	814
Grand Total	950	0	15	0	179	0	107	144	54	69	1380	1449
Apprch %	100	0		0	100		42.6	57.4				
Total %	68.8	0		0	13		7.8	10.4		4.8	95.2	
Cars	939	0		0	177		105	143		0	0	1433
% Cars	98.8	0	100	0	98.9	0	98.1	99.3	100	0	0	98.9
Trucks	11	0		0	2		2	1		0	0	16
% Trucks	1.2	0	0	0	1.1	0	1.9	0.7	0	0	0	1.1

	Foster St From North			Foster St From South			Rogers Park Ave From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	125	0	125	0	26	26	12	20	32	183
17:15	133	0	133	0	27	27	22	22	44	204
17:30	116	0	116	0	20	20	15	21	36	172
17:45	143	0	143	0	28	28	18	20	38	209
Total Volume	517	0	517	0	101	101	67	83	150	768
% App. Total	100	0		0	100		44.7	55.3		
PHF	.904	.000	.904	.000	.902	.902	.761	.943	.852	.919
Cars	515	0	515	0	101	101	65	82	147	763
% Cars	99.6	0	99.6	0	100	100	97.0	98.8	98.0	99.3
Trucks	2	0	2	0	0	0	2	1	3	5
% Trucks	0.4	0	0.4	0	0	0	3.0	1.2	2.0	0.7

Accurate Counts
978-664-2565

File Name : 39000012
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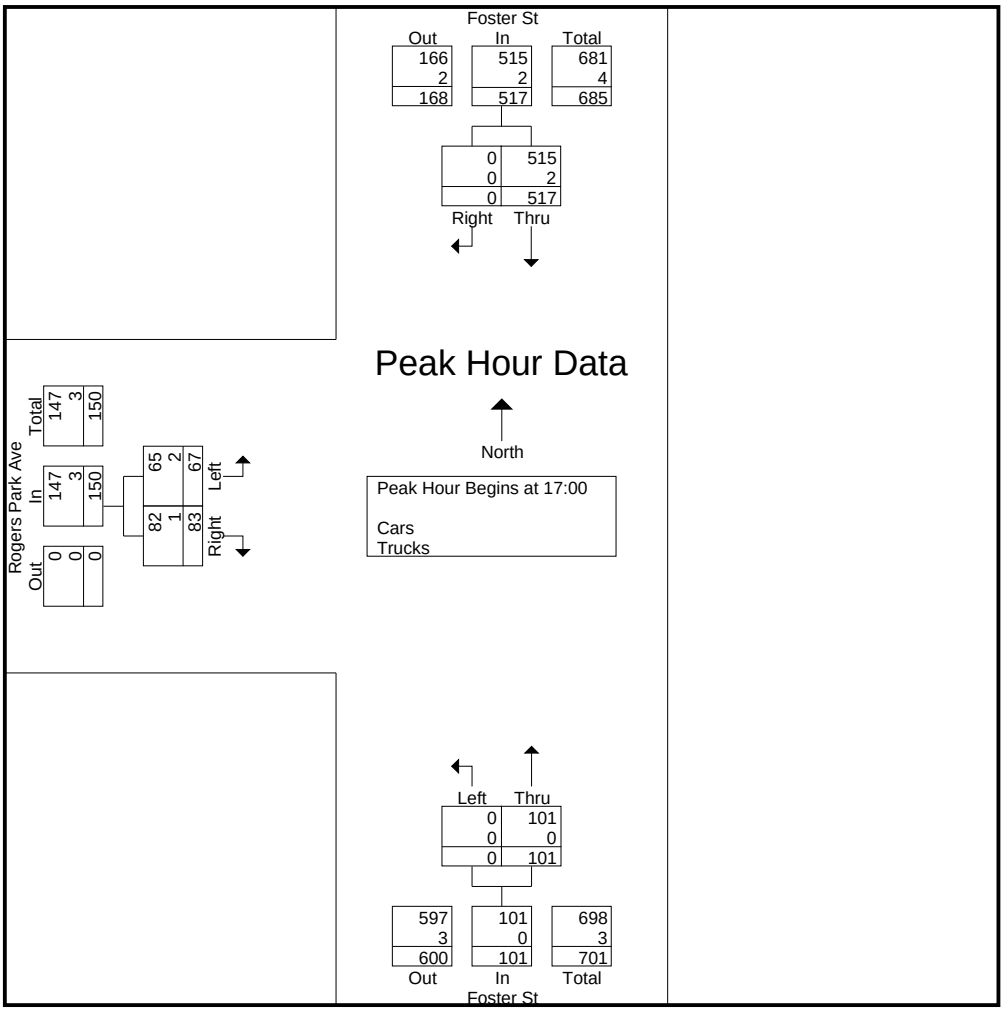


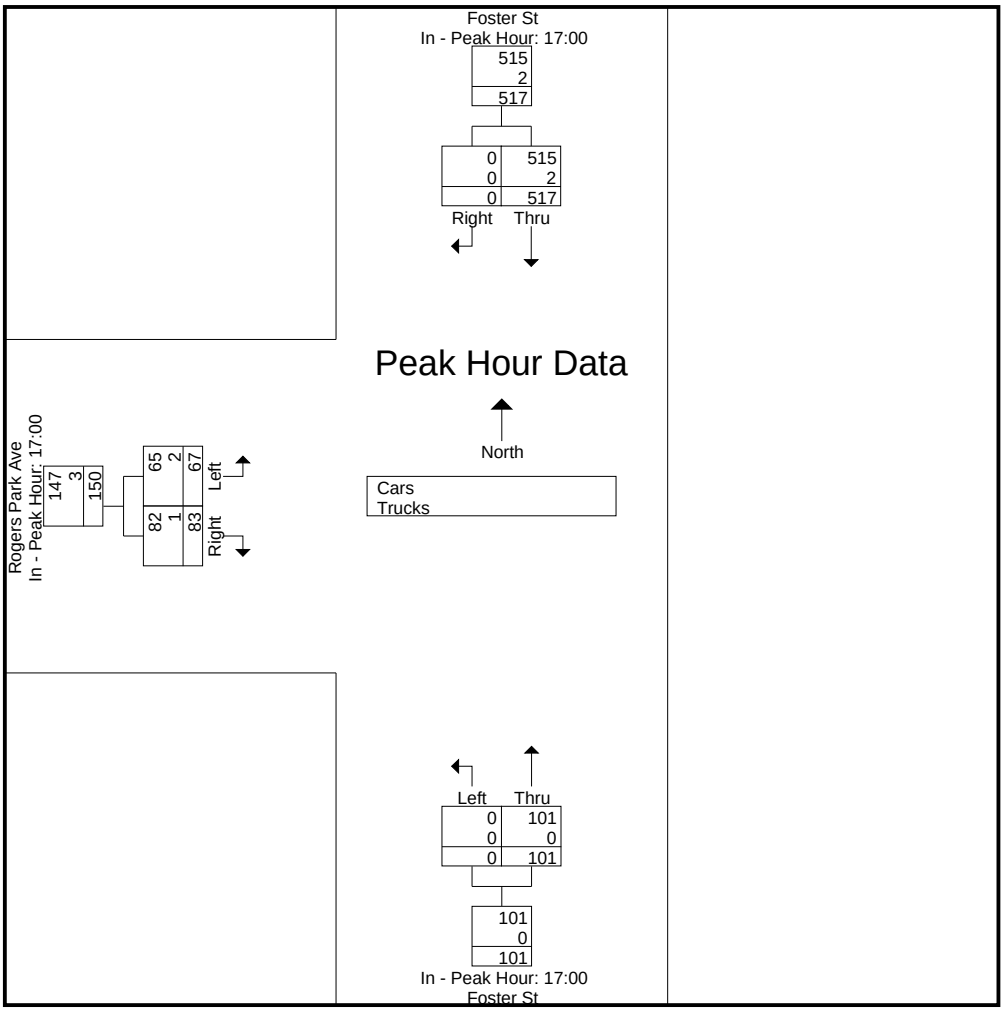
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00			17:00			17:00		
+0 mins.	125	0	125	0	26	26	12	20	32
+15 mins.	133	0	133	0	27	27	22	22	44
+30 mins.	116	0	116	0	20	20	15	21	36
+45 mins.	143	0	143	0	28	28	18	20	38
Total Volume	517	0	517	0	101	101	67	83	150
% App. Total	100	0		0	100		44.7	55.3	
PHF	.904	.000	.904	.000	.902	.902	.761	.943	.852
Cars	515	0	515	0	101	101	65	82	147
% Cars	99.6	0	99.6	0	100	100	97	98.8	98
Trucks	2	0	2	0	0	0	2	1	3
% Trucks	0.4	0	0.4	0	0	0	3	1.2	2

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Rogers Park Avenue
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
Page No : 1

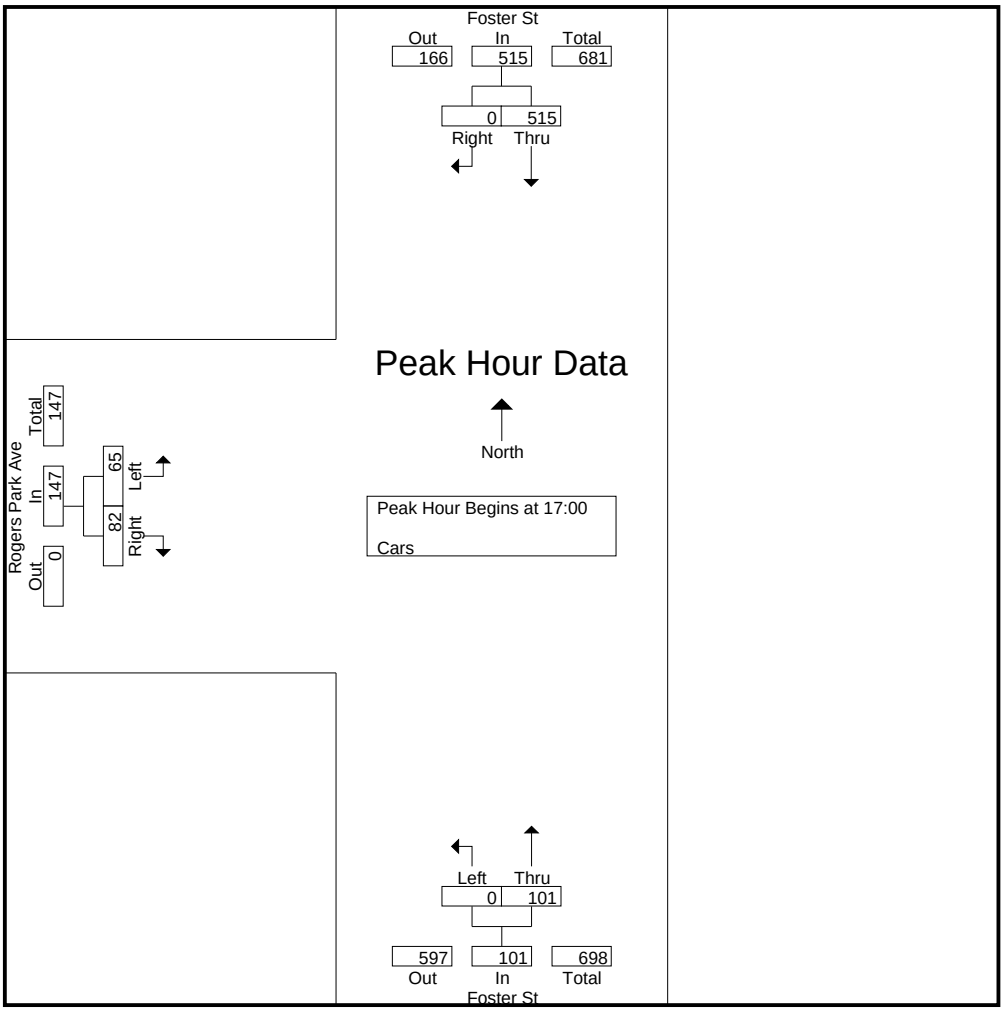
Groups Printed- Cars

	Foster St From North			Foster St From South			Rogers Park Ave From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	98	0	1	0	19	0	9	19	5	6	145	151
16:15	105	0	4	0	16	0	9	6	2	6	136	142
16:30	110	0	0	0	22	0	15	18	6	6	165	171
16:45	111	0	2	0	19	0	7	18	3	5	155	160
Total	424	0	7	0	76	0	40	61	16	23	601	624
17:00	124	0	3	0	26	0	11	19	5	8	180	188
17:15	132	0	0	0	27	0	21	22	7	7	202	209
17:30	116	0	5	0	20	0	15	21	13	18	172	190
17:45	143	0	0	0	28	0	18	20	13	13	209	222
Total	515	0	8	0	101	0	65	82	38	46	763	809
Grand Total	939	0	15	0	177	0	105	143	54	69	1364	1433
Apprch %	100	0		0	100		42.3	57.7				
Total %	68.8	0		0	13		7.7	10.5		4.8	95.2	

	Foster St From North			Foster St From South			Rogers Park Ave From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	124	0	124	0	26	26	11	19	30	180
17:15	132	0	132	0	27	27	21	22	43	202
17:30	116	0	116	0	20	20	15	21	36	172
17:45	143	0	143	0	28	28	18	20	38	209
Total Volume	515	0	515	0	101	101	65	82	147	763
% App. Total	100	0		0	100		44.2	55.8		
PHF	.900	.000	.900	.000	.902	.902	.774	.932	.855	.913

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
Page No : 2



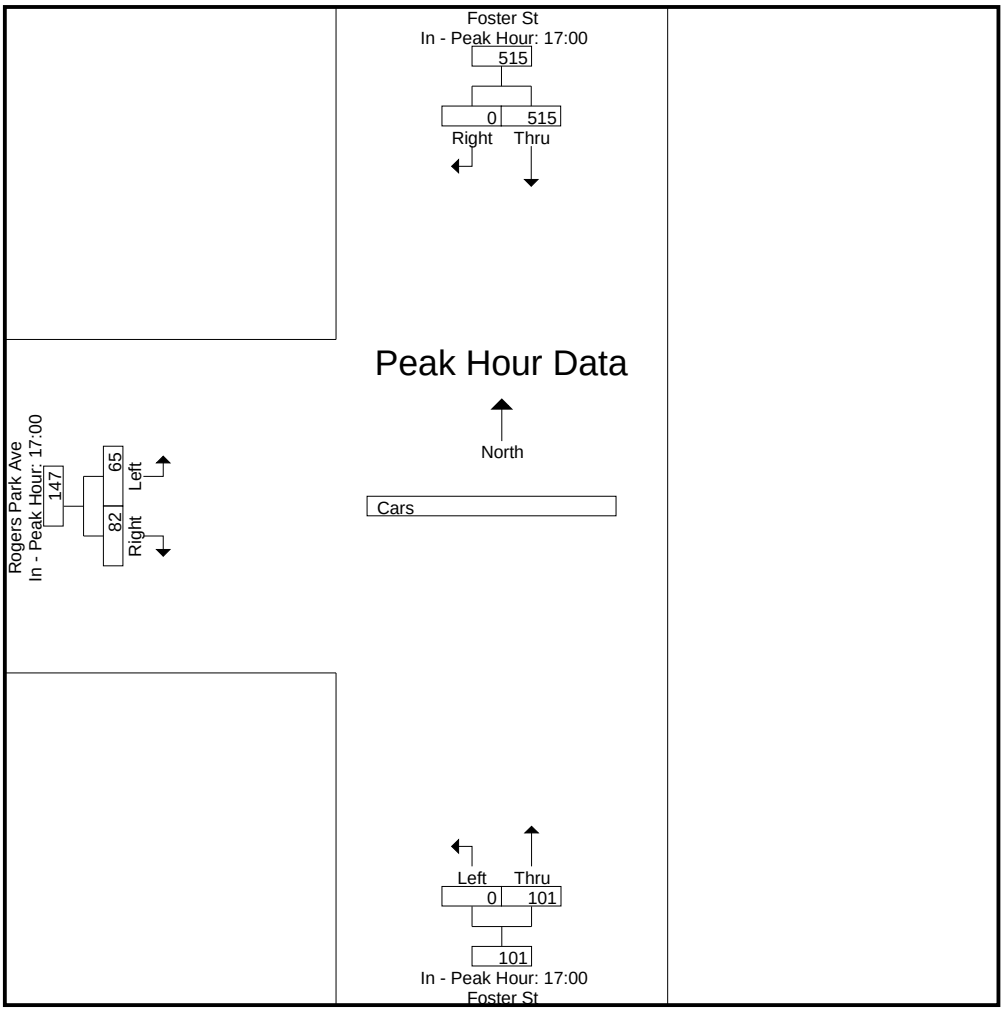
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00			17:00			17:00		
+0 mins.	124	0	124	0	26	26	11	19	30
+15 mins.	132	0	132	0	27	27	21	22	43
+30 mins.	116	0	116	0	20	20	15	21	36
+45 mins.	143	0	143	0	28	28	18	20	38
Total Volume	515	0	515	0	101	101	65	82	147
% App. Total	100	0		0	100		44.2	55.8	
PHF	.900	.000	.900	.000	.902	.902	.774	.932	.855

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Rogers Park Avenue
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
Page No : 1

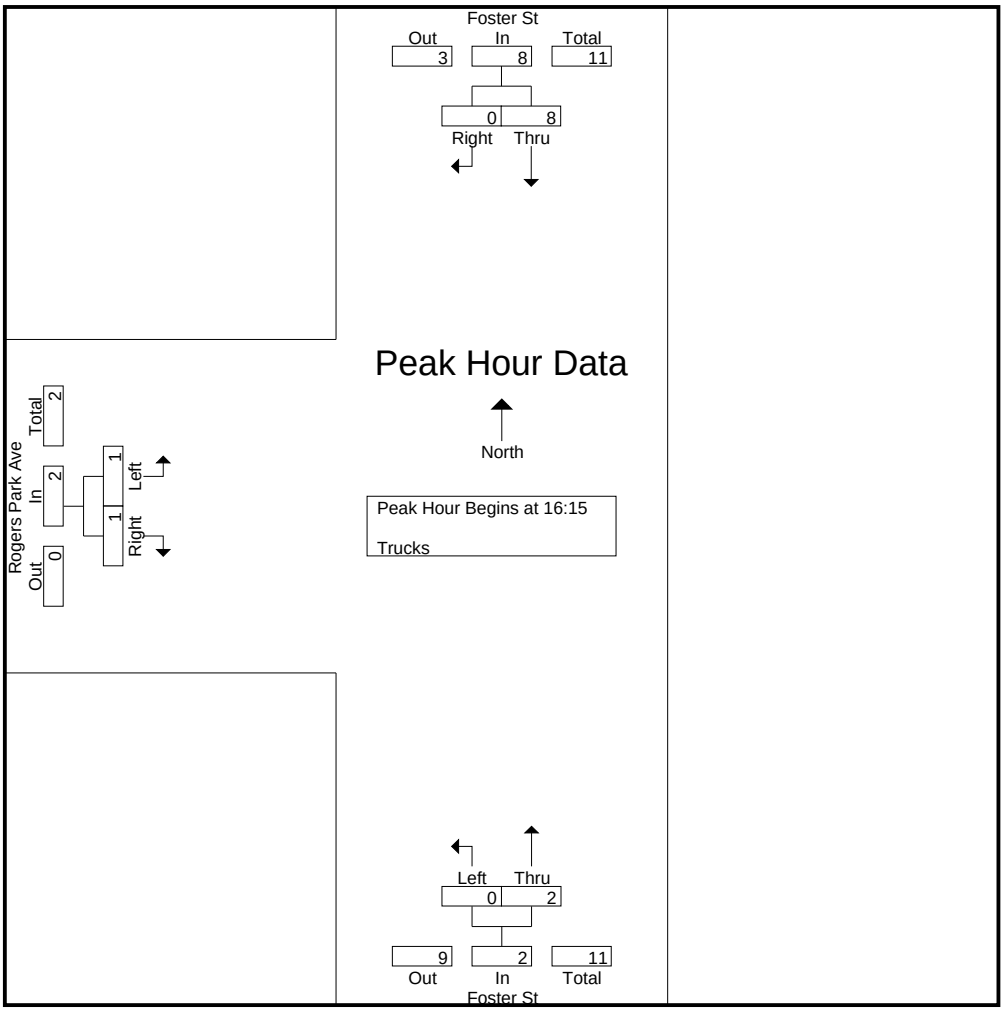
Groups Printed- Trucks

	Foster St From North			Foster St From South			Rogers Park Ave From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	2	0	0	0	0	0	0	0	0	0	2	2
16:15	1	0	0	0	1	0	0	0	0	0	2	2
16:30	3	0	0	0	0	0	0	0	0	0	3	3
16:45	3	0	0	0	1	0	0	0	0	0	4	4
Total	9	0	0	0	2	0	0	0	0	0	11	11
17:00	1	0	0	0	0	0	1	1	0	0	3	3
17:15	1	0	0	0	0	0	1	0	0	0	2	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	2	1	0	0	5	5
Grand Total	11	0	0	0	2	0	2	1	0	0	16	16
Apprch %	100	0		0	100		66.7	33.3				
Total %	68.8	0		0	12.5		12.5	6.2		0	100	

	Foster St From North			Foster St From South			Rogers Park Ave From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:15										
16:15	1	0	1	0	1	1	0	0	0	2
16:30	3	0	3	0	0	0	0	0	0	3
16:45	3	0	3	0	1	1	0	0	0	4
17:00	1	0	1	0	0	0	1	1	2	3
Total Volume	8	0	8	0	2	2	1	1	2	12
% App. Total	100	0		0	100		50	50		
PHF	.667	.000	.667	.000	.500	.500	.250	.250	.250	.750

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
Page No : 2



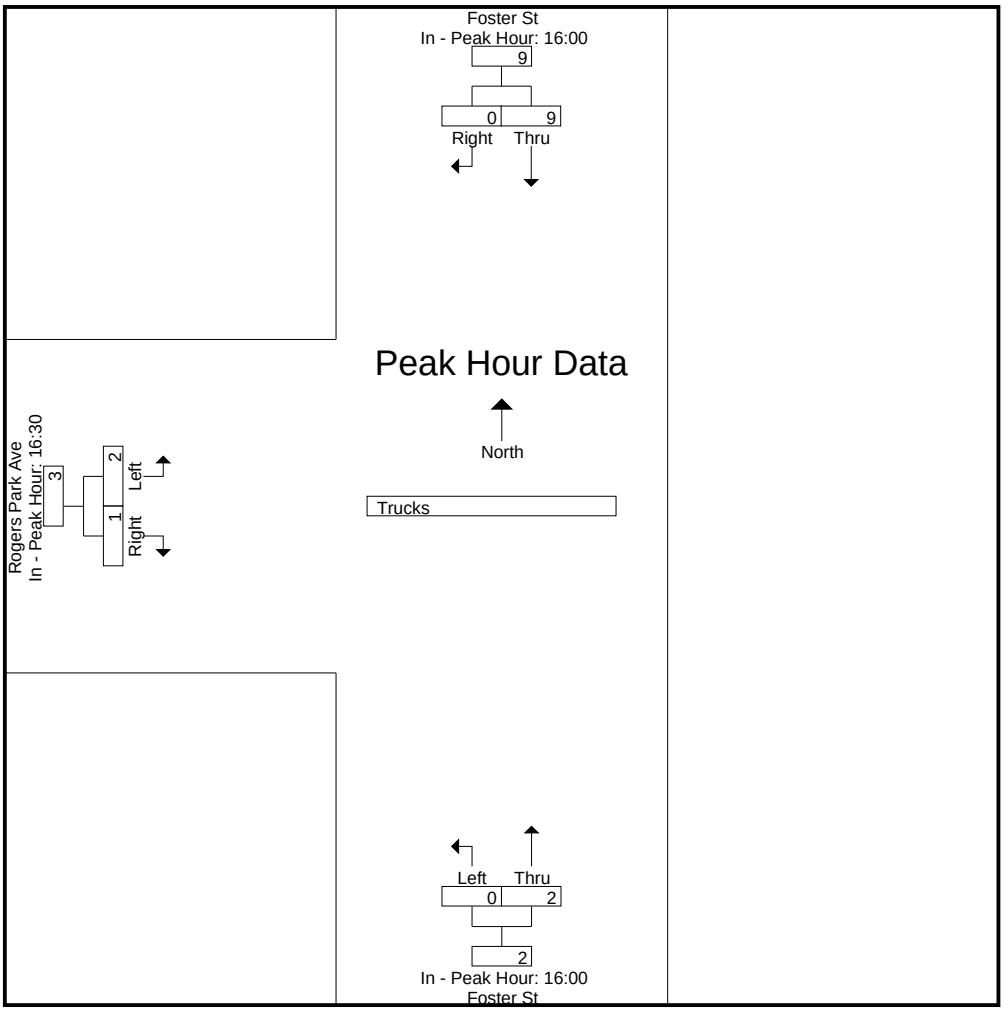
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00			16:00			16:30		
+0 mins.	2	0	2	0	0	0	0	0	0
+15 mins.	1	0	1	0	1	1	0	0	0
+30 mins.	3	0	3	0	0	0	1	1	2
+45 mins.	3	0	3	0	1	1	1	0	1
Total Volume	9	0	9	0	2	2	2	1	3
% App. Total	100	0		0	100		66.7	33.3	
PHF	.750	.000	.750	.000	.500	.500	.500	.250	.375

Accurate Counts
978-664-2565

File Name : 39000012
Site Code : 39000012
Start Date : 3/12/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars - Trucks

	Foster St From North				Washington St From East				Foster St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	7	4	3	12	67	64	0	7	18	0	47	1	0	89	30	7	27	329	356
07:15	4	15	8	8	71	80	0	4	23	0	49	9	0	117	27	12	33	394	427
07:30	9	20	3	13	65	97	0	5	16	0	45	4	0	106	24	10	32	385	417
07:45	7	21	8	13	46	86	0	0	25	0	56	7	0	100	17	19	39	366	405
Total	27	60	22	46	249	327	0	16	82	0	197	21	0	412	98	48	131	1474	1605
08:00	6	18	7	4	61	85	0	1	24	0	43	3	0	83	30	15	23	357	380
08:15	3	17	11	13	45	84	0	4	29	0	44	5	0	106	34	10	32	373	405
08:30	8	14	11	4	39	66	0	0	23	0	44	8	0	98	40	10	22	343	365
08:45	6	25	6	6	63	84	0	1	26	0	43	5	0	119	37	6	18	409	427
Total	23	74	35	27	208	319	0	6	102	0	174	21	0	406	141	41	95	1482	1577
Grand Total	50	134	57	73	457	646	0	22	184	0	371	42	0	818	239	89	226	2956	3182
Apprch %	20.7	55.6	23.7		41.4	58.6	0		33.2	0	66.8		0	77.4	22.6				
Total %	1.7	4.5	1.9		15.5	21.9	0		6.2	0	12.6		0	27.7	8.1		7.1	92.9	
Cars	50	134	57		450	583	0		183	0	366		0	774	236		0	0	3059
% Cars	100	100	100	100	98.5	90.2	0	100	99.5	0	98.7	100	0	94.6	98.7	100	0	0	96.1
Trucks	0	0	0		7	63	0		1	0	5		0	44	3		0	0	123
% Trucks	0	0	0	0	1.5	9.8	0	0	0.5	0	1.3	0	0	5.4	1.3	0	0	0	3.9

	Foster St From North				Washington St From East				Foster St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	4	15	8	27	71	80	0	151	23	0	49	72	0	117	27	144	394
07:30	9	20	3	32	65	97	0	162	16	0	45	61	0	106	24	130	385
07:45	7	21	8	36	46	86	0	132	25	0	56	81	0	100	17	117	366
08:00	6	18	7	31	61	85	0	146	24	0	43	67	0	83	30	113	357
Total Volume	26	74	26	126	243	348	0	591	88	0	193	281	0	406	98	504	1502
% App. Total	20.6	58.7	20.6		41.1	58.9	0		31.3	0	68.7		0	80.6	19.4		
PHF	.722	.881	.813	.875	.856	.897	.000	.912	.880	.000	.862	.867	.000	.868	.817	.875	.953
Cars	26	74	26	126	243	312	0	555	88	0	191	279	0	384	97	481	1441
% Cars	100	100	100	100	100	89.7	0	93.9	100	0	99.0	99.3	0	94.6	99.0	95.4	95.9
Trucks	0	0	0	0	0	36	0	36	0	0	2	2	0	22	1	23	61
% Trucks	0	0	0	0	0	10.3	0	6.1	0	0	1.0	0.7	0	5.4	1.0	4.6	4.1

Accurate Counts
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File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
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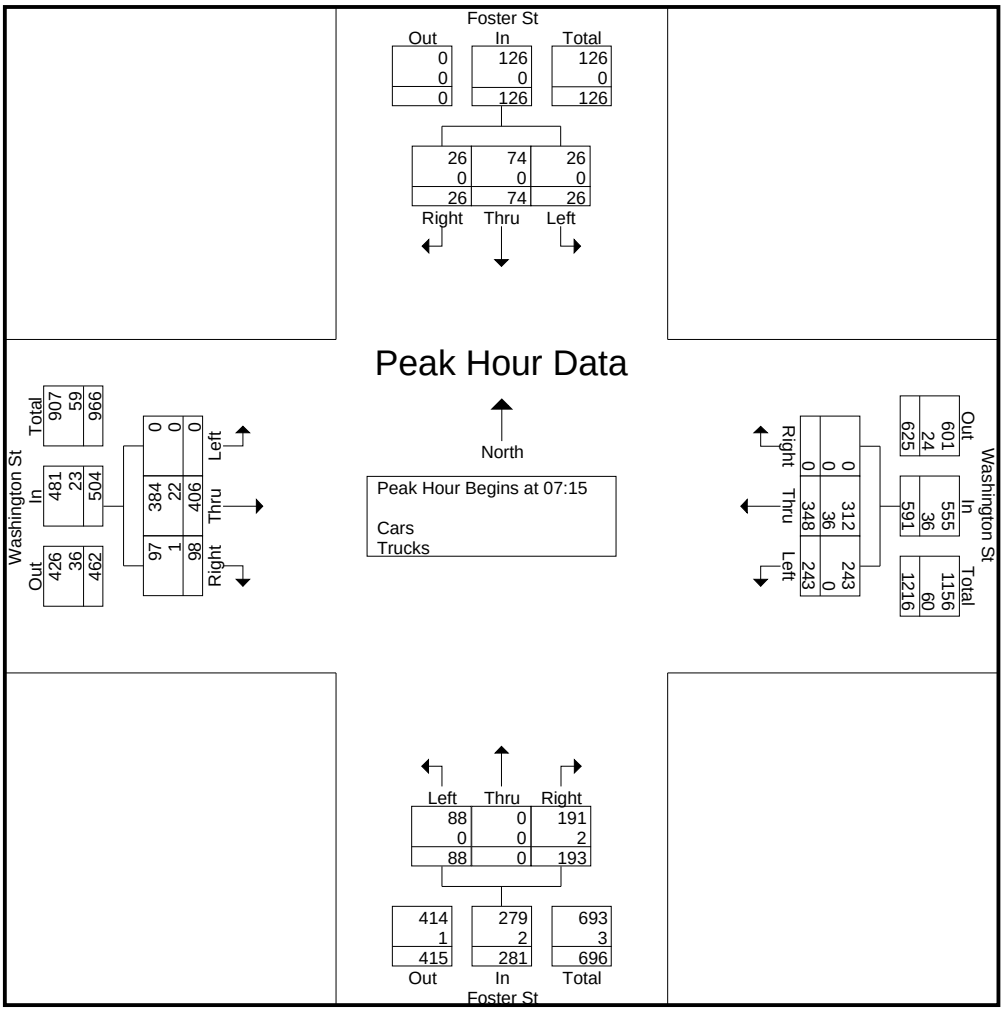

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00				07:15				07:45				08:00			
+0 mins.	6	18	7	31	71	80	0	151	25	0	56	81	0	83	30	113
+15 mins.	3	17	11	31	65	97	0	162	24	0	43	67	0	106	34	140
+30 mins.	8	14	11	33	46	86	0	132	29	0	44	73	0	98	40	138
+45 mins.	6	25	6	37	61	85	0	146	23	0	44	67	0	119	37	156
Total Volume	23	74	35	132	243	348	0	591	101	0	187	288	0	406	141	547
% App. Total	17.4	56.1	26.5		41.1	58.9	0		35.1	0	64.9		0	74.2	25.8	
PHF	.719	.740	.795	.892	.856	.897	.000	.912	.871	.000	.835	.889	.000	.853	.881	.877
Cars	23	74	35	132	243	312	0	555	101	0	186	287	0	383	140	523
% Cars	100	100	100	100	100	89.7	0	93.9	100	0	99.5	99.7	0	94.3	99.3	95.6
Trucks	0	0	0	0	0	36	0	36	0	0	1	1	0	23	1	24
% Trucks	0	0	0	0	0	10.3	0	6.1	0	0	0.5	0.3	0	5.7	0.7	4.4

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
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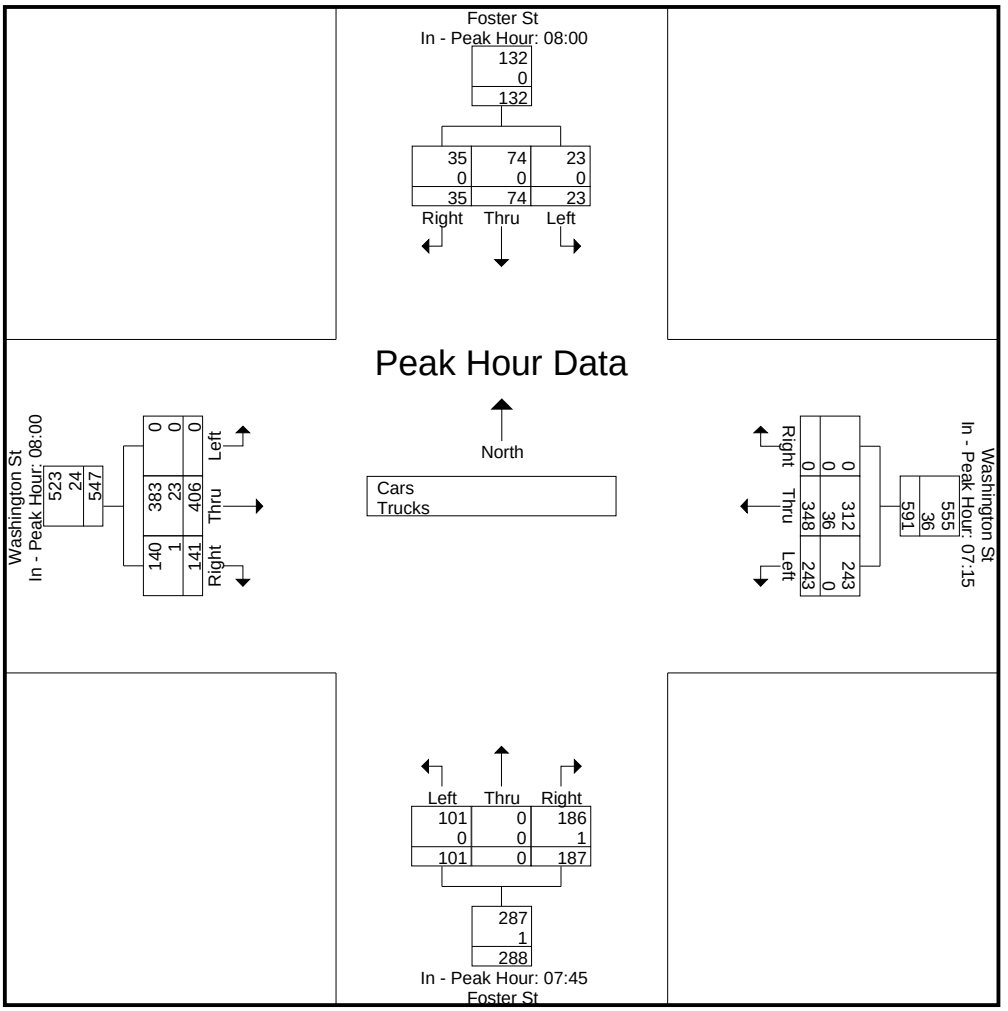


N/S Street : Foster Street
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
Page No : 1

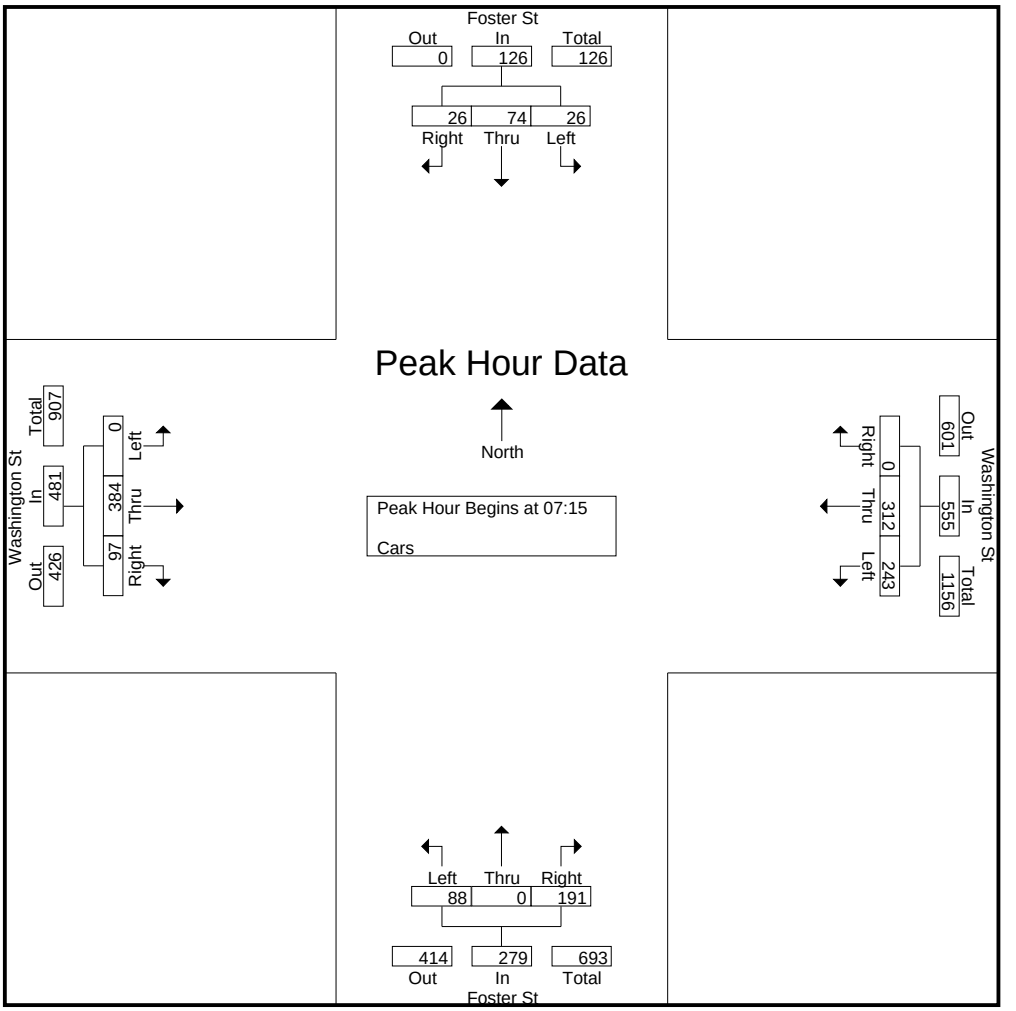
Groups Printed- Cars

	Foster St From North				Washington St From East				Foster St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	7	4	3	12	60	56	0	7	17	0	45	1	0	85	29	7	27	306	333
07:15	4	15	8	8	71	72	0	4	23	0	48	9	0	113	27	12	33	381	414
07:30	9	20	3	13	65	85	0	5	16	0	45	4	0	96	23	10	32	362	394
07:45	7	21	8	13	46	78	0	0	25	0	55	7	0	97	17	19	39	354	393
Total	27	60	22	46	242	291	0	16	81	0	193	21	0	391	96	48	131	1403	1534
08:00	6	18	7	4	61	77	0	1	24	0	43	3	0	78	30	15	23	344	367
08:15	3	17	11	13	45	78	0	4	29	0	44	5	0	99	34	10	32	360	392
08:30	8	14	11	4	39	59	0	0	23	0	44	8	0	93	39	10	22	330	352
08:45	6	25	6	6	63	78	0	1	26	0	42	5	0	113	37	6	18	396	414
Total	23	74	35	27	208	292	0	6	102	0	173	21	0	383	140	41	95	1430	1525
Grand Total	50	134	57	73	450	583	0	22	183	0	366	42	0	774	236	89	226	2833	3059
Apprch %	20.7	55.6	23.7		43.6	56.4	0		33.3	0	66.7		0	76.6	23.4				
Total %	1.8	4.7	2		15.9	20.6	0		6.5	0	12.9		0	27.3	8.3		7.4	92.6	

	Foster St From North				Washington St From East				Foster St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	4	15	8	27	71	72	0	143	23	0	48	71	0	113	27	140	381
07:30	9	20	3	32	65	85	0	150	16	0	45	61	0	96	23	119	362
07:45	7	21	8	36	46	78	0	124	25	0	55	80	0	97	17	114	354
08:00	6	18	7	31	61	77	0	138	24	0	43	67	0	78	30	108	344
Total Volume	26	74	26	126	243	312	0	555	88	0	191	279	0	384	97	481	1441
% App. Total	20.6	58.7	20.6		43.8	56.2	0		31.5	0	68.5		0	79.8	20.2		
PHF	.722	.881	.813	.875	.856	.918	.000	.925	.880	.000	.868	.872	.000	.850	.808	.859	.946

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	08:00				07:15				07:45				08:00			
+0 mins.	6	18	7	31	71	72	0	143	25	0	55	80	0	78	30	108
+15 mins.	3	17	11	31	65	85	0	150	24	0	43	67	0	99	34	133
+30 mins.	8	14	11	33	46	78	0	124	29	0	44	73	0	93	39	132
+45 mins.	6	25	6	37	61	77	0	138	23	0	44	67	0	113	37	150
Total Volume	23	74	35	132	243	312	0	555	101	0	186	287	0	383	140	523
% App. Total	17.4	56.1	26.5		43.8	56.2	0		35.2	0	64.8		0	73.2	26.8	
PHF	.719	.740	.795	.892	.856	.918	.000	.925	.871	.000	.845	.897	.000	.847	.897	.872

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
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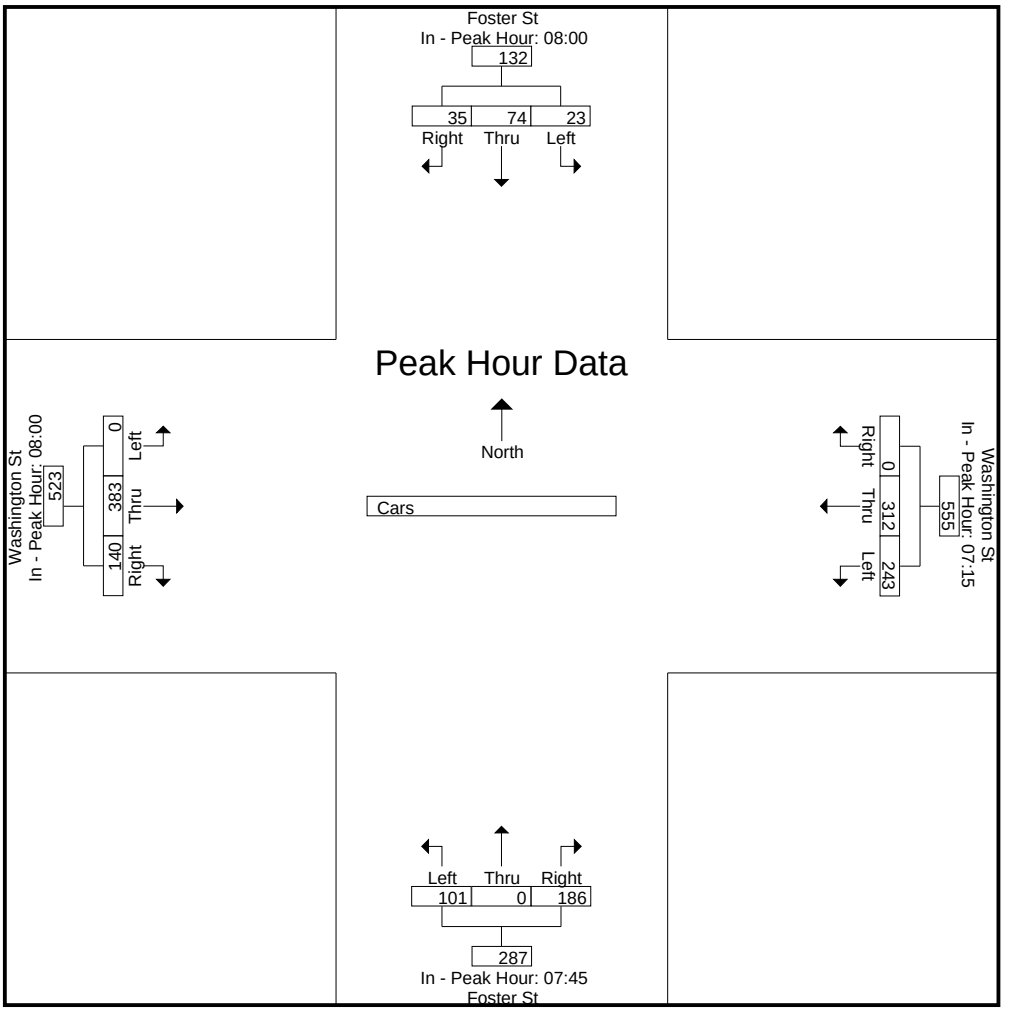


N/S Street : Foster Street
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
Page No : 1

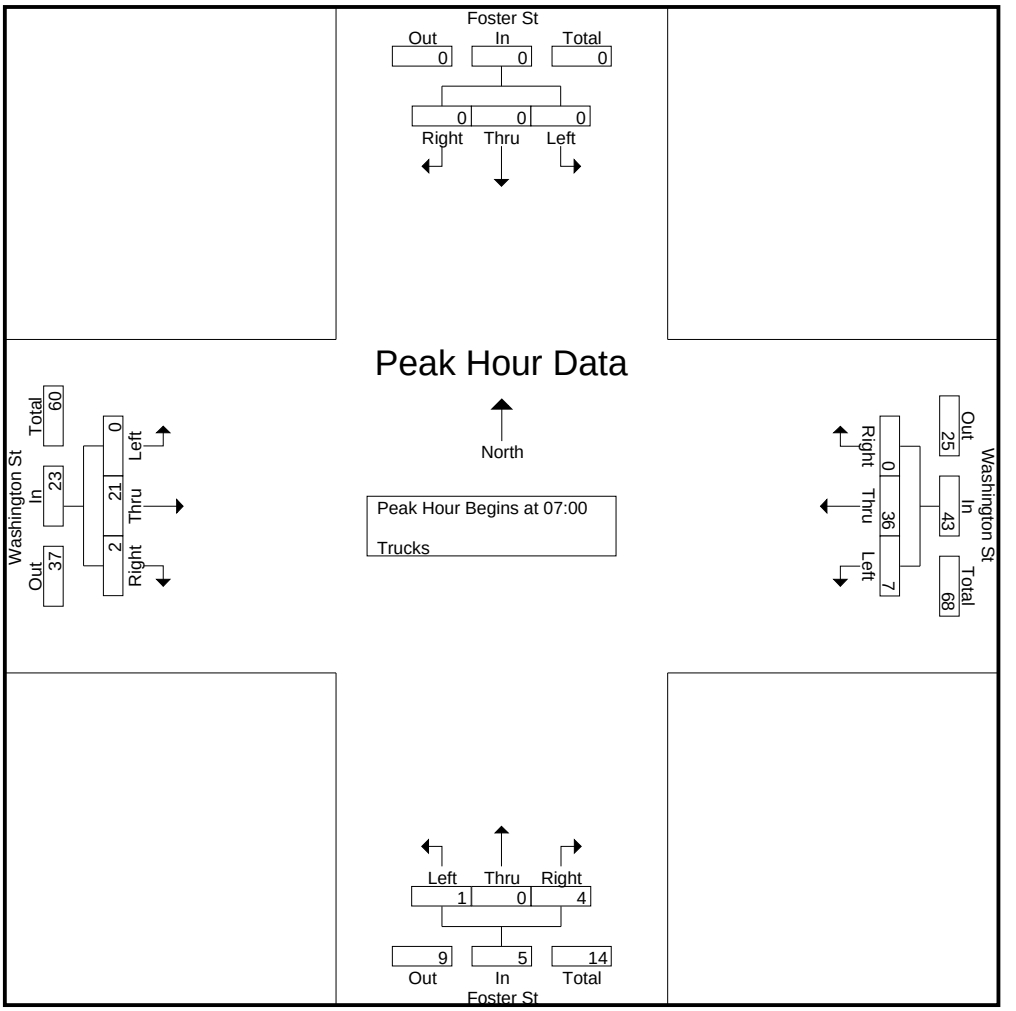
Groups Printed- Trucks

	Foster St From North				Washington St From East				Foster St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	7	8	0	0	1	0	2	0	0	4	1	0	0	23	23
07:15	0	0	0	0	0	8	0	0	0	0	1	0	0	4	0	0	0	13	13
07:30	0	0	0	0	0	12	0	0	0	0	0	0	0	10	1	0	0	23	23
07:45	0	0	0	0	0	8	0	0	0	0	1	0	0	3	0	0	0	12	12
Total	0	0	0	0	7	36	0	0	1	0	4	0	0	21	2	0	0	71	71
08:00	0	0	0	0	0	8	0	0	0	0	0	0	0	5	0	0	0	13	13
08:15	0	0	0	0	0	6	0	0	0	0	0	0	0	7	0	0	0	13	13
08:30	0	0	0	0	0	7	0	0	0	0	0	0	0	5	1	0	0	13	13
08:45	0	0	0	0	0	6	0	0	0	0	1	0	0	6	0	0	0	13	13
Total	0	0	0	0	0	27	0	0	0	0	1	0	0	23	1	0	0	52	52
Grand Total	0	0	0	0	7	63	0	0	1	0	5	0	0	44	3	0	0	123	123
Apprch %	0	0	0		10	90	0		16.7	0	83.3		0	93.6	6.4				
Total %	0	0	0		5.7	51.2	0		0.8	0	4.1		0	35.8	2.4		0	100	

	Foster St From North				Washington St From East				Foster St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	0	0	7	8	0	15	1	0	2	3	0	4	1	5	23
07:15	0	0	0	0	0	8	0	8	0	0	1	1	0	4	0	4	13
07:30	0	0	0	0	0	12	0	12	0	0	0	0	0	10	1	11	23
07:45	0	0	0	0	0	8	0	8	0	0	1	1	0	3	0	3	12
Total Volume	0	0	0	0	7	36	0	43	1	0	4	5	0	21	2	23	71
% App. Total	0	0	0		16.3	83.7	0		20	0	80		0	91.3	8.7		
PHF	.000	.000	.000	.000	.250	.750	.000	.717	.250	.000	.500	.417	.000	.525	.500	.523	.772

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
Page No : 2



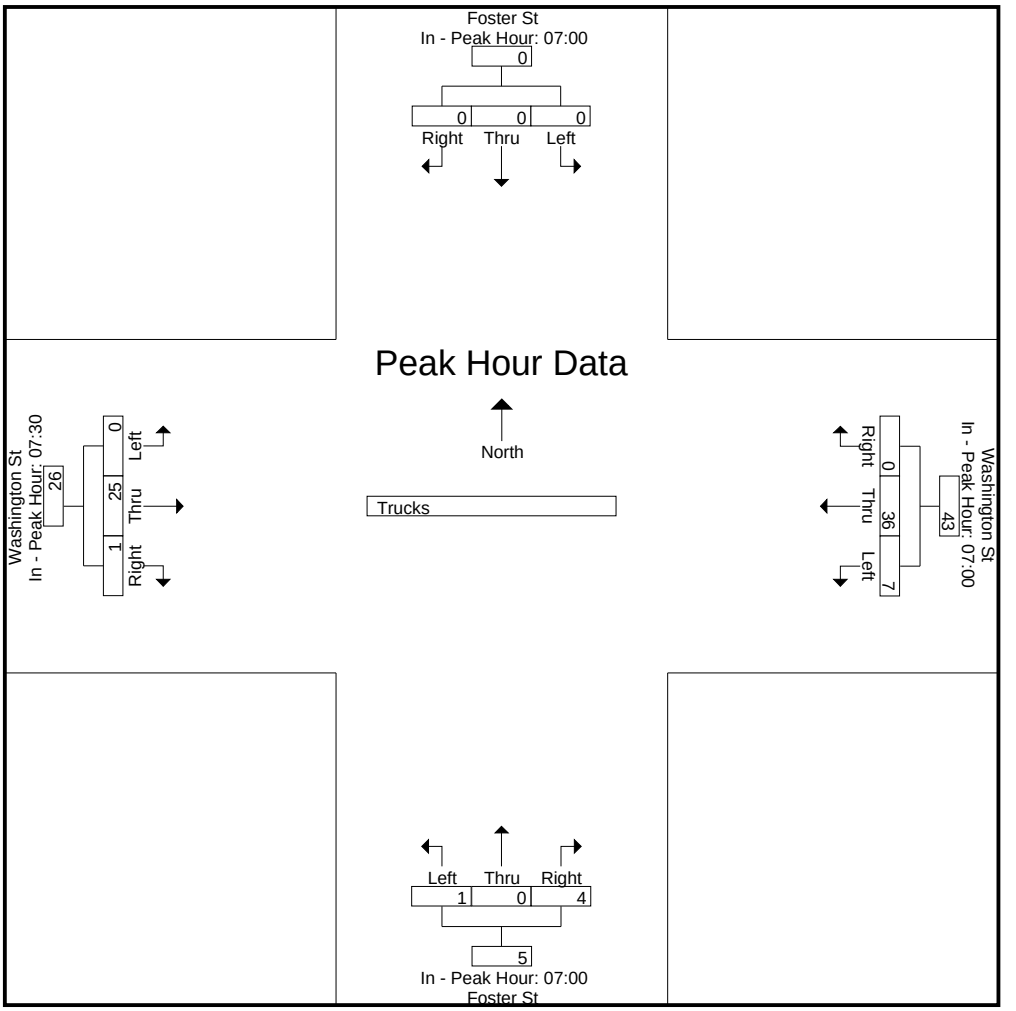
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00				07:00				07:00				07:30			
+0 mins.	0	0	0	0	7	8	0	15	1	0	2	3	0	10	1	11
+15 mins.	0	0	0	0	0	8	0	8	0	0	1	1	0	3	0	3
+30 mins.	0	0	0	0	0	12	0	12	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	8	0	8	0	0	1	1	0	7	0	7
Total Volume	0	0	0	0	7	36	0	43	1	0	4	5	0	25	1	26
% App. Total	0	0	0		16.3	83.7	0		20	0	80		0	96.2	3.8	
PHF	.000	.000	.000	.000	.250	.750	.000	.717	.250	.000	.500	.417	.000	.625	.250	.591

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars - Trucks

	Foster St From North				Washington St From East				Foster St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	7	17	7	8	48	85	0	1	9	0	26	5	0	103	22	3	17	324	341
16:15	12	28	14	20	39	91	0	3	12	0	24	10	0	101	22	11	44	343	387
16:30	9	19	18	20	59	87	0	3	13	0	34	17	0	110	26	15	55	375	430
16:45	8	24	10	20	52	85	0	2	18	0	17	5	0	128	29	7	34	371	405
Total	36	88	49	68	198	348	0	9	52	0	101	37	0	442	99	36	150	1413	1563
17:00	15	31	9	15	43	91	0	3	16	0	37	12	0	104	41	4	34	387	421
17:15	10	38	8	18	53	107	0	7	19	0	35	18	0	108	30	8	51	408	459
17:30	5	29	9	30	61	103	0	11	17	0	26	17	0	95	34	11	69	379	448
17:45	12	35	11	22	63	99	0	4	16	0	32	20	0	125	37	11	57	430	487
Total	42	133	37	85	220	400	0	25	68	0	130	67	0	432	142	34	211	1604	1815
Grand Total	78	221	86	153	418	748	0	34	120	0	231	104	0	874	241	70	361	3017	3378
Apprch %	20.3	57.4	22.3		35.8	64.2	0		34.2	0	65.8		0	78.4	21.6				
Total %	2.6	7.3	2.9		13.9	24.8	0		4	0	7.7		0	29	8		10.7	89.3	
Cars	78	221	86		414	720	0		119	0	229		0	835	236		0	0	3299
% Cars	100	100	100	100	99	96.3	0	100	99.2	0	99.1	100	0	95.5	97.9	100	0	0	97.7
Trucks	0	0	0		4	28	0		1	0	2		0	39	5		0	0	79
% Trucks	0	0	0	0	1	3.7	0	0	0.8	0	0.9	0	0	4.5	2.1	0	0	0	2.3

	Foster St From North				Washington St From East				Foster St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	15	31	9	55	43	91	0	134	16	0	37	53	0	104	41	145	387
17:15	10	38	8	56	53	107	0	160	19	0	35	54	0	108	30	138	408
17:30	5	29	9	43	61	103	0	164	17	0	26	43	0	95	34	129	379
17:45	12	35	11	58	63	99	0	162	16	0	32	48	0	125	37	162	430
Total Volume	42	133	37	212	220	400	0	620	68	0	130	198	0	432	142	574	1604
% App. Total	19.8	62.7	17.5		35.5	64.5	0		34.3	0	65.7		0	75.3	24.7		
PHF	.700	.875	.841	.914	.873	.935	.000	.945	.895	.000	.878	.917	.000	.864	.866	.886	.933
Cars	42	133	37	212	218	386	0	604	67	0	128	195	0	411	141	552	1563
% Cars	100	100	100	100	99.1	96.5	0	97.4	98.5	0	98.5	98.5	0	95.1	99.3	96.2	97.4
Trucks	0	0	0	0	2	14	0	16	1	0	2	3	0	21	1	22	41
% Trucks	0	0	0	0	0.9	3.5	0	2.6	1.5	0	1.5	1.5	0	4.9	0.7	3.8	2.6

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
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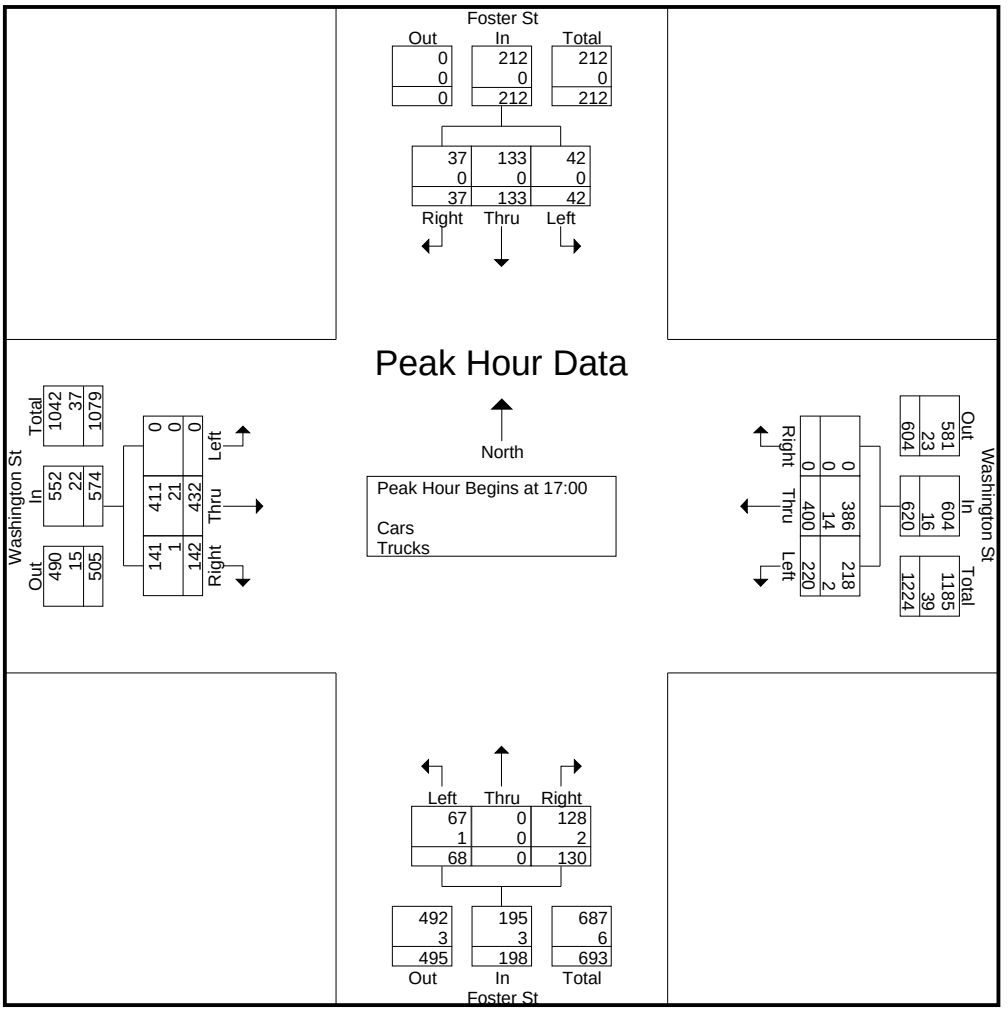

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00				17:00				17:00				16:30			
+0 mins.	15	31	9	55	43	91	0	134	16	0	37	53	0	110	26	136
+15 mins.	10	38	8	56	53	107	0	160	19	0	35	54	0	128	29	157
+30 mins.	5	29	9	43	61	103	0	164	17	0	26	43	0	104	41	145
+45 mins.	12	35	11	58	63	99	0	162	16	0	32	48	0	108	30	138
Total Volume	42	133	37	212	220	400	0	620	68	0	130	198	0	450	126	576
% App. Total	19.8	62.7	17.5		35.5	64.5	0		34.3	0	65.7		0	78.1	21.9	
PHF	.700	.875	.841	.914	.873	.935	.000	.945	.895	.000	.878	.917	.000	.879	.768	.917
Cars	42	133	37	212	218	386	0	604	67	0	128	195	0	428	124	552
% Cars	100	100	100	100	99.1	96.5	0	97.4	98.5	0	98.5	98.5	0	95.1	98.4	95.8
Trucks	0	0	0	0	2	14	0	16	1	0	2	3	0	22	2	24
% Trucks	0	0	0	0	0.9	3.5	0	2.6	1.5	0	1.5	1.5	0	4.9	1.6	4.2

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
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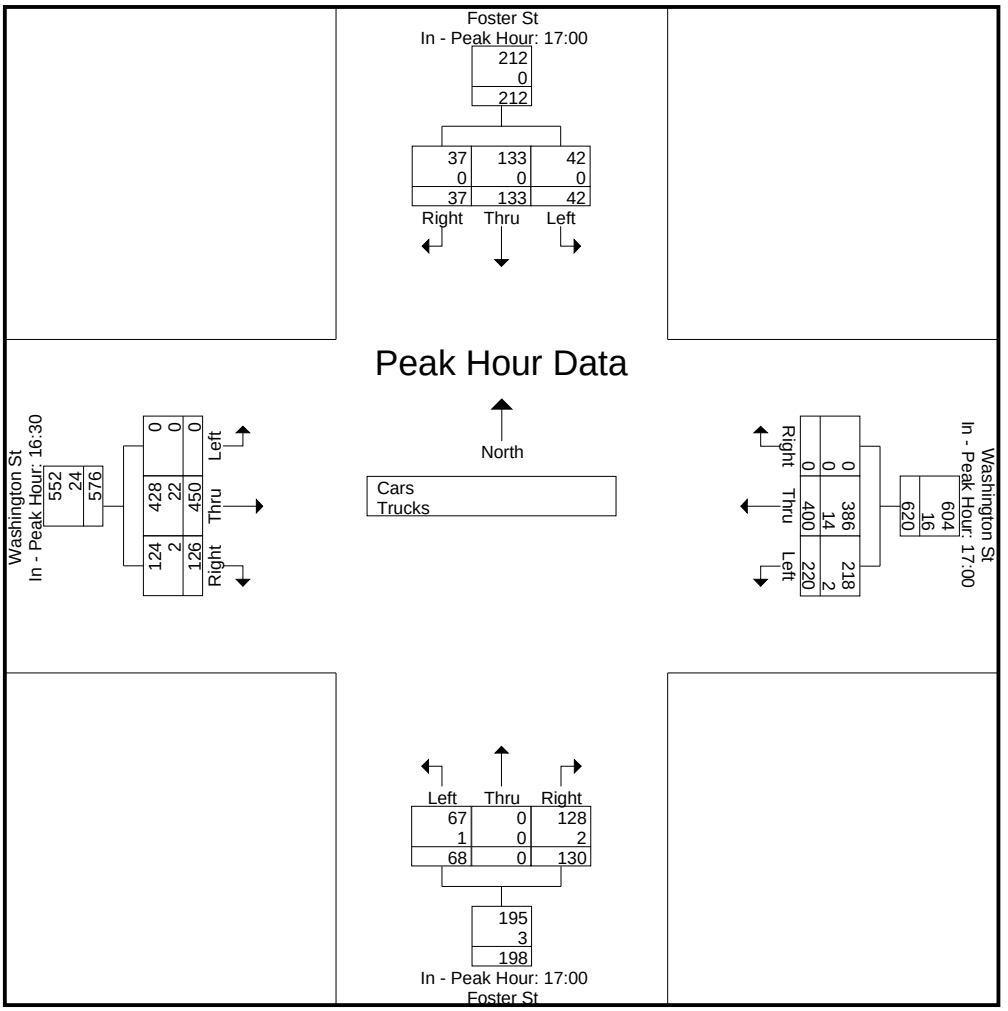


N/S Street : Foster Street
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
Page No : 1

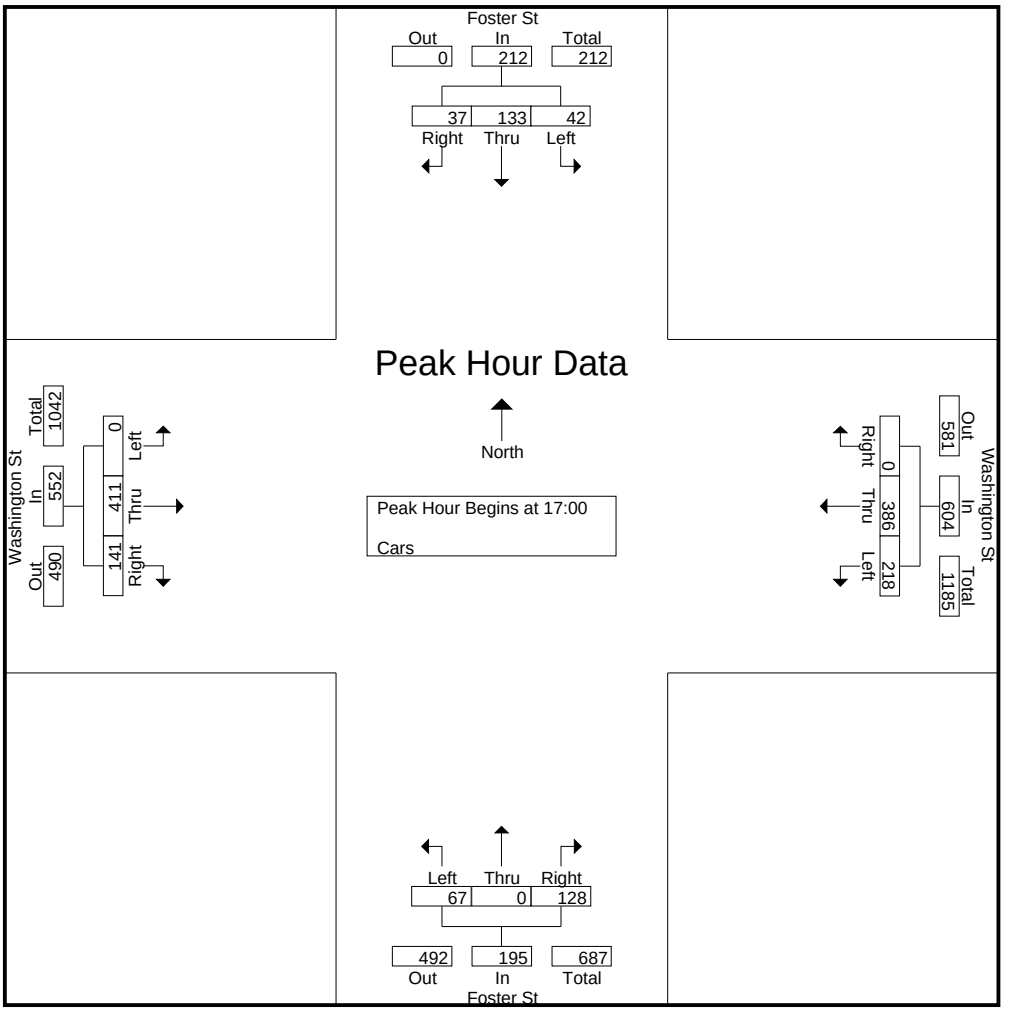
Groups Printed- Cars

	Foster St From North				Washington St From East				Foster St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	7	17	7	8	47	82	0	1	9	0	26	5	0	100	21	3	17	316	333
16:15	12	28	14	20	39	87	0	3	12	0	24	10	0	98	20	11	44	334	378
16:30	9	19	18	20	59	85	0	3	13	0	34	17	0	104	26	15	55	367	422
16:45	8	24	10	20	51	80	0	2	18	0	17	5	0	122	28	7	34	358	392
Total	36	88	49	68	196	334	0	9	52	0	101	37	0	424	95	36	150	1375	1525
17:00	15	31	9	15	43	88	0	3	15	0	35	12	0	100	40	4	34	376	410
17:15	10	38	8	18	52	105	0	7	19	0	35	18	0	102	30	8	51	399	450
17:30	5	29	9	30	60	99	0	11	17	0	26	17	0	90	34	11	69	369	438
17:45	12	35	11	22	63	94	0	4	16	0	32	20	0	119	37	11	57	419	476
Total	42	133	37	85	218	386	0	25	67	0	128	67	0	411	141	34	211	1563	1774
Grand Total	78	221	86	153	414	720	0	34	119	0	229	104	0	835	236	70	361	2938	3299
Apprch %	20.3	57.4	22.3		36.5	63.5	0		34.2	0	65.8		0	78	22				
Total %	2.7	7.5	2.9		14.1	24.5	0		4.1	0	7.8		0	28.4	8		10.9	89.1	

	Foster St From North				Washington St From East				Foster St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	15	31	9	55	43	88	0	131	15	0	35	50	0	100	40	140	376
17:15	10	38	8	56	52	105	0	157	19	0	35	54	0	102	30	132	399
17:30	5	29	9	43	60	99	0	159	17	0	26	43	0	90	34	124	369
17:45	12	35	11	58	63	94	0	157	16	0	32	48	0	119	37	156	419
Total Volume	42	133	37	212	218	386	0	604	67	0	128	195	0	411	141	552	1563
% App. Total	19.8	62.7	17.5		36.1	63.9	0		34.4	0	65.6		0	74.5	25.5		
PHF	.700	.875	.841	.914	.865	.919	.000	.950	.882	.000	.914	.903	.000	.863	.881	.885	.933

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
Page No : 2



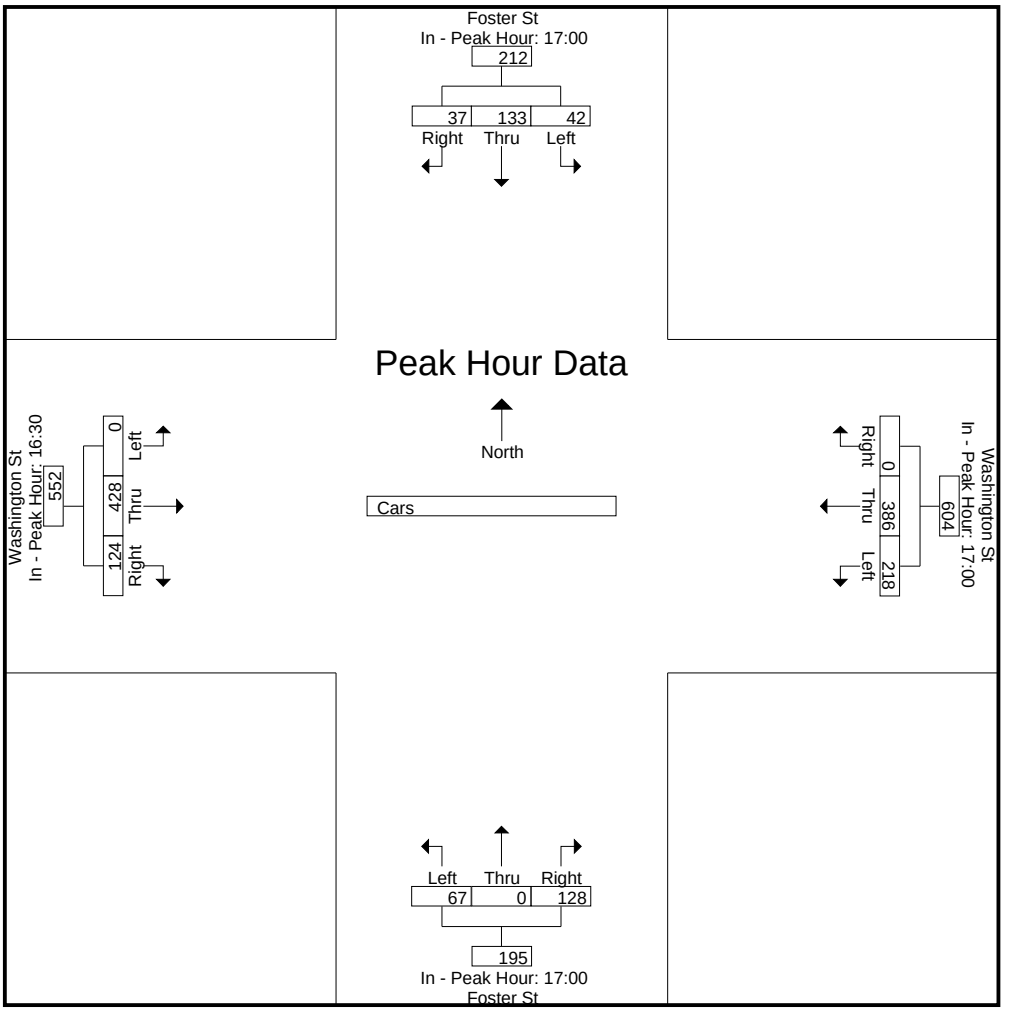
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00				17:00				17:00				16:30			
+0 mins.	15	31	9	55	43	88	0	131	15	0	35	50	0	104	26	130
+15 mins.	10	38	8	56	52	105	0	157	19	0	35	54	0	122	28	150
+30 mins.	5	29	9	43	60	99	0	159	17	0	26	43	0	100	40	140
+45 mins.	12	35	11	58	63	94	0	157	16	0	32	48	0	102	30	132
Total Volume	42	133	37	212	218	386	0	604	67	0	128	195	0	428	124	552
% App. Total	19.8	62.7	17.5		36.1	63.9	0		34.4	0	65.6		0	77.5	22.5	
PHF	.700	.875	.841	.914	.865	.919	.000	.950	.882	.000	.914	.903	.000	.877	.775	.920

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
Page No : 1

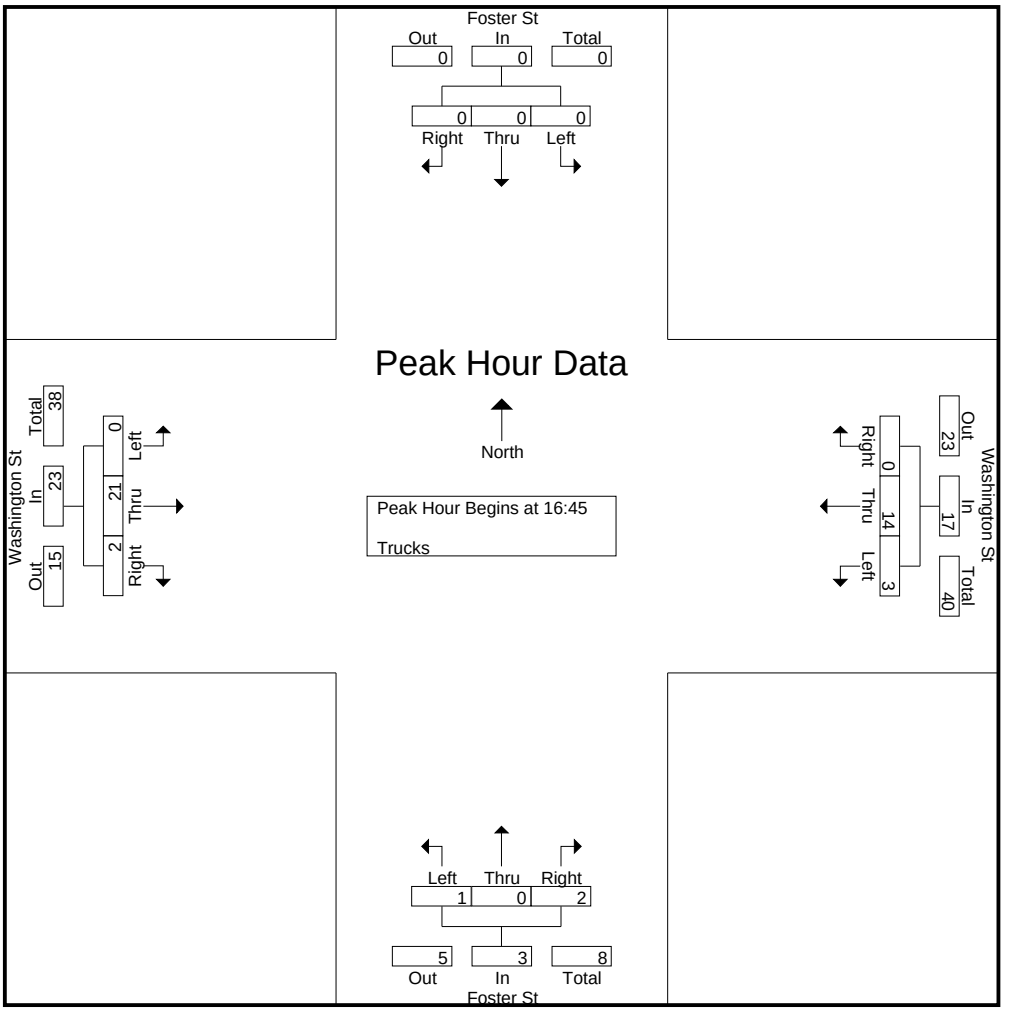
Groups Printed- Trucks

	Foster St From North				Washington St From East				Foster St From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	1	3	0	0	0	0	0	0	0	3	1	0	0	8	8
16:15	0	0	0	0	0	4	0	0	0	0	0	0	0	3	2	0	0	9	9
16:30	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	8	8
16:45	0	0	0	0	1	5	0	0	0	0	0	0	0	6	1	0	0	13	13
Total	0	0	0	0	2	14	0	0	0	0	0	0	0	18	4	0	0	38	38
17:00	0	0	0	0	0	3	0	0	1	0	2	0	0	4	1	0	0	11	11
17:15	0	0	0	0	1	2	0	0	0	0	0	0	0	6	0	0	0	9	9
17:30	0	0	0	0	1	4	0	0	0	0	0	0	0	5	0	0	0	10	10
17:45	0	0	0	0	0	5	0	0	0	0	0	0	0	6	0	0	0	11	11
Total	0	0	0	0	2	14	0	0	1	0	2	0	0	21	1	0	0	41	41
Grand Total	0	0	0	0	4	28	0	0	1	0	2	0	0	39	5	0	0	79	79
Apprch %	0	0	0		12.5	87.5	0		33.3	0	66.7		0	88.6	11.4				
Total %	0	0	0		5.1	35.4	0		1.3	0	2.5		0	49.4	6.3		0	100	

	Foster St From North				Washington St From East				Foster St From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	1	5	0	6	0	0	0	0	0	6	1	7	13
17:00	0	0	0	0	0	3	0	3	1	0	2	3	0	4	1	5	11
17:15	0	0	0	0	1	2	0	3	0	0	0	0	0	6	0	6	9
17:30	0	0	0	0	1	4	0	5	0	0	0	0	0	5	0	5	10
Total Volume	0	0	0	0	3	14	0	17	1	0	2	3	0	21	2	23	43
% App. Total	0	0	0		17.6	82.4	0		33.3	0	66.7		0	91.3	8.7		
PHF	.000	.000	.000	.000	.750	.700	.000	.708	.250	.000	.250	.250	.000	.875	.500	.821	.827

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
Page No : 2



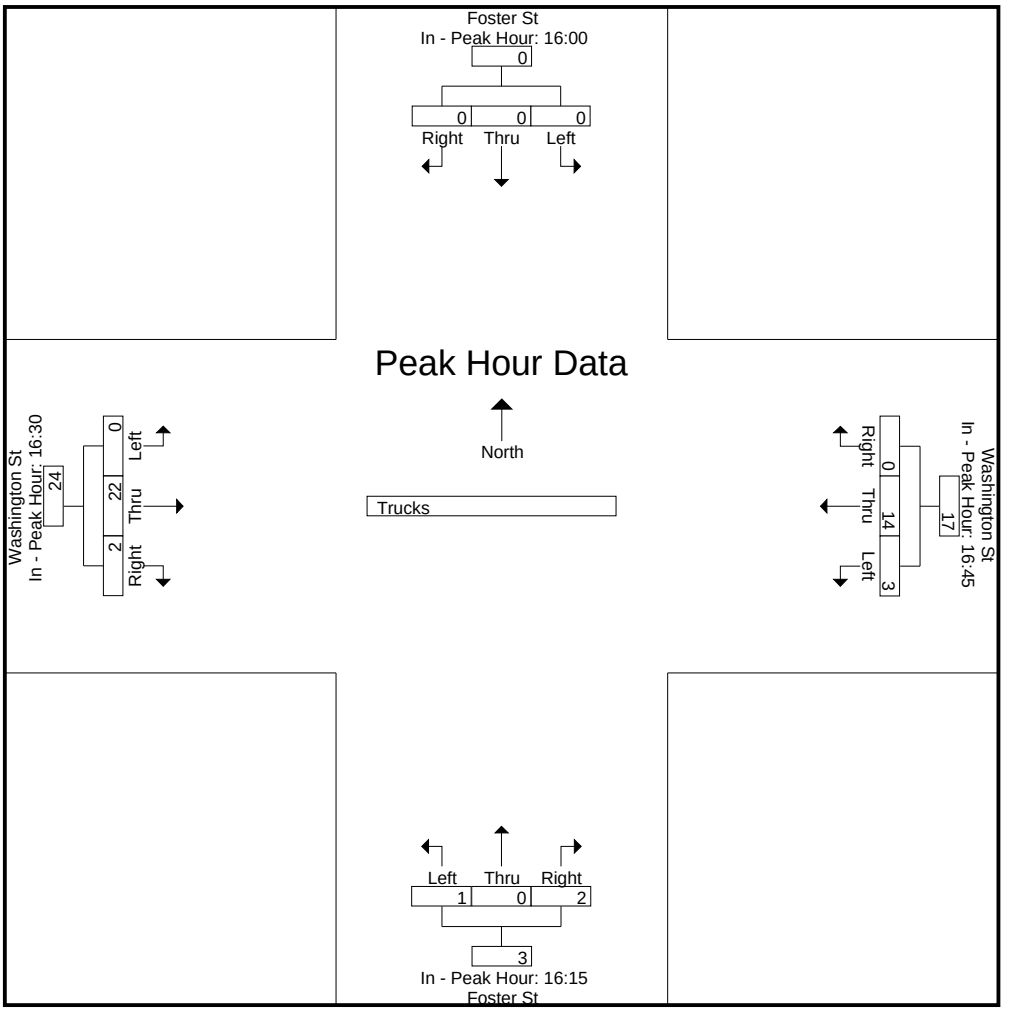
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				16:45				16:15				16:30			
+0 mins.	0	0	0	0	1	5	0	6	0	0	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	6	1	7
+30 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	4	1	5
+45 mins.	0	0	0	0	1	4	0	5	1	0	2	3	0	6	0	6
Total Volume	0	0	0	0	3	14	0	17	1	0	2	3	0	22	2	24
% App. Total	0	0	0		17.6	82.4	0		33.3	0	66.7		0	91.7	8.3	
PHF	.000	.000	.000	.000	.750	.700	.000	.708	.250	.000	.250	.250	.000	.917	.500	.857

Accurate Counts
978-664-2565

File Name : 39000013
Site Code : 39000013
Start Date : 3/12/2008
Page No : 3



N/S Street : Market St / Chestnut Hill
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars - Trucks

	Market St From North				Washington St From East				Chestnut Hill Ave From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	18	52	13	0	4	99	18	3	21	71	6	1	9	92	31	2	6	434	440
07:15	19	70	29	0	5	103	10	7	21	54	8	2	26	111	24	2	11	480	491
07:30	32	83	20	5	6	100	19	7	23	84	5	4	15	103	22	3	19	512	531
07:45	20	79	21	7	5	77	30	6	14	86	8	4	12	109	26	9	26	487	513
Total	89	284	83	12	20	379	77	23	79	295	27	11	62	415	103	16	62	1913	1975
08:00	16	79	27	2	5	88	31	6	19	86	9	5	12	104	27	6	19	503	522
08:15	18	87	14	0	11	89	36	14	16	86	12	10	16	104	21	6	30	510	540
08:30	22	75	22	4	11	68	30	6	12	77	13	7	15	95	23	5	22	463	485
08:45	20	80	26	1	10	96	31	6	16	86	2	4	20	118	19	5	16	524	540
Total	76	321	89	7	37	341	128	32	63	335	36	26	63	421	90	22	87	2000	2087
Grand Total	165	605	172	19	57	720	205	55	142	630	63	37	125	836	193	38	149	3913	4062
Apprch %	17.5	64.2	18.3		5.8	73.3	20.9		17	75.4	7.5		10.8	72.4	16.7				
Total %	4.2	15.5	4.4		1.5	18.4	5.2		3.6	16.1	1.6		3.2	21.4	4.9		3.7	96.3	
Cars	157	594	168		54	712	197		142	622	62		123	817	192		0	0	3989
% Cars	95.2	98.2	97.7	100	94.7	98.9	96.1	100	100	98.7	98.4	100	98.4	97.7	99.5	100	0	0	98.2
Trucks	8	11	4		3	8	8		0	8	1		2	19	1		0	0	73
% Trucks	4.8	1.8	2.3	0	5.3	1.1	3.9	0	0	1.3	1.6	0	1.6	2.3	0.5	0	0	0	1.8

	Market St From North				Washington St From East				Chestnut Hill Ave From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	32	83	20	135	6	100	19	125	23	84	5	112	15	103	22	140	512
07:45	20	79	21	120	5	77	30	112	14	86	8	108	12	109	26	147	487
08:00	16	79	27	122	5	88	31	124	19	86	9	114	12	104	27	143	503
08:15	18	87	14	119	11	89	36	136	16	86	12	114	16	104	21	141	510
Total Volume	86	328	82	496	27	354	116	497	72	342	34	448	55	420	96	571	2012
% App. Total	17.3	66.1	16.5		5.4	71.2	23.3		16.1	76.3	7.6		9.6	73.6	16.8		
PHF	.672	.943	.759	.919	.614	.885	.806	.914	.783	.994	.708	.982	.859	.963	.889	.971	.982
Cars	82	324	79	485	27	351	113	491	72	336	34	442	54	409	95	558	1976
% Cars	95.3	98.8	96.3	97.8	100	99.2	97.4	98.8	100	98.2	100	98.7	98.2	97.4	99.0	97.7	98.2
Trucks	4	4	3	11	0	3	3	6	0	6	0	6	1	11	1	13	36
% Trucks	4.7	1.2	3.7	2.2	0	0.8	2.6	1.2	0	1.8	0	1.3	1.8	2.6	1.0	2.3	1.8

Accurate Counts
978-664-2565

File Name : 39000014
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Start Date : 3/12/2008
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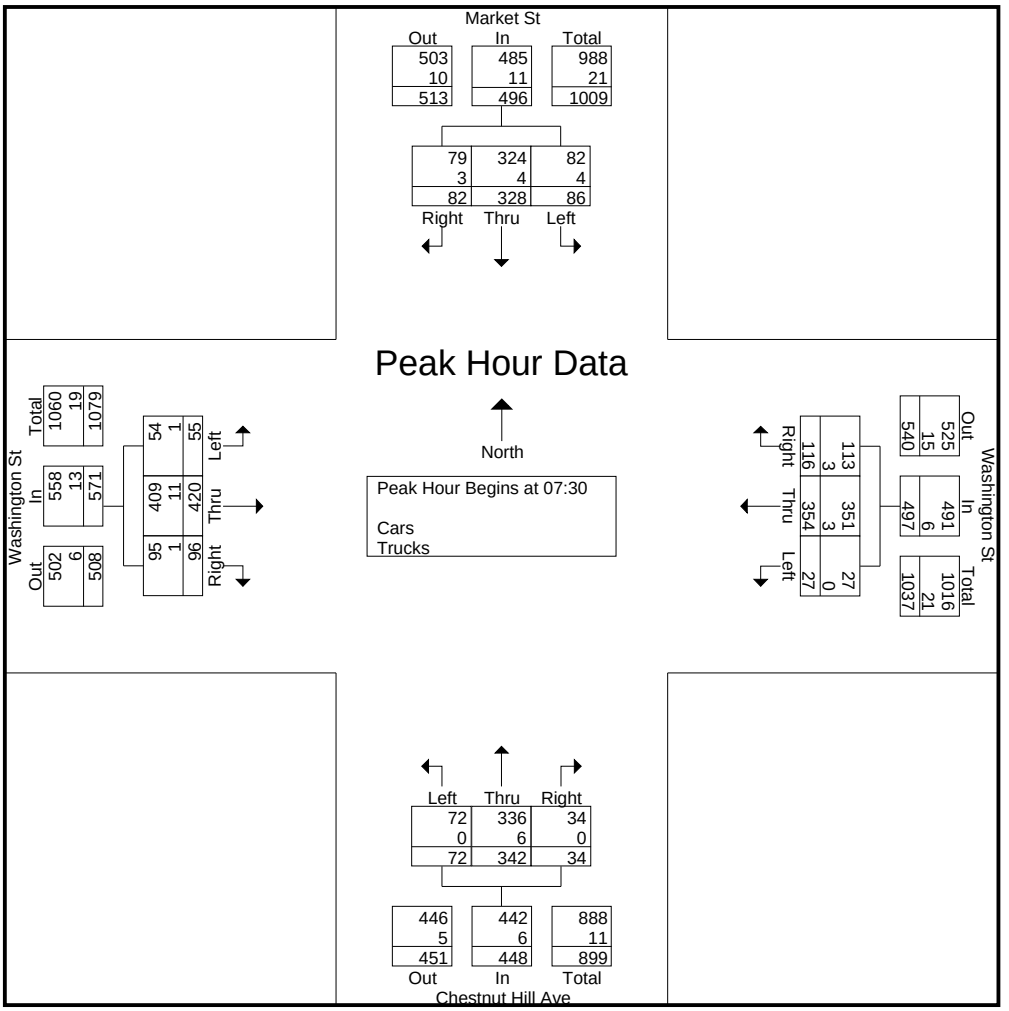

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30				08:00				07:30				07:15			
+0 mins.	32	83	20	135	5	88	31	124	23	84	5	112	26	111	24	161
+15 mins.	20	79	21	120	11	89	36	136	14	86	8	108	15	103	22	140
+30 mins.	16	79	27	122	11	68	30	109	19	86	9	114	12	109	26	147
+45 mins.	18	87	14	119	10	96	31	137	16	86	12	114	12	104	27	143
Total Volume	86	328	82	496	37	341	128	506	72	342	34	448	65	427	99	591
% App. Total	17.3	66.1	16.5		7.3	67.4	25.3		16.1	76.3	7.6		11	72.3	16.8	
PHF	.672	.943	.759	.919	.841	.888	.889	.923	.783	.994	.708	.982	.625	.962	.917	.918
Cars	82	324	79	485	36	339	124	499	72	336	34	442	64	418	98	580
% Cars	95.3	98.8	96.3	97.8	97.3	99.4	96.9	98.6	100	98.2	100	98.7	98.5	97.9	99	98.1
Trucks	4	4	3	11	1	2	4	7	0	6	0	6	1	9	1	11
% Trucks	4.7	1.2	3.7	2.2	2.7	0.6	3.1	1.4	0	1.8	0	1.3	1.5	2.1	1	1.9

Accurate Counts
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File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
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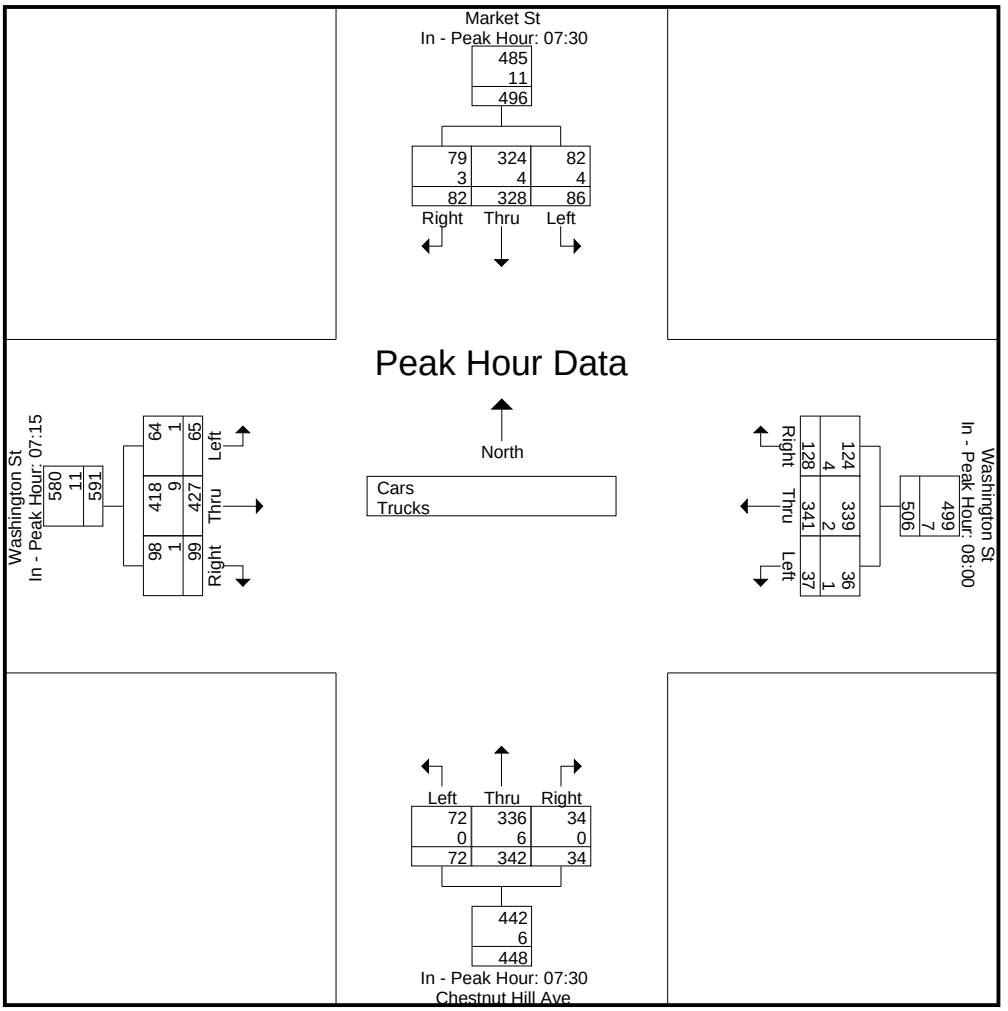

N/S Street : Market St / Chestnut Hill
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars

	Market St From North				Washington St From East				Chestnut Hill Ave From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	17	51	13	0	3	97	17	3	21	71	6	1	9	90	31	2	6	426	432
07:15	17	69	29	0	4	102	9	7	21	54	8	2	26	109	24	2	11	472	483
07:30	32	83	18	5	6	98	18	7	23	82	5	4	15	100	21	3	19	501	520
07:45	19	77	20	7	5	76	29	6	14	84	8	4	12	108	26	9	26	478	504
Total	85	280	80	12	18	373	73	23	79	291	27	11	62	407	102	16	62	1877	1939
08:00	16	77	27	2	5	88	30	6	19	85	9	5	11	101	27	6	19	495	514
08:15	15	87	14	0	11	89	36	14	16	85	12	10	16	100	21	6	30	502	532
08:30	21	74	22	4	10	68	27	6	12	76	12	7	15	93	23	5	22	453	475
08:45	20	76	25	1	10	94	31	6	16	85	2	4	19	116	19	5	16	513	529
Total	72	314	88	7	36	339	124	32	63	331	35	26	61	410	90	22	87	1963	2050
Grand Total	157	594	168	19	54	712	197	55	142	622	62	37	123	817	192	38	149	3840	3989
Apprch %	17.1	64.6	18.3		5.6	73.9	20.5		17.2	75.3	7.5		10.9	72.2	17				
Total %	4.1	15.5	4.4		1.4	18.5	5.1		3.7	16.2	1.6		3.2	21.3	5		3.7	96.3	

	Market St From North				Washington St From East				Chestnut Hill Ave From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	32	83	18	133	6	98	18	122	23	82	5	110	15	100	21	136	501
07:45	19	77	20	116	5	76	29	110	14	84	8	106	12	108	26	146	478
08:00	16	77	27	120	5	88	30	123	19	85	9	113	11	101	27	139	495
08:15	15	87	14	116	11	89	36	136	16	85	12	113	16	100	21	137	502
Total Volume	82	324	79	485	27	351	113	491	72	336	34	442	54	409	95	558	1976
% App. Total	16.9	66.8	16.3		5.5	71.5	23		16.3	76	7.7		9.7	73.3	17		
PHF	.641	.931	.731	.912	.614	.895	.785	.903	.783	.988	.708	.978	.844	.947	.880	.955	.984

Accurate Counts
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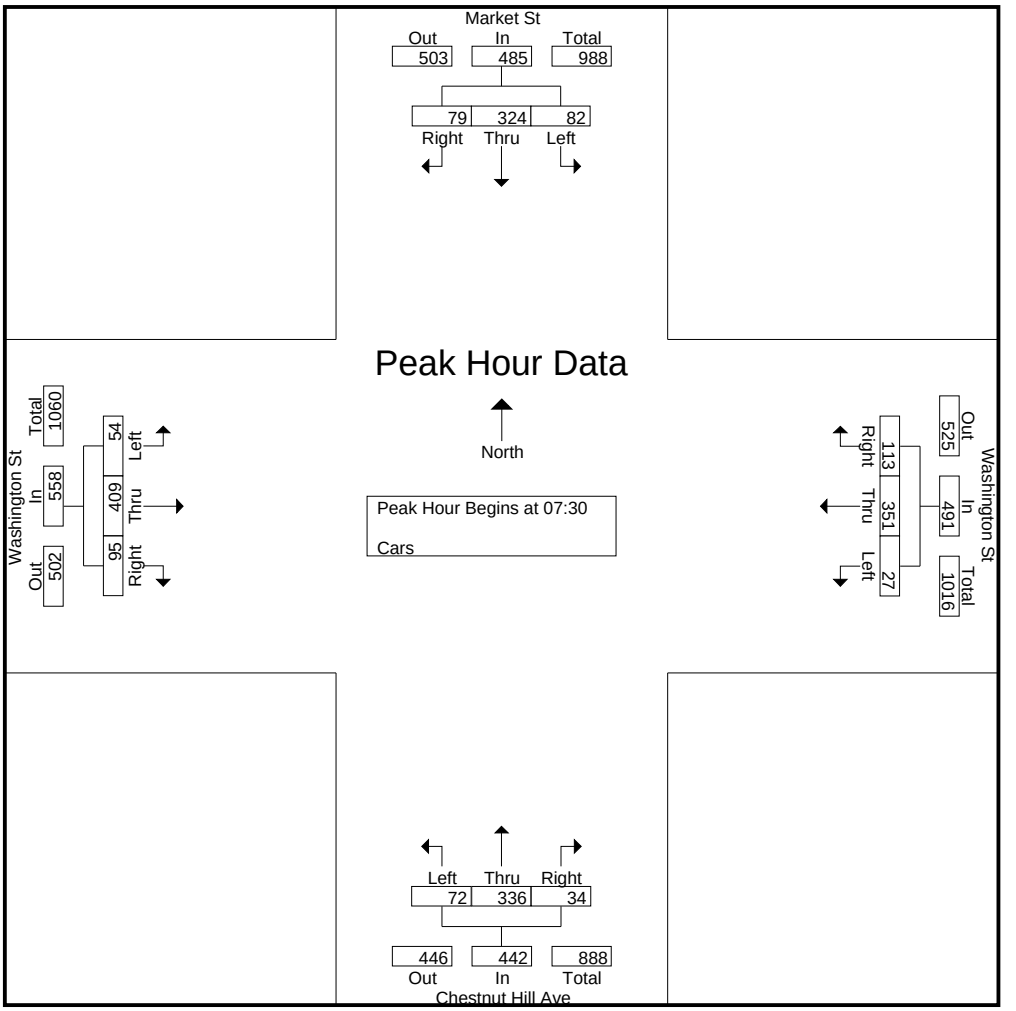
File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:30				08:00				07:30				07:15			
+0 mins.	32	83	18	133	5	88	30	123	23	82	5	110	26	109	24	159
+15 mins.	19	77	20	116	11	89	36	136	14	84	8	106	15	100	21	136
+30 mins.	16	77	27	120	10	68	27	105	19	85	9	113	12	108	26	146
+45 mins.	15	87	14	116	10	94	31	135	16	85	12	113	11	101	27	139
Total Volume	82	324	79	485	36	339	124	499	72	336	34	442	64	418	98	580
% App. Total	16.9	66.8	16.3		7.2	67.9	24.8		16.3	76	7.7		11	72.1	16.9	
PHF	.641	.931	.731	.912	.818	.902	.861	.917	.783	.988	.708	.978	.615	.959	.907	.912

Accurate Counts
978-664-2565

File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
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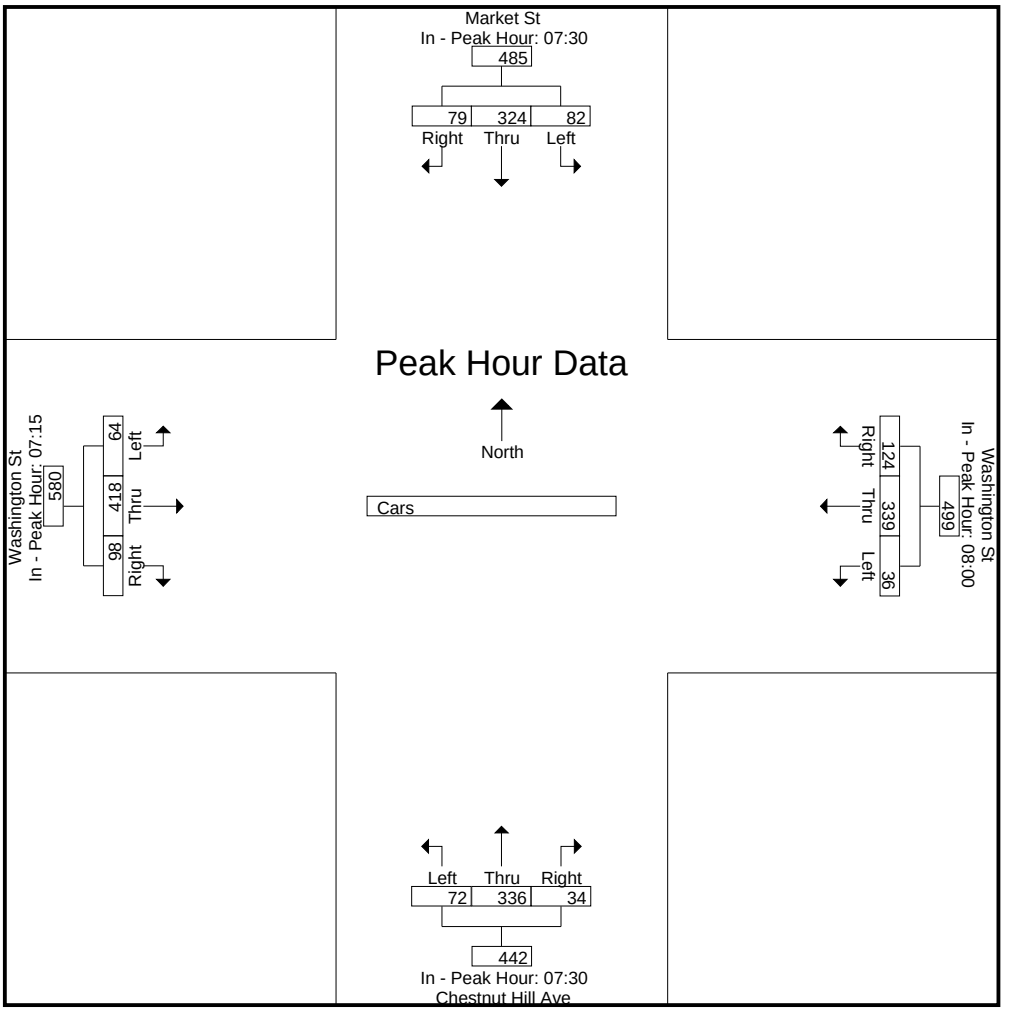

N/S Street : Market St / Chestnut Hill
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
Page No : 1

Groups Printed- Trucks

	Market St From North				Washington St From East				Chestnut Hill Ave From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	1	1	0	0	1	2	1	0	0	0	0	0	0	2	0	0	0	8	8
07:15	2	1	0	0	1	1	1	0	0	0	0	0	0	2	0	0	0	8	8
07:30	0	0	2	0	0	2	1	0	0	2	0	0	0	3	1	0	0	11	11
07:45	1	2	1	0	0	1	1	0	0	2	0	0	0	1	0	0	0	9	9
Total	4	4	3	0	2	6	4	0	0	4	0	0	0	8	1	0	0	36	36
08:00	0	2	0	0	0	0	1	0	0	1	0	0	1	3	0	0	0	8	8
08:15	3	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	8	8
08:30	1	1	0	0	1	0	3	0	0	1	1	0	0	2	0	0	0	10	10
08:45	0	4	1	0	0	2	0	0	0	1	0	0	1	2	0	0	0	11	11
Total	4	7	1	0	1	2	4	0	0	4	1	0	2	11	0	0	0	37	37
Grand Total	8	11	4	0	3	8	8	0	0	8	1	0	2	19	1	0	0	73	73
Apprch %	34.8	47.8	17.4		15.8	42.1	42.1		0	88.9	11.1		9.1	86.4	4.5				
Total %	11	15.1	5.5		4.1	11	11		0	11	1.4		2.7	26	1.4		0	100	

	Market St From North				Washington St From East				Chestnut Hill Ave From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	2	0	2	0	0	1	1	0	1	0	1	1	3	0	4	8
08:15	3	0	0	3	0	0	0	0	0	1	0	1	0	4	0	4	8
08:30	1	1	0	2	1	0	3	4	0	1	1	2	0	2	0	2	10
08:45	0	4	1	5	0	2	0	2	0	1	0	1	1	2	0	3	11
Total Volume	4	7	1	12	1	2	4	7	0	4	1	5	2	11	0	13	37
% App. Total	33.3	58.3	8.3		14.3	28.6	57.1		0	80	20		15.4	84.6	0		
PHF	.333	.438	.250	.600	.250	.250	.333	.438	.000	1.000	.250	.625	.500	.688	.000	.813	.841

Accurate Counts
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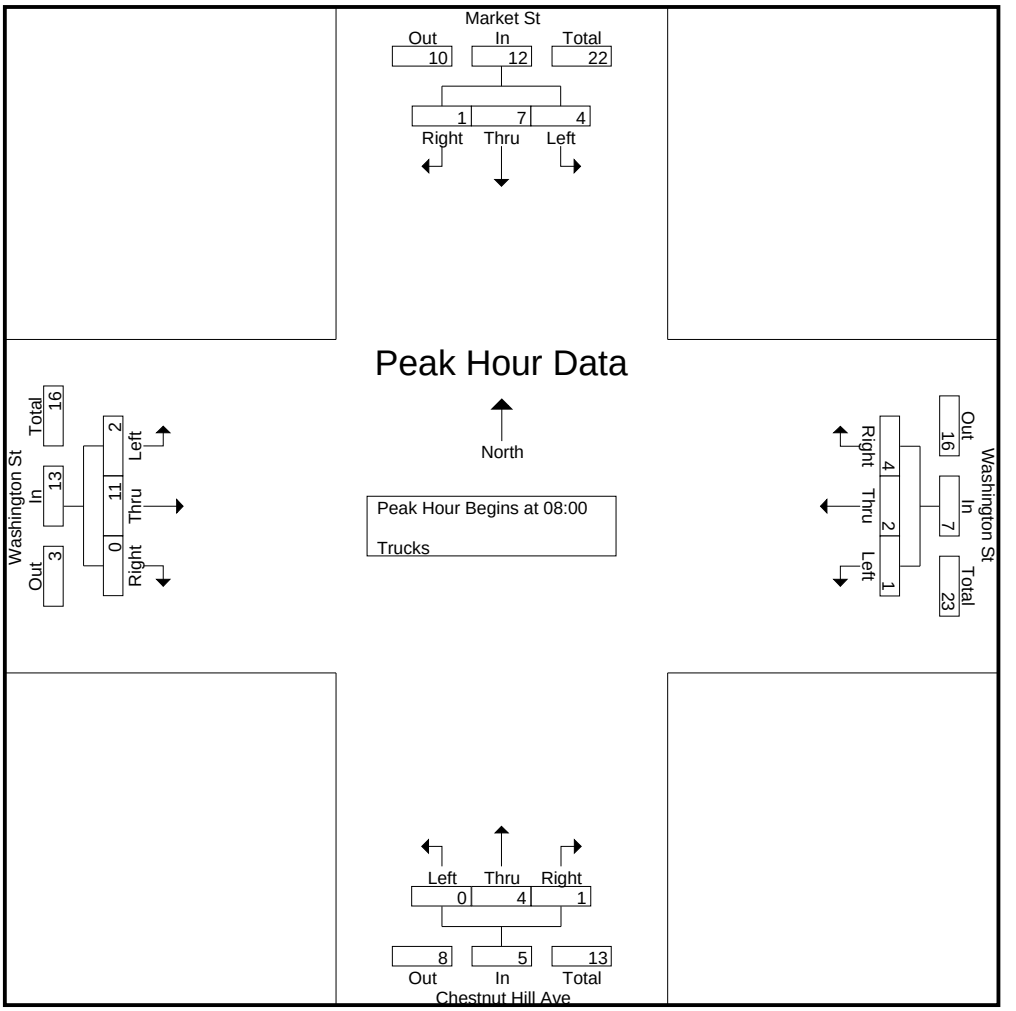

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00				07:00				07:30				07:30			
+0 mins.	0	2	0	2	1	2	1	4	0	2	0	2	0	3	1	4
+15 mins.	3	0	0	3	1	1	1	3	0	2	0	2	0	1	0	1
+30 mins.	1	1	0	2	0	2	1	3	0	1	0	1	1	3	0	4
+45 mins.	0	4	1	5	0	1	1	2	0	1	0	1	0	4	0	4
Total Volume	4	7	1	12	2	6	4	12	0	6	0	6	1	11	1	13
% App. Total	33.3	58.3	8.3		16.7	50	33.3		0	100	0		7.7	84.6	7.7	
PHF	.333	.438	.250	.600	.500	.750	1.000	.750	.000	.750	.000	.750	.250	.688	.250	.813

Accurate Counts
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File Name : 39000014
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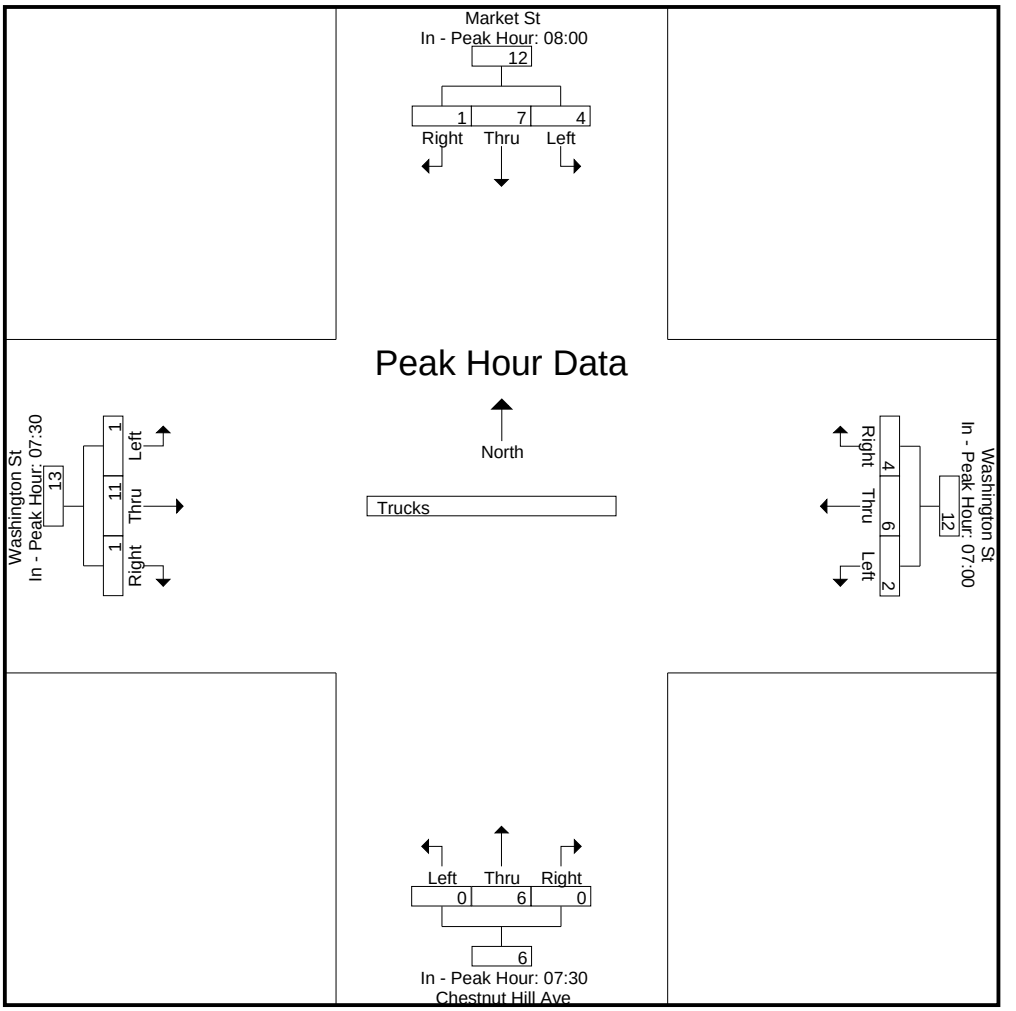

N/S Street : Market St / Chestnut Hill
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
Page No : 1

Groups Printed- Cars - Trucks

	Market St From North				Washington St From East				Chestnut Hill Ave From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	21	83	31	5	9	62	19	6	27	67	10	9	17	78	35	6	26	459	485
16:15	26	100	29	8	4	86	39	10	20	78	5	3	17	72	37	5	26	513	539
16:30	36	94	26	8	9	101	22	6	13	58	9	7	25	89	29	5	26	511	537
16:45	24	93	23	12	4	86	31	16	19	72	8	16	20	88	39	7	51	507	558
Total	107	370	109	33	26	335	111	38	79	275	32	35	79	327	140	23	129	1990	2119
17:00	37	104	12	18	7	91	30	11	20	68	3	10	20	88	38	7	46	518	564
17:15	28	104	11	14	4	116	25	13	24	73	4	21	17	94	38	10	58	538	596
17:30	31	111	26	12	3	114	47	8	17	67	3	14	16	71	46	11	45	552	597
17:45	33	110	29	6	8	101	32	9	26	65	10	6	27	92	47	5	26	580	606
Total	129	429	78	50	22	422	134	41	87	273	20	51	80	345	169	33	175	2188	2363
Grand Total	236	799	187	83	48	757	245	79	166	548	52	86	159	672	309	56	304	4178	4482
Apprch %	19.3	65.4	15.3		4.6	72.1	23.3		21.7	71.5	6.8		13.9	58.9	27.1				
Total %	5.6	19.1	4.5		1.1	18.1	5.9		4	13.1	1.2		3.8	16.1	7.4		6.8	93.2	
Cars	236	796	186		48	752	241		165	542	52		158	669	309		0	0	4458
% Cars	100	99.6	99.5	100	100	99.3	98.4	100	99.4	98.9	100	100	99.4	99.6	100	100	0	0	99.5
Trucks	0	3	1		0	5	4		1	6	0		1	3	0		0	0	24
% Trucks	0	0.4	0.5	0	0	0.7	1.6	0	0.6	1.1	0	0	0.6	0.4	0	0	0	0	0.5

	Market St From North				Washington St From East				Chestnut Hill Ave From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	37	104	12	153	7	91	30	128	20	68	3	91	20	88	38	146	518
17:15	28	104	11	143	4	116	25	145	24	73	4	101	17	94	38	149	538
17:30	31	111	26	168	3	114	47	164	17	67	3	87	16	71	46	133	552
17:45	33	110	29	172	8	101	32	141	26	65	10	101	27	92	47	166	580
Total Volume	129	429	78	636	22	422	134	578	87	273	20	380	80	345	169	594	2188
% App. Total	20.3	67.5	12.3		3.8	73	23.2		22.9	71.8	5.3		13.5	58.1	28.5		
PHF	.872	.966	.672	.924	.688	.909	.713	.881	.837	.935	.500	.941	.741	.918	.899	.895	.943
Cars	129	428	78	635	22	418	133	573	86	269	20	375	80	343	169	592	2175
% Cars	100	99.8	100	99.8	100	99.1	99.3	99.1	98.9	98.5	100	98.7	100	99.4	100	99.7	99.4
Trucks	0	1	0	1	0	4	1	5	1	4	0	5	0	2	0	2	13
% Trucks	0	0.2	0	0.2	0	0.9	0.7	0.9	1.1	1.5	0	1.3	0	0.6	0	0.3	0.6

Accurate Counts
978-664-2565

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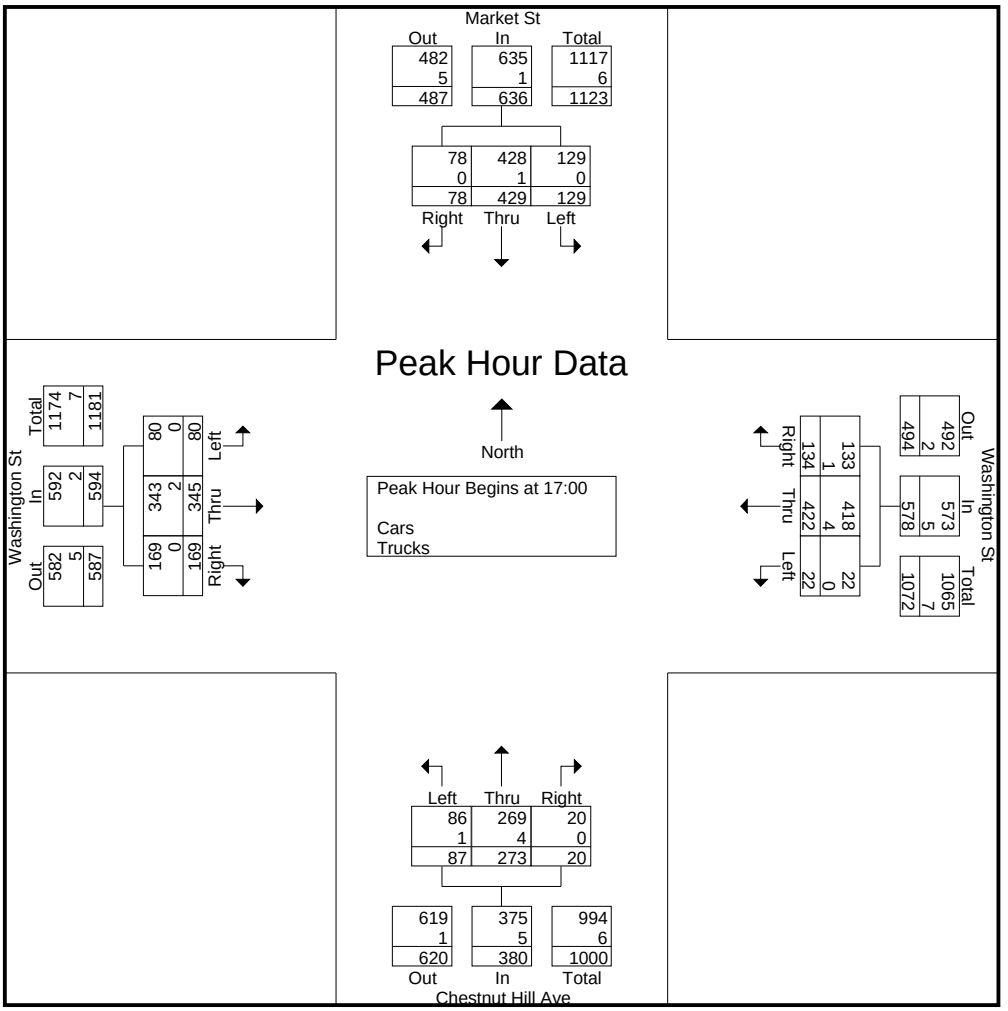


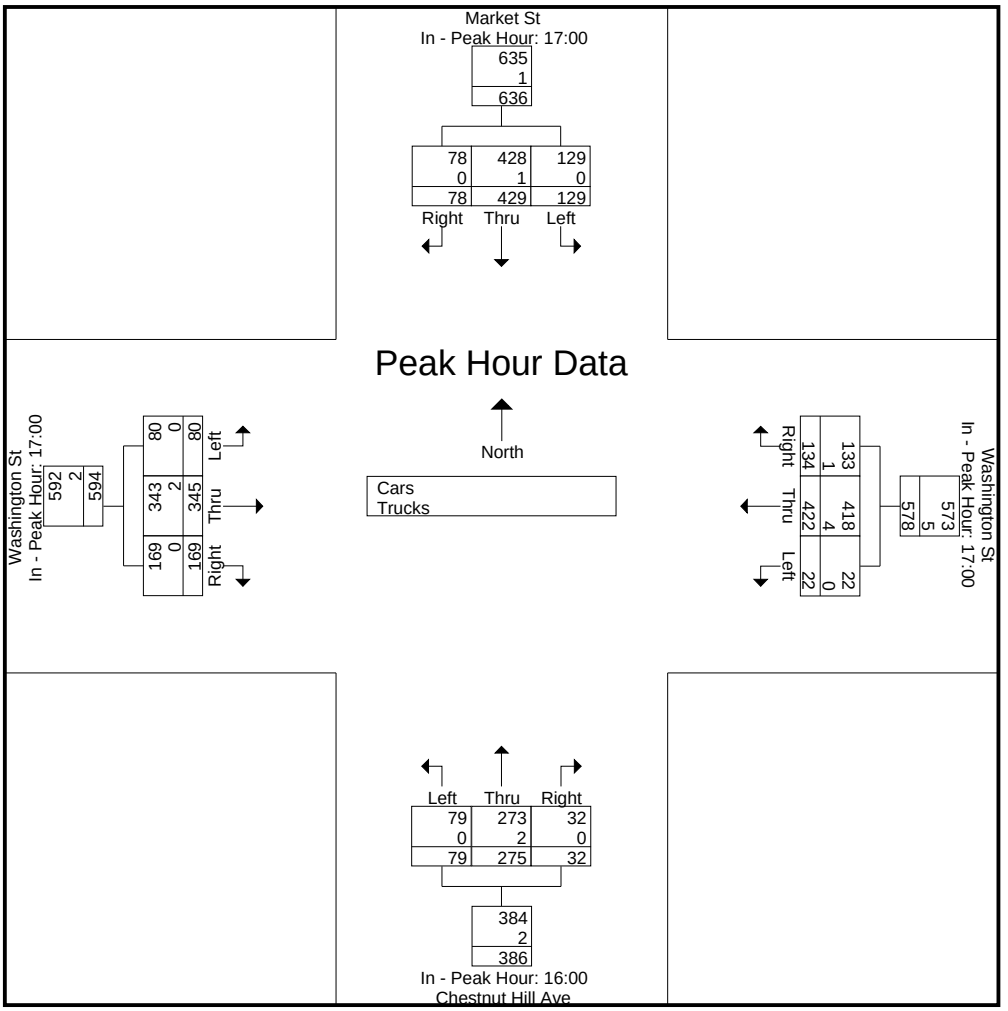
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00				17:00				16:00				17:00			
+0 mins.	37	104	12	153	7	91	30	128	27	67	10	104	20	88	38	146
+15 mins.	28	104	11	143	4	116	25	145	20	78	5	103	17	94	38	149
+30 mins.	31	111	26	168	3	114	47	164	13	58	9	80	16	71	46	133
+45 mins.	33	110	29	172	8	101	32	141	19	72	8	99	27	92	47	166
Total Volume	129	429	78	636	22	422	134	578	79	275	32	386	80	345	169	594
% App. Total	20.3	67.5	12.3		3.8	73	23.2		20.5	71.2	8.3		13.5	58.1	28.5	
PHF	.872	.966	.672	.924	.688	.909	.713	.881	.731	.881	.800	.928	.741	.918	.899	.895
Cars	129	428	78	635	22	418	133	573	79	273	32	384	80	343	169	592
% Cars	100	99.8	100	99.8	100	99.1	99.3	99.1	100	99.3	100	99.5	100	99.4	100	99.7
Trucks	0	1	0	1	0	4	1	5	0	2	0	2	0	2	0	2
% Trucks	0	0.2	0	0.2	0	0.9	0.7	0.9	0	0.7	0	0.5	0	0.6	0	0.3

Accurate Counts
978-664-2565

File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
Page No : 3



N/S Street : Market St / Chestnut Hill
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
Page No : 1

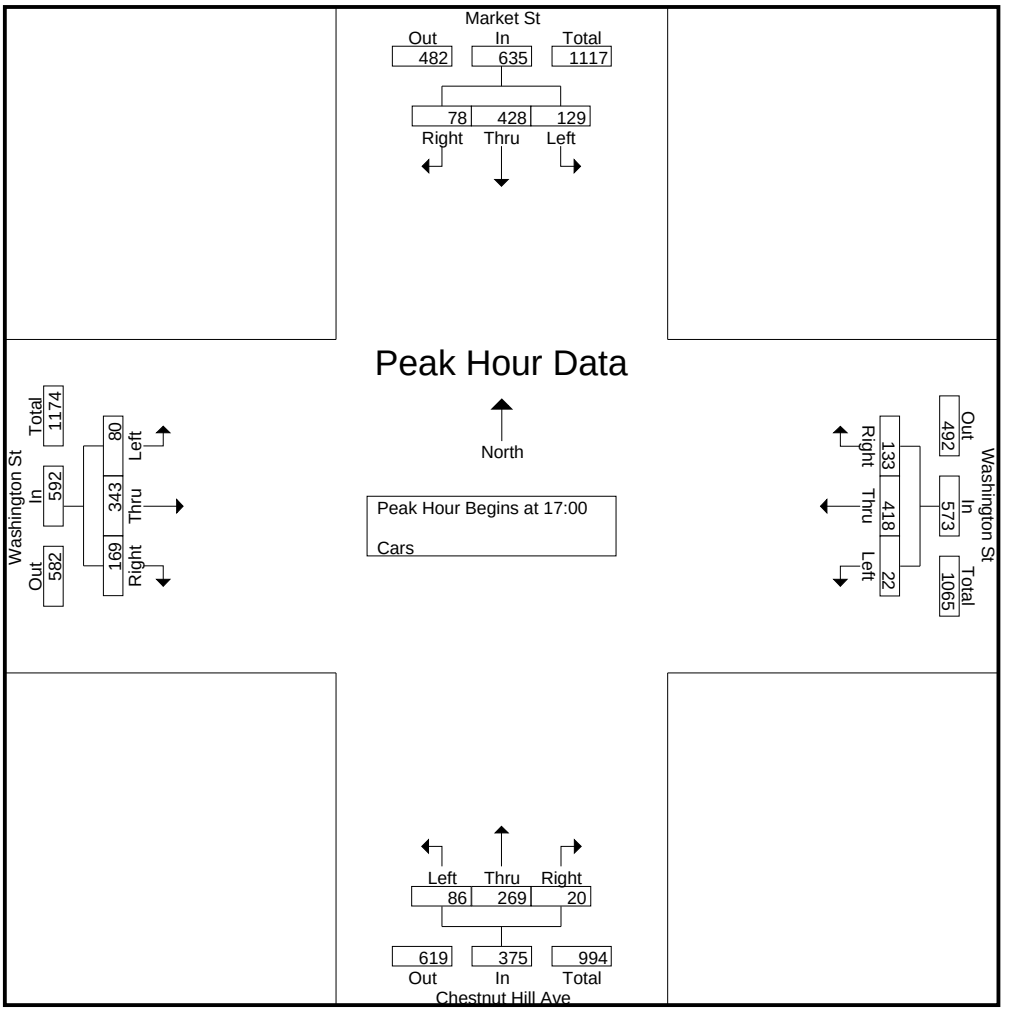
Groups Printed- Cars

	Market St From North				Washington St From East				Chestnut Hill Ave From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	21	83	31	5	9	61	19	6	27	67	10	9	17	77	35	6	26	457	483
16:15	26	100	29	8	4	86	37	10	20	77	5	3	16	72	37	5	26	509	535
16:30	36	92	26	8	9	101	22	6	13	57	9	7	25	89	29	5	26	508	534
16:45	24	93	22	12	4	86	30	16	19	72	8	16	20	88	39	7	51	505	556
Total	107	368	108	33	26	334	108	38	79	273	32	35	78	326	140	23	129	1979	2108
17:00	37	104	12	18	7	91	30	11	20	66	3	10	20	86	38	7	46	514	560
17:15	28	104	11	14	4	115	25	13	23	72	4	21	17	94	38	10	58	535	593
17:30	31	111	26	12	3	111	46	8	17	67	3	14	16	71	46	11	45	548	593
17:45	33	109	29	6	8	101	32	9	26	64	10	6	27	92	47	5	26	578	604
Total	129	428	78	50	22	418	133	41	86	269	20	51	80	343	169	33	175	2175	2350
Grand Total	236	796	186	83	48	752	241	79	165	542	52	86	158	669	309	56	304	4154	4458
Apprch %	19.4	65.4	15.3		4.6	72.2	23.2		21.7	71.4	6.9		13.9	58.9	27.2				
Total %	5.7	19.2	4.5		1.2	18.1	5.8		4	13	1.3		3.8	16.1	7.4		6.8	93.2	

	Market St From North				Washington St From East				Chestnut Hill Ave From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	37	104	12	153	7	91	30	128	20	66	3	89	20	86	38	144	514
17:15	28	104	11	143	4	115	25	144	23	72	4	99	17	94	38	149	535
17:30	31	111	26	168	3	111	46	160	17	67	3	87	16	71	46	133	548
17:45	33	109	29	171	8	101	32	141	26	64	10	100	27	92	47	166	578
Total Volume	129	428	78	635	22	418	133	573	86	269	20	375	80	343	169	592	2175
% App. Total	20.3	67.4	12.3		3.8	72.9	23.2		22.9	71.7	5.3		13.5	57.9	28.5		
PHF	.872	.964	.672	.928	.688	.909	.723	.895	.827	.934	.500	.938	.741	.912	.899	.892	.941

Accurate Counts
978-664-2565

File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
Page No : 2



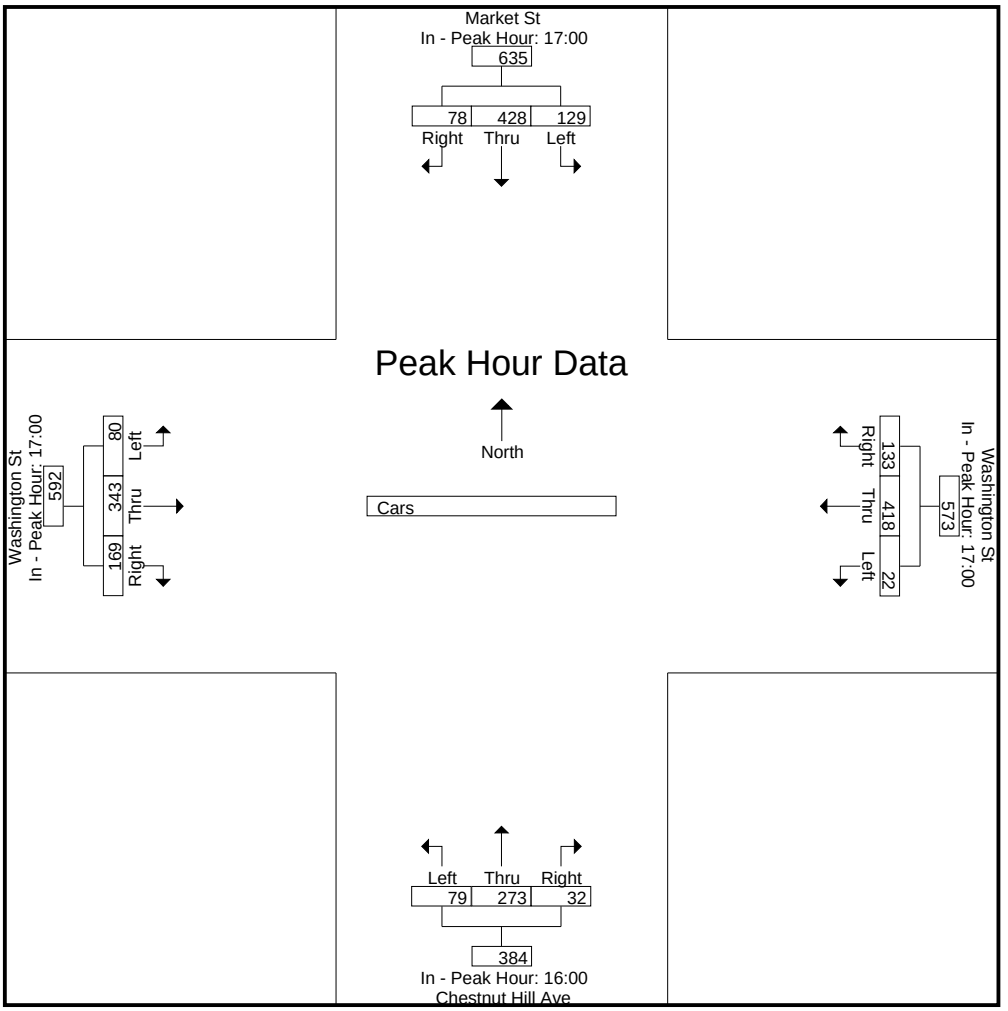
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00				17:00				16:00				17:00			
+0 mins.	37	104	12	153	7	91	30	128	27	67	10	104	20	86	38	144
+15 mins.	28	104	11	143	4	115	25	144	20	77	5	102	17	94	38	149
+30 mins.	31	111	26	168	3	111	46	160	13	57	9	79	16	71	46	133
+45 mins.	33	109	29	171	8	101	32	141	19	72	8	99	27	92	47	166
Total Volume	129	428	78	635	22	418	133	573	79	273	32	384	80	343	169	592
% App. Total	20.3	67.4	12.3		3.8	72.9	23.2		20.6	71.1	8.3		13.5	57.9	28.5	
PHF	.872	.964	.672	.928	.688	.909	.723	.895	.731	.886	.800	.923	.741	.912	.899	.892

Accurate Counts
978-664-2565

File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
Page No : 3



N/S Street : Market St / Chestnut Hill
E/W Street: Washington Street
City/State : Brighton, MA
Weather : Rain

Accurate Counts
978-664-2565

File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
Page No : 1

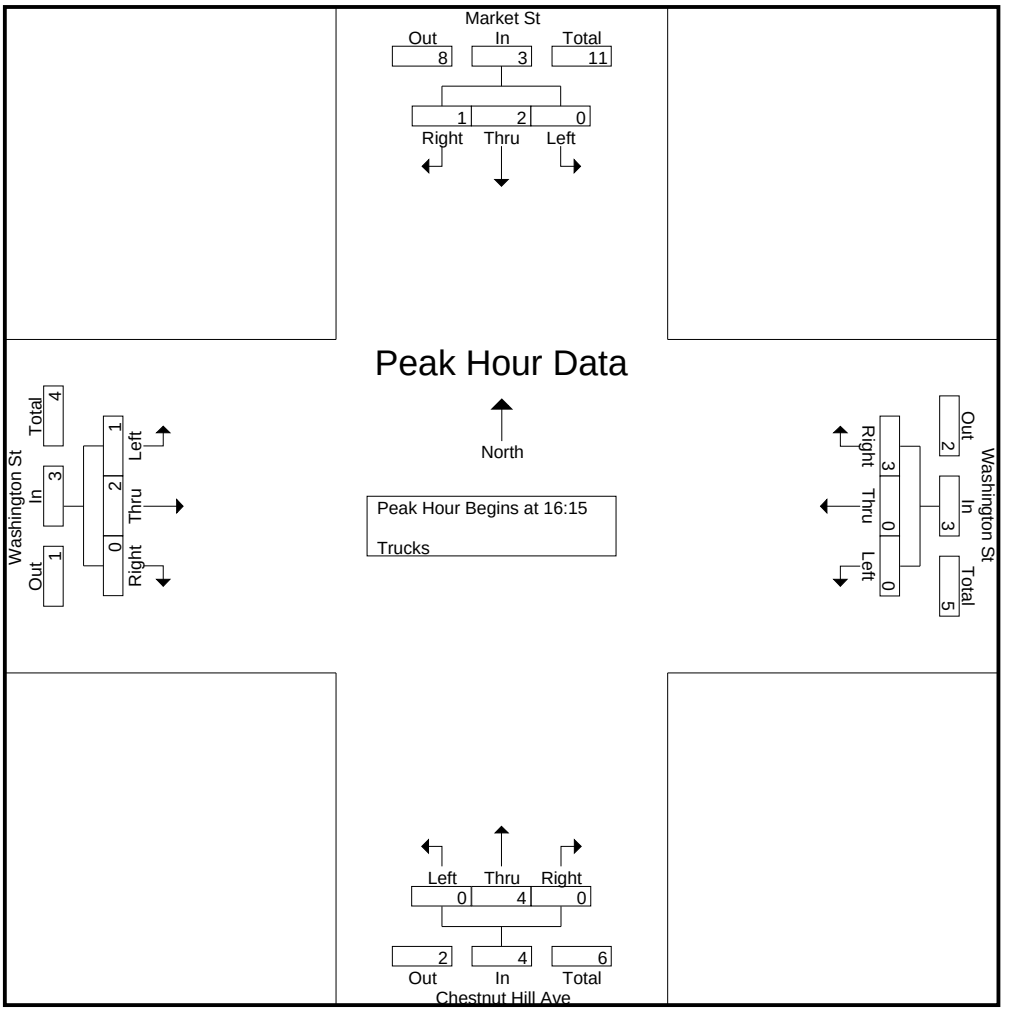
Groups Printed- Trucks

	Market St From North				Washington St From East				Chestnut Hill Ave From South				Washington St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2
16:15	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	0	4	4
16:30	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3
16:45	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	2	1	0	0	1	3	0	0	2	0	0	1	1	0	0	0	11	11
17:00	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4	4
17:15	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3	3
17:30	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	4
17:45	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2
Total	0	1	0	0	0	4	1	0	1	4	0	0	0	2	0	0	0	13	13
Grand Total	0	3	1	0	0	5	4	0	1	6	0	0	1	3	0	0	0	24	24
Apprch %	0	75	25		0	55.6	44.4		14.3	85.7	0		25	75	0				
Total %	0	12.5	4.2		0	20.8	16.7		4.2	25	0		4.2	12.5	0		0	100	

	Market St From North				Washington St From East				Chestnut Hill Ave From South				Washington St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	0	0	0	0	0	2	2	0	1	0	1	1	0	0	1	4
16:30	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
16:45	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
Total Volume	0	2	1	3	0	0	3	3	0	4	0	4	1	2	0	3	13
% App. Total	0	66.7	33.3		0	0	100		0	100	0		33.3	66.7	0		
PHF	.000	.250	.250	.375	.000	.000	.375	.375	.000	.500	.000	.500	.250	.250	.000	.375	.813

Accurate Counts
978-664-2565

File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
Page No : 2



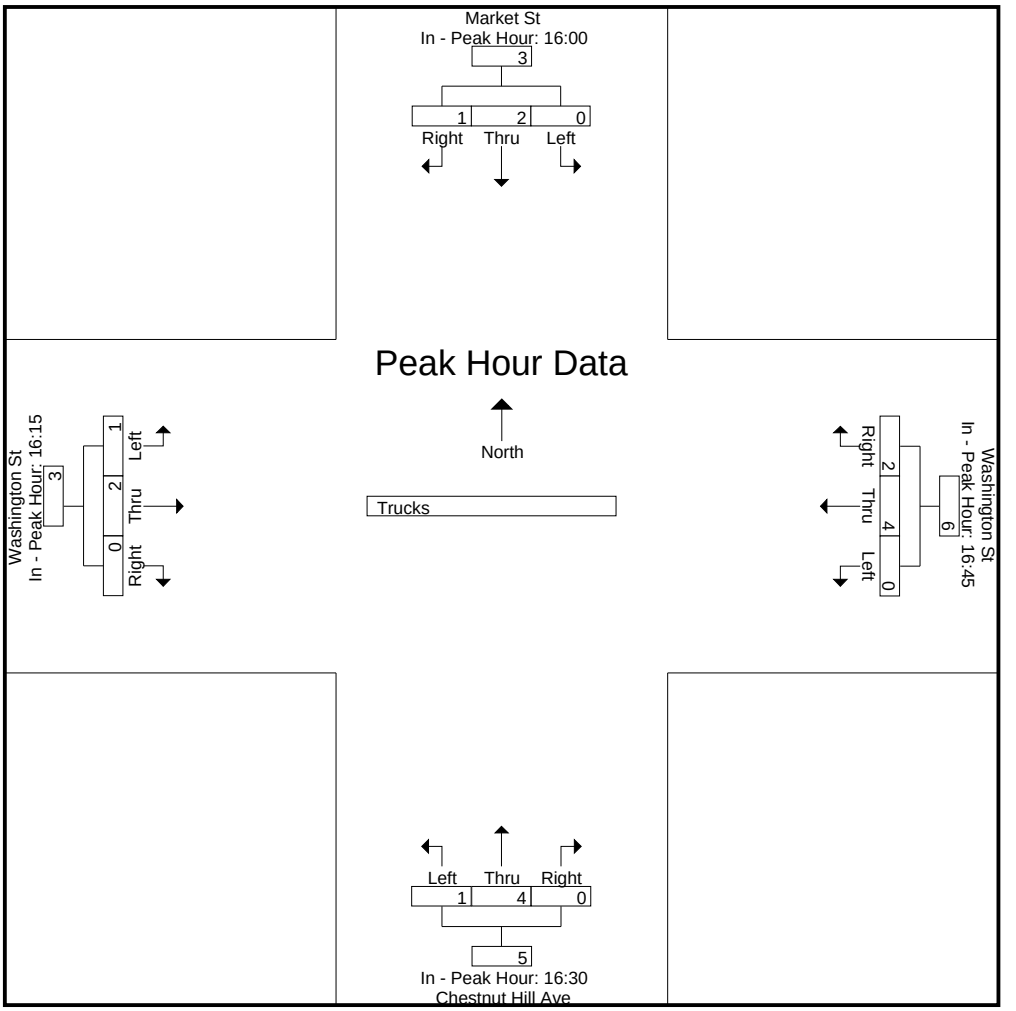
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00				16:45				16:30				16:15			
+0 mins.	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	2	0	1	0	1	0	2	0	2	0	0	0	0
+45 mins.	0	0	1	1	0	3	1	4	1	1	0	2	0	2	0	2
Total Volume	0	2	1	3	0	4	2	6	1	4	0	5	1	2	0	3
% App. Total	0	66.7	33.3		0	66.7	33.3		20	80	0		33.3	66.7	0	
PHF	.000	.250	.250	.375	.000	.333	.500	.375	.250	.500	.000	.625	.250	.250	.000	.375

Accurate Counts
978-664-2565

File Name : 39000014
Site Code : 39000014
Start Date : 3/12/2008
Page No : 3



N/S Street : St. Thomas More Road
E/W Street: Campanella Way
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 1

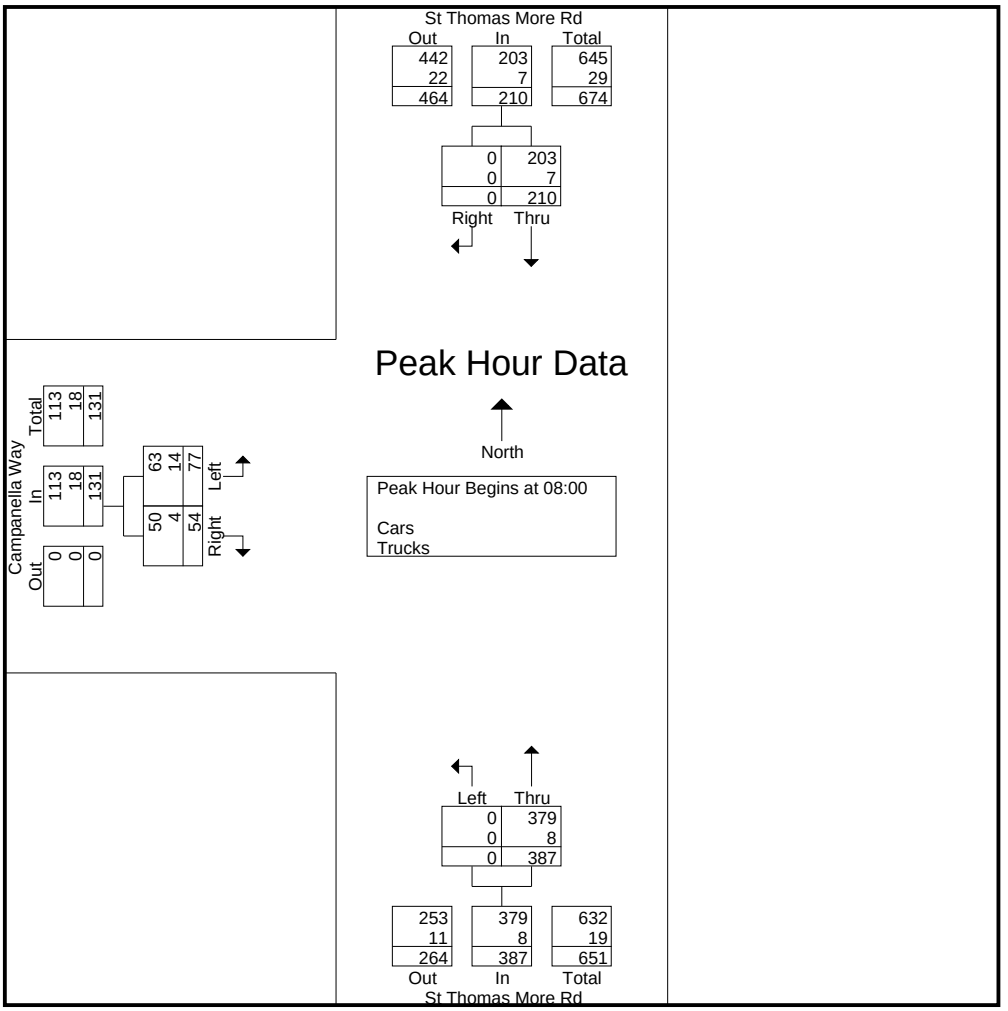
Groups Printed- Cars - Trucks

	St Thomas More Rd From North			St Thomas More Rd From South			Campanella Way From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	30	0	0	0	47	1	14	12	4	5	103	108
07:15	21	0	0	0	71	0	23	26	1	1	141	142
07:30	27	0	0	0	52	0	15	22	5	5	116	121
07:45	38	0	0	0	81	2	22	13	4	6	154	160
Total	116	0	0	0	251	3	74	73	14	17	514	531
08:00	48	0	0	0	82	0	21	8	1	1	159	160
08:15	45	0	0	0	99	4	17	10	4	8	171	179
08:30	53	0	0	0	96	2	18	11	5	7	178	185
08:45	64	0	0	0	110	4	21	25	6	10	220	230
Total	210	0	0	0	387	10	77	54	16	26	728	754
Grand Total	326	0	0	0	638	13	151	127	30	43	1242	1285
Apprch %	100	0		0	100		54.3	45.7				
Total %	26.2	0		0	51.4		12.2	10.2		3.3	96.7	
Cars	316	0		0	620		125	121		0	0	1225
% Cars	96.9	0	0	0	97.2	100	82.8	95.3	100	0	0	95.3
Trucks	10	0		0	18		26	6		0	0	60
% Trucks	3.1	0	0	0	2.8	0	17.2	4.7	0	0	0	4.7

	St Thomas More Rd From North			St Thomas More Rd From South			Campanella Way From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	48	0	48	0	82	82	21	8	29	159
08:15	45	0	45	0	99	99	17	10	27	171
08:30	53	0	53	0	96	96	18	11	29	178
08:45	64	0	64	0	110	110	21	25	46	220
Total Volume	210	0	210	0	387	387	77	54	131	728
% App. Total	100	0		0	100		58.8	41.2		
PHF	.820	.000	.820	.000	.880	.880	.917	.540	.712	.827
Cars	203	0	203	0	379	379	63	50	113	695
% Cars	96.7	0	96.7	0	97.9	97.9	81.8	92.6	86.3	95.5
Trucks	7	0	7	0	8	8	14	4	18	33
% Trucks	3.3	0	3.3	0	2.1	2.1	18.2	7.4	13.7	4.5

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 2



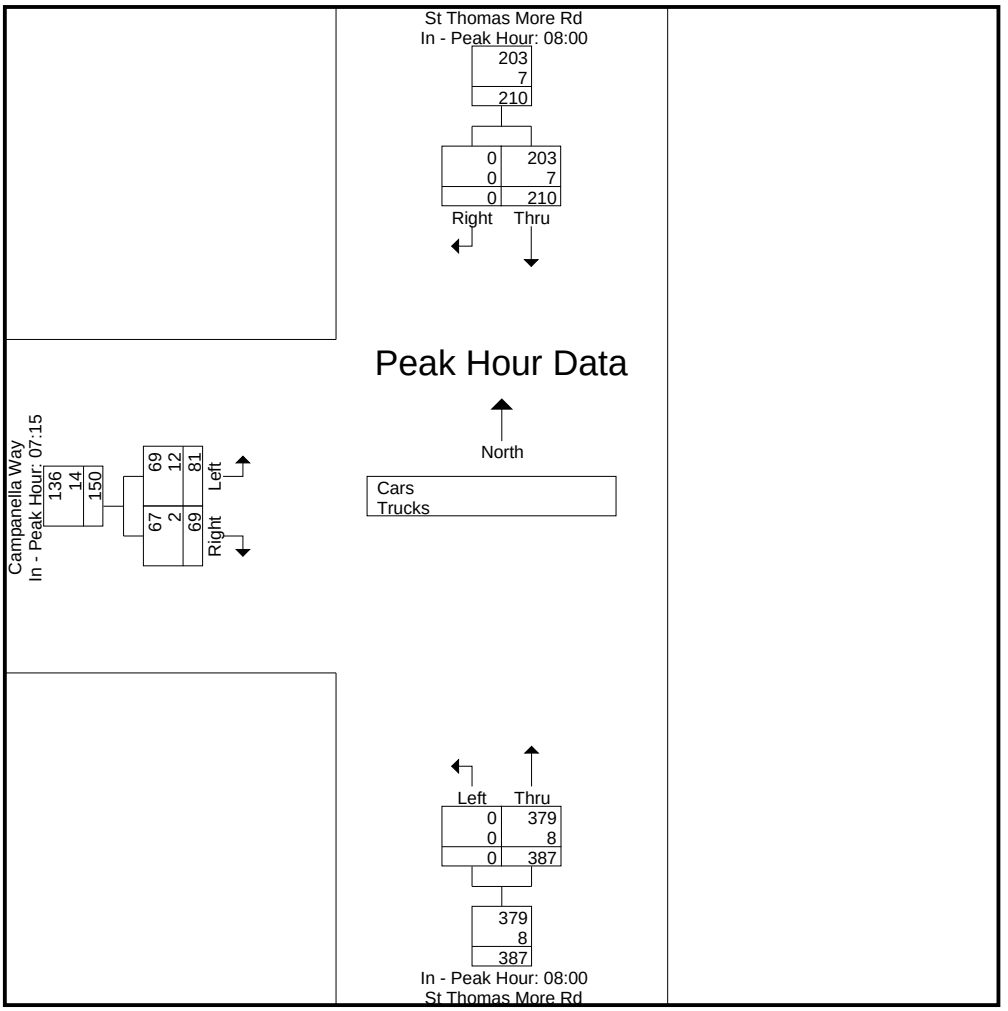
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00			08:00			07:15		
+0 mins.	48	0	48	0	82	82	23	26	49
+15 mins.	45	0	45	0	99	99	15	22	37
+30 mins.	53	0	53	0	96	96	22	13	35
+45 mins.	64	0	64	0	110	110	21	8	29
Total Volume	210	0	210	0	387	387	81	69	150
% App. Total	100	0		0	100		54	46	
PHF	.820	.000	.820	.000	.880	.880	.880	.663	.765
Cars	203	0	203	0	379	379	69	67	136
% Cars	96.7	0	96.7	0	97.9	97.9	85.2	97.1	90.7
Trucks	7	0	7	0	8	8	12	2	14
% Trucks	3.3	0	3.3	0	2.1	2.1	14.8	2.9	9.3

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 3



N/S Street : St. Thomas More Road
E/W Street: Campanella Way
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 1

Groups Printed- Cars

	St Thomas More Rd From North			St Thomas More Rd From South			Campanella Way From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	29	0	0	0	44	1	10	12	4	5	95	100
07:15	21	0	0	0	67	0	21	24	1	1	133	134
07:30	26	0	0	0	50	0	13	22	5	5	111	116
07:45	37	0	0	0	80	2	18	13	4	6	148	154
Total	113	0	0	0	241	3	62	71	14	17	487	504
08:00	43	0	0	0	80	0	17	8	1	1	148	149
08:15	44	0	0	0	98	4	15	10	4	8	167	175
08:30	52	0	0	0	94	2	14	9	5	7	169	176
08:45	64	0	0	0	107	4	17	23	6	10	211	221
Total	203	0	0	0	379	10	63	50	16	26	695	721
Grand Total	316	0	0	0	620	13	125	121	30	43	1182	1225
Apprch %	100	0		0	100		50.8	49.2				
Total %	26.7	0		0	52.5		10.6	10.2		3.5	96.5	

	St Thomas More Rd From North			St Thomas More Rd From South			Campanella Way From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	43	0	43	0	80	80	17	8	25	148
08:15	44	0	44	0	98	98	15	10	25	167
08:30	52	0	52	0	94	94	14	9	23	169
08:45	64	0	64	0	107	107	17	23	40	211
Total Volume	203	0	203	0	379	379	63	50	113	695
% App. Total	100	0		0	100		55.8	44.2		
PHF	.793	.000	.793	.000	.886	.886	.926	.543	.706	.823

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
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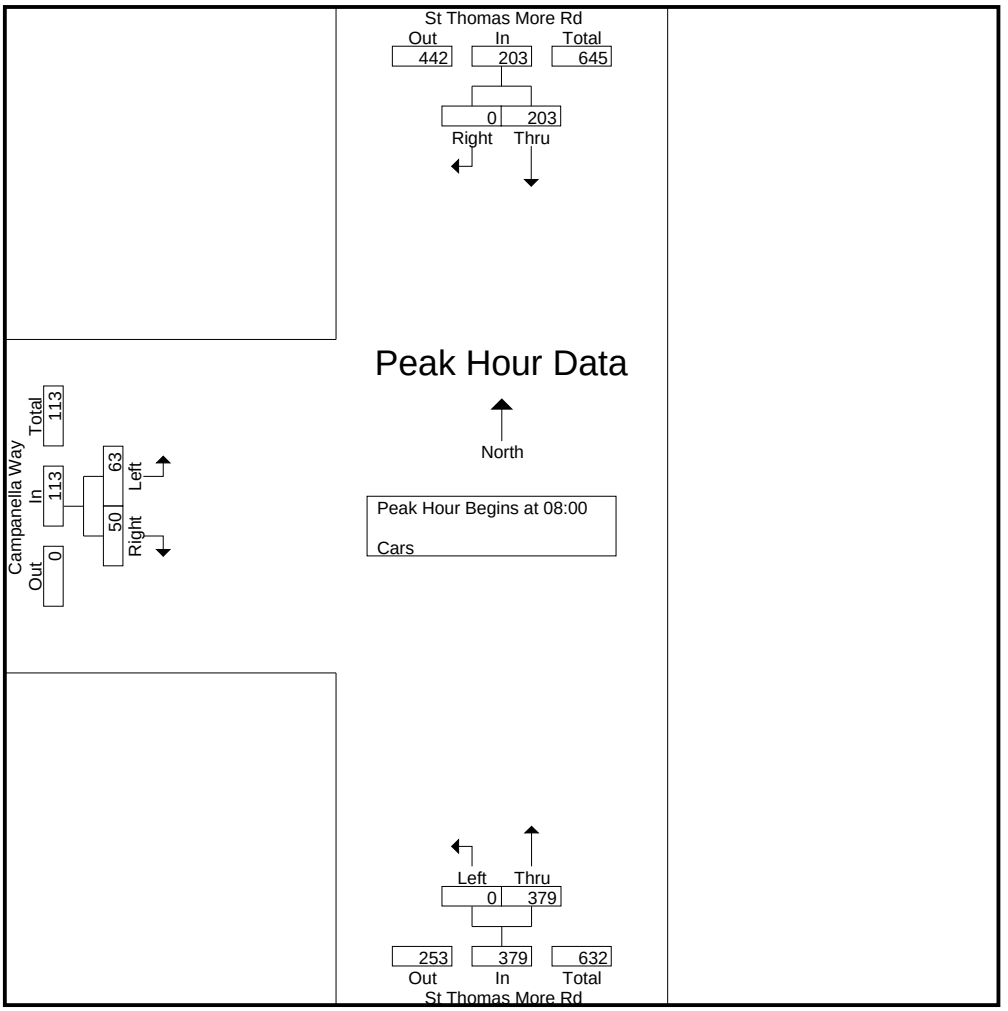


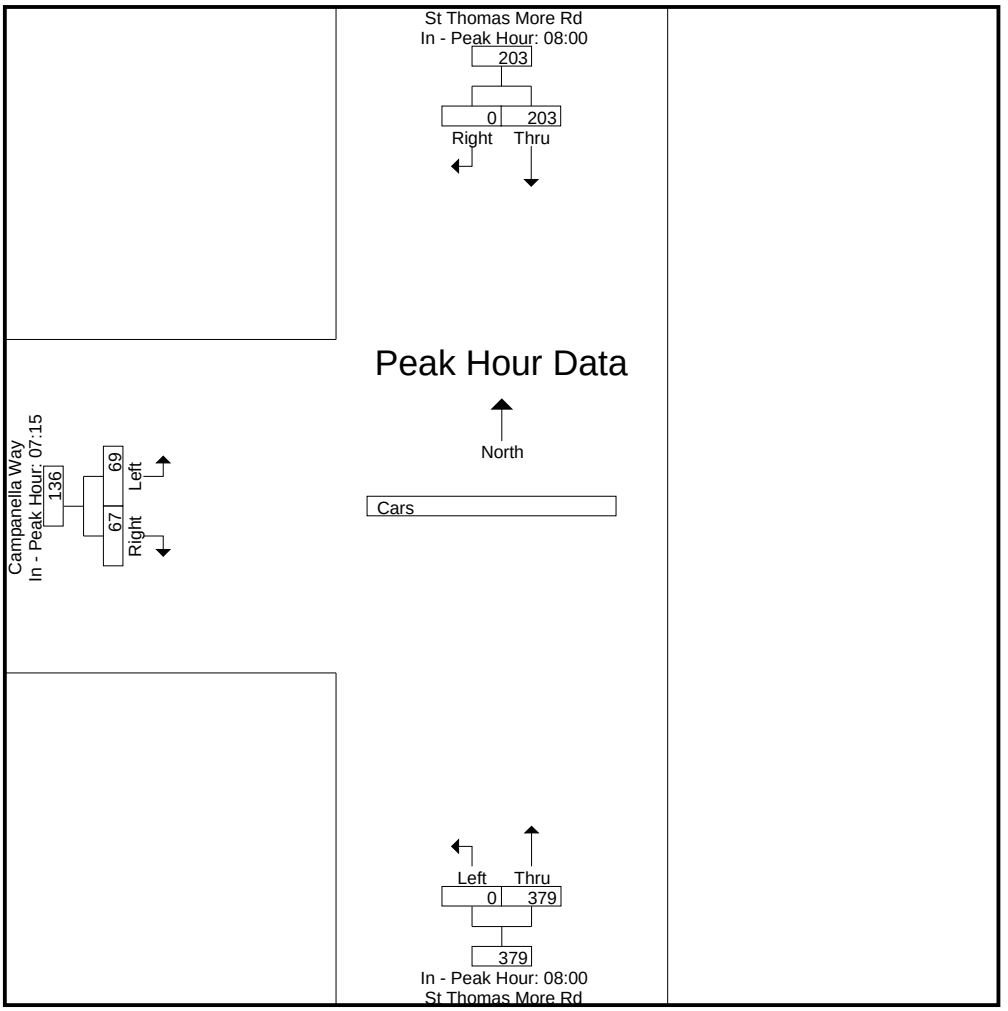
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00			08:00			07:15		
+0 mins.	43	0	43	0	80	80	21	24	45
+15 mins.	44	0	44	0	98	98	13	22	35
+30 mins.	52	0	52	0	94	94	18	13	31
+45 mins.	64	0	64	0	107	107	17	8	25
Total Volume	203	0	203	0	379	379	69	67	136
% App. Total	100	0		0	100		50.7	49.3	
PHF	.793	.000	.793	.000	.886	.886	.821	.698	.756

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 3



N/S Street : St. Thomas More Road
E/W Street: Campanella Way
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 1

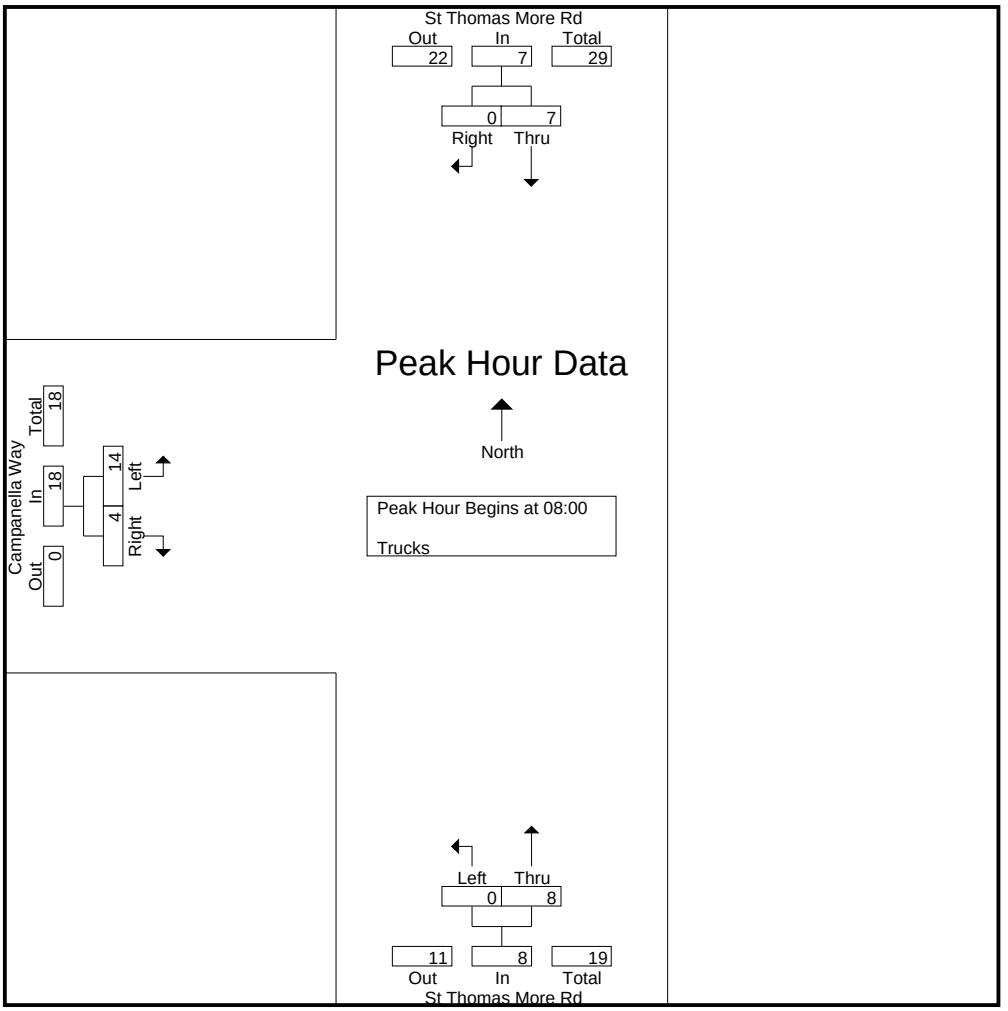
Groups Printed- Trucks

	St Thomas More Rd From North			St Thomas More Rd From South			Campanella Way From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	1	0	0	0	3	0	4	0	0	0	8	8
07:15	0	0	0	0	4	0	2	2	0	0	8	8
07:30	1	0	0	0	2	0	2	0	0	0	5	5
07:45	1	0	0	0	1	0	4	0	0	0	6	6
Total	3	0	0	0	10	0	12	2	0	0	27	27
08:00	5	0	0	0	2	0	4	0	0	0	11	11
08:15	1	0	0	0	1	0	2	0	0	0	4	4
08:30	1	0	0	0	2	0	4	2	0	0	9	9
08:45	0	0	0	0	3	0	4	2	0	0	9	9
Total	7	0	0	0	8	0	14	4	0	0	33	33
Grand Total	10	0	0	0	18	0	26	6	0	0	60	60
Apprch %	100	0		0	100		81.2	18.8				
Total %	16.7	0		0	30		43.3	10		0	100	

	St Thomas More Rd From North			St Thomas More Rd From South			Campanella Way From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	5	0	5	0	2	2	4	0	4	11
08:15	1	0	1	0	1	1	2	0	2	4
08:30	1	0	1	0	2	2	4	2	6	9
08:45	0	0	0	0	3	3	4	2	6	9
Total Volume	7	0	7	0	8	8	14	4	18	33
% App. Total	100	0		0	100		77.8	22.2		
PHF	.350	.000	.350	.000	.667	.667	.875	.500	.750	.750

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 2



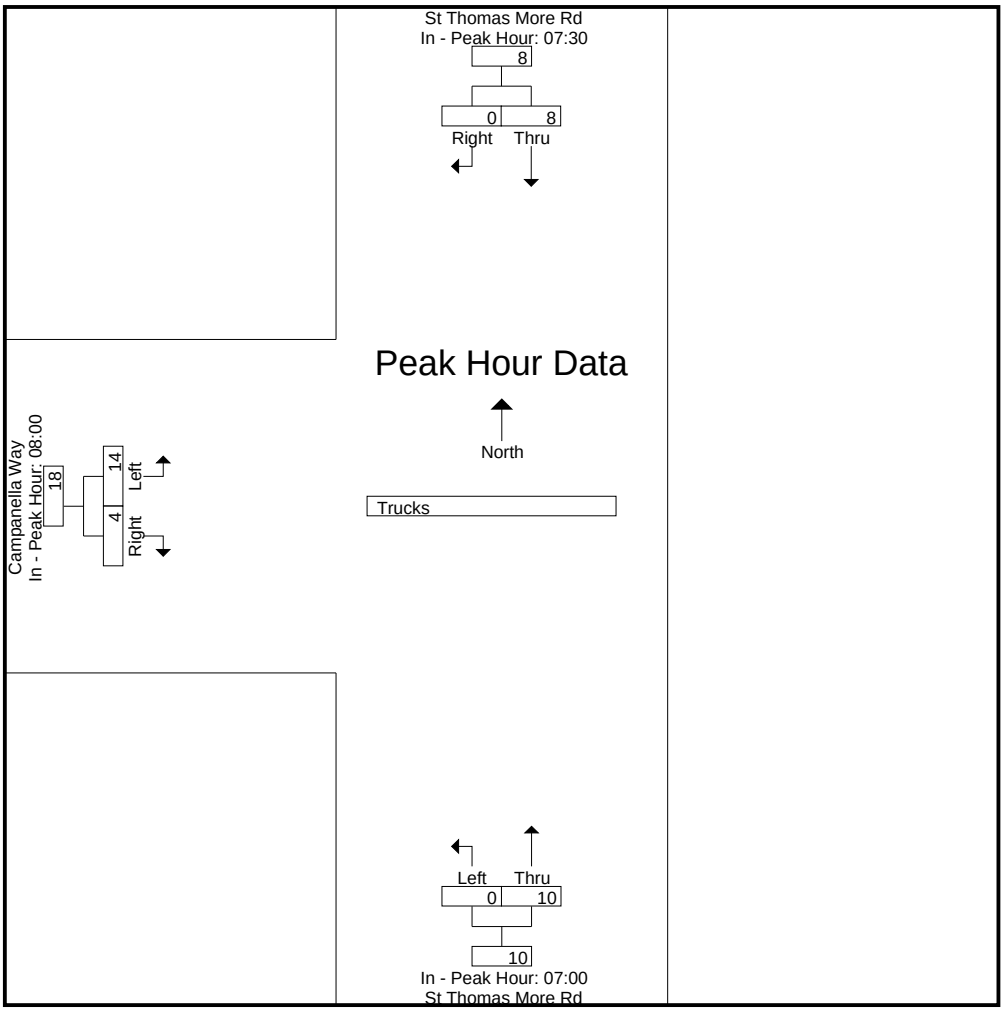
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30			07:00			08:00		
+0 mins.	1	0	1	0	3	3	4	0	4
+15 mins.	1	0	1	0	4	4	2	0	2
+30 mins.	5	0	5	0	2	2	4	2	6
+45 mins.	1	0	1	0	1	1	4	2	6
Total Volume	8	0	8	0	10	10	14	4	18
% App. Total	100	0		0	100		77.8	22.2	
PHF	.400	.000	.400	.000	.625	.625	.875	.500	.750

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 3



N/S Street : St. Thomas More Road
E/W Street: Campanella Way
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 1

Groups Printed- Cars - Trucks

	St Thomas More Rd From North			St Thomas More Rd From South			Campanella Way From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	70	0	0	0	56	0	62	45	4	4	233	237
16:15	65	0	0	0	76	2	61	50	8	10	252	262
16:30	46	0	0	0	58	2	62	44	9	11	210	221
16:45	46	0	0	0	59	0	57	49	1	1	211	212
Total	227	0	0	0	249	4	242	188	22	26	906	932
17:00	56	0	0	0	63	5	84	72	4	9	275	284
17:15	47	0	0	0	64	17	74	70	12	29	255	284
17:30	43	0	0	0	60	9	66	54	12	21	223	244
17:45	53	0	0	0	59	2	67	48	14	16	227	243
Total	199	0	0	0	246	33	291	244	42	75	980	1055
Grand Total	426	0	0	0	495	37	533	432	64	101	1886	1987
Apprch %	100	0		0	100		55.2	44.8				
Total %	22.6	0		0	26.2		28.3	22.9		5.1	94.9	
Cars	407	0		0	490		527	414		0	0	1939
% Cars	95.5	0	0	0	99	100	98.9	95.8	100	0	0	97.6
Trucks	19	0		0	5		6	18		0	0	48
% Trucks	4.5	0	0	0	1	0	1.1	4.2	0	0	0	2.4

	St Thomas More Rd From North			St Thomas More Rd From South			Campanella Way From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	56	0	56	0	63	63	84	72	156	275
17:15	47	0	47	0	64	64	74	70	144	255
17:30	43	0	43	0	60	60	66	54	120	223
17:45	53	0	53	0	59	59	67	48	115	227
Total Volume	199	0	199	0	246	246	291	244	535	980
% App. Total	100	0		0	100		54.4	45.6		
PHF	.888	.000	.888	.000	.961	.961	.866	.847	.857	.891
Cars	192	0	192	0	243	243	287	235	522	957
% Cars	96.5	0	96.5	0	98.8	98.8	98.6	96.3	97.6	97.7
Trucks	7	0	7	0	3	3	4	9	13	23
% Trucks	3.5	0	3.5	0	1.2	1.2	1.4	3.7	2.4	2.3

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
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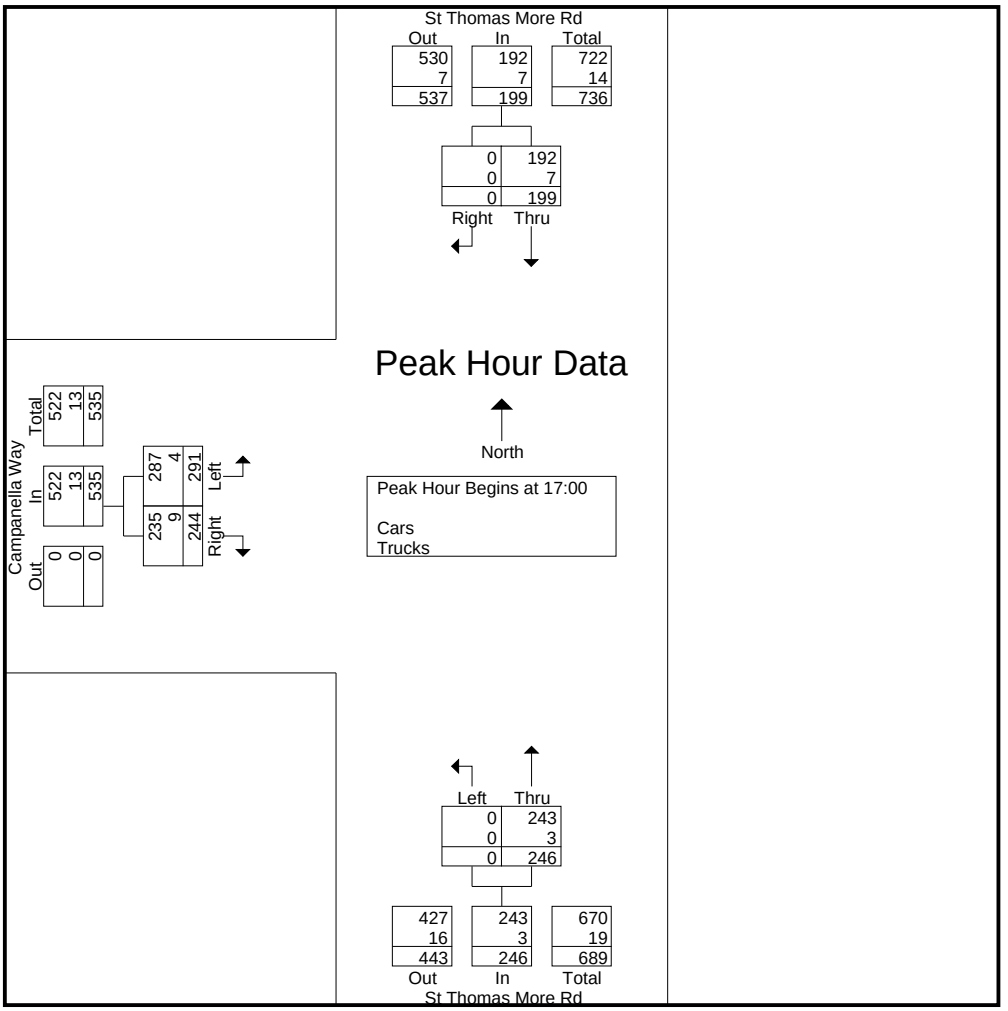


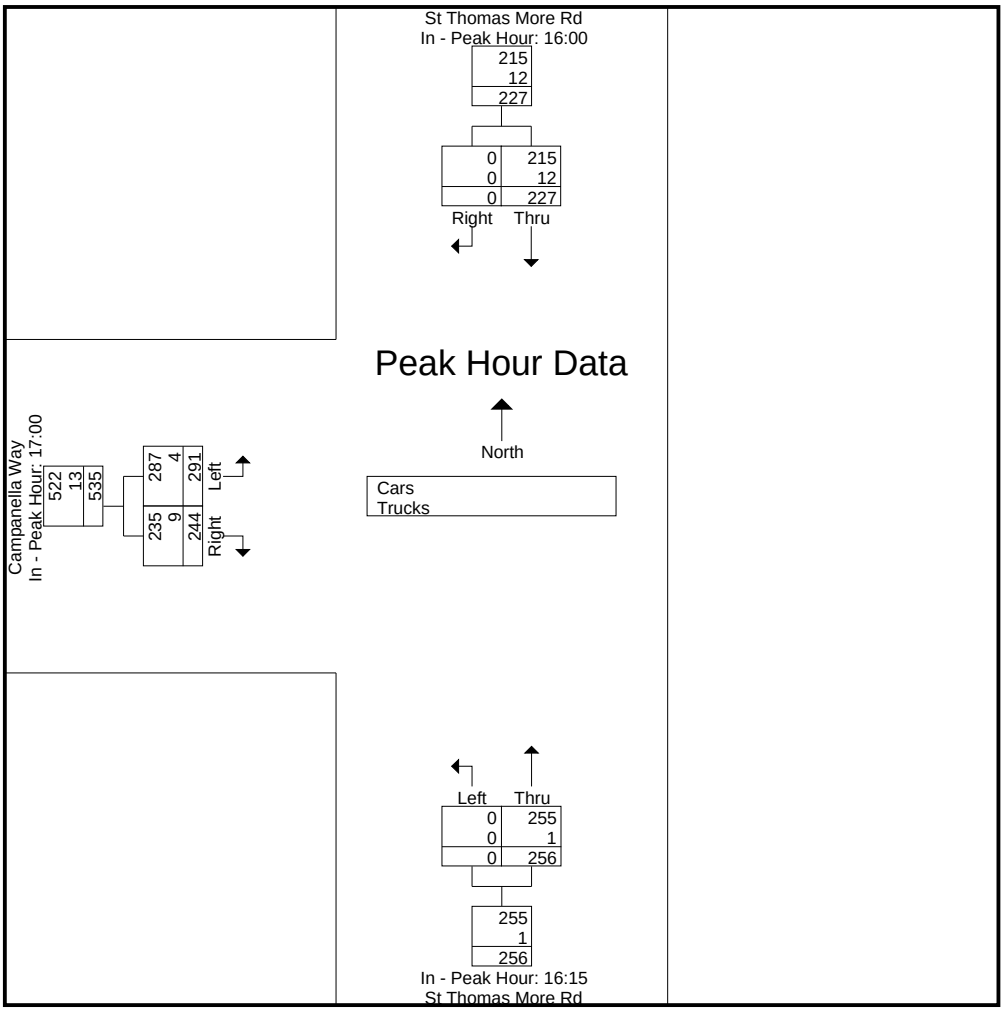
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00			16:15			17:00		
+0 mins.	70	0	70	0	76	76	84	72	156
+15 mins.	65	0	65	0	58	58	74	70	144
+30 mins.	46	0	46	0	59	59	66	54	120
+45 mins.	46	0	46	0	63	63	67	48	115
Total Volume	227	0	227	0	256	256	291	244	535
% App. Total	100	0		0	100		54.4	45.6	
PHF	.811	.000	.811	.000	.842	.842	.866	.847	.857
Cars	215	0	215	0	255	255	287	235	522
% Cars	94.7	0	94.7	0	99.6	99.6	98.6	96.3	97.6
Trucks	12	0	12	0	1	1	4	9	13
% Trucks	5.3	0	5.3	0	0.4	0.4	1.4	3.7	2.4

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 3



N/S Street : St. Thomas More Road
E/W Street: Campanella Way
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 1

Groups Printed- Cars

	St Thomas More Rd From North			St Thomas More Rd From South			Campanella Way From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	66	0	0	0	55	0	61	43	4	4	225	229
16:15	62	0	0	0	76	2	61	47	8	10	246	256
16:30	43	0	0	0	57	2	61	43	9	11	204	215
16:45	44	0	0	0	59	0	57	46	1	1	206	207
Total	215	0	0	0	247	4	240	179	22	26	881	907
17:00	53	0	0	0	63	5	83	69	4	9	268	277
17:15	46	0	0	0	64	17	74	69	12	29	253	282
17:30	41	0	0	0	58	9	63	52	12	21	214	235
17:45	52	0	0	0	58	2	67	45	14	16	222	238
Total	192	0	0	0	243	33	287	235	42	75	957	1032
Grand Total	407	0	0	0	490	37	527	414	64	101	1838	1939
Apprch %	100	0		0	100		56	44				
Total %	22.1	0		0	26.7		28.7	22.5		5.2	94.8	

	St Thomas More Rd From North			St Thomas More Rd From South			Campanella Way From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	53	0	53	0	63	63	83	69	152	268
17:15	46	0	46	0	64	64	74	69	143	253
17:30	41	0	41	0	58	58	63	52	115	214
17:45	52	0	52	0	58	58	67	45	112	222
Total Volume	192	0	192	0	243	243	287	235	522	957
% App. Total	100	0		0	100		55	45		
PHF	.906	.000	.906	.000	.949	.949	.864	.851	.859	.893

Accurate Counts
978-664-2565

File Name : 39000016
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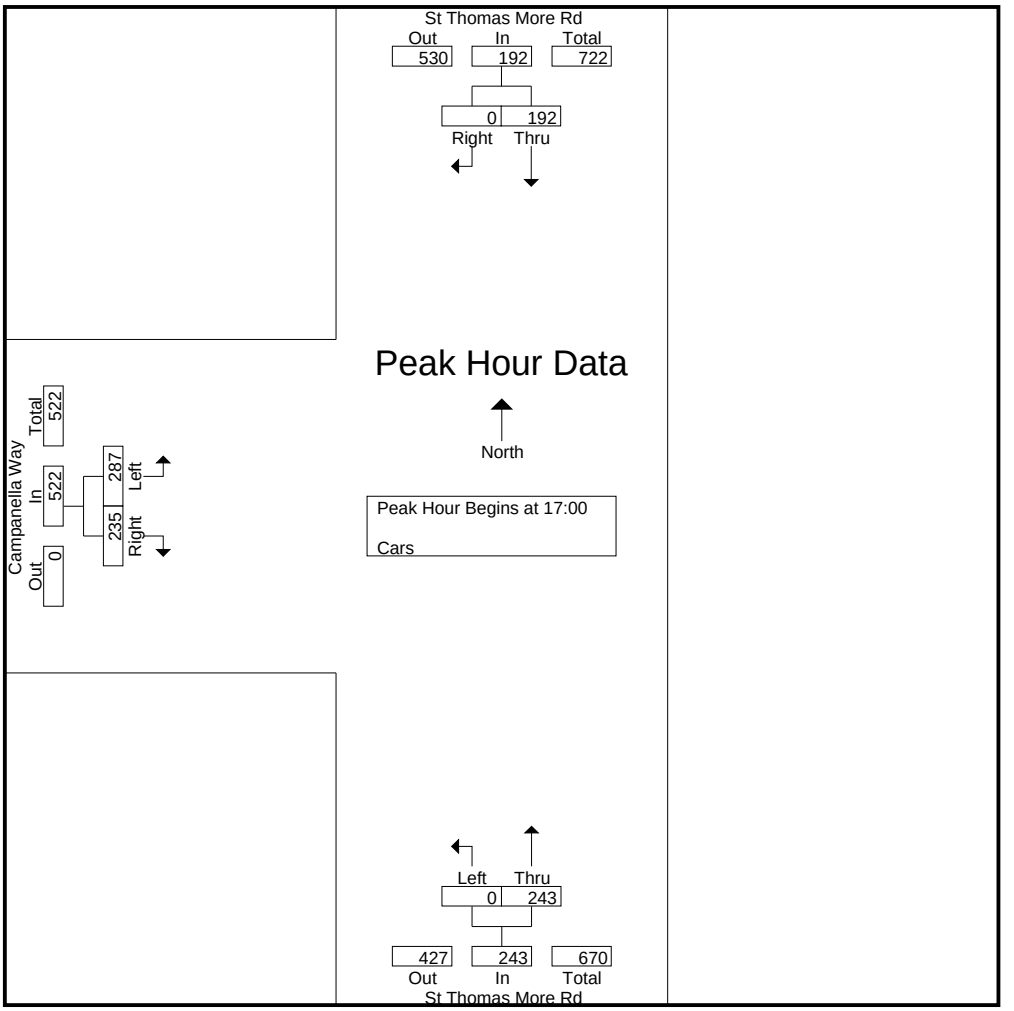


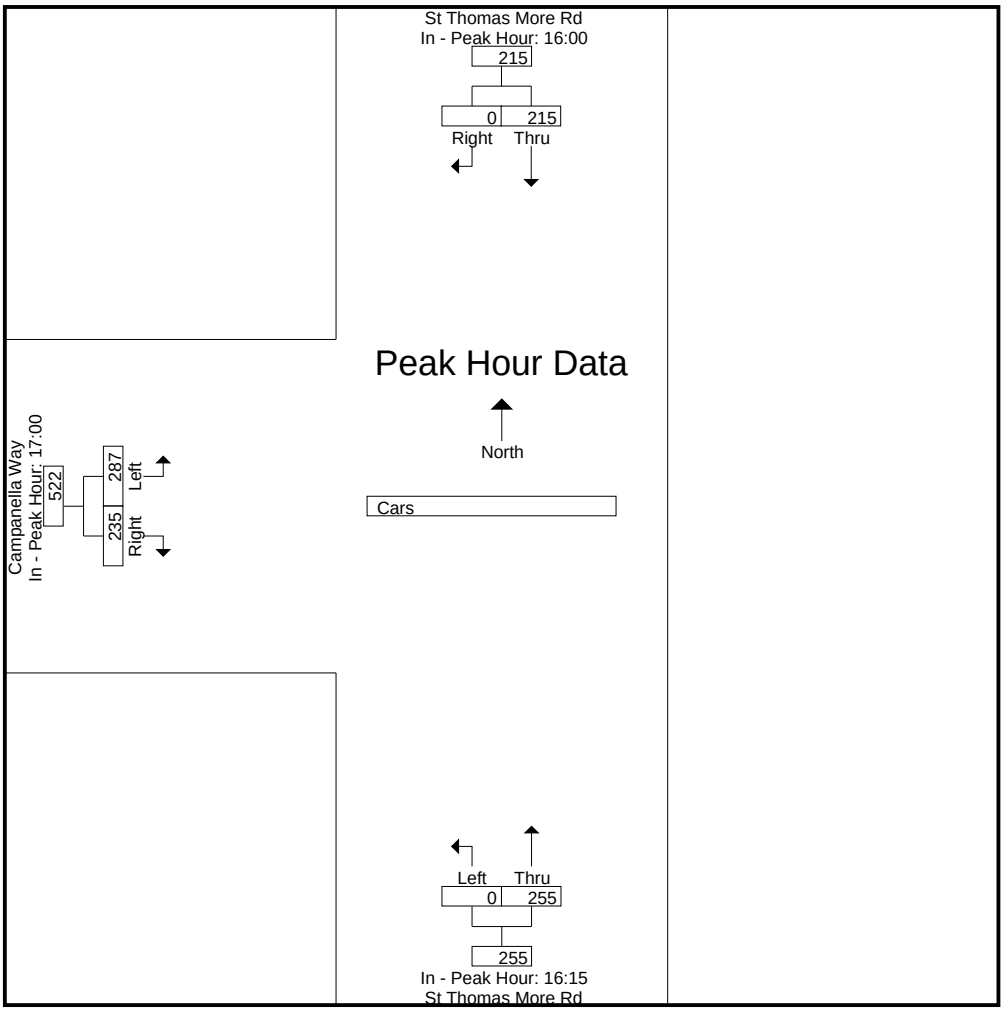
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00			16:15			17:00		
+0 mins.	66	0	66	0	76	76	83	69	152
+15 mins.	62	0	62	0	57	57	74	69	143
+30 mins.	43	0	43	0	59	59	63	52	115
+45 mins.	44	0	44	0	63	63	67	45	112
Total Volume	215	0	215	0	255	255	287	235	522
% App. Total	100	0		0	100		55	45	
PHF	.814	.000	.814	.000	.839	.839	.864	.851	.859

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 3



N/S Street : St. Thomas More Road
E/W Street: Campanella Way
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 1

Groups Printed- Trucks

	St Thomas More Rd From North			St Thomas More Rd From South			Campanella Way From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	4	0	0	0	1	0	1	2	0	0	8	8
16:15	3	0	0	0	0	0	0	3	0	0	6	6
16:30	3	0	0	0	1	0	1	1	0	0	6	6
16:45	2	0	0	0	0	0	0	3	0	0	5	5
Total	12	0	0	0	2	0	2	9	0	0	25	25
17:00	3	0	0	0	0	0	1	3	0	0	7	7
17:15	1	0	0	0	0	0	0	1	0	0	2	2
17:30	2	0	0	0	2	0	3	2	0	0	9	9
17:45	1	0	0	0	1	0	0	3	0	0	5	5
Total	7	0	0	0	3	0	4	9	0	0	23	23
Grand Total	19	0	0	0	5	0	6	18	0	0	48	48
Apprch %	100	0		0	100		25	75				
Total %	39.6	0		0	10.4		12.5	37.5		0	100	

	St Thomas More Rd From North			St Thomas More Rd From South			Campanella Way From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	4	0	4	0	1	1	1	2	3	8
16:15	3	0	3	0	0	0	0	3	3	6
16:30	3	0	3	0	1	1	1	1	2	6
16:45	2	0	2	0	0	0	0	3	3	5
Total Volume	12	0	12	0	2	2	2	9	11	25
% App. Total	100	0		0	100		18.2	81.8		
PHF	.750	.000	.750	.000	.500	.500	.500	.750	.917	.781

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
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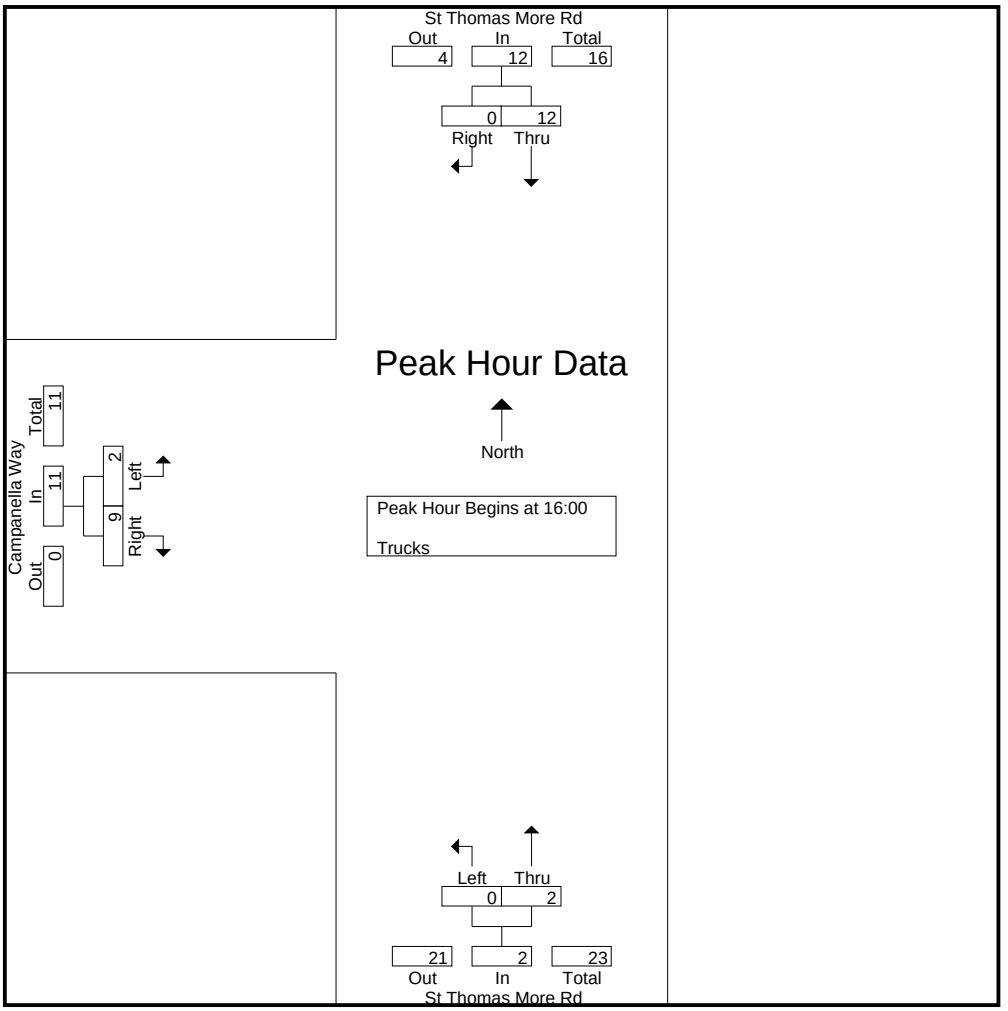


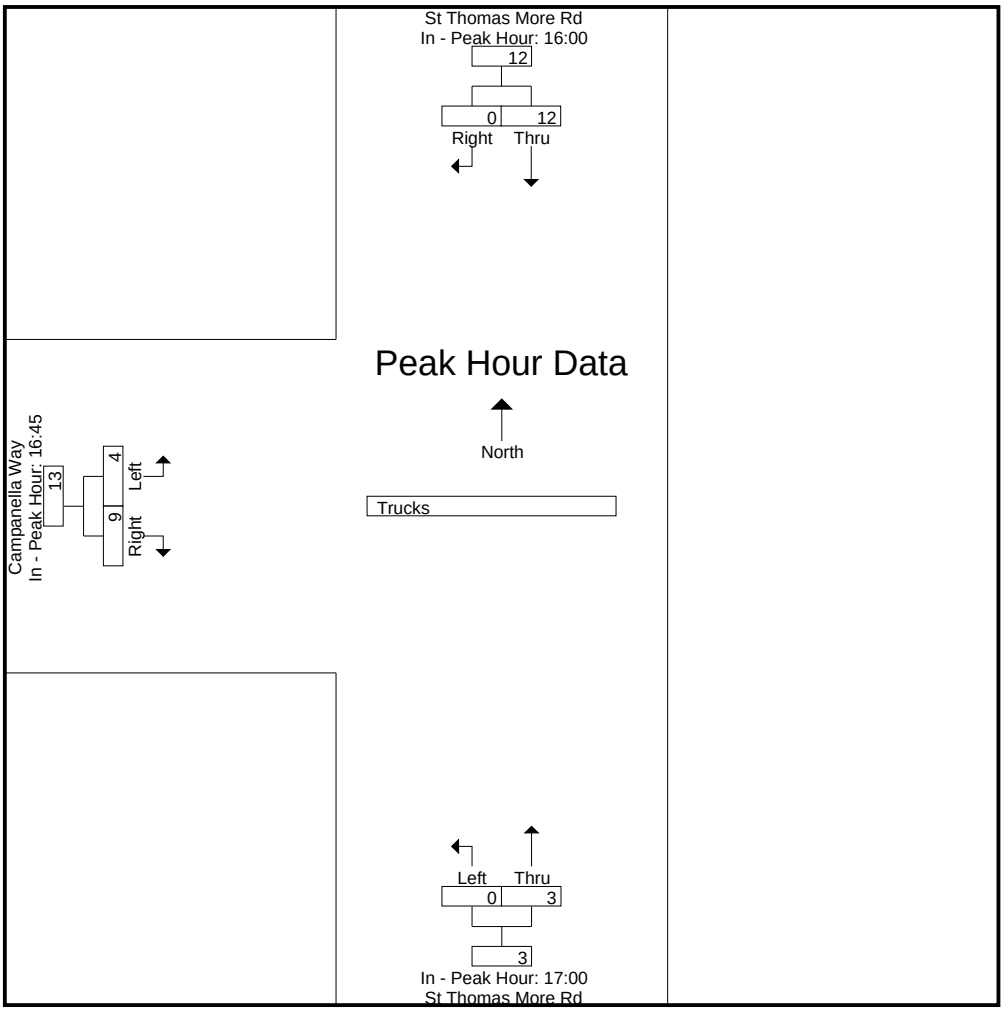
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00			17:00			16:45		
+0 mins.	4	0	4	0	0	0	0	3	3
+15 mins.	3	0	3	0	0	0	1	3	4
+30 mins.	3	0	3	0	2	2	0	1	1
+45 mins.	2	0	2	0	1	1	3	2	5
Total Volume	12	0	12	0	3	3	4	9	13
% App. Total	100	0		0	100		30.8	69.2	
PHF	.750	.000	.750	.000	.375	.375	.333	.750	.650

Accurate Counts
978-664-2565

File Name : 39000016
Site Code : 39000016
Start Date : 3/25/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Driveway
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
Page No : 1

Groups Printed- Cars - Trucks

	Foster St From North			Foster St From South			Driveway From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	67	3	0	4	34	0	0	1	3	3	109	112
07:15	72	9	0	0	35	0	0	2	4	4	118	122
07:30	106	4	0	1	33	0	0	1	1	1	145	146
07:45	109	9	0	0	47	0	1	3	0	0	169	169
Total	354	25	0	5	149	0	1	7	8	8	541	549
08:00	109	5	0	4	32	0	0	3	0	0	153	153
08:15	106	4	0	2	39	0	1	1	0	0	153	153
08:30	118	8	0	3	29	0	1	0	0	0	159	159
08:45	125	15	0	2	38	0	1	1	0	0	182	182
Total	458	32	0	11	138	0	3	5	0	0	647	647
Grand Total	812	57	0	16	287	0	4	12	8	8	1188	1196
Apprch %	93.4	6.6		5.3	94.7		25	75				
Total %	68.4	4.8		1.3	24.2		0.3	1		0.7	99.3	
Cars	802	57		15	284		3	12		0	0	1181
% Cars	98.8	100	0	93.8	99	0	75	100	100	0	0	98.7
Trucks	10	0		1	3		1	0		0	0	15
% Trucks	1.2	0	0	6.2	1	0	25	0	0	0	0	1.3

	Foster St From North			Foster St From South			Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	109	5	114	4	32	36	0	3	3	153
08:15	106	4	110	2	39	41	1	1	2	153
08:30	118	8	126	3	29	32	1	0	1	159
08:45	125	15	140	2	38	40	1	1	2	182
Total Volume	458	32	490	11	138	149	3	5	8	647
% App. Total	93.5	6.5		7.4	92.6		37.5	62.5		
PHF	.916	.533	.875	.688	.885	.909	.750	.417	.667	.889
Cars	452	32	484	10	135	145	2	5	7	636
% Cars	98.7	100	98.8	90.9	97.8	97.3	66.7	100	87.5	98.3
Trucks	6	0	6	1	3	4	1	0	1	11
% Trucks	1.3	0	1.2	9.1	2.2	2.7	33.3	0	12.5	1.7

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
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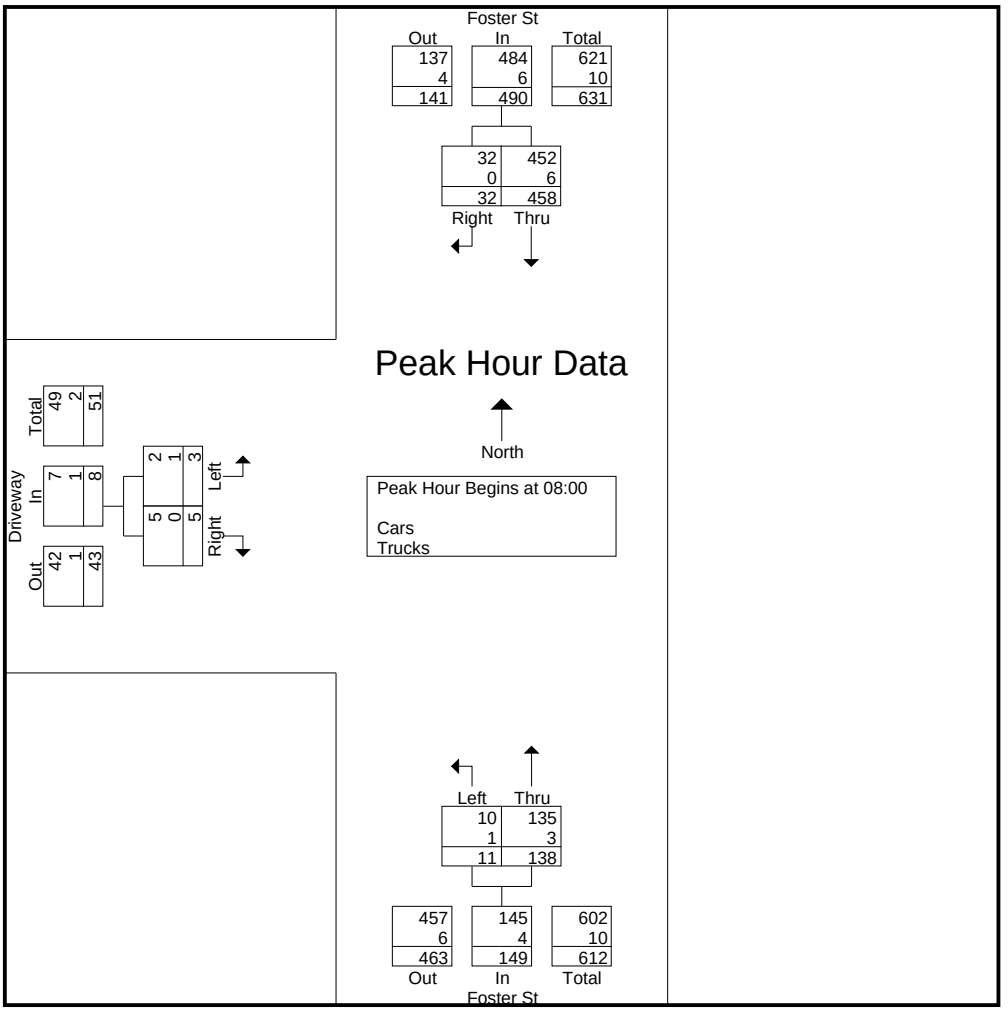


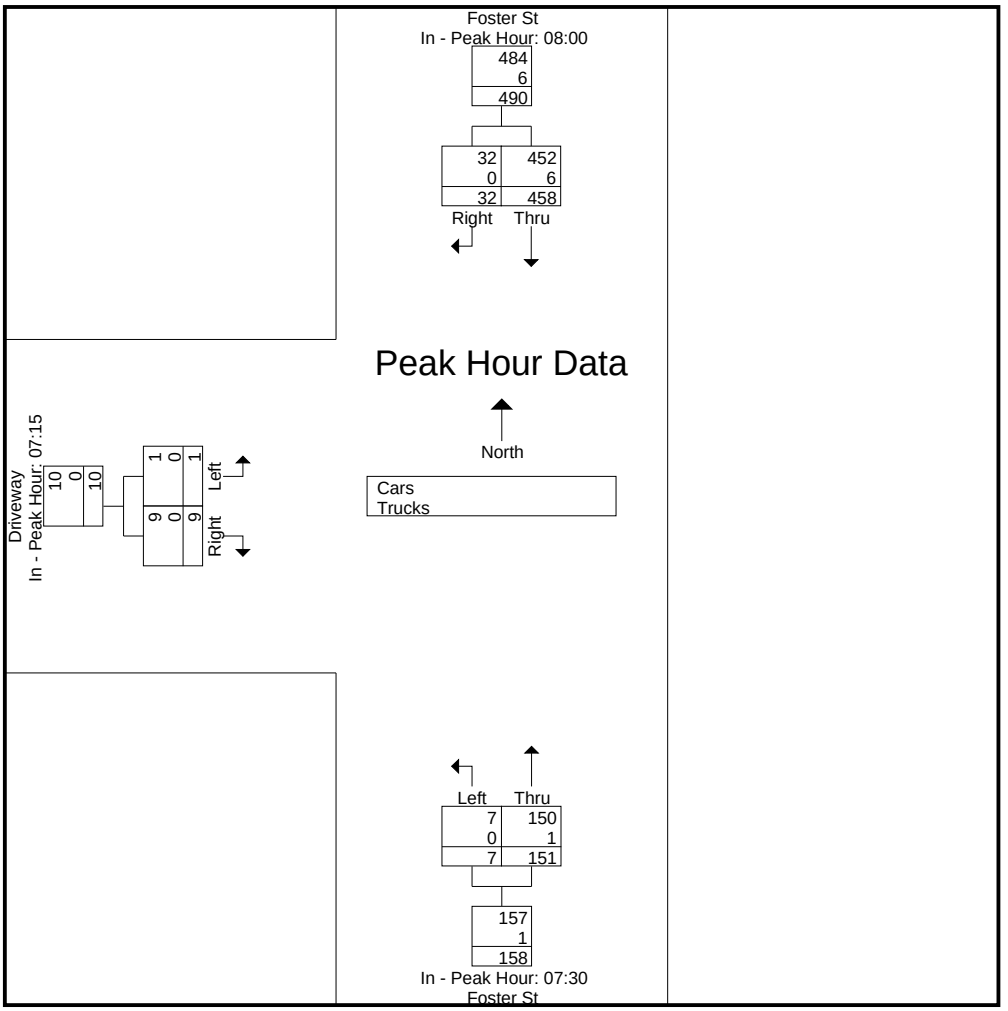
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00			07:30			07:15		
+0 mins.	109	5	114	1	33	34	0	2	2
+15 mins.	106	4	110	0	47	47	0	1	1
+30 mins.	118	8	126	4	32	36	1	3	4
+45 mins.	125	15	140	2	39	41	0	3	3
Total Volume	458	32	490	7	151	158	1	9	10
% App. Total	93.5	6.5		4.4	95.6		10	90	
PHF	.916	.533	.875	.438	.803	.840	.250	.750	.625
Cars	452	32	484	7	150	157	1	9	10
% Cars	98.7	100	98.8	100	99.3	99.4	100	100	100
Trucks	6	0	6	0	1	1	0	0	0
% Trucks	1.3	0	1.2	0	0.7	0.6	0	0	0

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Driveway
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
Page No : 1

Groups Printed- Cars

	Foster St From North			Foster St From South			Driveway From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	66	3	0	4	34	0	0	1	3	3	108	111
07:15	72	9	0	0	35	0	0	2	4	4	118	122
07:30	104	4	0	1	33	0	0	1	1	1	143	144
07:45	108	9	0	0	47	0	1	3	0	0	168	168
Total	350	25	0	5	149	0	1	7	8	8	537	545
08:00	108	5	0	4	32	0	0	3	0	0	152	152
08:15	105	4	0	2	38	0	1	1	0	0	151	151
08:30	118	8	0	3	29	0	1	0	0	0	159	159
08:45	121	15	0	1	36	0	0	1	0	0	174	174
Total	452	32	0	10	135	0	2	5	0	0	636	636
Grand Total	802	57	0	15	284	0	3	12	8	8	1173	1181
Apprch %	93.4	6.6		5	95		20	80				
Total %	68.4	4.9		1.3	24.2		0.3	1		0.7	99.3	

	Foster St From North			Foster St From South			Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	108	5	113	4	32	36	0	3	3	152
08:15	105	4	109	2	38	40	1	1	2	151
08:30	118	8	126	3	29	32	1	0	1	159
08:45	121	15	136	1	36	37	0	1	1	174
Total Volume	452	32	484	10	135	145	2	5	7	636
% App. Total	93.4	6.6		6.9	93.1		28.6	71.4		
PHF	.934	.533	.890	.625	.888	.906	.500	.417	.583	.914

Accurate Counts
978-664-2565

File Name : 39000017
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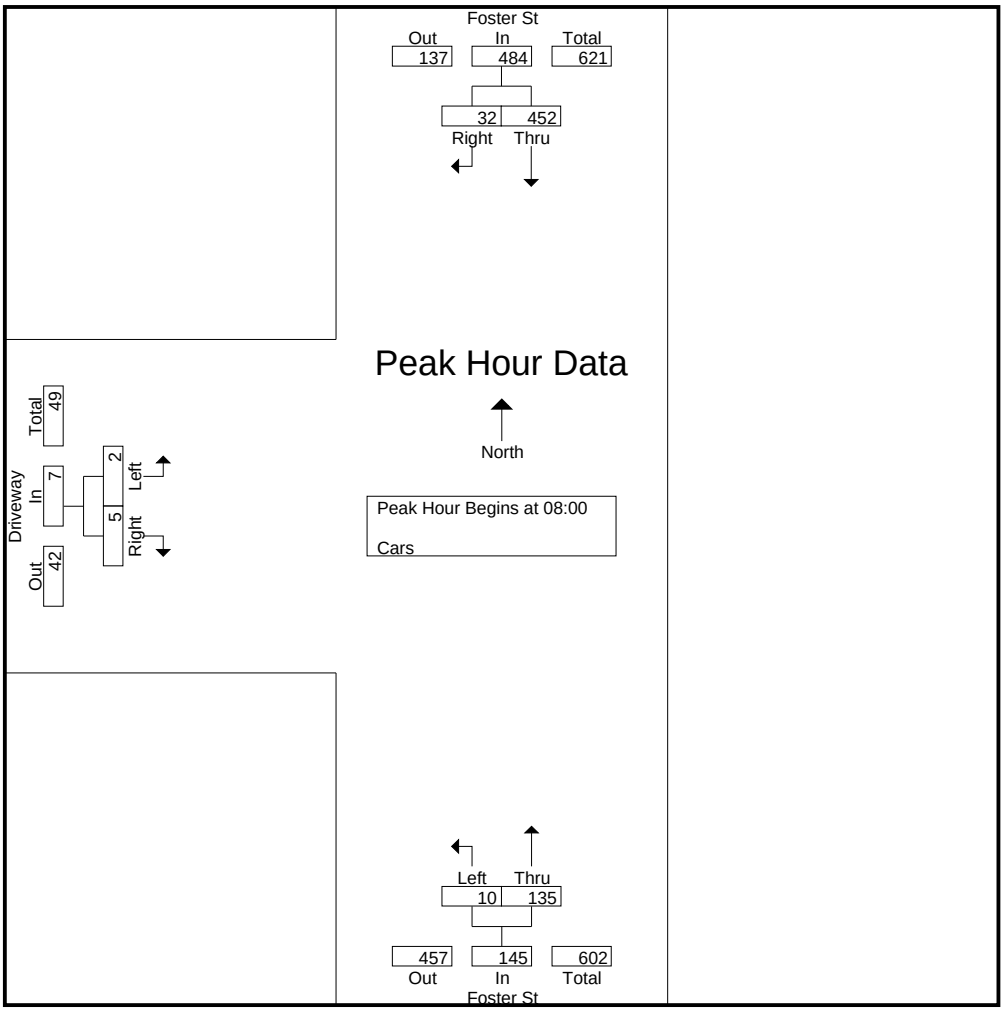

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00			07:30			07:15		
+0 mins.	108	5	113	1	33	34	0	2	2
+15 mins.	105	4	109	0	47	47	0	1	1
+30 mins.	118	8	126	4	32	36	1	3	4
+45 mins.	121	15	136	2	38	40	0	3	3
Total Volume	452	32	484	7	150	157	1	9	10
% App. Total	93.4	6.6		4.5	95.5		10	90	
PHF	.934	.533	.890	.438	.798	.835	.250	.750	.625

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
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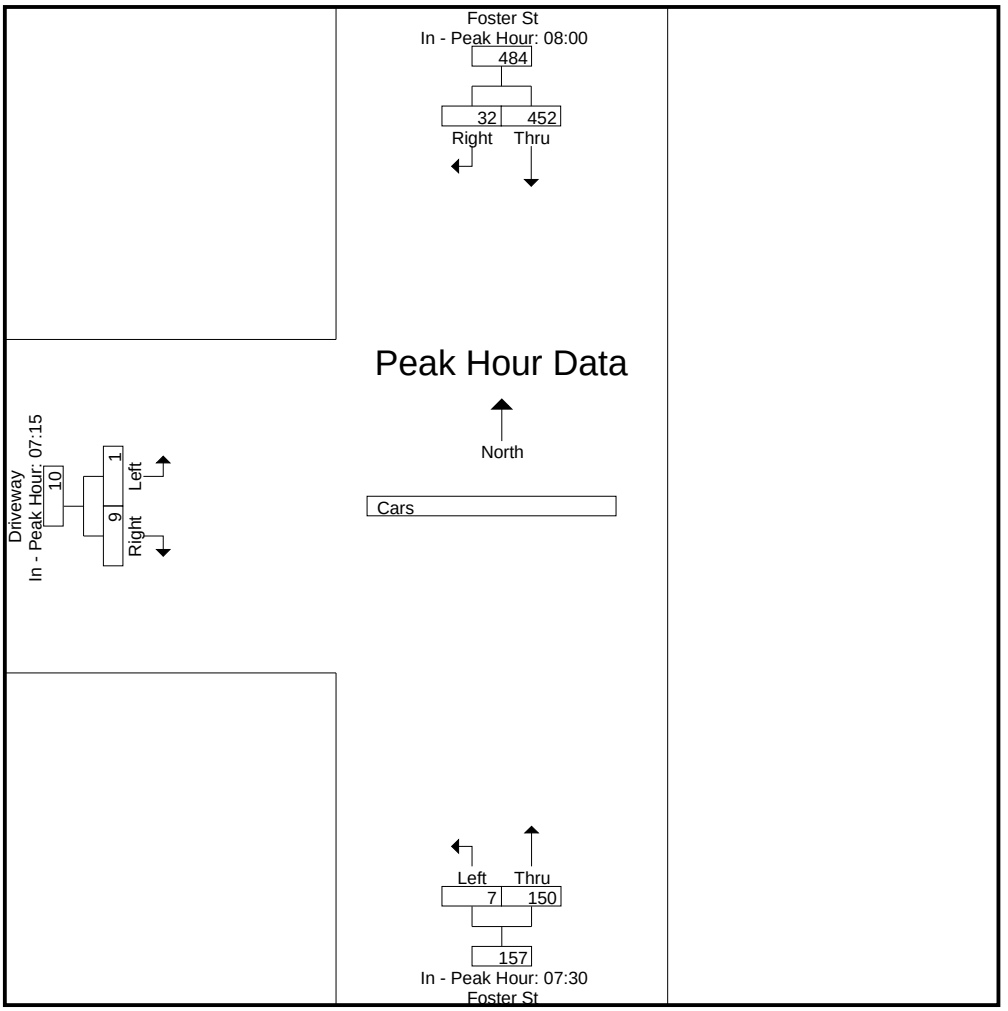

N/S Street : Foster Street
E/W Street: Driveway
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
Page No : 1

Groups Printed- Trucks

	Foster St From North			Foster St From South			Driveway From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	1	0	0	0	0	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	0	0	0	2	2
07:45	1	0	0	0	0	0	0	0	0	0	1	1
Total	4	0	0	0	0	0	0	0	0	0	4	4
08:00	1	0	0	0	0	0	0	0	0	0	1	1
08:15	1	0	0	0	1	0	0	0	0	0	2	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	4	0	0	1	2	0	1	0	0	0	8	8
Total	6	0	0	1	3	0	1	0	0	0	11	11
Grand Total	10	0	0	1	3	0	1	0	0	0	15	15
Apprch %	100	0		25	75		100	0				
Total %	66.7	0		6.7	20		6.7	0		0	100	

	Foster St From North			Foster St From South			Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	1	0	1	0	0	0	0	0	0	1
08:15	1	0	1	0	1	1	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0
08:45	4	0	4	1	2	3	1	0	1	8
Total Volume	6	0	6	1	3	4	1	0	1	11
% App. Total	100	0		25	75		100	0		
PHF	.375	.000	.375	.250	.375	.333	.250	.000	.250	.344

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
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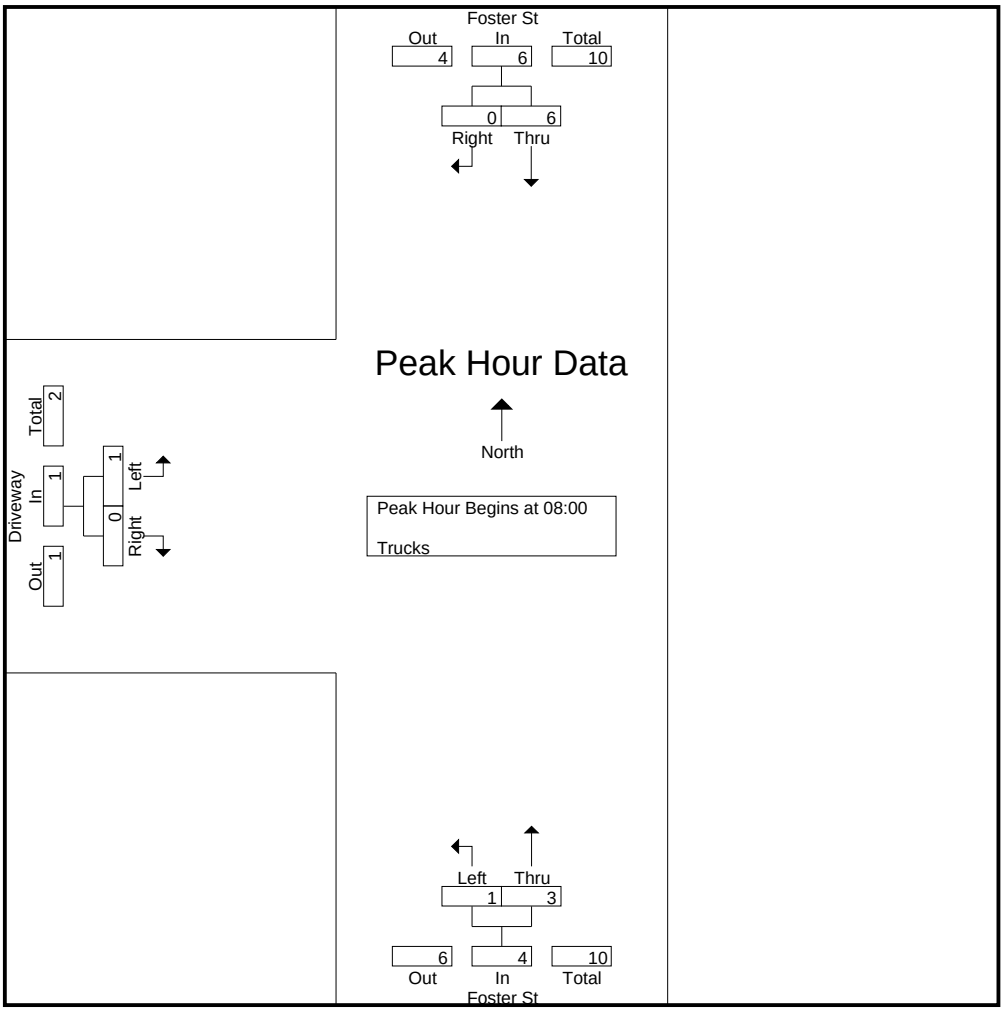


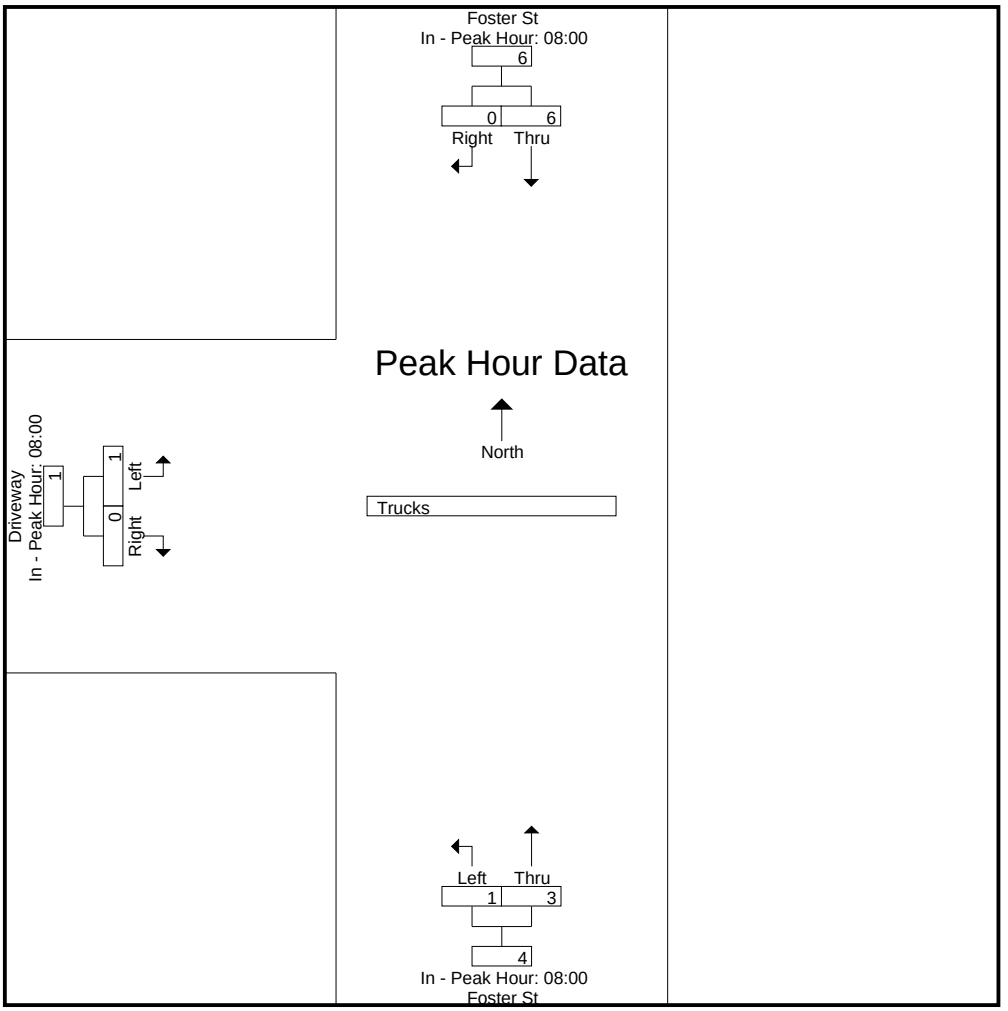
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00			08:00			08:00		
+0 mins.	1	0	1	0	0	0	0	0	0
+15 mins.	1	0	1	0	1	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	4	0	4	1	2	3	1	0	1
Total Volume	6	0	6	1	3	4	1	0	1
% App. Total	100	0		25	75		100	0	
PHF	.375	.000	.375	.250	.375	.333	.250	.000	.250

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Driveway
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
Page No : 1

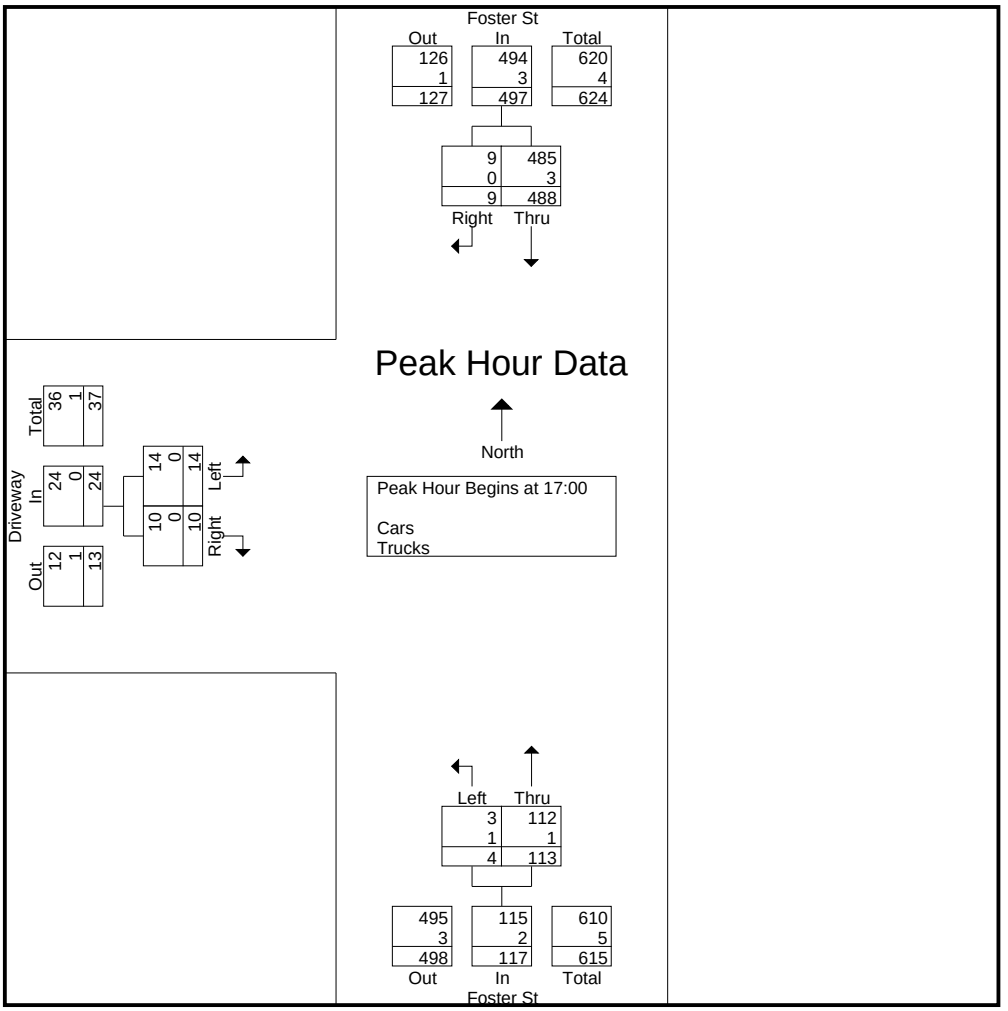
Groups Printed- Cars - Trucks

	Foster St From North			Foster St From South			Driveway From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	107	0	0	2	28	0	3	1	0	0	141	141
16:15	114	5	0	2	21	2	1	2	2	4	145	149
16:30	118	4	0	1	32	0	4	1	1	1	160	161
16:45	84	4	1	0	17	0	2	4	3	4	111	115
Total	423	13	1	5	98	2	10	8	6	9	557	566
17:00	108	2	0	2	29	1	6	2	6	7	149	156
17:15	127	1	0	1	38	0	4	2	3	3	173	176
17:30	117	2	0	1	24	0	1	1	1	1	146	147
17:45	136	4	1	0	22	0	3	5	2	3	170	173
Total	488	9	1	4	113	1	14	10	12	14	638	652
Grand Total	911	22	2	9	211	3	24	18	18	23	1195	1218
Apprch %	97.6	2.4		4.1	95.9		57.1	42.9				
Total %	76.2	1.8		0.8	17.7		2	1.5		1.9	98.1	
Cars	903	22		8	207		24	18		0	0	1205
% Cars	99.1	100	100	88.9	98.1	100	100	100	100	0	0	98.9
Trucks	8	0		1	4		0	0		0	0	13
% Trucks	0.9	0	0	11.1	1.9	0	0	0	0	0	0	1.1

	Foster St From North			Foster St From South			Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	108	2	110	2	29	31	6	2	8	149
17:15	127	1	128	1	38	39	4	2	6	173
17:30	117	2	119	1	24	25	1	1	2	146
17:45	136	4	140	0	22	22	3	5	8	170
Total Volume	488	9	497	4	113	117	14	10	24	638
% App. Total	98.2	1.8		3.4	96.6		58.3	41.7		
PHF	.897	.563	.888	.500	.743	.750	.583	.500	.750	.922
Cars	485	9	494	3	112	115	14	10	24	633
% Cars	99.4	100	99.4	75.0	99.1	98.3	100	100	100	99.2
Trucks	3	0	3	1	1	2	0	0	0	5
% Trucks	0.6	0	0.6	25.0	0.9	1.7	0	0	0	0.8

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
Page No : 2



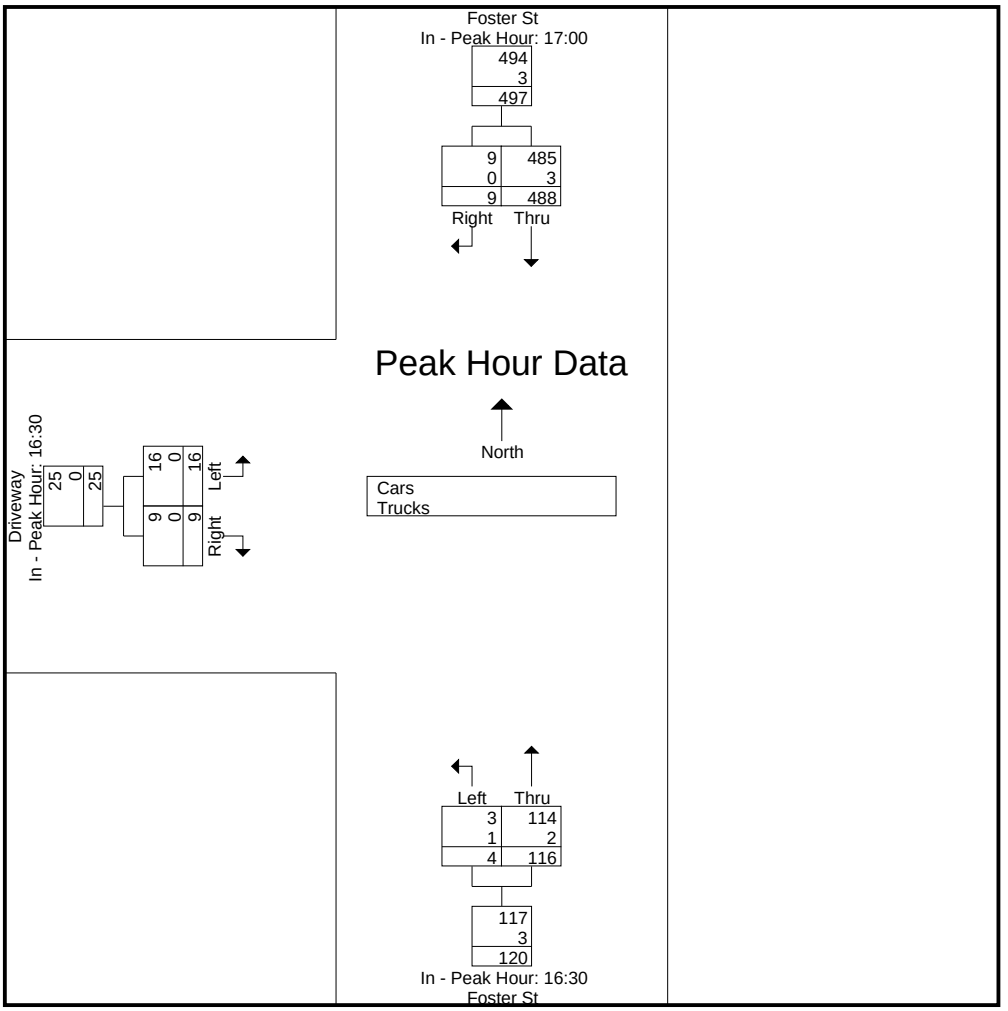
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00			16:30			16:30		
+0 mins.	108	2	110	1	32	33	4	1	5
+15 mins.	127	1	128	0	17	17	2	4	6
+30 mins.	117	2	119	2	29	31	6	2	8
+45 mins.	136	4	140	1	38	39	4	2	6
Total Volume	488	9	497	4	116	120	16	9	25
% App. Total	98.2	1.8		3.3	96.7		64	36	
PHF	.897	.563	.888	.500	.763	.769	.667	.563	.781
Cars	485	9	494	3	114	117	16	9	25
% Cars	99.4	100	99.4	75	98.3	97.5	100	100	100
Trucks	3	0	3	1	2	3	0	0	0
% Trucks	0.6	0	0.6	25	1.7	2.5	0	0	0

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Driveway
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
Page No : 1

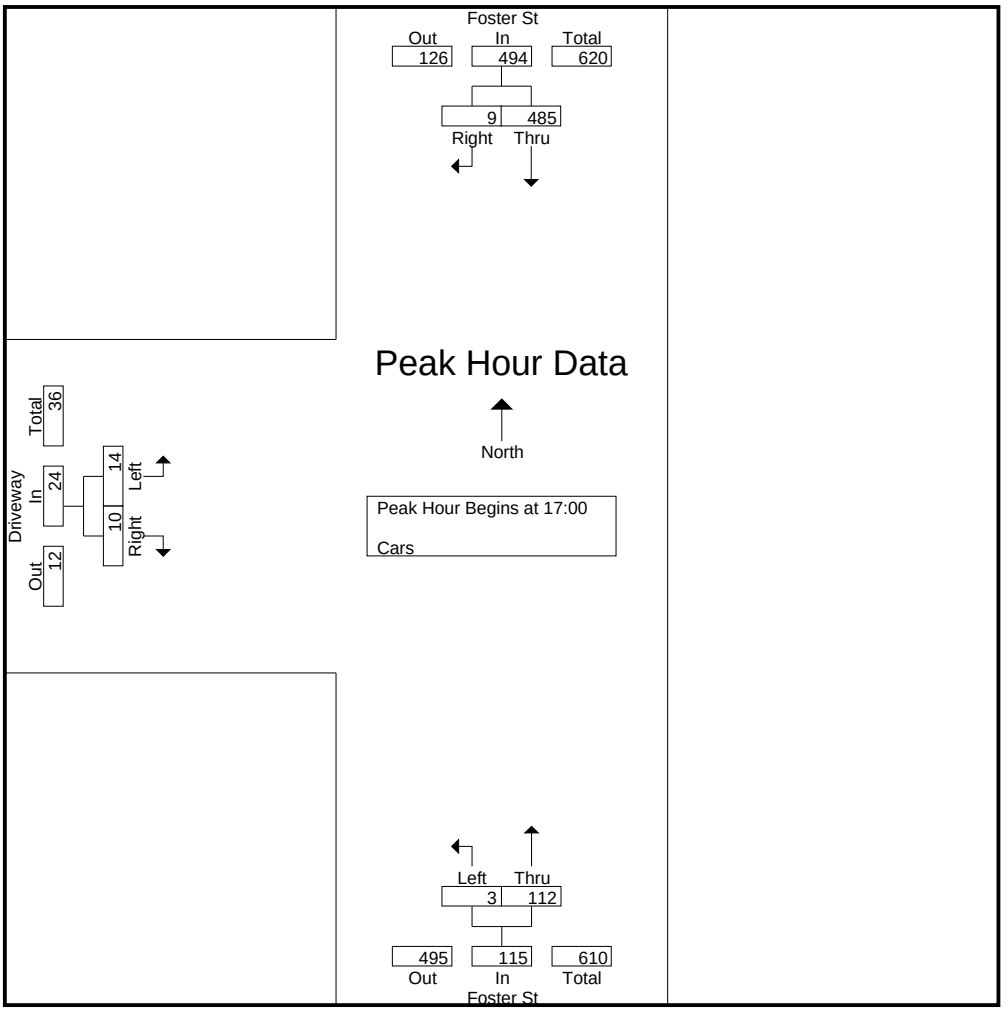
Groups Printed- Cars

	Foster St From North			Foster St From South			Driveway From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	105	0	0	2	28	0	3	1	0	0	139	139
16:15	111	5	0	2	20	2	1	2	2	4	141	145
16:30	118	4	0	1	31	0	4	1	1	1	159	160
16:45	84	4	1	0	16	0	2	4	3	4	110	114
Total	418	13	1	5	95	2	10	8	6	9	549	558
17:00	106	2	0	1	29	1	6	2	6	7	146	153
17:15	127	1	0	1	38	0	4	2	3	3	173	176
17:30	117	2	0	1	24	0	1	1	1	1	146	147
17:45	135	4	1	0	21	0	3	5	2	3	168	171
Total	485	9	1	3	112	1	14	10	12	14	633	647
Grand Total	903	22	2	8	207	3	24	18	18	23	1182	1205
Apprch %	97.6	2.4		3.7	96.3		57.1	42.9				
Total %	76.4	1.9		0.7	17.5		2	1.5		1.9	98.1	

	Foster St From North			Foster St From South			Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	106	2	108	1	29	30	6	2	8	146
17:15	127	1	128	1	38	39	4	2	6	173
17:30	117	2	119	1	24	25	1	1	2	146
17:45	135	4	139	0	21	21	3	5	8	168
Total Volume	485	9	494	3	112	115	14	10	24	633
% App. Total	98.2	1.8		2.6	97.4		58.3	41.7		
PHF	.898	.563	.888	.750	.737	.737	.583	.500	.750	.915

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
Page No : 2



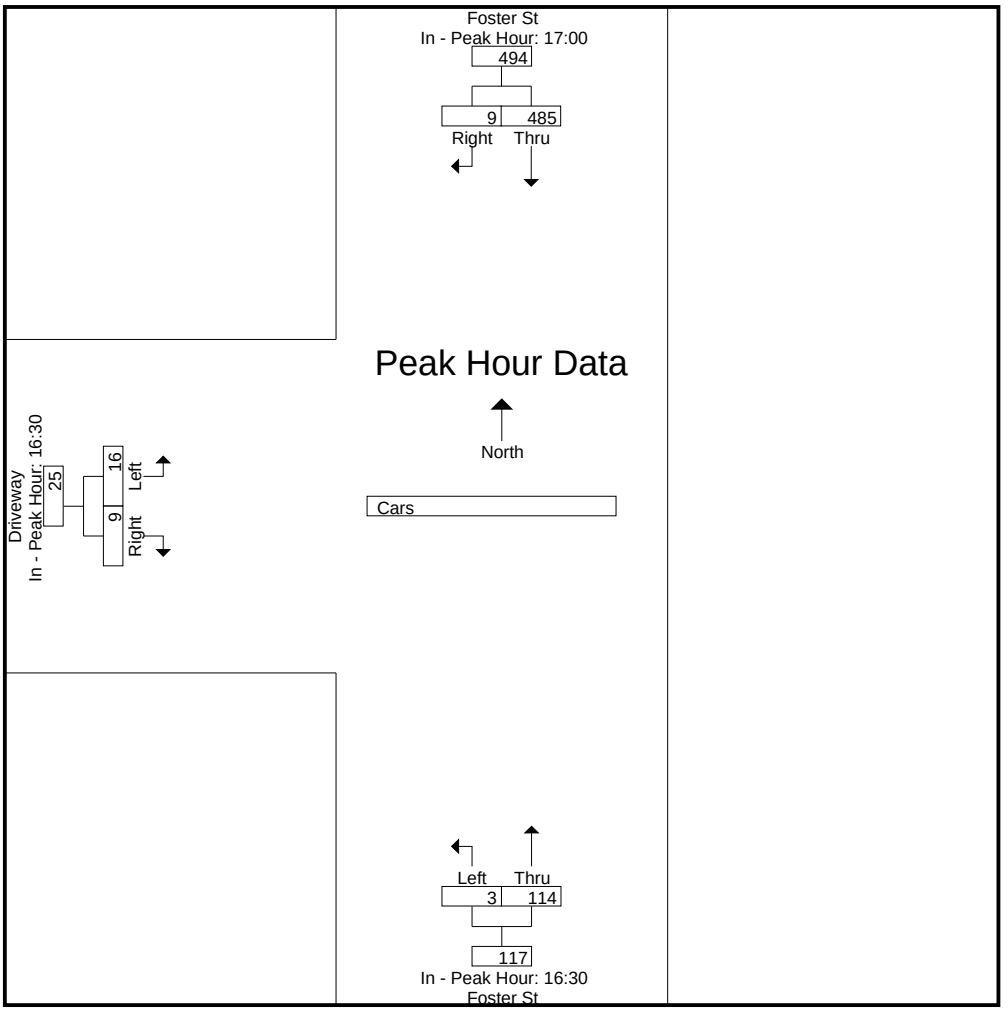
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00			16:30			16:30		
+0 mins.	106	2	108	1	31	32	4	1	5
+15 mins.	127	1	128	0	16	16	2	4	6
+30 mins.	117	2	119	1	29	30	6	2	8
+45 mins.	135	4	139	1	38	39	4	2	6
Total Volume	485	9	494	3	114	117	16	9	25
% App. Total	98.2	1.8		2.6	97.4		64	36	
PHF	.898	.563	.888	.750	.750	.750	.667	.563	.781

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
Page No : 3



N/S Street : Foster Street
E/W Street: Driveway
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
Page No : 1

Groups Printed- Trucks

	Foster St From North			Foster St From South			Driveway From West					
Start Time	Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	2	0	0	0	0	0	0	0	0	0	2	2
16:15	3	0	0	0	1	0	0	0	0	0	4	4
16:30	0	0	0	0	1	0	0	0	0	0	1	1
16:45	0	0	0	0	1	0	0	0	0	0	1	1
Total	5	0	0	0	3	0	0	0	0	0	8	8
17:00	2	0	0	1	0	0	0	0	0	0	3	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	1	0	0	0	0	0	2	2
Total	3	0	0	1	1	0	0	0	0	0	5	5
Grand Total	8	0	0	1	4	0	0	0	0	0	13	13
Apprch %	100	0		20	80		0	0				
Total %	61.5	0		7.7	30.8		0	0		0	100	

	Foster St From North			Foster St From South			Driveway From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:15										
16:15	3	0	3	0	1	1	0	0	0	4
16:30	0	0	0	0	1	1	0	0	0	1
16:45	0	0	0	0	1	1	0	0	0	1
17:00	2	0	2	1	0	1	0	0	0	3
Total Volume	5	0	5	1	3	4	0	0	0	9
% App. Total	100	0		25	75		0	0		
PHF	.417	.000	.417	.250	.750	1.000	.000	.000	.000	.563

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
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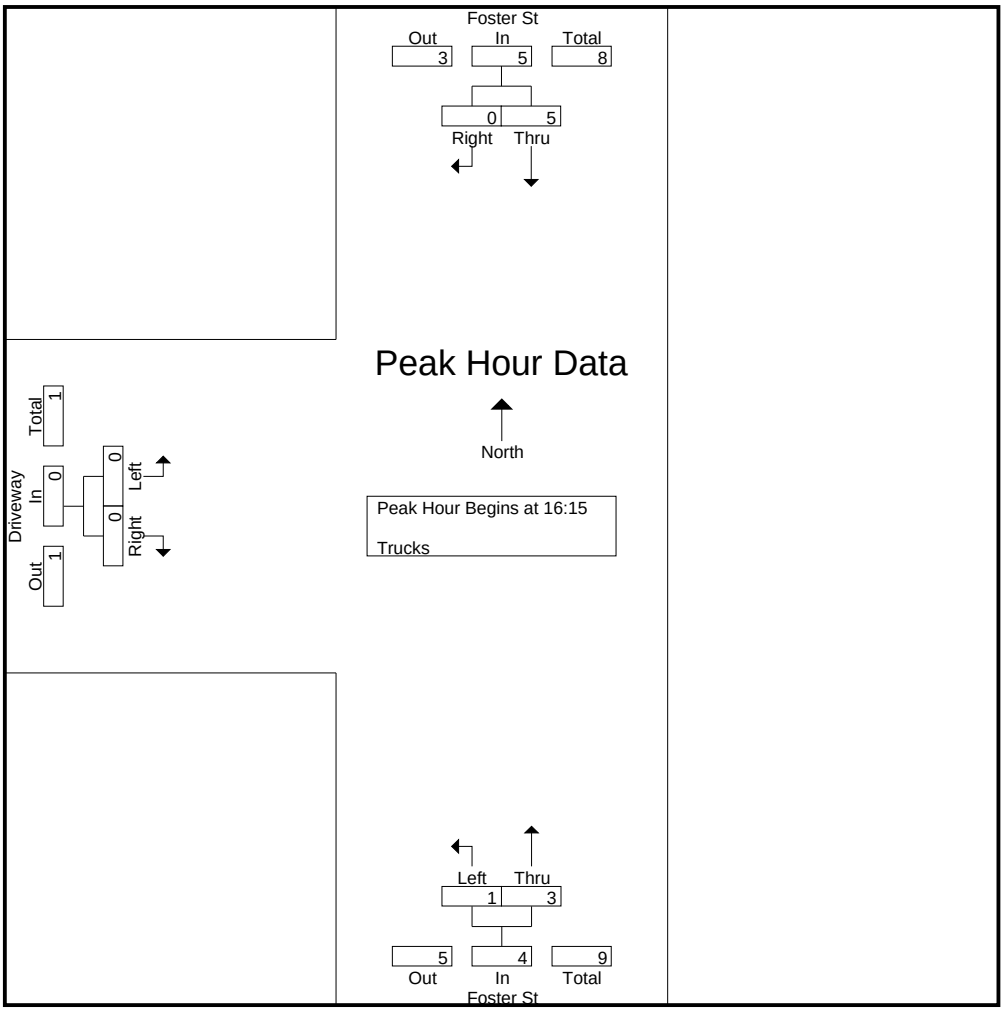


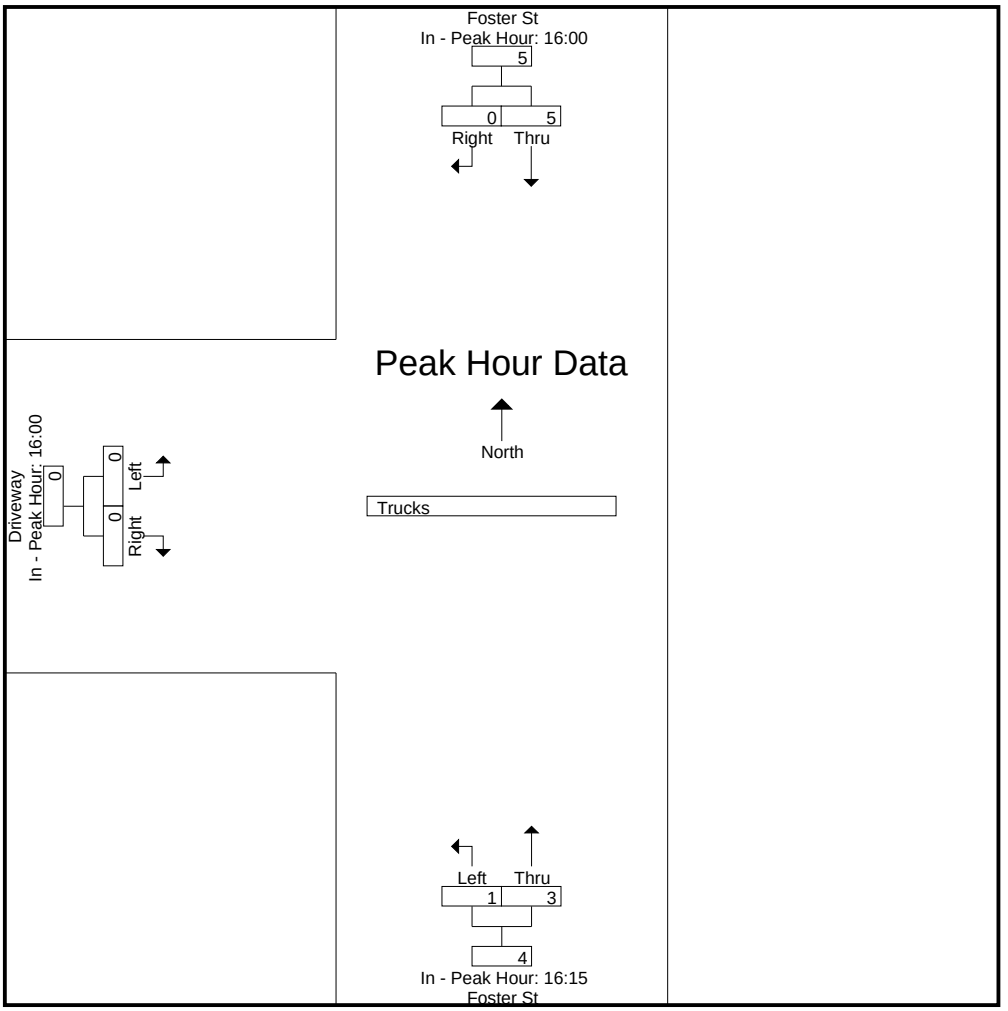
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00			16:15			16:00		
+0 mins.	2	0	2	0	1	1	0	0	0
+15 mins.	3	0	3	0	1	1	0	0	0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	5	0	5	1	3	4	0	0	0
% App. Total	100	0		25	75		0	0	
PHF	.417	.000	.417	.250	.750	1.000	.000	.000	.000

Accurate Counts
978-664-2565

File Name : 39000017
Site Code : 39000017
Start Date : 3/25/2008
Page No : 3



N/S Street : BC Driveway
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

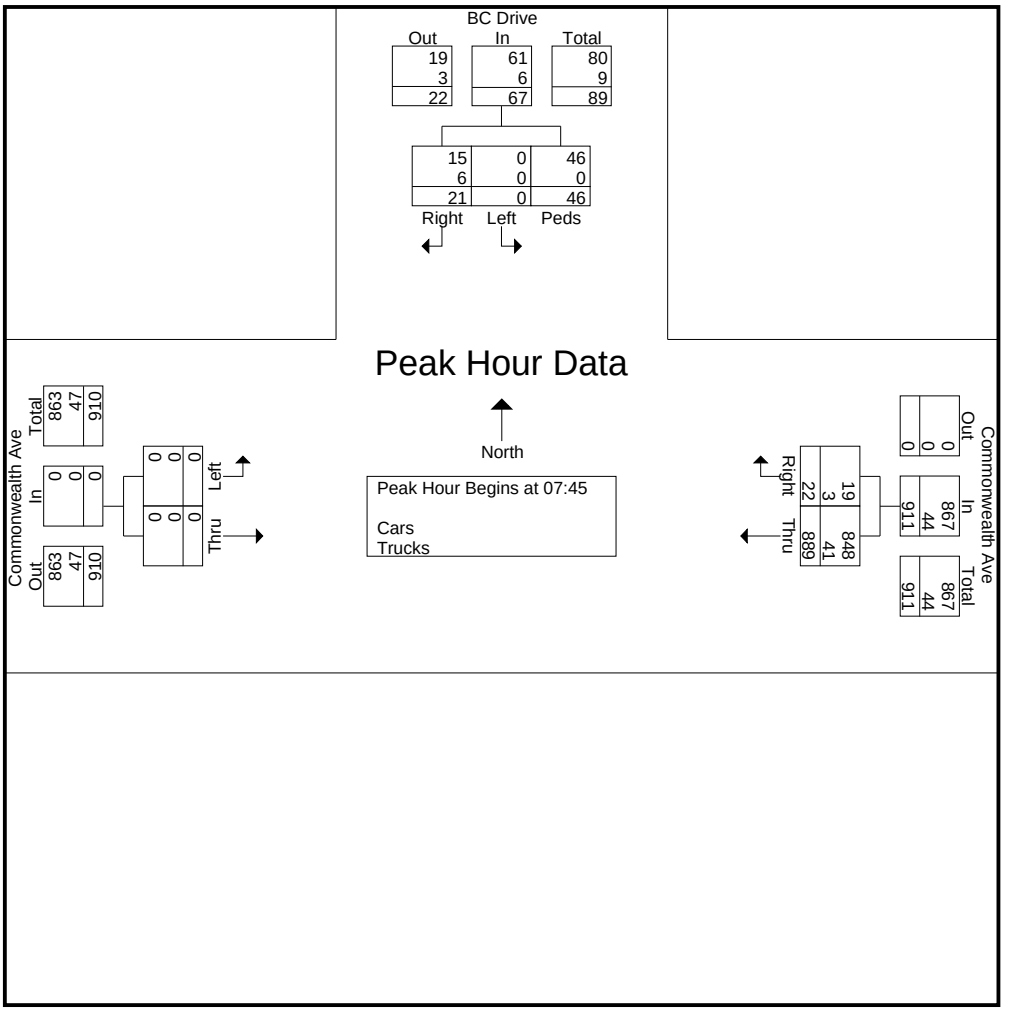
Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 1

Groups Printed- Cars - Trucks

	BC Drive From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	2	4	112	0	0	0	0	0	0	118	118
07:15	0	3	5	142	1	0	0	0	0	0	151	151
07:30	0	1	4	191	0	0	0	0	0	0	196	196
07:45	0	6	3	203	4	0	0	0	0	0	216	216
Total	0	12	16	648	5	0	0	0	0	0	681	681
08:00	0	6	5	228	9	0	0	0	0	0	248	248
08:15	0	6	10	231	7	0	0	0	2	2	254	256
08:30	0	3	28	227	2	0	0	0	0	0	260	260
08:45	0	9	10	185	5	0	0	0	0	0	209	209
Total	0	24	53	871	23	0	0	0	2	2	971	973
Grand Total	0	36	69	1519	28	0	0	0	2	2	1652	1654
Apprch %	0	34.3	65.7	98.2	1.8		0	0				
Total %	0	2.2	4.2	91.9	1.7		0	0		0.1	99.9	
Cars	0	25	69	1446	25		0	0		0	0	1567
% Cars	0	69.4	100	95.2	89.3	0	0	0	100	0	0	94.7
Trucks	0	11	0	73	3		0	0		0	0	87
% Trucks	0	30.6	0	4.8	10.7	0	0	0	0	0	0	5.3

	BC Drive From North				Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	Peds	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45											
07:45	0	6	3	9	203	4	207	0	0	0	216
08:00	0	6	5	11	228	9	237	0	0	0	248
08:15	0	6	10	16	231	7	238	0	0	0	254
08:30	0	3	28	31	227	2	229	0	0	0	260
Total Volume	0	21	46	67	889	22	911	0	0	0	978
% App. Total	0	31.3	68.7		97.6	2.4		0	0		
PHF	.000	.875	.411	.540	.962	.611	.957	.000	.000	.000	.940
Cars	0	15	46	61	848	19	867	0	0	0	928
% Cars	0	71.4	100	91.0	95.4	86.4	95.2	0	0	0	94.9
Trucks	0	6	0	6	41	3	44	0	0	0	50
% Trucks	0	28.6	0	9.0	4.6	13.6	4.8	0	0	0	5.1



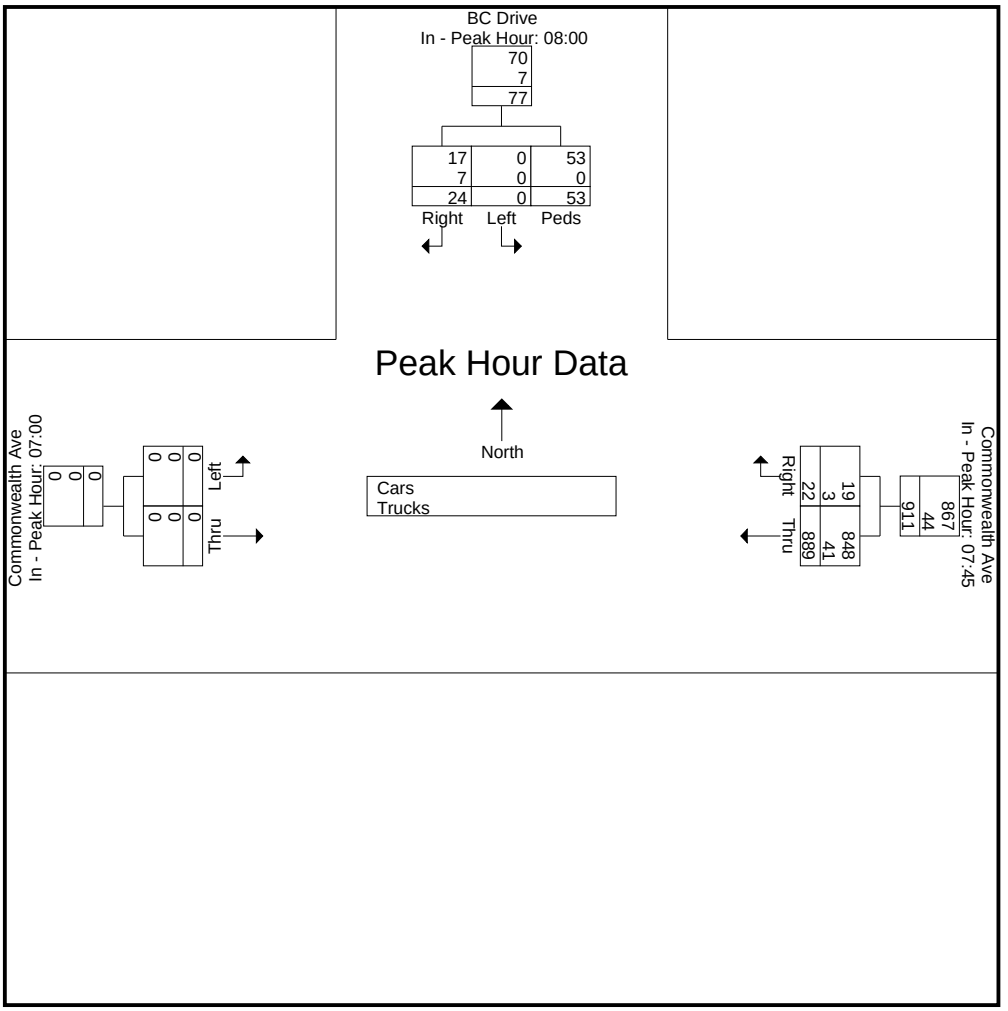
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00				07:45			07:00		
+0 mins.	0	6	5	11	203	4	207	0	0	0
+15 mins.	0	6	10	16	228	9	237	0	0	0
+30 mins.	0	3	28	31	231	7	238	0	0	0
+45 mins.	0	9	10	19	227	2	229	0	0	0
Total Volume	0	24	53	77	889	22	911	0	0	0
% App. Total	0	31.2	68.8		97.6	2.4		0	0	
PHF	.000	.667	.473	.621	.962	.611	.957	.000	.000	.000
Cars	0	17	53	70	848	19	867	0	0	0
% Cars	0	70.8	100	90.9	95.4	86.4	95.2	0	0	0
Trucks	0	7	0	7	41	3	44	0	0	0
% Trucks	0	29.2	0	9.1	4.6	13.6	4.8	0	0	0

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 3



N/S Street : BC Driveway
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 1

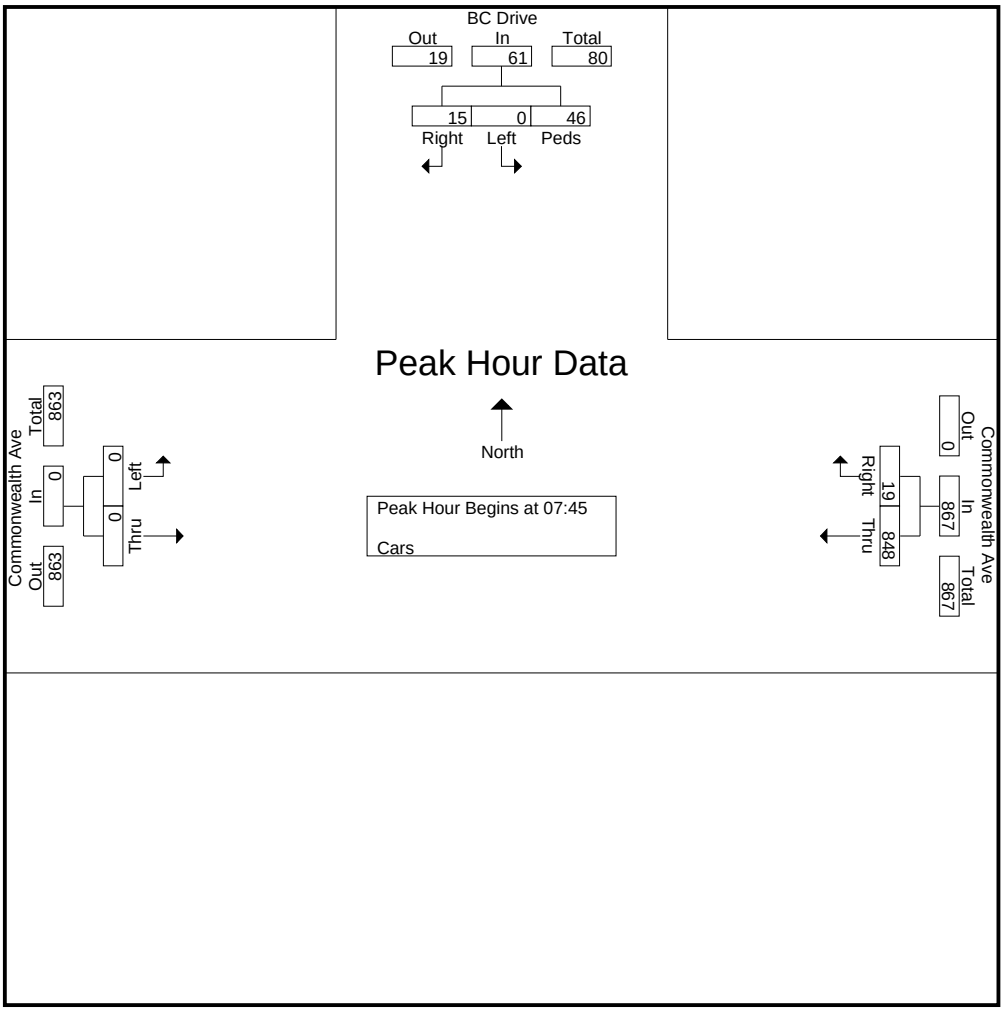
Groups Printed- Cars

	BC Drive From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	1	4	108	0	0	0	0	0	0	113	113
07:15	0	3	5	133	1	0	0	0	0	0	142	142
07:30	0	1	4	182	0	0	0	0	0	0	187	187
07:45	0	3	3	192	2	0	0	0	0	0	200	200
Total	0	8	16	615	3	0	0	0	0	0	642	642
08:00	0	4	5	216	9	0	0	0	0	0	234	234
08:15	0	6	10	221	6	0	0	0	2	2	243	245
08:30	0	2	28	219	2	0	0	0	0	0	251	251
08:45	0	5	10	175	5	0	0	0	0	0	195	195
Total	0	17	53	831	22	0	0	0	2	2	923	925
Grand Total	0	25	69	1446	25	0	0	0	2	2	1565	1567
Apprch %	0	26.6	73.4	98.3	1.7		0	0				
Total %	0	1.6	4.4	92.4	1.6		0	0		0.1	99.9	

	BC Drive From North				Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	Peds	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45											
07:45	0	3	3	6	192	2	194	0	0	0	200
08:00	0	4	5	9	216	9	225	0	0	0	234
08:15	0	6	10	16	221	6	227	0	0	0	243
08:30	0	2	28	30	219	2	221	0	0	0	251
Total Volume	0	15	46	61	848	19	867	0	0	0	928
% App. Total	0	24.6	75.4		97.8	2.2		0	0		
PHF	.000	.625	.411	.508	.959	.528	.955	.000	.000	.000	.924

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 2

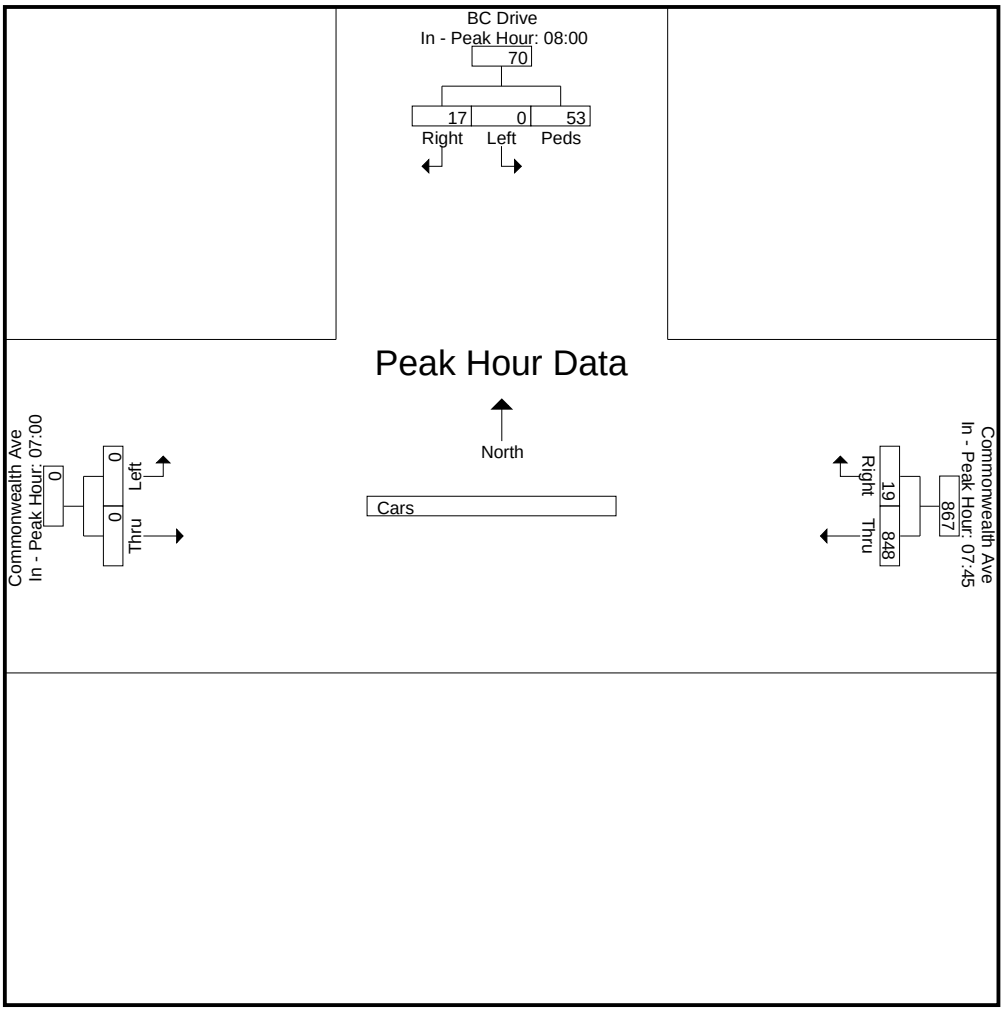


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00				07:45			07:00		
+0 mins.	0	4	5	9	192	2	194	0	0	0
+15 mins.	0	6	10	16	216	9	225	0	0	0
+30 mins.	0	2	28	30	221	6	227	0	0	0
+45 mins.	0	5	10	15	219	2	221	0	0	0
Total Volume	0	17	53	70	848	19	867	0	0	0
% App. Total	0	24.3	75.7		97.8	2.2		0	0	
PHF	.000	.708	.473	.583	.959	.528	.955	.000	.000	.000

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 3



N/S Street : BC Driveway
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 1

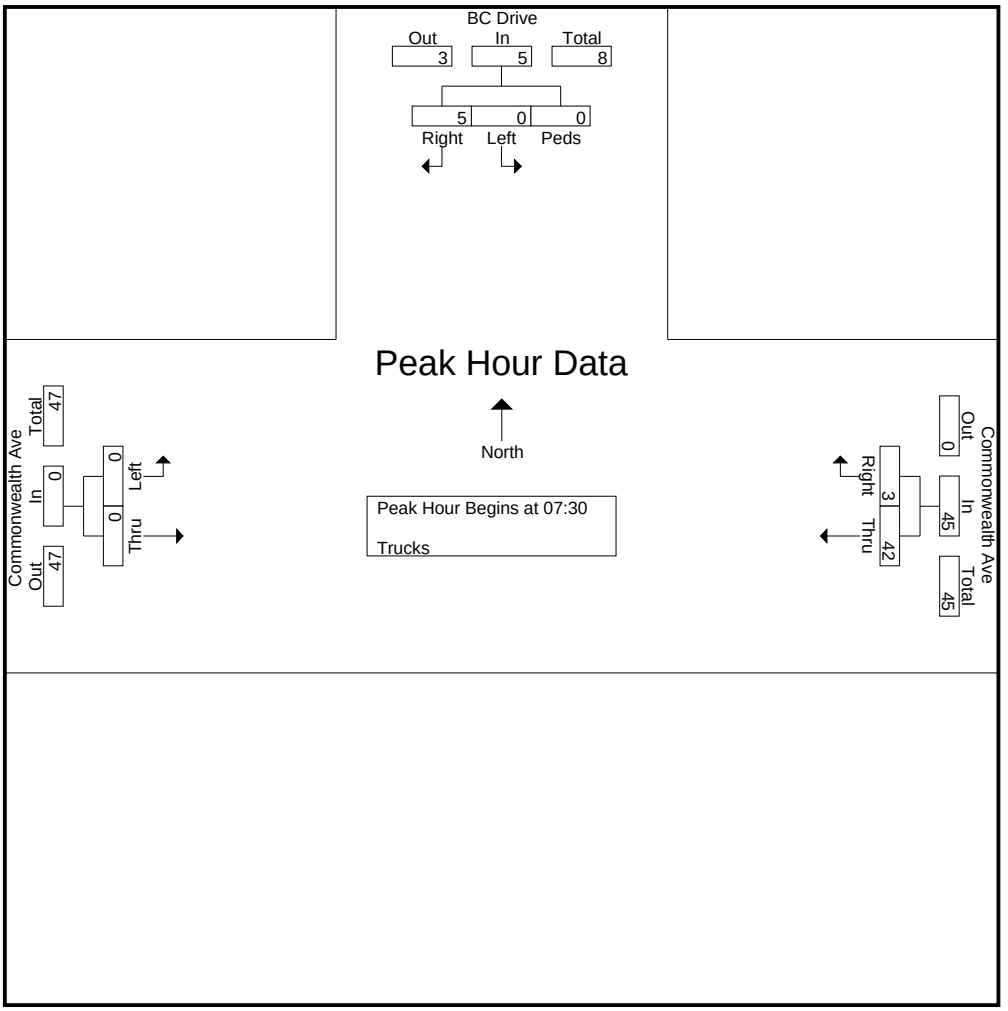
Groups Printed- Trucks

	BC Drive From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	1	0	4	0	0	0	0	0	0	5	5
07:15	0	0	0	9	0	0	0	0	0	0	9	9
07:30	0	0	0	9	0	0	0	0	0	0	9	9
07:45	0	3	0	11	2	0	0	0	0	0	16	16
Total	0	4	0	33	2	0	0	0	0	0	39	39
08:00	0	2	0	12	0	0	0	0	0	0	14	14
08:15	0	0	0	10	1	0	0	0	0	0	11	11
08:30	0	1	0	8	0	0	0	0	0	0	9	9
08:45	0	4	0	10	0	0	0	0	0	0	14	14
Total	0	7	0	40	1	0	0	0	0	0	48	48
Grand Total	0	11	0	73	3	0	0	0	0	0	87	87
Apprch %	0	100	0	96.1	3.9		0	0				
Total %	0	12.6	0	83.9	3.4		0	0		0	100	

	BC Drive From North				Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	Peds	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30											
07:30	0	0	0	0	9	0	9	0	0	0	9
07:45	0	3	0	3	11	2	13	0	0	0	16
08:00	0	2	0	2	12	0	12	0	0	0	14
08:15	0	0	0	0	10	1	11	0	0	0	11
Total Volume	0	5	0	5	42	3	45	0	0	0	50
% App. Total	0	100	0		93.3	6.7		0	0		
PHF	.000	.417	.000	.417	.875	.375	.865	.000	.000	.000	.781

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 2



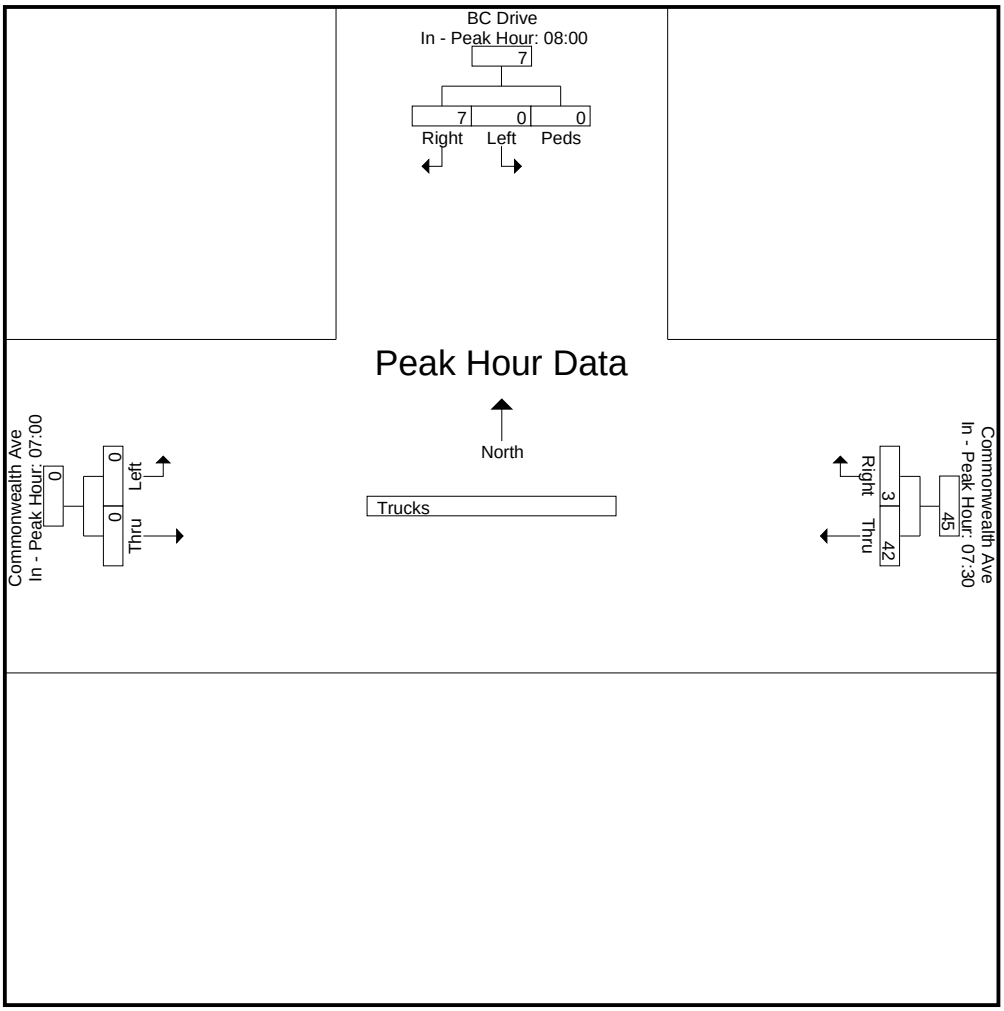
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00				07:30			07:00		
+0 mins.	0	2	0	2	9	0	9	0	0	0
+15 mins.	0	0	0	0	11	2	13	0	0	0
+30 mins.	0	1	0	1	12	0	12	0	0	0
+45 mins.	0	4	0	4	10	1	11	0	0	0
Total Volume	0	7	0	7	42	3	45	0	0	0
% App. Total	0	100	0		93.3	6.7		0	0	
PHF	.000	.438	.000	.438	.875	.375	.865	.000	.000	.000

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 3



N/S Street : BC Driveway
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 1

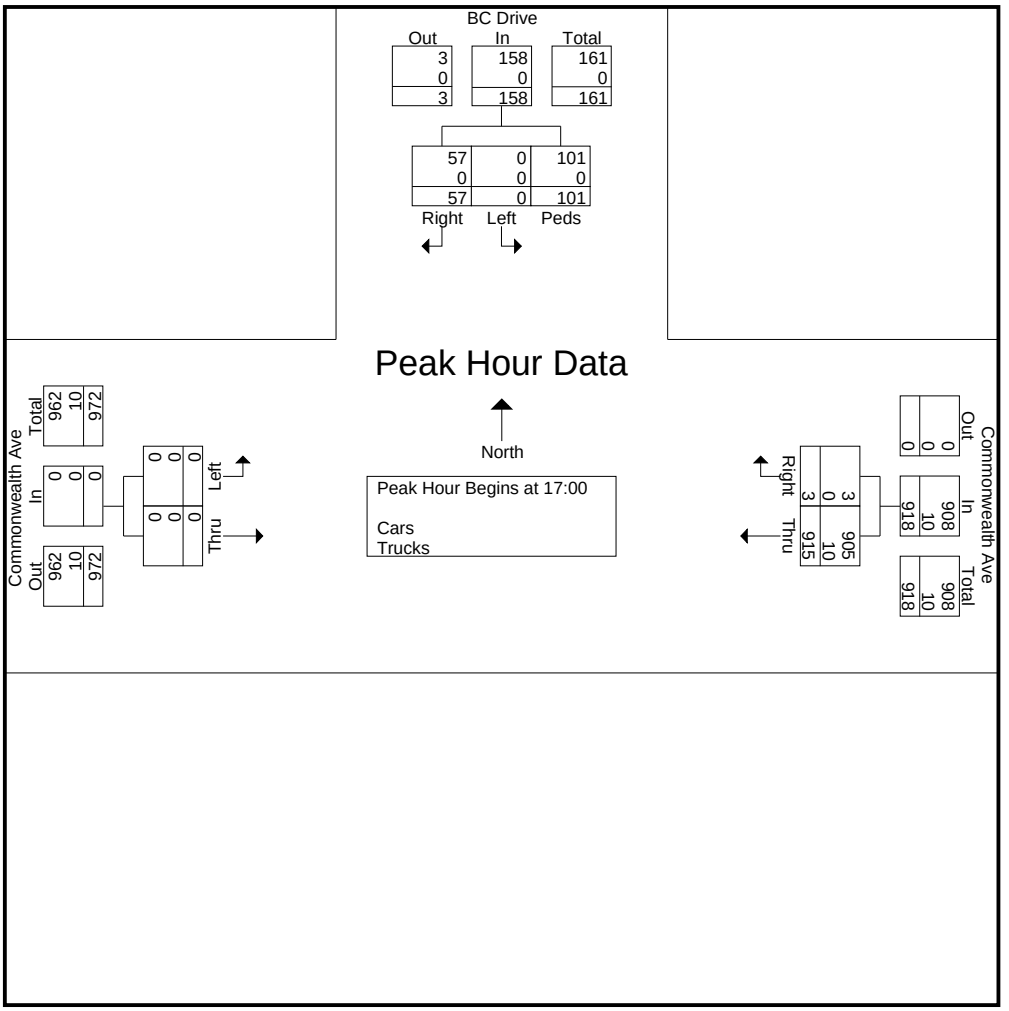
Groups Printed- Cars - Trucks

	BC Drive From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	3	7	225	0	0	0	0	0	0	235	235
16:15	0	8	9	235	4	0	0	0	2	2	256	258
16:30	0	13	42	216	6	0	0	0	0	0	277	277
16:45	0	10	9	186	5	0	0	0	0	0	210	210
Total	0	34	67	862	15	0	0	0	2	2	978	980
17:00	0	15	20	207	1	0	0	0	0	0	243	243
17:15	0	11	33	227	0	0	0	0	0	0	271	271
17:30	0	16	32	235	1	0	0	0	0	0	284	284
17:45	0	15	16	246	1	0	0	0	0	0	278	278
Total	0	57	101	915	3	0	0	0	0	0	1076	1076
Grand Total	0	91	168	1777	18	0	0	0	2	2	2054	2056
Apprch %	0	35.1	64.9	99	1		0	0				
Total %	0	4.4	8.2	86.5	0.9		0	0		0.1	99.9	
Cars	0	89	168	1738	17		0	0		0	0	2014
% Cars	0	97.8	100	97.8	94.4	0	0	0	100	0	0	98
Trucks	0	2	0	39	1		0	0		0	0	42
% Trucks	0	2.2	0	2.2	5.6	0	0	0	0	0	0	2

	BC Drive From North				Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	Peds	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 17:00											
17:00	0	15	20	35	207	1	208	0	0	0	243
17:15	0	11	33	44	227	0	227	0	0	0	271
17:30	0	16	32	48	235	1	236	0	0	0	284
17:45	0	15	16	31	246	1	247	0	0	0	278
Total Volume	0	57	101	158	915	3	918	0	0	0	1076
% App. Total	0	36.1	63.9		99.7	0.3		0	0		
PHF	.000	.891	.765	.823	.930	.750	.929	.000	.000	.000	.947
Cars	0	57	101	158	905	3	908	0	0	0	1066
% Cars	0	100	100	100	98.9	100	98.9	0	0	0	99.1
Trucks	0	0	0	0	10	0	10	0	0	0	10
% Trucks	0	0	0	0	1.1	0	1.1	0	0	0	0.9

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 2

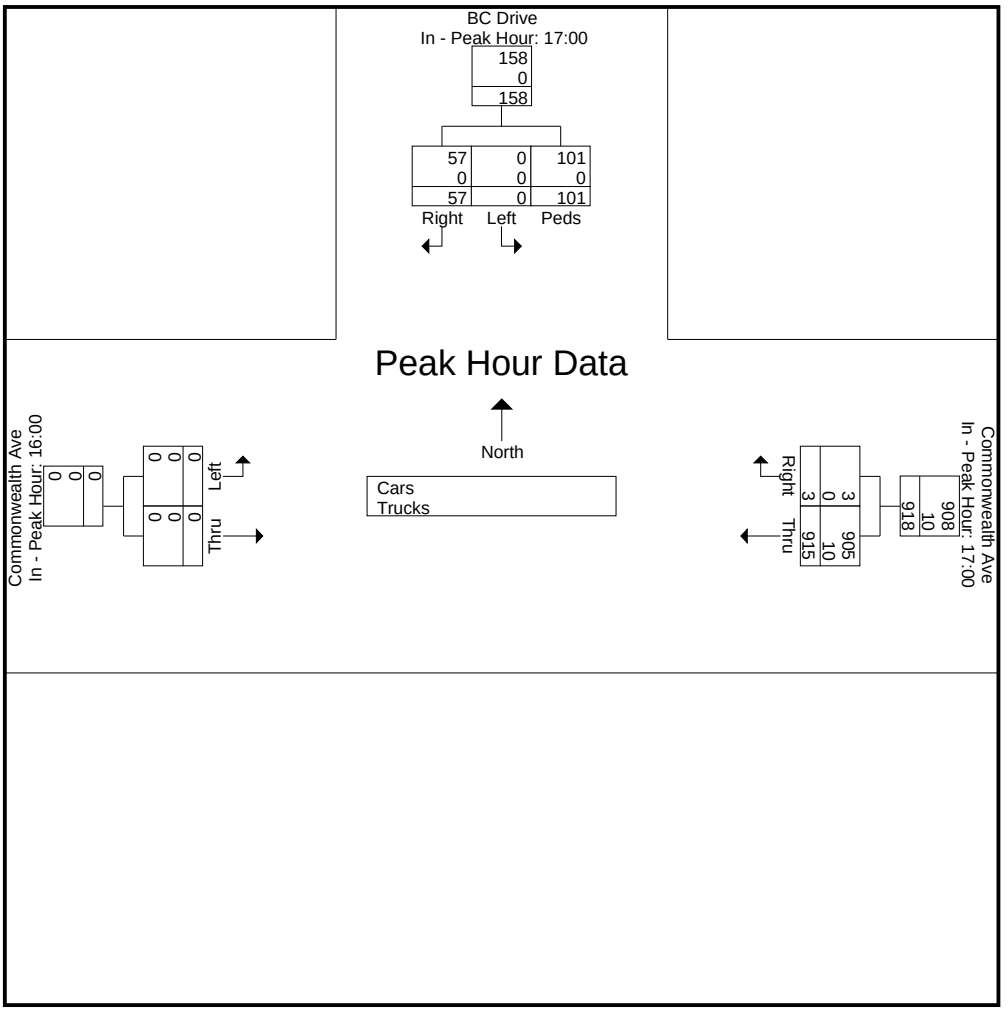


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00				17:00			16:00		
+0 mins.	0	15	20	35	207	1	208	0	0	0
+15 mins.	0	11	33	44	227	0	227	0	0	0
+30 mins.	0	16	32	48	235	1	236	0	0	0
+45 mins.	0	15	16	31	246	1	247	0	0	0
Total Volume	0	57	101	158	915	3	918	0	0	0
% App. Total	0	36.1	63.9		99.7	0.3		0	0	
PHF	.000	.891	.765	.823	.930	.750	.929	.000	.000	.000
Cars	0	57	101	158	905	3	908	0	0	0
% Cars	0	100	100	100	98.9	100	98.9	0	0	0
Trucks	0	0	0	0	10	0	10	0	0	0
% Trucks	0	0	0	0	1.1	0	1.1	0	0	0

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 3



N/S Street : BC Driveway
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 1

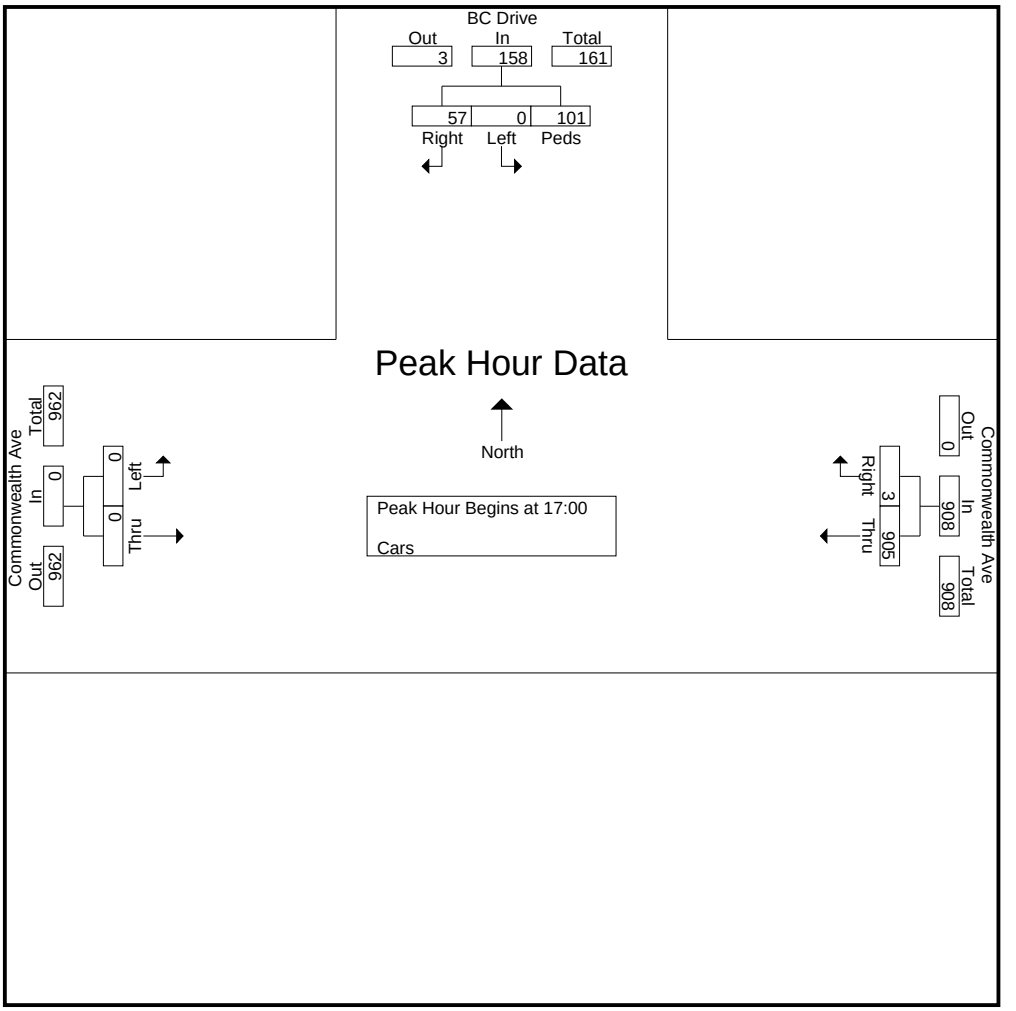
Groups Printed- Cars

	BC Drive From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	3	7	219	0	0	0	0	0	0	229	229
16:15	0	8	9	227	3	0	0	0	2	2	247	249
16:30	0	11	42	208	6	0	0	0	0	0	267	267
16:45	0	10	9	179	5	0	0	0	0	0	203	203
Total	0	32	67	833	14	0	0	0	2	2	946	948
17:00	0	15	20	204	1	0	0	0	0	0	240	240
17:15	0	11	33	225	0	0	0	0	0	0	269	269
17:30	0	16	32	232	1	0	0	0	0	0	281	281
17:45	0	15	16	244	1	0	0	0	0	0	276	276
Total	0	57	101	905	3	0	0	0	0	0	1066	1066
Grand Total	0	89	168	1738	17	0	0	0	2	2	2012	2014
Apprch %	0	34.6	65.4	99	1		0	0				
Total %	0	4.4	8.3	86.4	0.8		0	0		0.1	99.9	

	BC Drive From North				Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	Peds	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 17:00											
17:00	0	15	20	35	204	1	205	0	0	0	240
17:15	0	11	33	44	225	0	225	0	0	0	269
17:30	0	16	32	48	232	1	233	0	0	0	281
17:45	0	15	16	31	244	1	245	0	0	0	276
Total Volume	0	57	101	158	905	3	908	0	0	0	1066
% App. Total	0	36.1	63.9		99.7	0.3		0	0		
PHF	.000	.891	.765	.823	.927	.750	.927	.000	.000	.000	.948

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 2



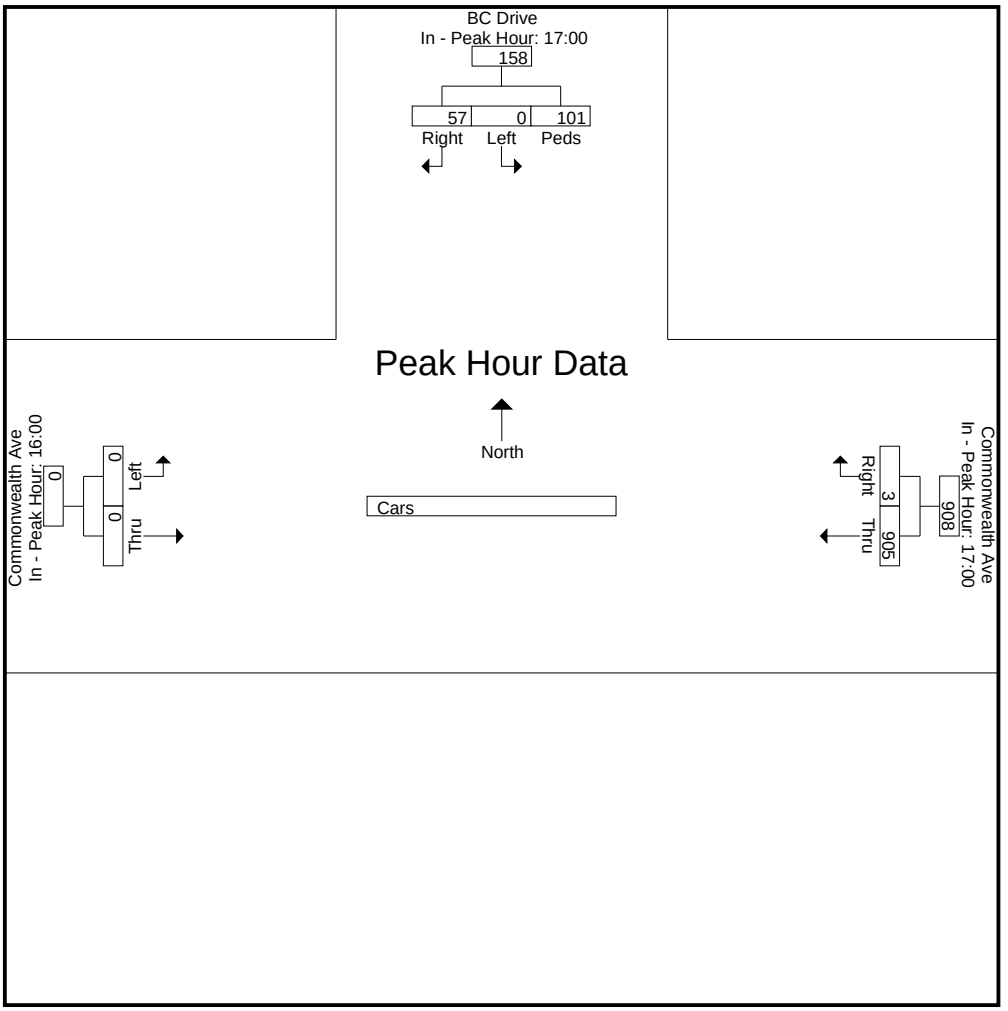
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00				17:00			16:00		
+0 mins.	0	15	20	35	204	1	205	0	0	0
+15 mins.	0	11	33	44	225	0	225	0	0	0
+30 mins.	0	16	32	48	232	1	233	0	0	0
+45 mins.	0	15	16	31	244	1	245	0	0	0
Total Volume	0	57	101	158	905	3	908	0	0	0
% App. Total	0	36.1	63.9		99.7	0.3		0	0	
PHF	.000	.891	.765	.823	.927	.750	.927	.000	.000	.000

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 3



N/S Street : BC Driveway
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 1

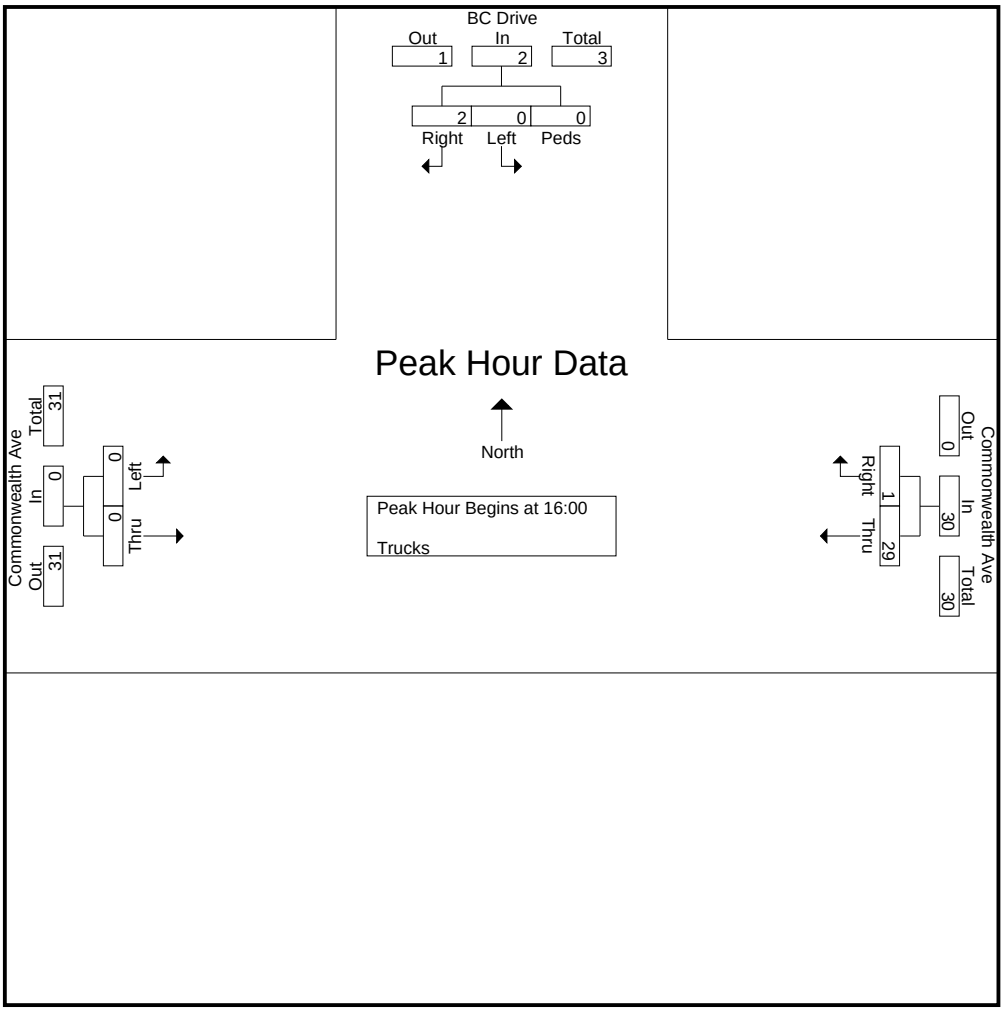
Groups Printed- Trucks

	BC Drive From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	6	0	0	0	0	0	0	6	6
16:15	0	0	0	8	1	0	0	0	0	0	9	9
16:30	0	2	0	8	0	0	0	0	0	0	10	10
16:45	0	0	0	7	0	0	0	0	0	0	7	7
Total	0	2	0	29	1	0	0	0	0	0	32	32
17:00	0	0	0	3	0	0	0	0	0	0	3	3
17:15	0	0	0	2	0	0	0	0	0	0	2	2
17:30	0	0	0	3	0	0	0	0	0	0	3	3
17:45	0	0	0	2	0	0	0	0	0	0	2	2
Total	0	0	0	10	0	0	0	0	0	0	10	10
Grand Total	0	2	0	39	1	0	0	0	0	0	42	42
Apprch %	0	100	0	97.5	2.5		0	0				
Total %	0	4.8	0	92.9	2.4		0	0		0	100	

	BC Drive From North				Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	Peds	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 16:00											
16:00	0	0	0	0	6	0	6	0	0	0	6
16:15	0	0	0	0	8	1	9	0	0	0	9
16:30	0	2	0	2	8	0	8	0	0	0	10
16:45	0	0	0	0	7	0	7	0	0	0	7
Total Volume	0	2	0	2	29	1	30	0	0	0	32
% App. Total	0	100	0		96.7	3.3		0	0		
PHF	.000	.250	.000	.250	.906	.250	.833	.000	.000	.000	.800

Accurate Counts
978-664-2565

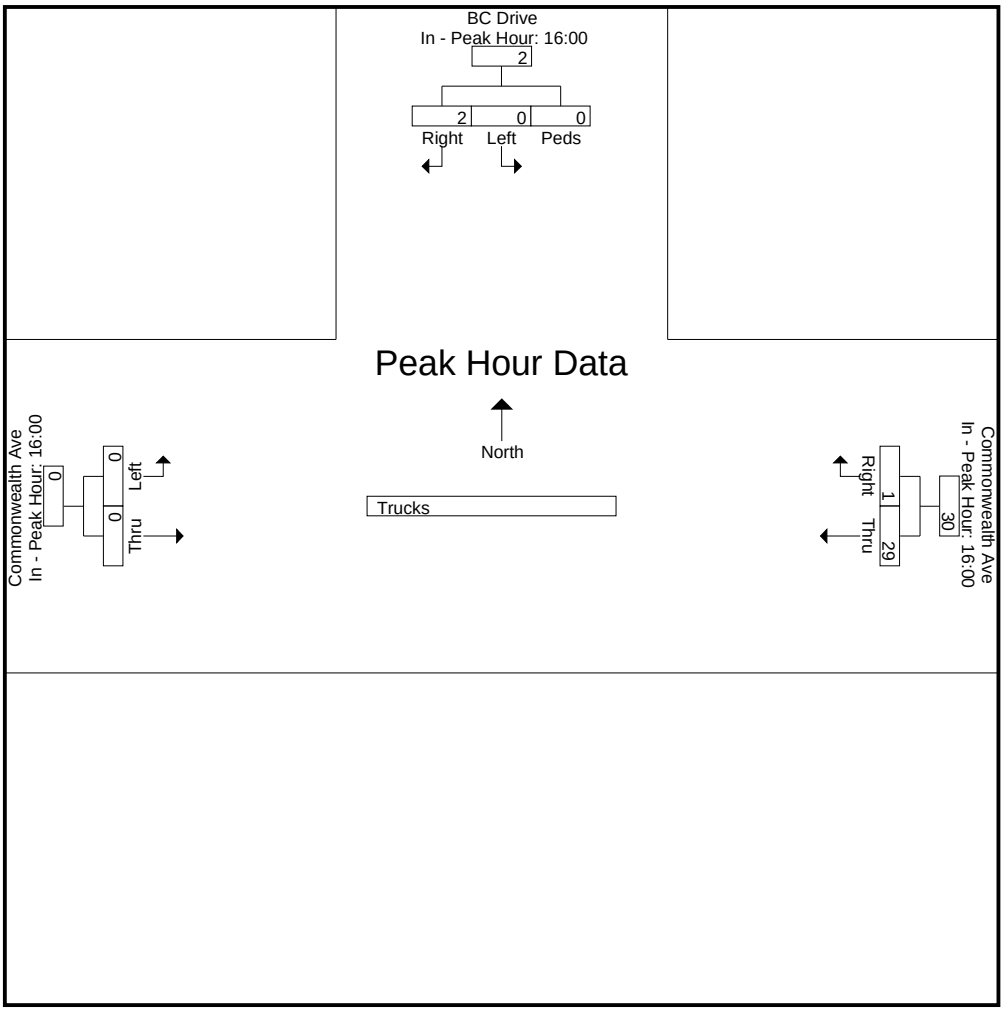
File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00				16:00			16:00		
+0 mins.	0	0	0	0	6	0	6	0	0	0
+15 mins.	0	0	0	0	8	1	9	0	0	0
+30 mins.	0	2	0	2	8	0	8	0	0	0
+45 mins.	0	0	0	0	7	0	7	0	0	0
Total Volume	0	2	0	2	29	1	30	0	0	0
% App. Total	0	100	0		96.7	3.3		0	0	
PHF	.000	.250	.000	.250	.906	.250	.833	.000	.000	.000

File Name : 39000018
Site Code : 39000018
Start Date : 3/25/2008
Page No : 3



N/S Street : Father Herlihy Drive
E/W Street: St. Thomas More Way
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000019
Site Code : 39000019
Start Date : 3/25/2008
Page No : 1

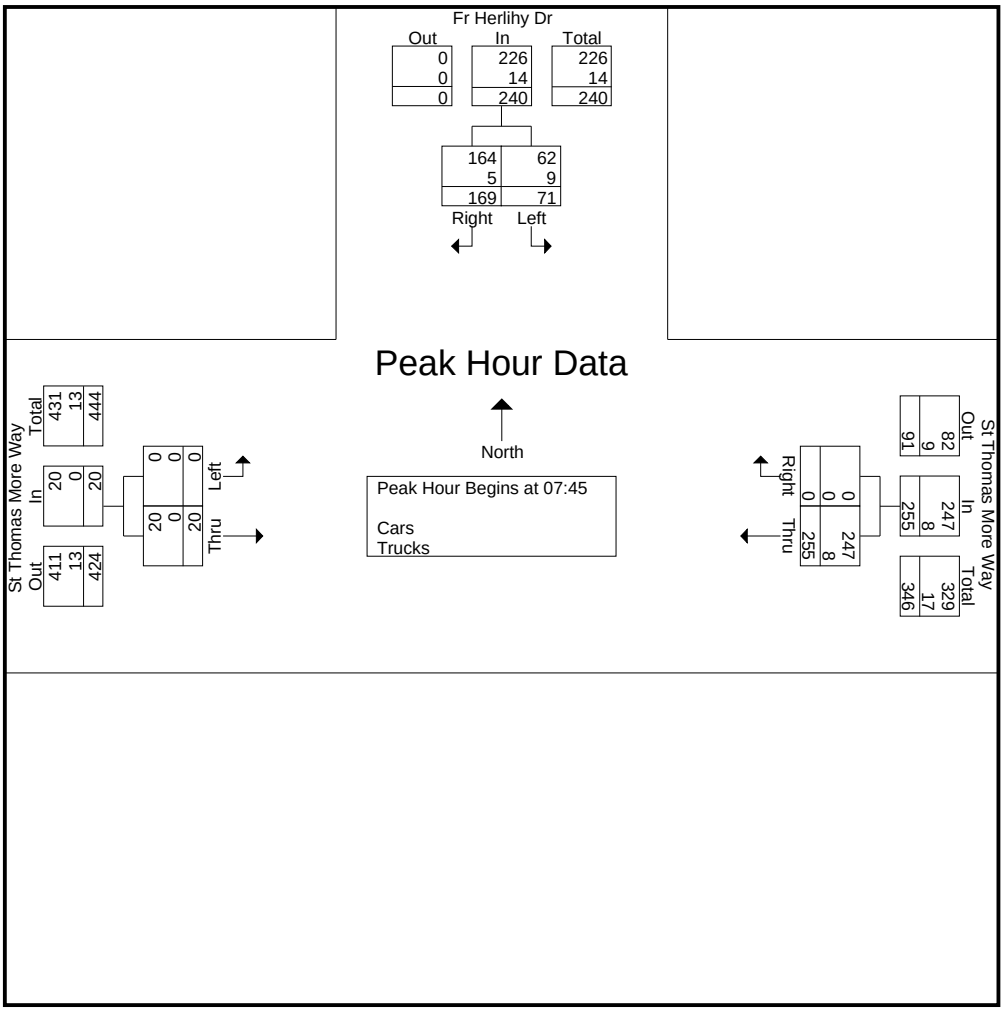
Groups Printed- Cars - Trucks

	Fr Herlihy Dr From North			St Thomas More Way From East			St Thomas More Way From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	11	22	0	23	0	0	0	3	0	0	59	59
07:15	6	26	0	47	0	0	0	2	0	0	81	81
07:30	15	37	0	34	0	0	0	4	0	0	90	90
07:45	20	31	5	36	0	0	0	3	4	9	90	99
Total	52	116	5	140	0	0	0	12	4	9	320	329
08:00	16	39	5	51	0	0	0	5	0	5	111	116
08:15	15	48	3	77	0	2	0	5	3	8	145	153
08:30	20	51	3	91	0	2	0	7	1	6	169	175
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	138	11	219	0	4	0	17	4	19	425	444
Grand Total	103	254	16	359	0	4	0	29	8	28	745	773
Apprch %	28.9	71.1		100	0		0	100				
Total %	13.8	34.1		48.2	0		0	3.9		3.6	96.4	
Cars	87	245		342	0		0	29		0	0	731
% Cars	84.5	96.5	100	95.3	0	100	0	100	100	0	0	94.6
Trucks	16	9		17	0		0	0		0	0	42
% Trucks	15.5	3.5	0	4.7	0	0	0	0	0	0	0	5.4

	Fr Herlihy Dr From North			St Thomas More Way From East			St Thomas More Way From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45										
07:45	20	31	51	36	0	36	0	3	3	90
08:00	16	39	55	51	0	51	0	5	5	111
08:15	15	48	63	77	0	77	0	5	5	145
08:30	20	51	71	91	0	91	0	7	7	169
Total Volume	71	169	240	255	0	255	0	20	20	515
% App. Total	29.6	70.4		100	0		0	100		
PHF	.888	.828	.845	.701	.000	.701	.000	.714	.714	.762
Cars	62	164	226	247	0	247	0	20	20	493
% Cars	87.3	97.0	94.2	96.9	0	96.9	0	100	100	95.7
Trucks	9	5	14	8	0	8	0	0	0	22
% Trucks	12.7	3.0	5.8	3.1	0	3.1	0	0	0	4.3

Accurate Counts
978-664-2565

File Name : 39000019
Site Code : 39000019
Start Date : 3/25/2008
Page No : 2

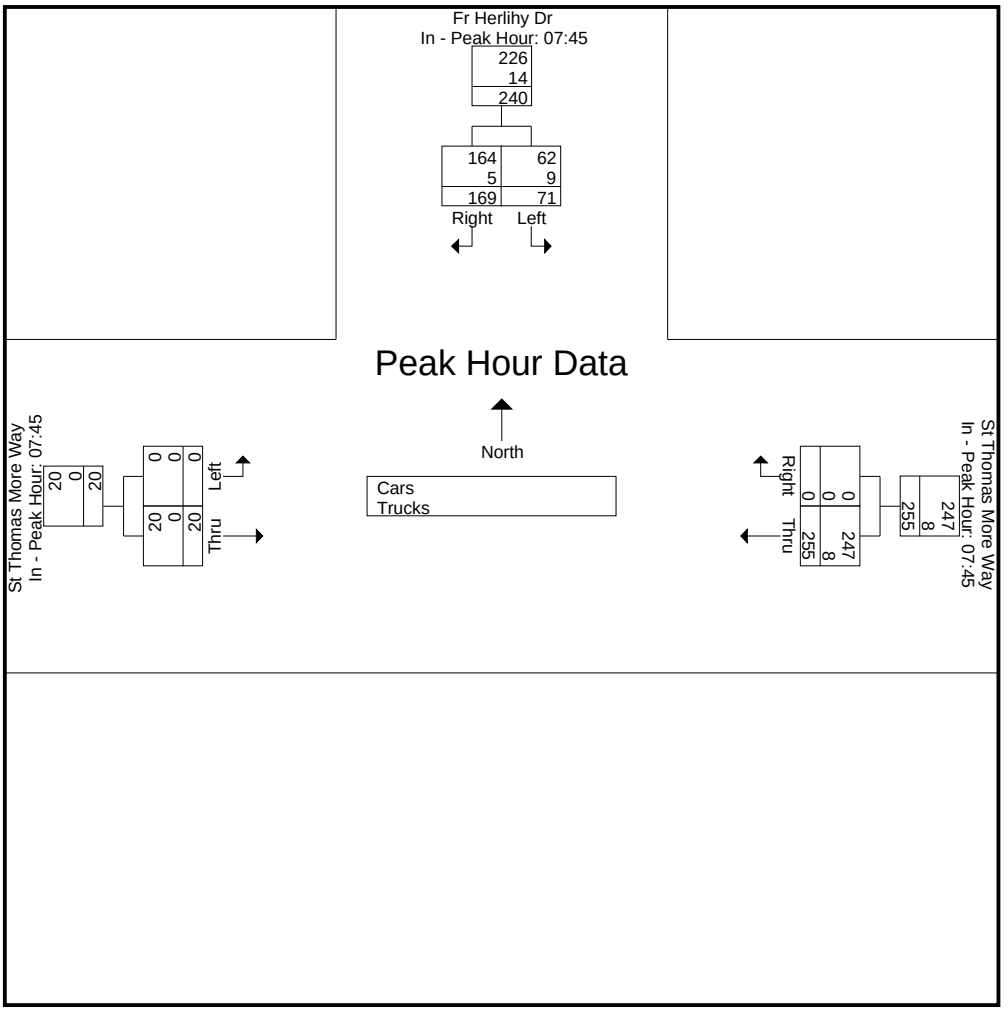


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45			07:45			07:45		
+0 mins.	20	31	51	36	0	36	0	3	3
+15 mins.	16	39	55	51	0	51	0	5	5
+30 mins.	15	48	63	77	0	77	0	5	5
+45 mins.	20	51	71	91	0	91	0	7	7
Total Volume	71	169	240	255	0	255	0	20	20
% App. Total	29.6	70.4		100	0		0	100	
PHF	.888	.828	.845	.701	.000	.701	.000	.714	.714
Cars	62	164	226	247	0	247	0	20	20
% Cars	87.3	97	94.2	96.9	0	96.9	0	100	100
Trucks	9	5	14	8	0	8	0	0	0
% Trucks	12.7	3	5.8	3.1	0	3.1	0	0	0

Accurate Counts
978-664-2565

File Name : 39000019
Site Code : 39000019
Start Date : 3/25/2008
Page No : 3



N/S Street : Father Herlihy Drive
E/W Street: St. Thomas More Way
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000019
Site Code : 39000019
Start Date : 3/25/2008
Page No : 1

Groups Printed- Cars

	Fr Herlihy Dr From North			St Thomas More Way From East			St Thomas More Way From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	7	19	0	18	0	0	0	3	0	0	47	47
07:15	5	25	0	43	0	0	0	2	0	0	75	75
07:30	13	37	0	34	0	0	0	4	0	0	88	88
07:45	20	31	5	36	0	0	0	3	4	9	90	99
Total	45	112	5	131	0	0	0	12	4	9	300	309
08:00	12	38	5	47	0	0	0	5	0	5	102	107
08:15	13	46	3	75	0	2	0	5	3	8	139	147
08:30	17	49	3	89	0	2	0	7	1	6	162	168
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	133	11	211	0	4	0	17	4	19	403	422
Grand Total	87	245	16	342	0	4	0	29	8	28	703	731
Apprch %	26.2	73.8		100	0		0	100				
Total %	12.4	34.9		48.6	0		0	4.1		3.8	96.2	

	Fr Herlihy Dr From North			St Thomas More Way From East			St Thomas More Way From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45										
07:45	20	31	51	36	0	36	0	3	3	90
08:00	12	38	50	47	0	47	0	5	5	102
08:15	13	46	59	75	0	75	0	5	5	139
08:30	17	49	66	89	0	89	0	7	7	162
Total Volume	62	164	226	247	0	247	0	20	20	493
% App. Total	27.4	72.6		100	0		0	100		
PHF	.775	.837	.856	.694	.000	.694	.000	.714	.714	.761

Accurate Counts
978-664-2565

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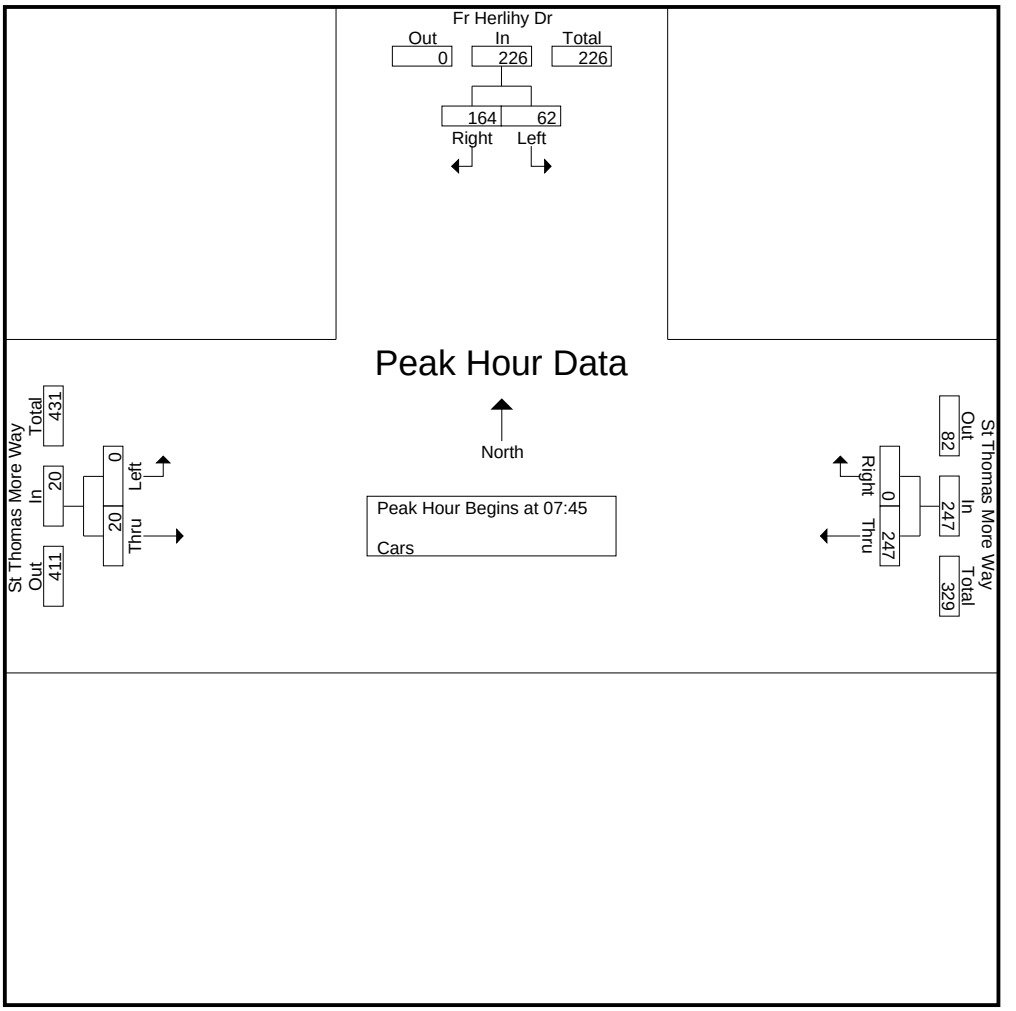

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45			07:45			07:45		
+0 mins.	20	31	51	36	0	36	0	3	3
+15 mins.	12	38	50	47	0	47	0	5	5
+30 mins.	13	46	59	75	0	75	0	5	5
+45 mins.	17	49	66	89	0	89	0	7	7
Total Volume	62	164	226	247	0	247	0	20	20
% App. Total	27.4	72.6		100	0		0	100	
PHF	.775	.837	.856	.694	.000	.694	.000	.714	.714

File Name : 39000019
Site Code : 39000019
Start Date : 3/25/2008
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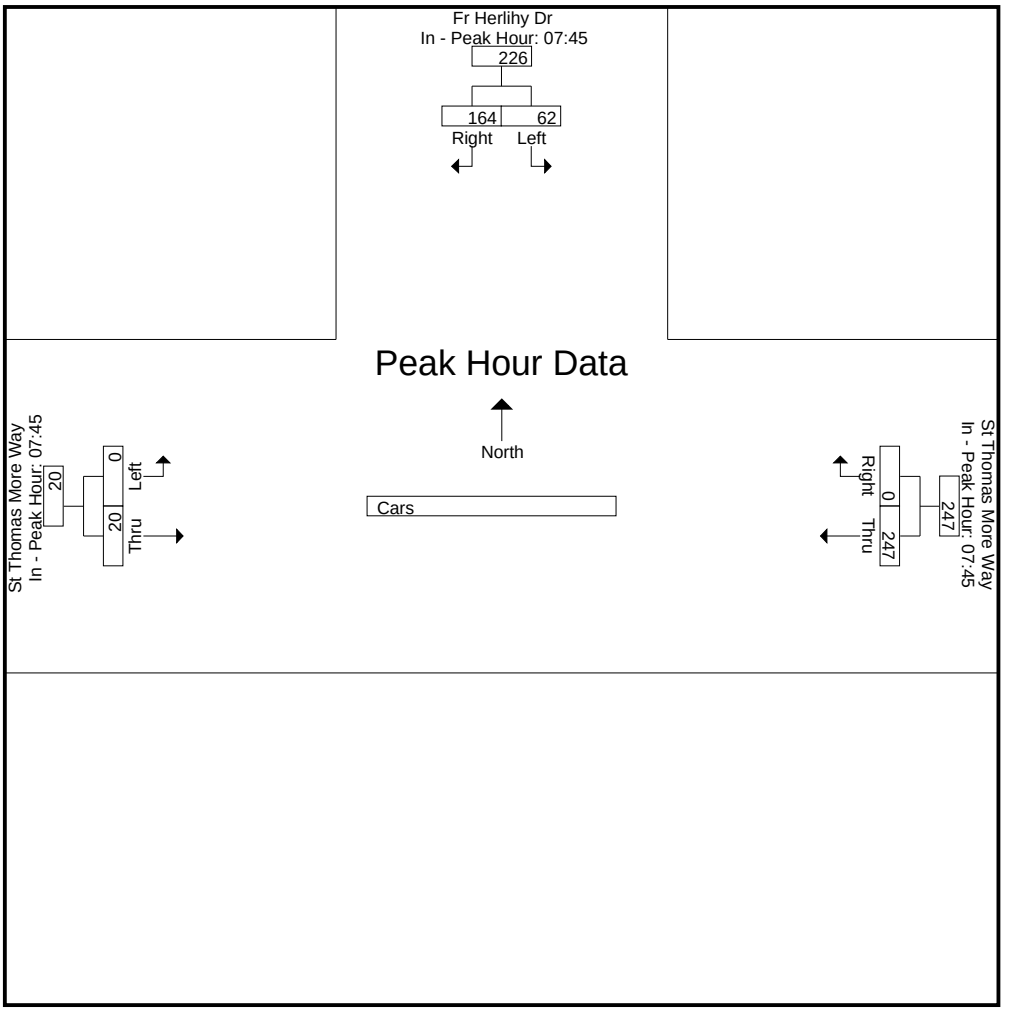

N/S Street : Father Herlihy Drive
E/W Street: St. Thomas More Way
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000019
Site Code : 39000019
Start Date : 3/25/2008
Page No : 1

Groups Printed- Trucks

	Fr Herlihy Dr From North			St Thomas More Way From East			St Thomas More Way From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	4	3	0	5	0	0	0	0	0	0	12	12
07:15	1	1	0	4	0	0	0	0	0	0	6	6
07:30	2	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	4	0	9	0	0	0	0	0	0	20	20
08:00	4	1	0	4	0	0	0	0	0	0	9	9
08:15	2	2	0	2	0	0	0	0	0	0	6	6
08:30	3	2	0	2	0	0	0	0	0	0	7	7
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	5	0	8	0	0	0	0	0	0	22	22
Grand Total	16	9	0	17	0	0	0	0	0	0	42	42
Apprch %	64	36		100	0		0	0				
Total %	38.1	21.4		40.5	0		0	0		0	100	

	Fr Herlihy Dr From North			St Thomas More Way From East			St Thomas More Way From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45										
07:45	0	0	0	0	0	0	0	0	0	0
08:00	4	1	5	4	0	4	0	0	0	9
08:15	2	2	4	2	0	2	0	0	0	6
08:30	3	2	5	2	0	2	0	0	0	7
Total Volume	9	5	14	8	0	8	0	0	0	22
% App. Total	64.3	35.7		100	0		0	0		
PHF	.563	.625	.700	.500	.000	.500	.000	.000	.000	.611

Accurate Counts
978-664-2565

File Name : 39000019
Site Code : 39000019
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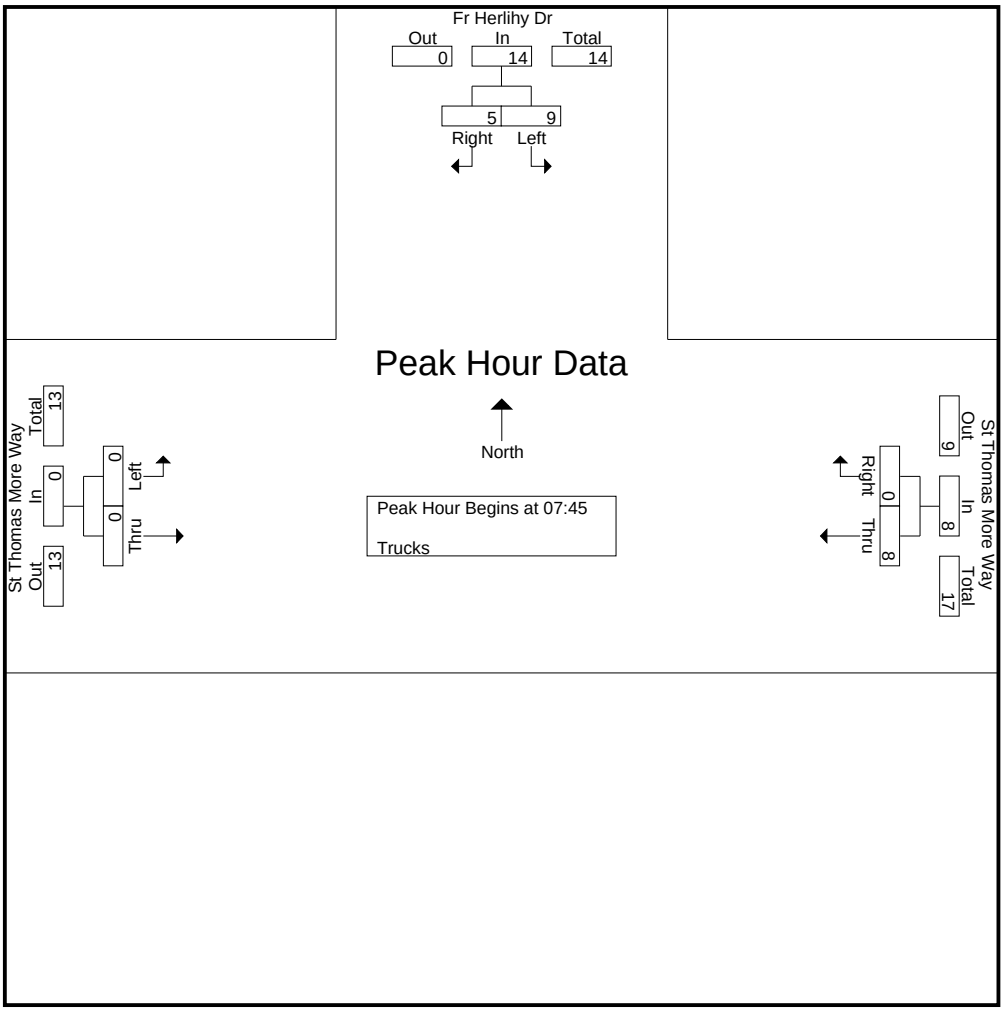
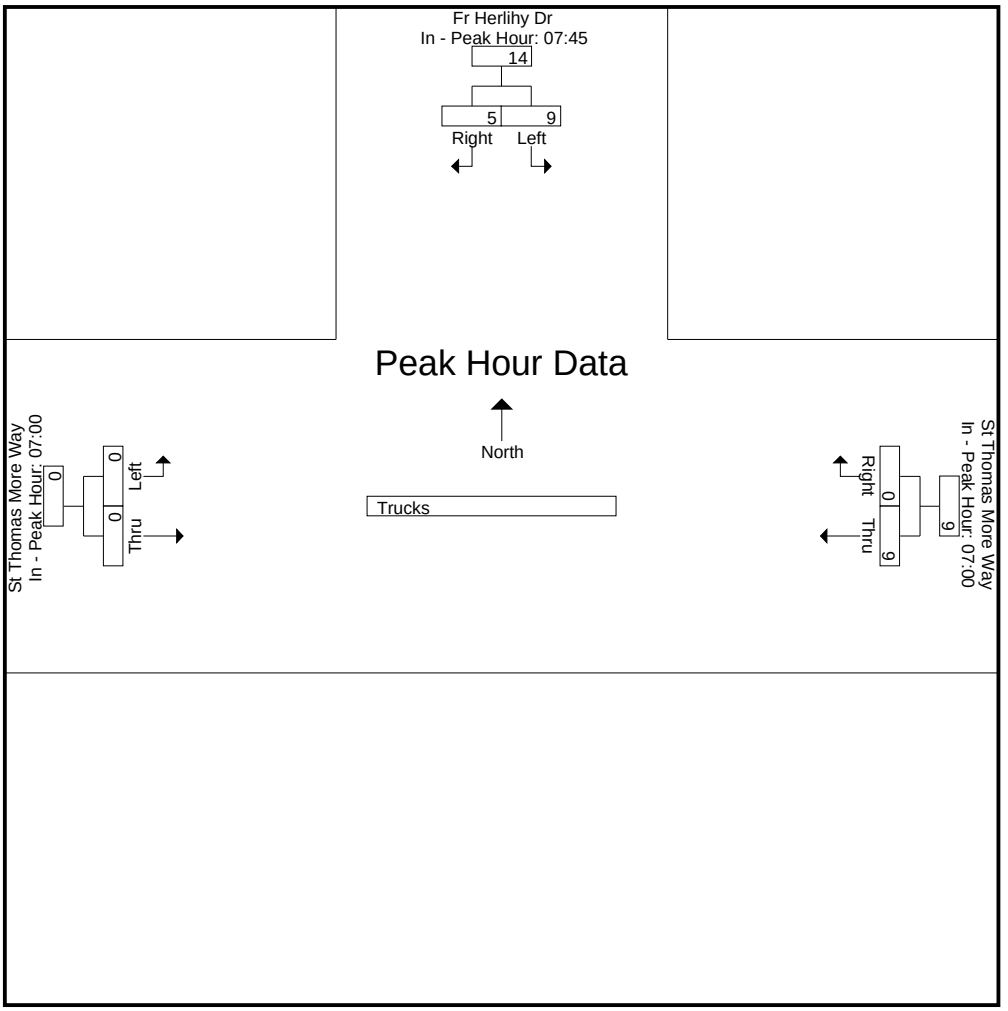


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45			07:00			07:00		
+0 mins.	0	0	0	5	0	5	0	0	0
+15 mins.	4	1	5	4	0	4	0	0	0
+30 mins.	2	2	4	0	0	0	0	0	0
+45 mins.	3	2	5	0	0	0	0	0	0
Total Volume	9	5	14	9	0	9	0	0	0
% App. Total	64.3	35.7		100	0		0	0	
PHF	.563	.625	.700	.450	.000	.450	.000	.000	.000

Accurate Counts
978-664-2565

File Name : 39000019
Site Code : 39000019
Start Date : 3/25/2008
Page No : 3



N/S Street : Father Herlihy Drive
E/W Street: St. Thomas More Way
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000019
Site Code : 39000019
Start Date : 3/25/2008
Page No : 1

Groups Printed- Cars - Trucks

	Fr Herlihy Dr From North			St Thomas More Way From East			St Thomas More Way From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	22	25	4	43	0	3	0	16	9	16	106	122
16:15	18	25	6	57	0	0	0	7	14	20	107	127
16:30	9	16	1	23	0	2	0	10	19	22	58	80
16:45	15	16	5	37	0	4	0	6	19	28	74	102
Total	64	82	16	160	0	9	0	39	61	86	345	431
17:00	13	17	0	29	0	5	0	13	10	15	72	87
17:15	14	9	1	32	0	7	0	5	25	33	60	93
17:30	14	23	1	31	0	2	0	5	10	13	73	86
17:45	15	15	0	47	0	1	0	6	7	8	83	91
Total	56	64	2	139	0	15	0	29	52	69	288	357
Grand Total	120	146	18	299	0	24	0	68	113	155	633	788
Apprch %	45.1	54.9		100	0		0	100				
Total %	19	23.1		47.2	0		0	10.7		19.7	80.3	
Cars	103	142		280	0		0	66		0	0	746
% Cars	85.8	97.3	100	93.6	0	100	0	97.1	100	0	0	94.7
Trucks	17	4		19	0		0	2		0	0	42
% Trucks	14.2	2.7	0	6.4	0	0	0	2.9	0	0	0	5.3

	Fr Herlihy Dr From North			St Thomas More Way From East			St Thomas More Way From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	22	25	47	43	0	43	0	16	16	106
16:15	18	25	43	57	0	57	0	7	7	107
16:30	9	16	25	23	0	23	0	10	10	58
16:45	15	16	31	37	0	37	0	6	6	74
Total Volume	64	82	146	160	0	160	0	39	39	345
% App. Total	43.8	56.2		100	0		0	100		
PHF	.727	.820	.777	.702	.000	.702	.000	.609	.609	.806
Cars	54	79	133	152	0	152	0	39	39	324
% Cars	84.4	96.3	91.1	95.0	0	95.0	0	100	100	93.9
Trucks	10	3	13	8	0	8	0	0	0	21
% Trucks	15.6	3.7	8.9	5.0	0	5.0	0	0	0	6.1

Accurate Counts
978-664-2565

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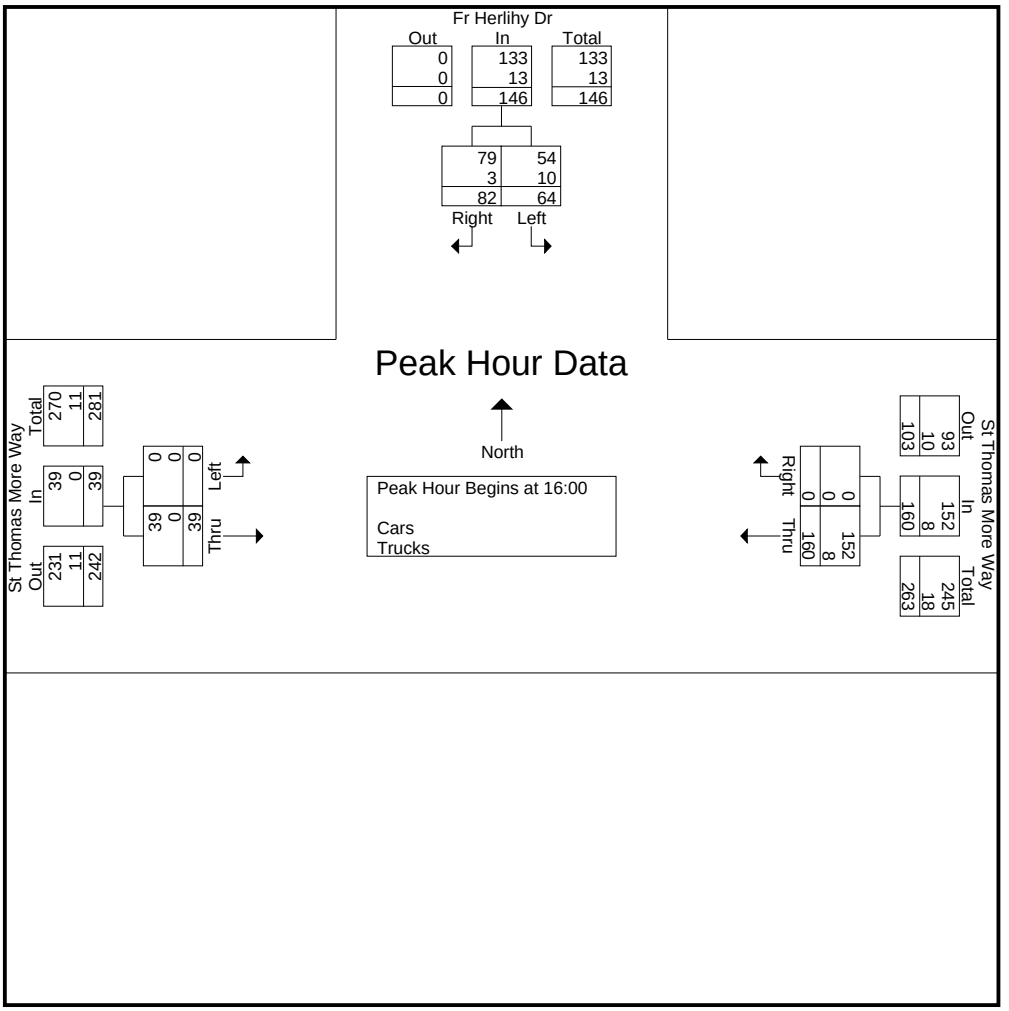

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00			16:00			16:00		
+0 mins.	22	25	47	43	0	43	0	16	16
+15 mins.	18	25	43	57	0	57	0	7	7
+30 mins.	9	16	25	23	0	23	0	10	10
+45 mins.	15	16	31	37	0	37	0	6	6
Total Volume	64	82	146	160	0	160	0	39	39
% App. Total	43.8	56.2		100	0		0	100	
PHF	.727	.820	.777	.702	.000	.702	.000	.609	.609
Cars	54	79	133	152	0	152	0	39	39
% Cars	84.4	96.3	91.1	95	0	95	0	100	100
Trucks	10	3	13	8	0	8	0	0	0
% Trucks	15.6	3.7	8.9	5	0	5	0	0	0

Accurate Counts
978-664-2565

File Name : 39000019
Site Code : 39000019
Start Date : 3/25/2008
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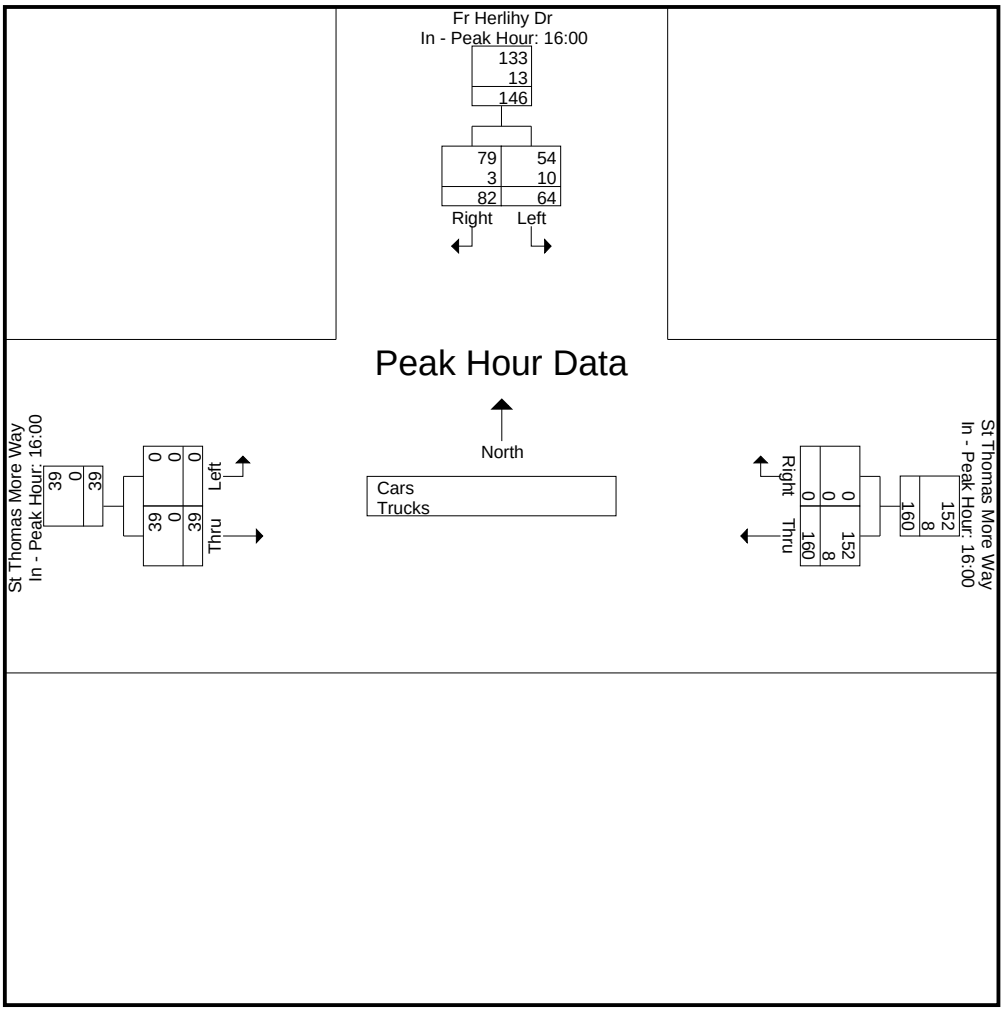

N/S Street : Father Herlihy Drive
E/W Street: St. Thomas More Way
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000019
Site Code : 39000019
Start Date : 3/25/2008
Page No : 1

Groups Printed- Cars

	Fr Herlihy Dr From North			St Thomas More Way From East			St Thomas More Way From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	19	23	4	41	0	3	0	16	9	16	99	115
16:15	15	24	6	56	0	0	0	7	14	20	102	122
16:30	7	16	1	22	0	2	0	10	19	22	55	77
16:45	13	16	5	33	0	4	0	6	19	28	68	96
Total	54	79	16	152	0	9	0	39	61	86	324	410
17:00	11	16	0	24	0	5	0	12	10	15	63	78
17:15	12	9	1	30	0	7	0	5	25	33	56	89
17:30	12	23	1	28	0	2	0	4	10	13	67	80
17:45	14	15	0	46	0	1	0	6	7	8	81	89
Total	49	63	2	128	0	15	0	27	52	69	267	336
Grand Total	103	142	18	280	0	24	0	66	113	155	591	746
Apprch %	42	58		100	0		0	100				
Total %	17.4	24		47.4	0		0	11.2		20.8	79.2	

	Fr Herlihy Dr From North			St Thomas More Way From East			St Thomas More Way From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	19	23	42	41	0	41	0	16	16	99
16:15	15	24	39	56	0	56	0	7	7	102
16:30	7	16	23	22	0	22	0	10	10	55
16:45	13	16	29	33	0	33	0	6	6	68
Total Volume	54	79	133	152	0	152	0	39	39	324
% App. Total	40.6	59.4		100	0		0	100		
PHF	.711	.823	.792	.679	.000	.679	.000	.609	.609	.794

Accurate Counts
978-664-2565

File Name : 39000019
Site Code : 39000019
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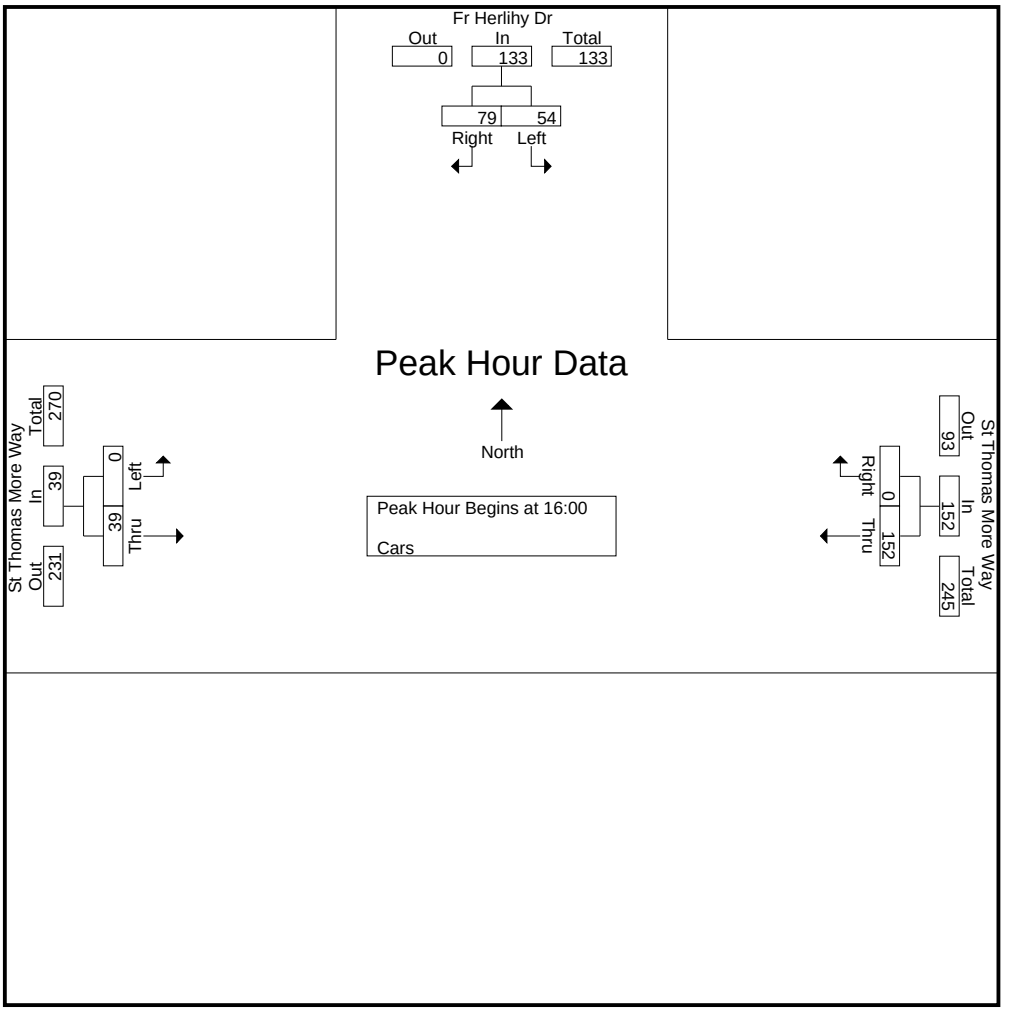

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00			16:00			16:00		
+0 mins.	19	23	42	41	0	41	0	16	16
+15 mins.	15	24	39	56	0	56	0	7	7
+30 mins.	7	16	23	22	0	22	0	10	10
+45 mins.	13	16	29	33	0	33	0	6	6
Total Volume	54	79	133	152	0	152	0	39	39
% App. Total	40.6	59.4		100	0		0	100	
PHF	.711	.823	.792	.679	.000	.679	.000	.609	.609

Accurate Counts
978-664-2565

File Name : 39000019
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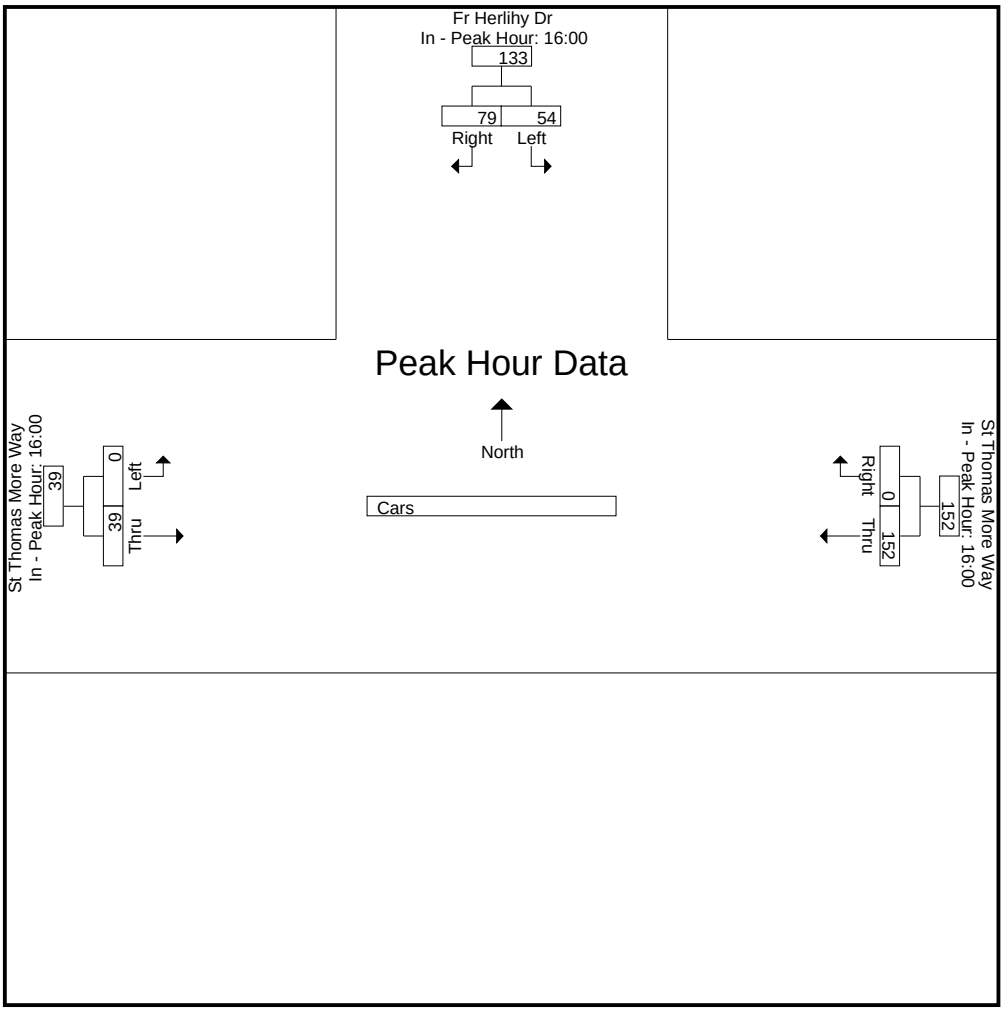
Start Date : 3/25/2008
Page No : 3



N/S Street : Father Herlihy Drive
E/W Street: St. Thomas More Way
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000019
Site Code : 39000019
Start Date : 3/25/2008
Page No : 1

Groups Printed- Trucks

	Fr Herlihy Dr From North			St Thomas More Way From East			St Thomas More Way From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	3	2	0	2	0	0	0	0	0	0	7	7
16:15	3	1	0	1	0	0	0	0	0	0	5	5
16:30	2	0	0	1	0	0	0	0	0	0	3	3
16:45	2	0	0	4	0	0	0	0	0	0	6	6
Total	10	3	0	8	0	0	0	0	0	0	21	21
17:00	2	1	0	5	0	0	0	1	0	0	9	9
17:15	2	0	0	2	0	0	0	0	0	0	4	4
17:30	2	0	0	3	0	0	0	1	0	0	6	6
17:45	1	0	0	1	0	0	0	0	0	0	2	2
Total	7	1	0	11	0	0	0	2	0	0	21	21
Grand Total	17	4	0	19	0	0	0	2	0	0	42	42
Apprch %	81	19		100	0		0	100				
Total %	40.5	9.5		45.2	0		0	4.8		0	100	

	Fr Herlihy Dr From North			St Thomas More Way From East			St Thomas More Way From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:45										
16:45	2	0	2	4	0	4	0	0	0	6
17:00	2	1	3	5	0	5	0	1	1	9
17:15	2	0	2	2	0	2	0	0	0	4
17:30	2	0	2	3	0	3	0	1	1	6
Total Volume	8	1	9	14	0	14	0	2	2	25
% App. Total	88.9	11.1		100	0		0	100		
PHF	1.000	.250	.750	.700	.000	.700	.000	.500	.500	.694

Accurate Counts
978-664-2565

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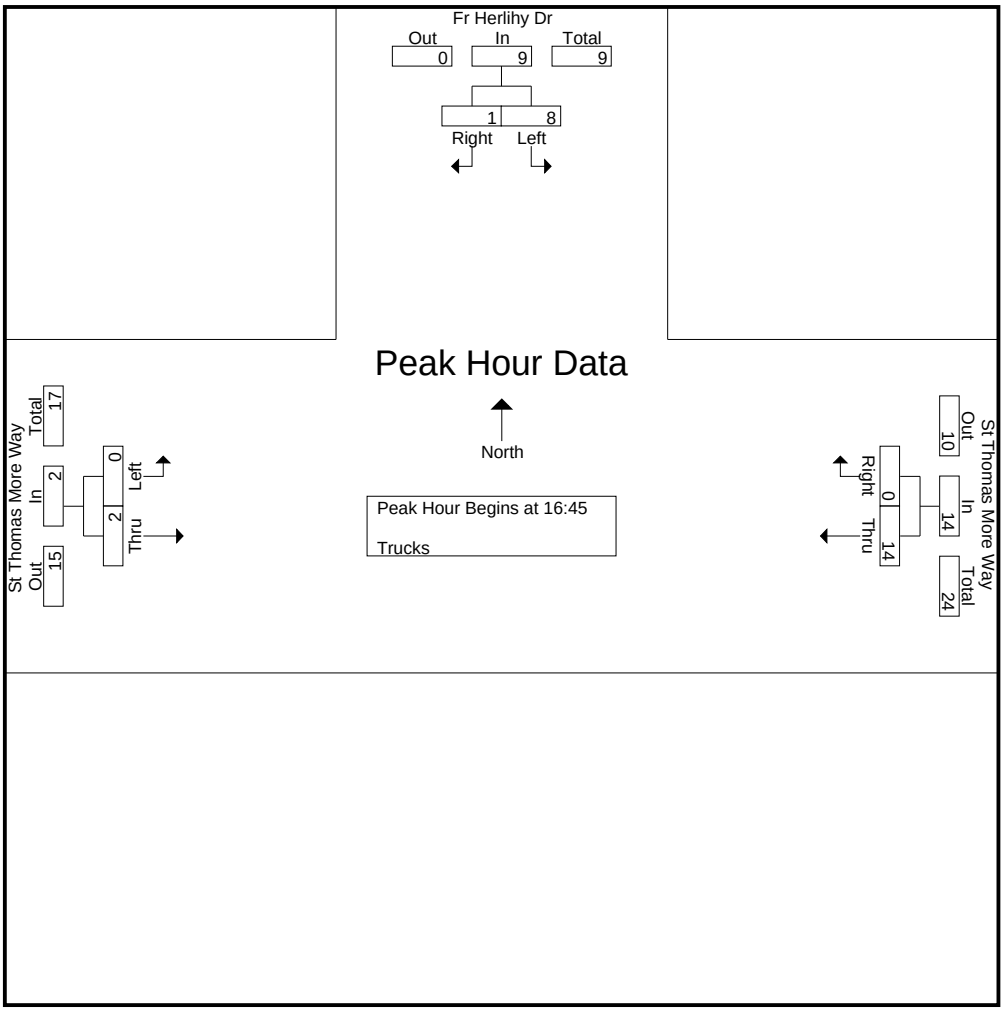

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00			16:45			16:45		
+0 mins.	3	2	5	4	0	4	0	0	0
+15 mins.	3	1	4	5	0	5	0	1	1
+30 mins.	2	0	2	2	0	2	0	0	0
+45 mins.	2	0	2	3	0	3	0	1	1
Total Volume	10	3	13	14	0	14	0	2	2
% App. Total	76.9	23.1		100	0		0	100	
PHF	.833	.375	.650	.700	.000	.700	.000	.500	.500

Accurate Counts
978-664-2565

File Name : 39000019
Site Code : 39000019
Start Date : 3/25/2008
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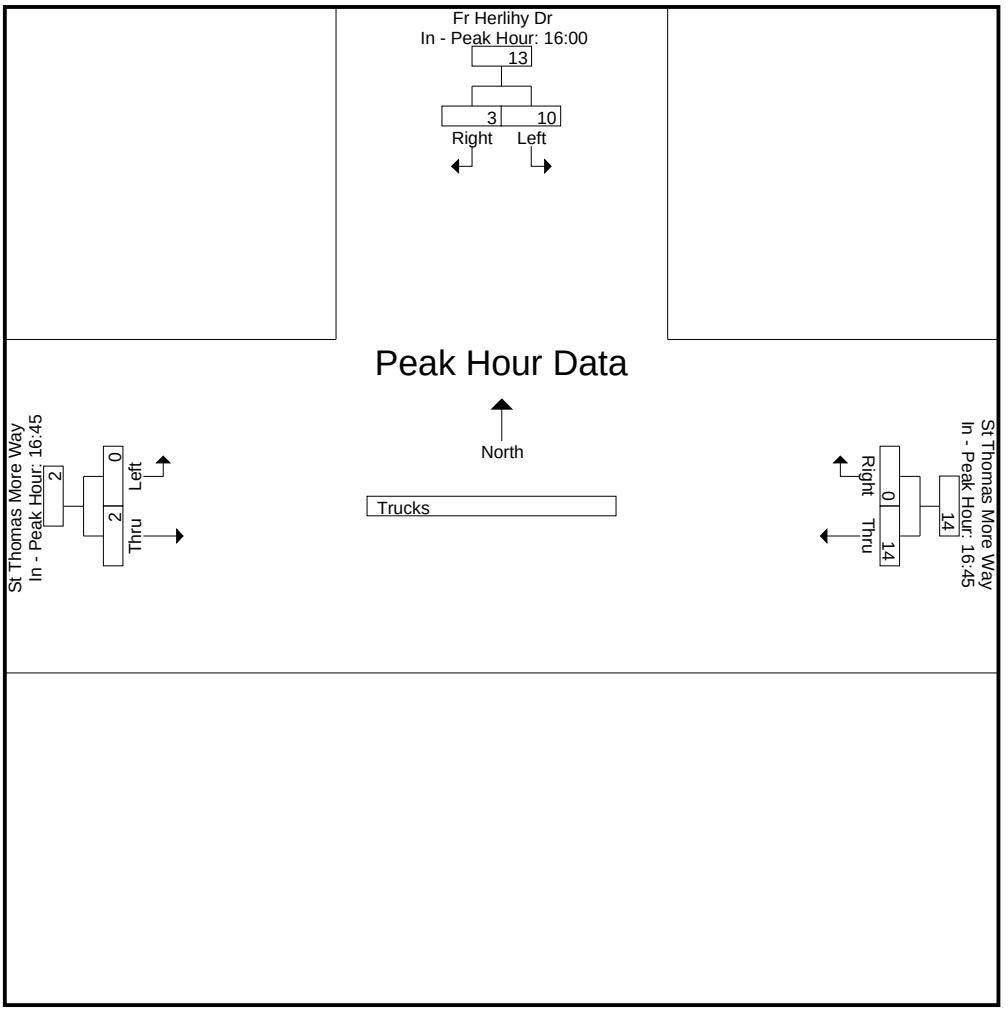


N/S Street : Lake Street
E/W Street: Knowles Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 1

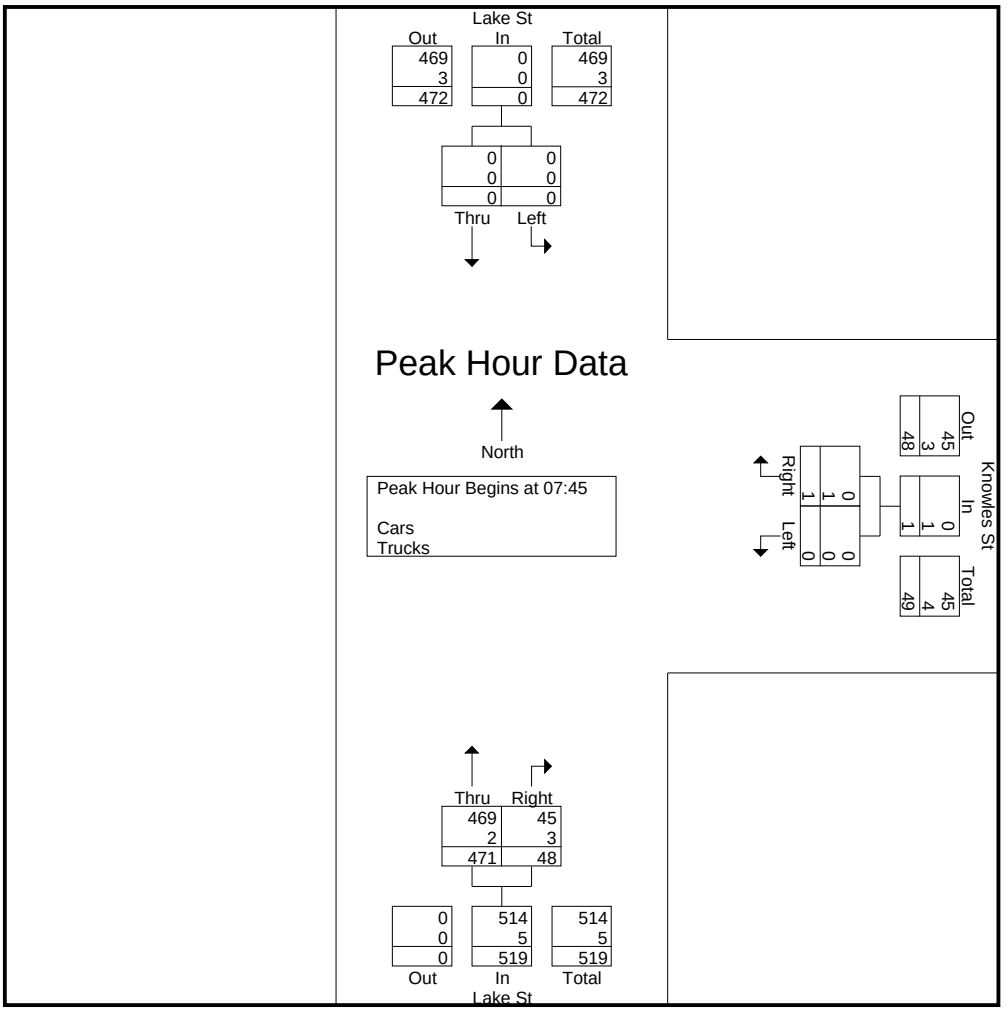
Groups Printed- Cars - Trucks

	Lake St From North			Knowles St From East			Lake St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	4	72	5	0	4	77	81
07:15	0	0	0	0	0	4	101	13	0	4	114	118
07:30	0	0	0	0	0	5	83	7	0	5	90	95
07:45	0	0	0	0	0	6	120	11	0	6	131	137
Total	0	0	0	0	0	19	376	36	0	19	412	431
08:00	0	0	0	0	0	8	115	12	0	8	127	135
08:15	0	0	0	0	0	18	113	15	0	18	128	146
08:30	0	0	0	0	1	14	123	10	0	14	134	148
08:45	0	0	0	0	0	8	99	13	0	8	112	120
Total	0	0	0	0	1	48	450	50	0	48	501	549
Grand Total	0	0	0	0	1	67	826	86	0	67	913	980
Apprch %	0	0		0	100		90.6	9.4				
Total %	0	0		0	0.1		90.5	9.4		6.8	93.2	
Cars	0	0		0	0		820	81		0	0	968
% Cars	0	0	0	0	0	100	99.3	94.2	0	0	0	98.8
Trucks	0	0		0	1		6	5		0	0	12
% Trucks	0	0	0	0	100	0	0.7	5.8	0	0	0	1.2

	Lake St From North			Knowles St From East			Lake St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45										
07:45	0	0	0	0	0	0	120	11	131	131
08:00	0	0	0	0	0	0	115	12	127	127
08:15	0	0	0	0	0	0	113	15	128	128
08:30	0	0	0	0	1	1	123	10	133	134
Total Volume	0	0	0	0	1	1	471	48	519	520
% App. Total	0	0		0	100		90.8	9.2		
PHF	.000	.000	.000	.000	.250	.250	.957	.800	.976	.970
Cars	0	0	0	0	0	0	469	45	514	514
% Cars	0	0	0	0	0	0	99.6	93.8	99.0	98.8
Trucks	0	0	0	0	1	1	2	3	5	6
% Trucks	0	0	0	0	100	100	0.4	6.3	1.0	1.2

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 2

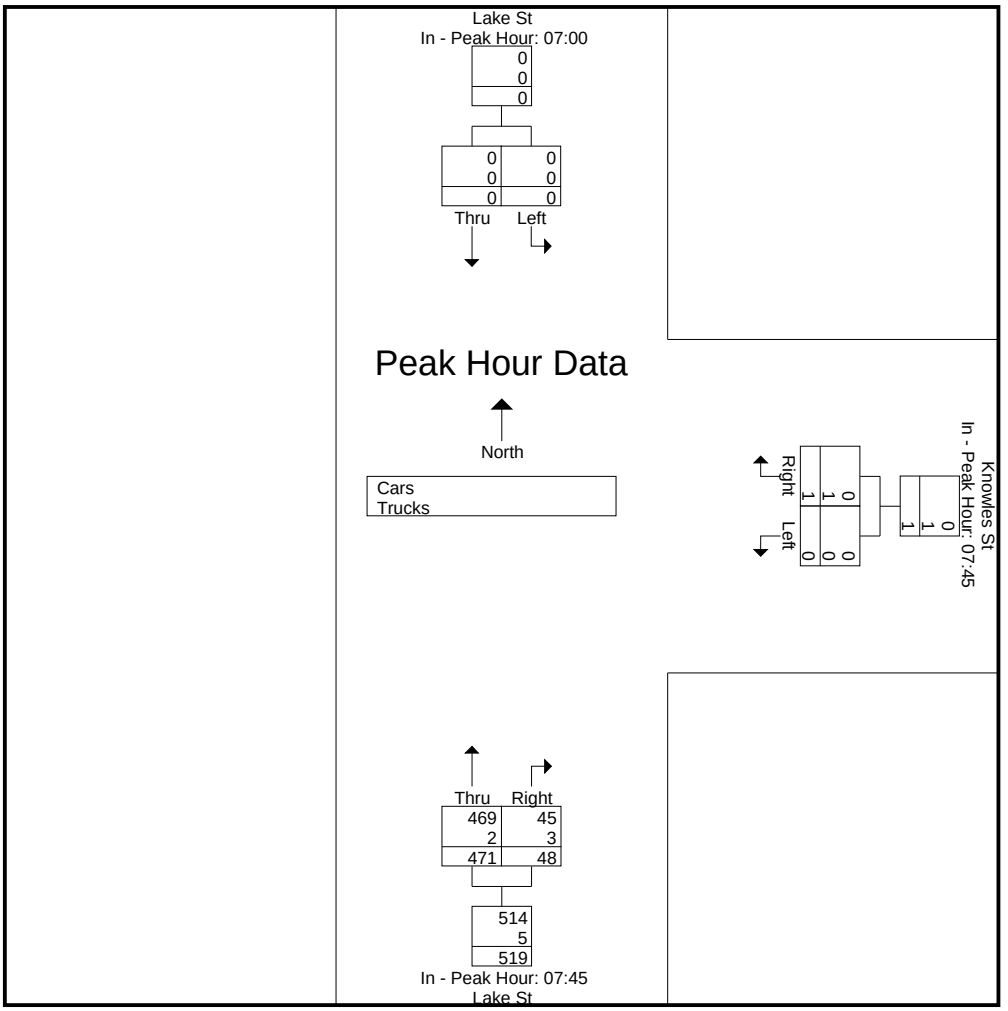


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00			07:45			07:45		
+0 mins.	0	0	0	0	0	0	120	11	131
+15 mins.	0	0	0	0	0	0	115	12	127
+30 mins.	0	0	0	0	0	0	113	15	128
+45 mins.	0	0	0	0	1	1	123	10	133
Total Volume	0	0	0	0	1	1	471	48	519
% App. Total	0	0		0	100		90.8	9.2	
PHF	.000	.000	.000	.000	.250	.250	.957	.800	.976
Cars	0	0	0	0	0	0	469	45	514
% Cars	0	0	0	0	0	0	99.6	93.8	99
Trucks	0	0	0	0	1	1	2	3	5
% Trucks	0	0	0	0	100	100	0.4	6.2	1

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 3



N/S Street : Lake Street
E/W Street: Knowles Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 1

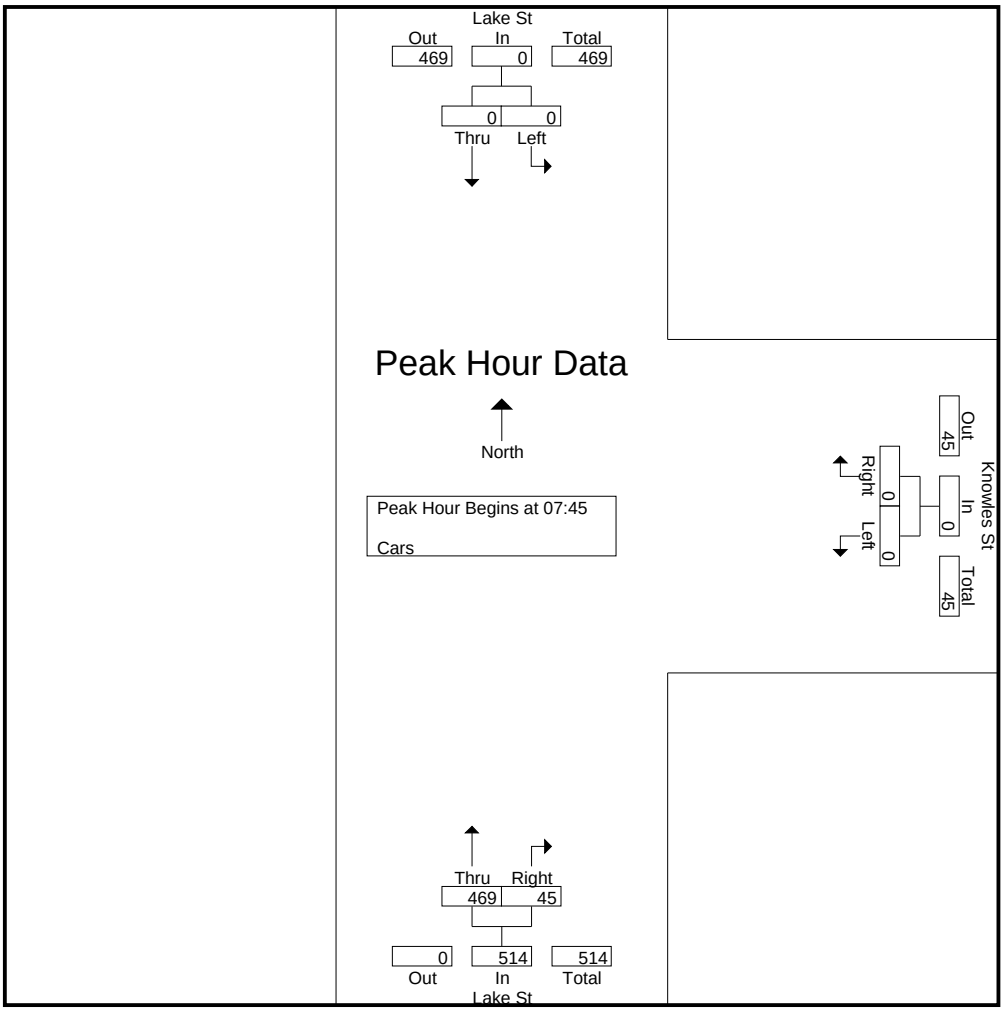
Groups Printed- Cars

	Lake St From North			Knowles St From East			Lake St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	4	70	5	0	4	75	79
07:15	0	0	0	0	0	4	99	13	0	4	112	116
07:30	0	0	0	0	0	5	83	6	0	5	89	94
07:45	0	0	0	0	0	6	120	10	0	6	130	136
Total	0	0	0	0	0	19	372	34	0	19	406	425
08:00	0	0	0	0	0	8	114	11	0	8	125	133
08:15	0	0	0	0	0	18	112	15	0	18	127	145
08:30	0	0	0	0	0	14	123	9	0	14	132	146
08:45	0	0	0	0	0	8	99	12	0	8	111	119
Total	0	0	0	0	0	48	448	47	0	48	495	543
Grand Total	0	0	0	0	0	67	820	81	0	67	901	968
Apprch %	0	0		0	0		91	9				
Total %	0	0		0	0		91	9		6.9	93.1	

	Lake St From North			Knowles St From East			Lake St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45										
07:45	0	0	0	0	0	0	120	10	130	130
08:00	0	0	0	0	0	0	114	11	125	125
08:15	0	0	0	0	0	0	112	15	127	127
08:30	0	0	0	0	0	0	123	9	132	132
Total Volume	0	0	0	0	0	0	469	45	514	514
% App. Total	0	0		0	0		91.2	8.8		
PHF	.000	.000	.000	.000	.000	.000	.953	.750	.973	.973

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 2

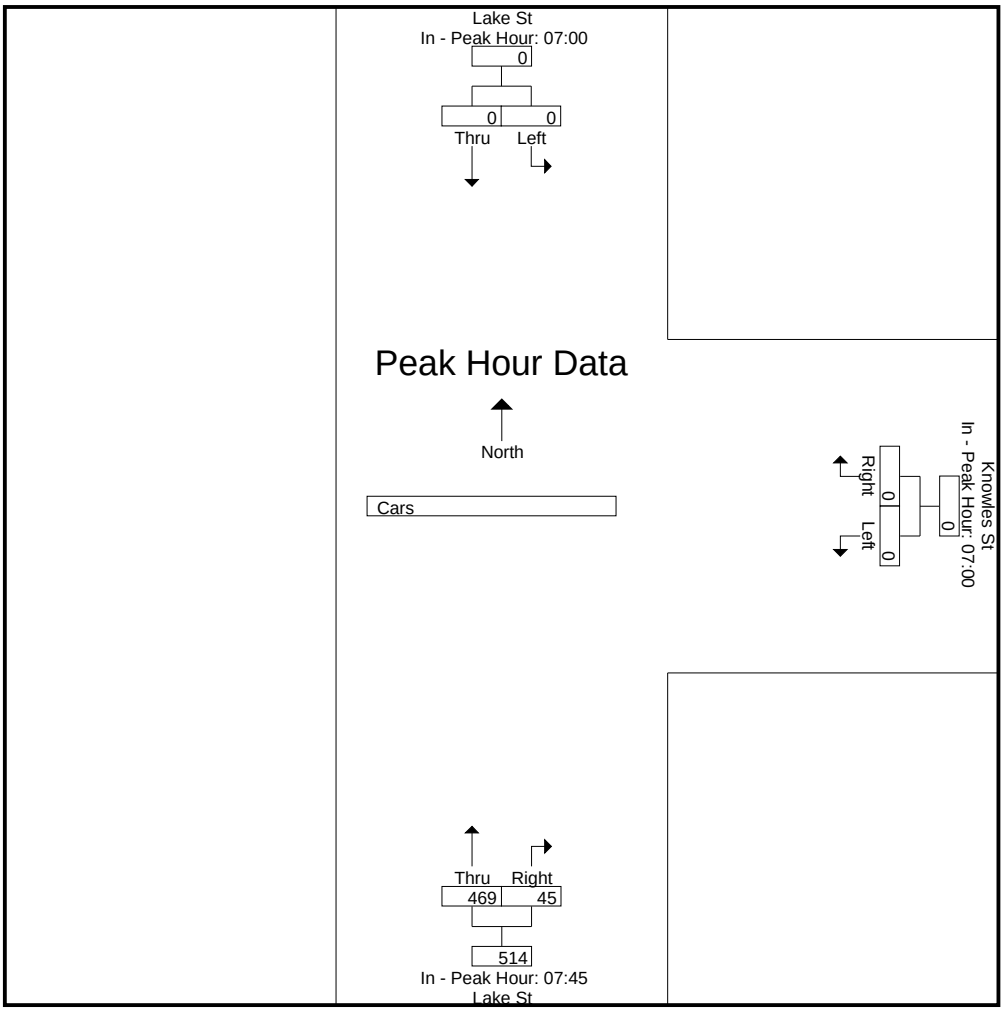


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00			07:00			07:45		
+0 mins.	0	0	0	0	0	0	120	10	130
+15 mins.	0	0	0	0	0	0	114	11	125
+30 mins.	0	0	0	0	0	0	112	15	127
+45 mins.	0	0	0	0	0	0	123	9	132
Total Volume	0	0	0	0	0	0	469	45	514
% App. Total	0	0		0	0		91.2	8.8	
PHF	.000	.000	.000	.000	.000	.000	.953	.750	.973

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 3



N/S Street : Lake Street
E/W Street: Knowles Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 1

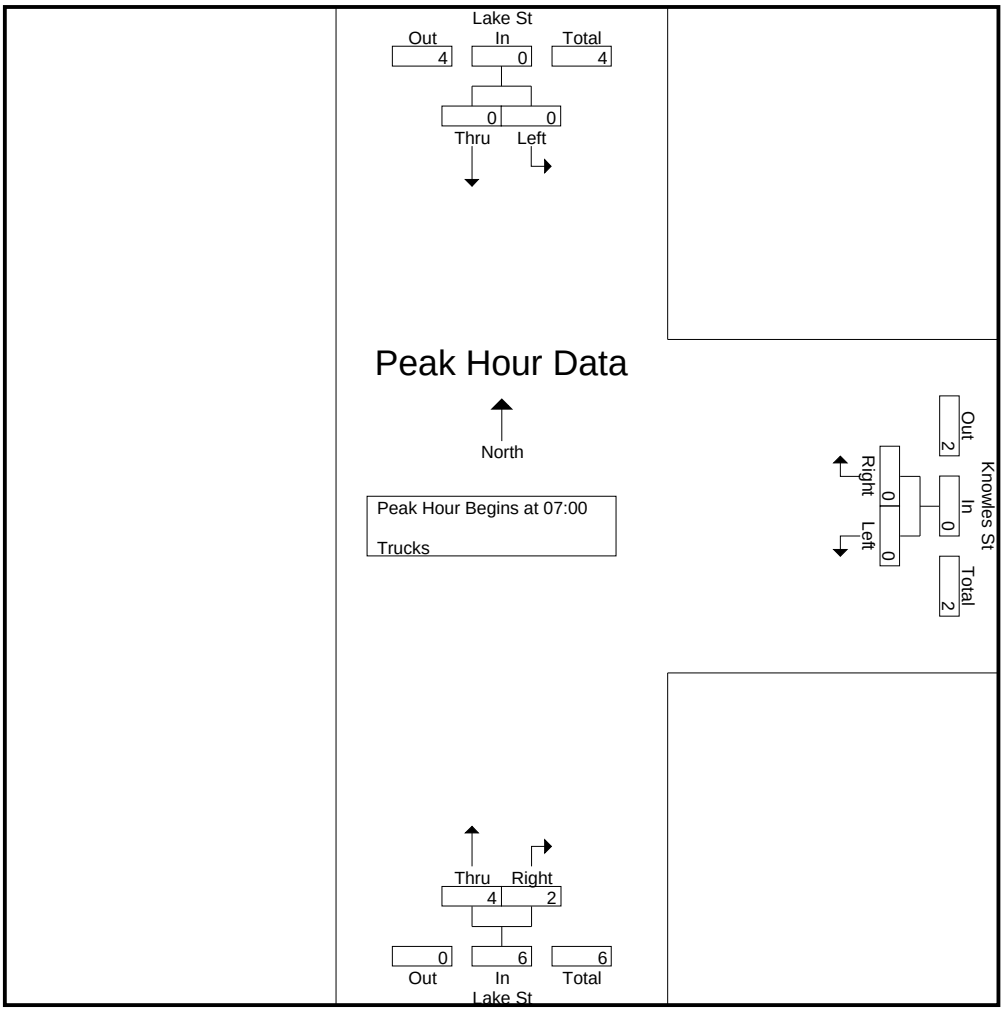
Groups Printed- Trucks

	Lake St From North			Knowles St From East			Lake St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	2	0	0	0	2	2
07:15	0	0	0	0	0	0	2	0	0	0	2	2
07:30	0	0	0	0	0	0	0	1	0	0	1	1
07:45	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	4	2	0	0	6	6
08:00	0	0	0	0	0	0	1	1	0	0	2	2
08:15	0	0	0	0	0	0	1	0	0	0	1	1
08:30	0	0	0	0	1	0	0	1	0	0	2	2
08:45	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	1	0	2	3	0	0	6	6
Grand Total	0	0	0	0	1	0	6	5	0	0	12	12
Apprch %	0	0		0	100		54.5	45.5				
Total %	0	0		0	8.3		50	41.7		0	100	

	Lake St From North			Knowles St From East			Lake St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00										
07:00	0	0	0	0	0	0	2	0	2	2
07:15	0	0	0	0	0	0	2	0	2	2
07:30	0	0	0	0	0	0	0	1	1	1
07:45	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	4	2	6	6
% App. Total	0	0		0	0		66.7	33.3		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.750	.750

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 2



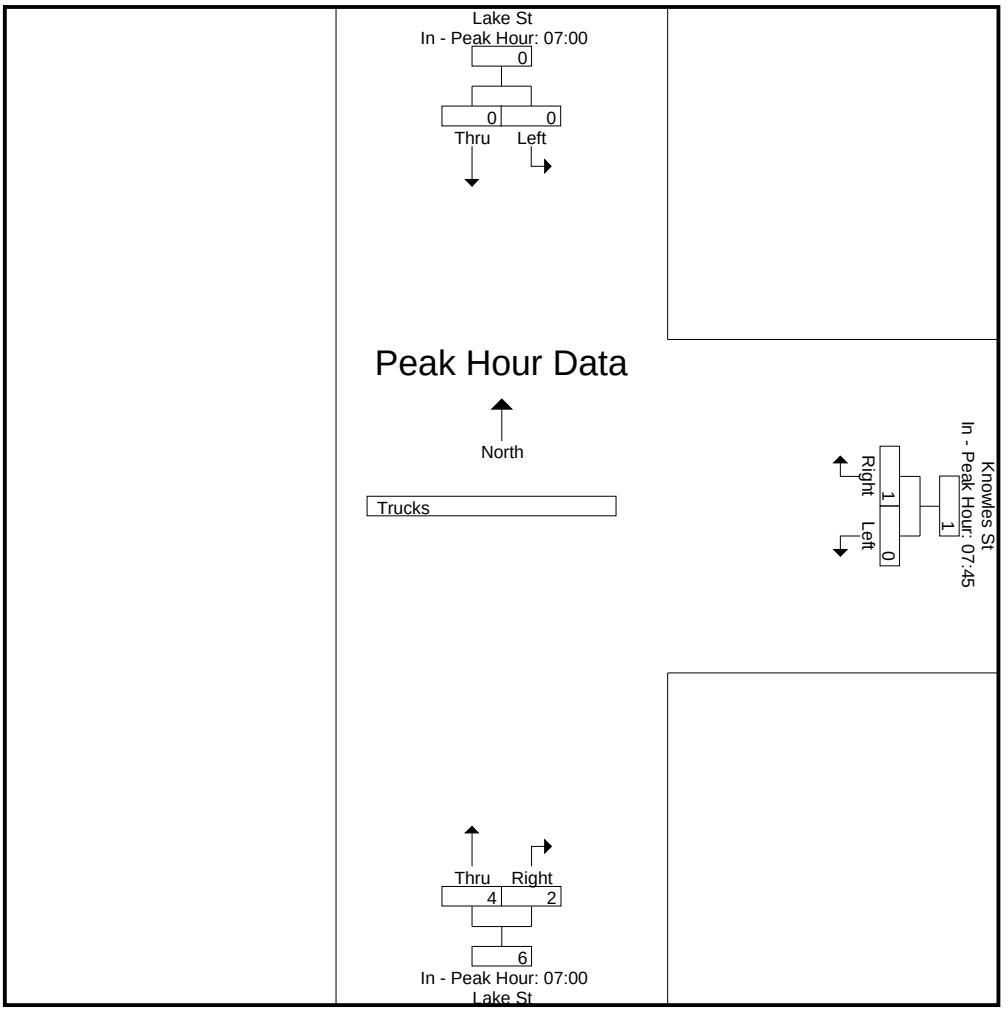
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00			07:45			07:00		
+0 mins.	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	1	1	0	1	1
Total Volume	0	0	0	0	1	1	4	2	6
% App. Total	0	0		0	100		66.7	33.3	
PHF	.000	.000	.000	.000	.250	.250	.500	.500	.750

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 3



N/S Street : Lake Street
E/W Street: Knowles Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 1

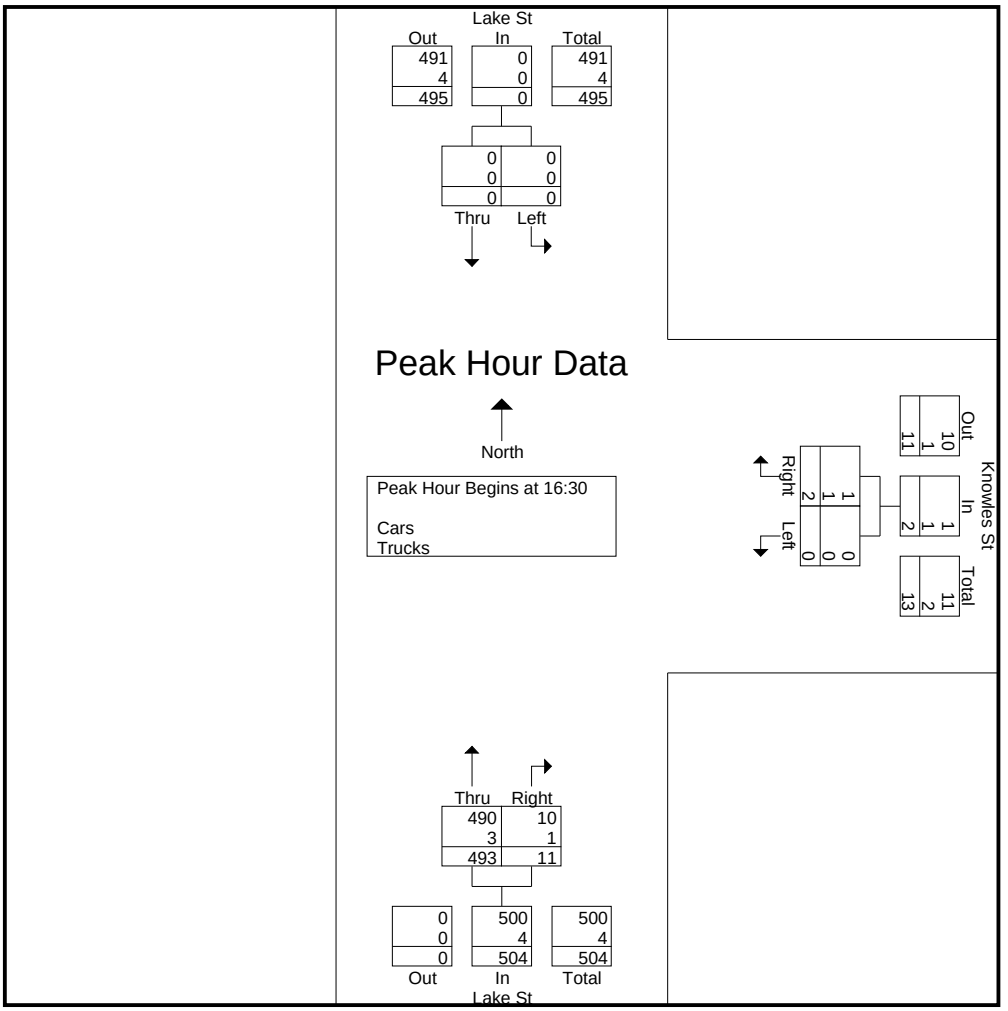
Groups Printed- Cars - Trucks

	Lake St From North			Knowles St From East			Lake St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	2	15	114	4	0	15	120	135
16:15	0	0	0	0	1	18	116	7	0	18	124	142
16:30	0	0	0	0	2	13	119	4	0	13	125	138
16:45	0	0	0	0	0	20	116	3	0	20	119	139
Total	0	0	0	0	5	66	465	18	0	66	488	554
17:00	0	0	0	0	0	13	108	1	0	13	109	122
17:15	0	0	0	0	0	22	150	3	0	22	153	175
17:30	0	0	0	0	0	39	110	2	0	39	112	151
17:45	0	0	0	0	0	13	109	0	0	13	109	122
Total	0	0	0	0	0	87	477	6	0	87	483	570
Grand Total	0	0	0	0	5	153	942	24	0	153	971	1124
Apprch %	0	0		0	100		97.5	2.5				
Total %	0	0		0	0.5		97	2.5		13.6	86.4	
Cars	0	0		0	4		936	23		0	0	1116
% Cars	0	0	0	0	80	100	99.4	95.8	0	0	0	99.3
Trucks	0	0		0	1		6	1		0	0	8
% Trucks	0	0	0	0	20	0	0.6	4.2	0	0	0	0.7

	Lake St From North			Knowles St From East			Lake St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:30										
16:30	0	0	0	0	2	2	119	4	123	125
16:45	0	0	0	0	0	0	116	3	119	119
17:00	0	0	0	0	0	0	108	1	109	109
17:15	0	0	0	0	0	0	150	3	153	153
Total Volume	0	0	0	0	2	2	493	11	504	506
% App. Total	0	0		0	100		97.8	2.2		
PHF	.000	.000	.000	.000	.250	.250	.822	.688	.824	.827
Cars	0	0	0	0	1	1	490	10	500	501
% Cars	0	0	0	0	50.0	50.0	99.4	90.9	99.2	99.0
Trucks	0	0	0	0	1	1	3	1	4	5
% Trucks	0	0	0	0	50.0	50.0	0.6	9.1	0.8	1.0

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 2

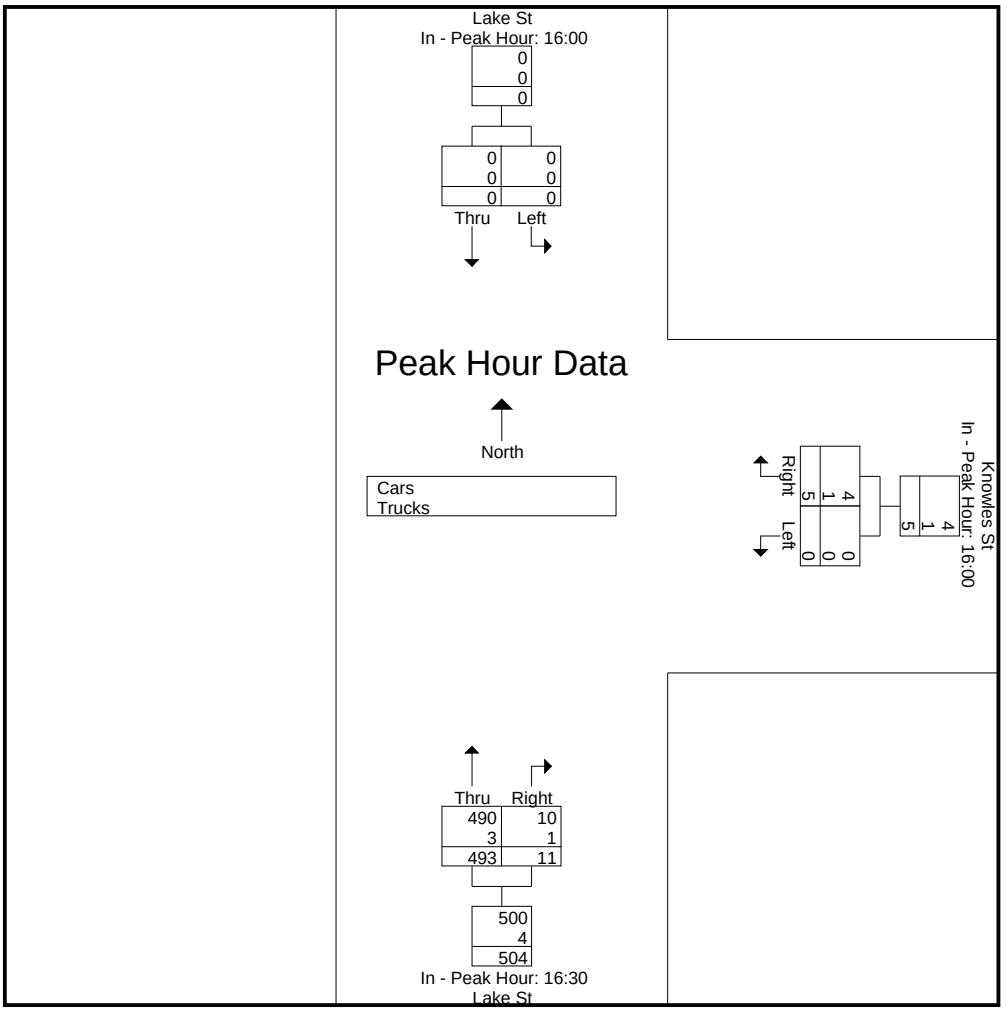


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00			16:00			16:30		
+0 mins.	0	0	0	0	2	2	119	4	123
+15 mins.	0	0	0	0	1	1	116	3	119
+30 mins.	0	0	0	0	2	2	108	1	109
+45 mins.	0	0	0	0	0	0	150	3	153
Total Volume	0	0	0	0	5	5	493	11	504
% App. Total	0	0		0	100		97.8	2.2	
PHF	.000	.000	.000	.000	.625	.625	.822	.688	.824
Cars	0	0	0	0	4	4	490	10	500
% Cars	0	0	0	0	80	80	99.4	90.9	99.2
Trucks	0	0	0	0	1	1	3	1	4
% Trucks	0	0	0	0	20	20	0.6	9.1	0.8

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 3



N/S Street : Lake Street
E/W Street: Knowles Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 1

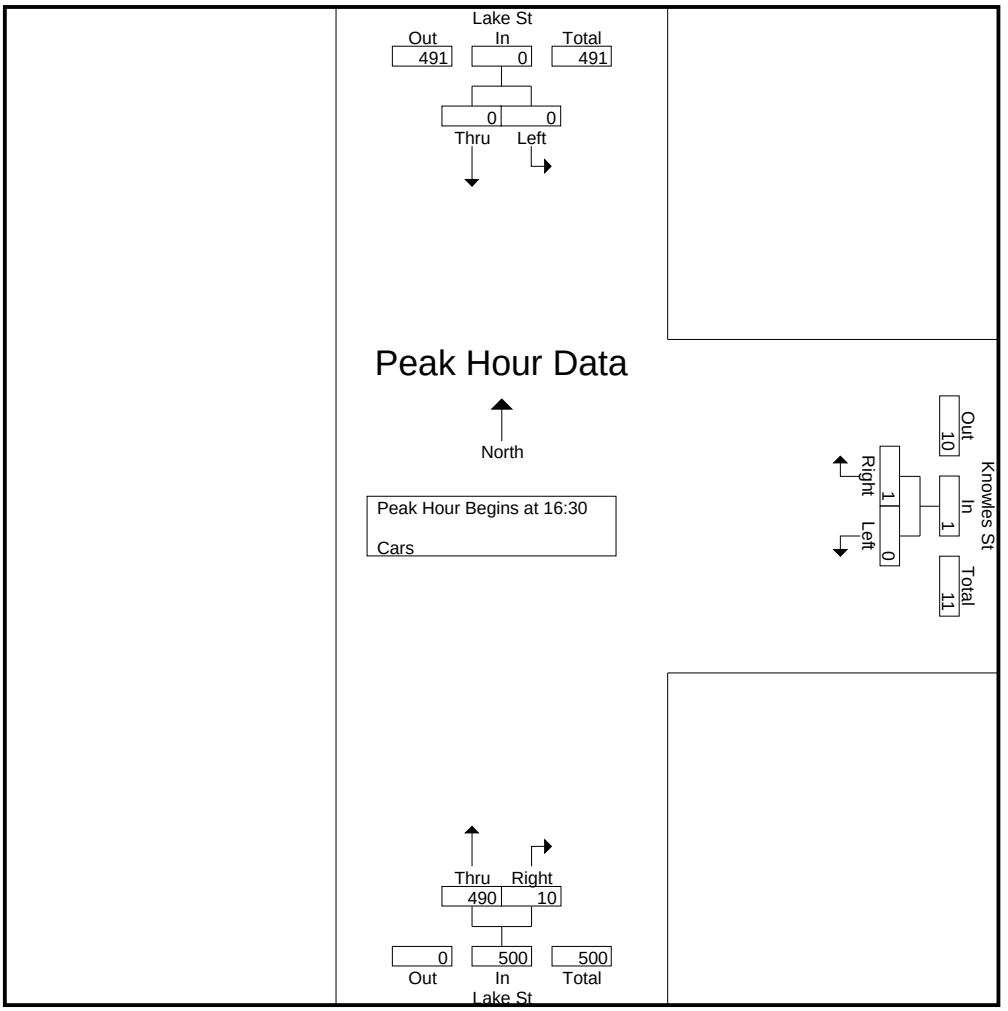
Groups Printed- Cars

	Lake St From North			Knowles St From East			Lake St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	2	15	113	4	0	15	119	134
16:15	0	0	0	0	1	18	114	7	0	18	122	140
16:30	0	0	0	0	1	13	117	3	0	13	121	134
16:45	0	0	0	0	0	20	116	3	0	20	119	139
Total	0	0	0	0	4	66	460	17	0	66	481	547
17:00	0	0	0	0	0	13	107	1	0	13	108	121
17:15	0	0	0	0	0	22	150	3	0	22	153	175
17:30	0	0	0	0	0	39	110	2	0	39	112	151
17:45	0	0	0	0	0	13	109	0	0	13	109	122
Total	0	0	0	0	0	87	476	6	0	87	482	569
Grand Total	0	0	0	0	4	153	936	23	0	153	963	1116
Apprch %	0	0		0	100		97.6	2.4				
Total %	0	0		0	0.4		97.2	2.4		13.7	86.3	

	Lake St From North			Knowles St From East			Lake St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:30										
16:30	0	0	0	0	1	1	117	3	120	121
16:45	0	0	0	0	0	0	116	3	119	119
17:00	0	0	0	0	0	0	107	1	108	108
17:15	0	0	0	0	0	0	150	3	153	153
Total Volume	0	0	0	0	1	1	490	10	500	501
% App. Total	0	0		0	100		98	2		
PHF	.000	.000	.000	.000	.250	.250	.817	.833	.817	.819

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 2

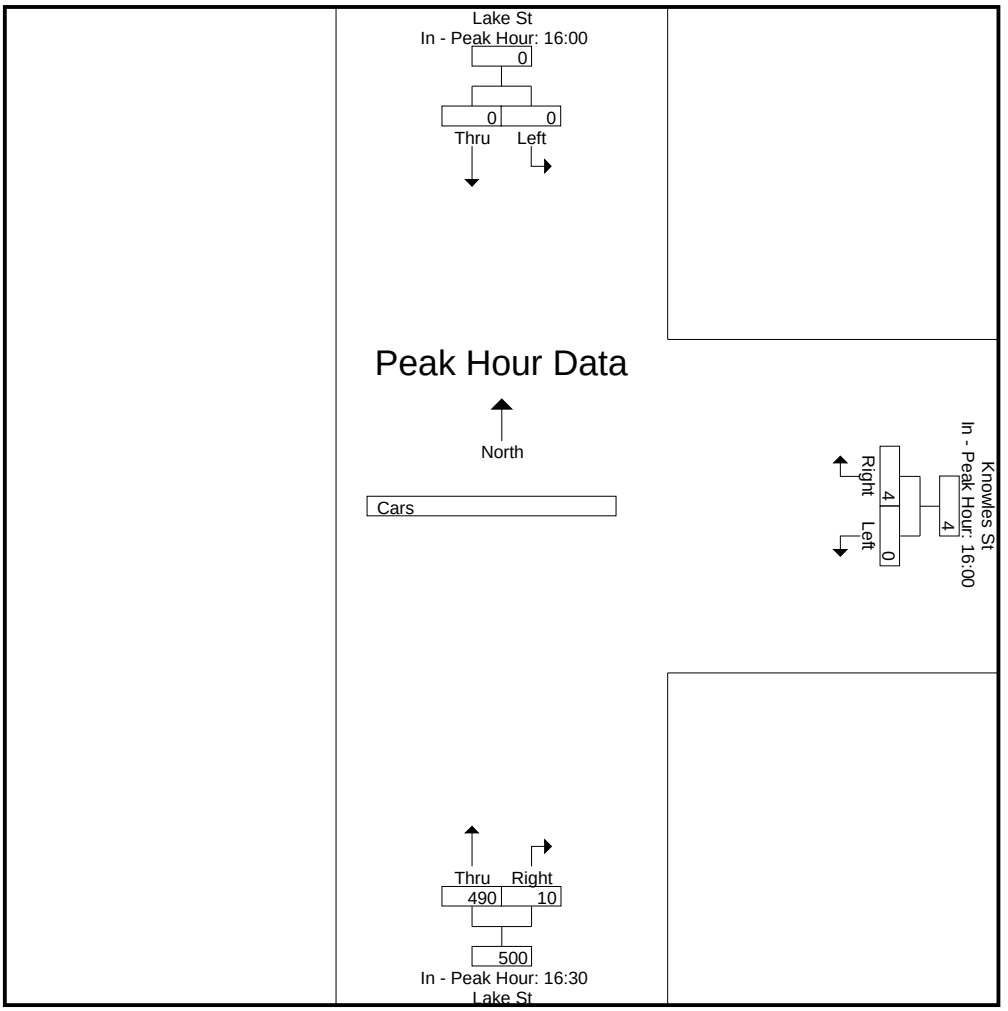


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00			16:00			16:30		
+0 mins.	0	0	0	0	2	2	117	3	120
+15 mins.	0	0	0	0	1	1	116	3	119
+30 mins.	0	0	0	0	1	1	107	1	108
+45 mins.	0	0	0	0	0	0	150	3	153
Total Volume	0	0	0	0	4	4	490	10	500
% App. Total	0	0		0	100		98	2	
PHF	.000	.000	.000	.000	.500	.500	.817	.833	.817

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 3



N/S Street : Lake Street
E/W Street: Knowles Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 1

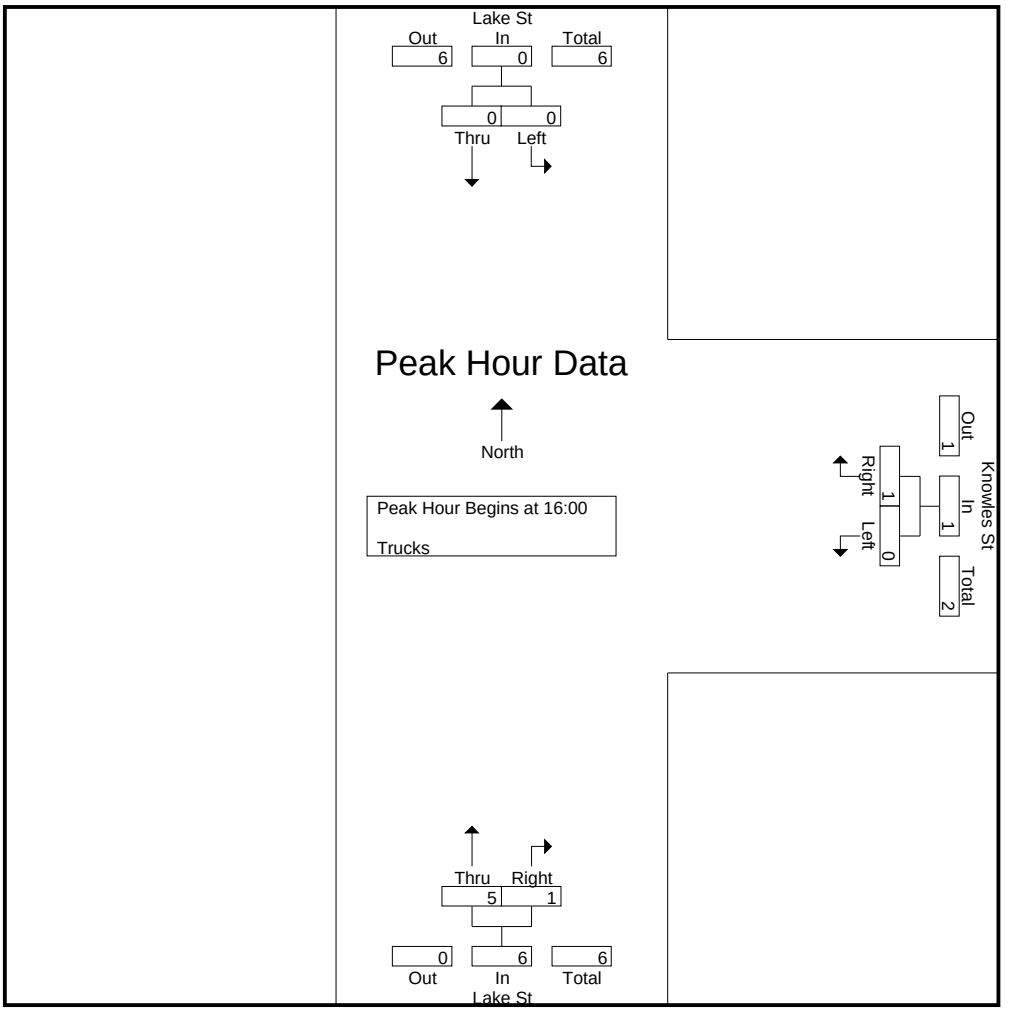
Groups Printed- Trucks

	Lake St From North			Knowles St From East			Lake St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	0	1	0	0	0	1	1
16:15	0	0	0	0	0	0	2	0	0	0	2	2
16:30	0	0	0	0	1	0	2	1	0	0	4	4
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	5	1	0	0	7	7
17:00	0	0	0	0	0	0	1	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	0	0	0	0	1	0	6	1	0	0	8	8
Apprch %	0	0		0	100		85.7	14.3				
Total %	0	0		0	12.5		75	12.5		0	100	

	Lake St From North			Knowles St From East			Lake St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	0	0	0	0	0	0	1	0	1	1
16:15	0	0	0	0	0	0	2	0	2	2
16:30	0	0	0	0	1	1	2	1	3	4
16:45	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	5	1	6	7
% App. Total	0	0		0	100		83.3	16.7		
PHF	.000	.000	.000	.000	.250	.250	.625	.250	.500	.438

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 2



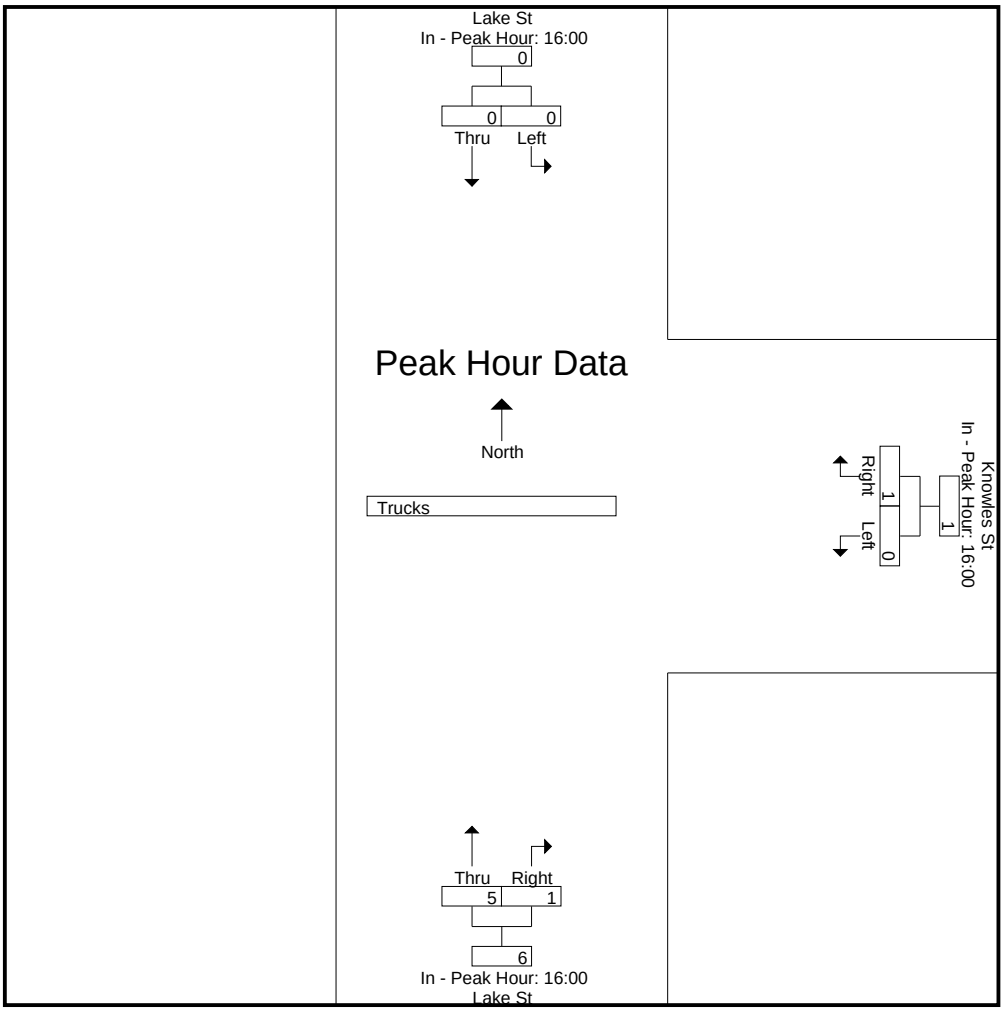
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00			16:00			16:00		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	1	1	2	1	3
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	5	1	6
% App. Total	0	0		0	100		83.3	16.7	
PHF	.000	.000	.000	.000	.250	.250	.625	.250	.500

Accurate Counts
978-664-2565

File Name : 39000020
Site Code : 39000020
Start Date : 3/25/2008
Page No : 3



N/S Street : BC Main Drive
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

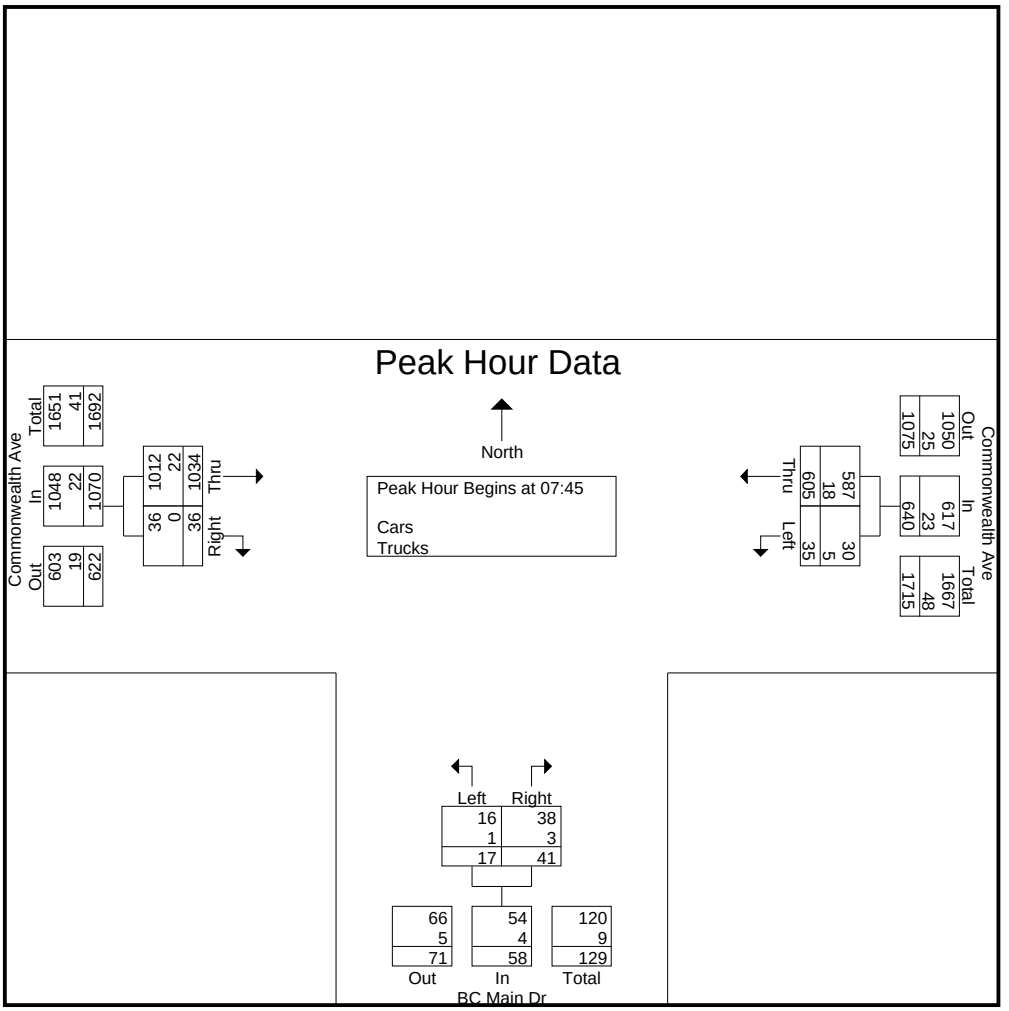
Accurate Counts
978-664-2565

File Name : 39000021
Site Code : 39000021
Start Date : 3/25/2008
Page No : 1

Groups Printed- Cars - Trucks

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	3	65	0	2	2	1	133	9	0	1	214	215
07:15	2	102	0	5	22	4	177	5	1	5	313	318
07:30	7	120	0	2	11	2	231	10	0	2	381	383
07:45	9	143	0	1	7	4	256	14	0	4	430	434
Total	21	430	0	10	42	11	797	38	1	12	1338	1350
08:00	8	163	0	1	5	3	260	7	0	3	444	447
08:15	7	155	0	2	8	4	267	8	0	4	447	451
08:30	11	144	0	13	21	9	251	7	0	9	447	456
08:45	8	143	0	2	14	5	252	10	1	6	429	435
Total	34	605	0	18	48	21	1030	32	1	22	1767	1789
Grand Total	55	1035	0	28	90	32	1827	70	2	34	3105	3139
Apprch %	5	95		23.7	76.3		96.3	3.7				
Total %	1.8	33.3		0.9	2.9		58.8	2.3		1.1	98.9	
Cars	50	1002		26	85		1785	69		0	0	3051
% Cars	90.9	96.8	0	92.9	94.4	100	97.7	98.6	100	0	0	97.2
Trucks	5	33		2	5		42	1		0	0	88
% Trucks	9.1	3.2	0	7.1	5.6	0	2.3	1.4	0	0	0	2.8

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45										
07:45	9	143	152	1	7	8	256	14	270	430
08:00	8	163	171	1	5	6	260	7	267	444
08:15	7	155	162	2	8	10	267	8	275	447
08:30	11	144	155	13	21	34	251	7	258	447
Total Volume	35	605	640	17	41	58	1034	36	1070	1768
% App. Total	5.5	94.5		29.3	70.7		96.6	3.4		
PHF	.795	.928	.936	.327	.488	.426	.968	.643	.973	.989
Cars	30	587	617	16	38	54	1012	36	1048	1719
% Cars	85.7	97.0	96.4	94.1	92.7	93.1	97.9	100	97.9	97.2
Trucks	5	18	23	1	3	4	22	0	22	49
% Trucks	14.3	3.0	3.6	5.9	7.3	6.9	2.1	0	2.1	2.8



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

Peak Hour for Each Approach Begins at:

	07:45			08:00			07:45		
+0 mins.	9	143	152	1	5	6	256	14	270
+15 mins.	8	163	171	2	8	10	260	7	267
+30 mins.	7	155	162	13	21	34	267	8	275
+45 mins.	11	144	155	2	14	16	251	7	258
Total Volume	35	605	640	18	48	66	1034	36	1070
% App. Total	5.5	94.5		27.3	72.7		96.6	3.4	
PHF	.795	.928	.936	.346	.571	.485	.968	.643	.973
Cars	30	587	617	17	46	63	1012	36	1048
% Cars	85.7	97	96.4	94.4	95.8	95.5	97.9	100	97.9
Trucks	5	18	23	1	2	3	22	0	22
% Trucks	14.3	3	3.6	5.6	4.2	4.5	2.1	0	2.1

Accurate Counts
978-664-2565

File Name : 39000021
Site Code : 39000021
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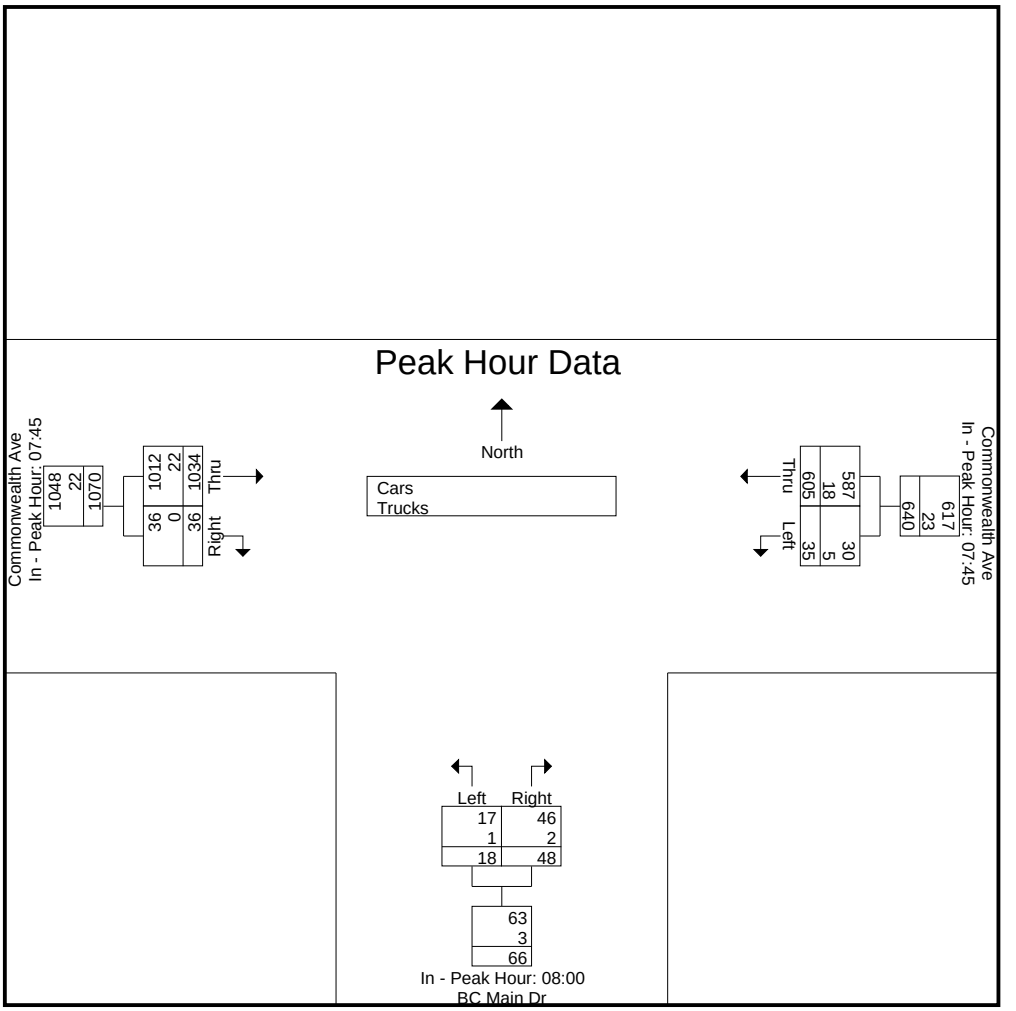

N/S Street : BC Main Drive
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000021
Site Code : 39000021
Start Date : 3/25/2008
Page No : 1

Groups Printed- Cars

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	3	61	0	1	2	1	129	8	0	1	204	205
07:15	2	99	0	5	21	4	174	5	1	5	306	311
07:30	7	115	0	2	10	2	225	10	0	2	369	371
07:45	7	139	0	1	6	4	253	14	0	4	420	424
Total	19	414	0	9	39	11	781	37	1	12	1299	1311
08:00	7	159	0	1	4	3	252	7	0	3	430	433
08:15	7	149	0	2	8	4	262	8	0	4	436	440
08:30	9	140	0	12	20	9	245	7	0	9	433	442
08:45	8	140	0	2	14	5	245	10	1	6	419	425
Total	31	588	0	17	46	21	1004	32	1	22	1718	1740
Grand Total	50	1002	0	26	85	32	1785	69	2	34	3017	3051
Apprch %	4.8	95.2		23.4	76.6		96.3	3.7				
Total %	1.7	33.2		0.9	2.8		59.2	2.3		1.1	98.9	

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45										
07:45	7	139	146	1	6	7	253	14	267	420
08:00	7	159	166	1	4	5	252	7	259	430
08:15	7	149	156	2	8	10	262	8	270	436
08:30	9	140	149	12	20	32	245	7	252	433
Total Volume	30	587	617	16	38	54	1012	36	1048	1719
% App. Total	4.9	95.1		29.6	70.4		96.6	3.4		
PHF	.833	.923	.929	.333	.475	.422	.966	.643	.970	.986

Accurate Counts
978-664-2565

File Name : 39000021
Site Code : 39000021
Start Date : 3/25/2008
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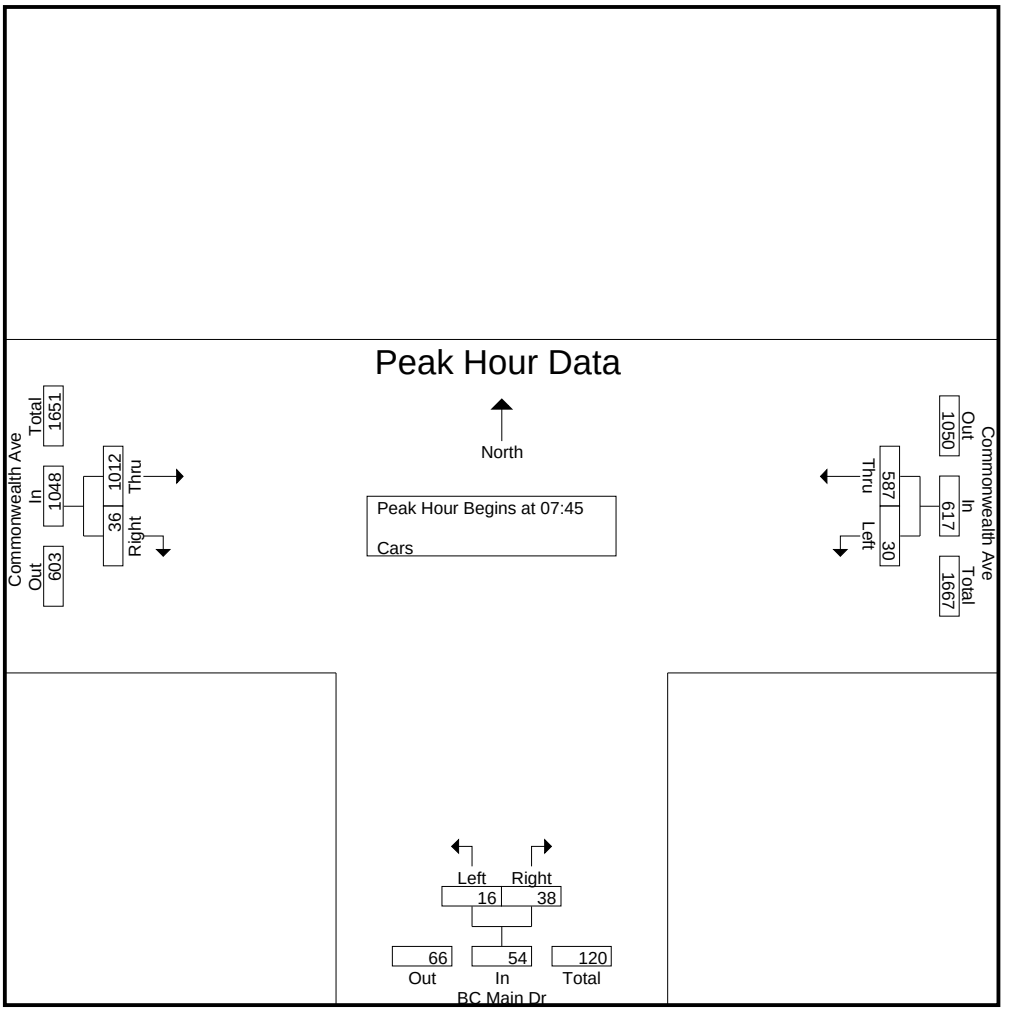

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00			08:00			07:45		
+0 mins.	7	159	166	1	4	5	253	14	267
+15 mins.	7	149	156	2	8	10	252	7	259
+30 mins.	9	140	149	12	20	32	262	8	270
+45 mins.	8	140	148	2	14	16	245	7	252
Total Volume	31	588	619	17	46	63	1012	36	1048
% App. Total	5	95		27	73		96.6	3.4	
PHF	.861	.925	.932	.354	.575	.492	.966	.643	.970

Accurate Counts
978-664-2565

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Site Code : 39000021
Start Date : 3/25/2008
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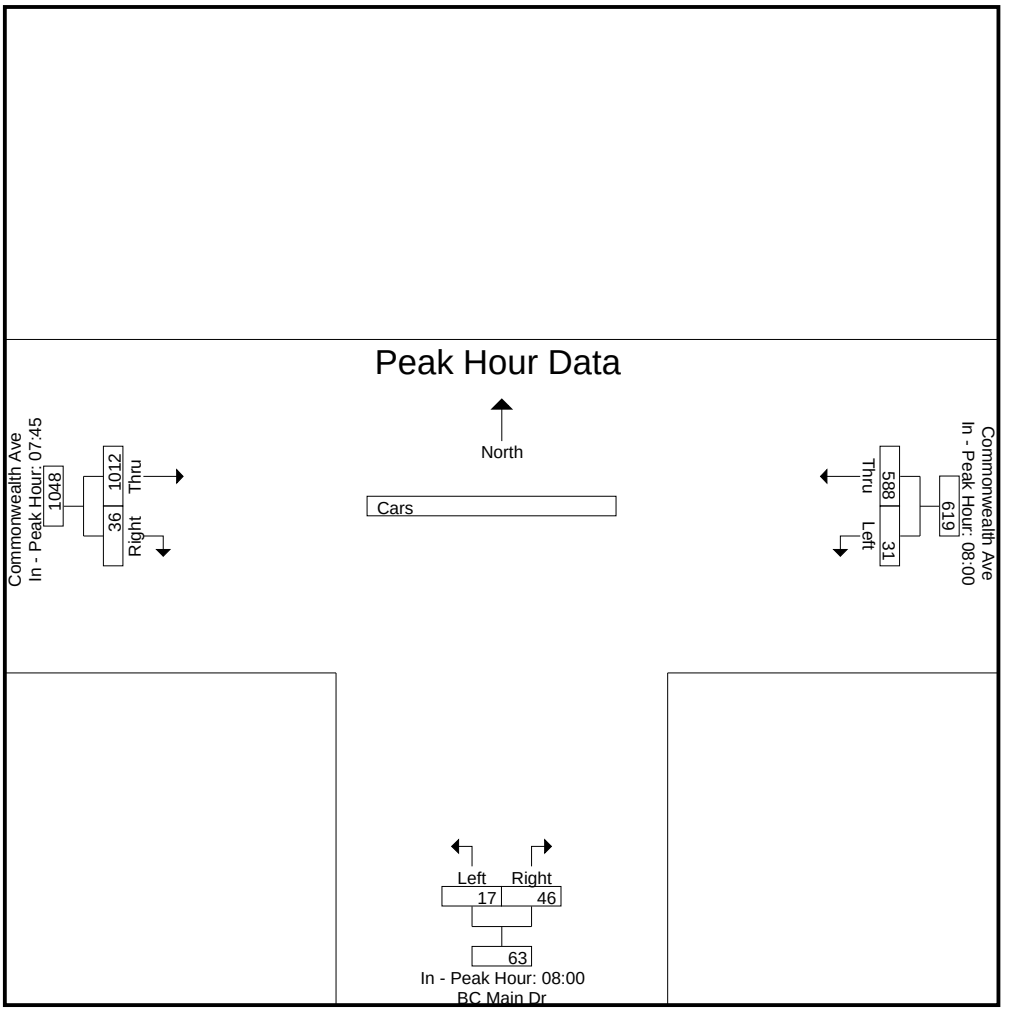

N/S Street : BC Main Drive
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000021
Site Code : 39000021
Start Date : 3/25/2008
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Groups Printed- Trucks

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	4	0	1	0	0	4	1	0	0	10	10
07:15	0	3	0	0	1	0	3	0	0	0	7	7
07:30	0	5	0	0	1	0	6	0	0	0	12	12
07:45	2	4	0	0	1	0	3	0	0	0	10	10
Total	2	16	0	1	3	0	16	1	0	0	39	39
08:00	1	4	0	0	1	0	8	0	0	0	14	14
08:15	0	6	0	0	0	0	5	0	0	0	11	11
08:30	2	4	0	1	1	0	6	0	0	0	14	14
08:45	0	3	0	0	0	0	7	0	0	0	10	10
Total	3	17	0	1	2	0	26	0	0	0	49	49
Grand Total	5	33	0	2	5	0	42	1	0	0	88	88
Apprch %	13.2	86.8		28.6	71.4		97.7	2.3				
Total %	5.7	37.5		2.3	5.7		47.7	1.1		0	100	

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45										
07:45	2	4	6	0	1	1	3	0	3	10
08:00	1	4	5	0	1	1	8	0	8	14
08:15	0	6	6	0	0	0	5	0	5	11
08:30	2	4	6	1	1	2	6	0	6	14
Total Volume	5	18	23	1	3	4	22	0	22	49
% App. Total	21.7	78.3		25	75		100	0		
PHF	.625	.750	.958	.250	.750	.500	.688	.000	.688	.875

Accurate Counts
978-664-2565

File Name : 39000021
Site Code : 39000021
Start Date : 3/25/2008
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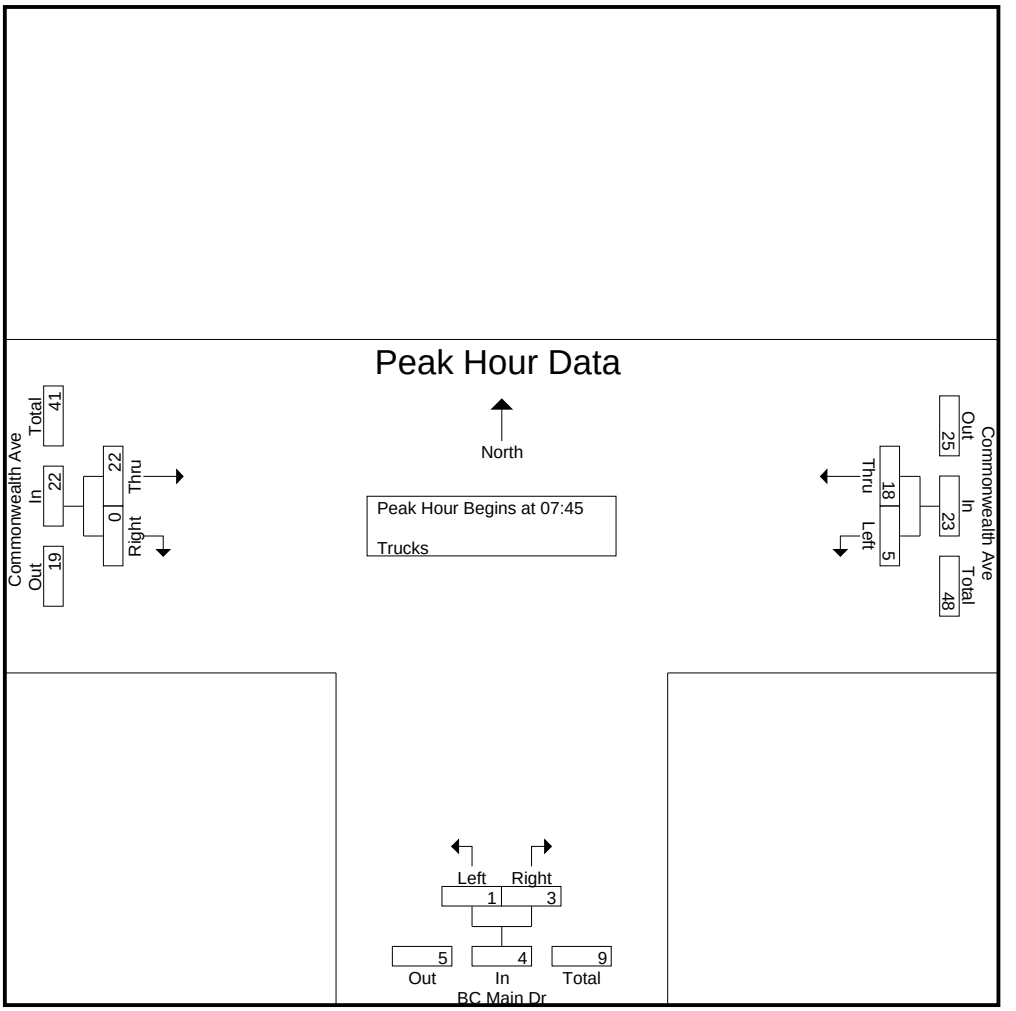

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45			07:00			08:00		
+0 mins.	2	4	6	1	0	1	8	0	8
+15 mins.	1	4	5	0	1	1	5	0	5
+30 mins.	0	6	6	0	1	1	6	0	6
+45 mins.	2	4	6	0	1	1	7	0	7
Total Volume	5	18	23	1	3	4	26	0	26
% App. Total	21.7	78.3		25	75		100	0	
PHF	.625	.750	.958	.250	.750	1.000	.813	.000	.813

Accurate Counts
978-664-2565

File Name : 39000021
Site Code : 39000021
Start Date : 3/25/2008
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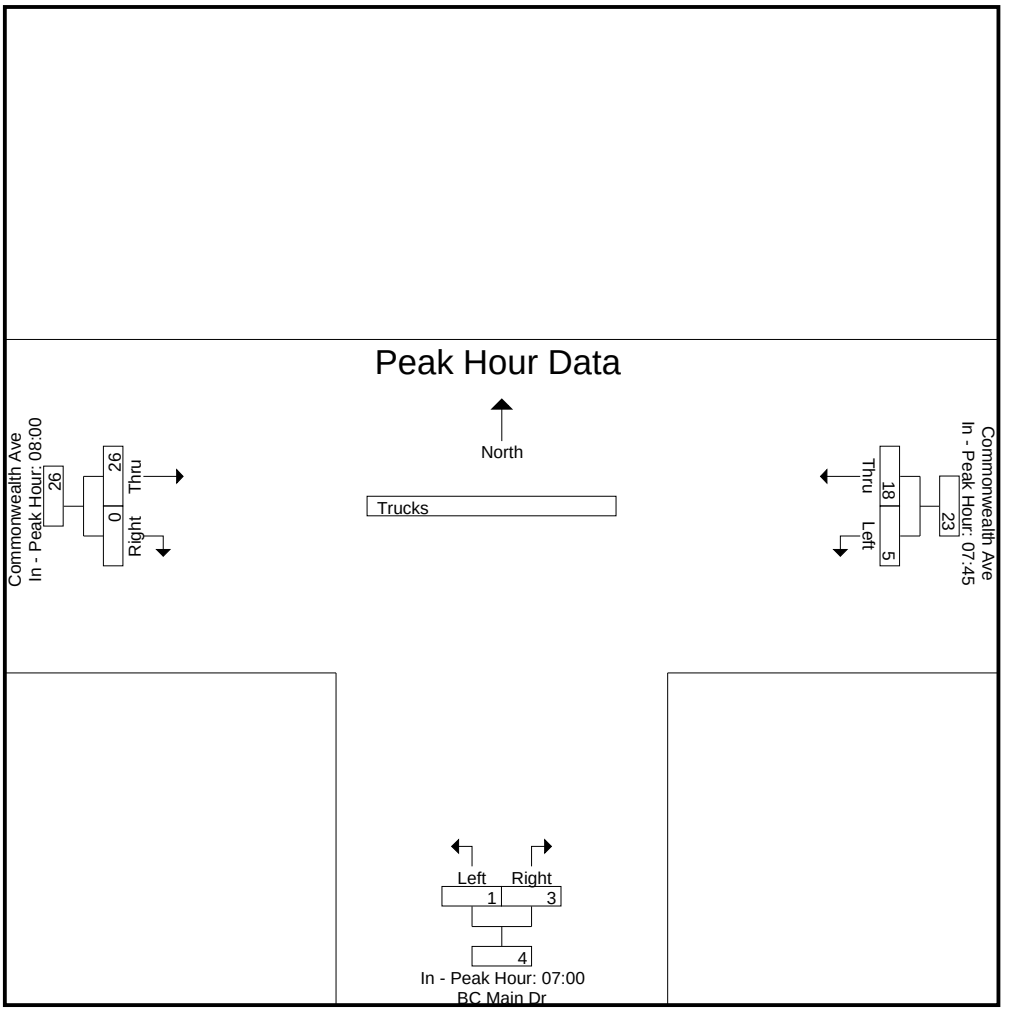


N/S Street : BC Main Drive
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

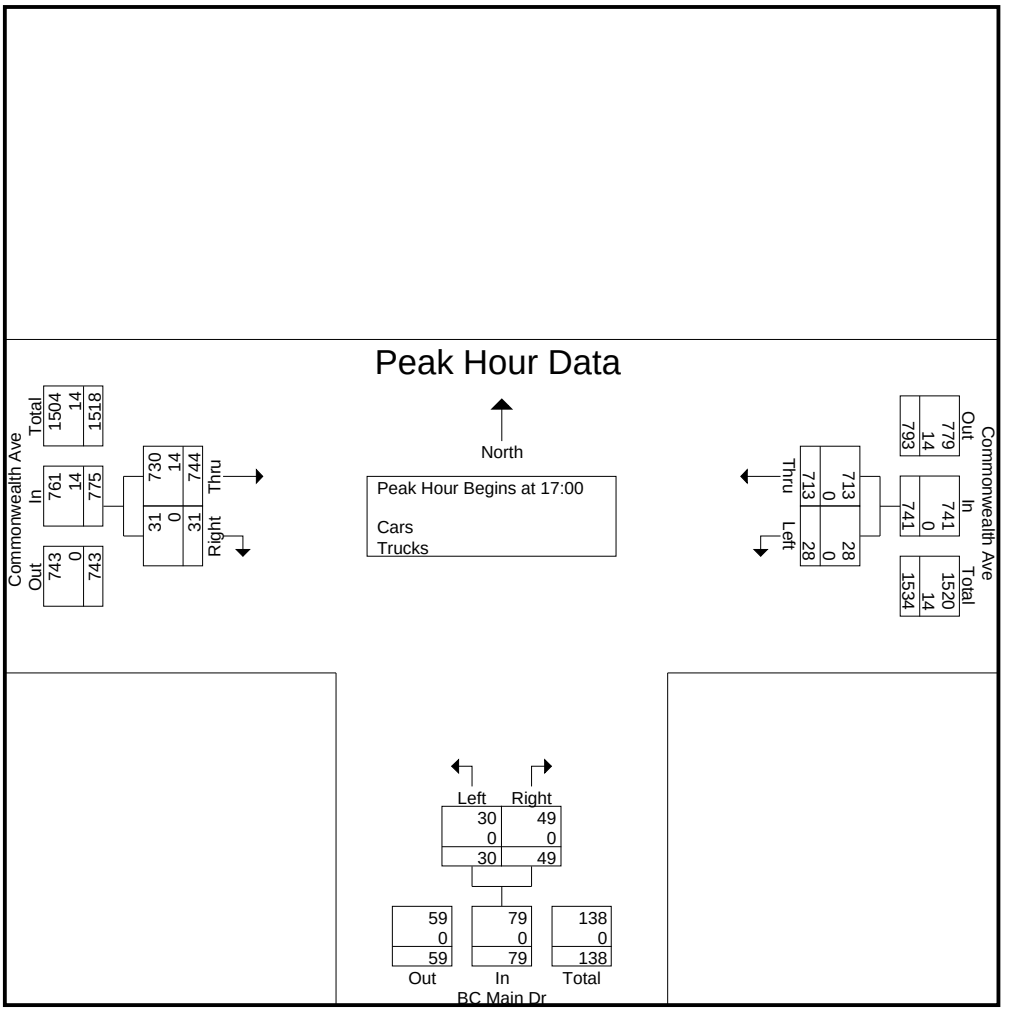
Accurate Counts
978-664-2565

File Name : 39000021
Site Code : 39000021
Start Date : 3/25/2008
Page No : 1

Groups Printed- Cars - Trucks

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	8	148	0	7	9	16	154	10	1	17	336	353
16:15	12	155	2	4	16	10	165	9	1	13	361	374
16:30	9	166	0	3	4	15	168	10	2	17	360	377
16:45	5	142	0	4	10	10	152	9	3	13	322	335
Total	34	611	2	18	39	51	639	38	7	60	1379	1439
17:00	10	173	0	10	13	32	204	15	0	32	425	457
17:15	7	170	2	7	11	16	170	8	2	20	373	393
17:30	6	198	1	6	8	18	208	1	0	19	427	446
17:45	5	172	0	7	17	9	162	7	3	12	370	382
Total	28	713	3	30	49	75	744	31	5	83	1595	1678
Grand Total	62	1324	5	48	88	126	1383	69	12	143	2974	3117
Apprch %	4.5	95.5		35.3	64.7		95.2	4.8				
Total %	2.1	44.5		1.6	3		46.5	2.3		4.6	95.4	
Cars	62	1319		48	88		1353	68		0	0	3081
% Cars	100	99.6	100	100	100	100	97.8	98.6	100	0	0	98.8
Trucks	0	5		0	0		30	1		0	0	36
% Trucks	0	0.4	0	0	0	0	2.2	1.4	0	0	0	1.2

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	10	173	183	10	13	23	204	15	219	425
17:15	7	170	177	7	11	18	170	8	178	373
17:30	6	198	204	6	8	14	208	1	209	427
17:45	5	172	177	7	17	24	162	7	169	370
Total Volume	28	713	741	30	49	79	744	31	775	1595
% App. Total	3.8	96.2		38	62		96	4		
PHF	.700	.900	.908	.750	.721	.823	.894	.517	.885	.934
Cars	28	713	741	30	49	79	730	31	761	1581
% Cars	100	100	100	100	100	100	98.1	100	98.2	99.1
Trucks	0	0	0	0	0	0	14	0	14	14
% Trucks	0	0	0	0	0	0	1.9	0	1.8	0.9



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00			17:00			17:00		
+0 mins.	10	173	183	10	13	23	204	15	219
+15 mins.	7	170	177	7	11	18	170	8	178
+30 mins.	6	198	204	6	8	14	208	1	209
+45 mins.	5	172	177	7	17	24	162	7	169
Total Volume	28	713	741	30	49	79	744	31	775
% App. Total	3.8	96.2		38	62		96	4	
PHF	.700	.900	.908	.750	.721	.823	.894	.517	.885
Cars	28	713	741	30	49	79	730	31	761
% Cars	100	100	100	100	100	100	98.1	100	98.2
Trucks	0	0	0	0	0	0	14	0	14
% Trucks	0	0	0	0	0	0	1.9	0	1.8

Accurate Counts
978-664-2565

File Name : 39000021
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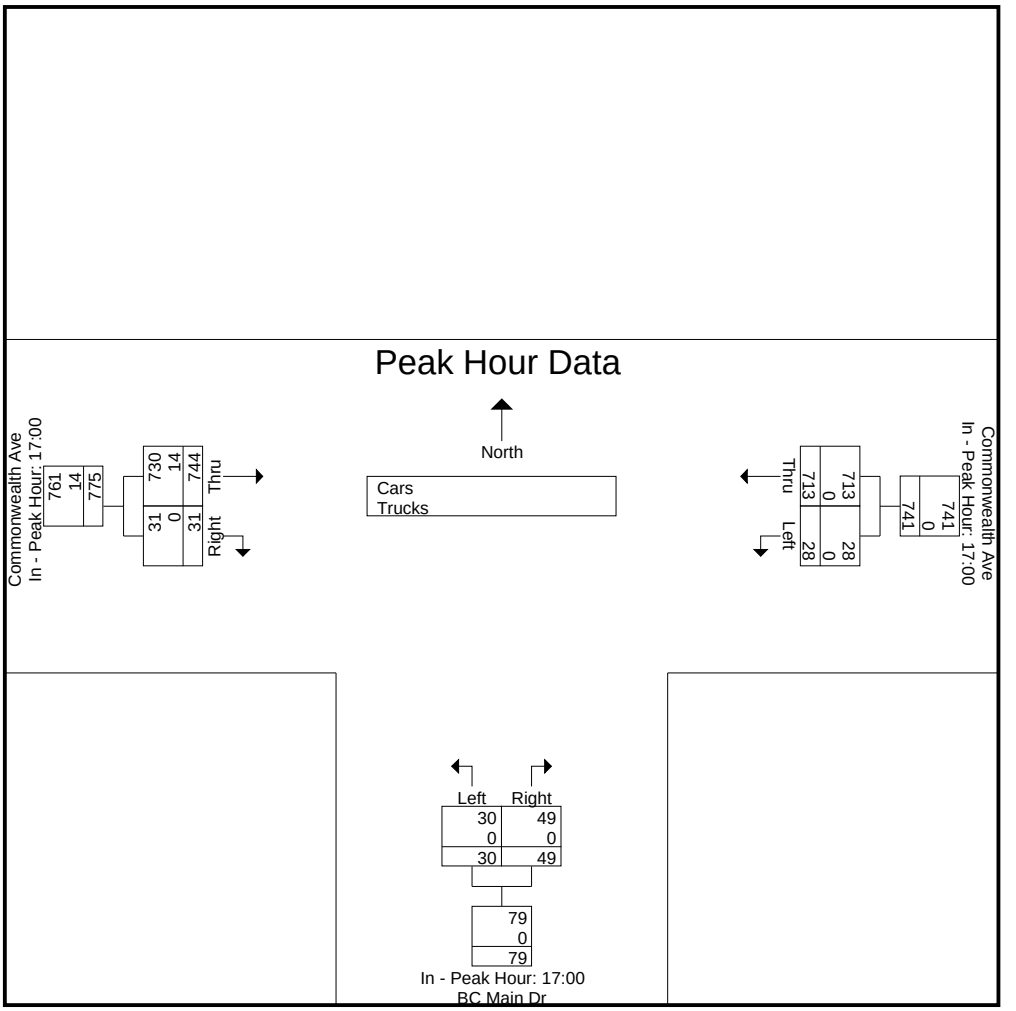


N/S Street : BC Main Drive
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

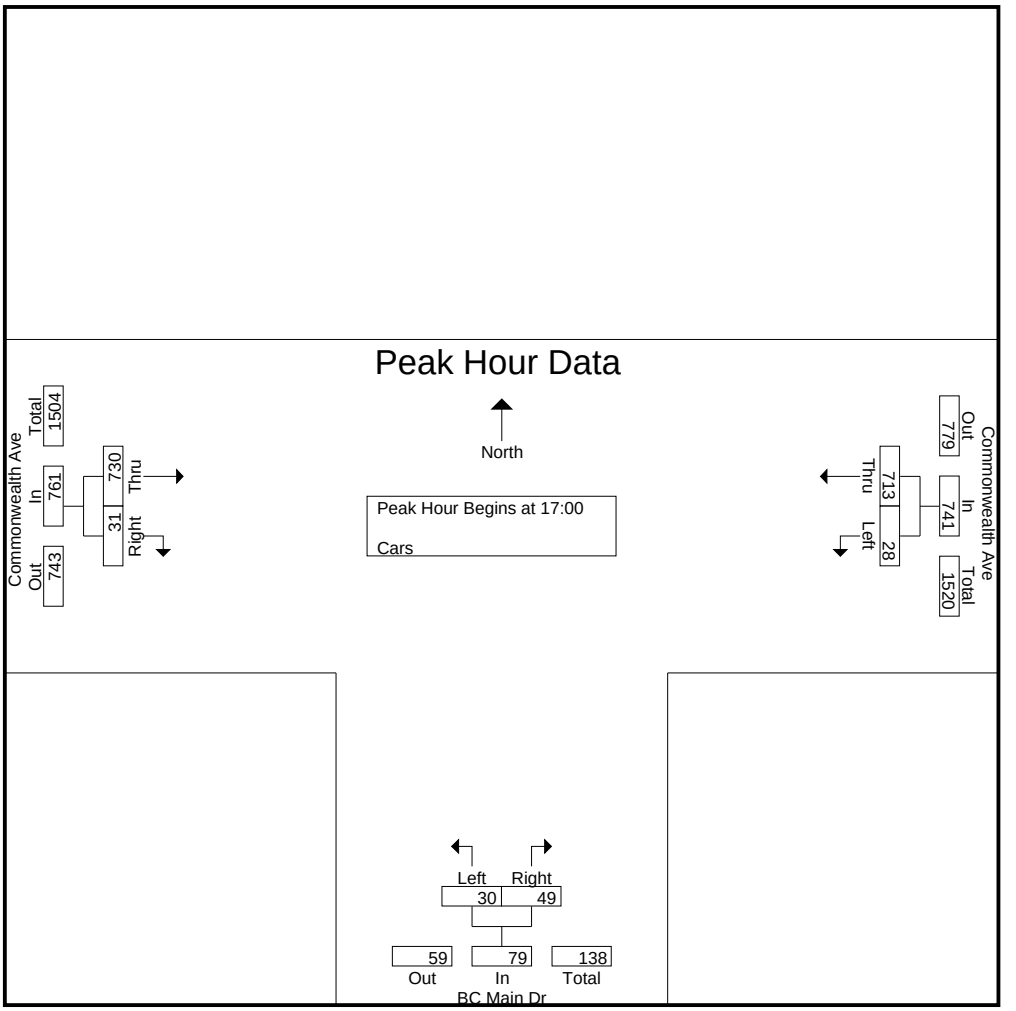
Accurate Counts
978-664-2565

File Name : 39000021
Site Code : 39000021
Start Date : 3/25/2008
Page No : 1

Groups Printed- Cars

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	8	145	0	7	9	16	151	10	1	17	330	347
16:15	12	155	2	4	16	10	159	9	1	13	355	368
16:30	9	165	0	3	4	15	165	9	2	17	355	372
16:45	5	141	0	4	10	10	148	9	3	13	317	330
Total	34	606	2	18	39	51	623	37	7	60	1357	1417
17:00	10	173	0	10	13	32	200	15	0	32	421	453
17:15	7	170	2	7	11	16	167	8	2	20	370	390
17:30	6	198	1	6	8	18	204	1	0	19	423	442
17:45	5	172	0	7	17	9	159	7	3	12	367	379
Total	28	713	3	30	49	75	730	31	5	83	1581	1664
Grand Total	62	1319	5	48	88	126	1353	68	12	143	2938	3081
Apprch %	4.5	95.5		35.3	64.7		95.2	4.8				
Total %	2.1	44.9		1.6	3		46.1	2.3		4.6	95.4	

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	10	173	183	10	13	23	200	15	215	421
17:15	7	170	177	7	11	18	167	8	175	370
17:30	6	198	204	6	8	14	204	1	205	423
17:45	5	172	177	7	17	24	159	7	166	367
Total Volume	28	713	741	30	49	79	730	31	761	1581
% App. Total	3.8	96.2		38	62		95.9	4.1		
PHF	.700	.900	.908	.750	.721	.823	.895	.517	.885	.934



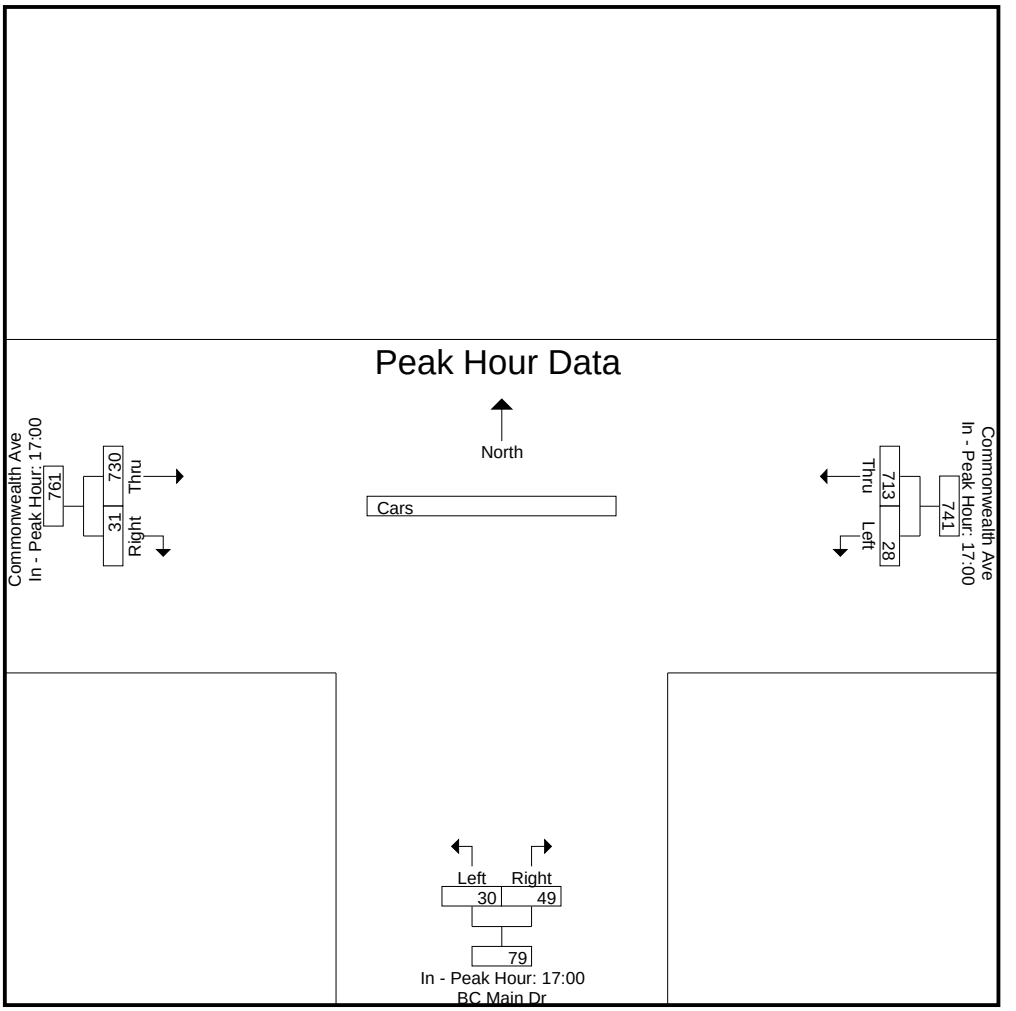
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00			17:00			17:00		
+0 mins.	10	173	183	10	13	23	200	15	215
+15 mins.	7	170	177	7	11	18	167	8	175
+30 mins.	6	198	204	6	8	14	204	1	205
+45 mins.	5	172	177	7	17	24	159	7	166
Total Volume	28	713	741	30	49	79	730	31	761
% App. Total	3.8	96.2		38	62		95.9	4.1	
PHF	.700	.900	.908	.750	.721	.823	.895	.517	.885

Accurate Counts
978-664-2565

File Name : 39000021
Site Code : 39000021
Start Date : 3/25/2008
Page No : 3



N/S Street : BC Main Drive
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000021
Site Code : 39000021
Start Date : 3/25/2008
Page No : 1

Groups Printed- Trucks

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	3	0	0	0	0	3	0	0	0	6	6
16:15	0	0	0	0	0	0	6	0	0	0	6	6
16:30	0	1	0	0	0	0	3	1	0	0	5	5
16:45	0	1	0	0	0	0	4	0	0	0	5	5
Total	0	5	0	0	0	0	16	1	0	0	22	22
17:00	0	0	0	0	0	0	4	0	0	0	4	4
17:15	0	0	0	0	0	0	3	0	0	0	3	3
17:30	0	0	0	0	0	0	4	0	0	0	4	4
17:45	0	0	0	0	0	0	3	0	0	0	3	3
Total	0	0	0	0	0	0	14	0	0	0	14	14
Grand Total	0	5	0	0	0	0	30	1	0	0	36	36
Apprch %	0	100		0	0		96.8	3.2				
Total %	0	13.9		0	0		83.3	2.8		0	100	

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	0	3	3	0	0	0	3	0	3	6
16:15	0	0	0	0	0	0	6	0	6	6
16:30	0	1	1	0	0	0	3	1	4	5
16:45	0	1	1	0	0	0	4	0	4	5
Total Volume	0	5	5	0	0	0	16	1	17	22
% App. Total	0	100		0	0		94.1	5.9		
PHF	.000	.417	.417	.000	.000	.000	.667	.250	.708	.917

Accurate Counts
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File Name : 39000021
Site Code : 39000021
Start Date : 3/25/2008
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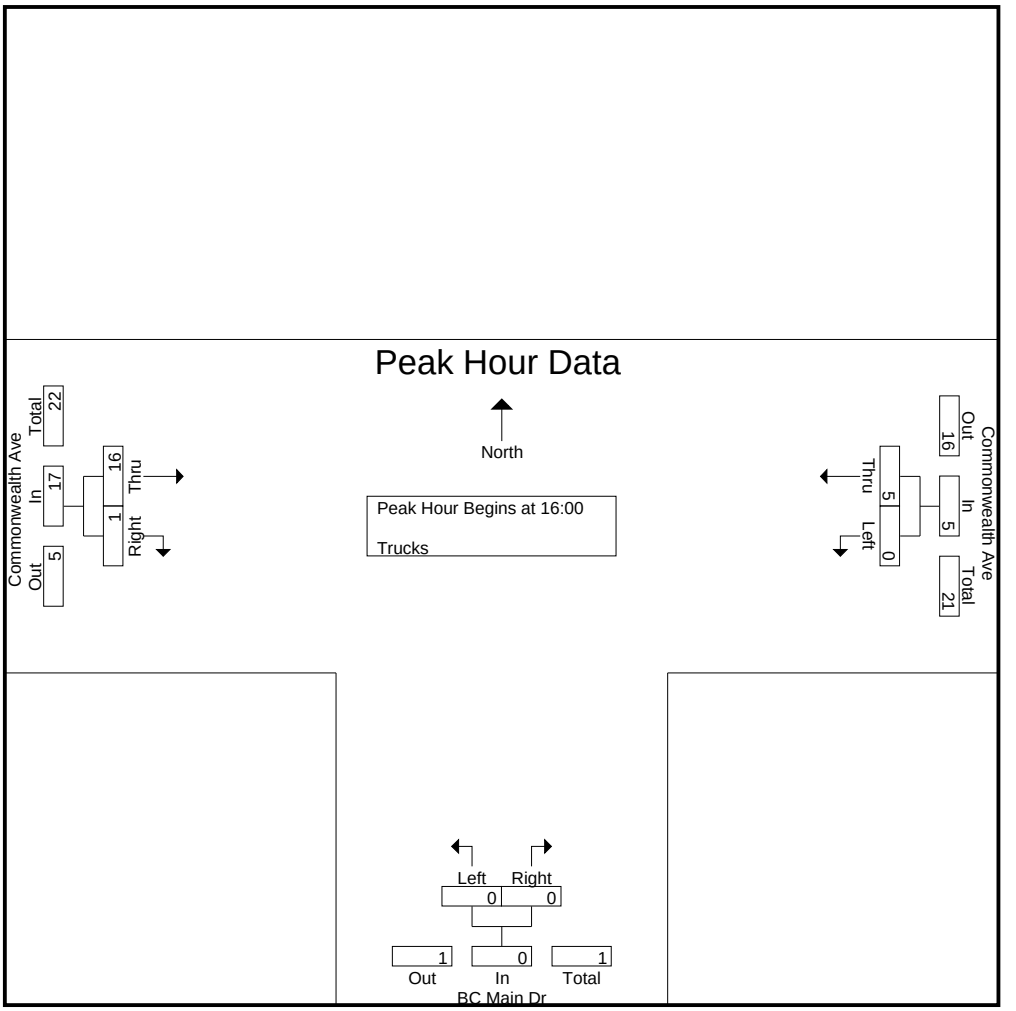

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00			16:00			16:15		
+0 mins.	0	3	3	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	0	3	1	4
+30 mins.	0	1	1	0	0	0	4	0	4
+45 mins.	0	1	1	0	0	0	4	0	4
Total Volume	0	5	5	0	0	0	17	1	18
% App. Total	0	100		0	0		94.4	5.6	
PHF	.000	.417	.417	.000	.000	.000	.708	.250	.750

File Name : 39000021
Site Code : 39000021
Start Date : 3/25/2008
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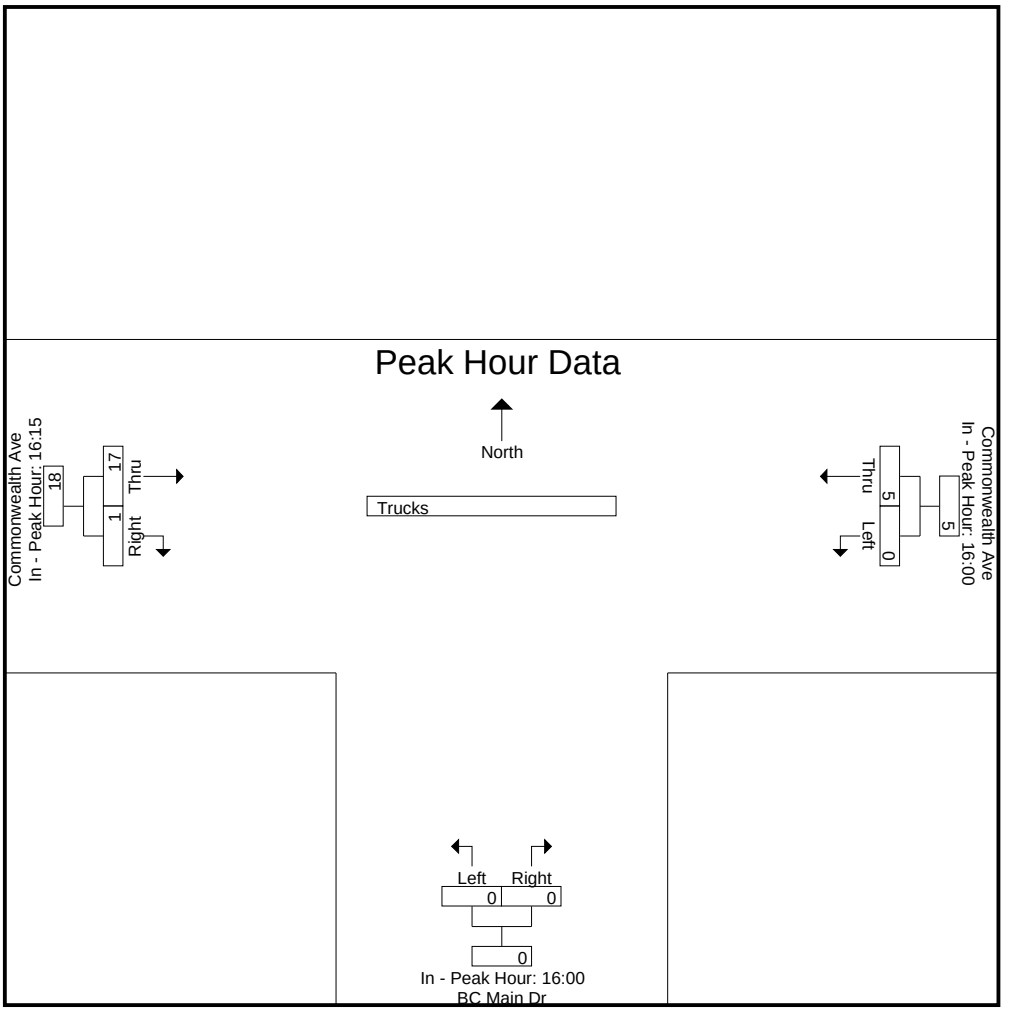


N/S Street : St. Jude Gate
E/W Street: Beacon Street
City/State : Brookline, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 1

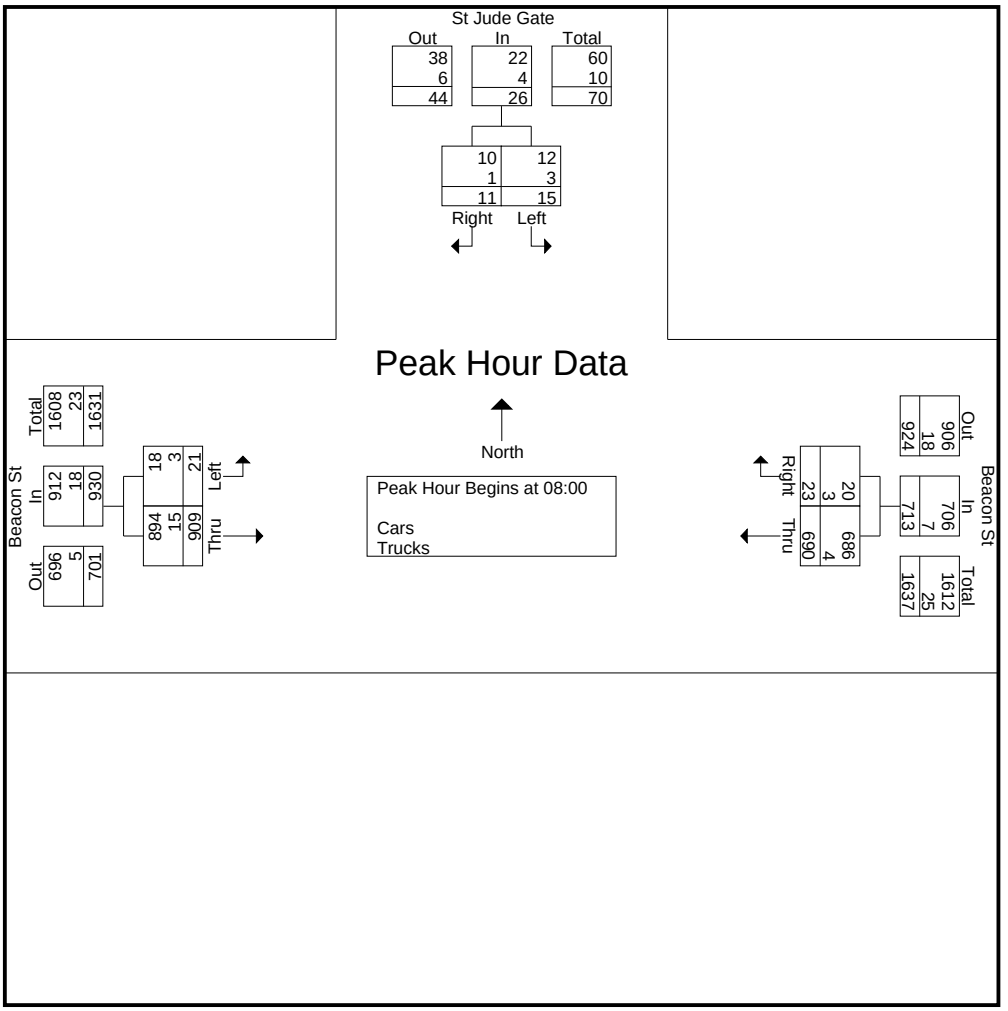
Groups Printed- Cars - Trucks

	St Jude Gate From North			Beacon St From East			Beacon St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	2	1	5	81	22	0	4	124	0	5	234	239
07:15	19	7	8	116	9	0	2	137	0	8	290	298
07:30	5	1	10	141	6	0	5	194	1	11	352	363
07:45	4	1	8	169	6	1	2	218	1	10	400	410
Total	30	10	31	507	43	1	13	673	2	34	1276	1310
08:00	2	2	7	171	6	2	3	229	1	10	413	423
08:15	5	3	10	164	4	2	4	208	0	12	388	400
08:30	4	4	7	177	7	3	7	242	0	10	441	451
08:45	4	2	27	178	6	7	7	230	0	34	427	461
Total	15	11	51	690	23	14	21	909	1	66	1669	1735
Grand Total	45	21	82	1197	66	15	34	1582	3	100	2945	3045
Apprch %	68.2	31.8		94.8	5.2		2.1	97.9				
Total %	1.5	0.7		40.6	2.2		1.2	53.7		3.3	96.7	
Cars	39	19		1185	59		30	1555		0	0	2987
% Cars	86.7	90.5	100	99	89.4	100	88.2	98.3	100	0	0	98.1
Trucks	6	2		12	7		4	27		0	0	58
% Trucks	13.3	9.5	0	1	10.6	0	11.8	1.7	0	0	0	1.9

	St Jude Gate From North			Beacon St From East			Beacon St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	2	2	4	171	6	177	3	229	232	413
08:15	5	3	8	164	4	168	4	208	212	388
08:30	4	4	8	177	7	184	7	242	249	441
08:45	4	2	6	178	6	184	7	230	237	427
Total Volume	15	11	26	690	23	713	21	909	930	1669
% App. Total	57.7	42.3		96.8	3.2		2.3	97.7		
PHF	.750	.688	.813	.969	.821	.969	.750	.939	.934	.946
Cars	12	10	22	686	20	706	18	894	912	1640
% Cars	80.0	90.9	84.6	99.4	87.0	99.0	85.7	98.3	98.1	98.3
Trucks	3	1	4	4	3	7	3	15	18	29
% Trucks	20.0	9.1	15.4	0.6	13.0	1.0	14.3	1.7	1.9	1.7

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 2



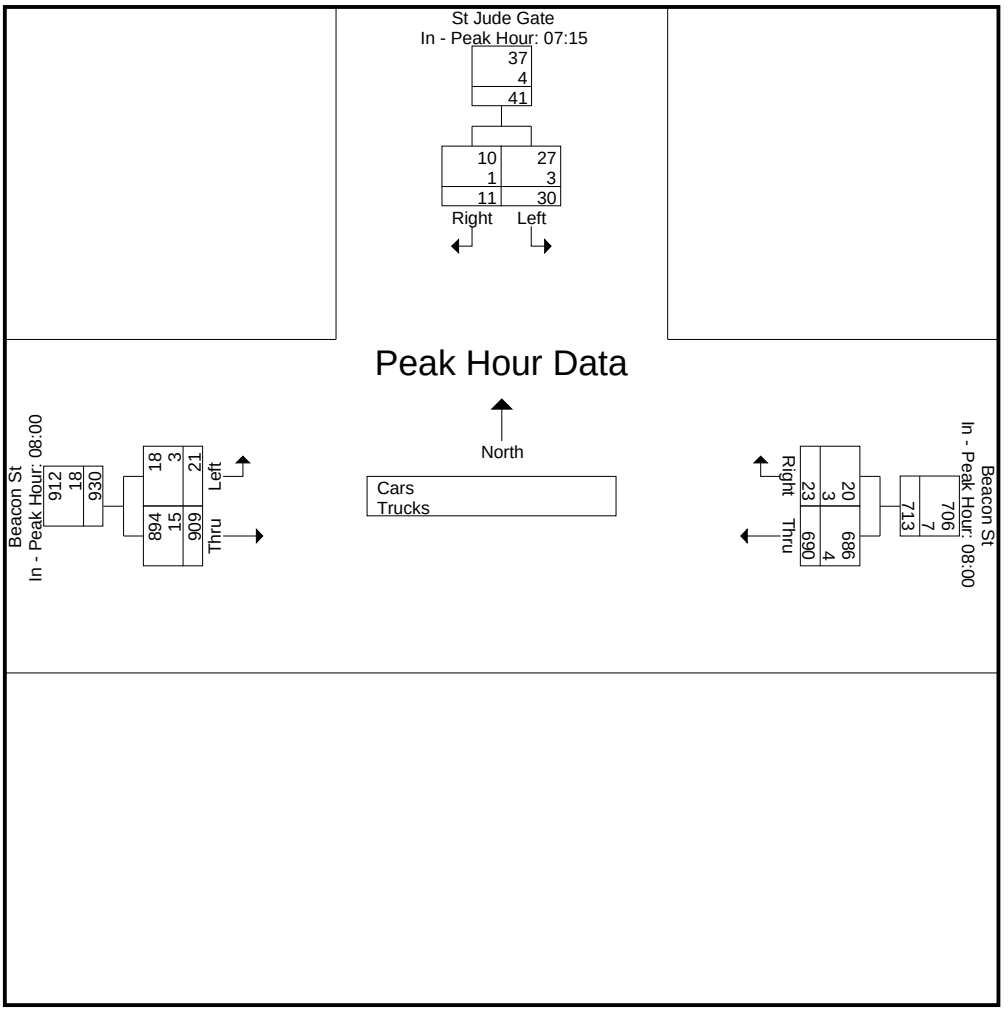
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15			08:00			08:00		
+0 mins.	19	7	26	171	6	177	3	229	232
+15 mins.	5	1	6	164	4	168	4	208	212
+30 mins.	4	1	5	177	7	184	7	242	249
+45 mins.	2	2	4	178	6	184	7	230	237
Total Volume	30	11	41	690	23	713	21	909	930
% App. Total	73.2	26.8		96.8	3.2		2.3	97.7	
PHF	.395	.393	.394	.969	.821	.969	.750	.939	.934
Cars	27	10	37	686	20	706	18	894	912
% Cars	90	90.9	90.2	99.4	87	99	85.7	98.3	98.1
Trucks	3	1	4	4	3	7	3	15	18
% Trucks	10	9.1	9.8	0.6	13	1	14.3	1.7	1.9

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 3



N/S Street : St. Jude Gate
E/W Street: Beacon Street
City/State : Brookline, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 1

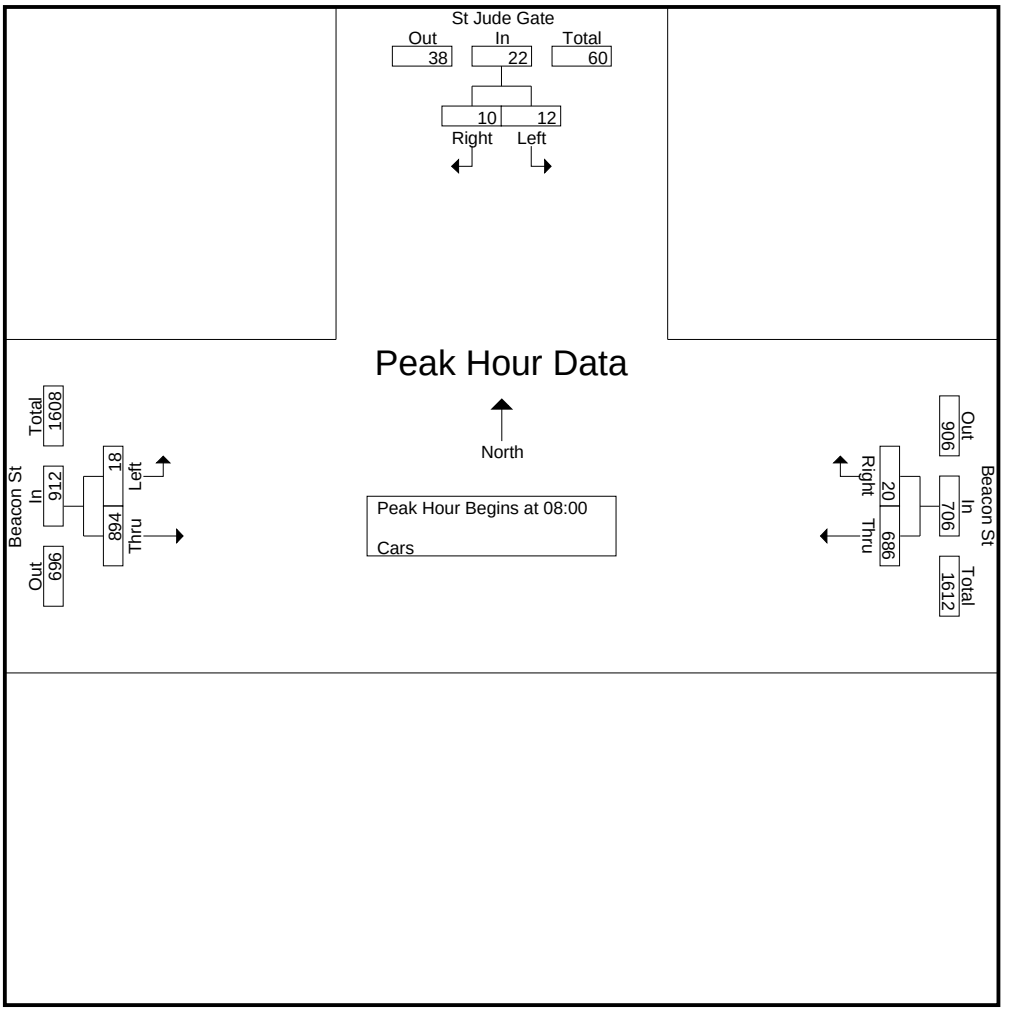
Groups Printed- Cars

	St Jude Gate From North			Beacon St From East			Beacon St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	1	1	5	80	22	0	4	121	0	5	229	234
07:15	19	7	8	114	8	0	2	136	0	8	286	294
07:30	3	1	10	139	5	0	4	189	1	11	341	352
07:45	4	0	8	166	4	1	2	215	1	10	391	401
Total	27	9	31	499	39	1	12	661	2	34	1247	1281
08:00	1	2	7	171	5	2	2	227	1	10	408	418
08:15	5	2	10	164	4	2	4	206	0	12	385	397
08:30	3	4	7	175	5	3	5	238	0	10	430	440
08:45	3	2	27	176	6	7	7	223	0	34	417	451
Total	12	10	51	686	20	14	18	894	1	66	1640	1706
Grand Total	39	19	82	1185	59	15	30	1555	3	100	2887	2987
Apprch %	67.2	32.8		95.3	4.7		1.9	98.1				
Total %	1.4	0.7		41	2		1	53.9		3.3	96.7	

	St Jude Gate From North			Beacon St From East			Beacon St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	1	2	3	171	5	176	2	227	229	408
08:15	5	2	7	164	4	168	4	206	210	385
08:30	3	4	7	175	5	180	5	238	243	430
08:45	3	2	5	176	6	182	7	223	230	417
Total Volume	12	10	22	686	20	706	18	894	912	1640
% App. Total	54.5	45.5		97.2	2.8		2	98		
PHF	.600	.625	.786	.974	.833	.970	.643	.939	.938	.953

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:15			08:00			08:00		
+0 mins.	19	7	26	171	5	176	2	227	229
+15 mins.	3	1	4	164	4	168	4	206	210
+30 mins.	4	0	4	175	5	180	5	238	243
+45 mins.	1	2	3	176	6	182	7	223	230
Total Volume	27	10	37	686	20	706	18	894	912
% App. Total	73	27		97.2	2.8		2	98	
PHF	.355	.357	.356	.974	.833	.970	.643	.939	.938

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
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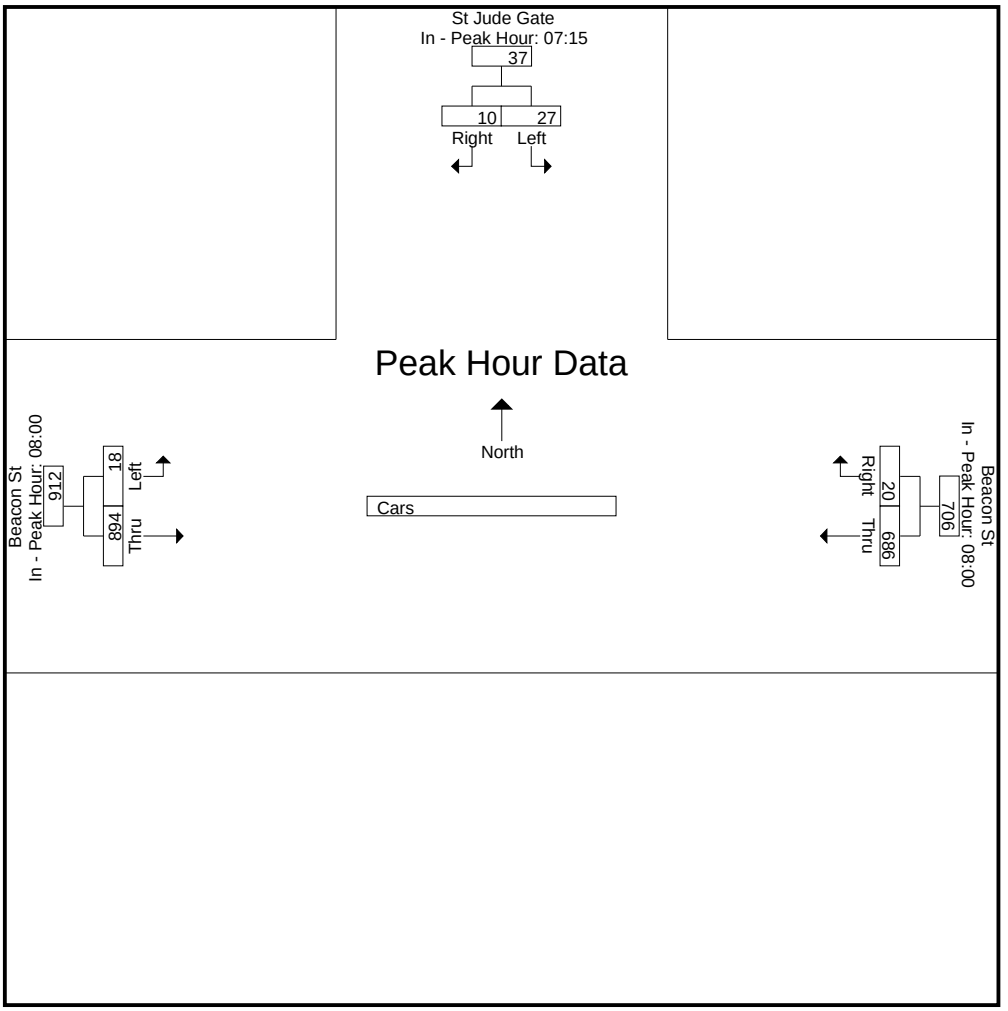
Page No : 3



N/S Street : St. Jude Gate
E/W Street: Beacon Street
City/State : Brookline, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
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Groups Printed- Trucks

	St Jude Gate From North			Beacon St From East			Beacon St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	1	0	0	1	0	0	0	3	0	0	5	5
07:15	0	0	0	2	1	0	0	1	0	0	4	4
07:30	2	0	0	2	1	0	1	5	0	0	11	11
07:45	0	1	0	3	2	0	0	3	0	0	9	9
Total	3	1	0	8	4	0	1	12	0	0	29	29
08:00	1	0	0	0	1	0	1	2	0	0	5	5
08:15	0	1	0	0	0	0	0	2	0	0	3	3
08:30	1	0	0	2	2	0	2	4	0	0	11	11
08:45	1	0	0	2	0	0	0	7	0	0	10	10
Total	3	1	0	4	3	0	3	15	0	0	29	29
Grand Total	6	2	0	12	7	0	4	27	0	0	58	58
Apprch %	75	25		63.2	36.8		12.9	87.1				
Total %	10.3	3.4		20.7	12.1		6.9	46.6		0	100	

	St Jude Gate From North			Beacon St From East			Beacon St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00										
07:00	1	0	1	1	0	1	0	3	3	5
07:15	0	0	0	2	1	3	0	1	1	4
07:30	2	0	2	2	1	3	1	5	6	11
07:45	0	1	1	3	2	5	0	3	3	9
Total Volume	3	1	4	8	4	12	1	12	13	29
% App. Total	75	25		66.7	33.3		7.7	92.3		
PHF	.375	.250	.500	.667	.500	.600	.250	.600	.542	.659

Accurate Counts
978-664-2565

File Name : 39000022
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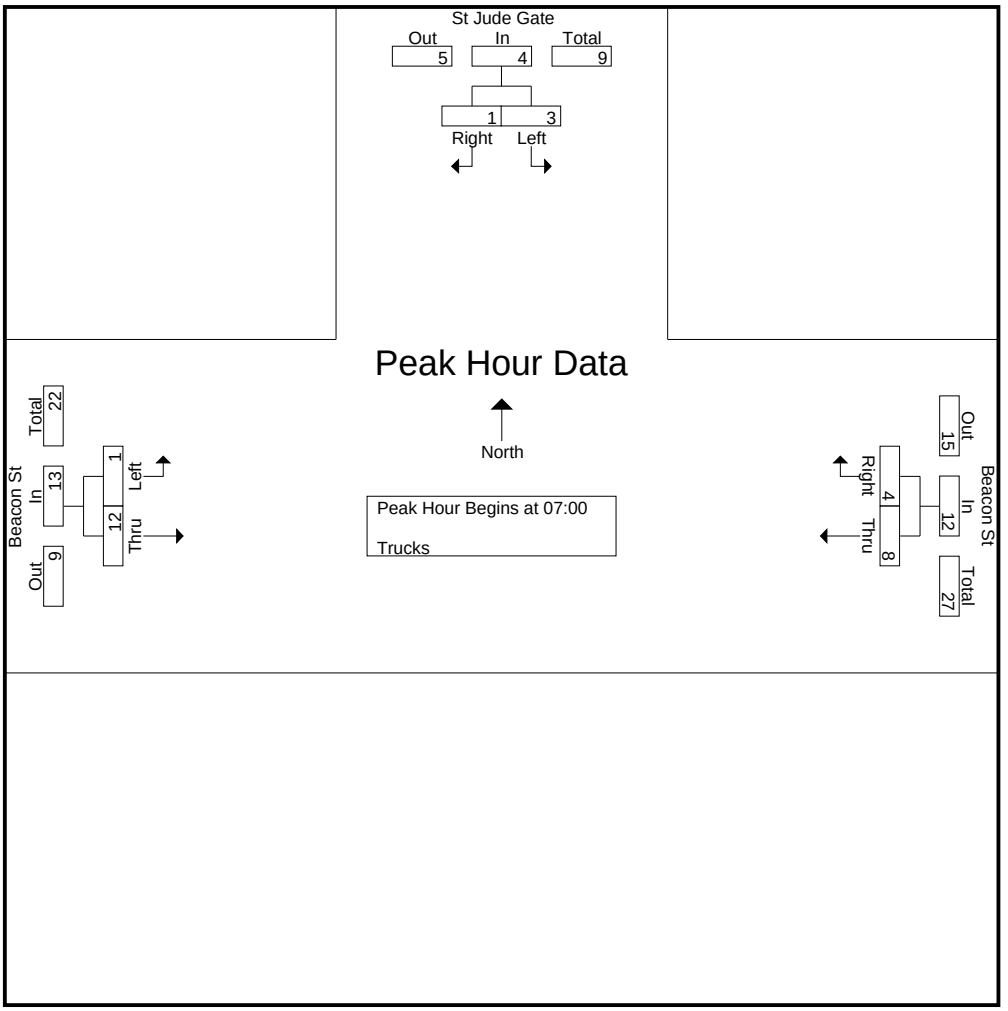

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30			07:00			08:00		
+0 mins.	2	0	2	1	0	1	1	2	3
+15 mins.	0	1	1	2	1	3	0	2	2
+30 mins.	1	0	1	2	1	3	2	4	6
+45 mins.	0	1	1	3	2	5	0	7	7
Total Volume	3	2	5	8	4	12	3	15	18
% App. Total	60	40		66.7	33.3		16.7	83.3	
PHF	.375	.500	.625	.667	.500	.600	.375	.536	.643

Accurate Counts
978-664-2565

File Name : 39000022
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Start Date : 3/25/2008
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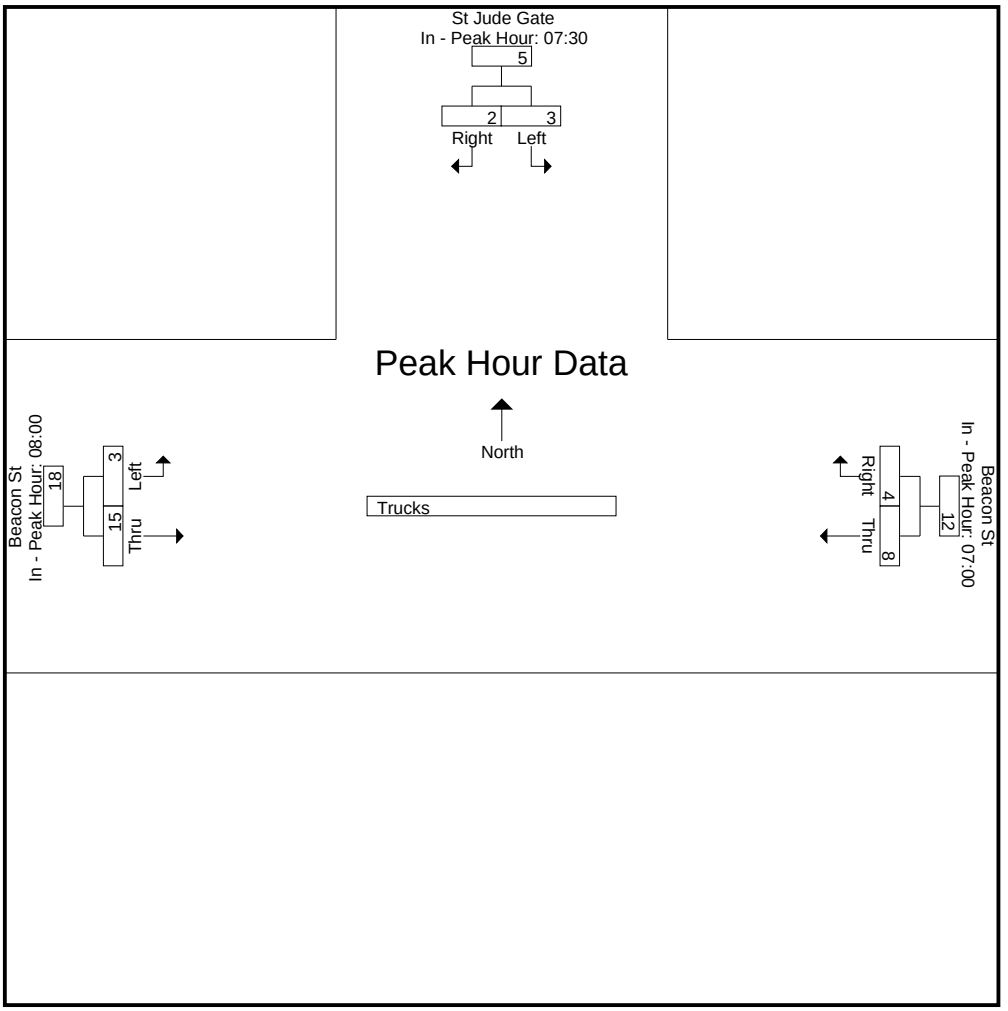


N/S Street : St. Jude Gate
E/W Street: Beacon Street
City/State : Brookline, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 1

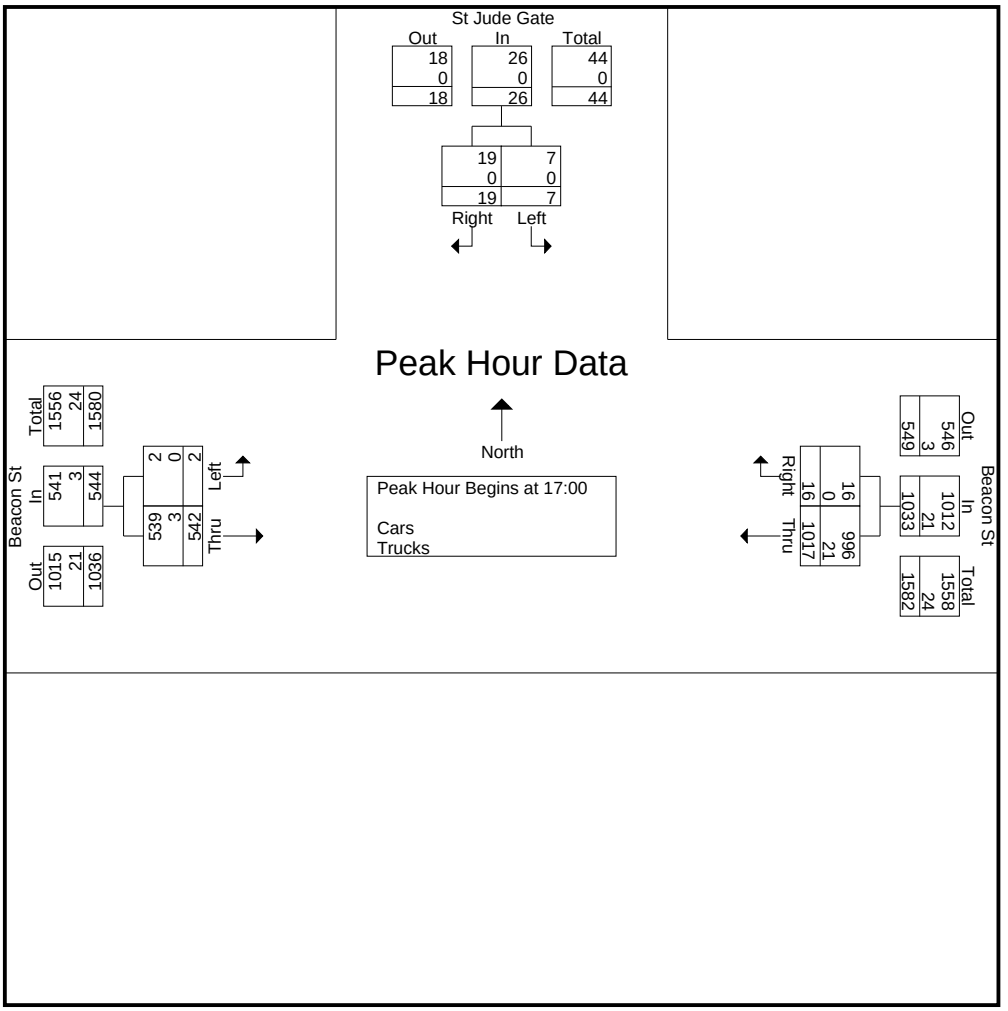
Groups Printed- Cars - Trucks

	St Jude Gate From North			Beacon St From East			Beacon St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	6	6	63	234	8	10	4	90	0	73	348	421
16:15	8	6	85	231	9	9	0	108	0	94	362	456
16:30	9	8	31	203	2	5	0	118	1	37	340	377
16:45	1	3	37	224	3	24	2	94	2	63	327	390
Total	24	23	216	892	22	48	6	410	3	267	1377	1644
17:00	1	7	34	244	3	5	0	127	0	39	382	421
17:15	2	4	34	248	5	7	0	155	0	41	414	455
17:30	2	7	29	248	6	6	1	127	1	36	391	427
17:45	2	1	48	277	2	3	1	133	1	52	416	468
Total	7	19	145	1017	16	21	2	542	2	168	1603	1771
Grand Total	31	42	361	1909	38	69	8	952	5	435	2980	3415
Apprch %	42.5	57.5		98	2		0.8	99.2				
Total %	1	1.4		64.1	1.3		0.3	31.9		12.7	87.3	
Cars	29	40		1857	37		7	947		0	0	3352
% Cars	93.5	95.2	100	97.3	97.4	100	87.5	99.5	100	0	0	98.2
Trucks	2	2		52	1		1	5		0	0	63
% Trucks	6.5	4.8	0	2.7	2.6	0	12.5	0.5	0	0	0	1.8

	St Jude Gate From North			Beacon St From East			Beacon St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	1	7	8	244	3	247	0	127	127	382
17:15	2	4	6	248	5	253	0	155	155	414
17:30	2	7	9	248	6	254	1	127	128	391
17:45	2	1	3	277	2	279	1	133	134	416
Total Volume	7	19	26	1017	16	1033	2	542	544	1603
% App. Total	26.9	73.1		98.5	1.5		0.4	99.6		
PHF	.875	.679	.722	.918	.667	.926	.500	.874	.877	.963
Cars	7	19	26	996	16	1012	2	539	541	1579
% Cars	100	100	100	97.9	100	98.0	100	99.4	99.4	98.5
Trucks	0	0	0	21	0	21	0	3	3	24
% Trucks	0	0	0	2.1	0	2.0	0	0.6	0.6	1.5

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 2



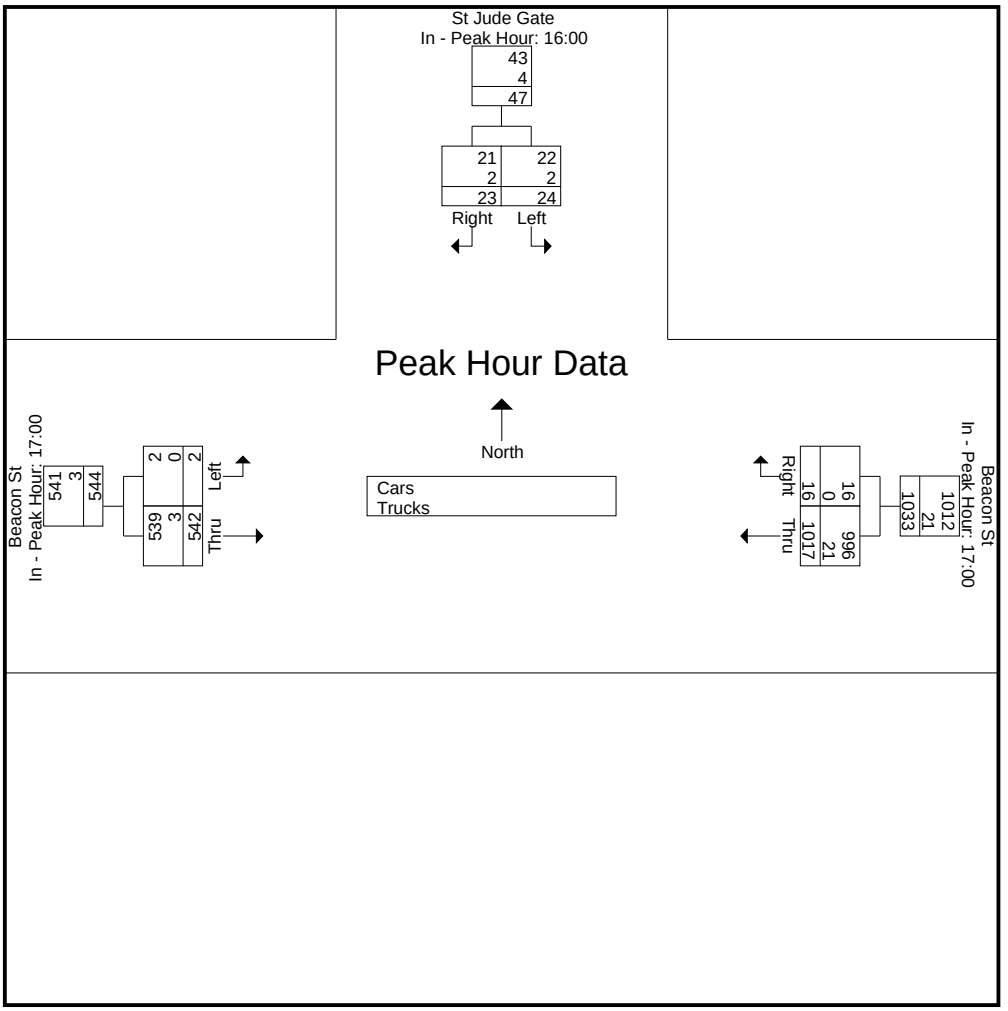
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00			17:00			17:00		
+0 mins.	6	6	12	244	3	247	0	127	127
+15 mins.	8	6	14	248	5	253	0	155	155
+30 mins.	9	8	17	248	6	254	1	127	128
+45 mins.	1	3	4	277	2	279	1	133	134
Total Volume	24	23	47	1017	16	1033	2	542	544
% App. Total	51.1	48.9		98.5	1.5		0.4	99.6	
PHF	.667	.719	.691	.918	.667	.926	.500	.874	.877
Cars	22	21	43	996	16	1012	2	539	541
% Cars	91.7	91.3	91.5	97.9	100	98	100	99.4	99.4
Trucks	2	2	4	21	0	21	0	3	3
% Trucks	8.3	8.7	8.5	2.1	0	2	0	0.6	0.6

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 3



N/S Street : St. Jude Gate
E/W Street: Beacon Street
City/State : Brookline, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 1

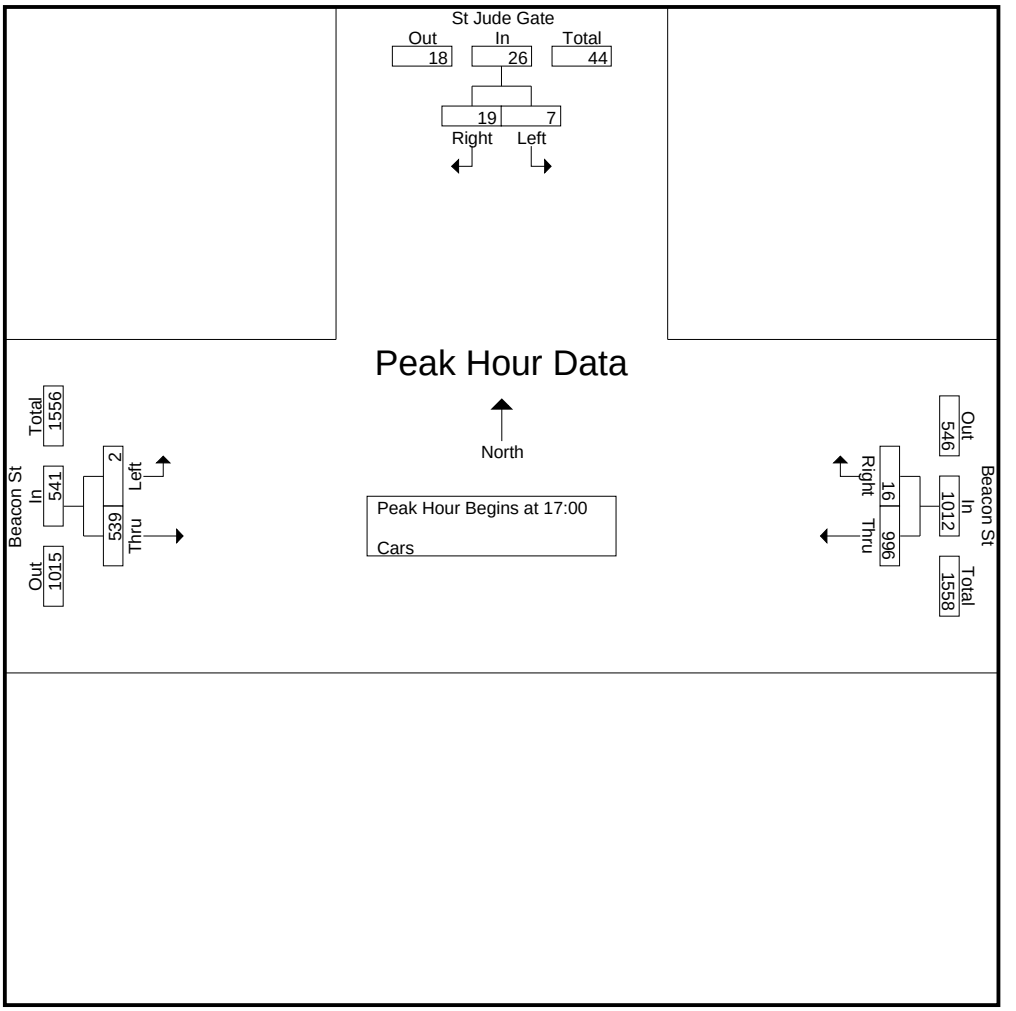
Groups Printed- Cars

	St Jude Gate From North			Beacon St From East			Beacon St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	6	5	63	223	7	10	4	89	0	73	334	407
16:15	7	6	85	224	9	9	0	107	0	94	353	447
16:30	8	7	31	196	2	5	0	118	1	37	331	368
16:45	1	3	37	218	3	24	1	94	2	63	320	383
Total	22	21	216	861	21	48	5	408	3	267	1338	1605
17:00	1	7	34	238	3	5	0	127	0	39	376	415
17:15	2	4	34	245	5	7	0	154	0	41	410	451
17:30	2	7	29	241	6	6	1	125	1	36	382	418
17:45	2	1	48	272	2	3	1	133	1	52	411	463
Total	7	19	145	996	16	21	2	539	2	168	1579	1747
Grand Total	29	40	361	1857	37	69	7	947	5	435	2917	3352
Apprch %	42	58		98	2		0.7	99.3				
Total %	1	1.4		63.7	1.3		0.2	32.5		13	87	

	St Jude Gate From North			Beacon St From East			Beacon St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	1	7	8	238	3	241	0	127	127	376
17:15	2	4	6	245	5	250	0	154	154	410
17:30	2	7	9	241	6	247	1	125	126	382
17:45	2	1	3	272	2	274	1	133	134	411
Total Volume	7	19	26	996	16	1012	2	539	541	1579
% App. Total	26.9	73.1		98.4	1.6		0.4	99.6		
PHF	.875	.679	.722	.915	.667	.923	.500	.875	.878	.960

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 2



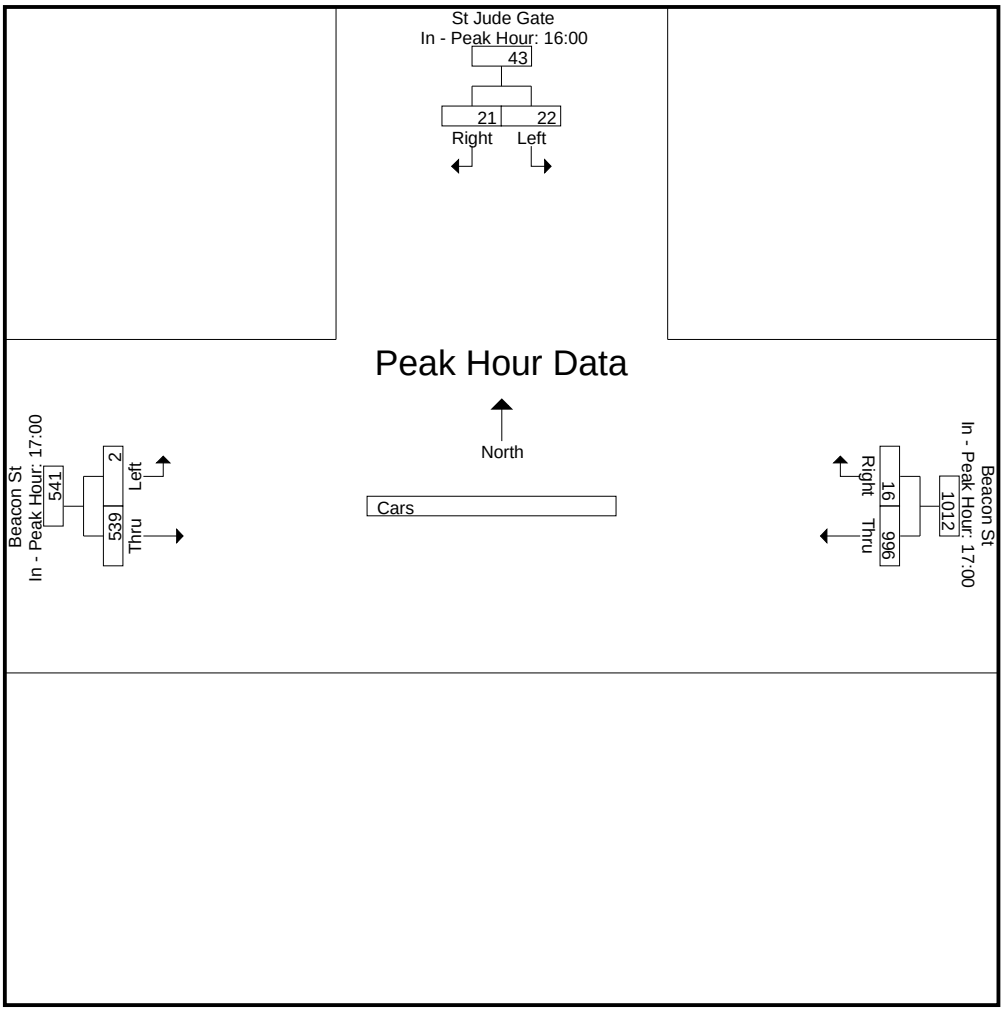
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00			17:00			17:00		
+0 mins.	6	5	11	238	3	241	0	127	127
+15 mins.	7	6	13	245	5	250	0	154	154
+30 mins.	8	7	15	241	6	247	1	125	126
+45 mins.	1	3	4	272	2	274	1	133	134
Total Volume	22	21	43	996	16	1012	2	539	541
% App. Total	51.2	48.8		98.4	1.6		0.4	99.6	
PHF	.688	.750	.717	.915	.667	.923	.500	.875	.878

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 3



N/S Street : St. Jude Gate
E/W Street: Beacon Street
City/State : Brookline, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 1

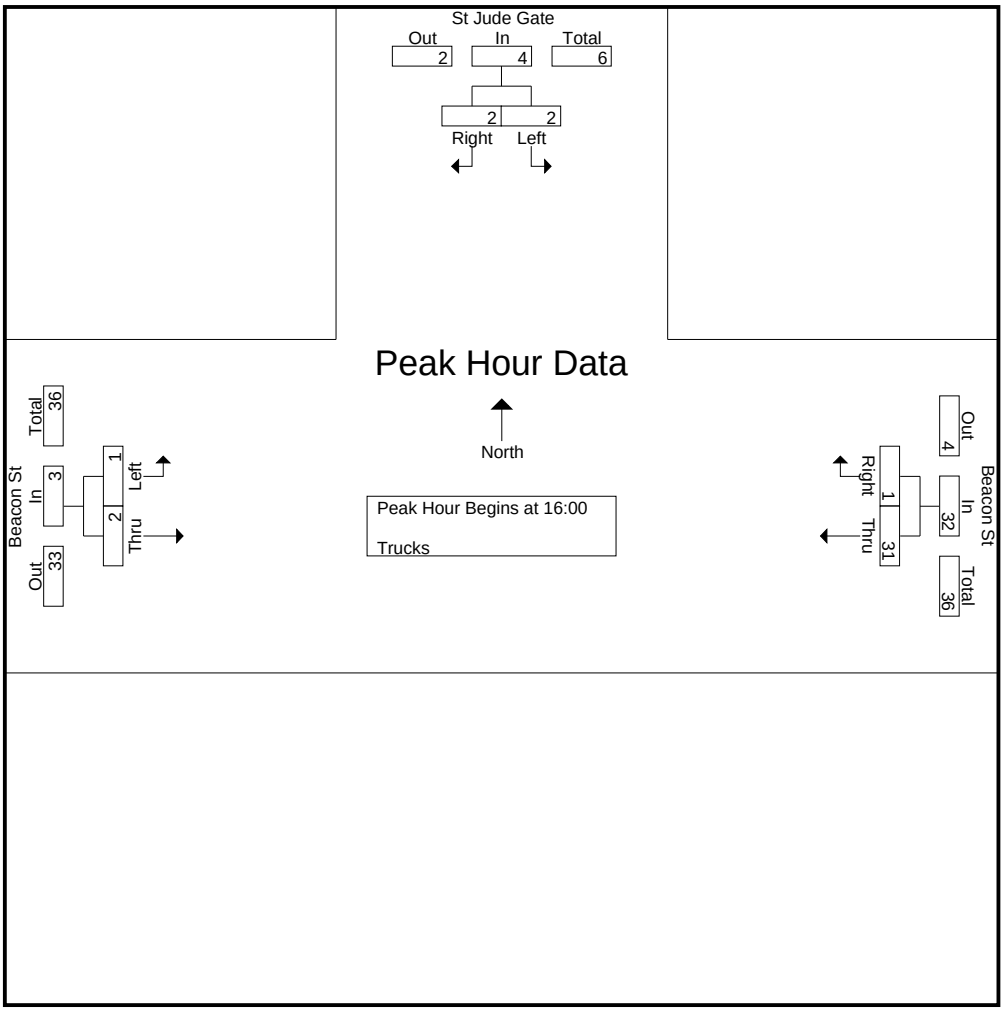
Groups Printed- Trucks

	St Jude Gate From North			Beacon St From East			Beacon St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	1	0	11	1	0	0	1	0	0	14	14
16:15	1	0	0	7	0	0	0	1	0	0	9	9
16:30	1	1	0	7	0	0	0	0	0	0	9	9
16:45	0	0	0	6	0	0	1	0	0	0	7	7
Total	2	2	0	31	1	0	1	2	0	0	39	39
17:00	0	0	0	6	0	0	0	0	0	0	6	6
17:15	0	0	0	3	0	0	0	1	0	0	4	4
17:30	0	0	0	7	0	0	0	2	0	0	9	9
17:45	0	0	0	5	0	0	0	0	0	0	5	5
Total	0	0	0	21	0	0	0	3	0	0	24	24
Grand Total	2	2	0	52	1	0	1	5	0	0	63	63
Apprch %	50	50		98.1	1.9		16.7	83.3				
Total %	3.2	3.2		82.5	1.6		1.6	7.9		0	100	

	St Jude Gate From North			Beacon St From East			Beacon St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	0	1	1	11	1	12	0	1	1	14
16:15	1	0	1	7	0	7	0	1	1	9
16:30	1	1	2	7	0	7	0	0	0	9
16:45	0	0	0	6	0	6	1	0	1	7
Total Volume	2	2	4	31	1	32	1	2	3	39
% App. Total	50	50		96.9	3.1		33.3	66.7		
PHF	.500	.500	.500	.705	.250	.667	.250	.500	.750	.696

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 2



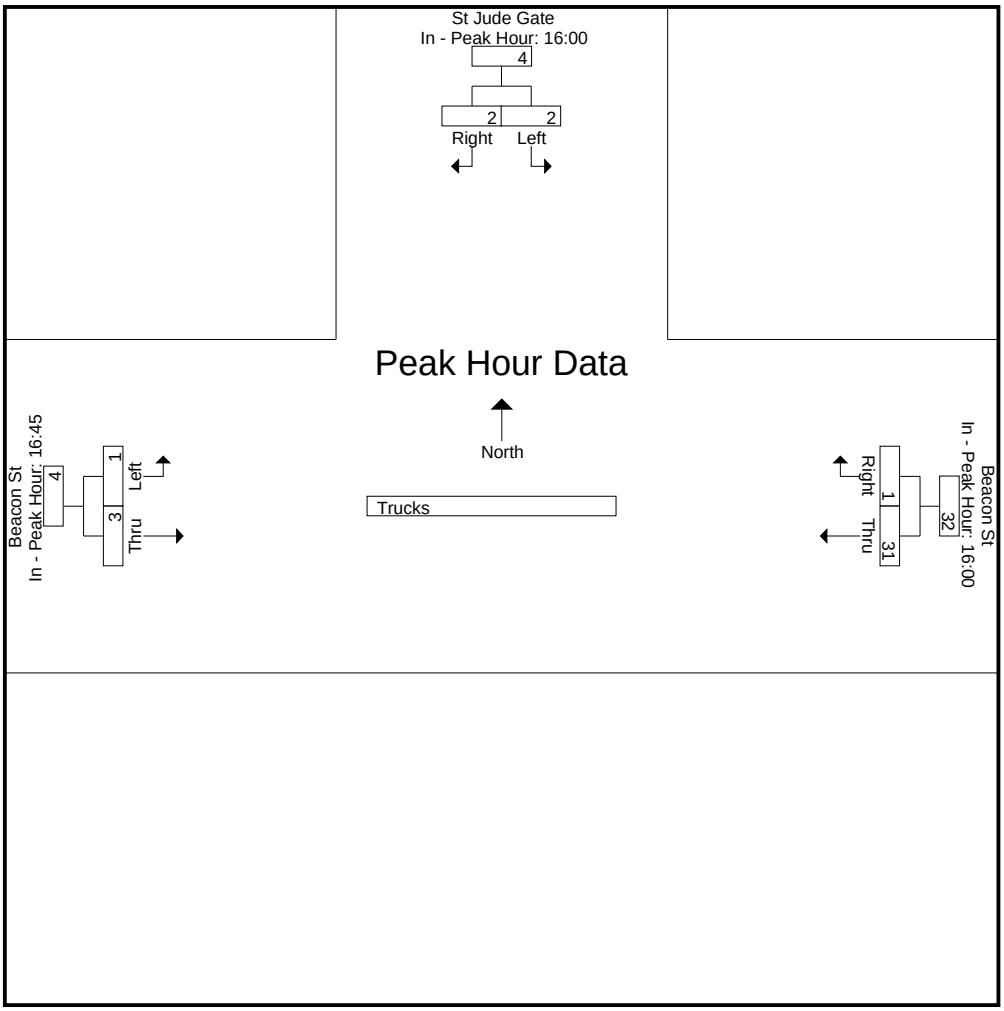
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	16:00			16:00			16:45		
+0 mins.	0	1	1	11	1	12	1	0	1
+15 mins.	1	0	1	7	0	7	0	0	0
+30 mins.	1	1	2	7	0	7	0	1	1
+45 mins.	0	0	0	6	0	6	0	2	2
Total Volume	2	2	4	31	1	32	1	3	4
% App. Total	50	50		96.9	3.1		25	75	
PHF	.500	.500	.500	.705	.250	.667	.250	.375	.500

Accurate Counts
978-664-2565

File Name : 39000022
Site Code : 39000022
Start Date : 3/25/2008
Page No : 3



N/S Street : St. Thomas More Road
E/W Street: Chestnut Hill Driveway
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 1

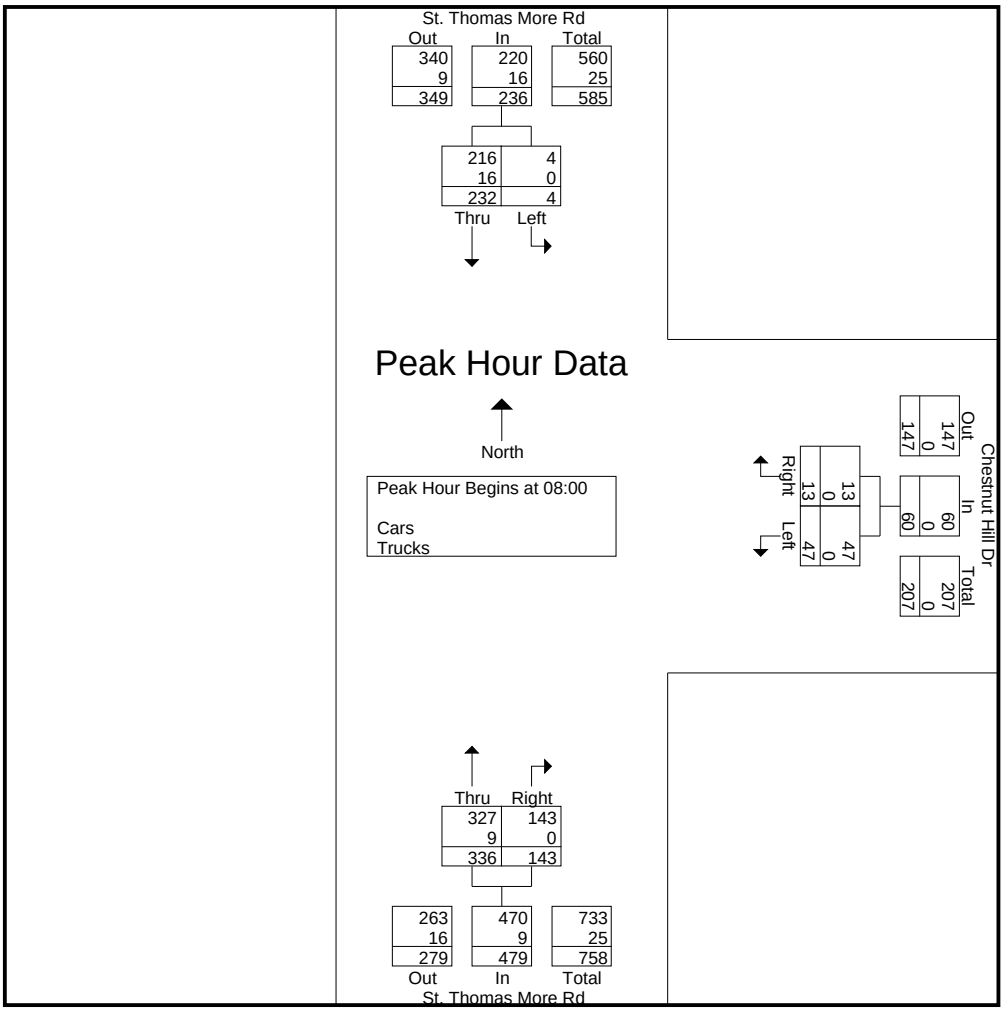
Groups Printed- Cars - Trucks

	St. Thomas More Rd From North			Chestnut Hill Dr From East			St. Thomas More Rd From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	32	0	8	2	0	54	26	0	0	122	122
07:15	0	62	0	10	0	0	60	21	0	0	153	153
07:30	1	57	0	18	4	0	64	15	0	0	159	159
07:45	1	54	0	17	0	1	76	34	0	1	182	183
Total	2	205	0	53	6	1	254	96	0	1	616	617
08:00	1	57	0	10	3	0	62	35	0	0	168	168
08:15	0	59	0	11	2	0	89	39	0	0	200	200
08:30	2	47	0	17	3	3	85	40	0	3	194	197
08:45	1	69	0	9	5	1	100	29	0	1	213	214
Total	4	232	0	47	13	4	336	143	0	4	775	779
Grand Total	6	437	0	100	19	5	590	239	0	5	1391	1396
Apprch %	1.4	98.6		84	16		71.2	28.8				
Total %	0.4	31.4		7.2	1.4		42.4	17.2		0.4	99.6	
Cars	6	418		100	19		574	239		0	0	1361
% Cars	100	95.7	0	100	100	100	97.3	100	0	0	0	97.5
Trucks	0	19		0	0		16	0		0	0	35
% Trucks	0	4.3	0	0	0	0	2.7	0	0	0	0	2.5

	St. Thomas More Rd From North			Chestnut Hill Dr From East			St. Thomas More Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	1	57	58	10	3	13	62	35	97	168
08:15	0	59	59	11	2	13	89	39	128	200
08:30	2	47	49	17	3	20	85	40	125	194
08:45	1	69	70	9	5	14	100	29	129	213
Total Volume	4	232	236	47	13	60	336	143	479	775
% App. Total	1.7	98.3		78.3	21.7		70.1	29.9		
PHF	.500	.841	.843	.691	.650	.750	.840	.894	.928	.910
Cars	4	216	220	47	13	60	327	143	470	750
% Cars	100	93.1	93.2	100	100	100	97.3	100	98.1	96.8
Trucks	0	16	16	0	0	0	9	0	9	25
% Trucks	0	6.9	6.8	0	0	0	2.7	0	1.9	3.2

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 2

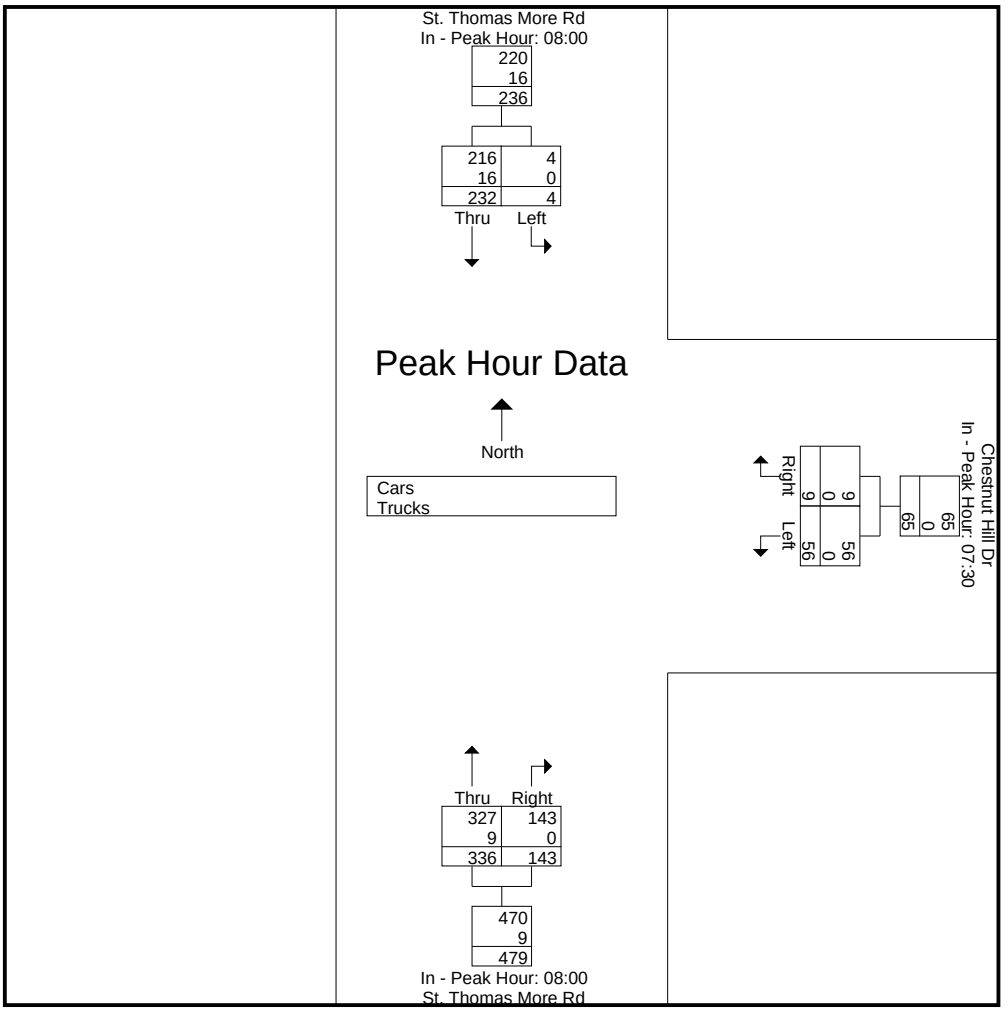


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00			07:30			08:00		
+0 mins.	1	57	58	18	4	22	62	35	97
+15 mins.	0	59	59	17	0	17	89	39	128
+30 mins.	2	47	49	10	3	13	85	40	125
+45 mins.	1	69	70	11	2	13	100	29	129
Total Volume	4	232	236	56	9	65	336	143	479
% App. Total	1.7	98.3		86.2	13.8		70.1	29.9	
PHF	.500	.841	.843	.778	.563	.739	.840	.894	.928
Cars	4	216	220	56	9	65	327	143	470
% Cars	100	93.1	93.2	100	100	100	97.3	100	98.1
Trucks	0	16	16	0	0	0	9	0	9
% Trucks	0	6.9	6.8	0	0	0	2.7	0	1.9

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 3



N/S Street : St. Thomas More Road
E/W Street: Chestnut Hill Driveway
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 1

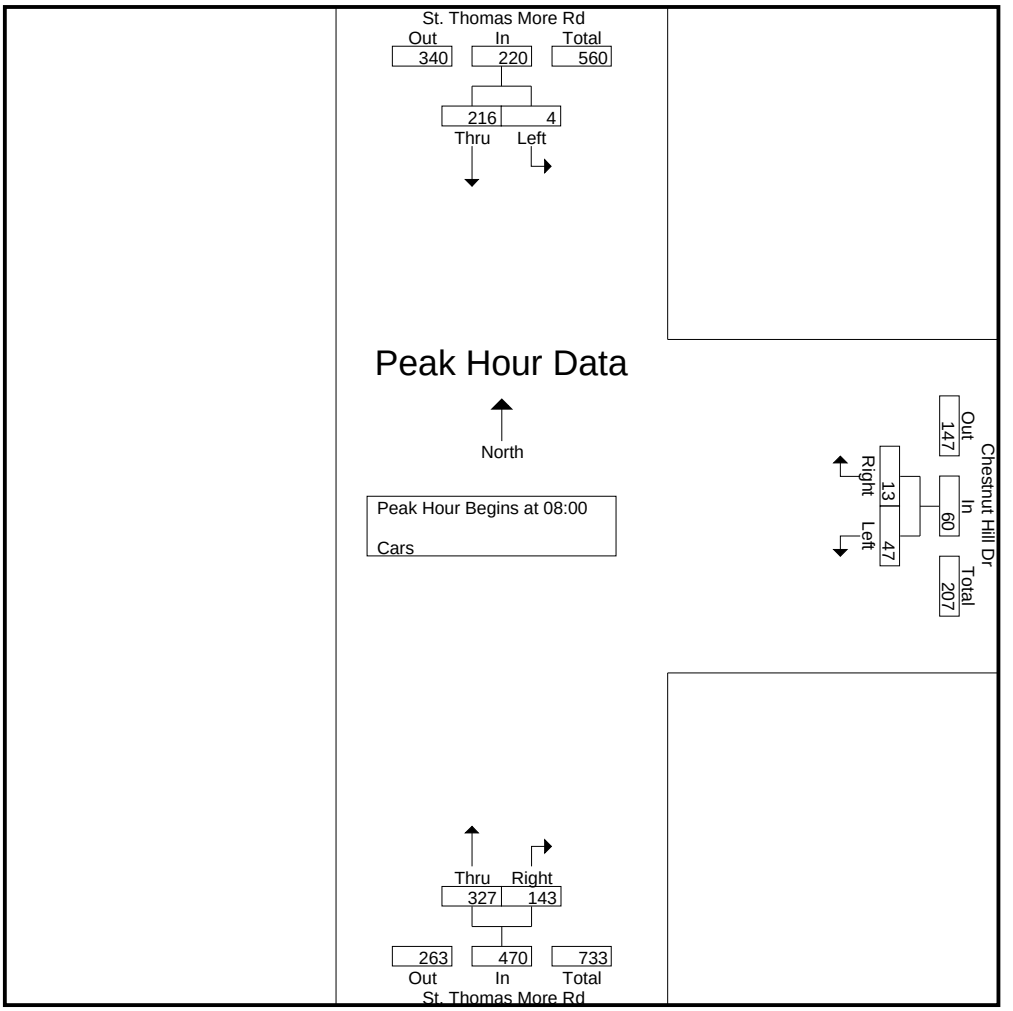
Groups Printed- Cars

	St. Thomas More Rd From North			Chestnut Hill Dr From East			St. Thomas More Rd From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	32	0	8	2	0	54	26	0	0	122	122
07:15	0	59	0	10	0	0	57	21	0	0	147	147
07:30	1	57	0	18	4	0	62	15	0	0	157	157
07:45	1	54	0	17	0	1	74	34	0	1	180	181
Total	2	202	0	53	6	1	247	96	0	1	606	607
08:00	1	53	0	10	3	0	60	35	0	0	162	162
08:15	0	57	0	11	2	0	86	39	0	0	195	195
08:30	2	41	0	17	3	3	82	40	0	3	185	188
08:45	1	65	0	9	5	1	99	29	0	1	208	209
Total	4	216	0	47	13	4	327	143	0	4	750	754
Grand Total	6	418	0	100	19	5	574	239	0	5	1356	1361
Apprch %	1.4	98.6		84	16		70.6	29.4				
Total %	0.4	30.8		7.4	1.4		42.3	17.6		0.4	99.6	

	St. Thomas More Rd From North			Chestnut Hill Dr From East			St. Thomas More Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	1	53	54	10	3	13	60	35	95	162
08:15	0	57	57	11	2	13	86	39	125	195
08:30	2	41	43	17	3	20	82	40	122	185
08:45	1	65	66	9	5	14	99	29	128	208
Total Volume	4	216	220	47	13	60	327	143	470	750
% App. Total	1.8	98.2		78.3	21.7		69.6	30.4		
PHF	.500	.831	.833	.691	.650	.750	.826	.894	.918	.901

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 2

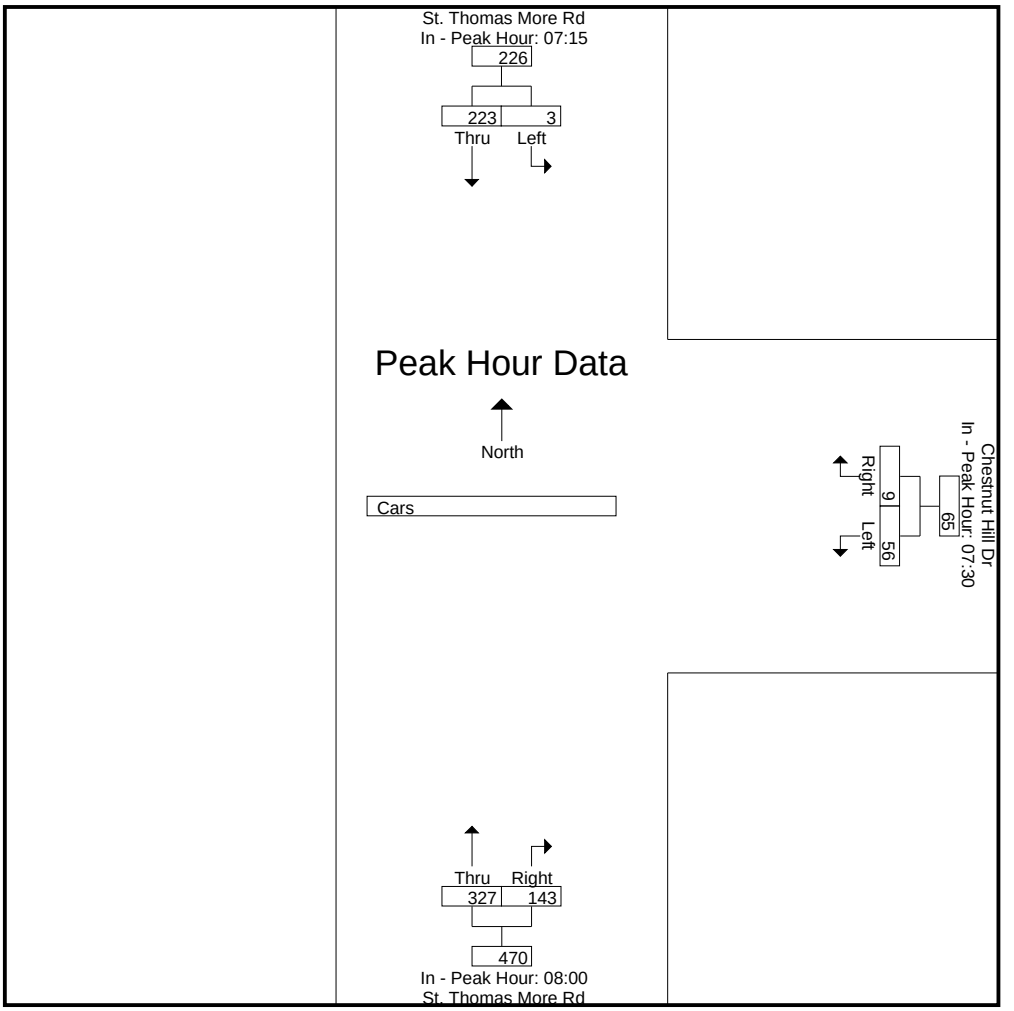


Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15			07:30			08:00		
+0 mins.	0	59	59	18	4	22	60	35	95
+15 mins.	1	57	58	17	0	17	86	39	125
+30 mins.	1	54	55	10	3	13	82	40	122
+45 mins.	1	53	54	11	2	13	99	29	128
Total Volume	3	223	226	56	9	65	327	143	470
% App. Total	1.3	98.7		86.2	13.8		69.6	30.4	
PHF	.750	.945	.958	.778	.563	.739	.826	.894	.918

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 3



N/S Street : St. Thomas More Road
E/W Street: Chestnut Hill Driveway
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008

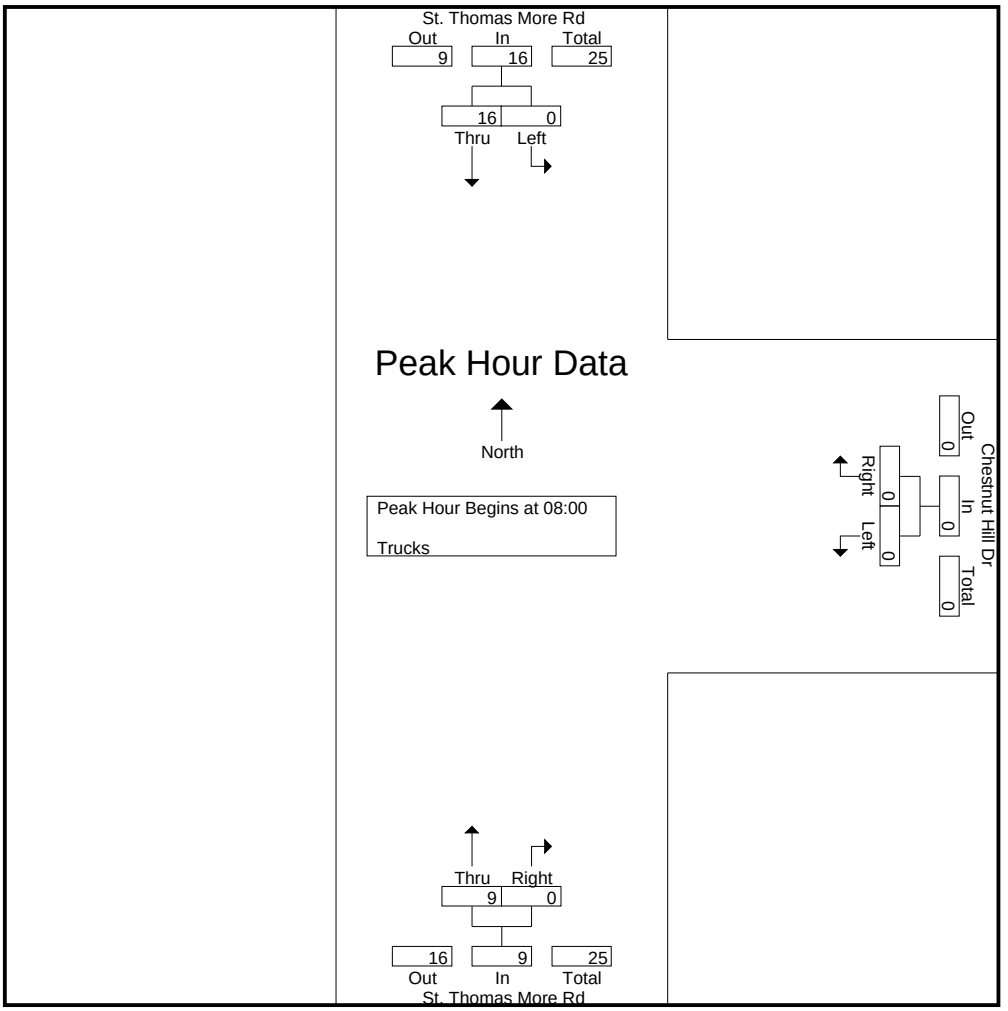
Groups Printed- Trucks

	St. Thomas More Rd From North			Chestnut Hill Dr From East			St. Thomas More Rd From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	3	0	0	0	0	3	0	0	0	6	6
07:30	0	0	0	0	0	0	2	0	0	0	2	2
07:45	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	3	0	0	0	0	7	0	0	0	10	10
08:00	0	4	0	0	0	0	2	0	0	0	6	6
08:15	0	2	0	0	0	0	3	0	0	0	5	5
08:30	0	6	0	0	0	0	3	0	0	0	9	9
08:45	0	4	0	0	0	0	1	0	0	0	5	5
Total	0	16	0	0	0	0	9	0	0	0	25	25
Grand Total	0	19	0	0	0	0	16	0	0	0	35	35
Apprch %	0	100		0	0		100	0				
Total %	0	54.3		0	0		45.7	0		0	100	

	St. Thomas More Rd From North			Chestnut Hill Dr From East			St. Thomas More Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	0	4	4	0	0	0	2	0	2	6
08:15	0	2	2	0	0	0	3	0	3	5
08:30	0	6	6	0	0	0	3	0	3	9
08:45	0	4	4	0	0	0	1	0	1	5
Total Volume	0	16	16	0	0	0	9	0	9	25
% App. Total	0	100		0	0		100	0		
PHF	.000	.667	.667	.000	.000	.000	.750	.000	.750	.694

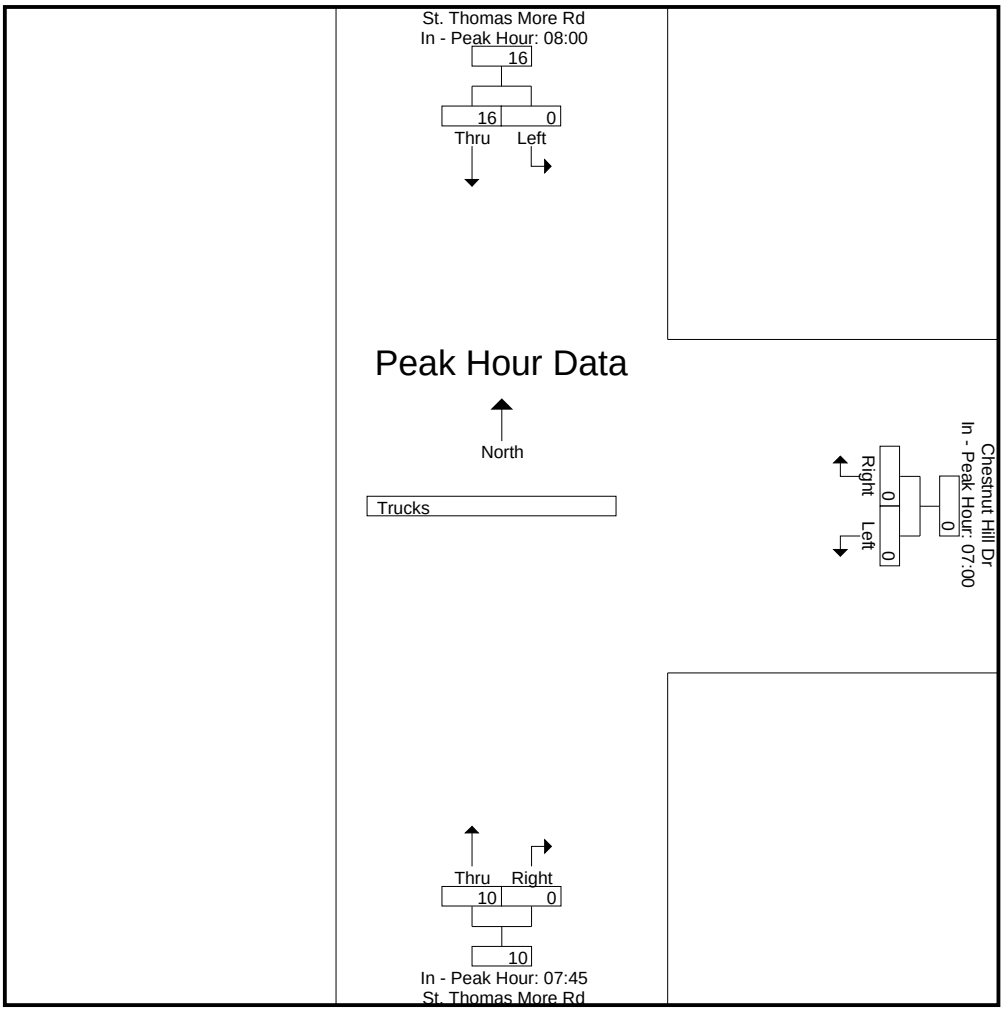
Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 2



Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00			07:00			07:45		
+0 mins.	0	4	4	0	0	0	2	0	2
+15 mins.	0	2	2	0	0	0	2	0	2
+30 mins.	0	6	6	0	0	0	3	0	3
+45 mins.	0	4	4	0	0	0	3	0	3
Total Volume	0	16	16	0	0	0	10	0	10
% App. Total	0	100		0	0		100	0	
PHF	.000	.667	.667	.000	.000	.000	.833	.000	.833


St. Thomas More Rd
In - Peak Hour: 08:00
16
16
0
Thru
Left
Peak Hour Data
North
Trucks
Chestnut Hill Dr
In - Peak Hour: 07:00
Right
Left
0
0
0
Thru
Right
10
0
10
In - Peak Hour: 07:45
St. Thomas More Rd

N/S Street : St. Thomas More Road
E/W Street: Chestnut Hill Driveway
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 1

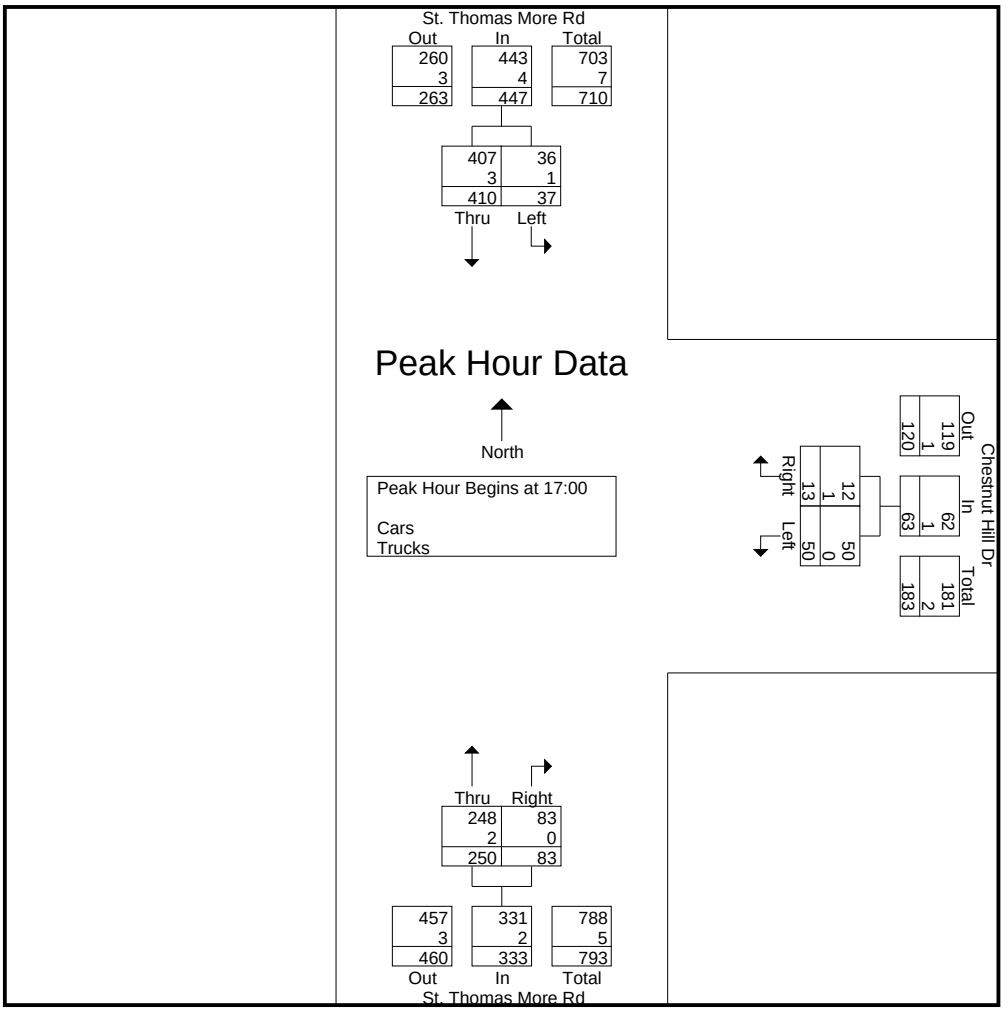
Groups Printed- Cars - Trucks

	St. Thomas More Rd From North			Chestnut Hill Dr From East			St. Thomas More Rd From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	9	98	0	15	2	3	59	19	0	3	202	205
16:15	6	117	0	16	1	4	58	22	1	5	220	225
16:30	9	92	0	23	2	3	60	15	2	5	201	206
16:45	8	96	0	14	3	5	46	12	0	5	179	184
Total	32	403	0	68	8	15	223	68	3	18	802	820
17:00	11	96	1	13	1	7	55	15	0	8	191	199
17:15	8	108	0	16	4	8	75	20	0	8	231	239
17:30	5	102	0	10	3	15	56	27	0	15	203	218
17:45	13	104	0	11	5	6	64	21	0	6	218	224
Total	37	410	1	50	13	36	250	83	0	37	843	880
Grand Total	69	813	1	118	21	51	473	151	3	55	1645	1700
Apprch %	7.8	92.2		84.9	15.1		75.8	24.2				
Total %	4.2	49.4		7.2	1.3		28.8	9.2		3.2	96.8	
Cars	68	808		118	20		471	151		0	0	1691
% Cars	98.6	99.4	100	100	95.2	100	99.6	100	100	0	0	99.5
Trucks	1	5		0	1		2	0		0	0	9
% Trucks	1.4	0.6	0	0	4.8	0	0.4	0	0	0	0	0.5

	St. Thomas More Rd From North			Chestnut Hill Dr From East			St. Thomas More Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	11	96	107	13	1	14	55	15	70	191
17:15	8	108	116	16	4	20	75	20	95	231
17:30	5	102	107	10	3	13	56	27	83	203
17:45	13	104	117	11	5	16	64	21	85	218
Total Volume	37	410	447	50	13	63	250	83	333	843
% App. Total	8.3	91.7		79.4	20.6		75.1	24.9		
PHF	.712	.949	.955	.781	.650	.788	.833	.769	.876	.912
Cars	36	407	443	50	12	62	248	83	331	836
% Cars	97.3	99.3	99.1	100	92.3	98.4	99.2	100	99.4	99.2
Trucks	1	3	4	0	1	1	2	0	2	7
% Trucks	2.7	0.7	0.9	0	7.7	1.6	0.8	0	0.6	0.8

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 2



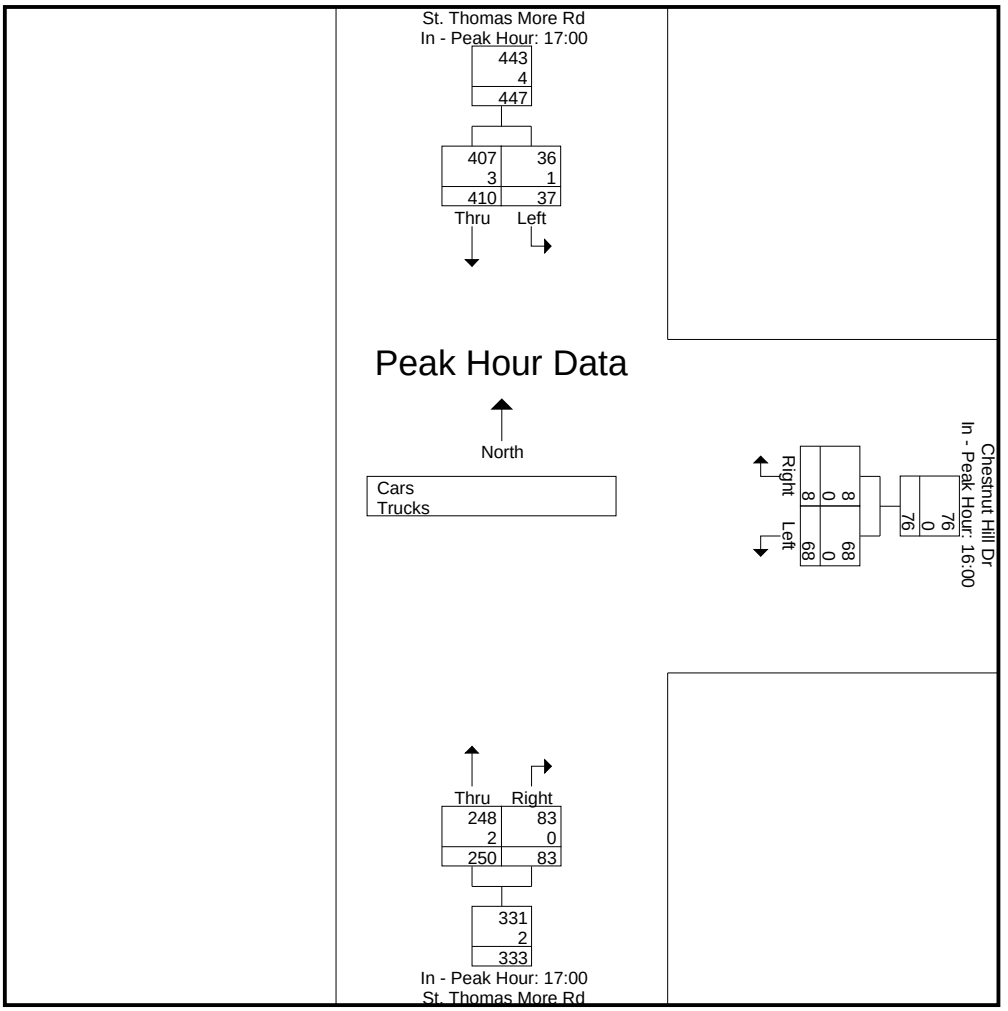
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	17:00			16:00			17:00		
+0 mins.	11	96	107	15	2	17	55	15	70
+15 mins.	8	108	116	16	1	17	75	20	95
+30 mins.	5	102	107	23	2	25	56	27	83
+45 mins.	13	104	117	14	3	17	64	21	85
Total Volume	37	410	447	68	8	76	250	83	333
% App. Total	8.3	91.7		89.5	10.5		75.1	24.9	
PHF	.712	.949	.955	.739	.667	.760	.833	.769	.876
Cars	36	407	443	68	8	76	248	83	331
% Cars	97.3	99.3	99.1	100	100	100	99.2	100	99.4
Trucks	1	3	4	0	0	0	2	0	2
% Trucks	2.7	0.7	0.9	0	0	0	0.8	0	0.6

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 3



N/S Street : St. Thomas More Road
E/W Street: Chestnut Hill Driveway
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 1

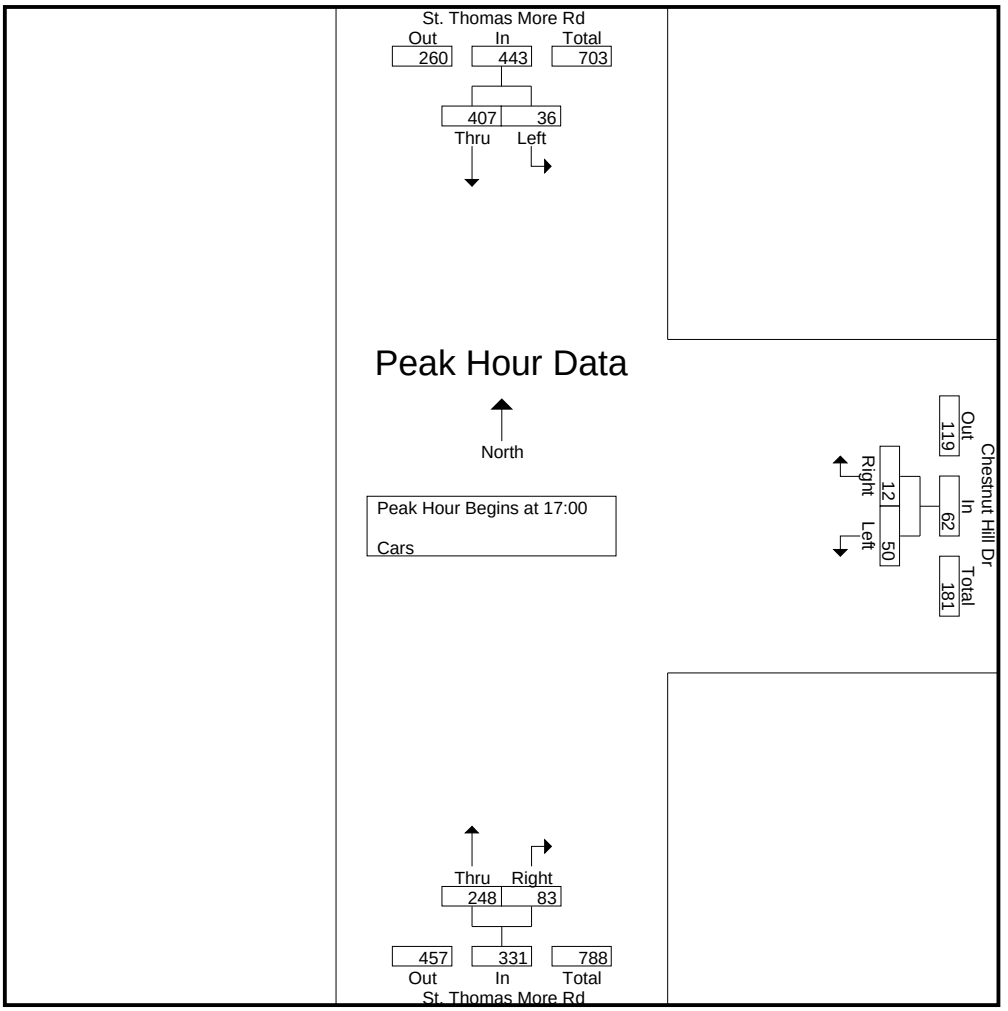
Groups Printed- Cars

	St. Thomas More Rd From North			Chestnut Hill Dr From East			St. Thomas More Rd From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	9	98	0	15	2	3	59	19	0	3	202	205
16:15	6	117	0	16	1	4	58	22	1	5	220	225
16:30	9	91	0	23	2	3	60	15	2	5	200	205
16:45	8	95	0	14	3	5	46	12	0	5	178	183
Total	32	401	0	68	8	15	223	68	3	18	800	818
17:00	11	96	1	13	1	7	55	15	0	8	191	199
17:15	8	108	0	16	4	8	75	20	0	8	231	239
17:30	5	101	0	10	3	15	55	27	0	15	201	216
17:45	12	102	0	11	4	6	63	21	0	6	213	219
Total	36	407	1	50	12	36	248	83	0	37	836	873
Grand Total	68	808	1	118	20	51	471	151	3	55	1636	1691
Apprch %	7.8	92.2		85.5	14.5		75.7	24.3				
Total %	4.2	49.4		7.2	1.2		28.8	9.2		3.3	96.7	

	St. Thomas More Rd From North			Chestnut Hill Dr From East			St. Thomas More Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	11	96	107	13	1	14	55	15	70	191
17:15	8	108	116	16	4	20	75	20	95	231
17:30	5	101	106	10	3	13	55	27	82	201
17:45	12	102	114	11	4	15	63	21	84	213
Total Volume	36	407	443	50	12	62	248	83	331	836
% App. Total	8.1	91.9		80.6	19.4		74.9	25.1		
PHF	.750	.942	.955	.781	.750	.775	.827	.769	.871	.905

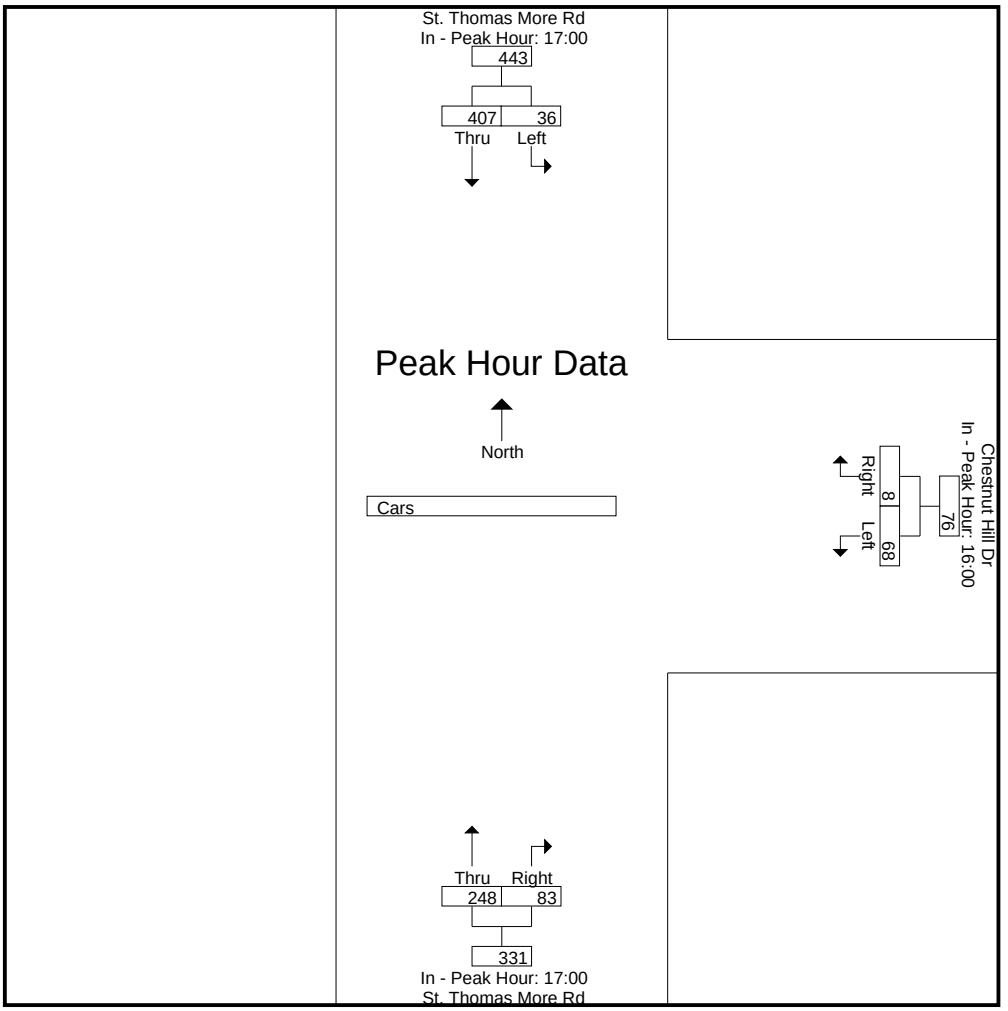
Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00			16:00			17:00		
+0 mins.	11	96	107	15	2	17	55	15	70
+15 mins.	8	108	116	16	1	17	75	20	95
+30 mins.	5	101	106	23	2	25	55	27	82
+45 mins.	12	102	114	14	3	17	63	21	84
Total Volume	36	407	443	68	8	76	248	83	331
% App. Total	8.1	91.9		89.5	10.5		74.9	25.1	
PHF	.750	.942	.955	.739	.667	.760	.827	.769	.871


St. Thomas More Rd
In - Peak Hour: 17:00
443
407
36
Thru
Left
Peak Hour Data
North
Cars
Chestnut Hill Dr
In - Peak Hour: 16:00
76
8
68
Right
Left
Thru
Right
248
83
331
In - Peak Hour: 17:00
St. Thomas More Rd

N/S Street : St. Thomas More Road
E/W Street: Chestnut Hill Driveway
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 1

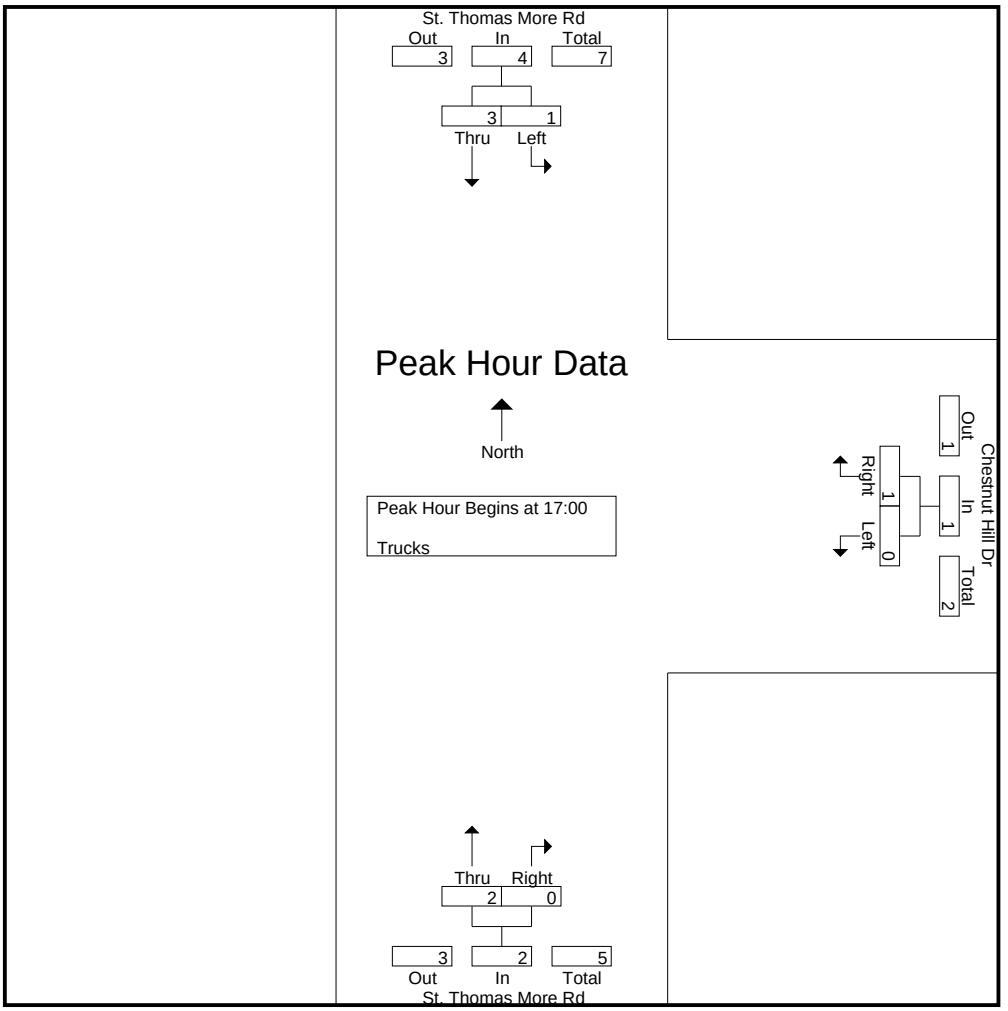
Groups Printed- Trucks

	St. Thomas More Rd From North			Chestnut Hill Dr From East			St. Thomas More Rd From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	0	0	0	1	1
16:45	0	1	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	0	0	0	0	0	0	2	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	1	0	0	0	2	2
17:45	1	2	0	0	1	0	1	0	0	0	5	5
Total	1	3	0	0	1	0	2	0	0	0	7	7
Grand Total	1	5	0	0	1	0	2	0	0	0	9	9
Apprch %	16.7	83.3		0	100		100	0				
Total %	11.1	55.6		0	11.1		22.2	0		0	100	

	St. Thomas More Rd From North			Chestnut Hill Dr From East			St. Thomas More Rd From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	1	1	0	0	0	1	0	1	2
17:45	1	2	3	0	1	1	1	0	1	5
Total Volume	1	3	4	0	1	1	2	0	2	7
% App. Total	25	75		0	100		100	0		
PHF	.250	.375	.333	.000	.250	.250	.500	.000	.500	.350

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 2

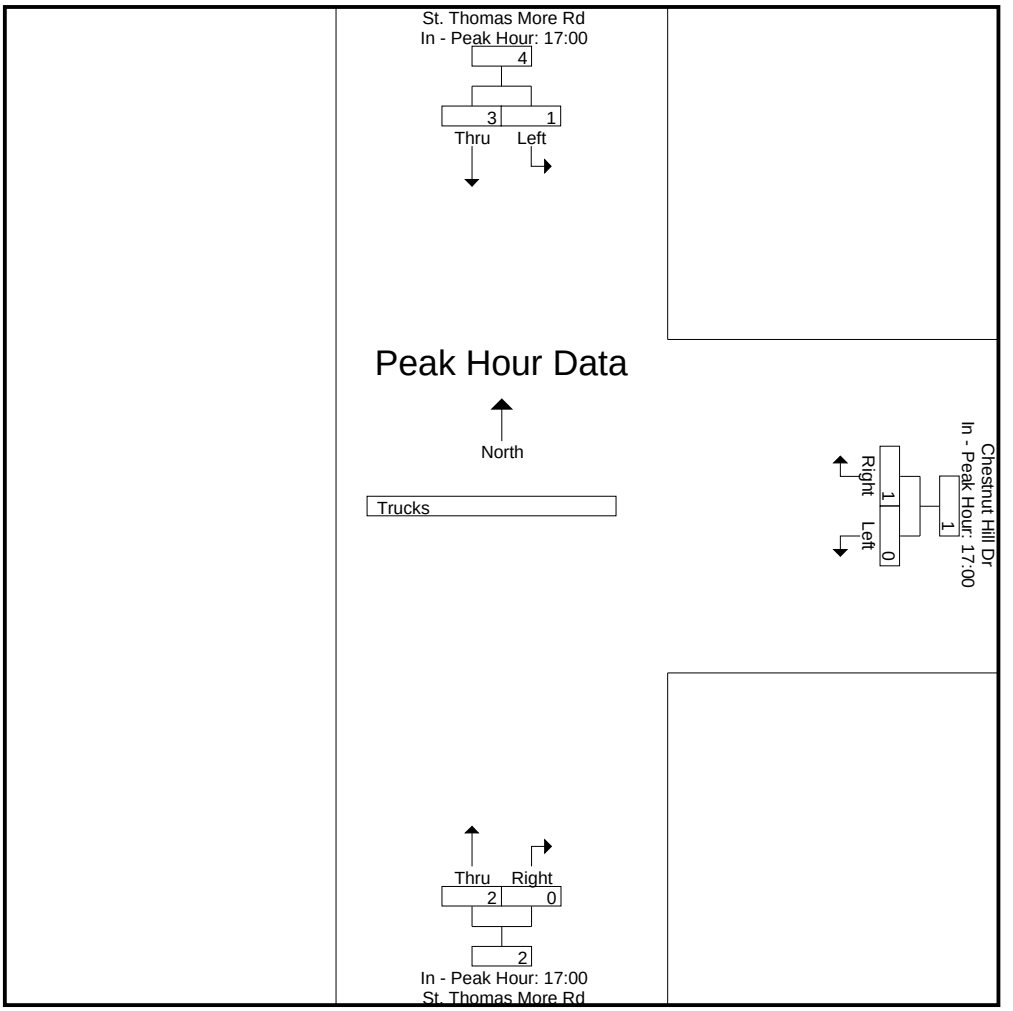


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00			17:00			17:00		
+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	1	1	0	0	0	1	0	1
+45 mins.	1	2	3	0	1	1	1	0	1
Total Volume	1	3	4	0	1	1	2	0	2
% App. Total	25	75		0	100		100	0	
PHF	.250	.375	.333	.000	.250	.250	.500	.000	.500

Accurate Counts
978-664-2565

File Name : 39000023
Site Code : 39000023
Start Date : 4/9/2008
Page No : 3



N/S Street : Lake St / St Thomas Moore
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 390000B1
Site Code : 39000001
Start Date : 5/1/2008
Page No : 1

Groups Printed- Cars

	Lake St From North			Commonwealth Ave From East			St Thomas Moore Rd From South			Commonwealth Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00	0	0	0	0	1	0	0	0	0	0	1	0	2
07:15	0	0	0	0	1	0	0	1	0	0	2	0	4
07:30	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	0	4	0	8
08:00	0	0	0	0	0	0	0	1	0	0	1	0	2
08:15	0	2	0	0	0	0	0	0	0	0	0	0	2
08:30	0	0	0	2	0	0	0	0	0	0	0	0	2
08:45	0	0	0	1	4	0	0	0	0	0	3	0	8
Total	0	2	0	3	4	0	0	1	0	0	4	0	14
Grand Total	0	2	0	3	6	0	0	3	0	0	8	0	22
Apprch %	0	100	0	33.3	66.7	0	0	100	0	0	100	0	
Total %	0	9.1	0	13.6	27.3	0	0	13.6	0	0	36.4	0	

	Lake St From North				Commonwealth Ave From East				St Thomas Moore Rd From South				Commonwealth Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
08:15	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	1	4	0	5	0	0	0	0	0	3	0	3	8
Total Volume	0	2	0	2	3	4	0	7	0	1	0	1	0	4	0	4	14
% App. Total	0	100	0		42.9	57.1	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.375	.250	.000	.350	.000	.250	.000	.250	.000	.333	.000	.333	.438

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30				08:00				07:15				07:00			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	2	0	0	2	0	1	0	1	0	1	0	1
+45 mins.	0	2	0	2	1	4	0	5	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	3	4	0	7	0	3	0	3	0	4	0	4
% App. Total	0	100	0		42.9	57.1	0		0	100	0		0	100	0	
PHF	.000	.250	.000	.250	.375	.250	.000	.350	.000	.750	.000	.750	.000	.500	.000	.500

N/S Street : Lake St / St Thomas Moore
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 390000B1
Site Code : 39000001
Start Date : 5/1/2008
Page No : 1

Groups Printed- Cars

	Lake St From North			Commonwealth Ave From East			St Thomas Moore Rd From South			Commonwealth Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
16:00	0	0	0	1	2	0	0	0	0	0	0	0	3
16:15	0	0	0	1	1	0	0	0	2	0	2	0	6
16:30	0	0	0	0	2	0	0	0	0	0	0	0	2
16:45	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	2	6	0	0	0	2	0	2	0	12
17:00	0	0	0	2	0	0	0	0	0	0	3	0	5
17:15	0	0	1	2	0	0	0	0	0	0	7	0	10
17:30	0	1	0	0	1	1	0	0	1	0	0	0	4
17:45	0	1	0	1	0	0	0	0	1	1	3	1	8
Total	0	2	1	5	1	1	0	0	2	1	13	1	27
Grand Total	0	2	1	7	7	1	0	0	4	1	15	1	39
Apprch %	0	66.7	33.3	46.7	46.7	6.7	0	0	100	5.9	88.2	5.9	
Total %	0	5.1	2.6	17.9	17.9	2.6	0	0	10.3	2.6	38.5	2.6	

	Lake St From North				Commonwealth Ave From East				St Thomas Moore Rd From South				Commonwealth Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	3	5
17:15	0	0	1	1	2	0	0	2	0	0	0	0	0	7	0	7	10
17:30	0	1	0	1	0	1	1	2	0	0	1	1	0	0	0	0	4
17:45	0	1	0	1	1	0	0	1	0	0	1	1	1	3	1	5	8
Total Volume	0	2	1	3	5	1	1	7	0	0	2	2	1	13	1	15	27
% App. Total	0	66.7	33.3		71.4	14.3	14.3		0	0	100		6.7	86.7	6.7		
PHF	.000	.500	.250	.750	.625	.250	.250	.875	.000	.000	.500	.500	.250	.464	.250	.536	.675

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00				16:00				16:00				17:00			
+0 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3
+15 mins.	0	0	1	1	1	1	0	2	0	0	2	2	0	7	0	7
+30 mins.	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	1	0	1	0	0	0	0	1	3	1	5
Total Volume	0	2	1	3	2	6	0	8	0	0	2	2	1	13	1	15
% App. Total	0	66.7	33.3		25	75	0		0	0	100		6.7	86.7	6.7	
PHF	.000	.500	.250	.750	.500	.750	.000	.667	.000	.000	.250	.250	.250	.464	.250	.536

N/S Street : Foster Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 390000B2
Site Code : 39000002
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00	0	0	0	0	1	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	1	1	0	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	1	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	2	0	0	0	0	0	0	2	2
Total	0	0	0	3	0	0	0	0	0	0	3	3
Grand Total	0	0	0	4	1	0	0	0	0	0	5	5
Apprch %	0	0		80	20		0	0				
Total %	0	0		80	20		0	0		0	100	

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	1	0	1	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	3	0	3	0	0	0	3
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.375	.000	.375	.000	.000	.000	.375

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00			08:00			07:00		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	2	0	2	0	0	0
Total Volume	0	0	0	3	0	3	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.375	.000	.375	.000	.000	.000

N/S Street : Foster Street
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 390000B2
Site Code : 39000002
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
16:00	0	0	0	0	2	0	0	0	0	0	2	2
16:15	0	0	0	0	1	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	0	0	0	0	0	3	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	1	0	0	1	1
17:30	0	1	0	0	0	0	0	0	0	0	1	1
17:45	1	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	0	0	0	0	0	1	0	0	3	3
Grand Total	1	1	0	0	3	0	0	1	0	0	6	6
Apprch %	50	50		0	100		0	100				
Total %	16.7	16.7		0	50		0	16.7		0	100	

	Foster St From North			Commonwealth Ave From East			Commonwealth Ave From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	0	0	0	0	2	2	0	0	0	2
16:15	0	0	0	0	1	1	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	3	0	0	0	3
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.375	.375	.000	.000	.000	.375

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00			16:00			16:30		
+0 mins.	0	0	0	0	2	2	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	1	1
Total Volume	1	1	2	0	3	3	0	1	1
% App. Total	50	50		0	100		0	100	
PHF	.250	.250	.500	.000	.375	.375	.000	.250	.250

N/S Street : St. Thomas Moore Road
E/W Street: Chestnut Hill Drive
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 390000b6
Site Code : 39000006
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	St Thomas Moore Rd From North		Chestnut Hill Dr From East		St Thomas Moore Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00	0	0	0	0	0	0	0
07:15	0	0	0	0	1	0	1
07:30	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	1
08:00	0	0	0	0	1	0	1
08:15	0	1	0	0	0	0	1
08:30	0	1	0	0	0	0	1
08:45	0	1	0	0	0	0	1
Total	0	3	0	0	1	0	4
Grand Total	0	3	0	0	2	0	5
Apprch %	0	100	0	0	100	0	
Total %	0	60	0	0	40	0	

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	0	0	0	0	0	0	1	0	1	1
08:15	0	1	1	0	0	0	0	0	0	1
08:30	0	1	1	0	0	0	0	0	0	1
08:45	0	1	1	0	0	0	0	0	0	1
Total Volume	0	3	3	0	0	0	1	0	1	4
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.250	.000	.250	1.000

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00			07:00			07:15		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	3	3	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.500	.000	.500

N/S Street : St. Thomas Moore Road
E/W Street: Chestnut Hill Drive
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 390000b6
Site Code : 39000006
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	St Thomas Moore Rd From North		Chestnut Hill Dr From East		St Thomas Moore Rd From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	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 %							

	St Thomas Moore Rd From North			Chestnut Hill Dr From East			St Thomas Moore Rd From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
Total Volume	0	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	.000

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00			16:00			16:00		
+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

N/S Street : Hammond Street
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 390000B7
Site Code : 39000007
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	Hammond St From North				College Rd From Northeast				Beacon St From East				Hammond St From South				Beacon St From West				
Start Time	Hard Left	Left	Thru	Right	Hard Left	Bear Left	Bear Right	Hard Right	Left	Thru	Right	Hard Right	Left	Thru	Bear Right	Right	Left	Bear Left	Thru	Right	Int. Total
07:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	5
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
07:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	4
Total	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	0	0	4	1	12
08:00	0	0	1	0	0	0	0	0	0	3	0	0	0	0	2	1	0	0	1	0	8
08:15	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	1	0	6
08:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Total	0	0	1	0	0	0	0	0	0	7	1	0	1	0	2	1	0	0	8	0	21
Grand Total	0	0	1	0	0	0	0	0	0	12	1	0	1	0	2	3	0	0	12	1	33
Apprch %	0	0	100	0	0	0	0	0	0	92.3	7.7	0	16.7	0	33.3	50	0	0	92.3	7.7	
Total %	0	0	3	0	0	0	0	0	0	36.4	3	0	3	0	6.1	9.1	0	0	36.4	3	

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30																										
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	4
08:00	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	2	1	3	0	0	1	0	1	8
08:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	0	1	0	1	6
Total Volume	0	0	1	0	1	0	0	0	0	0	0	8	1	0	9	1	0	2	1	4	0	0	6	1	7	21
% App. Total	0	0	100	0		0	0	0	0		0	88.9	11.1	0		25	0	50	25		0	0	85.7	14.3		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.667	.250	.000	.563	.250	.000	.250	.250	.333	.000	.000	.750	.250	.583	.656

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15					07:00					07:45					07:30					08:00				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	2	1	3	0	0	2	0	2
+45 mins.	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	4	0	4
Total Volume	0	0	1	0	1	0	0	0	0	0	0	9	1	0	10	1	0	2	1	4	0	0	8	0	8
% App. Total	0	0	100	0		0	0	0	0		0	90	10	0		25	0	50	25		0	0	100	0	
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.750	.250	.000	.625	.250	.000	.250	.250	.333	.000	.000	.500	.000	.500

N/S Street : Hammond Street
E/W Street: Beacon Street
City/State : Newton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 390000B7
Site Code : 39000007
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	Hammond St From North				College Rd From Northeast				Beacon St From East				Hammond St From South				Beacon St From West				
Start Time	Hard Left	Left	Thru	Right	Hard Left	Bear Left	Bear Right	Hard Right	Left	Thru	Right	Hard Right	Left	Thru	Bear Right	Right	Left	Bear Left	Thru	Right	Int. Total
16:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5
16:45	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	2	0	0	0	0	0	1	4	0	0	0	0	0	1	0	0	2	2	12
17:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3	0	7
17:15	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	2	0	5
17:30	0	0	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	8
17:45	0	0	1	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	3	0	10
Total	0	0	2	0	0	0	0	0	1	15	1	2	0	0	0	0	0	0	9	0	30
Grand Total	0	0	4	0	0	0	0	0	2	19	1	2	0	0	0	1	0	0	11	2	42
Apprch %	0	0	100	0	0	0	0	0	8.3	79.2	4.2	8.3	0	0	0	100	0	0	84.6	15.4	
Total %	0	0	9.5	0	0	0	0	0	4.8	45.2	2.4	4.8	0	0	0	2.4	0	0	26.2	4.8	

	Hammond St From North					College Rd From Northeast					Beacon St From East					Hammond St From South					Beacon St From West					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 17:00																										
17:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	3	0	3	7
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	2	0	2	5
17:30	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	8
17:45	0	0	1	0	1	0	0	0	0	0	1	3	1	1	6	0	0	0	0	0	0	0	3	0	3	10
Total Volume	0	0	2	0	2	0	0	0	0	0	1	15	1	2	19	0	0	0	0	0	0	0	9	0	9	30
% App. Total	0	0	100	0		0	0	0	0		5.3	78.9	5.3	10.5		0	0	0	0		0	0	100	0		
PHF	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.625	.250	.500	.792	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.750

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00					16:00					17:00					16:00					16:30					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	0	2	2	4
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	3	0	3
+45 mins.	0	0	1	0	1	0	0	0	0	0	1	3	1	1	6	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	2	0	2	0	0	0	0	0	1	15	1	2	19	0	0	0	1	1	0	0	7	2	9
% App. Total	0	0	100	0		0	0	0	0		5.3	78.9	5.3	10.5		0	0	0	100		0	0	77.8	22.2		
PHF	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.625	.250	.500	.792	.000	.000	.000	.250	.250	.000	.000	.583	.250	.563

N/S Street : St Thomas Moore Road
E/W Street: Beacon Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000B15
Site Code : 39000015
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	St Thomas Moore Rd From North			Beacon St From East			Gate House Rd From South			Beacon St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00	0	0	1	0	2	1	0	0	0	0	1	0	5
07:15	0	0	0	0	1	0	0	0	0	0	1	0	2
07:30	0	0	0	0	1	0	0	0	0	0	2	0	3
07:45	0	0	0	0	2	0	0	0	0	1	0	0	3
Total	0	0	1	0	6	1	0	0	0	1	4	0	13
08:00	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15	0	0	0	0	3	0	0	0	0	0	1	0	4
08:30	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45	1	0	0	0	1	1	0	0	0	0	3	0	6
Total	1	0	0	0	5	1	0	0	0	0	5	0	12
Grand Total	1	0	1	0	11	2	0	0	0	1	9	0	25
Apprch %	50	0	50	0	84.6	15.4	0	0	0	10	90	0	
Total %	4	0	4	0	44	8	0	0	0	4	36	0	

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	0	1	1	0	2	1	3	0	0	0	0	0	1	0	1	5
07:15	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:45	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
Total Volume	0	0	1	1	0	6	1	7	0	0	0	0	1	4	0	5	13
% App. Total	0	0	100		0	85.7	14.3		0	0	0		20	80	0		
PHF	.000	.000	.250	.250	.000	.750	.250	.583	.000	.000	.000	.000	.250	.500	.000	.625	.650

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00				07:00				07:00				07:00			
+0 mins.	0	0	1	1	0	2	1	3	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1
Total Volume	0	0	1	1	0	6	1	7	0	0	0	0	1	4	0	5
% App. Total	0	0	100		0	85.7	14.3		0	0	0		20	80	0	
PHF	.000	.000	.250	.250	.000	.750	.250	.583	.000	.000	.000	.000	.250	.500	.000	.625

N/S Street : St Thomas Moore Road
E/W Street: Beacon Street
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000B15
Site Code : 39000015
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	St Thomas Moore Rd From North			Beacon St From East			Gate House Rd From South			Beacon St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	2	0	0	0	2	0	0	0	0	0	0	0	4
16:30	1	0	0	0	3	0	0	0	0	1	2	0	7
16:45	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	3	0	0	0	5	0	0	0	0	1	3	0	12
17:00	0	0	0	0	0	0	0	0	0	0	4	0	4
17:15	0	0	0	0	1	0	0	0	0	0	2	0	3
17:30	3	0	0	0	6	0	0	0	0	0	1	0	10
17:45	1	0	0	0	6	0	0	0	0	3	2	0	12
Total	4	0	0	0	13	0	0	0	0	3	9	0	29
Grand Total	7	0	0	0	18	0	0	0	0	4	12	0	41
Apprch %	100	0	0	0	100	0	0	0	0	25	75	0	
Total %	17.1	0	0	0	43.9	0	0	0	0	9.8	29.3	0	

	St Thomas Moore Rd From North				Beacon St From East				Gate House Rd From South				Beacon St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
17:15	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
17:30	3	0	0	3	0	6	0	6	0	0	0	0	0	1	0	1	10
17:45	1	0	0	1	0	6	0	6	0	0	0	0	3	2	0	5	12
Total Volume	4	0	0	4	0	13	0	13	0	0	0	0	3	9	0	12	29
% App. Total	100	0	0		0	100	0		0	0	0		25	75	0		
PHF	.333	.000	.000	.333	.000	.542	.000	.542	.000	.000	.000	.000	.250	.563	.000	.600	.604

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	17:00				17:00				16:00				17:00			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	3	0	0	3	0	6	0	6	0	0	0	0	0	1	0	1
+45 mins.	1	0	0	1	0	6	0	6	0	0	0	0	3	2	0	5
Total Volume	4	0	0	4	0	13	0	13	0	0	0	0	3	9	0	12
% App. Total	100	0	0		0	100	0		0	0	0		25	75	0	
PHF	.333	.000	.000	.333	.000	.542	.000	.542	.000	.000	.000	.000	.250	.563	.000	.600

N/S Street : Father Herlihy Drive
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000B19
Site Code : 39000019
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	Fr Herlihy Dr From North			Commonwealth Ave From East			Fr Herlihy Dr From South				Commonwealth Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Peds	Left	Thru	Right	Int. Total
07:00	0	0	0	0	1	0	0	0	0	0	0	1	0	2
07:15	0	0	0	0	1	0	0	0	0	0	1	2	0	4
07:30	0	1	0	0	0	0	0	0	0	0	0	1	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	2	0	0	0	0	0	1	4	0	8
08:00	0	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	1	0	0	0	1	0	0	3
08:45	0	0	0	0	3	0	0	0	0	0	0	3	0	6
Total	0	0	0	1	3	0	1	0	0	0	1	4	1	11
Grand Total	0	1	0	1	5	0	1	0	0	0	2	8	1	19
Apprch %	0	100	0	16.7	83.3	0	100	0	0	0	18.2	72.7	9.1	
Total %	0	5.3	0	5.3	26.3	0	5.3	0	0	0	10.5	42.1	5.3	

	Fr Herlihy Dr From North				Commonwealth Ave From East				Fr Herlihy Dr From South					Commonwealth Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00																		
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	1	0	0	1	1	0	0	0	1	1	0	0	1	3
08:45	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3	0	3	6
Total Volume	0	0	0	0	1	3	0	4	1	0	0	0	1	1	4	1	6	11
% App. Total	0	0	0		25	75	0		100	0	0	0		16.7	66.7	16.7		
PHF	.000	.000	.000	.000	.250	.250	.000	.333	.250	.000	.000	.000	.250	.250	.333	.250	.500	.458

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00				08:00				07:45					07:15				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+30 mins.	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	3	0	3	1	0	0	0	1	0	1	1	2	
Total Volume	0	1	0	1	1	3	0	4	1	0	0	0	1	1	4	1	6	
% App. Total	0	100	0		25	75	0		100	0	0	0		16.7	66.7	16.7		
PHF	.000	.250	.000	.250	.250	.250	.000	.333	.250	.000	.000	.000	.250	.250	.500	.250	.500	

N/S Street : Father Herlihy Drive
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000B19
Site Code : 39000019
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	Fr Herlihy Dr From North			Commonwealth Ave From East			Fr Herlihy Dr From South				Commonwealth Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Peds	Left	Thru	Right	Int. Total
16:00	0	1	0	0	2	0	0	0	0	0	0	0	2	5
16:15	0	0	0	0	1	0	0	0	0	0	0	2	0	3
16:30	0	0	0	0	2	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	6	0	0	0	0	0	0	2	2	11
17:00	0	0	0	0	0	0	0	0	0	0	0	3	0	3
17:15	0	0	0	0	1	0	0	0	0	0	0	7	0	8
17:30	0	0	0	0	1	0	0	0	0	0	0	0	1	2
17:45	0	0	0	0	0	0	0	0	0	0	0	5	0	5
Total	0	0	0	0	2	0	0	0	0	0	0	15	1	18
Grand Total	0	1	0	0	8	0	0	0	0	0	0	17	3	29
Apprch %	0	100	0	0	100	0	0	0	0	0	0	85	15	
Total %	0	3.4	0	0	27.6	0	0	0	0	0	0	58.6	10.3	

	Fr Herlihy Dr From North				Commonwealth Ave From East				Fr Herlihy Dr From South					Commonwealth Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 17:00																		
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
17:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	7	0	7	8
17:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	15	1	16	18
% App. Total	0	0	0		0	100	0		0	0	0	0		0	93.8	6.2		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.536	.250	.571	.563

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00				16:00				16:00					17:00				
+0 mins.	0	1	0	1	0	2	0	2	0	0	0	0	0	0	3	0	3	
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	7	0	7	
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	1	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	5	0	5	
Total Volume	0	1	0	1	0	6	0	6	0	0	0	0	0	0	15	1	16	
% App. Total	0	100	0		0	100	0		0	0	0	0		0	93.8	6.2		
PHF	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.536	.250	.571	

N/S Street : BC Main Drive
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000B21
Site Code : 39000021
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	Commonwealth Ave From East		BC Main Dr From South		Commonwealth Ave From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
07:00	0	1	0	1	1	0	3
07:15	0	0	0	0	0	2	2
07:30	0	2	0	0	0	0	2
07:45	0	1	0	0	0	0	1
Total	0	4	0	1	1	2	8
08:00	0	0	0	0	0	0	0
08:15	0	2	0	0	0	0	2
08:30	0	0	0	0	1	0	1
08:45	0	1	0	0	3	0	4
Total	0	3	0	0	4	0	7
Grand Total	0	7	0	1	5	2	15
Apprch %	0	100	0	100	71.4	28.6	
Total %	0	46.7	0	6.7	33.3	13.3	

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00										
07:00	0	1	1	0	1	1	1	0	1	3
07:15	0	0	0	0	0	0	0	2	2	2
07:30	0	2	2	0	0	0	0	0	0	2
07:45	0	1	1	0	0	0	0	0	0	1
Total Volume	0	4	4	0	1	1	1	2	3	8
% App. Total	0	100		0	100		33.3	66.7		
PHF	.000	.500	.500	.000	.250	.250	.250	.250	.375	.667

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30			07:00			08:00		
+0 mins.	0	2	2	0	1	1	0	0	0
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	2	2	0	0	0	3	0	3
Total Volume	0	5	5	0	1	1	4	0	4
% App. Total	0	100		0	100		100	0	
PHF	.000	.625	.625	.000	.250	.250	.333	.000	.333

N/S Street : BC Main Drive
E/W Street: Commonwealth Avenue
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000B21
Site Code : 39000021
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	Commonwealth Ave From East		BC Main Dr From South		Commonwealth Ave From West		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
16:00	0	1	0	0	1	0	2
16:15	0	1	0	0	1	0	2
16:30	0	1	0	1	0	0	2
16:45	0	0	0	0	0	0	0
Total	0	3	0	1	2	0	6
17:00	0	1	0	1	0	0	2
17:15	0	0	0	0	3	0	3
17:30	0	0	0	0	0	0	0
17:45	0	1	0	2	1	0	4
Total	0	2	0	3	4	0	9
Grand Total	0	5	0	4	6	0	15
Apprch %	0	100	0	100	100	0	
Total %	0	33.3	0	26.7	40	0	

	Commonwealth Ave From East			BC Main Dr From South			Commonwealth Ave From West			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:00										
17:00	0	1	1	0	1	1	0	0	0	2
17:15	0	0	0	0	0	0	3	0	3	3
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	1	1	0	2	2	1	0	1	4
Total Volume	0	2	2	0	3	3	4	0	4	9
% App. Total	0	100		0	100		100	0		
PHF	.000	.500	.500	.000	.375	.375	.333	.000	.333	.563

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00			17:00			17:00		
+0 mins.	0	1	1	0	1	1	0	0	0
+15 mins.	0	1	1	0	0	0	3	0	3
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	2	2	1	0	1
Total Volume	0	3	3	0	3	3	4	0	4
% App. Total	0	100		0	100		100	0	
PHF	.000	.750	.750	.000	.375	.375	.333	.000	.333

N/S Street : St Thomas More Road
E/W Street: BC Gate
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000B24
Site Code : 39000B24
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	St Thomas More Rd From North		St Thomas More Rd From South			BC Gate From West		
Start Time	Thru	Right	Left	Thru	Peds	Left	Right	Int. Total
07:00	0	0	1	1	0	0	0	2
07:15	0	0	0	0	0	0	0	0
07:30	0	0	1	1	0	1	0	3
07:45	0	0	0	1	0	0	0	1
Total	0	0	2	3	0	1	0	6
08:00	0	1	0	0	0	0	1	2
08:15	0	1	0	0	0	0	0	1
08:30	0	1	1	0	0	0	1	3
08:45	0	1	0	1	0	0	0	2
Total	0	4	1	1	0	0	2	8
Grand Total	0	4	3	4	0	1	2	14
Apprch %	0	100	42.9	57.1	0	33.3	66.7	
Total %	0	28.6	21.4	28.6	0	7.1	14.3	

	St Thomas More Rd From North			St Thomas More Rd From South				BC Gate From West			
Start Time	Thru	Right	App. Total	Left	Thru	Peds	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00											
08:00	0	1	1	0	0	0	0	0	1	1	2
08:15	0	1	1	0	0	0	0	0	0	0	1
08:30	0	1	1	1	0	0	1	0	1	1	3
08:45	0	1	1	0	1	0	1	0	0	0	2
Total Volume	0	4	4	1	1	0	2	0	2	2	8
% App. Total	0	100		50	50	0		0	100		
PHF	.000	1.000	1.000	.250	.250	.000	.500	.000	.500	.500	.667

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00			07:00				07:15			
+0 mins.	0	1	1	1	1	0	2	0	0	0	
+15 mins.	0	1	1	0	0	0	0	1	0	1	
+30 mins.	0	1	1	1	1	0	2	0	0	0	
+45 mins.	0	1	1	0	1	0	1	0	1	1	
Total Volume	0	4	4	2	3	0	5	1	1	2	
% App. Total	0	100		40	60	0		50	50		
PHF	.000	1.000	1.000	.500	.750	.000	.625	.250	.250	.500	

N/S Street : St Thomas More Road
E/W Street: BC Gate
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000B24
Site Code : 39000B24
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	St Thomas More Rd From North		St Thomas More Rd From South			BC Gate From West		
Start Time	Thru	Right	Left	Thru	Peds	Left	Right	Int. Total
16:00	0	1	0	0	0	1	2	4
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	1	0	0	0	0	0	1
Total	0	2	0	0	0	1	2	5
17:00	0	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	2
Grand Total	0	3	0	0	0	1	3	7
Apprch %	0	100	0	0	0	25	75	
Total %	0	42.9	0	0	0	14.3	42.9	

	St Thomas More Rd From North			St Thomas More Rd From South				BC Gate From West			
Start Time	Thru	Right	App. Total	Left	Thru	Peds	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 16:00											
16:00	0	1	1	0	0	0	0	1	2	3	4
16:15	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	1	0	0	0	0	0	0	0	1
Total Volume	0	2	2	0	0	0	0	1	2	3	5
% App. Total	0	100		0	0	0		33.3	66.7		
PHF	.000	.500	.500	.000	.000	.000	.000	.250	.250	.250	.313

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00			16:00				16:00			
+0 mins.	0	1	1	0	0	0	0	1	2	3	
+15 mins.	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	1	1	0	0	0	0	0	0	0	
Total Volume	0	2	2	0	0	0	0	1	2	3	
% App. Total	0	100		0	0	0		33.3	66.7		
PHF	.000	.500	.500	.000	.000	.000	.000	.250	.250	.250	

N/S Street : Father Herlihy Way
E/W Street: BC Gate
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000B25
Site Code : 39000B25
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	Fr Herlihy Way From North		BC Gate From East		BC Gate From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	1
07:30	0	0	0	0	0	0	0
07:45	0	0	1	0	0	0	1
Total	0	0	2	0	0	0	2
08:00	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0
08:45	0	1	0	0	0	1	2
Total	1	1	0	0	0	1	3
Grand Total	1	1	2	0	0	1	5
Apprch %	50	50	100	0	0	100	
Total %	20	20	40	0	0	20	

	Fr Herlihy Way From North			BC Gate From East			BC Gate From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00										
08:00	0	0	0	0	0	0	0	0	0	0
08:15	1	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	1	1	0	0	0	0	1	1	2
Total Volume	1	1	2	0	0	0	0	1	1	3
% App. Total	50	50		0	0		0	100		
PHF	.250	.250	.500	.000	.000	.000	.000	.250	.250	.375

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00			07:00			08:00		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	1	1	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	1	0	1	0	1	1
Total Volume	1	1	2	2	0	2	0	1	1
% App. Total	50	50		100	0		0	100	
PHF	.250	.250	.500	.500	.000	.500	.000	.250	.250

N/S Street : Father Herlihy Way
E/W Street: BC Gate
City/State : Brighton, MA
Weather : Clear

Accurate Counts
978-664-2565

File Name : 39000B25
Site Code : 39000B25
Start Date : 5/1/2008
Page No : 1

Groups Printed- Bikes

	Fr Herlihy Way From North		BC Gate From East		BC Gate From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
16:00	0	0	0	0	0	0	0
16:15	1	0	0	0	0	1	2
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	2
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	1	0	0	0	1	2
Total	0	1	0	0	0	1	2
Grand Total	1	1	0	0	0	2	4
Apprch %	50	50	0	0	0	100	
Total %	25	25	0	0	0	50	

	Fr Herlihy Way From North			BC Gate From East			BC Gate From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:00										
16:00	0	0	0	0	0	0	0	0	0	0
16:15	1	0	1	0	0	0	0	1	1	2
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	1	1	2
% App. Total	100	0		0	0		0	100		
PHF	.250	.000	.250	.000	.000	.000	.000	.250	.250	.250

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	16:00			16:00			16:00		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	1	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	1	1
% App. Total	100	0		0	0		0	100	
PHF	.250	.000	.250	.000	.000	.000	.000	.250	.250

Automatic Traffic Recorder (ATR) Counts

Accurate Counts
978-664-2565

Location : Commonwealth Avenue
Location : West of Lake Street
City/State: Brighton, MA
Counter : 116193

39000001
Site Code: 39000001

Start	11-Mar-0	WB		Hour Totals		EB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		22	90			24	169				
12:15		19	74			26	106				
12:30		21	72			21	111				
12:45		6	91	68	327	23	131	94	517	162	844
01:00		10	77			12	132				
01:15		6	84			10	131				
01:30		6	106			12	115				
01:45		9	100	31	367	7	151	41	529	72	896
02:00		4	81			13	112				
02:15		1	110			6	119				
02:30		12	83			8	165				
02:45		2	85	19	359	5	174	32	570	51	929
03:00		4	96			3	153				
03:15		1	93			5	153				
03:30		11	87			4	194				
03:45		1	88	17	364	2	164	14	664	31	1028
04:00		5	118			3	147				
04:15		1	158			5	145				
04:30		4	122			6	160				
04:45		3	126	13	524	12	164	26	616	39	1140
05:00		1	161			6	149				
05:15		6	143			12	153				
05:30		11	122			30	180				
05:45		25	134	43	560	28	177	76	659	119	1219
06:00		18	113			35	185				
06:15		21	104			55	193				
06:30		45	98			97	169				
06:45		69	91	153	406	98	197	285	744	438	1150
07:00		67	99			98	164				
07:15		83	67			137	158				
07:30		110	74			173	128				
07:45		84	86	344	326	179	99	587	549	931	875
08:00		52	55			196	93				
08:15		120	80			212	107				
08:30		93	59			222	102				
08:45		95	68	360	262	203	90	833	392	1193	654
09:00		87	70			208	119				
09:15		93	56			165	118				
09:30		87	81			144	78				
09:45		90	50	357	257	172	88	689	403	1046	660
10:00		74	55			119	85				
10:15		68	46			122	50				
10:30		74	32			142	49				
10:45		66	38	282	171	148	62	531	246	813	417
11:00		72	28			113	45				
11:15		78	20			111	41				
11:30		67	22			129	24				
11:45		95	24	312	94	127	33	480	143	792	237
Total		1999	4017			3688	6032			5687	10049
Percent		33.2%	66.8%			37.9%	62.1%			36.1%	63.9%

Accurate Counts
978-664-2565

Location : Commonwealth Avenue
Location : West of Lake Street
City/State: Brighton, MA 39000001
Counter : 116193 Site Code: 39000001

Start	12-Mar-0	WB		Hour Totals		EB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		24	61			36	135				
12:15		22	86			30	117				
12:30		13	86			19	136				
12:45		11	109	70	342	9	126	94	514	164	856
01:00		5	79			19	132				
01:15		10	73			15	138				
01:30		13	75			13	114				
01:45		9	74	37	301	21	129	68	513	105	814
02:00		3	96			10	129				
02:15		5	93			10	116				
02:30		10	107			5	143				
02:45		6	80	24	376	6	170	31	558	55	934
03:00		3	98			10	148				
03:15		3	79			6	172				
03:30		5	77			4	161				
03:45		1	109	12	363	5	150	25	631	37	994
04:00		1	129			1	137				
04:15		1	113			6	180				
04:30		1	107			6	143				
04:45		9	121	12	470	14	153	27	613	39	1083
05:00		7	124			10	163				
05:15		6	135			17	159				
05:30		10	123			25	174				
05:45		16	117	39	499	29	165	81	661	120	1160
06:00		16	117			30	172				
06:15		26	93			54	189				
06:30		33	78			69	190				
06:45		53	86	128	374	98	156	251	707	379	1081
07:00		65	85			110	151				
07:15		70	85			150	140				
07:30		97	71			188	114				
07:45		79	63	311	304	205	110	653	515	964	819
08:00		93	73			189	116				
08:15		121	59			198	89				
08:30		97	62			237	100				
08:45		88	73	399	267	234	90	858	395	1257	662
09:00		48	78			210	118				
09:15		82	63			157	86				
09:30		89	55			156	97				
09:45		78	58	297	254	148	67	671	368	968	622
10:00		66	57			143	59				
10:15		66	37			106	66				
10:30		67	35			98	52				
10:45		69	35	268	164	126	60	473	237	741	401
11:00		77	40			127	62				
11:15		85	27			128	53				
11:30		76	33			108	37				
11:45		84	14	322	114	125	27	488	179	810	293
Total		1919	3828			3720	5891			5639	9719
Percent		33.4%	66.6%			38.7%	61.3%			36.7%	63.3%
Grand Total		3918	7845			7408	11923			11326	19768
Percent		33.3%	66.7%			38.3%	61.7%			36.4%	63.6%
ADT	Not Calculated										

Accurate Counts
978-664-2565

Location : Commonwealth Avenue
Location : West of Lake Street
City/State: Brighton, MA
Counter : 116193

39000001
Site Code: 39000001

Start Time	10-Mar-08 WB	10-Mar-08 EB	Tue WB	Tue EB	Wed WB	Wed EB	Thu WB	Thu EB	Fri WB	Fri EB	Sat WB	Sat EB	Sun WB	Sun EB	Week Average WB	Week Average EB
12:00 AM	*	*	68	94	70	94	*	*	*	*	*	*	*	*	69	94
01:00	*	*	31	41	37	68	*	*	*	*	*	*	*	*	34	54
02:00	*	*	19	32	24	31	*	*	*	*	*	*	*	*	22	32
03:00	*	*	17	14	12	25	*	*	*	*	*	*	*	*	14	20
04:00	*	*	13	26	12	27	*	*	*	*	*	*	*	*	12	26
05:00	*	*	43	76	39	81	*	*	*	*	*	*	*	*	41	78
06:00	*	*	153	285	128	251	*	*	*	*	*	*	*	*	140	268
07:00	*	*	344	587	311	653	*	*	*	*	*	*	*	*	328	620
08:00	*	*	**360**	**833**	**399**	**858**	*	*	*	*	*	*	*	*	**380**	**846**
09:00	*	*	357	689	297	671	*	*	*	*	*	*	*	*	327	680
10:00	*	*	282	531	268	473	*	*	*	*	*	*	*	*	275	502
11:00	*	*	312	480	322	488	*	*	*	*	*	*	*	*	317	484
12:00 PM	*	*	327	517	342	514	*	*	*	*	*	*	*	*	334	516
01:00	*	*	367	529	301	513	*	*	*	*	*	*	*	*	334	521
02:00	*	*	359	570	376	558	*	*	*	*	*	*	*	*	368	564
03:00	*	*	364	664	363	631	*	*	*	*	*	*	*	*	364	648
04:00	*	*	524	616	470	613	*	*	*	*	*	*	*	*	497	614
05:00	*	*	**560**	659	**499**	661	*	*	*	*	*	*	*	*	**530**	660
06:00	*	*	406	**744**	374	**707**	*	*	*	*	*	*	*	*	390	**726**
07:00	*	*	326	549	304	515	*	*	*	*	*	*	*	*	315	532
08:00	*	*	262	392	267	395	*	*	*	*	*	*	*	*	264	394
09:00	*	*	257	403	254	368	*	*	*	*	*	*	*	*	256	386
10:00	*	*	171	246	164	237	*	*	*	*	*	*	*	*	168	242
11:00	*	*	94	143	114	179	*	*	*	*	*	*	*	*	104	161
Lane	0	0	6016	9720	5747	9611	0	0	0	0	0	0	0	0	5883	9668
Day	0		15736		15358		0		0		0		0		15551	
AM Peak			08:00	08:00	08:00	08:00									08:00	08:00
Vol.			360	833	399	858									380	846
PM Peak			17:00	18:00	17:00	18:00									17:00	18:00
Vol.			560	744	499	707									530	726
Comb. Total	0		15736		15358		0		0		0		0		15551	

ADT Not Calculated

Accurate Counts
978-664-2565

Location : Lake Street NB North of
Location : Undine Street
City/State: Brighton, MA
Counter : 16427

39000002
Site Code: 39000002

Start Time	Tue 11-Mar-08 A.M.	P.M.	Wed 12-Mar-08 A.M.	P.M.	Thu 13-Mar-08 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	17	72	16	82	*	*	16	77
12:15	10	52	15	62	*	*	12	57
12:30	10	70	6	79	*	*	8	74
12:45	3	79	4	73	*	*	4	76
01:00	8	67	8	67	*	*	8	67
01:15	6	81	3	77	*	*	4	79
01:30	6	59	7	72	*	*	6	66
01:45	3	87	8	81	*	*	6	84
02:00	2	66	4	77	*	*	3	72
02:15	3	65	5	69	*	*	4	67
02:30	1	96	4	91	*	*	2	94
02:45	2	104	1	90	*	*	2	97
03:00	1	101	7	101	*	*	4	101
03:15	0	108	2	121	*	*	1	114
03:30	0	107	2	93	*	*	1	100
03:45	1	92	5	127	*	*	3	110
04:00	2	134	3	116	*	*	2	125
04:15	5	111	2	110	*	*	4	110
04:30	2	93	5	97	*	*	4	95
04:45	3	**116**	3	**114**	*	*	3	**115**
05:00	4	**127**	7	**148**	*	*	6	**138**
05:15	9	**124**	12	**141**	*	*	10	**132**
05:30	16	**126**	12	**120**	*	*	14	**123**
05:45	12	116	17	108	*	*	14	112
06:00	21	118	22	109	*	*	22	114
06:15	38	129	32	128	*	*	35	128
06:30	58	119	43	118	*	*	50	118
06:45	58	104	57	115	*	*	58	110
07:00	83	108	59	106	*	*	71	107
07:15	118	92	112	93	*	*	115	92
07:30	104	78	103	77	*	*	104	78
07:45	**143**	77	**125**	75	*	*	**134**	76
08:00	**135**	73	**125**	79	*	*	**130**	76
08:15	**130**	70	**121**	63	*	*	**126**	66
08:30	**122**	79	**132**	83	*	*	**127**	81
08:45	103	67	108	87	*	*	106	77
09:00	103	81	105	76	*	*	104	78
09:15	82	68	78	78	*	*	80	73
09:30	50	84	69	55	*	*	60	70
09:45	87	52	65	54	*	*	76	53
10:00	51	35	50	50	*	*	50	42
10:15	52	32	49	37	*	*	50	34
10:30	69	21	46	33	*	*	58	27
10:45	63	32	60	41	*	*	62	36
11:00	54	19	59	31	*	*	56	25
11:15	52	28	49	20	*	*	50	24
11:30	58	14	53	20	*	*	56	17
11:45	63	15	65	18	*	*	64	16
Total	2023	3848	1945	3962	0	0	1985	3903
Combined Total	5871		5907		0		5888	
Peak	07:45	04:45	07:45	04:45			07:45	04:45
Vol.	530	493	503	523			517	508
P.H.F.	0.927	0.920	0.953	0.883			0.965	0.920
ADT	Not Calculated							

Accurate Counts
978-664-2565

Location : Lake Street NB North of
Location : Undine Street
City/State: Brighton, MA
Counter : 16427

39000002
Site Code: 39000002

Start Time	Mon 10-Mar-08	Tue 11-Mar-08	Wed 12-Mar-08	Thu 13-Mar-08	Fri 14-Mar-08	Average Day	Sat 15-Mar-08	Sun 16-Mar-08	Week Average
12:00 AM	*	40	41	*	*	40	*	*	40
01:00	*	23	26	*	*	24	*	*	24
02:00	*	8	14	*	*	11	*	*	11
03:00	*	2	16	*	*	9	*	*	9
04:00	*	12	13	*	*	12	*	*	12
05:00	*	41	48	*	*	44	*	*	44
06:00	*	175	154	*	*	164	*	*	164
07:00	*	448	399	*	*	424	*	*	424
08:00	*	**490**	**486**	*	*	**488**	*	*	**488**
09:00	*	322	317	*	*	320	*	*	320
10:00	*	235	205	*	*	220	*	*	220
11:00	*	227	226	*	*	226	*	*	226
12:00 PM	*	273	296	*	*	284	*	*	284
01:00	*	294	297	*	*	296	*	*	296
02:00	*	331	327	*	*	329	*	*	329
03:00	*	408	442	*	*	425	*	*	425
04:00	*	454	437	*	*	446	*	*	446
05:00	*	**493**	**517**	*	*	**505**	*	*	**505**
06:00	*	470	470	*	*	470	*	*	470
07:00	*	355	351	*	*	353	*	*	353
08:00	*	289	312	*	*	300	*	*	300
09:00	*	285	263	*	*	274	*	*	274
10:00	*	120	161	*	*	140	*	*	140
11:00	*	76	89	*	*	82	*	*	82
Day Total	0	5871	5907	0	0	5886	0	0	5886
% Avg. WkDay	0.0%	99.7%	100.4%	0.0%	0.0%				
% Avg. Week	0.0%	99.7%	100.4%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak		08:00	08:00			08:00			08:00
Vol.		490	486			488			488
PM Peak		17:00	17:00			17:00			17:00
Vol.		493	517			505			505
Grand Total	0	5871	5907	0	0	5886	0	0	5886
ADT		Not Calculated							

Accurate Counts
978-664-2565

Location : Foster Street North of
Location : Rose Garden
City/State: Brighton, MA 39000004
Counter : 11660 Site Code: 39000004

Start	11-Mar-0	SB		Hour Totals		NB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		10	86			2	16				
12:15		13	75			2	19				
12:30		12	66			0	22				
12:45		3	62	38	289	2	24	6	81	44	370
01:00		5	64			0	23				
01:15		1	60			2	22				
01:30		6	78			1	17				
01:45		3	81	15	283	0	14	3	76	18	359
02:00		2	95			0	20				
02:15		2	86			2	19				
02:30		1	83			1	10				
02:45		4	82	9	346	1	29	4	78	13	424
03:00		3	69			0	20				
03:15		0	88			1	24				
03:30		3	106			1	21				
03:45		2	95	8	358	0	27	2	92	10	450
04:00		0	120			1	21				
04:15		6	105			2	26				
04:30		1	110			3	25				
04:45		3	134	10	469	3	24	9	96	19	565
05:00		2	113			1	21				
05:15		6	158			3	28				
05:30		10	160			2	29				
05:45		22	132	40	563	7	27	13	105	53	668
06:00		18	130			4	31				
06:15		27	129			7	19				
06:30		41	132			21	35				
06:45		64	127	150	518	29	25	61	110	211	628
07:00		53	109			39	21				
07:15		82	80			28	17				
07:30		122	89			39	23				
07:45		109	75	366	353	51	29	157	90	523	443
08:00		108	66			54	15				
08:15		107	79			46	15				
08:30		136	57			50	18				
08:45		132	58	483	260	40	10	190	58	673	318
09:00		89	47			42	10				
09:15		87	56			35	12				
09:30		87	38			17	5				
09:45		95	47	358	188	21	11	115	38	473	226
10:00		58	45			18	9				
10:15		64	29			20	9				
10:30		67	30			13	12				
10:45		69	29	258	133	16	13	67	43	325	176
11:00		66	17			14	8				
11:15		50	22			17	7				
11:30		67	10			20	10				
11:45		70	8	253	57	22	8	73	33	326	90
Total		1988	3817			700	900			2688	4717
Percent		34.2%	65.8%			43.8%	56.3%			36.3%	63.7%

Accurate Counts
978-664-2565

Location : Foster Street North of
Location : Rose Garden
City/State: Brighton, MA
Counter : 11660

39000004
Site Code: 39000004

Start	12-Mar-0	SB		Hour Totals		NB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	68			4	17				
12:15		11	60			4	16				
12:30		11	78			4	25				
12:45		8	79	47	285	4	19	16	77	63	362
01:00		7	57			4	16				
01:15		6	58			0	25				
01:30		6	92			4	22				
01:45		3	80	22	287	0	14	8	77	30	364
02:00		5	74			4	27				
02:15		7	87			4	22				
02:30		4	94			2	22				
02:45		6	84	22	339	0	29	10	100	32	439
03:00		1	88			0	17				
03:15		1	95			1	18				
03:30		3	123			1	18				
03:45		0	106	5	412	0	28	2	81	7	493
04:00		2	107			1	22				
04:15		1	119			2	15				
04:30		3	123			2	21				
04:45		6	124	12	473	2	28	7	86	19	559
05:00		6	147			2	29				
05:15		2	135			2	33				
05:30		14	130			3	15				
05:45		11	149	33	561	6	16	13	93	46	654
06:00		17	130			5	27				
06:15		34	127			9	30				
06:30		39	108			13	37				
06:45		48	97	138	462	22	24	49	118	187	580
07:00		63	100			39	21				
07:15		76	90			30	27				
07:30		114	72			32	21				
07:45		101	69	354	331	47	19	148	88	502	419
08:00		102	77			47	16				
08:15		131	54			41	19				
08:30		130	50			36	17				
08:45		142	64	505	245	41	15	165	67	670	312
09:00		104	56			43	22				
09:15		80	48			31	11				
09:30		95	51			21	15				
09:45		69	65	348	220	20	7	115	55	463	275
10:00		60	43			17	4				
10:15		47	29			14	11				
10:30		64	33			16	10				
10:45		64	37	235	142	12	14	59	39	294	181
11:00		59	26			13	3				
11:15		66	29			14	8				
11:30		75	20			18	11				
11:45		77	15	277	90	22	11	67	33	344	123
Total		1998	3847			659	914			2657	4761
Percent		34.2%	65.8%			41.9%	58.1%			35.8%	64.2%
Grand Total		3986	7664			1359	1814			5345	9478
Percent		34.2%	65.8%			42.8%	57.2%			36.1%	63.9%
ADT	Not Calculated										

Accurate Counts
978-664-2565

Location : Foster Street North of
Location : Rose Garden
City/State: Brighton, MA
Counter : 11660

39000004
Site Code: 39000004

Start Time	10-Mar-08 SB	10-Mar-08 NB	Tue SB	Tue NB	Wed SB	Wed NB	Thu SB	Thu NB	Fri SB	Fri NB	Sat SB	Sat NB	Sun SB	Sun NB	Week Average SB	Week Average NB
12:00 AM	*	*	38	6	47	16	*	*	*	*	*	*	*	*	42	11
01:00	*	*	15	3	22	8	*	*	*	*	*	*	*	*	18	6
02:00	*	*	9	4	22	10	*	*	*	*	*	*	*	*	16	7
03:00	*	*	8	2	5	2	*	*	*	*	*	*	*	*	6	2
04:00	*	*	10	9	12	7	*	*	*	*	*	*	*	*	11	8
05:00	*	*	40	13	33	13	*	*	*	*	*	*	*	*	36	13
06:00	*	*	150	61	138	49	*	*	*	*	*	*	*	*	144	55
07:00	*	*	366	157	354	148	*	*	*	*	*	*	*	*	360	152
08:00	*	*	**483**	**190**	**505**	**165**	*	*	*	*	*	*	*	*	**494**	**178**
09:00	*	*	358	115	348	115	*	*	*	*	*	*	*	*	353	115
10:00	*	*	258	67	235	59	*	*	*	*	*	*	*	*	246	63
11:00	*	*	253	73	277	67	*	*	*	*	*	*	*	*	265	70
12:00 PM	*	*	289	81	285	77	*	*	*	*	*	*	*	*	287	79
01:00	*	*	283	76	287	77	*	*	*	*	*	*	*	*	285	76
02:00	*	*	346	78	339	100	*	*	*	*	*	*	*	*	342	89
03:00	*	*	358	92	412	81	*	*	*	*	*	*	*	*	385	86
04:00	*	*	469	96	473	86	*	*	*	*	*	*	*	*	471	91
05:00	*	*	**563**	105	**561**	93	*	*	*	*	*	*	*	*	**562**	99
06:00	*	*	518	**110**	462	**118**	*	*	*	*	*	*	*	*	490	**114**
07:00	*	*	353	90	331	88	*	*	*	*	*	*	*	*	342	89
08:00	*	*	260	58	245	67	*	*	*	*	*	*	*	*	252	62
09:00	*	*	188	38	220	55	*	*	*	*	*	*	*	*	204	46
10:00	*	*	133	43	142	39	*	*	*	*	*	*	*	*	138	41
11:00	*	*	57	33	90	33	*	*	*	*	*	*	*	*	74	33
Lane	0	0	5805	1600	5845	1573	0	0	0	0	0	0	0	0	5823	1585
Day	0		7405		7418		0		0		0		0		7408	
AM Peak			08:00	08:00	08:00	08:00									08:00	08:00
Vol.			483	190	505	165									494	178
PM Peak			17:00	18:00	17:00	18:00									17:00	18:00
Vol.			563	110	561	118									562	114

Comb. Total	0	7405	7418	0	0	0	0	7408

ADT Not Calculated

Accurate Counts
978-664-2565

Location : St Thomas Moore Way South
Location : of Commonwealth Avenue
City/State: Brighton, MA 39000005
Counter : 10110 Site Code: 39000005

Start	11-Mar-0	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	72			4	25				
12:15		3	93			2	52				
12:30		3	77			3	34				
12:45		3	82	17	324	2	33	11	144	28	468
01:00		1	82			3	40				
01:15		11	67			2	28				
01:30		5	80			1	34				
01:45		4	100	21	329	2	50	8	152	29	481
02:00		2	110			1	34				
02:15		2	96			1	38				
02:30		4	97			3	45				
02:45		1	98	9	401	0	49	5	166	14	567
03:00		3	145			0	58				
03:15		3	115			3	55				
03:30		2	84			3	50				
03:45		2	101	10	445	2	44	8	207	18	652
04:00		3	131			1	49				
04:15		8	113			5	51				
04:30		11	113			4	57				
04:45		12	112	34	469	6	73	16	230	50	699
05:00		26	112			8	59				
05:15		25	112			9	54				
05:30		39	105			9	51				
05:45		50	113	140	442	30	43	56	207	196	649
06:00		69	105			18	36				
06:15		86	79			23	21				
06:30		77	62			39	24				
06:45		101	64	333	310	45	40	125	121	458	431
07:00		68	75			46	22				
07:15		104	83			34	24				
07:30		105	81			41	28				
07:45		125	72	402	311	57	36	178	110	580	421
08:00		95	68			57	39				
08:15		79	69			37	16				
08:30		74	124			37	19				
08:45		71	69	319	330	42	10	173	84	492	414
09:00		50	50			32	20				
09:15		55	40			27	14				
09:30		53	32			20	11				
09:45		40	44	198	166	32	25	111	70	309	236
10:00		51	36			21	25				
10:15		50	32			36	6				
10:30		70	30			30	13				
10:45		53	26	224	124	29	11	116	55	340	179
11:00		73	16			33	10				
11:15		65	17			41	8				
11:30		85	13			33	10				
11:45		74	15	297	61	47	8	154	36	451	97
Total		2004	3712			961	1582			2965	5294
Percent		35.1%	64.9%			37.8%	62.2%			35.9%	64.1%

Accurate Counts
978-664-2565

Location : St Thomas Moore Way South
Location : of Commonwealth Avenue
City/State: Brighton, MA 39000005
Counter : 10110 Site Code: 39000005

Start	12-Mar-0	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	87			5	52				
12:15		7	71			4	42				
12:30		12	66			5	43				
12:45		10	88	46	312	5	36	19	173	65	485
01:00		21	98			8	52				
01:15		9	86			4	33				
01:30		4	82			1	24				
01:45		7	81	41	347	3	37	16	146	57	493
02:00		4	105			0	38				
02:15		5	85			2	40				
02:30		5	91			0	48				
02:45		3	127	17	408	1	46	3	172	20	580
03:00		3	136			0	48				
03:15		1	104			3	55				
03:30		3	119			2	45				
03:45		9	98	16	457	3	49	8	197	24	654
04:00		8	125			2	53				
04:15		10	125			4	46				
04:30		11	115			3	47				
04:45		19	89	48	454	4	57	13	203	61	657
05:00		23	103			5	46				
05:15		25	130			16	60				
05:30		36	114			10	51				
05:45		46	108	130	455	15	39	46	196	176	651
06:00		59	102			25	33				
06:15		74	99			33	37				
06:30		75	71			40	32				
06:45		90	73	298	345	44	33	142	135	440	480
07:00		90	79			36	23				
07:15		93	68			54	20				
07:30		131	90			41	16				
07:45		116	79	430	316	53	30	184	89	614	405
08:00		104	98			55	37				
08:15		66	73			29	19				
08:30		77	70			38	22				
08:45		79	50	326	291	39	20	161	98	487	389
09:00		77	56			39	18				
09:15		51	57			26	20				
09:30		43	19			29	7				
09:45		63	29	234	161	34	14	128	59	362	220
10:00		63	28			25	16				
10:15		57	25			28	10				
10:30		48	18			35	5				
10:45		75	17	243	88	41	4	129	35	372	123
11:00		100	17			43	3				
11:15		73	13			31	4				
11:30		85	15			41	8				
11:45		68	1	326	46	49	5	164	20	490	66
Total		2155	3680			1013	1523			3168	5203
Percent		36.9%	63.1%			39.9%	60.1%			37.8%	62.2%
Grand Total		4159	7392			1974	3105			6133	10497
Percent		36.0%	64.0%			38.9%	61.1%			36.9%	63.1%
ADT	Not Calculated										

Accurate Counts
978-664-2565

Location : St Thomas Moore Way South
Location : of Commonwealth Avenue
City/State: Brighton, MA
Counter : 10110

39000005
Site Code: 39000005

Start Time	10-Mar-08 NB	10-Mar-08 SB	Tue NB	Tue SB	Wed NB	Wed SB	Thu NB	Thu SB	Fri NB	Fri SB	Sat NB	Sat SB	Sun NB	Sun SB	Week Average NB	Week Average SB
12:00 AM	*	*	17	11	46	19	*	*	*	*	*	*	*	*	32	15
01:00	*	*	21	8	41	16	*	*	*	*	*	*	*	*	31	12
02:00	*	*	9	5	17	3	*	*	*	*	*	*	*	*	13	4
03:00	*	*	10	8	16	8	*	*	*	*	*	*	*	*	13	8
04:00	*	*	34	16	48	13	*	*	*	*	*	*	*	*	41	14
05:00	*	*	140	56	130	46	*	*	*	*	*	*	*	*	135	51
06:00	*	*	333	125	298	142	*	*	*	*	*	*	*	*	316	134
07:00	*	*	**402**	**178**	**430**	**184**	*	*	*	*	*	*	*	*	**416**	**181**
08:00	*	*	319	173	326	161	*	*	*	*	*	*	*	*	322	167
09:00	*	*	198	111	234	128	*	*	*	*	*	*	*	*	216	120
10:00	*	*	224	116	243	129	*	*	*	*	*	*	*	*	234	122
11:00	*	*	297	154	326	164	*	*	*	*	*	*	*	*	312	159
12:00 PM	*	*	324	144	312	173	*	*	*	*	*	*	*	*	318	158
01:00	*	*	329	152	347	146	*	*	*	*	*	*	*	*	338	149
02:00	*	*	401	166	408	172	*	*	*	*	*	*	*	*	404	169
03:00	*	*	445	207	**457**	197	*	*	*	*	*	*	*	*	451	202
04:00	*	*	**469**	**230**	454	**203**	*	*	*	*	*	*	*	*	**462**	**216**
05:00	*	*	442	207	455	196	*	*	*	*	*	*	*	*	448	202
06:00	*	*	310	121	345	135	*	*	*	*	*	*	*	*	328	128
07:00	*	*	311	110	316	89	*	*	*	*	*	*	*	*	314	100
08:00	*	*	330	84	291	98	*	*	*	*	*	*	*	*	310	91
09:00	*	*	166	70	161	59	*	*	*	*	*	*	*	*	164	64
10:00	*	*	124	55	88	35	*	*	*	*	*	*	*	*	106	45
11:00	*	*	61	36	46	20	*	*	*	*	*	*	*	*	54	28
Lane	0	0	5716	2543	5835	2536	0	0	0	0	0	0	0	0	5778	2539
Day	0		8259		8371		0		0		0		0		8317	
AM Peak			07:00	07:00	07:00	07:00									07:00	07:00
Vol.			402	178	430	184									416	181
PM Peak			16:00	16:00	15:00	16:00									16:00	16:00
Vol.			469	230	457	203									462	216

Comb. Total	0	8259	8371	0	0	0	0	8317

ADT Not Calculated

Accurate Counts
978-664-2565

Location : Beacon Street West of
Location : St. Thomas Moore Way
City/State: Brighton, MA 3900006
Counter : 192 Site Code: 39000006

Start	12-Mar-0	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		15	118			26	153				
12:15		9	122			28	130				
12:30		10	106			24	147				
12:45		12	109	46	455	13	162	91	592	137	1047
01:00		9	118			30	156				
01:15		8	125			17	158				
01:30		8	111			22	178				
01:45		5	105	30	459	11	154	80	646	110	1105
02:00		10	124			6	158				
02:15		3	123			8	161				
02:30		5	130			10	166				
02:45		4	139	22	516	11	197	35	682	57	1198
03:00		1	146			9	178				
03:15		4	149			3	191				
03:30		2	141			6	188				
03:45		2	166	9	602	1	206	19	763	28	1365
04:00		1	150			5	222				
04:15		3	154			4	205				
04:30		4	164			9	213				
04:45		6	132	14	600	5	195	23	835	37	1435
05:00		15	155			8	240				
05:15		16	199			20	201				
05:30		28	170			15	207				
05:45		19	165	78	689	23	245	66	893	144	1582
06:00		40	191			36	226				
06:15		51	175			35	236				
06:30		78	167			70	219				
06:45		112	157	281	690	71	187	212	868	493	1558
07:00		132	139			96	136				
07:15		127	117			127	159				
07:30		208	115			168	121				
07:45		235	100	702	471	199	137	590	553	1292	1024
08:00		223	65			194	107				
08:15		230	84			190	104				
08:30		225	141			200	108				
08:45		223	112	901	402	186	113	770	432	1671	834
09:00		184	122			161	122				
09:15		146	71			163	83				
09:30		130	72			162	70				
09:45		119	66	579	331	148	89	634	364	1213	695
10:00		135	46			119	65				
10:15		108	50			83	73				
10:30		104	33			109	67				
10:45		136	30	483	159	126	53	437	258	920	417
11:00		108	31			130	50				
11:15		107	24			111	28				
11:30		103	18			160	28				
11:45		125	10	443	83	161	20	562	126	1005	209
Total		3588	5457			3519	7012			7107	12469
Percent		39.7%	60.3%			33.4%	66.6%			36.3%	63.7%

Accurate Counts
978-664-2565

Location : Beacon Street West of
Location : St. Thomas Moore Way
City/State: Brighton, MA 3900006
Counter : 192 Site Code: 39000006

Start	13-Mar-0	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	137			21	168				
12:15		11	137			20	171				
12:30		10	148			28	168				
12:45		12	126	45	548	24	173	93	680	138	1228
01:00		7	128			18	156				
01:15		9	134			15	152				
01:30		7	115			6	171				
01:45		3	131	26	508	10	177	49	656	75	1164
02:00		5	122			11	177				
02:15		4	102			4	162				
02:30		5	116			4	161				
02:45		2	146	16	486	4	172	23	672	39	1158
03:00		4	153			4	181				
03:15		0	165			7	178				
03:30		0	151			3	183				
03:45		3	157	7	626	5	213	19	755	26	1381
04:00		1	161			2	222				
04:15		3	168			10	232				
04:30		5	148			2	221				
04:45		10	171	19	648	11	216	25	891	44	1539
05:00		11	169			5	231				
05:15		12	186			10	212				
05:30		23	185			17	222				
05:45		22	187	68	727	20	268	52	933	120	1660
06:00		34	184			31	253				
06:15		42	216			39	228				
06:30		82	187			58	214				
06:45		103	176	261	763	72	154	200	849	461	1612
07:00		131	169			99	138				
07:15		190	151			140	133				
07:30		199	109			174	111				
07:45		258	90	778	519	202	125	615	507	1393	1026
08:00		237	110			201	131				
08:15		229	97			210	106				
08:30		245	91			200	99				
08:45		203	106	914	404	206	109	817	445	1731	849
09:00		201	108			141	84				
09:15		184	84			134	85				
09:30		154	79			154	95				
09:45		144	65	683	336	107	82	536	346	1219	682
10:00		111	48			141	78				
10:15		111	42			92	73				
10:30		112	53			134	63				
10:45		98	42	432	185	101	58	468	272	900	457
11:00		121	33			120	58				
11:15		102	26			119	35				
11:30		118	15			136	35				
11:45		117	14	458	88	167	30	542	158	1000	246
Total		3707	5838			3439	7164			7146	13002
Percent		38.8%	61.2%			32.4%	67.6%			35.5%	64.5%
Grand Total		7295	11295			6958	14176			14253	25471
Percent		39.2%	60.8%			32.9%	67.1%			35.9%	64.1%

ADT Not Calculated

Accurate Counts
978-664-2565

Location : Beacon Street West of
Location : St. Thomas Moore Way
City/State: Brighton, MA
Counter : 192

3900006
Site Code: 39000006

Start Time	10-Mar-08 EB	10-Mar-08 WB	Tue EB	Tue WB	Wed EB	Wed WB	Thu EB	Thu WB	Fri EB	Fri WB	Sat EB	Sat WB	Sun EB	Sun WB	Week Average EB	Week Average WB
12:00 AM	*	*	*	*	46	91	45	93	*	*	*	*	*	*	46	92
01:00	*	*	*	*	30	80	26	49	*	*	*	*	*	*	28	64
02:00	*	*	*	*	22	35	16	23	*	*	*	*	*	*	19	29
03:00	*	*	*	*	9	19	7	19	*	*	*	*	*	*	8	19
04:00	*	*	*	*	14	23	19	25	*	*	*	*	*	*	16	24
05:00	*	*	*	*	78	66	68	52	*	*	*	*	*	*	73	59
06:00	*	*	*	*	281	212	261	200	*	*	*	*	*	*	271	206
07:00	*	*	*	*	702	590	778	615	*	*	*	*	*	*	740	602
08:00	*	*	*	*	**901**	**770**	**914**	**817**	*	*	*	*	*	*	**908**	**794**
09:00	*	*	*	*	579	634	683	536	*	*	*	*	*	*	631	585
10:00	*	*	*	*	483	437	432	468	*	*	*	*	*	*	458	452
11:00	*	*	*	*	443	562	458	542	*	*	*	*	*	*	450	552
12:00 PM	*	*	*	*	455	592	548	680	*	*	*	*	*	*	502	636
01:00	*	*	*	*	459	646	508	656	*	*	*	*	*	*	484	651
02:00	*	*	*	*	516	682	486	672	*	*	*	*	*	*	501	677
03:00	*	*	*	*	602	763	626	755	*	*	*	*	*	*	614	759
04:00	*	*	*	*	600	835	648	891	*	*	*	*	*	*	624	863
05:00	*	*	*	*	689	**893**	727	**933**	*	*	*	*	*	*	708	**913**
06:00	*	*	*	*	**690**	868	**763**	849	*	*	*	*	*	*	**726**	858
07:00	*	*	*	*	471	553	519	507	*	*	*	*	*	*	495	530
08:00	*	*	*	*	402	432	404	445	*	*	*	*	*	*	403	438
09:00	*	*	*	*	331	364	336	346	*	*	*	*	*	*	334	355
10:00	*	*	*	*	159	258	185	272	*	*	*	*	*	*	172	265
11:00	*	*	*	*	83	126	88	158	*	*	*	*	*	*	86	142
Lane	0	0	0	0	9045	10531	9545	10603	0	0	0	0	0	0	9297	10565
Day	0		0		19576		20148		0		0		0		19862	
AM Peak					08:00	08:00	08:00	08:00							08:00	08:00
Vol.					901	770	914	817							908	794
PM Peak					18:00	17:00	18:00	17:00							18:00	17:00
Vol.					690	893	763	933							726	913

Comb. Total	0		0		19576		20148		0		0		0		19862	

ADT Not Calculated

Accurate Counts
978-664-2565

Location : College Road North of
Location : Beacon Street
City/State: Newton, MA
Counter : 5864

39000007
Site Code: 39000007

Start Time	Tue 11-Mar-08 A.M.	P.M.	Wed 12-Mar-08 A.M.	P.M.	Thu 13-Mar-08 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	9	55	16	35	*	*	12	45
12:15	5	52	6	53	*	*	6	52
12:30	8	46	8	38	*	*	8	42
12:45	8	54	6	58	*	*	7	56
01:00	10	47	13	39	*	*	12	43
01:15	8	49	5	60	*	*	6	54
01:30	10	58	10	52	*	*	10	55
01:45	5	57	8	42	*	*	6	50
02:00	4	56	4	53	*	*	4	54
02:15	2	56	3	55	*	*	2	56
02:30	3	67	0	47	*	*	2	57
02:45	1	**72**	2	49	*	*	2	60
03:00	1	**64**	2	56	*	*	2	60
03:15	2	**68**	5	53	*	*	4	60
03:30	4	**70**	4	57	*	*	4	64
03:45	4	61	0	63	*	*	2	62
04:00	8	58	2	64	*	*	5	61
04:15	3	69	2	78	*	*	2	**74**
04:30	6	65	4	54	*	*	5	**60**
04:45	10	64	5	**84**	*	*	8	**74**
05:00	12	69	7	**63**	*	*	10	**66**
05:15	15	69	6	**72**	*	*	10	70
05:30	23	67	9	**62**	*	*	16	64
05:45	32	63	12	54	*	*	22	58
06:00	35	64	17	76	*	*	26	70
06:15	41	77	29	70	*	*	35	74
06:30	46	62	24	72	*	*	35	67
06:45	33	52	39	55	*	*	36	54
07:00	49	54	41	55	*	*	45	54
07:15	62	56	62	42	*	*	62	49
07:30	49	51	65	43	*	*	57	47
07:45	70	40	61	42	*	*	66	41
08:00	**68**	39	**75**	45	*	*	**72**	42
08:15	**65**	38	**69**	44	*	*	**67**	41
08:30	**76**	32	**63**	41	*	*	**70**	36
08:45	**80**	46	**78**	39	*	*	**79**	42
09:00	59	41	62	35	*	*	60	38
09:15	45	29	50	42	*	*	48	36
09:30	57	33	45	33	*	*	51	33
09:45	60	42	54	30	*	*	57	36
10:00	35	16	44	30	*	*	40	23
10:15	35	18	44	20	*	*	40	19
10:30	39	28	32	32	*	*	36	30
10:45	53	32	56	29	*	*	54	30
11:00	37	17	32	23	*	*	34	20
11:15	47	10	40	12	*	*	44	11
11:30	46	8	36	18	*	*	41	13
11:45	57	10	48	9	*	*	52	10
Total	1437	2351	1305	2278	0	0	1374	2313
Combined Total	3788		3583		0		3687	
Peak	08:00	02:45	08:00	04:45			08:00	04:15
Vol.	289	274	285	281			288	274
P.H.F.	0.903	0.890	0.913	0.836			0.911	0.926
ADT	Not Calculated							

Accurate Counts
978-664-2565

Location : College Road North of
Location : Beacon Street
City/State: Newton, MA
Counter : 5864

39000007
Site Code: 39000007

Start Time	Mon 10-Mar-08	Tue 11-Mar-08	Wed 12-Mar-08	Thu 13-Mar-08	Fri 14-Mar-08	Average Day	Sat 15-Mar-08	Sun 16-Mar-08	Week Average
12:00 AM	*	30	36	*	*	33	*	*	33
01:00	*	33	36	*	*	34	*	*	34
02:00	*	10	9	*	*	10	*	*	10
03:00	*	11	11	*	*	11	*	*	11
04:00	*	27	13	*	*	20	*	*	20
05:00	*	82	34	*	*	58	*	*	58
06:00	*	155	109	*	*	132	*	*	132
07:00	*	230	229	*	*	230	*	*	230
08:00	*	**289**	**285**	*	*	**287**	*	*	**287**
09:00	*	221	211	*	*	216	*	*	216
10:00	*	162	176	*	*	169	*	*	169
11:00	*	187	156	*	*	172	*	*	172
12:00 PM	*	207	184	*	*	196	*	*	196
01:00	*	211	193	*	*	202	*	*	202
02:00	*	251	204	*	*	228	*	*	228
03:00	*	263	229	*	*	246	*	*	246
04:00	*	256	**280**	*	*	**268**	*	*	**268**
05:00	*	**268**	251	*	*	260	*	*	260
06:00	*	255	273	*	*	264	*	*	264
07:00	*	201	182	*	*	192	*	*	192
08:00	*	155	169	*	*	162	*	*	162
09:00	*	145	140	*	*	142	*	*	142
10:00	*	94	111	*	*	102	*	*	102
11:00	*	45	62	*	*	54	*	*	54
Day Total	0	3788	3583	0	0	3688	0	0	3688
% Avg. WkDay	0.0%	102.7%	97.2%	0.0%	0.0%				
% Avg. Week	0.0%	102.7%	97.2%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak		08:00	08:00			08:00			08:00
Vol.		289	285			287			287
PM Peak		17:00	16:00			16:00			16:00
Vol.		268	280			268			268
Grand Total	0	3788	3583	0	0	3688	0	0	3688
ADT		Not Calculated							

Accurate Counts
978-664-2565

Location : Commonwealth Avenue EB
Location : East of Lake Street
City/State: Brighton, MA
Counter : 13865

39000EB3
Site Code: 39000003

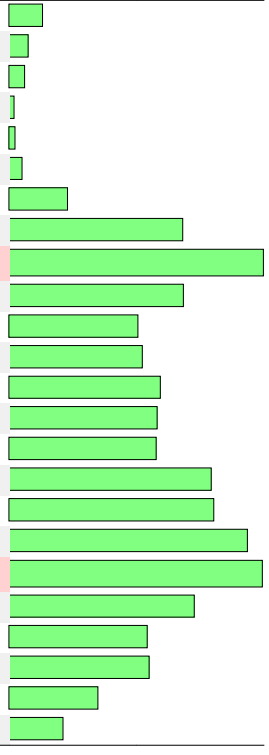
Start Time	Tue 11-Mar-08 A.M.	P.M.	Wed 12-Mar-08 A.M.	P.M.	Thu 13-Mar-08 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	18	94	21	96	*	*	20	95
12:15	25	86	26	81	*	*	26	84
12:30	13	78	16	85	*	*	14	82
12:45	21	73	11	87	*	*	16	80
01:00	13	89	21	77	*	*	17	83
01:15	7	91	9	78	*	*	8	84
01:30	10	86	11	64	*	*	10	75
01:45	5	94	12	87	*	*	8	90
02:00	9	68	23	81	*	*	16	74
02:15	5	72	11	74	*	*	8	73
02:30	5	92	5	91	*	*	5	92
02:45	4	103	9	81	*	*	6	92
03:00	1	111	9	110	*	*	5	110
03:15	4	103	4	110	*	*	4	106
03:30	2	132	1	106	*	*	2	119
03:45	1	112	3	124	*	*	2	118
04:00	1	99	3	103	*	*	2	101
04:15	3	106	0	117	*	*	2	112
04:30	5	118	5	113	*	*	5	116
04:45	6	135	5	130	*	*	6	132
05:00	3	134	2	130	*	*	2	132
05:15	9	128	8	114	*	*	8	121
05:30	10	**131**	7	142	*	*	8	136
05:45	10	**163**	11	**128**	*	*	10	**146**
06:00	15	**168**	14	**139**	*	*	14	**154**
06:15	31	**154**	30	**150**	*	*	30	**152**
06:30	46	131	33	**150**	*	*	40	**140**
06:45	48	142	46	104	*	*	47	123
07:00	57	131	64	117	*	*	60	124
07:15	83	103	69	115	*	*	76	109
07:30	95	103	108	90	*	*	102	96
07:45	**149**	77	**154**	96	*	*	**152**	86
08:00	**162**	72	**149**	87	*	*	**156**	80
08:15	**133**	85	**124**	83	*	*	**128**	84
08:30	**139**	74	**167**	80	*	*	**153**	77
08:45	129	66	139	75	*	*	134	70
09:00	147	89	102	87	*	*	124	88
09:15	91	84	104	77	*	*	98	80
09:30	91	96	96	77	*	*	94	86
09:45	90	68	64	52	*	*	77	60
10:00	58	73	80	54	*	*	69	64
10:15	78	40	66	52	*	*	72	46
10:30	86	36	64	44	*	*	75	40
10:45	81	50	67	51	*	*	74	50
11:00	73	25	77	45	*	*	75	35
11:15	78	30	78	41	*	*	78	36
11:30	82	30	61	34	*	*	72	32
11:45	85	23	66	17	*	*	76	20
Total	2317	4448	2255	4326	0	0	2286	4385
Combined Total	6765		6581		0		6671	
Peak	07:45	05:30	07:45	05:45			07:45	05:45
Vol.	583	616	594	567			589	592
P.H.F.	0.900	0.917	0.889	0.945			0.944	0.961
ADT	Not Calculated							

Accurate Counts
978-664-2565

Location : Commonwealth Avenue EB
Location : East of Lake Street
City/State: Brighton, MA
Counter : 13865

39000EB3
Site Code: 39000003

Start Time	Mon 10-Mar-08	Tue 11-Mar-08	Wed 12-Mar-08	Thu 13-Mar-08	Fri 14-Mar-08	Average Day	Sat 15-Mar-08	Sun 16-Mar-08	Week Average
12:00 AM	*	77	74	*	*	76	*	*	76
01:00	*	35	53	*	*	44	*	*	44
02:00	*	23	48	*	*	36	*	*	36
03:00	*	8	17	*	*	12	*	*	12
04:00	*	15	13	*	*	14	*	*	14
05:00	*	32	28	*	*	30	*	*	30
06:00	*	140	123	*	*	132	*	*	132
07:00	*	384	395	*	*	390	*	*	390
08:00	*	**563**	**579**	*	*	**571**	*	*	**571**
09:00	*	419	366	*	*	392	*	*	392
10:00	*	303	277	*	*	290	*	*	290
11:00	*	318	282	*	*	300	*	*	300
12:00 PM	*	331	349	*	*	340	*	*	340
01:00	*	360	306	*	*	333	*	*	333
02:00	*	335	327	*	*	331	*	*	331
03:00	*	458	450	*	*	454	*	*	454
04:00	*	458	463	*	*	460	*	*	460
05:00	*	556	514	*	*	535	*	*	535
06:00	*	**595**	**543**	*	*	**569**	*	*	**569**
07:00	*	414	418	*	*	416	*	*	416
08:00	*	297	325	*	*	311	*	*	311
09:00	*	337	293	*	*	315	*	*	315
10:00	*	199	201	*	*	200	*	*	200
11:00	*	108	137	*	*	122	*	*	122
Day Total	0	6765	6581	0	0	6673	0	0	6673
% Avg. WkDay	0.0%	101.4%	98.6%	0.0%	0.0%				
% Avg. Week	0.0%	101.4%	98.6%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak		08:00	08:00			08:00			08:00
Vol.		563	579			571			571
PM Peak		18:00	18:00			18:00			18:00
Vol.		595	543			569			569
Grand Total	0	6765	6581	0	0	6673	0	0	6673
ADT		Not Calculated							



Accurate Counts

Location : Commonwealth Avenue WB West 978-664-2565
Location : of Lake Street
City/State: Brighton, MA 39000WB3
Counter : 18143 Site Code: 39000003

Start Time	Tue 11-Mar-08 A.M.	P.M.	Wed 12-Mar-08 A.M.	P.M.	Thu 13-Mar-08 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	23	149	39	155	*	*	31	152
12:15	29	149	21	144	*	*	25	146
12:30	33	128	22	152	*	*	28	140
12:45	17	131	23	146	*	*	20	138
01:00	15	137	14	132	*	*	14	134
01:15	15	180	20	150	*	*	18	165
01:30	22	159	27	164	*	*	24	162
01:45	11	182	16	173	*	*	14	178
02:00	8	163	27	177	*	*	18	170
02:15	10	194	18	173	*	*	14	184
02:30	7	168	12	179	*	*	10	174
02:45	5	189	15	180	*	*	10	184
03:00	4	183	7	185	*	*	6	184
03:15	4	174	5	157	*	*	4	166
03:30	9	197	9	223	*	*	9	210
03:45	3	204	4	222	*	*	4	213
04:00	7	238	3	231	*	*	5	234
04:15	5	252	9	237	*	*	7	244
04:30	4	196	6	224	*	*	5	210
04:45	9	234	16	238	*	*	12	236
05:00	8	**265**	14	**280**	*	*	11	**272**
05:15	24	**285**	15	**261**	*	*	20	**273**
05:30	21	**258**	23	**264**	*	*	22	**261**
05:45	44	**259**	31	**254**	*	*	38	**256**
06:00	36	261	39	230	*	*	38	246
06:15	60	257	65	219	*	*	62	238
06:30	83	259	70	179	*	*	76	219
06:45	134	213	99	198	*	*	116	206
07:00	116	195	115	165	*	*	116	180
07:15	184	130	162	170	*	*	173	150
07:30	231	181	229	144	*	*	230	162
07:45	232	161	232	127	*	*	232	144
08:00	**257**	120	**267**	129	*	*	**262**	124
08:15	**262**	125	**285**	116	*	*	**274**	120
08:30	**278**	119	**256**	122	*	*	**267**	120
08:45	**255**	101	**260**	138	*	*	**258**	120
09:00	191	116	149	110	*	*	170	113
09:15	164	105	164	103	*	*	164	104
09:30	192	145	191	105	*	*	192	125
09:45	191	92	164	117	*	*	178	104
10:00	125	80	110	100	*	*	118	90
10:15	143	62	108	70	*	*	126	66
10:30	147	69	135	73	*	*	141	71
10:45	130	59	145	82	*	*	138	70
11:00	142	42	131	58	*	*	136	50
11:15	131	49	145	52	*	*	138	50
11:30	143	31	146	40	*	*	144	36
11:45	166	38	173	30	*	*	170	34
Total	4330	7684	4236	7578	0	0	4288	7628
Combined Total	12014		11814		0		11916	
Peak	08:00	05:00	08:00	05:00			08:00	05:00
Vol.	1052	1067	1068	1059			1061	1062
P.H.F.	0.946	0.936	0.937	0.946			0.968	0.973
ADT	Not Calculated							

Accurate Counts
978-664-2565

Location : Commonwealth Avenue WB West
Location : of Lake Street
City/State: Brighton, MA
Counter : 18143

39000WB3
Site Code: 39000003

Start Time	Mon 10-Mar-08	Tue 11-Mar-08	Wed 12-Mar-08	Thu 13-Mar-08	Fri 14-Mar-08	Average Day	Sat 15-Mar-08	Sun 16-Mar-08	Week Average
12:00 AM	*	102	105	*	*	104	*	*	104
01:00	*	63	77	*	*	70	*	*	70
02:00	*	30	72	*	*	51	*	*	51
03:00	*	20	25	*	*	22	*	*	22
04:00	*	25	34	*	*	30	*	*	30
05:00	*	97	83	*	*	90	*	*	90
06:00	*	313	273	*	*	293	*	*	293
07:00	*	763	738	*	*	750	*	*	750
08:00	*	**1052**	**1068**	*	*	**1060**	*	*	**1060**
09:00	*	738	668	*	*	703	*	*	703
10:00	*	545	498	*	*	522	*	*	522
11:00	*	582	595	*	*	588	*	*	588
12:00 PM	*	557	597	*	*	577	*	*	577
01:00	*	658	619	*	*	638	*	*	638
02:00	*	714	709	*	*	712	*	*	712
03:00	*	758	787	*	*	772	*	*	772
04:00	*	920	930	*	*	925	*	*	925
05:00	*	**1067**	**1059**	*	*	**1063**	*	*	**1063**
06:00	*	990	826	*	*	908	*	*	908
07:00	*	667	606	*	*	636	*	*	636
08:00	*	465	505	*	*	485	*	*	485
09:00	*	458	435	*	*	446	*	*	446
10:00	*	270	325	*	*	298	*	*	298
11:00	*	160	180	*	*	170	*	*	170
Day Total	0	12014	11814	0	0	11913	0	0	11913
% Avg. WkDay	0.0%	100.8%	99.2%	0.0%	0.0%				
% Avg. Week	0.0%	100.8%	99.2%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak		08:00	08:00			08:00			08:00
Vol.		1052	1068			1060			1060
PM Peak		17:00	17:00			17:00			17:00
Vol.		1067	1059			1063			1063
Grand Total	0	12014	11814	0	0	11913	0	0	11913
ADT		Not Calculated							

Trip Generation

4/21/2008

BC - IMP Trip Generation DRAFT

Net-New Trips

	Size	Trip Rate	Less Capture	Unadjusted Vehicle Trips	VOR	Person Trips	Transit Share	Walk/Bike/ Other Share	Bike Share	Vehicle Share	Local VOR	Transit Trips	Walk Trips	Bike Trips	Adjusted Vehicle Trips
AM Grad Residents		0.51										12	22	1	0
In	75	0.10		8	1.2	9	26%	48%	2%	0%	1.25	2	4	0	0
Out	beds	0.41		31	1.2	37	26%	48%	2%	0%	1.25	10	18	1	0
AM Staff/Faculty												7	16	1	93
In	350	0.29				102	6%	13%	1%	80%	1.05	6	13	1	77
Out	persons	0.06				21	6%	13%	1%	80%	1.05	1	3	0	16
AM Undergrad Beds		0.51												7	0
In	610	0.10		62	1.2	75	26%	48%	2%	0%	1.05		36	1	0
Out	beds	0.41		249	1.2	299	26%	48%	2%	0%	1.05		143	6	0
AM Graduate Commuters												24	45	2	21
In	267	0.29				77	26%	48%	2%	24%	1.05	20	37	2	18
Out	persons	0.06				16	26%	48%	2%	24%	1.05	4	8	0	4
Total AM Peak Hour												**44**	**262**	**11**	**115**
In												**29**	**91**	**4**	**95**
Out												**15**	**171**	**7**	**20**
PM Grad Residents		0.62										15	27	1	0
In	75	0.40		30	1.2	36	26%	48%	2%	0%	1.25	9	17	1	0
Out	beds	0.22		16	1.2	20	26%	48%	2%	0%	1.25	5	9	0	0
PM Staff/Faculty												9	20	2	120
In	350	0.17				60	6%	13%	1%	80%	1.05	4	8	1	45
Out	persons	0.28				98	6%	13%	1%	80%	1.05	6	13	1	75
PM Undergrad Beds		0.62											218	9	0
In	610	0.40		246	1.2	295	26%	48%	2%	0%	1.05		142	6	0
Out	beds	0.22		132	1.2	159	26%	48%	2%	0%	1.05		76	3	0
PM Graduate Commuters												31	58	2	27
In	267	0.17				45	26%	48%	2%	24%	1.05	12	22	1	10
Out	persons	0.28				75	26%	48%	2%	24%	1.05	19	36	1	17
Total PM Peak Hour												**55**	**323**	**14**	**147**
In												**25**	**189**	**8**	**56**
Out												**30**	**134**	**6**	**92**

Student Residents - ITE Apartments

Synchro (LOS) Analysis

LOS Analysis Summary Tables

Table 9-37 A.M. Peak Hour LOS Summary

	Existing A.M. Peak Hour				No Build A.M. Peak Hour				Build A.M. Peak Hour		
Signalized Intersections	**LOS**	**Delay (sec/veh)**	**Max V/C Ratio***	**Max 95th% Queue (ft)***	**LOS**	**Delay (sec/veh)**	**Max V/C Ratio***	**Max 95th% Queue (ft)***	**LOS**	**Delay (sec/veh)**	**Max V/C Ratio***	**Max 95th% Queue (ft)***
Commonwealth Ave at Lake St/ St. Thomas More Rd	E	68.0	0.83		F	>80.0			F	>80.0	0.94	
EB Commonwealth Ave	C	22.6	0.67	248	C	23.2	0.71	#271	C	25.7	0.80	#340
WB Commonwealth Ave	F	>80.0	>1.0	#316	F	>80.0	>1.0	#339	F	>80.0	>1.0	#387
NB St. T More Rd	F	>80.0	>1.0	#162	F	>80.0	>1.0	#176	F	>80.0	>1.0	#213
Commonwealth Ave at Chestnut Hill Ave	F	>80.0	>1.0		F	>80.0			F	>80.0	>1.0	
EB Commonwealth Ave	E	60.8	0.94	#346	F	>80.0	>1.0	#395	F	>80.0	>1.0	#401
WB Commonwealth Ave	D	47.0	0.85	#211	D	48.6	0.86	#227	D	48.9	0.86	#227
NB Chestnut Hill Ave	F	>80.0	>1.0	m478	F	>80.0	>1.0	m472	F	>80.0	>1.0	m498
SB Chestnut Hill Ave	F	>80.0	>1.0	#409	F	>80.0	>1.0	#433	F	>80.0	>1.0	#433
Commonwealth Ave at South St	B	13.3	0.35		B	13.5			B	13.6	0.38	
EB Commonwealth Ave	B	12.7	0.45	197	B	13.1	0.49	215	B	13.1	0.49	216
WB Commonwealth Ave	B	11.6	0.34	140	B	11.8	0.36	149	B	11.9	0.38	157
SB South Street	B	19.3	0.20	36	B	19.3	0.20	35	B	19.5	0.21	36
Beacon St at College Rd / Hammond St	F	>80.0	0.99		F	>80.0			F	>80.0	>1.0	
EB Beacon St	E	59.8	>1.0	#831	E	75.1	>1.0	#888	E	75.0	>1.0	#888
WB Beacon St	D	41.8	>1.0	310	D	46.8	>1.0	337	D	49.0	>1.0	341
NB Hammond St	F	>80.0	>1.0	#386	F	>80.0	>1.0	#407	F	>80.0	>1.0	#435
SB Hammond St	C	31.9	0.63	137	C	32.4	0.66	143	C	32.4	0.66	143
Beacon St at Chestnut Hill Ave (Cleveland Circle)	F	>80.0	>1.0		F				F	>80.0	>1.0	
EB Beacon St	F	>80.0	>1.0	#570	F	>80.0	>1.0	#606	F	>80.0	>1.0	#610
WB Beacon St	D	38.9	0.94	#225	D	41.8	0.98	#243	D	41.8	0.98	#243
NB Chestnut Hill	F	>80.0	>1.0	#667	F	>80.0	>1.0	#706	F	>80.0	>1.0	#712
SB Chestnut Hill	E	56.3	>1.0	m154	E	65.8	>1.0	m#255	E	65.7	>1.0	m#232
Washington St at Lake St/Brock St	C	25.5	0.84		D	49.8			F	>80.0	0.94	
EB Washington St	C	22.3	0.79	#337	E	74.9	>1.02	#506	F	>80.0	>1.0	#571
WB Washington St	C	24.9	0.82	#377	D	53.1	0.92	#504	E	77.2	0.97	#504
NB Lake St	C	29.1	0.86	#516	C	22.9	0.72	#531	C	21.3	0.71	#546

Table 9-37 A.M. Peak Hour LOS Summary (Continued)

	Existing A.M. Peak Hour				No Build A.M. Peak Hour				Build A.M. Peak Hour		
Signalized Intersections	**LOS**	**Delay (sec/veh)**	**Max V/C Ratio***	**Max 95th% Queue (ft)***	**LOS**	**Delay (sec/veh)**	**Max V/C Ratio***	**Max 95th% Queue (ft)***	**LOS**	**Delay (sec/veh)**	**Max V/C Ratio***	**Max 95th% Queue (ft)***
Foster St at Washington St	B	19.2	0.68		C	28.7			E	61.4	0.85	
EB Washington St	B	15.5	0.70	370	C	24.8	0.91	#473	F	>80.0	>1.0	#452
WB Washington St	A	9.8	0.52	206	B	19.5	0.59	m157	C	25.6	0.71	m161
NB Foster Street	D	37.2	0.71	#125	D	48.3	0.77	#123	D	48.5	0.77	#126
SB Foster St	C	29.4	0.58	141	D	36.1	0.58	129	D	36.2	0.59	132
Washington St/Chestnut Hill Avenue /Market St	F	>80.0	>1.0		F	>80.0			F	>80.0	>1.0	
EB Washington St	F	>80.0	>1.0	#740	F	>80.0	>1.0	#682	F	>80.0	>1.0	#580
WB Washington St	F	>80.0	>1.0	#526	F	>80.0	>1.0	#564	F	>80.0	>1.0	#588
NB Chestnut Hill Ave	B	15.3	0.44	#341	B	15.5	0.46	#367	B	15.5	0.47	#370
SB Market St	B	15.6	0.48	#327	B	15.9	0.50	#348	B	15.9	0.50	#347
Unsignalized Intersections												
Commonwealth Ave at Foster St												
SB Foster St	D	30.2	0.75	163	E	35.4	0.81	193	E	36.9	0.82	198
Commonwealth Ave at Old Colony/College Rd												
NB College Rd	F	>50.0	>1.0	365	F	>50.0	>1.0	687	F	>50.0	>1.0	774
SB Old Colony	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a	F	>50.0	>1.0	
Beacon St at St. Thomas More Rd/Gate House Rd												
NB Gate House Rd	F	>50.0	n/a	n/a	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a
SB St. Thomas More Rd	F	>50.0	n/a	n/a	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a
Beacon St at Reservoir Ave												
NB Reservoir Ave	F	>50.0	0.99	269	F	>50.0	>1.0	352	F	>50.0	>1.0	354
St. Thomas More Rd at Campanella Way												
EB Fr. Herlihy Dr	C	16.3	0.28	28	C	17.2	0.31	32	C	17.7	0.36	41

Table 9-37 A.M. Peak Hour LOS Summary (Continued)

Signalized Intersections	Existing A.M. Peak Hour				No Build A.M. Peak Hour				Build A.M. Peak Hour			
	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*
Fr Herilihy Dr at Campanella Way												
EB Campanella Way	A	8.2	0.03	n/a	A	8.2	0.03	n/a	A	7.9	0.00	n/a
WB Campanella Way	B	11.0	0.42	n/a	B	11.0	0.42	n/a	A	9.9	0.33	n/a
SB Fr Herilihy Dr	A	8.4	0.27	n/a	A	8.4	0.27	n/a	A	8.1	0.21	n/a
St. Thomas More Rd at Chestnut Hill Driveway												
WB Chestnut Hill Driveway	D	29.2	0.38	43	D	34.4	0.46	55	E	44.2	0.54	69
Lake St at Kenrick St												
EB Kenrick St	D	32.4	0.54	75	E	38.3	0.61	90	E	39.3	0.62	92
Lake St at Glenmont Rd												
WB Glenmont Rd	B	14.2	0.24	23	B	14.9	0.26	26	C	15.1	0.26	26
Foster St at Rogers Park Ave												
EB Rogers Park Ave	C	20.5	0.49	67	C	23.0	0.55	80	D	33.5	0.67	114
Beacon St/Beacon Garage												
SB Driveway	D	32.7	0.11	8	F	>50.0	0.32	25	F	>50.0	0.36	28
Commonwealth Ave/Brighton Campus Driveway												
SB Brighton Driveway	C	15.9	0.07	5	C	16.4	0.07	5	C	19.1	0.21	20

* Max v/c and Max 95 percentile queue represents the worst lane group for each approach.
\# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

Table 9-38 P.M. Peak Hour LOS Summary

Signalized Intersections	Existing P.M. Peak Hour LOS	Existing P.M. Peak Hour Delay (sec/veh)	Existing P.M. Peak Hour Max V/C Ratio*	Existing P.M. Peak Hour Max 95th% Queue (ft)*	No Build P.M. Peak Hour LOS	No Build P.M. Peak Hour Delay (sec/veh)	No Build P.M. Peak Hour Max V/C Ratio*	No Build P.M. Peak Hour Max 95th% Queue (ft)*	Build P.M. Peak Hour LOS	Build P.M. Peak Hour Delay (sec/veh)	Build P.M. Peak Hour Max V/C Ratio*	Build P.M. Peak Hour Max 95th% Queue (ft)*
Commonwealth Ave at Lake St/St. Thomas More Rd	E	77.3	0.91		F	>80.0			F	>80.0	>1.0	
EB Commonwealth Ave	C	31.5	0.60	202	C	32.8	0.63	213	D	36.0	0.73	#255
WB Commonwealth Ave	D	36.1	0.82	312	D	38.1	0.85	#374	D	42.7	0.90	#408
NB St. T More Rd	F	>80.0	>1.0	#354	F	>80.0	>1.0	#384	F	>80.0	>1.0	#413
Commonwealth Ave at Chestnut Hill Ave	F	>80.0	>1.0		F	>80.0			F	>80.0	>1.0	
EB Commonwealth Ave	D	46.8	0.76	#321	D	53.4	0.86	#358	E	56.8	0.89	#382
WB Commonwealth Ave	D	47.9	0.84	217	D	52.3	0.88	#253	D	53.2	0.88	#270
NB Chestnut Hill Ave	E	76.2	>1.0	#734	F	>80.0	>1.0	#797	F	>80.0	>1.0	#797
SB Chestnut Hill Ave	F	>80.0	>1.0	#429	F	>80.0	>1.0	#460	F	>80.0	>1.0	#460
Commonwealth Ave at South St	B	13.5	0.38		B	14.2			B	14.4	0.45	
EB Commonwealth Ave	B	13.0	0.47	187	B	14.1	0.55	#371	B	14.5	0.58	#394
WB Commonwealth Ave	B	12.1	0.40	164	B	12.5	0.43	178	B	12.6	0.45	185
SB South Street	B	19.5	0.22	43	B	19.7	0.23	45	B	19.9	0.24	45
Beacon St at College Rd/ Hammond St	F	n/a	0.82		F	>80.0			F	>80.0	0.94	
EB Beacon St	C	23.4	0.70	386	C	28.0	0.78	413	C	27.7	0.77	414
WB Beacon St	C	31.1	0.97	#731	D	46.7	>1.0	#787	D	53.3	>1.0	#768
NB Hammond St	F	>80.0	>1.00	#454	F	>80.0	>1.0	#470	F	>80.0	>1.0	#493
SB Hammond St	C	27.0	0.35	100	C	26.6	0.35	103	C	26.6	0.35	103
Beacon St at Chestnut Hill Ave (Cleveland Circle)	F	>80.0	>1.0		F	>80.0			F	>80.0	>1.0	
EB Beacon St	F	>80.0	>1.00	#494	D	53.4	0.86	#358	F	>80.0	>1.0	#543
WB Beacon St	E	75.8	>1.00	#255	D	52.3	0.88	#253	F	>80.0	>1.0	#280
NB Chestnut Hill	D	39.6	0.92	#427	F	>80.0	>1.0	#460	D	53.8	0.99	#477
SB Chestnut Hill	C	26.3	0.59	229	F	>80.0	>1.0	#797	C	27.0	0.62	244

Table 9-38 P.M. Peak Hour LOS Summary (Continued)

	Existing P.M. Peak Hour				No Build P.M. Peak Hour				Build P.M. Peak Hour		
Signalized Intersections	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*	LOS	Delay (sec/veh)	Max V/C Ratio*	Max 95th% Queue (ft)*
Washington St at Lake St/ Brock St	D	40.7	0.92		F	>80.0			F	>80.0	>1.0	
EB Washington St	C	27.3	0.85	#681	F	>80.0	>1.0	#837	F	>80.0	>1.0	#889
WB Washington St	B	15.6	0.62	389	D	53.8	0.89	m#435	E	61.9	0.92	m#402
NB Lake St	F	>80.0	>1.00	#590	C	25.4	0.72	#569	C	27.2	0.78	#659
Foster St at Washington St	C	26.0	0.89		E	69.9			F	>80.0	0.93	
EB Washington St	B	19.7	0.83	#419	F	>80.0	>1.0	m144	F	>80.0	>1.0	m137
WB Washington St	C	32.7	>1.00	212	C	28.6	0.80	m214	D	36.6	0.83	m220
NB Foster Street	C	26.3	0.39	#97	D	39.2	0.56	#119	D	47.1	0.55	#136
SB Foster St	C	24.5	0.67	140	D	50.0	0.79	220	D	47.9	0.79	222
Washington St/Chestnut Hill Avenue /Market St	F	>80.0	>1.0		F	>80.00			F	>80.0	>1.0	
EB Washington St	F	>80.0	>1.0	#1094	F	>80.0	>1.0	#827	F	>80.0	>1.0	#875
WB Washington St	F	>80.0	>1.0	#817	F	>80.0	>1.0	#873	F	>80.0	>1.0	#898
NB Chestnut Hill Ave	C	27.5	0.59	244	C	25.4	0.56	255	C	24.5	0.55	251
SB Market St	D	38.1	0.84	#419	C	34.8	0.70	#453	C	32.8	0.82	#460
Unsignalized Intersections Commonwealth Aveat Foster St												
SB Foster St	C	22.2	0.67	125	D	25.1	0.72	148	D	27.6	0.75	165
Commonwealth Ave at Old Colony/College Rd												
NB College Rd	F	>50.0	>1.0	696	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a
SB Old Colony	F	>50.0	>1.0	175	F	>50.0	>1.0	188	F	>50.0	>1.0	n/a
Beacon St at St. Thomas More Rd/Gate House Rd												
NB Gate House Rd	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a
SB St. Thomas More Rd	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a	F	>50.0	>1.0	n/a
Beacon St at Reservoir Ave												
NB Reservoir Ave	D	33.4	0.67	115	E	37.5	0.71	130	E	39.8	0.73	138

Table 9-38 P.M. Peak Hour LOS Summary (Continued)

Signalized Intersections	Existing P.M. Peak Hour LOS	Existing P.M. Peak Hour Delay (sec/veh)	Existing P.M. Peak Hour Max V/C Ratio*	Existing P.M. Peak Hour Max 95th% Queue (ft)*	No Build P.M. Peak Hour LOS	No Build P.M. Peak Hour Delay (sec/veh)	No Build P.M. Peak Hour Max V/C Ratio*	No Build P.M. Peak Hour Max 95th% Queue (ft)*	Build P.M. Peak Hour LOS	Build P.M. Peak Hour Delay (sec/veh)	Build P.M. Peak Hour Max V/C Ratio*	Build P.M. Peak Hour Max 95th% Queue (ft)*
St. Thomas More Rd at Campanella Way												
EB Fr. Herlihy Dr	B	14.3	0.24	23	B	15.0	0.26	26	C	17.2	0.30	32
Fr Herilihy Dr at Campanella Way												
SB Fr Herilihy Dr	A	7.7	0.13	n/a	A	8.9	0.24	n/a	A	9.7	0.32	n/a
St. Thomas More Rd at Chestnut Hill Driveway												
WB Chestnut Hill Driveway	E	36.6	0.45	53	E	44.6	0.54	70	F	>50.0	0.58	78
Lake St at Kenrick St												
EB Kenrick St	E	43.6	0.62	91	F	>50.0	0.70	112	F	>50.0	0.75	125
Lake St at Glenmont Rd												
WB Glenmont Rd	C	18.7	0.34	37	C	19.8	0.37	41	C	21.5	0.40	46
Foster St at Rogers Park Ave												
EB Rogers Park Ave	C	19.7	0.42	51	C	22.7	0.48	62	D	33.1	0.60	91
Beacon St/Beacon Garage												
SB Driveway	F	>50.0	>1.0	604	F	>50.0	>1.0	692	F	>50.0	>1.0	1078
Commonwealth Ave/ Brighton Campus Driveway												
SB Brighton Driveway	C	19.3	0.20	19	C	20.2	0.21	19	E	37.6	0.63	99

* Max v/c and Max 95 percentile queue represents the worst lane group for each approach.
\# 95th percentile volume exceeds capacity, queue may be longer.
m Volume for 95th percentile queue is metered by upstream signal.

Existing 2008

Queues
2: Commonwealth Ave & Lake Street 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	320	631	284	622	108	379
v/c Ratio	0.68	0.45	1.09	1.11	0.34	1.04
Control Delay	34.5	17.9	117.8	106.7	10.1	90.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	17.9	117.8	106.7	10.1	90.4
Queue Length 50th (ft)	149	120	~174	~203	0	~110
Queue Length 95th (ft)	248	158	#310	#316	38	#162
Internal Link Dist (ft)		1877		667		286
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	474	1486	261	560	314	363
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.42	1.09	1.11	0.34	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900
Lane Width	11	12	12	12	11	12	12	10	10	10	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			1.00	0.95	1.00		0.95			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.93		1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	1.00	0.85		0.97			
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (prot)	1555	3185			1482	3185	1281		1377			
Flt Permitted	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (perm)	1555	3185			1482	3185	1281		1377			
Volume (vph)	291	549	0	4	241	578	92	56	174	48	0	0
Peak-hour factor, PHF	0.91	0.87	0.25	0.92	0.86	0.93	0.85	0.70	0.78	0.63	0.25	0.25
Adj. Flow (vph)	320	631	0	4	280	622	108	80	223	76	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	89	0	24	0	0	0
Lane Group Flow (vph)	320	631	0	0	284	622	19	0	355	0	0	0
Confl. Peds. (#/hr)							21					
Heavy Vehicles (%)	1%	2%	0%	2%	6%	2%	5%	25%	3%	21%	0%	0%
Turn Type	Prot			Split	Split		Perm	Split				
Protected Phases	1	1 2		3	3	3		4	4			
Permitted Phases							3					
Actuated Green, G (s)	26.0	37.2			15.0	15.0	15.0		21.0			
Effective Green, g (s)	26.0	37.2			15.0	15.0	15.0		21.0			
Actuated g/C Ratio	0.31	0.44			0.18	0.18	0.18		0.25			
Clearance Time (s)	4.0				4.0	4.0	4.0		4.0			
Vehicle Extension (s)	3.0				3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	475	1391			261	561	226		339			
v/s Ratio Prot	c0.21	c0.20			0.19	c0.20			c0.26			
v/s Ratio Perm							0.01					
v/c Ratio	0.67	0.45			1.09	1.11	0.08		1.05			
Uniform Delay, d1	25.9	16.9			35.1	35.1	29.4		32.1			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	7.4	0.2			81.2	71.4	0.2		61.7			
Delay (s)	33.3	17.1			116.3	106.5	29.5		93.8			
Level of Service	C	B			F	F	C		F			
Approach Delay (s)		22.6				101.0			93.8			0.0
Approach LOS		C				F			F			A

Intersection Summary

HCM Average Control Delay	68.0	HCM Level of Service	E
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	85.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

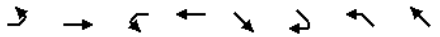
c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.25
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Queues
3: Commonwealth Ave & Chestnut Hill 6/3/2008



Lane Group	EBL	EBT	WBL	WBT	SET	SER	NWL	NWT
Lane Group Flow (vph)	163	717	215	341	540	57	172	850
v/c Ratio	0.47	0.95	0.82	0.52	1.41	0.16	0.60	1.36
Control Delay	28.5	62.2	40.8	43.4	234.7	24.4	68.3	208.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	62.2	40.8	43.4	234.7	24.4	68.3	208.3
Queue Length 50th (ft)	85	257	116	119	~295	20	137	~864
Queue Length 95th (ft)	100	#346	#211	175	#409	38	m106	m478
Internal Link Dist (ft)		1348		1135	4158			919
Turn Bay Length (ft)	200		100			50		
Base Capacity (vph)	394	757	311	658	383	356	288	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.95	0.69	0.52	1.41	0.16	0.60	1.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	10	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			1.00	0.95			0.95	1.00	1.00	1.00
Frt	1.00	0.94			1.00	0.99			1.00	0.85	1.00	0.96
Flt Protected	0.95	1.00			0.95	1.00			0.99	1.00	0.95	1.00
Satd. Flow (prot)	1577	2934			1578	2790			3057	1398	1533	1541
Flt Permitted	0.43	1.00			0.14	1.00			0.51	1.00	0.25	1.00
Satd. Flow (perm)	707	2934			237	2790			1584	1398	400	1541
Volume (vph)	111	363	218	5	197	283	15	34	429	39	129	513
Peak-hour factor, PHF	0.68	0.81	0.81	0.92	0.94	0.92	0.46	0.49	0.91	0.69	0.75	0.82
Adj. Flow (vph)	163	448	269	5	210	308	33	69	471	57	172	626
RTOR Reduction (vph)	0	71	0	0	0	6	0	0	0	18	0	11
Lane Group Flow (vph)	163	646	0	0	215	335	0	0	540	39	172	839
Heavy Vehicles (%)	3%	3%	7%	2%	3%	4%	36%	3%	6%	4%	6%	5%
Turn Type	pm+pt				pm+pt			Perm		Perm	D.P+P	
Protected Phases	9	1			9	1			3		4	3 4
Permitted Phases	1				1			3		3	3	
Actuated Green, G (s)	45.0	28.0			45.0	28.0			29.0	29.0	44.0	48.0
Effective Green, g (s)	43.0	28.0			43.0	28.0			29.0	29.0	44.0	48.0
Actuated g/C Ratio	0.36	0.23			0.36	0.23			0.24	0.24	0.37	0.40
Clearance Time (s)	2.0	4.0			2.0	4.0			4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0	3.0	
Lane Grp Cap (vph)	362	685			253	651			383	338	288	616
v/s Ratio Prot	0.06	c0.22			c0.11	0.12					0.07	c0.54
v/s Ratio Perm	0.11				0.20				0.34	0.03	0.14	
v/c Ratio	0.45	0.94			0.85	0.51			1.41	0.11	0.60	1.36
Uniform Delay, d1	27.7	45.2			30.9	40.1			45.5	35.5	39.8	36.0
Progression Factor	1.00	1.00			1.00	1.00			1.00	1.00	1.80	1.87
Incremental Delay, d2	0.9	22.9			22.5	2.9			199.4	0.7	0.3	164.0
Delay (s)	28.6	68.1			53.4	43.0			244.9	36.2	72.0	231.5
Level of Service	C	E			D	D			F	D	E	F
Approach Delay (s)		60.8				47.0			225.0			204.6
Approach LOS		E				D			F			F

Intersection Summary			
HCM Average Control Delay	138.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	NWR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	166
Peak-hour factor, PHF	0.74
Adj. Flow (vph)	224
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	11%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Queues
7: Beacon St & Chestnut Hill Ave 6/3/2008

Lane Group	EBT	WBL	WBT	SEL	SET	NWT
Lane Group Flow (vph)	726	168	698	276	770	955
v/c Ratio	1.82	0.93	0.42	1.24	0.62	1.54
Control Delay	408.8	81.0	28.8	147.1	20.1	270.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	408.8	81.0	28.8	147.1	20.1	270.5
Queue Length 50th (ft)	~446	91	145	~270	172	~551
Queue Length 95th (ft)	#570	#225	163	m#228	m154	#667
Internal Link Dist (ft)	3431		1419		919	239
Turn Bay Length (ft)		100				
Base Capacity (vph)	398	181	1649	223	1238	620
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.82	0.93	0.42	1.24	0.62	1.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
7: Beacon St & Chestnut Hill Ave 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	12	12	10	11	10	14	16	16
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor		0.95		1.00	0.91		1.00	0.95			0.95	
Frt		0.98		1.00	0.96		1.00	0.98			0.98	
Flt Protected		1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)		3039		1510	4398		1472	2914			3421	
Flt Permitted		0.51		0.13	1.00		0.12	1.00			0.72	
Satd. Flow (perm)		1546		211	4398		188	2914			2494	
Volume (vph)	61	521	52	158	408	164	193	526	106	73	668	75
Peak-hour factor, PHF	0.88	0.90	0.67	0.94	0.82	0.82	0.70	0.80	0.95	0.61	0.92	0.69
Adj. Flow (vph)	69	579	78	168	498	200	276	658	112	120	726	109
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	726	0	168	698	0	276	770	0	0	955	0
Heavy Vehicles (%)	2%	1%	2%	4%	1%	3%	3%	6%	2%	1%	6%	4%
Turn Type	Perm			D.P+P			D.P+P			Perm		
Protected Phases		1		11	1 11		8	8 9			9	
Permitted Phases	1			1			9			9		
Actuated Green, G (s)		30.2		40.2	44.2		49.0	51.0			33.0	
Effective Green, g (s)		30.2		40.2	44.2		47.0	51.0			33.0	
Actuated g/C Ratio		0.25		0.34	0.37		0.39	0.42			0.28	
Clearance Time (s)		4.0		4.0			2.0				4.0	
Vehicle Extension (s)		3.0		3.0			3.0				3.0	
Lane Grp Cap (vph)		389		179	1620		223	1238			686	
v/s Ratio Prot				c0.08	0.16		c0.14	0.26				
v/s Ratio Perm		c0.47		0.24			0.34				c0.38	
v/c Ratio		1.87		0.94	0.43		1.24	0.62			1.39	
Uniform Delay, d1		44.9		32.2	28.5		34.1	27.0			43.5	
Progression Factor		1.00		1.00	1.00		1.47	0.69			0.40	
Incremental Delay, d2		399.6		49.1	0.2		110.6	0.2			183.6	
Delay (s)		444.5		81.3	28.6		160.8	18.9			200.9	
Level of Service		F		F	C		F	B			F	
Approach Delay (s)		444.5			38.9			56.3			200.9	
Approach LOS		F			D			E			F	

Intersection Summary

HCM Average Control Delay	169.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.48		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	32.8
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
8: Beacon St & Gate House Road 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	371	668	8	3	595	72	5	5	4	23	2	212
Peak Hour Factor	0.99	0.93	0.67	0.50	0.89	0.71	0.42	0.33	0.50	0.84	0.38	0.90
Hourly flow rate (vph)	375	718	12	6	669	101	12	15	8	27	5	236
Pedestrians		8			10			5			8	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	778			735			2456	2269	739	2233	2224	735
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	778			735			2456	2269	739	2233	2224	735
tC, single (s)	4.1			4.4			7.1	6.5	6.2	7.2	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.5	4.0	3.3	3.6	4.0	3.4
p0 queue free %	54			99			0	31	98	0	77	41
cM capacity (veh/h)	820			771			5	22	415	8	23	399

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	375	730	776	35	268
Volume Left	375	0	6	12	27
Volume Right	0	12	101	8	236
cSH	820	1700	771	11	66
Volume to Capacity	0.46	0.43	0.01	3.30	4.06
Queue Length 95th (ft)	60	0	1	Err	Err
Control Delay (s)	13.0	0.0	0.2	Err	Err
Lane LOS	B		A	F	F
Approach Delay (s)	4.4		0.2	Err	Err
Approach LOS				F	F

Intersection Summary				
Average Delay	1390.6			
Intersection Capacity Utilization	107.1%	ICU Level of Service	G	
Analysis Period (min)	15			

Queues
13: Washington St & Chestnut Hill 6/3/2008

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	602	52	523	78	397	113	340	111
v/c Ratio	1.98	0.40	1.14	0.27	0.44	0.73	0.48	0.20
Control Delay	474.9	31.7	114.1	21.4	20.1	53.4	21.8	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	474.9	31.7	114.1	21.4	20.1	53.4	21.8	17.8
Queue Length 50th (ft)	~538	21	~350	22	126	44	110	31
Queue Length 95th (ft)	#740	34	#526	70	#341	#126	#327	81
Internal Link Dist (ft)	985		930		4158		1061	
Turn Bay Length (ft)		50		50		75		50
Base Capacity (vph)	304	131	460	288	899	154	714	551
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.98	0.40	1.14	0.27	0.44	0.73	0.48	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
13: Washington St & Chestnut Hill 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	16	10	11	16	16	16	16	12	12	10
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.98		1.00	0.95		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1369		1189	1218		1841	1863		1354	1481	1141
Flt Permitted		0.25		0.16	1.00		0.47	1.00		0.42	1.00	1.00
Satd. Flow (perm)		342		205	1218		908	1863		593	1481	1141
Volume (vph)	55	412	97	32	322	127	61	335	42	76	320	84
Peak-hour factor, PHF	0.86	0.96	0.89	0.61	0.88	0.81	0.78	0.99	0.71	0.67	0.94	0.76
Adj. Flow (vph)	64	429	109	52	366	157	78	338	59	113	340	111
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	602	0	52	523	0	78	397	0	113	340	111
Heavy Vehicles (%)	2%	3%	1%	0%	1%	3%	0%	2%	0%	5%	1%	4%
Bus Blockages (#/hr)	0	0	0	26	26	26	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		1			1			3			3	
Permitted Phases	1			1			3			3		3
Actuated Green, G (s)		25.2		25.2	25.2		43.4	43.4		43.4	43.4	43.4
Effective Green, g (s)		25.2		25.2	25.2		43.4	43.4		43.4	43.4	43.4
Actuated g/C Ratio		0.28		0.28	0.28		0.48	0.48		0.48	0.48	0.48
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		96		57	341		438	898		286	714	550
v/s Ratio Prot					0.43			0.21			c0.23	
v/s Ratio Perm		c1.76		0.25			0.09			0.19		0.10
v/c Ratio		6.27		0.91	1.53		0.18	0.44		0.40	0.48	0.20
Uniform Delay, d1		32.4		31.3	32.4		13.2	15.3		14.9	15.7	13.4
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2394.0		95.8	254.5		0.2	0.3		0.9	0.5	0.2
Delay (s)		2426.4		127.2	286.9		13.4	15.7		15.8	16.2	13.5
Level of Service		F		F	F		B	B		B	B	B
Approach Delay (s)		2426.4			272.4			15.3			15.6	
Approach LOS		F			F			B			B	

Intersection Summary				
HCM Average Control Delay	737.1	HCM Level of Service	F	
HCM Volume to Capacity ratio	2.61			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	21.4	
Intersection Capacity Utilization	101.9%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
15: Campanella Way & St. T Moore 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	23	63	105	255	120	121
Peak Hour Factor	0.69	0.70	0.51	0.88	0.72	0.81
Hourly flow rate (vph)	33	90	206	290	167	149
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					366	
pX, platoon unblocked						
vC, conflicting volume	943	241	316			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	943	241	316			
tC, single (s)	6.9	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.9	3.3	2.3			
p0 queue free %	83	89	82			
cM capacity (veh/h)	200	800	1174			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	123	496	316
Volume Left	33	206	0
Volume Right	90	0	149
cSH	441	1174	1700
Volume to Capacity	0.28	0.18	0.19
Queue Length 95th (ft)	28	16	0
Control Delay (s)	16.3	4.7	0.0
Lane LOS	C	A	
Approach Delay (s)	16.3	4.7	0.0
Approach LOS	C		

Intersection Summary				
Average Delay	4.6			
Intersection Capacity Utilization	52.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Queues
16: Washington St & Brock St 6/3/2008

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	482	501	521
v/c Ratio	0.75	0.78	0.82
Control Delay	18.7	19.5	33.1
Queue Delay	0.0	0.0	0.0
Total Delay	18.7	19.5	33.1
Queue Length 50th (ft)	106	111	127
Queue Length 95th (ft)	#337	#377	#516
Internal Link Dist (ft)	966	802	965
Turn Bay Length (ft)			
Base Capacity (vph)	805	797	633
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.60	0.63	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
16: Washington St & Brock St 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			1.00				
Frpb, ped/bikes		1.00			1.00			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.99			0.97				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		1624			1569			1602				
Flt Permitted		0.98			1.00			0.99				
Satd. Flow (perm)		1589			1569			1602				
Volume (vph)	14	422	0	0	421	27	58	298	97	0	0	0
Peak-hour factor, PHF	0.80	0.91	0.25	0.25	0.91	0.72	0.90	0.90	0.77	0.25	0.25	0.25
Adj. Flow (vph)	18	464	0	0	463	38	64	331	126	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	482	0	0	497	0	0	509	0	0	0	0
Confl. Peds. (#/hr)	23					23			9			
Heavy Vehicles (%)	6%	5%	0%	0%	8%	0%	4%	1%	3%	0%	0%	0%
Turn Type	Perm						Perm					
Protected Phases		1			1			4				
Permitted Phases	1						4					
Actuated Green, G (s)		22.1			22.1			21.2				
Effective Green, g (s)		22.1			22.1			21.2				
Actuated g/C Ratio		0.38			0.38			0.37				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		611			603			591				
v/s Ratio Prot					c0.32							
v/s Ratio Perm		0.30						0.32				
v/c Ratio		0.79			0.82			0.86				
Uniform Delay, d1		15.6			16.0			16.8				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		6.7			9.0			12.3				
Delay (s)		22.3			24.9			29.1				
Level of Service		C			C			C				
Approach Delay (s)		22.3			24.9			29.1			0.0	
Approach LOS		C			C			C			A	

Intersection Summary

HCM Average Control Delay	25.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	57.5	Sum of lost time (s)	14.2
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
18: Commonwealth Ave & South St 6/3/2008

Lane Group	EBT	WBT	SWL
Lane Group Flow (vph)	714	526	212
v/c Ratio	0.43	0.32	0.39
Control Delay	12.5	11.4	7.1
Queue Delay	0.0	0.0	0.0
Total Delay	12.5	11.4	7.1
Queue Length 50th (ft)	77	53	5
Queue Length 95th (ft)	197	140	36
Internal Link Dist (ft)	424	1348	723
Turn Bay Length (ft)			
Base Capacity (vph)	1652	1636	549
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.43	0.32	0.39

Intersection Summary

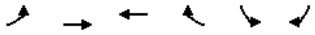
HCM Signalized Intersection Capacity Analysis
18: Commonwealth Ave & South St 6/3/2008

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		0.95	0.95		1.00	
Frt		1.00	1.00		0.88	
Flt Protected		1.00	1.00		1.00	
Satd. Flow (prot)		3217	3185		1318	
Flt Permitted		1.00	1.00		1.00	
Satd. Flow (perm)		3217	3185		1318	
Volume (vph)	0	657	500	0	15	161
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.75	0.84
Adj. Flow (vph)	0	714	526	0	20	192
RTOR Reduction (vph)	0	0	0	0	134	0
Lane Group Flow (vph)	0	714	526	0	78	0
Heavy Vehicles (%)	0%	1%	2%	0%	0%	1%
Parking (#/hr)					2	2
Turn Type						
Protected Phases		1	1		3	
Permitted Phases						
Actuated Green, G (s)		34.4	34.4		21.3	
Effective Green, g (s)		34.4	34.4		21.3	
Actuated g/C Ratio		0.49	0.49		0.30	
Clearance Time (s)		4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0		3.0	
Lane Grp Cap (vph)		1574	1559		399	
v/s Ratio Prot		c0.22	0.17		c0.06	
v/s Ratio Perm						
v/c Ratio		0.45	0.34		0.20	
Uniform Delay, d1		11.8	11.0		18.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.9	0.6		1.1	
Delay (s)		12.7	11.6		19.3	
Level of Service		B	B		B	
Approach Delay (s)		12.7	11.6		19.3	
Approach LOS		B	B		B	

Intersection Summary

HCM Average Control Delay	13.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	14.6
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
19: Commonwealth Ave & Foster St 6/3/2008

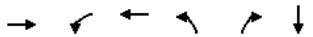


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	616	613	80	0	351
Peak Hour Factor	0.25	0.89	0.96	0.77	0.25	0.90
Hourly flow rate (vph)	0	692	639	104	0	390
Pedestrians		59			59	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		5			5	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			504			
pX, platoon unblocked	0.94				0.94	0.94
vC, conflicting volume	801				1096	489
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	724				1037	392
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	25
cM capacity (veh/h)	793				206	518

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	346	346	426	317	390
Volume Left	0	0	0	0	0
Volume Right	0	0	0	104	390
cSH	1700	1700	1700	1700	518
Volume to Capacity	0.20	0.20	0.25	0.19	0.75
Queue Length 95th (ft)	0	0	0	0	163
Control Delay (s)	0.0	0.0	0.0	0.0	30.2
Lane LOS					D
Approach Delay (s)	0.0		0.0		30.2
Approach LOS					D

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

Queues
20: Washington St & Foster St 6/3/2008

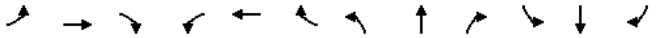


Lane Group	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	593	222	357	115	217	159
v/c Ratio	0.70	0.63	0.45	0.68	1.00	0.52
Control Delay	17.8	15.7	14.0	34.0	70.7	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	15.7	14.0	34.0	70.7	28.3
Queue Length 50th (ft)	187	30	96	43	0	57
Queue Length 95th (ft)	370	#91	206	119	#125	141
Internal Link Dist (ft)	802		985			367
Turn Bay Length (ft)		75			80	
Base Capacity (vph)	995	363	944	265	217	483
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.61	0.38	0.43	1.00	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
20: Washington St & Foster St 6/3/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	12	12	10	10	10	12	10	10
Total Lost time (s)		4.0		4.0	4.0		4.0		4.0		4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00		1.00		1.00	
Frt		0.97		1.00	1.00		1.00		0.85		0.96	
Flt Protected		1.00		0.95	1.00		0.95		1.00		0.99	
Satd. Flow (prot)		1589		1486	1517		1501		1195		1518	
Flt Permitted		1.00		0.29	1.00		0.56		1.00		0.99	
Satd. Flow (perm)		1589		455	1517		889		1195		1518	
Volume (vph)	0	387	121	191	321	0	101	0	187	24	70	37
Peak-hour factor, PHF	0.25	0.87	0.82	0.86	0.90	0.25	0.88	0.25	0.86	0.72	0.88	0.81
Adj. Flow (vph)	0	445	148	222	357	0	115	0	217	33	80	46
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	217	0	0	0
Lane Group Flow (vph)	0	584	0	222	357	0	115	0	0	0	159	0
Heavy Vehicles (%)	0%	5%	1%	2%	10%	0%	1%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	6	0	6	0	0	0	0	0	0	0
Parking (#/hr)									2	2		2
Turn Type				pm+pt			D.Pm		NA	Perm		
Protected Phases		1		9	1						3	
Permitted Phases				1			3			3		
Actuated Green, G (s)		37.1		48.0	37.1		12.9		0.0		12.9	
Effective Green, g (s)		37.1		46.0	37.1		12.9		0.0		12.9	
Actuated g/C Ratio		0.52		0.65	0.52		0.18		0.00		0.18	
Clearance Time (s)		4.0		2.0	4.0		4.0				4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0				3.0	
Lane Grp Cap (vph)		831		425	794		162		0		276	
v/s Ratio Prot		c0.37		c0.07	0.24							
v/s Ratio Perm				0.27			c0.13				0.10	
v/c Ratio		0.70		0.52	0.45		0.71		0.00		0.58	
Uniform Delay, d1		12.7		6.8	10.5		27.2		35.4		26.5	
Progression Factor		1.00		1.00	1.00		1.00		1.00		1.00	
Incremental Delay, d2		2.7		1.2	0.4		13.3		0.0		2.9	
Delay (s)		15.5		8.0	10.9		40.6		35.4		29.4	
Level of Service		B		A	B		D		D		C	
Approach Delay (s)		15.5			9.8			37.2			29.4	
Approach LOS		B			A			D			C	

Intersection Summary				
HCM Average Control Delay	19.2	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	70.9	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	67.3%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

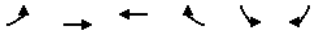
HCM Unsignalized Intersection Capacity Analysis
24: Glenmont Rd & Lake St 6/3/2008

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	81	516	0	0	0
Peak Hour Factor	0.25	0.67	0.91	0.25	0.25	0.25
Hourly flow rate (vph)	0	121	567	0	0	0
Pedestrians						6
Lane Width (ft)						0.0
Walking Speed (ft/s)						4.0
Percent Blockage						0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						1130
pX, platoon unblocked						
vC, conflicting volume	567	573			567	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	567	573			567	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	100	76			100	
cM capacity (veh/h)	488	511			1015	

Direction, Lane #	WB 1	NB 1
Volume Total	121	567
Volume Left	0	0
Volume Right	121	0
cSH	511	1700
Volume to Capacity	0.24	0.33
Queue Length 95th (ft)	23	0
Control Delay (s)	14.2	0.0
Lane LOS	B	
Approach Delay (s)	14.2	0.0
Approach LOS	B	

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	44.3%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
26: Commonwealth Ave & Campus Driveway 6/3/2008



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	591	904	22	0	21
Peak Hour Factor	0.25	0.89	0.96	0.61	0.25	0.88
Hourly flow rate (vph)	0	664	942	36	0	24
Pedestrians		53			53	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		4			4	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		747				
pX, platoon unblocked					0.92	
vC, conflicting volume	1031				1345	595
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1031				1286	595
tC, single (s)	4.1				6.8	7.5
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.6
p0 queue free %	100				100	93
cM capacity (veh/h)	652				139	353

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	332	332	628	350	24
Volume Left	0	0	0	0	0
Volume Right	0	0	0	36	24
cSH	1700	1700	1700	1700	353
Volume to Capacity	0.20	0.20	0.37	0.21	0.07
Queue Length 95th (ft)	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	15.9
Lane LOS					C
Approach Delay (s)	0.0		0.0		15.9
Approach LOS					C

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
30: Kenrick St & Lake St 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	130	0	98	499	0	0
Peak Hour Factor	0.86	0.25	0.73	0.91	0.25	0.25
Hourly flow rate (vph)	151	0	134	548	0	0
Pedestrians	35				37	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	3				0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					1045	
pX, platoon unblocked						
vC, conflicting volume	889	35	35			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	889	35	35			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	46	100	91			
cM capacity (veh/h)	278	1013	1530			

Direction, Lane #	EB 1	NB 1
Volume Total	151	683
Volume Left	151	134
Volume Right	0	0
cSH	278	1530
Volume to Capacity	0.54	0.09
Queue Length 95th (ft)	75	7
Control Delay (s)	32.4	2.3
Lane LOS	D	A
Approach Delay (s)	32.4	2.3
Approach LOS	D	

Intersection Summary			
Average Delay	7.7		
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
33: Beacon St & Reservoir Rd 6/3/2008

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	783	0	0	667	13	252
Peak Hour Factor	0.96	0.25	0.25	0.83	0.70	0.82
Hourly flow rate (vph)	816	0	0	804	19	307
Pedestrians	6			8		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			1		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			816		1625	824
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			816		1625	824
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		84	18
cM capacity (veh/h)			821		113	374

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	816	804	326
Volume Left	0	0	19
Volume Right	0	0	307
cSH	1700	1700	330
Volume to Capacity	0.48	0.47	0.99
Queue Length 95th (ft)	0	0	269
Control Delay (s)	0.0	0.0	82.4
Lane LOS			F
Approach Delay (s)	0.0	0.0	82.4
Approach LOS			F

Intersection Summary			
Average Delay	13.8		
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

Queues
35: Beacon St & College Rd 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT	SBR
Lane Group Flow (vph)	153	825	237	634	137	239	372	24
v/c Ratio	0.55	1.02	1.09	0.61	1.23	8.54	0.61	0.02
Control Delay	27.9	60.5	109.2	14.9	195.5	3468.6	37.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	60.5	109.2	14.9	195.5	3468.6	37.2	0.0
Queue Length 50th (ft)	42	328	65	126	~75	~208	82	0
Queue Length 95th (ft)	#165	#831	#240	310	#195	#386	137	0
Internal Link Dist (ft)		679		1940			600	
Turn Bay Length (ft)	200		200		40			75
Base Capacity (vph)	277	811	218	1037	111	28	608	1264
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	1.02	1.09	0.61	1.23	8.54	0.61	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
35: Beacon St & College Rd 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0				4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00				0.95
Frt	1.00	0.98		1.00	0.99		1.00	0.85				1.00
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				0.98
Satd. Flow (prot)	1555	1652		1593	1660		1516	1419				3113
Flt Permitted	0.39	1.00		0.10	1.00		0.38	1.00				0.98
Satd. Flow (perm)	638	1652		166	1660		614	1419				3113
Volume (vph)	139	704	77	192	448	31	108	117	71	5	96	190
Peak-hour factor, PHF	0.91	0.96	0.84	0.81	0.78	0.52	0.79	0.84	0.71	0.62	0.80	0.78
Adj. Flow (vph)	153	733	92	237	574	60	137	139	100	8	120	244
RTOR Reduction (vph)	0	5	0	0	4	0	0	28	0	0	0	0
Lane Group Flow (vph)	153	820	0	237	630	0	137	211	0	0	0	372
Heavy Vehicles (%)	1%	2%	0%	2%	1%	7%	0%	2%	3%	0%	2%	3%
Turn Type	Perm			D.P+P			D.Pm	NA			Perm	
Protected Phases		3		2	2 3							1
Permitted Phases	3			3			1				1	
Actuated Green, G (s)	39.5	39.5		47.6	50.6		15.2	0.0				15.2
Effective Green, g (s)	40.5	40.5		47.6	51.6		16.2	0.0				16.2
Actuated g/C Ratio	0.47	0.47		0.56	0.60		0.19	0.00				0.19
Clearance Time (s)	5.0	5.0		3.0			5.0					5.0
Vehicle Extension (s)	3.0	3.0		3.0			3.0					3.0
Lane Grp Cap (vph)	303	783		211	1003		116	0				591
v/s Ratio Prot		0.50		c0.09	0.38							
v/s Ratio Perm	0.24			c0.53			c0.22					0.12
v/c Ratio	0.50	1.05		1.12	0.63		1.18	no cap				0.63
Uniform Delay, d1	15.5	22.5		22.6	10.8		34.6	Error				31.8
Progression Factor	1.00	1.00		1.00	1.00		1.00					1.00
Incremental Delay, d2	1.3	45.3		99.0	1.2		140.3	Error				2.1
Delay (s)	16.8	67.8		121.6	12.0		174.9	Error				33.9
Level of Service	B	E		F	B		F	F				C
Approach Delay (s)		59.8			41.8							31.9
Approach LOS		E			D							C

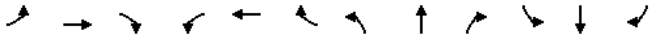
Intersection Summary			
HCM Average Control Delay	Error	HCM Level of Service	F
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	85.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
35: Beacon St & College Rd 6/3/2008

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1264
Flt Permitted	1.00
Satd. Flow (perm)	1264
Volume (vph)	13
Peak-hour factor, PHF	0.54
Adj. Flow (vph)	24
RTOR Reduction (vph)	0
Lane Group Flow (vph)	24
Heavy Vehicles (%)	15%
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	85.4
Effective Green, g (s)	85.4
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1264
v/s Ratio Prot	
v/s Ratio Perm	c0.02
v/c Ratio	0.02
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	0.0
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
38: Commonwealth Ave & Mt Alvernia Road 6/3/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	33	726	7	50	524	8	18	13	235	31	4	19
Peak Hour Factor	0.46	0.83	0.35	0.83	0.91	0.40	0.71	0.69	0.94	0.65	0.25	0.59
Hourly flow rate (vph)	72	875	20	60	576	20	25	19	250	48	16	32
Pedestrians		9			9			10				
Lane Width (ft)		12.0			12.0			14.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			1				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	596			905			1794	1754	904	2003	1754	595
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	596			905			1794	1754	904	2003	1754	595
tC, single (s)	4.1			4.1			7.2	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			92			36	74	24	0	78	93
cM capacity (veh/h)	990			736			40	73	330	7	73	495

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	966	656	294	96
Volume Left	72	60	25	48
Volume Right	20	20	250	32
cSH	990	736	178	14
Volume to Capacity	0.07	0.08	1.66	6.65
Queue Length 95th (ft)	6	7	502	Err
Control Delay (s)	1.9	2.1	364.7	Err
Lane LOS	A	A	F	F
Approach Delay (s)	1.9	2.1	364.7	Err
Approach LOS			F	F

Intersection Summary				
Average Delay	531.4			
Intersection Capacity Utilization	77.7%	ICU Level of Service	D	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
41: Rogers Park & Foster St 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	112	82	0	134	467	0
Peak Hour Factor	0.83	0.94	0.25	0.80	0.96	0.25
Hourly flow rate (vph)	135	87	0	168	486	0
Pedestrians				29	30	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				2	2	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					946	
pX, platoon unblocked						
vC, conflicting volume	684	515	486			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	684	515	486			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	67	84	100			
cM capacity (veh/h)	405	546	1087			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	222	168	486
Volume Left	135	0	0
Volume Right	87	0	0
cSH	451	1700	1700
Volume to Capacity	0.49	0.10	0.29
Queue Length 95th (ft)	67	0	0
Control Delay (s)	20.5	0.0	0.0
Lane LOS	C		
Approach Delay (s)	20.5	0.0	0.0
Approach LOS	C		

Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	47.6%	ICU Level of Service	A	
Analysis Period (min)	15			

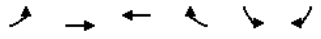
HCM Unsignalized Intersection Capacity Analysis
46: Chestnut Hill Driveway & T. Moore 6/3/2008

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	55	8	312	148	4	200
Peak Hour Factor	0.69	0.70	0.51	0.88	0.69	0.70
Hourly flow rate (vph)	80	11	612	168	6	286
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	993	696			780	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	993	696			780	
tC, single (s)	6.9	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.9	3.3			2.3	
p0 queue free %	64	97			99	
cM capacity (veh/h)	223	443			782	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	91	780	292
Volume Left	80	0	6
Volume Right	11	168	0
cSH	238	1700	782
Volume to Capacity	0.38	0.46	0.01
Queue Length 95th (ft)	43	0	1
Control Delay (s)	29.2	0.0	0.3
Lane LOS	D		A
Approach Delay (s)	29.2	0.0	0.3
Approach LOS	D		

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
49: Beacon St Garage & 6/3/2008

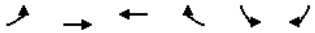


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	51	984	651	164	2	16
Peak Hour Factor	0.88	0.96	0.83	0.71	0.50	0.75
Hourly flow rate (vph)	58	1025	784	231	4	21
Pedestrians		17	21		17	
Lane Width (ft)		14.0	14.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1032				2079	934
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1032				2079	934
tC, single (s)	4.2				6.9	6.3
tC, 2 stage (s)						
tF (s)	2.3				4.0	3.4
p0 queue free %	91				89	93
cM capacity (veh/h)	645				38	298

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	1083	1015	4	21
Volume Left	58	0	4	0
Volume Right	0	231	0	21
cSH	645	1700	38	298
Volume to Capacity	0.09	0.60	0.11	0.07
Queue Length 95th (ft)	7	0	8	6
Control Delay (s)	3.0	0.0	111.0	18.0
Lane LOS	A		F	C
Approach Delay (s)	3.0	0.0	32.7	
Approach LOS			D	

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	118.1%	ICU Level of Service	H
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
51: Campanella Way & Fr. Herlihy Drive 6/3/2008



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Yield		Stop	
Volume (vph)	0	15	226	0	71	169
Peak Hour Factor	0.25	0.71	0.70	0.25	0.89	0.83
Hourly flow rate (vph)	0	21	323	0	80	204

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	21	323	80	204
Volume Left (vph)	0	0	80	0
Volume Right (vph)	0	0	0	204
Hadj (s)	0.00	0.05	0.72	-0.65
Departure Headway (s)	5.0	4.7	6.1	4.7
Degree Utilization, x	0.03	0.42	0.13	0.27
Capacity (veh/h)	663	739	566	726
Control Delay (s)	8.2	11.0	8.8	8.2
Approach Delay (s)	8.2	11.0	8.4	
Approach LOS	A	B	A	

Intersection Summary			
Delay	9.7		
HCM Level of Service	A		
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

Queues
2: Commonwealth Ave & Lake Street 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	189	630	276	741	132	581
v/c Ratio	0.58	0.60	0.65	0.82	0.32	1.37
Control Delay	44.4	29.3	37.3	38.7	7.0	211.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	29.3	37.3	38.7	7.0	211.4
Queue Length 50th (ft)	110	177	148	222	0	~257
Queue Length 95th (ft)	185	202	226	312	40	#354
Internal Link Dist (ft)		1877		667		202
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	324	1247	459	976	437	424
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.51	0.60	0.76	0.30	1.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900
Lane Width	11	12	12	12	11	12	12	10	10	10	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			1.00	0.95	1.00		0.95			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.82		1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	1.00	0.85		0.97			
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.98			
Satd. Flow (prot)	1570	3177			1528	3249	1179		1521			
Flt Permitted	0.95	1.00			0.95	1.00	1.00		0.98			
Satd. Flow (perm)	1570	3177			1528	3249	1179		1521			
Volume (vph)	164	494	7	19	212	674	115	158	243	78	0	0
Peak-hour factor, PHF	0.87	0.80	0.58	0.92	0.83	0.91	0.87	0.84	0.84	0.75	0.25	0.25
Adj. Flow (vph)	189	618	12	21	255	741	132	188	289	104	0	0
RTOR Reduction (vph)	0	1	0	0	0	0	95	0	16	0	0	0
Lane Group Flow (vph)	189	629	0	0	276	741	37	0	565	0	0	0
Confl. Peds. (#/hr)							54					
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	1%	1%	0%	1%	0%	0%
Turn Type	Prot			Split	Split		Perm	Split				
Protected Phases	1	1 2		3	3	3		4	4			
Permitted Phases							3					
Actuated Green, G (s)	20.1	32.0			27.1	27.1	27.1		26.1			
Effective Green, g (s)	20.1	32.0			27.1	27.1	27.1		26.1			
Actuated g/C Ratio	0.21	0.33			0.28	0.28	0.28		0.27			
Clearance Time (s)	4.0				4.0	4.0	4.0		4.0			
Vehicle Extension (s)	3.0				3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	325	1046			426	906	329		408			
v/s Ratio Prot	0.12	c0.20			0.18	c0.23			c0.37			
v/s Ratio Perm							0.03					
v/c Ratio	0.58	0.60			0.65	0.82	0.11		1.38			
Uniform Delay, d1	34.8	27.3			30.9	32.7	26.1		35.6			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	7.4	1.0			3.4	5.8	0.2		187.7			
Delay (s)	42.2	28.2			34.2	38.5	26.2		223.3			
Level of Service	D	C			C	D	C		F			
Approach Delay (s)		31.5				36.1			223.3			0.0
Approach LOS		C				D			F			A

Intersection Summary

HCM Average Control Delay	77.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	97.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

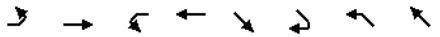
c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.25
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Queues
3: Commonwealth Ave & Chestnut Hill 6/3/2008



Lane Group	EBL	EBT	WBL	WBT	SET	SER	NWL	NWT
Lane Group Flow (vph)	136	624	228	430	566	40	216	678
v/c Ratio	0.43	0.79	0.82	0.64	1.44	0.11	0.73	1.04
Control Delay	27.3	42.7	37.8	46.8	248.3	25.1	55.0	82.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	42.7	37.8	46.8	248.3	25.1	55.0	82.2
Queue Length 50th (ft)	69	190	124	155	~314	14	114	~559
Queue Length 95th (ft)	102	#321	207	217	#429	33	#182	#734
Internal Link Dist (ft)		1348		1135	4158			919
Turn Bay Length (ft)	200		100			50		
Base Capacity (vph)	381	790	345	674	392	364	297	649
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.79	0.66	0.64	1.44	0.11	0.73	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	10	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			1.00	0.95			0.95	1.00	1.00	1.00
Frt	1.00	0.94			1.00	0.98			1.00	0.85	1.00	0.95
Flt Protected	0.95	1.00			0.95	1.00			1.00	1.00	0.95	1.00
Satd. Flow (prot)	1624	2977			1608	2904			3148	1454	1624	1585
Flt Permitted	0.33	1.00			0.16	1.00			0.51	1.00	0.23	1.00
Satd. Flow (perm)	568	2977			278	2904			1619	1454	387	1585
Volume (vph)	109	321	238	1	207	332	24	42	464	29	190	395
Peak-hour factor, PHF	0.80	0.90	0.89	0.92	0.91	0.87	0.50	0.75	0.91	0.72	0.88	0.86
Adj. Flow (vph)	136	357	267	1	227	382	48	56	510	40	216	459
RTOR Reduction (vph)	0	106	0	0	0	8	0	0	0	12	0	14
Lane Group Flow (vph)	136	518	0	0	228	422	0	0	566	28	216	664
Heavy Vehicles (%)	0%	0%	5%	0%	1%	2%	8%	0%	3%	0%	0%	2%
Turn Type	pm+pt				pm+pt			Perm		Perm	D.P+P	
Protected Phases	9	1			9	1			3		4	3 4
Permitted Phases	1				1			3		3	3	
Actuated Green, G (s)	45.0	27.5			45.0	27.5			29.0	29.0	44.0	48.0
Effective Green, g (s)	43.0	27.5			43.0	27.5			29.0	29.0	44.0	48.0
Actuated g/C Ratio	0.36	0.23			0.36	0.23			0.24	0.24	0.37	0.40
Clearance Time (s)	2.0	4.0			2.0	4.0			4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0	3.0	
Lane Grp Cap (vph)	340	682			271	666			391	351	297	634
v/s Ratio Prot	0.05	0.17			c0.11	0.15					0.09	c0.42
v/s Ratio Perm	0.09				c0.19				c0.35	0.02	0.18	
v/c Ratio	0.40	0.76			0.84	0.63			1.45	0.08	0.73	1.05
Uniform Delay, d1	27.4	43.2			30.5	41.7			45.5	35.2	41.3	36.0
Progression Factor	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	7.8			20.4	4.6			215.3	0.4	8.6	48.6
Delay (s)	28.2	50.9			50.9	46.3			260.8	35.6	49.8	84.6
Level of Service	C	D			D	D			F	D	D	F
Approach Delay (s)		46.8				47.9			246.0			76.2
Approach LOS		D				D			F			E

Intersection Summary			
HCM Average Control Delay	97.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: Commonwealth Ave & Chestnut Hill 6/3/2008

Movement	NWR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	193
Peak-hour factor, PHF	0.88
Adj. Flow (vph)	219
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	4%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Queues
7: Beacon St & Chestnut Hill Ave 6/3/2008

Lane Group	EBT	WBL	WBT	SET	NWT
Lane Group Flow (vph)	654	192	781	937	719
v/c Ratio	1.89	1.32	0.57	0.59	0.92
Control Delay	440.6	214.6	39.8	23.4	40.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	440.6	214.6	39.8	23.4	40.8
Queue Length 50th (ft)	~443	~162	202	189	307
Queue Length 95th (ft)	#494	#255	248	229	#427
Internal Link Dist (ft)	3431		1419	919	239
Turn Bay Length (ft)		100			
Base Capacity (vph)	346	146	1368	1597	785
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.89	1.32	0.57	0.59	0.92

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
7: Beacon St & Chestnut Hill Ave 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	12	12	10	11	10	14	16	16
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		0.95		1.00	0.91			0.91			0.95	
Frt		0.98		1.00	0.96			0.98			0.98	
Flt Protected		0.99		0.95	1.00			0.99			1.00	
Satd. Flow (prot)		3055		1555	4447			4246			3470	
Flt Permitted		0.52		0.15	1.00			0.66			0.75	
Satd. Flow (perm)		1612		241	4447			2816			2618	
Volume (vph)	69	394	76	150	505	213	162	565	98	53	496	88
Peak-hour factor, PHF	0.86	0.81	0.86	0.78	0.92	0.92	0.77	0.92	0.87	0.83	0.90	0.85
Adj. Flow (vph)	80	486	88	192	549	232	210	614	113	64	551	104
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	654	0	192	781	0	0	937	0	0	719	0
Heavy Vehicles (%)	1%	0%	0%	1%	0%	1%	1%	4%	3%	2%	3%	6%
Turn Type	Perm			D.P+P			D.P+P			Perm		
Protected Phases		1		11	1 11		8	8 9			9	
Permitted Phases	1			1			9			9		
Actuated Green, G (s)		27.2		35.2	39.2			64.0			39.0	
Effective Green, g (s)		27.2		35.2	39.2			62.0			39.0	
Actuated g/C Ratio		0.21		0.27	0.30			0.48			0.30	
Clearance Time (s)		4.0		4.0							4.0	
Vehicle Extension (s)		3.0		3.0							3.0	
Lane Grp Cap (vph)		337		146	1341			1596			785	
v/s Ratio Prot				c0.08	0.18			c0.10				
v/s Ratio Perm		c0.41		0.28				0.18			c0.27	
v/c Ratio		1.94		1.32	0.58			0.59			0.92	
Uniform Delay, d1		51.4		43.4	38.5			24.7			43.9	
Progression Factor		1.00		1.00	1.00			1.00			0.53	
Incremental Delay, d2		434.0		181.9	0.6			1.6			16.2	
Delay (s)		485.4		225.3	39.1			26.3			39.6	
Level of Service		F		F	D			C			D	
Approach Delay (s)		485.4			75.8			26.3			39.6	
Approach LOS		F			E			C			D	

Intersection Summary

HCM Average Control Delay	135.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	32.8
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
8: Beacon St & Gate House Road 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	232	479	4	3	649	72	7	3	3	98	6	294
Peak Hour Factor	0.92	0.85	1.00	0.38	0.90	0.75	0.58	0.38	0.25	0.84	0.50	0.93
Hourly flow rate (vph)	252	564	4	8	721	96	12	8	12	117	12	316
Pedestrians		29			26			2			25	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			0			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	842			570			2208	1930	594	1920	1884	823
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	842			570			2208	1930	594	1920	1884	823
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	68			99			0	82	98	0	74	10
cM capacity (veh/h)	781			1011			2	44	497	30	47	350

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	252	568	825	32	445
Volume Left	252	0	8	12	117
Volume Right	0	4	96	12	316
cSH	781	1700	1011	5	89
Volume to Capacity	0.32	0.33	0.01	6.95	5.00
Queue Length 95th (ft)	35	0	1	Err	Err
Control Delay (s)	11.8	0.0	0.2	Err	Err
Lane LOS	B		A	F	F
Approach Delay (s)	3.6		0.2	Err	Err
Approach LOS				F	F

Intersection Summary				
Average Delay	2248.6			
Intersection Capacity Utilization	111.1%	ICU Level of Service		H
Analysis Period (min)	15			

Queues
13: Washington St & Chestnut Hill 6/3/2008

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	671	32	653	104	330	148	441	116
v/c Ratio	13.16	0.21	1.02	0.57	0.50	0.70	0.84	0.28
Control Delay	5559.9	24.8	67.8	35.6	27.1	41.6	39.3	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5559.9	24.8	67.8	35.6	27.1	41.6	39.3	23.6
Queue Length 50th (ft)	~843	10	386	51	156	77	244	50
Queue Length 95th (ft)	#1094	33	#817	104	244	#167	#419	69
Internal Link Dist (ft)	985		930		4158		1061	
Turn Bay Length (ft)		50		50		75		50
Base Capacity (vph)	51	149	642	200	718	229	575	456
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	13.16	0.21	1.02	0.52	0.46	0.65	0.77	0.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
13: Washington St & Chestnut Hill 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	16	10	11	16	16	16	16	12	12	10
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.96		1.00	0.96		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1373		1189	1227		1823	1870		1421	1496	1187
Flt Permitted		0.37		0.30	1.00		0.26	1.00		0.39	1.00	1.00
Satd. Flow (perm)		506		380	1227		500	1870		587	1496	1187
Volume (vph)	80	345	169	22	422	134	87	273	20	129	428	78
Peak-hour factor, PHF	0.74	0.92	0.90	0.69	0.91	0.71	0.84	0.94	0.50	0.87	0.97	0.67
Adj. Flow (vph)	108	375	188	32	464	189	104	290	40	148	441	116
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	671	0	32	653	0	104	330	0	148	441	116
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	1%	2%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	26	26	26	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		1			1			3			3	
Permitted Phases	1			1			3			3		3
Actuated Green, G (s)		43.5		43.5	43.5		35.1	35.1		35.1	35.1	35.1
Effective Green, g (s)		43.5		43.5	43.5		35.1	35.1		35.1	35.1	35.1
Actuated g/C Ratio		0.44		0.44	0.44		0.35	0.35		0.35	0.35	0.35
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		220		165	534		176	656		206	525	417
v/s Ratio Prot					0.53			0.18			c0.29	
v/s Ratio Perm		c1.33		0.08			0.21			0.25		0.10
v/c Ratio		3.05		0.19	1.22		0.59	0.50		0.72	0.84	0.28
Uniform Delay, d1		28.2		17.4	28.2		26.6	25.6		28.2	29.9	23.3
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		934.5		2.6	116.2		5.2	0.6		11.3	11.5	0.4
Delay (s)		962.8		20.0	144.5		31.8	26.2		39.5	41.4	23.7
Level of Service		F		C	F		C	C		D	D	C
Approach Delay (s)		962.8			138.7			27.5			38.1	
Approach LOS		F			F			C			D	

Intersection Summary				
HCM Average Control Delay	312.6	HCM Level of Service	F	
HCM Volume to Capacity ratio	2.06			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.4	
Intersection Capacity Utilization	114.0%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
15: T. Moore & 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	28	73	56	451	140	79
Peak Hour Factor	0.72	0.87	0.67	0.88	0.78	0.79
Hourly flow rate (vph)	39	84	84	512	179	100
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					282	
pX, platoon unblocked						
vC, conflicting volume	909	229	279			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	909	229	279			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	86	89	93			
cM capacity (veh/h)	288	786	1283			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	123	596	279
Volume Left	39	84	0
Volume Right	84	0	100
cSH	507	1283	1700
Volume to Capacity	0.24	0.07	0.16
Queue Length 95th (ft)	23	5	0
Control Delay (s)	14.3	1.8	0.0
Lane LOS	B	A	
Approach Delay (s)	14.3	1.8	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

Queues
16: Washington St & Brock St 6/3/2008

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	613	530	514
v/c Ratio	0.98	0.60	1.00
Control Delay	53.3	17.4	71.6
Queue Delay	0.0	0.0	0.0
Total Delay	53.3	17.4	71.6
Queue Length 50th (ft)	260	151	244
Queue Length 95th (ft)	#681	389	#590
Internal Link Dist (ft)	966	802	965
Turn Bay Length (ft)			
Base Capacity (vph)	625	889	512
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.98	0.60	1.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
16: Washington St & Brock St 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			1.00				
Frpb, ped/bikes		1.00			0.98			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			0.97				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1620			1607			1615				
Flt Permitted		0.83			1.00			0.99				
Satd. Flow (perm)		1349			1607			1615				
Volume (vph)	38	498	0	0	438	46	80	273	101	0	0	0
Peak-hour factor, PHF	0.53	0.92	0.25	0.25	0.94	0.72	0.80	0.89	0.94	0.25	0.25	0.25
Adj. Flow (vph)	72	541	0	0	466	64	100	307	107	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	613	0	0	526	0	0	505	0	0	0	0
Confl. Peds. (#/hr)	52					52			13			
Heavy Vehicles (%)	0%	5%	0%	0%	3%	0%	0%	1%	2%	0%	0%	0%
Turn Type	Perm						Perm					
Protected Phases		1			1			4				
Permitted Phases	1						4					
Actuated Green, G (s)		46.4			46.4			26.2				
Effective Green, g (s)		46.4			46.4			26.2				
Actuated g/C Ratio		0.53			0.53			0.30				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		717			854			485				
v/s Ratio Prot					0.33							
v/s Ratio Perm		c0.45						0.31				
v/c Ratio		0.85			0.62			1.04				
Uniform Delay, d1		17.6			14.2			30.6				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		9.8			1.3			51.9				
Delay (s)		27.3			15.6			82.5				
Level of Service		C			B			F				
Approach Delay (s)		27.3			15.6			82.5			0.0	
Approach LOS		C			B			F			A	

Intersection Summary

HCM Average Control Delay	40.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	87.3	Sum of lost time (s)	14.7
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Queues
18: Commonwealth Ave & South St 6/3/2008

Lane Group	EBT	WBT	SWL
Lane Group Flow (vph)	755	634	208
v/c Ratio	0.45	0.38	0.39
Control Delay	12.7	11.9	8.1
Queue Delay	0.0	0.0	0.0
Total Delay	12.7	11.9	8.1
Queue Length 50th (ft)	82	66	9
Queue Length 95th (ft)	187	164	43
Internal Link Dist (ft)	424	1348	723
Turn Bay Length (ft)			
Base Capacity (vph)	1669	1669	538
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.45	0.38	0.39

Intersection Summary

HCM Signalized Intersection Capacity Analysis
18: Commonwealth Ave & South St 6/3/2008

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		0.95	0.95		1.00	
Frt		1.00	1.00		0.89	
Flt Protected		1.00	1.00		0.99	
Satd. Flow (prot)		3249	3249		1329	
Flt Permitted		1.00	1.00		0.99	
Satd. Flow (perm)		3249	3249		1329	
Volume (vph)	0	627	552	0	27	153
Peak-hour factor, PHF	0.25	0.83	0.87	0.25	0.75	0.89
Adj. Flow (vph)	0	755	634	0	36	172
RTOR Reduction (vph)	0	0	0	0	120	0
Lane Group Flow (vph)	0	755	634	0	88	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Parking (#/hr)					2	2
Turn Type						
Protected Phases		1	1		3	
Permitted Phases						
Actuated Green, G (s)		34.4	34.4		21.3	
Effective Green, g (s)		34.4	34.4		21.3	
Actuated g/C Ratio		0.49	0.49		0.30	
Clearance Time (s)		4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0		3.0	
Lane Grp Cap (vph)		1590	1590		403	
v/s Ratio Prot		c0.23	0.20		c0.07	
v/s Ratio Perm						
v/c Ratio		0.47	0.40		0.22	
Uniform Delay, d1		11.9	11.4		18.3	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.0	0.7		1.2	
Delay (s)		13.0	12.1		19.5	
Level of Service		B	B		B	
Approach Delay (s)		13.0	12.1		19.5	
Approach LOS		B	B		B	

Intersection Summary			
HCM Average Control Delay	13.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	14.6
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
19: Commonwealth Ave & Foster St 6/3/2008

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	618	666	50	0	357
Peak Hour Factor	0.25	0.83	0.94	0.74	0.25	0.89
Hourly flow rate (vph)	0	745	709	68	0	401
Pedestrians					65	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					5	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			504			
pX, platoon unblocked	0.91				0.91	0.91
vC, conflicting volume	841				1180	453
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	731				1102	306
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	33
cM capacity (veh/h)	762				181	601

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	372	372	472	304	401
Volume Left	0	0	0	0	0
Volume Right	0	0	0	68	401
cSH	1700	1700	1700	1700	601
Volume to Capacity	0.22	0.22	0.28	0.18	0.67
Queue Length 95th (ft)	0	0	0	0	125
Control Delay (s)	0.0	0.0	0.0	0.0	22.2
Lane LOS					C
Approach Delay (s)	0.0		0.0		22.2
Approach LOS					C

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

Queues
20: Washington St & Foster St 6/3/2008

Lane Group	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	665	253	426	76	148	255
v/c Ratio	0.83	1.37	0.53	0.41	1.00	0.67
Control Delay	25.8	215.0	14.5	21.0	87.5	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	215.0	14.5	21.0	87.5	22.5
Queue Length 50th (ft)	182	~60	96	22	0	81
Queue Length 95th (ft)	#419	#201	212	55	#97	140
Internal Link Dist (ft)	802		985			367
Turn Bay Length (ft)		75			80	
Base Capacity (vph)	803	185	801	271	148	555
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	1.37	0.53	0.28	1.00	0.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
20: Washington St & Foster St 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	12	12	10	10	10	12	10	10
Total Lost time (s)		4.0		4.0	4.0		4.0		4.0		4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00		1.00		1.00	
Frt		0.97		1.00	1.00		1.00		0.85		0.98	
Flt Protected		1.00		0.95	1.00		0.95		1.00		0.99	
Satd. Flow (prot)		1590		1501	1605		1486		1184		1541	
Flt Permitted		1.00		0.23	1.00		0.50		1.00		0.99	
Satd. Flow (perm)		1590		356	1605		785		1184		1541	
Volume (vph)	0	432	142	220	400	0	68	0	130	42	133	37
Peak-hour factor, PHF	0.25	0.86	0.87	0.87	0.94	0.25	0.90	0.25	0.88	0.70	0.88	0.84
Adj. Flow (vph)	0	502	163	253	426	0	76	0	148	60	151	44
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	148	0	0	0
Lane Group Flow (vph)	0	655	0	253	426	0	76	0	0	0	255	0
Heavy Vehicles (%)	0%	5%	1%	1%	4%	0%	2%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	6	0	6	0	0	0	0	0	0	0
Parking (#/hr)									2	2		2
Turn Type				pm+pt			D.Pm		NA	Perm		
Protected Phases		1		9	1						3	
Permitted Phases				1			3			3		
Actuated Green, G (s)		29.6		34.6	29.6		14.7		0.0		14.7	
Effective Green, g (s)		29.6		32.6	29.6		14.7		0.0		14.7	
Actuated g/C Ratio		0.50		0.55	0.50		0.25		0.00		0.25	
Clearance Time (s)		4.0		2.0	4.0		4.0				4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0				3.0	
Lane Grp Cap (vph)		794		254	801		195		0		382	
v/s Ratio Prot		0.41		c0.05	0.27							
v/s Ratio Perm				c0.50			0.10				0.17	
v/c Ratio		0.83		1.00	0.53		0.39		0.00		0.67	
Uniform Delay, d1		12.7		14.6	10.1		18.6		29.6		20.1	
Progression Factor		1.00		1.00	1.00		1.00		1.00		1.00	
Incremental Delay, d2		7.0		55.0	0.7		1.3		0.0		4.4	
Delay (s)		19.7		69.6	10.8		19.9		29.6		24.5	
Level of Service		B		E	B		B		C		C	
Approach Delay (s)		19.7			32.7			26.3			24.5	
Approach LOS		B			C			C			C	

Intersection Summary				
HCM Average Control Delay	26.0	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	59.3	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	77.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

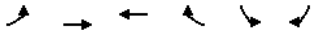
HCM Unsignalized Intersection Capacity Analysis
24: Glenmont Rd & Lake St 6/3/2008

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	106	499	0	0	0
Peak Hour Factor	0.25	0.78	0.88	0.25	0.25	0.25
Hourly flow rate (vph)	0	136	567	0	0	0
Pedestrians	76					76
Lane Width (ft)	12.0					0.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	6					0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						1130
pX, platoon unblocked						
vC, conflicting volume	643	719			643	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	643	719			643	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	66			100	
cM capacity (veh/h)	413	398			891	

Direction, Lane #	WB 1	NB 1
Volume Total	136	567
Volume Left	0	0
Volume Right	136	0
cSH	398	1700
Volume to Capacity	0.34	0.33
Queue Length 95th (ft)	37	0
Control Delay (s)	18.7	0.0
Lane LOS	C	
Approach Delay (s)	18.7	0.0
Approach LOS	C	

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
26: Commonwealth Ave & Campus Driveway 6/3/2008



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	601	953	3	0	57
Peak Hour Factor	0.25	0.83	0.93	0.75	0.25	0.89
Hourly flow rate (vph)	0	724	1025	4	0	64
Pedestrians		101			101	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		8			8	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		747				
pX, platoon unblocked					0.87	
vC, conflicting volume	1130				1490	716
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1130				1416	716
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	80
cM capacity (veh/h)	573				104	316

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	362	362	683	346	64
Volume Left	0	0	0	0	0
Volume Right	0	0	0	4	64
cSH	1700	1700	1700	1700	316
Volume to Capacity	0.21	0.21	0.40	0.20	0.20
Queue Length 95th (ft)	0	0	0	0	19
Control Delay (s)	0.0	0.0	0.0	0.0	19.3
Lane LOS					C
Approach Delay (s)	0.0		0.0		19.3
Approach LOS					C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
30: Kenrick St & Lake St 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	109	0	142	463	0	0
Peak Hour Factor	0.78	0.25	0.73	0.88	0.25	0.25
Hourly flow rate (vph)	140	0	195	526	0	0
Pedestrians	42				47	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	4				0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					1045	
pX, platoon unblocked						
vC, conflicting volume	1004	42	42			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1004	42	42			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	38	100	87			
cM capacity (veh/h)	226	998	1512			

Direction, Lane #	EB 1	NB 1
Volume Total	140	721
Volume Left	140	195
Volume Right	0	0
cSH	226	1512
Volume to Capacity	0.62	0.13
Queue Length 95th (ft)	91	11
Control Delay (s)	43.6	3.1
Lane LOS	E	A
Approach Delay (s)	43.6	3.1
Approach LOS	E	

Intersection Summary			
Average Delay	9.7		
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
33: Beacon St & Reservoir Rd 6/3/2008

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	495	0	0	1023	11	186
Peak Hour Factor	0.88	0.25	0.25	0.93	0.39	0.89
Hourly flow rate (vph)	562	0	0	1100	28	209
Pedestrians	10			7		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	1			1		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			562		1672	570
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			562		1672	570
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		73	60
cM capacity (veh/h)			1019		106	520

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	562	1100	237
Volume Left	0	0	28
Volume Right	0	0	209
cSH	1700	1700	355
Volume to Capacity	0.33	0.65	0.67
Queue Length 95th (ft)	0	0	115
Control Delay (s)	0.0	0.0	33.4
Lane LOS			D
Approach Delay (s)	0.0	0.0	33.4
Approach LOS			D

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		

Queues
35: Beacon St & College Rd 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT	SBR
Lane Group Flow (vph)	128	533	361	786	155	256	232	32
v/c Ratio	0.89	0.68	1.07	0.78	0.81	9.14	0.34	0.02
Control Delay	81.3	27.2	87.8	23.7	54.9	3740.9	31.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	27.2	87.8	23.7	54.9	3740.9	31.6	0.0
Queue Length 50th (ft)	56	198	~83	250	72	~250	50	0
Queue Length 95th (ft)	#130	386	#316	#731	#174	#454	100	0
Internal Link Dist (ft)		679		1940			600	
Turn Bay Length (ft)	200		200		40			75
Base Capacity (vph)	144	783	338	1002	217	28	777	1454
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.68	1.07	0.78	0.71	9.14	0.30	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

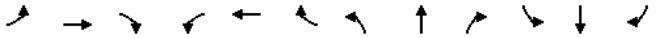
Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0				4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00				0.95
Frt	1.00	0.99		1.00	0.98		1.00	0.85				1.00
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				0.98
Satd. Flow (prot)	1570	1687		1608	1629		1501	1439				3177
Flt Permitted	0.27	1.00		0.27	1.00		0.57	1.00				0.98
Satd. Flow (perm)	442	1687		461	1629		899	1439				3177
Volume (vph)	83	398	39	289	649	71	124	125	95	5	45	138
Peak-hour factor, PHF	0.65	0.82	0.81	0.80	0.93	0.81	0.80	0.87	0.85	0.42	0.75	0.86
Adj. Flow (vph)	128	485	48	361	698	88	155	144	112	12	60	160
RTOR Reduction (vph)	0	3	0	0	4	0	0	28	0	0	0	0
Lane Group Flow (vph)	128	530	0	361	782	0	155	228	0	0	0	232
Heavy Vehicles (%)	0%	0%	0%	1%	1%	21%	1%	1%	1%	0%	0%	1%
Turn Type	Perm			D.P+P			D.Pm	NA			Perm	
Protected Phases		3		2	2 3							1
Permitted Phases	3			3			1				1	
Actuated Green, G (s)	39.8	39.8		50.0	53.0		18.1	0.0				18.1
Effective Green, g (s)	40.8	40.8		50.0	54.0		19.1	0.0				19.1
Actuated g/C Ratio	0.45	0.45		0.55	0.60		0.21	0.00				0.21
Clearance Time (s)	5.0	5.0		3.0			5.0					5.0
Vehicle Extension (s)	3.0	3.0		3.0			3.0					3.0
Lane Grp Cap (vph)	199	760		371	971		190	0				670
v/s Ratio Prot		0.31		c0.10	0.48							
v/s Ratio Perm	0.29			c0.44			c0.17					0.07
v/c Ratio	0.64	0.70		0.97	0.81		0.82	no cap				0.35
Uniform Delay, d1	19.3	19.9		17.9	14.2		34.1	Error				30.4
Progression Factor	1.00	1.00		1.00	1.00		1.00					1.00
Incremental Delay, d2	6.9	2.8		39.3	4.9		22.9	Error				0.3
Delay (s)	26.2	22.7		57.2	19.2		57.0	Error				30.7
Level of Service	C	C		E	B		E	F				C
Approach Delay (s)		23.4			31.1							27.0
Approach LOS		C			C							C

Intersection Summary			
HCM Average Control Delay	Error	HCM Level of Service	F
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	90.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1454
Flt Permitted	1.00
Satd. Flow (perm)	1454
Volume (vph)	23
Peak-hour factor, PHF	0.72
Adj. Flow (vph)	32
RTOR Reduction (vph)	0
Lane Group Flow (vph)	32
Heavy Vehicles (%)	0%
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	90.6
Effective Green, g (s)	90.6
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1454
v/s Ratio Prot	
v/s Ratio Perm	c0.02
v/c Ratio	0.02
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	0.0
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
38: Commonwealth Ave & Mt Alvernia Road 6/3/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	7	515	3	89	661	4	57	11	221	11	6	20
Peak Hour Factor	0.47	0.89	0.40	0.84	0.86	0.62	0.79	0.83	0.92	0.45	0.67	0.62
Hourly flow rate (vph)	15	579	8	106	769	6	72	13	240	24	9	32
Pedestrians		63			51			46			4	
Lane Width (ft)		12.0			12.0			14.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		5			4			4			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	779			632			1742	1649	679	1898	1650	839
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	779			632			1742	1649	679	1898	1650	839
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	98			88			0	84	41	0	89	91
cM capacity (veh/h)	844			908			45	83	405	16	83	348

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	601	881	326	66
Volume Left	15	106	72	24
Volume Right	8	6	240	32
cSH	844	908	138	38
Volume to Capacity	0.02	0.12	2.36	1.75
Queue Length 95th (ft)	1	10	696	175
Control Delay (s)	0.5	2.9	684.1	590.6
Lane LOS	A	A	F	F
Approach Delay (s)	0.5	2.9	684.1	590.6
Approach LOS			F	F

Intersection Summary				
Average Delay	141.1			
Intersection Capacity Utilization	111.0%	ICU Level of Service	H	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
41: Rogers Park & Foster St 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	67	83	0	101	517	0
Peak Hour Factor	0.76	0.94	0.25	0.90	0.90	0.25
Hourly flow rate (vph)	88	88	0	112	574	0
Pedestrians				38	46	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				3	4	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					946	
pX, platoon unblocked						
vC, conflicting volume	733	612	574			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	733	612	574			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	76	82	100			
cM capacity (veh/h)	372	479	1009			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	176	112	574
Volume Left	88	0	0
Volume Right	88	0	0
cSH	419	1700	1700
Volume to Capacity	0.42	0.07	0.34
Queue Length 95th (ft)	51	0	0
Control Delay (s)	19.7	0.0	0.0
Lane LOS	C		
Approach Delay (s)	19.7	0.0	0.0
Approach LOS	C		

Intersection Summary				
Average Delay	4.0			
Intersection Capacity Utilization	49.7%	ICU Level of Service	A	
Analysis Period (min)	15			

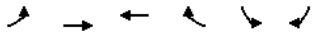
HCM Unsignalized Intersection Capacity Analysis
46: Chestnut Hill Driveway & T. Moore 6/3/2008

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	50	13	230	83	37	368
Peak Hour Factor	0.69	0.70	0.51	0.88	0.69	0.70
Hourly flow rate (vph)	72	19	451	94	54	526
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1131	498			545	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1131	498			545	
tC, single (s)	6.9	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.9	3.3			2.3	
p0 queue free %	58	97			94	
cM capacity (veh/h)	173	574			962	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	91	545	579
Volume Left	72	0	54
Volume Right	19	94	0
cSH	202	1700	962
Volume to Capacity	0.45	0.32	0.06
Queue Length 95th (ft)	53	0	4
Control Delay (s)	36.6	0.0	1.5
Lane LOS	E		A
Approach Delay (s)	36.6	0.0	1.5
Approach LOS	E		

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
49: Beacon St Garage & 6/3/2008

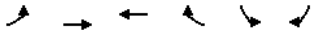


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	25	656	927	22	49	96
Peak Hour Factor	0.78	0.88	0.93	0.79	0.64	0.25
Hourly flow rate (vph)	32	745	997	28	77	384
Pedestrians		50	47		42	
Lane Width (ft)		14.0	14.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		5	5		4	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1067				1909	1103
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1067				1909	1103
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				0	0
cM capacity (veh/h)	638				66	238

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	778	1025	77	384
Volume Left	32	0	77	0
Volume Right	0	28	0	384
cSH	638	1700	66	238
Volume to Capacity	0.05	0.60	1.15	1.61
Queue Length 95th (ft)	4	0	151	604
Control Delay (s)	1.4	0.0	264.6	330.6
Lane LOS	A		F	F
Approach Delay (s)	1.4	0.0	319.7	
Approach LOS			F	

Intersection Summary			
Average Delay	65.5		
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
51: Campanella Way & Fr. Herlihy Drive 6/3/2008



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Yield		Stop	
Volume (vph)	0	45	135	0	56	64
Peak Hour Factor	0.25	0.61	0.70	0.25	0.73	0.82
Hourly flow rate (vph)	0	74	193	0	77	78

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	74	193	77	78
Volume Left (vph)	0	0	77	0
Volume Right (vph)	0	0	0	78
Hadj (s)	0.00	0.09	0.77	-0.63
Departure Headway (s)	4.5	4.5	5.9	4.5
Degree Utilization, x	0.09	0.24	0.13	0.10
Capacity (veh/h)	763	772	583	757
Control Delay (s)	8.0	8.9	8.5	6.8
Approach Delay (s)	8.0	8.9	7.7	
Approach LOS	A	A	A	

Intersection Summary			
Delay	8.3		
HCM Level of Service	A		
Intersection Capacity Utilization	26.0%	ICU Level of Service	A
Analysis Period (min)	15		

No-Build 2018

Queues
2: Commonwealth Ave & Lake Street 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	335	678	302	656	112	402
v/c Ratio	0.71	0.49	1.16	1.17	0.35	1.11
Control Delay	36.2	18.4	140.7	128.9	10.0	110.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	18.4	140.7	128.9	10.0	110.9
Queue Length 50th (ft)	159	132	~195	~224	0	~125
Queue Length 95th (ft)	#271	172	#335	#339	38	#176
Internal Link Dist (ft)		1877		667		286
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	474	1486	260	560	317	362
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.46	1.16	1.17	0.35	1.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900
Lane Width	11	12	12	12	11	12	12	10	10	10	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			1.00	0.95	1.00		0.95			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.93		1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	1.00	0.85		0.97			
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (prot)	1555	3185			1482	3185	1281		1378			
Flt Permitted	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (perm)	1555	3185			1482	3185	1281		1378			
Volume (vph)	305	590	0	5	255	610	95	60	185	50	0	0
Peak-hour factor, PHF	0.91	0.87	0.25	0.92	0.86	0.93	0.85	0.70	0.78	0.63	0.25	0.25
Adj. Flow (vph)	335	678	0	5	297	656	112	86	237	79	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	92	0	23	0	0	0
Lane Group Flow (vph)	335	678	0	0	302	656	20	0	379	0	0	0
Confl. Peds. (#/hr)							21					
Heavy Vehicles (%)	1%	2%	0%	2%	6%	2%	5%	25%	3%	21%	0%	0%
Turn Type	Prot			Split	Split		Perm	Split				
Protected Phases	1	1 2		3	3	3		4	4			
Permitted Phases							3					
Actuated Green, G (s)	26.0	37.3			15.0	15.0	15.0		21.0			
Effective Green, g (s)	26.0	37.3			15.0	15.0	15.0		21.0			
Actuated g/C Ratio	0.30	0.44			0.18	0.18	0.18		0.25			
Clearance Time (s)	4.0				4.0	4.0	4.0		4.0			
Vehicle Extension (s)	3.0				3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	474	1393			261	560	225		339			
v/s Ratio Prot	c0.22	c0.21			0.20	c0.21			c0.27			
v/s Ratio Perm							0.02					
v/c Ratio	0.71	0.49			1.16	1.17	0.09		1.12			
Uniform Delay, d1	26.3	17.2			35.2	35.2	29.4		32.2			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	8.6	0.3			104.9	95.0	0.2		84.3			
Delay (s)	34.9	17.4			140.1	130.1	29.6		116.4			
Level of Service	C	B			F	F	C		F			
Approach Delay (s)		23.2				122.4			116.4			0.0
Approach LOS		C				F			F			A

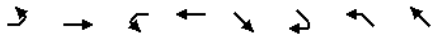
Intersection Summary

HCM Average Control Delay	81.0	HCM Level of Service	F
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	85.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.25
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	SET	SER	NWL	NWT
Lane Group Flow (vph)	176	772	223	359	566	58	180	895
v/c Ratio	0.51	1.04	0.84	0.55	1.48	0.16	0.64	1.43
Control Delay	29.4	84.2	42.7	44.5	262.6	25.1	70.0	237.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	84.2	42.7	44.5	262.6	25.1	70.0	237.8
Queue Length 50th (ft)	92	~316	121	127	~317	21	144	~938
Queue Length 95th (ft)	107	#395	#227	185	#433	40	m105	m498
Internal Link Dist (ft)		1348		1135	4158			919
Turn Bay Length (ft)	200		100			50		
Base Capacity (vph)	386	742	310	649	383	355	280	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	1.04	0.72	0.55	1.48	0.16	0.64	1.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	10	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			1.00	0.95			0.95	1.00	1.00	1.00
Frt	1.00	0.94			1.00	0.99			1.00	0.85	1.00	0.96
Flt Protected	0.95	1.00			0.95	1.00			0.99	1.00	0.95	1.00
Satd. Flow (prot)	1577	2938			1578	2796			3057	1398	1533	1541
Flt Permitted	0.40	1.00			0.14	1.00			0.52	1.00	0.23	1.00
Satd. Flow (perm)	671	2938			241	2796			1584	1398	366	1541
Volume (vph)	120	395	230	5	205	300	15	35	450	40	135	540
Peak-hour factor, PHF	0.68	0.81	0.81	0.92	0.94	0.92	0.46	0.49	0.91	0.69	0.75	0.82
Adj. Flow (vph)	176	488	284	5	218	326	33	71	495	58	180	659
RTOR Reduction (vph)	0	67	0	0	0	6	0	0	0	17	0	11
Lane Group Flow (vph)	176	705	0	0	223	353	0	0	566	41	180	884
Heavy Vehicles (%)	3%	3%	7%	2%	3%	4%	36%	3%	6%	4%	6%	5%
Turn Type	pm+pt				pm+pt			Perm		Perm	D.P+P	
Protected Phases	9	1			9	1			3		4	3 4
Permitted Phases	1				1			3		3	3	
Actuated Green, G (s)	45.0	27.6			45.0	27.6			29.0	29.0	44.0	48.0
Effective Green, g (s)	43.0	27.6			43.0	27.6			29.0	29.0	44.0	48.0
Actuated g/C Ratio	0.36	0.23			0.36	0.23			0.24	0.24	0.37	0.40
Clearance Time (s)	2.0	4.0			2.0	4.0			4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0	3.0	
Lane Grp Cap (vph)	357	676			258	643			383	338	280	616
v/s Ratio Prot	0.06	c0.24			c0.11	0.13					0.08	c0.57
v/s Ratio Perm	0.11				0.20				0.36	0.03	0.16	
v/c Ratio	0.49	1.04			0.86	0.55			1.48	0.12	0.64	1.44
Uniform Delay, d1	28.0	46.2			31.4	40.7			45.5	35.5	40.6	36.0
Progression Factor	1.00	1.00			1.00	1.00			1.00	1.00	1.77	1.87
Incremental Delay, d2	1.1	46.3			24.6	3.3			228.7	0.7	0.5	196.8
Delay (s)	29.1	92.5			56.0	44.1			274.2	36.3	72.2	264.0
Level of Service	C	F			E	D			F	D	E	F
Approach Delay (s)		80.7				48.6			252.1			231.9
Approach LOS		F				D			F			F

Intersection Summary			
HCM Average Control Delay	158.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	104.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	NWR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	175
Peak-hour factor, PHF	0.74
Adj. Flow (vph)	236
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	11%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Queues
7: Beacon St & Chestnut Hill Ave 6/3/2008

Lane Group	EBT	WBL	WBT	SEL	SET	NWT
Lane Group Flow (vph)	767	176	731	293	810	1000
v/c Ratio	1.92	0.98	0.44	1.31	0.65	1.66
Control Delay	451.2	94.5	29.2	179.1	20.3	323.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	451.2	94.5	29.2	179.1	20.3	323.8
Queue Length 50th (ft)	~481	95	153	~299	182	~598
Queue Length 95th (ft)	#606	#243	171	m#233	m155	#706
Internal Link Dist (ft)	3431		1419		919	239
Turn Bay Length (ft)		100				
Base Capacity (vph)	399	179	1651	223	1239	602
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.92	0.98	0.44	1.31	0.65	1.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
7: Beacon St & Chestnut Hill Ave 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	12	12	10	11	10	14	16	16
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor		0.95		1.00	0.91		1.00	0.95			0.95	
Frt		0.98		1.00	0.96		1.00	0.98			0.98	
Flt Protected		1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)		3039		1510	4401		1472	2915			3420	
Flt Permitted		0.51		0.13	1.00		0.12	1.00			0.72	
Satd. Flow (perm)		1551		211	4401		188	2915			2468	
Volume (vph)	65	550	55	165	430	170	205	555	110	75	700	80
Peak-hour factor, PHF	0.88	0.90	0.67	0.94	0.82	0.82	0.70	0.80	0.95	0.61	0.92	0.69
Adj. Flow (vph)	74	611	82	176	524	207	293	694	116	123	761	116
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	767	0	176	731	0	293	810	0	0	1000	0
Heavy Vehicles (%)	2%	1%	2%	4%	1%	3%	3%	6%	2%	1%	6%	4%
Turn Type	Perm			D.P+P			D.P+P			Perm		
Protected Phases		1		11	1 11		8	8 9			9	
Permitted Phases	1			1			9			9		
Actuated Green, G (s)		30.2		40.2	44.2		49.0	51.0			33.0	
Effective Green, g (s)		30.2		40.2	44.2		47.0	51.0			33.0	
Actuated g/C Ratio		0.25		0.34	0.37		0.39	0.42			0.28	
Clearance Time (s)		4.0		4.0			2.0				4.0	
Vehicle Extension (s)		3.0		3.0			3.0				3.0	
Lane Grp Cap (vph)		390		179	1621		223	1239			679	
v/s Ratio Prot				c0.08	0.17		c0.15	0.28				
v/s Ratio Perm		c0.49		0.25			0.36				c0.41	
v/c Ratio		1.97		0.98	0.45		1.31	0.65			1.47	
Uniform Delay, d1		44.9		33.6	28.7		34.3	27.5			43.5	
Progression Factor		1.00		1.00	1.00		1.47	0.69			0.39	
Incremental Delay, d2		444.2		62.0	0.2		144.2	0.2			218.9	
Delay (s)		489.1		95.6	28.9		194.7	19.1			236.1	
Level of Service		F		F	C		F	B			F	
Approach Delay (s)		489.1			41.8			65.8			236.1	
Approach LOS		F			D			E			F	

Intersection Summary

HCM Average Control Delay	191.1	HCM Level of Service		F	
HCM Volume to Capacity ratio	1.56				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		32.8	
Intersection Capacity Utilization	95.4%	ICU Level of Service		F	
Analysis Period (min)	15				

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
8: Beacon St & Gate House Road 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	390	700	10	5	625	75	5	5	5	25	5	225
Peak Hour Factor	0.99	0.93	0.67	0.50	0.89	0.71	0.42	0.33	0.50	0.84	0.38	0.90
Hourly flow rate (vph)	394	753	15	10	702	106	12	15	10	30	13	250
Pedestrians		8			10			5			8	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	816			773			2593	2389	775	2351	2344	771
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	816			773			2593	2389	775	2351	2344	771
tC, single (s)	4.1			4.4			7.1	6.5	6.2	7.2	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.5	4.0	3.3	3.6	4.0	3.4
p0 queue free %	50			99			0	10	97	0	27	34
cM capacity (veh/h)	793			746			2	17	396	4	18	381

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	394	768	818	37	293
Volume Left	394	0	10	12	30
Volume Right	0	15	106	10	250
cSH	793	1700	746	4	30
Volume to Capacity	0.50	0.45	0.01	8.76	9.85
Queue Length 95th (ft)	70	0	1	Err	Err
Control Delay (s)	13.9	0.0	0.4	Err	Err
Lane LOS	B		A	F	F
Approach Delay (s)	4.7		0.4	Err	Err
Approach LOS				F	F

Intersection Summary				
Average Delay	1431.2			
Intersection Capacity Utilization	112.6%	ICU Level of Service	H	
Analysis Period (min)	15			

Queues
13: Washington St & Chestnut Hill 6/3/2008

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	635	57	553	83	417	119	356	118
v/c Ratio	2.39	0.46	1.20	0.31	0.46	0.89	0.50	0.21
Control Delay	650.0	35.7	138.5	22.8	20.7	81.8	22.4	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	650.0	35.7	138.5	22.8	20.7	81.8	22.4	18.0
Queue Length 50th (ft)	~594	24	~386	25	135	52	117	33
Queue Length 95th (ft) m	#682	39	#564	76	#367	#139	#348	85
Internal Link Dist (ft)	985		930		4158		1061	
Turn Bay Length (ft)		50		50		75		50
Base Capacity (vph)	266	124	460	266	898	134	714	551
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.39	0.46	1.20	0.31	0.46	0.89	0.50	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
13: Washington St & Chestnut Hill 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	16	10	11	16	16	16	16	12	12	10
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.98		1.00	0.95		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1369		1189	1218		1841	1862		1354	1481	1141
Flt Permitted		0.15		0.16	1.00		0.45	1.00		0.40	1.00	1.00
Satd. Flow (perm)		209		199	1218		879	1862		568	1481	1141
Volume (vph)	60	435	100	35	340	135	65	350	45	80	335	90
Peak-hour factor, PHF	0.86	0.96	0.89	0.61	0.88	0.81	0.78	0.99	0.71	0.67	0.94	0.76
Adj. Flow (vph)	70	453	112	57	386	167	83	354	63	119	356	118
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	635	0	57	553	0	83	417	0	119	356	118
Heavy Vehicles (%)	2%	3%	1%	0%	1%	3%	0%	2%	0%	5%	1%	4%
Bus Blockages (#/hr)	0	0	0	26	26	26	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		1			1			3			3	
Permitted Phases	1			1			3			3		3
Actuated Green, G (s)		25.2		25.2	25.2		43.4	43.4		43.4	43.4	43.4
Effective Green, g (s)		25.2		25.2	25.2		43.4	43.4		43.4	43.4	43.4
Actuated g/C Ratio		0.28		0.28	0.28		0.48	0.48		0.48	0.48	0.48
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		59		56	341		424	898		274	714	550
v/s Ratio Prot					0.45			0.22			c0.24	
v/s Ratio Perm		c3.04		0.29			0.09			0.21		0.10
v/c Ratio		10.76		1.02	1.62		0.20	0.46		0.43	0.50	0.21
Uniform Delay, d1		32.4		32.4	32.4		13.3	15.5		15.3	15.9	13.5
Progression Factor		1.37		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		4406.2		125.4	292.9		0.2	0.4		1.1	0.6	0.2
Delay (s)		4450.4		157.8	325.3		13.5	15.9		16.4	16.4	13.7
Level of Service		F		F	F		B	B		B	B	B
Approach Delay (s)		4450.4			309.7			15.5			15.9	
Approach LOS		F			F			B			B	

Intersection Summary				
HCM Average Control Delay	1296.9	HCM Level of Service	F	
HCM Volume to Capacity ratio	4.30			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	21.4	
Intersection Capacity Utilization	106.6%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
15: Campanella Way & St. T Moore 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	25	65	105	270	125	120
Peak Hour Factor	0.69	0.70	0.51	0.88	0.72	0.81
Hourly flow rate (vph)	36	93	206	307	174	148
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					366	
pX, platoon unblocked						
vC, conflicting volume	966	248	322			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	966	248	322			
tC, single (s)	6.9	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.9	3.3	2.3			
p0 queue free %	81	88	82			
cM capacity (veh/h)	193	794	1168			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	129	513	322
Volume Left	36	206	0
Volume Right	93	0	148
cSH	423	1168	1700
Volume to Capacity	0.31	0.18	0.19
Queue Length 95th (ft)	32	16	0
Control Delay (s)	17.2	4.6	0.0
Lane LOS	C	A	
Approach Delay (s)	17.2	4.6	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

Queues
16: Washington St & Brock St 6/3/2008

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	514	531	547
v/c Ratio	0.93	0.84	0.73
Control Delay	53.7	43.6	27.6
Queue Delay	0.0	0.0	0.0
Total Delay	53.7	43.6	27.6
Queue Length 50th (ft)	274	217	212
Queue Length 95th (ft)	#506	#504	#531
Internal Link Dist (ft)	966	802	965
Turn Bay Length (ft)			
Base Capacity (vph)	551	632	754
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.93	0.84	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
16: Washington St & Brock St 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			1.00				
Frpb, ped/bikes		1.00			0.99			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.99			0.97				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		1625			1565			1604				
Flt Permitted		0.84			1.00			0.99				
Satd. Flow (perm)		1370			1565			1604				
Volume (vph)	15	450	0	0	445	30	60	315	100	0	0	0
Peak-hour factor, PHF	0.80	0.91	0.25	0.25	0.91	0.72	0.90	0.90	0.77	0.25	0.25	0.25
Adj. Flow (vph)	19	495	0	0	489	42	67	350	130	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	514	0	0	528	0	0	537	0	0	0	0
Confl. Peds. (#/hr)	23					23			9			
Heavy Vehicles (%)	6%	5%	0%	0%	8%	0%	4%	1%	3%	0%	0%	0%
Turn Type	Perm						Perm					
Protected Phases		1			1			4				
Permitted Phases	1						4					
Actuated Green, G (s)		33.0			33.0			41.8				
Effective Green, g (s)		33.0			33.0			41.8				
Actuated g/C Ratio		0.37			0.37			0.46				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		502			574			745				
v/s Ratio Prot					0.34							
v/s Ratio Perm		c0.38						0.34				
v/c Ratio		1.02			0.92			0.72				
Uniform Delay, d1		28.5			27.2			19.4				
Progression Factor		1.00			1.26			1.00				
Incremental Delay, d2		46.4			19.5			3.5				
Delay (s)		74.9			53.9			22.9				
Level of Service		E			D			C				
Approach Delay (s)		74.9			53.9			22.9			0.0	
Approach LOS		E			D			C			A	

Intersection Summary

HCM Average Control Delay	50.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Queues
18: Commonwealth Ave & South St 6/3/2008

Lane Group	EBT	WBT	SWL
Lane Group Flow (vph)	766	558	222
v/c Ratio	0.46	0.34	0.40
Control Delay	12.8	11.6	7.0
Queue Delay	0.0	0.0	0.0
Total Delay	12.8	11.6	7.0
Queue Length 50th (ft)	84	56	5
Queue Length 95th (ft)	215	149	35
Internal Link Dist (ft)	424	1348	723
Turn Bay Length (ft)			
Base Capacity (vph)	1652	1636	556
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.46	0.34	0.40

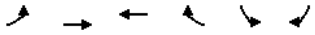
Intersection Summary

HCM Signalized Intersection Capacity Analysis
18: Commonwealth Ave & South St 6/3/2008

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		0.95	0.95		1.00	
Frt		1.00	1.00		0.88	
Flt Protected		1.00	1.00		1.00	
Satd. Flow (prot)		3217	3185		1317	
Flt Permitted		1.00	1.00		1.00	
Satd. Flow (perm)		3217	3185		1317	
Volume (vph)	0	705	530	0	15	170
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.75	0.84
Adj. Flow (vph)	0	766	558	0	20	202
RTOR Reduction (vph)	0	0	0	0	141	0
Lane Group Flow (vph)	0	766	558	0	81	0
Heavy Vehicles (%)	0%	1%	2%	0%	0%	1%
Parking (#/hr)					2	2
Turn Type						
Protected Phases		1	1		3	
Permitted Phases						
Actuated Green, G (s)		34.4	34.4		21.3	
Effective Green, g (s)		34.4	34.4		21.3	
Actuated g/C Ratio		0.49	0.49		0.30	
Clearance Time (s)		4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0		3.0	
Lane Grp Cap (vph)		1574	1559		399	
v/s Ratio Prot		c0.24	0.18		c0.06	
v/s Ratio Perm						
v/c Ratio		0.49	0.36		0.20	
Uniform Delay, d1		12.0	11.1		18.2	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.1	0.6		1.1	
Delay (s)		13.1	11.8		19.3	
Level of Service		B	B		B	
Approach Delay (s)		13.1	11.8		19.3	
Approach LOS		B	B		B	

Intersection Summary			
HCM Average Control Delay	13.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	14.6
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
19: Commonwealth Ave & Foster St 6/3/2008

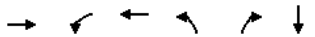


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	660	645	85	0	370
Peak Hour Factor	0.25	0.89	0.96	0.77	0.25	0.90
Hourly flow rate (vph)	0	742	672	110	0	411
Pedestrians		59			59	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		5			5	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			504			
pX, platoon unblocked	0.93				0.93	0.93
vC, conflicting volume	841				1157	509
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	754				1093	396
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	19
cM capacity (veh/h)	765				187	509

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	371	371	448	334	411
Volume Left	0	0	0	0	0
Volume Right	0	0	0	110	411
cSH	1700	1700	1700	1700	509
Volume to Capacity	0.22	0.22	0.26	0.20	0.81
Queue Length 95th (ft)	0	0	0	0	193
Control Delay (s)	0.0	0.0	0.0	0.0	35.4
Lane LOS					E
Approach Delay (s)	0.0		0.0		35.4
Approach LOS					E

Intersection Summary			
Average Delay	7.5		
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

Queues
20: Washington St & Foster St 6/3/2008



Lane Group	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	623	233	378	119	227	169
v/c Ratio	0.91	0.50	0.59	0.70	1.00	0.58
Control Delay	28.3	18.7	25.3	40.9	68.8	35.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	18.7	25.3	40.9	68.8	35.0
Queue Length 50th (ft)	139	95	141	64	0	89
Queue Length 95th (ft)	m#473	m74	m157	105	#123	129
Internal Link Dist (ft)	802		985			367
Turn Bay Length (ft)		75			80	
Base Capacity (vph)	684	463	642	227	227	388
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.50	0.59	0.52	1.00	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
20: Washington St & Foster St 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	12	12	10	10	10	12	10	10
Total Lost time (s)		4.0		4.0	4.0		4.0		4.0		4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00		1.00		1.00	
Frt		0.97		1.00	1.00		1.00		0.85		0.96	
Flt Protected		1.00		0.95	1.00		0.95		1.00		0.99	
Satd. Flow (prot)		1590		1486	1517		1501		1195		1518	
Flt Permitted		1.00		0.16	1.00		0.51		1.00		0.99	
Satd. Flow (perm)		1590		257	1517		809		1195		1518	
Volume (vph)	0	410	125	200	340	0	105	0	195	25	75	40
Peak-hour factor, PHF	0.25	0.87	0.82	0.86	0.90	0.25	0.88	0.25	0.86	0.72	0.88	0.81
Adj. Flow (vph)	0	471	152	233	378	0	119	0	227	35	85	49
RTOR Reduction (vph)	0	11	0	0	0	0	0	0	227	0	0	0
Lane Group Flow (vph)	0	612	0	233	378	0	119	0	0	0	169	0
Heavy Vehicles (%)	0%	5%	1%	2%	10%	0%	1%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	6	0	6	0	0	0	0	0	0	0
Parking (#/hr)									2	2		2
Turn Type				pm+pt			D.Pm		NA	Perm		
Protected Phases		1		9	1						3	
Permitted Phases				1			3			3		
Actuated Green, G (s)		38.1		62.8	38.1		17.2		0.0		17.2	
Effective Green, g (s)		38.1		60.8	38.1		17.2		0.0		17.2	
Actuated g/C Ratio		0.42		0.68	0.42		0.19		0.00		0.19	
Clearance Time (s)		4.0		2.0	4.0		4.0				4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0				3.0	
Lane Grp Cap (vph)		673		484	642		155		0		290	
v/s Ratio Prot		c0.39		c0.12	0.25							
v/s Ratio Perm				0.20			c0.15				0.11	
v/c Ratio		0.91		0.48	0.59		0.77		0.00		0.58	
Uniform Delay, d1		24.3		10.3	19.9		34.5		45.0		33.1	
Progression Factor		0.63		1.30	1.06		1.00		1.00		1.00	
Incremental Delay, d2		9.4		0.4	2.0		20.1		0.0		3.0	
Delay (s)		24.8		13.8	23.1		54.6		45.0		36.1	
Level of Service		C		B	C		D		D		D	
Approach Delay (s)		24.8			19.5			48.3			36.1	
Approach LOS		C			B			D			D	

Intersection Summary				
HCM Average Control Delay	28.7	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	70.0%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

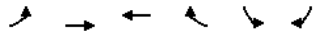
HCM Unsignalized Intersection Capacity Analysis
24: Glenmont Rd & Lake St 6/3/2008

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	85	545	0	0	0
Peak Hour Factor	0.25	0.67	0.91	0.25	0.25	0.25
Hourly flow rate (vph)	0	127	599	0	0	0
Pedestrians						6
Lane Width (ft)						0.0
Walking Speed (ft/s)						4.0
Percent Blockage						0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						1130
pX, platoon unblocked						
vC, conflicting volume	599	605			599	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	599	605			599	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	100	74			100	
cM capacity (veh/h)	468	490			988	

Direction, Lane #	WB 1	NB 1
Volume Total	127	599
Volume Left	0	0
Volume Right	127	0
cSH	490	1700
Volume to Capacity	0.26	0.35
Queue Length 95th (ft)	26	0
Control Delay (s)	14.9	0.0
Lane LOS	B	
Approach Delay (s)	14.9	0.0
Approach LOS	B	

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	46.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection Sign configuration not allowed in HCM analysis.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	635	955	20	0	20
Peak Hour Factor	0.25	0.89	0.96	0.61	0.25	0.88
Hourly flow rate (vph)	0	713	995	33	0	23
Pedestrians		53			53	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		4			4	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		747				
pX, platoon unblocked					0.90	
vC, conflicting volume	1081				1421	620
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1081				1357	620
tC, single (s)	4.1				6.8	7.5
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.6
p0 queue free %	100				100	93
cM capacity (veh/h)	624				123	339

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	357	357	663	364	23
Volume Left	0	0	0	0	0
Volume Right	0	0	0	33	23
cSH	1700	1700	1700	1700	339
Volume to Capacity	0.21	0.21	0.39	0.21	0.07
Queue Length 95th (ft)	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	16.4
Lane LOS					C
Approach Delay (s)	0.0		0.0		16.4
Approach LOS					C

Intersection Summary				
Average Delay		0.2		
Intersection Capacity Utilization		48.8%	ICU Level of Service	A
Analysis Period (min)		15		

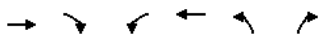
HCM Unsignalized Intersection Capacity Analysis
30: Kenrick St & Lake St 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	135	0	105	525	0	0
Peak Hour Factor	0.86	0.25	0.73	0.91	0.25	0.25
Hourly flow rate (vph)	157	0	144	577	0	0
Pedestrians	35				37	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	3				0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					1045	
pX, platoon unblocked						
vC, conflicting volume	937	35	35			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	937	35	35			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	39	100	91			
cM capacity (veh/h)	259	1013	1530			

Direction, Lane #	EB 1	NB 1
Volume Total	157	721
Volume Left	157	144
Volume Right	0	0
cSH	259	1530
Volume to Capacity	0.61	0.09
Queue Length 95th (ft)	90	8
Control Delay (s)	38.3	2.4
Lane LOS	E	A
Approach Delay (s)	38.3	2.4
Approach LOS	E	

Intersection Summary			
Average Delay	8.8		
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
33: Beacon St & Reservoir Rd 6/3/2008



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	825	0	0	700	15	265
Peak Hour Factor	0.96	0.25	0.25	0.83	0.70	0.82
Hourly flow rate (vph)	859	0	0	843	21	323
Pedestrians	6			8		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			1		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			859		1709	867
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			859		1709	867
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		79	8
cM capacity (veh/h)			790		101	353

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	859	843	345
Volume Left	0	0	21
Volume Right	0	0	323
cSH	1700	1700	305
Volume to Capacity	0.51	0.50	1.13
Queue Length 95th (ft)	0	0	352
Control Delay (s)	0.0	0.0	128.6
Lane LOS			F
Approach Delay (s)	0.0	0.0	128.6
Approach LOS			F

Intersection Summary			
Average Delay	21.6		
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

Queues
35: Beacon St & College Rd 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT	SBR
Lane Group Flow (vph)	159	866	247	670	146	255	389	28
v/c Ratio	0.63	1.07	1.13	0.65	1.40	9.11	0.64	0.02
Control Delay	33.5	75.1	124.3	15.8	258.2	3724.9	38.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	75.1	124.3	15.8	258.2	3724.9	38.0	0.0
Queue Length 50th (ft)	46	363	~80	138	~88	~224	86	0
Queue Length 95th (ft)	#189	#888	#254	337	#211	#407	143	0
Internal Link Dist (ft)		679		1940			600	
Turn Bay Length (ft)	200		200		40			75
Base Capacity (vph)	252	812	218	1037	104	28	608	1264
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	1.07	1.13	0.65	1.40	9.11	0.64	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
35: Beacon St & College Rd 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0				4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00				0.95
Frt	1.00	0.98		1.00	0.98		1.00	0.85				1.00
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				0.98
Satd. Flow (prot)	1555	1652		1593	1658		1516	1419				3113
Flt Permitted	0.36	1.00		0.10	1.00		0.36	1.00				0.98
Satd. Flow (perm)	589	1652		166	1658		582	1419				3113
Volume (vph)	145	740	80	200	470	35	115	125	75	5	100	200
Peak-hour factor, PHF	0.91	0.96	0.84	0.81	0.78	0.52	0.79	0.84	0.71	0.62	0.80	0.78
Adj. Flow (vph)	159	771	95	247	603	67	146	149	106	8	125	256
RTOR Reduction (vph)	0	5	0	0	4	0	0	28	0	0	0	0
Lane Group Flow (vph)	159	861	0	247	666	0	146	227	0	0	0	389
Heavy Vehicles (%)	1%	2%	0%	2%	1%	7%	0%	2%	3%	0%	2%	3%
Turn Type	Perm			D.P+P			D.Pm	NA			Perm	
Protected Phases		3		2	2 3							1
Permitted Phases	3			3			1				1	
Actuated Green, G (s)	39.5	39.5		47.6	50.6		15.2	0.0				15.2
Effective Green, g (s)	40.5	40.5		47.6	51.6		16.2	0.0				16.2
Actuated g/C Ratio	0.47	0.47		0.56	0.60		0.19	0.00				0.19
Clearance Time (s)	5.0	5.0		3.0			5.0					5.0
Vehicle Extension (s)	3.0	3.0		3.0			3.0					3.0
Lane Grp Cap (vph)	279	783		211	1002		110	0				591
v/s Ratio Prot		0.52		c0.10	0.40							
v/s Ratio Perm	0.27			c0.56			c0.25					0.12
v/c Ratio	0.57	1.10		1.17	0.66		1.33	no cap				0.66
Uniform Delay, d1	16.2	22.5		23.2	11.2		34.6	Error				32.0
Progression Factor	1.00	1.00		1.00	1.00		1.00					1.00
Incremental Delay, d2	2.7	63.0		115.6	1.7		196.9	Error				2.7
Delay (s)	18.8	85.5		138.9	12.9		231.5	Error				34.7
Level of Service	B	F		F	B		F	F				C
Approach Delay (s)		75.1			46.8							32.4
Approach LOS		E			D							C

Intersection Summary

HCM Average Control Delay	Error	HCM Level of Service	F
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	85.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

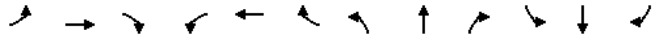
c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
35: Beacon St & College Rd 6/3/2008

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1264
Flt Permitted	1.00
Satd. Flow (perm)	1264
Volume (vph)	15
Peak-hour factor, PHF	0.54
Adj. Flow (vph)	28
RTOR Reduction (vph)	0
Lane Group Flow (vph)	28
Heavy Vehicles (%)	15%
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	85.4
Effective Green, g (s)	85.4
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1264
v/s Ratio Prot	
v/s Ratio Perm	c0.02
v/c Ratio	0.02
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	0.0
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
38: Commonwealth Ave & Mt Alvernia Road 6/3/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	35	765	5	55	560	10	25	15	245	35	5	20
Peak Hour Factor	0.46	0.83	0.35	0.83	0.91	0.40	0.71	0.69	0.94	0.65	0.25	0.59
Hourly flow rate (vph)	76	922	14	66	615	25	35	22	261	54	20	34
Pedestrians		9			9			10				
Lane Width (ft)		12.0			12.0			14.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			1				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	640			946			1904	1864	948	2122	1859	637
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	640			946			1904	1864	948	2122	1859	637
tC, single (s)	4.1			4.1			7.2	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			91			0	64	16	0	67	93
cM capacity (veh/h)	954			710			29	61	311	4	61	468

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1012	707	318	108
Volume Left	76	66	35	54
Volume Right	14	25	261	34
cSH	954	710	132	7
Volume to Capacity	0.08	0.09	2.40	15.02
Queue Length 95th (ft)	6	8	687	Err
Control Delay (s)	2.2	2.4	706.0	Err
Lane LOS	A	A	F	F
Approach Delay (s)	2.2	2.4	706.0	Err
Approach LOS			F	F

Intersection Summary				
Average Delay	608.9			
Intersection Capacity Utilization	83.2%	ICU Level of Service	E	
Analysis Period (min)	15			

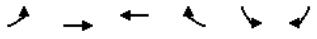
HCM Unsignalized Intersection Capacity Analysis
46: Chestnut Hill Driveway & T. Moore 6/3/2008

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	60	10	330	155	5	210
Peak Hour Factor	0.69	0.70	0.51	0.88	0.69	0.70
Hourly flow rate (vph)	87	14	647	176	7	300
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1050	735			823	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1050	735			823	
tC, single (s)	6.9	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.9	3.3			2.3	
p0 queue free %	58	97			99	
cM capacity (veh/h)	205	421			753	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	101	823	307
Volume Left	87	0	7
Volume Right	14	176	0
cSH	221	1700	753
Volume to Capacity	0.46	0.48	0.01
Queue Length 95th (ft)	55	0	1
Control Delay (s)	34.4	0.0	0.3
Lane LOS	D		A
Approach Delay (s)	34.4	0.0	0.3
Approach LOS	D		

Intersection Summary			
Average Delay		2.9	
Intersection Capacity Utilization		40.8%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
49: Beacon St Garage & 6/3/2008

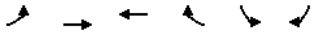


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	55	1035	685	170	5	15
Peak Hour Factor	0.88	0.96	0.83	0.71	0.50	0.75
Hourly flow rate (vph)	62	1078	825	239	10	20
Pedestrians		17	21		17	
Lane Width (ft)		14.0	14.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1082				2186	979
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1082				2186	979
tC, single (s)	4.2				6.9	6.3
tC, 2 stage (s)						
tF (s)	2.3				4.0	3.4
p0 queue free %	90				68	93
cM capacity (veh/h)	617				32	280

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	1141	1065	10	20
Volume Left	62	0	10	0
Volume Right	0	239	0	20
cSH	617	1700	32	280
Volume to Capacity	0.10	0.63	0.32	0.07
Queue Length 95th (ft)	8	0	25	6
Control Delay (s)	3.6	0.0	164.8	18.8
Lane LOS	A		F	C
Approach Delay (s)	3.6	0.0	67.5	
Approach LOS			F	

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization		124.7%	ICU Level of Service H
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
51: Campanella Way & Fr. Herlihy Drive 6/3/2008



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↖	↗
Sign Control		Stop	Yield		Stop	
Volume (vph)	0	15	225	0	75	170
Peak Hour Factor	0.25	0.71	0.70	0.25	0.89	0.83
Hourly flow rate (vph)	0	21	321	0	84	205

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	21	321	84	205
Volume Left (vph)	0	0	84	0
Volume Right (vph)	0	0	0	205
Hadj (s)	0.00	0.05	0.72	-0.65
Departure Headway (s)	5.0	4.7	6.1	4.7
Degree Utilization, x	0.03	0.42	0.14	0.27
Capacity (veh/h)	661	737	567	727
Control Delay (s)	8.2	11.0	8.9	8.2
Approach Delay (s)	8.2	11.0	8.4	
Approach LOS	A	B	A	

Intersection Summary			
Delay	9.7		
HCM Level of Service	A		
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

Queues
2: Commonwealth Ave & Lake Street 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	195	665	293	791	138	607
v/c Ratio	0.62	0.63	0.67	0.85	0.33	1.46
Control Delay	46.8	30.2	39.3	41.8	7.7	248.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	30.2	39.3	41.8	7.7	248.5
Queue Length 50th (ft)	114	190	160	242	2	~276
Queue Length 95th (ft)	196	213	247	#374	45	#384
Internal Link Dist (ft)		1877		667		202
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	317	1234	455	968	436	416
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.54	0.64	0.82	0.32	1.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	11	12	12	10	10	10	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			1.00	0.95	1.00		0.95			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.82		1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	1.00	0.85		0.97			
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.98			
Satd. Flow (prot)	1570	3180			1528	3249	1174		1522			
Flt Permitted	0.95	1.00			0.95	1.00	1.00		0.98			
Satd. Flow (perm)	1570	3180			1528	3249	1174		1522			
Volume (vph)	170	525	5	20	225	720	120	165	255	80	0	0
Peak-hour factor, PHF	0.87	0.80	0.58	0.92	0.83	0.91	0.87	0.84	0.84	0.75	0.25	0.25
Adj. Flow (vph)	195	656	9	22	271	791	138	196	304	107	0	0
RTOR Reduction (vph)	0	1	0	0	0	0	96	0	16	0	0	0
Lane Group Flow (vph)	195	664	0	0	293	791	42	0	591	0	0	0
Confl. Peds. (#/hr)							54					
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	1%	1%	0%	1%	0%	0%
Turn Type	Prot			Split	Split		Perm	Split				
Protected Phases	1	1 2		3	3	3		4	4			
Permitted Phases							3					
Actuated Green, G (s)	20.1	32.8			28.3	28.3	28.3		26.1			
Effective Green, g (s)	20.1	32.8			28.3	28.3	28.3		26.1			
Actuated g/C Ratio	0.20	0.33			0.29	0.29	0.29		0.26			
Clearance Time (s)	4.0				4.0	4.0	4.0		4.0			
Vehicle Extension (s)	3.0				3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	318	1051			436	927	335		400			
v/s Ratio Prot	0.12	c0.21			0.19	c0.24			c0.39			
v/s Ratio Perm							0.04					
v/c Ratio	0.61	0.63			0.67	0.85	0.13		1.48			
Uniform Delay, d1	36.0	28.1			31.3	33.5	26.3		36.6			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	8.6	1.2			4.1	7.7	0.2		227.8			
Delay (s)	44.6	29.3			35.4	41.2	26.5		264.3			
Level of Service	D	C			D	D	C		F			
Approach Delay (s)		32.8				38.1			264.3			0.0
Approach LOS		C				D			F			A

Intersection Summary

HCM Average Control Delay	87.5	HCM Level of Service	F
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	99.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	C
Analysis Period (min)	15		

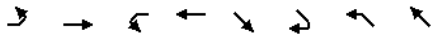
c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.25
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Queues
3: Commonwealth Ave & Chestnut Hill 6/3/2008



Lane Group	EBL	EBT	WBL	WBT	SET	SER	NWL	NWT
Lane Group Flow (vph)	144	664	247	464	598	42	227	716
v/c Ratio	0.46	0.88	0.85	0.72	1.54	0.12	0.79	1.10
Control Delay	28.1	50.4	41.5	50.9	288.9	25.7	62.4	101.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	50.4	41.5	50.9	288.9	25.7	62.4	101.4
Queue Length 50th (ft)	74	214	136	174	~342	16	121	~622
Queue Length 95th (ft)	107	#358	#245	#253	#460	34	#213	#797
Internal Link Dist (ft)		1348		1135	4158			919
Turn Bay Length (ft)	200		100			50		
Base Capacity (vph)	366	758	344	642	388	364	286	648
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.88	0.72	0.72	1.54	0.12	0.79	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	10	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			1.00	0.95			0.95	1.00	1.00	1.00
Frt	1.00	0.94			1.00	0.98			1.00	0.85	1.00	0.95
Flt Protected	0.95	1.00			0.95	1.00			1.00	1.00	0.95	1.00
Satd. Flow (prot)	1624	2980			1609	2906			3148	1454	1624	1585
Flt Permitted	0.29	1.00			0.15	1.00			0.51	1.00	0.20	1.00
Satd. Flow (perm)	490	2980			259	2906			1605	1454	345	1585
Volume (vph)	115	345	250	5	220	360	25	45	490	30	200	415
Peak-hour factor, PHF	0.80	0.90	0.89	0.92	0.91	0.87	0.50	0.75	0.91	0.72	0.88	0.86
Adj. Flow (vph)	144	383	281	5	242	414	50	60	538	42	227	483
RTOR Reduction (vph)	0	106	0	0	0	7	0	0	0	12	0	14
Lane Group Flow (vph)	144	558	0	0	247	457	0	0	598	30	227	702
Heavy Vehicles (%)	0%	0%	5%	0%	1%	2%	8%	0%	3%	0%	0%	2%
Turn Type	pm+pt				pm+pt			Perm		Perm	D.P+P	
Protected Phases	9	1			9	1			3		4	3 4
Permitted Phases	1				1			3		3	3	
Actuated Green, G (s)	45.0	26.2			45.0	26.2			29.0	29.0	44.0	48.0
Effective Green, g (s)	43.0	26.2			43.0	26.2			29.0	29.0	44.0	48.0
Actuated g/C Ratio	0.36	0.22			0.36	0.22			0.24	0.24	0.37	0.40
Clearance Time (s)	2.0	4.0			2.0	4.0			4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0	3.0	
Lane Grp Cap (vph)	334	651			282	634			388	351	286	634
v/s Ratio Prot	0.06	0.19			c0.12	0.16					0.10	c0.44
v/s Ratio Perm	0.09				c0.19				c0.37	0.02	0.19	
v/c Ratio	0.43	0.86			0.88	0.72			1.54	0.09	0.79	1.11
Uniform Delay, d1	27.7	45.1			31.2	43.5			45.5	35.2	42.5	36.0
Progression Factor	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	13.6			24.7	6.9			256.1	0.5	14.0	68.6
Delay (s)	28.6	58.7			55.9	50.5			301.6	35.7	56.5	104.6
Level of Service	C	E			E	D			F	D	E	F
Approach Delay (s)		53.4				52.3			284.2			93.0
Approach LOS		D				D			F			F

Intersection Summary			
HCM Average Control Delay	112.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	NWR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	205
Peak-hour factor, PHF	0.88
Adj. Flow (vph)	233
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	4%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Queues
7: Beacon St & Chestnut Hill Ave 6/3/2008

Lane Group	EBT	WBL	WBT	SET	NWT
Lane Group Flow (vph)	692	205	821	989	756
v/c Ratio	1.99	1.40	0.60	0.62	0.98
Control Delay	482.9	248.9	40.4	24.2	51.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	482.9	248.9	40.4	24.2	51.8
Queue Length 50th (ft)	~477	~185	215	203	332
Queue Length 95th (ft)	#526	#280	262	244	#470
Internal Link Dist (ft)	3431		1419	919	239
Turn Bay Length (ft)		100			
Base Capacity (vph)	348	146	1368	1599	773
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.99	1.40	0.60	0.62	0.98

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
7: Beacon St & Chestnut Hill Ave 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	12	12	10	11	10	14	16	16
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		0.95		1.00	0.91			0.91			0.95	
Frt		0.98		1.00	0.96			0.98			0.98	
Flt Protected		0.99		0.95	1.00			0.99			1.00	
Satd. Flow (prot)		3054		1555	4446			4245			3468	
Flt Permitted		0.53		0.15	1.00			0.66			0.74	
Satd. Flow (perm)		1617		241	4446			2824			2578	
Volume (vph)	75	415	80	160	530	225	170	595	105	55	520	95
Peak-hour factor, PHF	0.86	0.81	0.86	0.78	0.92	0.92	0.77	0.92	0.87	0.83	0.90	0.85
Adj. Flow (vph)	87	512	93	205	576	245	221	647	121	66	578	112
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	692	0	205	821	0	0	989	0	0	756	0
Heavy Vehicles (%)	1%	0%	0%	1%	0%	1%	1%	4%	3%	2%	3%	6%
Turn Type	Perm			D.P+P			D.P+P			Perm		
Protected Phases		1		11	1 11		8	8 9			9	
Permitted Phases	1			1			9			9		
Actuated Green, G (s)		27.2		35.2	39.2			64.0			39.0	
Effective Green, g (s)		27.2		35.2	39.2			62.0			39.0	
Actuated g/C Ratio		0.21		0.27	0.30			0.48			0.30	
Clearance Time (s)		4.0		4.0							4.0	
Vehicle Extension (s)		3.0		3.0							3.0	
Lane Grp Cap (vph)		338		146	1341			1598			773	
v/s Ratio Prot				c0.09	0.18			c0.11				
v/s Ratio Perm		c0.43		0.29				0.19			c0.29	
v/c Ratio		2.05		1.40	0.61			0.62			0.98	
Uniform Delay, d1		51.4		43.7	38.9			25.2			45.1	
Progression Factor		1.00		1.00	1.00			1.00			0.53	
Incremental Delay, d2		481.5		217.6	0.8			1.8			26.1	
Delay (s)		532.9		261.3	39.7			27.0			50.1	
Level of Service		F		F	D			C			D	
Approach Delay (s)		532.9			84.0			27.0			50.1	
Approach LOS		F			F			C			D	

Intersection Summary

HCM Average Control Delay	150.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	32.8
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
8: Beacon St & Gate House Road 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	245	505	5	5	680	75	5	5	5	105	5	310
Peak Hour Factor	0.92	0.85	1.00	0.38	0.90	0.75	0.58	0.38	0.25	0.84	0.50	0.93
Hourly flow rate (vph)	266	594	5	13	756	100	9	13	20	125	10	333
Pedestrians		29			26			2			25	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			0			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	881			601			2330	2038	625	2036	1991	860
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	881			601			2330	2038	625	2036	1991	860
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	65			99			0	63	96	0	74	0
cM capacity (veh/h)	756			984			0	36	477	20	38	333

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	266	599	869	42	468
Volume Left	266	0	13	9	125
Volume Right	0	5	100	20	333
cSH	756	1700	984	0	62
Volume to Capacity	0.35	0.35	0.01	Err	7.52
Queue Length 95th (ft)	40	0	1	Err	Err
Control Delay (s)	12.3	0.0	0.4	Err	Err
Lane LOS	B		A	F	F
Approach Delay (s)	3.8		0.4	Err	Err
Approach LOS				F	F

Intersection Summary					
Average Delay			Err		
Intersection Capacity Utilization			120.9%	ICU Level of Service	H
Analysis Period (min)			15		

Queues
13: Washington St & Market Street 6/3/2008

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	712	36	692	107	343	155	464	119
v/c Ratio	14.83	0.27	1.13	0.60	0.49	0.71	0.82	0.27
Control Delay	6232.5	28.5	106.5	38.2	25.5	42.5	38.1	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6232.5	28.5	106.5	38.2	25.5	42.5	38.1	22.2
Queue Length 50th (ft)	~920	13	~514	50	151	76	242	48
Queue Length 95th (ft)	m#837	37	#873	#122	255	#185	#453	70
Internal Link Dist (ft)	985		930		4158		1061	
Turn Bay Length (ft)		50		50		75		50
Base Capacity (vph)	48	133	611	188	747	230	598	474
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	14.83	0.27	1.13	0.57	0.46	0.67	0.78	0.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
13: Washington St & Market Street 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	16	10	11	16	16	16	16	12	12	10
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.96		1.00	0.96		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1373		1189	1228		1823	1871		1421	1496	1187
Flt Permitted		0.22		0.27	1.00		0.26	1.00		0.40	1.00	1.00
Satd. Flow (perm)		311		344	1228		505	1871		594	1496	1187
Volume (vph)	85	365	180	25	450	140	90	285	20	135	450	80
Peak-hour factor, PHF	0.74	0.92	0.90	0.69	0.91	0.71	0.84	0.94	0.50	0.87	0.97	0.67
Adj. Flow (vph)	115	397	200	36	495	197	107	303	40	155	464	119
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	712	0	36	692	0	107	343	0	155	464	119
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	1%	2%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	26	26	26	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		1			1			3			3	
Permitted Phases	1			1			3			3		3
Actuated Green, G (s)		41.0		41.0	41.0		37.6	37.6		37.6	37.6	37.6
Effective Green, g (s)		41.0		41.0	41.0		37.6	37.6		37.6	37.6	37.6
Actuated g/C Ratio		0.41		0.41	0.41		0.38	0.38		0.38	0.38	0.38
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		128		141	503		190	703		223	562	446
v/s Ratio Prot					0.56			0.18			c0.31	
v/s Ratio Perm		c2.29		0.10			0.21			0.26		0.10
v/c Ratio		5.56		0.26	1.38		0.56	0.49		0.70	0.83	0.27
Uniform Delay, d1		29.5		19.4	29.5		24.7	23.8		26.4	28.2	21.6
Progression Factor		1.38		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2054.7		4.3	181.3		3.8	0.5		9.0	9.6	0.3
Delay (s)		2095.3		23.8	210.8		28.5	24.4		35.4	37.9	22.0
Level of Service		F		C	F		C	C		D	D	C
Approach Delay (s)		2095.3			201.6			25.4			34.8	
Approach LOS		F			F			C			C	

Intersection Summary			
HCM Average Control Delay	637.6	HCM Level of Service	F
HCM Volume to Capacity ratio	3.31		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.4
Intersection Capacity Utilization	119.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
15: Campanella Way & St. T Moore 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	30	75	55	475	145	80
Peak Hour Factor	0.72	0.87	0.67	0.88	0.78	0.79
Hourly flow rate (vph)	42	86	82	540	186	101
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					282	
pX, platoon unblocked						
vC, conflicting volume	940	237	287			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	940	237	287			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	85	89	94			
cM capacity (veh/h)	276	778	1275			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	128	622	287
Volume Left	42	82	0
Volume Right	86	0	101
cSH	488	1275	1700
Volume to Capacity	0.26	0.06	0.17
Queue Length 95th (ft)	26	5	0
Control Delay (s)	15.0	1.7	0.0
Lane LOS	B	A	
Approach Delay (s)	15.0	1.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

Queues
16: Washington St & Brock St 6/3/2008

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	646	564	538
v/c Ratio	1.74	0.82	0.72
Control Delay	367.9	46.1	30.2
Queue Delay	0.0	0.0	0.0
Total Delay	367.9	46.1	30.2
Queue Length 50th (ft)	~615	262	241
Queue Length 95th (ft)	#837	m#436	#569
Internal Link Dist (ft)	966	802	965
Turn Bay Length (ft)			
Base Capacity (vph)	371	684	744
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.74	0.82	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
16: Washington St & Brock St 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			1.00				
Frpb, ped/bikes		1.00			0.98			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			0.97				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1628			1603			1618				
Flt Permitted		0.49			1.00			0.99				
Satd. Flow (perm)		804			1603			1618				
Volume (vph)	40	525	0	0	465	50	85	285	105	0	0	0
Peak-hour factor, PHF	0.53	0.92	0.25	0.25	0.94	0.72	0.80	0.89	0.94	0.25	0.25	0.25
Adj. Flow (vph)	75	571	0	0	495	69	106	320	112	0	0	0
RTOR Reduction (vph)	0	0	0	0	5	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	646	0	0	559	0	0	530	0	0	0	0
Confl. Peds. (#/hr)	52					52			13			
Heavy Vehicles (%)	0%	5%	0%	0%	3%	0%	0%	1%	2%	0%	0%	0%
Turn Type	Perm						Perm					
Protected Phases		1			1			4				
Permitted Phases	1						4					
Actuated Green, G (s)		39.2			39.2			45.6				
Effective Green, g (s)		39.2			39.2			45.6				
Actuated g/C Ratio		0.39			0.39			0.46				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		315			628			738				
v/s Ratio Prot					0.35							
v/s Ratio Perm		c0.80						0.33				
v/c Ratio		2.05			0.89			0.72				
Uniform Delay, d1		30.4			28.4			22.0				
Progression Factor		1.00			1.48			1.00				
Incremental Delay, d2		483.8			12.5			3.4				
Delay (s)		514.2			54.4			25.4				
Level of Service		F			D			C				
Approach Delay (s)		514.2			54.4			25.4			0.0	
Approach LOS		F			D			C			A	

Intersection Summary

HCM Average Control Delay	215.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Queues
18: Commonwealth Ave & South St 6/3/2008

Lane Group	EBT	WBT	SWL
Lane Group Flow (vph)	821	684	220
v/c Ratio	1.11	0.41	0.40
Control Delay	86.4	12.2	8.3
Queue Delay	0.0	0.0	0.0
Total Delay	86.4	12.2	8.3
Queue Length 50th (ft)	~185	72	10
Queue Length 95th (ft)	#371	178	45
Internal Link Dist (ft)	424	1348	723
Turn Bay Length (ft)			
Base Capacity (vph)	742	1669	545
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.11	0.41	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
18: Commonwealth Ave & South St 6/3/2008

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		0.95	0.95		1.00	
Frt		1.00	1.00		0.89	
Flt Protected		1.00	1.00		0.99	
Satd. Flow (prot)		3245	3249		1331	
Flt Permitted		0.93	1.00		0.99	
Satd. Flow (perm)		3032	3249		1331	
Volume (vph)	5	665	595	0	30	160
Peak-hour factor, PHF	0.25	0.83	0.87	0.25	0.75	0.89
Adj. Flow (vph)	20	801	684	0	40	180
RTOR Reduction (vph)	0	0	0	0	125	0
Lane Group Flow (vph)	0	821	684	0	95	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Parking (#/hr)					2	2
Turn Type						
Protected Phases		1	1		3	
Permitted Phases						
Actuated Green, G (s)		34.4	34.4		21.3	
Effective Green, g (s)		34.4	34.4		21.3	
Actuated g/C Ratio		0.49	0.49		0.30	
Clearance Time (s)		4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0		3.0	
Lane Grp Cap (vph)		1484	1590		403	
v/s Ratio Prot			0.21		c0.07	
v/s Ratio Perm		c0.27				
v/c Ratio		0.55	0.43		0.23	
Uniform Delay, d1		12.6	11.6		18.4	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.5	0.9		1.4	
Delay (s)		14.1	12.5		19.7	
Level of Service		B	B		B	
Approach Delay (s)		14.1	12.5		19.7	
Approach LOS		B	B		B	

Intersection Summary

HCM Average Control Delay	14.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	14.6
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
19: Commonwealth Ave & Foster St 6/3/2008

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	660	715	55	0	375
Peak Hour Factor	0.25	0.83	0.94	0.74	0.25	0.89
Hourly flow rate (vph)	0	795	761	74	0	421
Pedestrians					65	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					5	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			504			
pX, platoon unblocked	0.90				0.90	0.90
vC, conflicting volume	900				1260	482
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	774				1176	309
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	28
cM capacity (veh/h)	722				159	588

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	398	398	507	328	421
Volume Left	0	0	0	0	0
Volume Right	0	0	0	74	421
cSH	1700	1700	1700	1700	588
Volume to Capacity	0.23	0.23	0.30	0.19	0.72
Queue Length 95th (ft)	0	0	0	0	148
Control Delay (s)	0.0	0.0	0.0	0.0	25.1
Lane LOS					D
Approach Delay (s)	0.0		0.0		25.1
Approach LOS					D

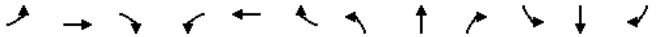
Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		

Queues
20: Washington St & Foster St 6/3/2008

Lane Group	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	701	264	452	78	153	271
v/c Ratio	1.22	0.51	0.79	0.49	1.00	0.79
Control Delay	125.4	28.7	29.8	37.4	83.3	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.4	28.7	29.8	37.4	83.3	41.9
Queue Length 50th (ft)	~504	97	229	44	0	164
Queue Length 95th (ft)	m144	m135	m214	82	#119	220
Internal Link Dist (ft)	802		985			367
Turn Bay Length (ft)		75			80	
Base Capacity (vph)	576	520	570	207	153	441
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.51	0.79	0.38	1.00	0.61

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
20: Washington St & Foster St 6/3/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	12	12	10	10	10	12	10	10
Total Lost time (s)		4.0		4.0	4.0		4.0		4.0		4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00		1.00		1.00	
Frt		0.97		1.00	1.00		1.00		0.85		0.98	
Flt Protected		1.00		0.95	1.00		0.95		1.00		0.99	
Satd. Flow (prot)		1589		1501	1605		1486		1184		1540	
Flt Permitted		1.00		0.11	1.00		0.40		1.00		0.99	
Satd. Flow (perm)		1589		179	1605		630		1184		1540	
Volume (vph)	0	455	150	230	425	0	70	0	135	45	140	40
Peak-hour factor, PHF	0.25	0.86	0.87	0.87	0.94	0.25	0.90	0.25	0.88	0.70	0.88	0.84
Adj. Flow (vph)	0	529	172	264	452	0	78	0	153	64	159	48
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	153	0	0	0
Lane Group Flow (vph)	0	689	0	264	452	0	78	0	0	0	271	0
Heavy Vehicles (%)	0%	5%	1%	1%	4%	0%	2%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	6	0	6	0	0	0	0	0	0	0
Parking (#/hr)									2	2		2
Turn Type				pm+pt			D.Pm		NA	Perm		
Protected Phases		1		9	1						3	
Permitted Phases				1			3			3		
Actuated Green, G (s)		35.4		67.7	35.4		22.3		0.0		22.3	
Effective Green, g (s)		35.4		65.7	35.4		22.3		0.0		22.3	
Actuated g/C Ratio		0.35		0.66	0.35		0.22		0.00		0.22	
Clearance Time (s)		4.0		2.0	4.0		4.0				4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0				3.0	
Lane Grp Cap (vph)		563		518	568		140		0		343	
v/s Ratio Prot		c0.43		c0.15	0.28							
v/s Ratio Perm				0.18			0.12				0.18	
v/c Ratio		1.22		0.51	0.80		0.56		0.00		0.79	
Uniform Delay, d1		32.3		18.3	29.0		34.5		50.0		36.6	
Progression Factor		0.80		1.55	0.82		1.00		1.00		1.00	
Incremental Delay, d2		102.6		0.3	4.8		4.7		0.0		11.7	
Delay (s)		128.3		28.7	28.7		39.2		50.0		48.3	
Level of Service		F		C	C		D		D		D	
Approach Delay (s)		128.3			28.7			46.4			48.3	
Approach LOS		F			C			D			D	

Intersection Summary				
HCM Average Control Delay	70.0	HCM Level of Service	E	
HCM Volume to Capacity ratio	0.87			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	81.2%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

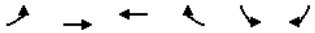
HCM Unsignalized Intersection Capacity Analysis
24: Glenmont Rd & Lake St 6/3/2008

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	110	525	0	0	0
Peak Hour Factor	0.25	0.78	0.88	0.25	0.25	0.25
Hourly flow rate (vph)	0	141	597	0	0	0
Pedestrians	76					76
Lane Width (ft)	12.0					0.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	6					0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						1130
pX, platoon unblocked						
vC, conflicting volume	673	749			673	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	673	749			673	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	63			100	
cM capacity (veh/h)	397	383			869	

Direction, Lane #	WB 1	NB 1
Volume Total	141	597
Volume Left	0	0
Volume Right	141	0
cSH	383	1700
Volume to Capacity	0.37	0.35
Queue Length 95th (ft)	41	0
Control Delay (s)	19.8	0.0
Lane LOS	C	
Approach Delay (s)	19.8	0.0
Approach LOS	C	

Intersection Summary				
Average Delay	3.8			
Intersection Capacity Utilization	50.7%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
26: Commonwealth Ave & Campus Driveway 6/3/2008



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	635	1020	5	0	55
Peak Hour Factor	0.25	0.83	0.93	0.75	0.25	0.89
Hourly flow rate (vph)	0	765	1097	7	0	62
Pedestrians		101			101	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		8			8	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		747				
pX, platoon unblocked					0.86	
vC, conflicting volume	1204				1584	754
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1204				1515	754
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	79
cM capacity (veh/h)	537				88	299

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	383	383	731	372	62
Volume Left	0	0	0	0	0
Volume Right	0	0	0	7	62
cSH	1700	1700	1700	1700	299
Volume to Capacity	0.23	0.23	0.43	0.22	0.21
Queue Length 95th (ft)	0	0	0	0	19
Control Delay (s)	0.0	0.0	0.0	0.0	20.2
Lane LOS					C
Approach Delay (s)	0.0		0.0		20.2
Approach LOS					C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
30: Kenrick St & Lake St 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	115	0	150	485	0	0
Peak Hour Factor	0.78	0.25	0.73	0.88	0.25	0.25
Hourly flow rate (vph)	147	0	205	551	0	0
Pedestrians	42				47	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	4				0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					1045	
pX, platoon unblocked						
vC, conflicting volume	1051	42	42			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1051	42	42			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	30	100	86			
cM capacity (veh/h)	210	998	1512			

Direction, Lane #	EB 1	NB 1
Volume Total	147	757
Volume Left	147	205
Volume Right	0	0
cSH	210	1512
Volume to Capacity	0.70	0.14
Queue Length 95th (ft)	112	12
Control Delay (s)	54.4	3.2
Lane LOS	F	A
Approach Delay (s)	54.4	3.2
Approach LOS	F	

Intersection Summary			
Average Delay	11.6		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
33: Beacon St & Reservoir Rd 6/3/2008

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	520	0	0	1075	10	195
Peak Hour Factor	0.88	0.25	0.25	0.93	0.39	0.89
Hourly flow rate (vph)	591	0	0	1156	26	219
Pedestrians	10			7		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	1			1		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			591		1757	598
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			591		1757	598
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		73	56
cM capacity (veh/h)			995		94	501

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	591	1156	245
Volume Left	0	0	26
Volume Right	0	0	219
cSH	1700	1700	344
Volume to Capacity	0.35	0.68	0.71
Queue Length 95th (ft)	0	0	130
Control Delay (s)	0.0	0.0	37.5
Lane LOS			E
Approach Delay (s)	0.0	0.0	37.5
Approach LOS			E

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		

Queues
35: Beacon St & College Rd 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT	SBR
Lane Group Flow (vph)	131	561	381	824	162	267	241	35
v/c Ratio	1.12	0.72	1.22	0.83	0.83	9.21	0.34	0.02
Control Delay	151.0	29.0	142.7	26.6	59.6	3767.3	31.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	151.0	29.0	142.7	26.6	59.6	3767.3	31.6	0.0
Queue Length 50th (ft)	~76	213	~149	275	76	~261	52	0
Queue Length 95th (ft)	#148	413	#361	#787	#187	#470	103	0
Internal Link Dist (ft)		679		1940			600	
Turn Bay Length (ft)	200		200		40			75
Base Capacity (vph)	117	776	313	992	212	29	777	1454
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.72	1.22	0.83	0.76	9.21	0.31	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
35: Beacon St & College Rd 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0				4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00				0.95
Frt	1.00	0.99		1.00	0.98		1.00	0.85				1.00
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				0.99
Satd. Flow (prot)	1570	1688		1608	1628		1501	1439				3179
Flt Permitted	0.23	1.00		0.24	1.00		0.56	1.00				0.99
Satd. Flow (perm)	380	1688		411	1628		884	1439				3179
Volume (vph)	85	420	40	305	680	75	130	130	100	5	45	145
Peak-hour factor, PHF	0.65	0.82	0.81	0.80	0.93	0.81	0.80	0.87	0.85	0.42	0.75	0.86
Adj. Flow (vph)	131	512	49	381	731	93	162	149	118	12	60	169
RTOR Reduction (vph)	0	3	0	0	4	0	0	29	0	0	0	0
Lane Group Flow (vph)	131	558	0	381	820	0	162	238	0	0	0	241
Heavy Vehicles (%)	0%	0%	0%	1%	1%	21%	1%	1%	1%	0%	0%	1%
Turn Type	Perm			D.P+P			D.Pm	NA			Perm	
Protected Phases		3		2	2 3							1
Permitted Phases	3			3			1				1	
Actuated Green, G (s)	39.7	39.7		49.9	52.9		18.9	0.0				18.9
Effective Green, g (s)	40.7	40.7		49.9	53.9		19.9	0.0				19.9
Actuated g/C Ratio	0.45	0.45		0.55	0.59		0.22	0.00				0.22
Clearance Time (s)	5.0	5.0		3.0			5.0					5.0
Vehicle Extension (s)	3.0	3.0		3.0			3.0					3.0
Lane Grp Cap (vph)	169	752		345	961		193	0				693
v/s Ratio Prot		0.33		c0.11	0.50							
v/s Ratio Perm	0.34			c0.49			c0.18					0.08
v/c Ratio	0.78	0.74		1.10	0.85		0.84	no cap				0.35
Uniform Delay, d1	21.4	20.9		18.6	15.4		34.2	Error				30.2
Progression Factor	1.00	1.00		1.00	1.00		1.00					1.00
Incremental Delay, d2	19.6	4.0		79.6	7.4		26.1	Error				0.3
Delay (s)	41.0	24.9		98.1	22.9		60.2	Error				30.5
Level of Service	D	C		F	C		E	F				C
Approach Delay (s)		28.0			46.7							26.6
Approach LOS		C			D							C

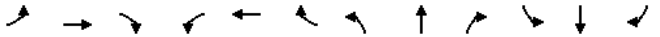
Intersection Summary			
HCM Average Control Delay	Error	HCM Level of Service	F
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	91.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
35: Beacon St & College Rd 6/3/2008

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1454
Flt Permitted	1.00
Satd. Flow (perm)	1454
Volume (vph)	25
Peak-hour factor, PHF	0.72
Adj. Flow (vph)	35
RTOR Reduction (vph)	0
Lane Group Flow (vph)	35
Heavy Vehicles (%)	0%
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	91.3
Effective Green, g (s)	91.3
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1454
v/s Ratio Prot	
v/s Ratio Perm	c0.02
v/c Ratio	0.02
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	0.0
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
38: Commonwealth Ave & Mt Alvernia Road 6/3/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	550	5	95	700	5	70	15	230	10	5	20
Peak Hour Factor	0.47	0.89	0.40	0.84	0.86	0.62	0.79	0.83	0.92	0.45	0.67	0.62
Hourly flow rate (vph)	11	618	12	113	814	8	89	18	250	22	7	32
Pedestrians		63			51			46			4	
Lane Width (ft)		12.0			12.0			14.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		5			4			4			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	826			676			1835	1744	721	2004	1746	885
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	826			676			1835	1744	721	2004	1746	885
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	99			87			0	75	35	0	90	90
cM capacity (veh/h)	811			874			38	72	383	10	71	328

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	641	935	357	62
Volume Left	11	113	89	22
Volume Right	12	8	250	32
cSH	811	874	111	26
Volume to Capacity	0.01	0.13	3.22	2.34
Queue Length 95th (ft)	1	11	Err	188
Control Delay (s)	0.4	3.3	Err	927.6
Lane LOS	A	A	F	F
Approach Delay (s)	0.4	3.3	Err	927.6
Approach LOS			F	F

Intersection Summary				
Average Delay	1818.3			
Intersection Capacity Utilization	118.6%	ICU Level of Service	H	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
41: Rogers Park & Foster St 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	70	85	0	105	545	0
Peak Hour Factor	0.76	0.94	0.25	0.90	0.90	0.25
Hourly flow rate (vph)	92	90	0	117	606	0
Pedestrians				38	46	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				3	4	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					946	
pX, platoon unblocked	0.93	0.93	0.93			
vC, conflicting volume	768	644	606			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	751	617	576			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	73	80	100			
cM capacity (veh/h)	337	443	937			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	183	117	606
Volume Left	92	0	0
Volume Right	90	0	0
cSH	382	1700	1700
Volume to Capacity	0.48	0.07	0.36
Queue Length 95th (ft)	62	0	0
Control Delay (s)	22.7	0.0	0.0
Lane LOS	C		
Approach Delay (s)	22.7	0.0	0.0
Approach LOS	C		

Intersection Summary				
Average Delay	4.6			
Intersection Capacity Utilization	51.5%	ICU Level of Service	A	
Analysis Period (min)	15			

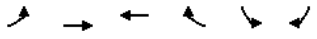
HCM Unsignalized Intersection Capacity Analysis
46: Chestnut Hill Driveway & T. Moore 6/3/2008

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	55	15	240	85	40	385
Peak Hour Factor	0.69	0.70	0.51	0.88	0.69	0.70
Hourly flow rate (vph)	80	21	471	97	58	550
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1185	519			567	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1185	519			567	
tC, single (s)	6.9	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.9	3.3			2.3	
p0 queue free %	50	96			94	
cM capacity (veh/h)	159	559			943	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	101	567	608
Volume Left	80	0	58
Volume Right	21	97	0
cSH	188	1700	943
Volume to Capacity	0.54	0.33	0.06
Queue Length 95th (ft)	70	0	5
Control Delay (s)	44.6	0.0	1.6
Lane LOS	E		A
Approach Delay (s)	44.6	0.0	1.6
Approach LOS	E		

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
49: Beacon St Garage & 6/3/2008

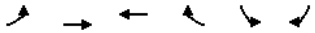


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	25	690	975	25	50	100
Peak Hour Factor	0.78	0.88	0.93	0.79	0.64	0.25
Hourly flow rate (vph)	32	784	1048	32	78	400
Pedestrians		50	47		42	
Lane Width (ft)		14.0	14.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		5	5		4	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1122				2001	1156
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1122				2001	1156
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				0	0
cM capacity (veh/h)	608				58	222

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	816	1080	78	400
Volume Left	32	0	78	0
Volume Right	0	32	0	400
cSH	608	1700	58	222
Volume to Capacity	0.05	0.64	1.35	1.80
Queue Length 95th (ft)	4	0	170	692
Control Delay (s)	1.5	0.0	353.8	416.3
Lane LOS	A		F	F
Approach Delay (s)	1.5	0.0	406.0	
Approach LOS			F	

Intersection Summary			
Average Delay	82.3		
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
51: Campanella Way & Fr. Herlihy Drive 6/3/2008



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Yield		Stop	
Volume (vph)	0	45	135	0	60	65
Peak Hour Factor	0.25	0.61	0.70	0.25	0.73	0.82
Hourly flow rate (vph)	0	74	193	0	82	79

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	74	193	82	79
Volume Left (vph)	0	0	82	0
Volume Right (vph)	0	0	0	79
Hadj (s)	0.00	0.09	0.77	-0.63
Departure Headway (s)	4.5	4.5	5.9	4.5
Degree Utilization, x	0.09	0.24	0.13	0.10
Capacity (veh/h)	759	768	583	757
Control Delay (s)	8.0	8.9	8.6	6.8
Approach Delay (s)	8.0	8.9	7.7	
Approach LOS	A	A	A	

Intersection Summary			
Delay	8.3		
HCM Level of Service	A		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		

Build 2018

Queues
2: Commonwealth Ave & Lake Street 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	379	678	342	659	112	459
v/c Ratio	0.80	0.49	1.31	1.18	0.35	1.27
Control Delay	42.2	18.4	196.4	130.9	10.0	169.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.2	18.4	196.4	130.9	10.0	169.3
Queue Length 50th (ft)	186	132	~240	~226	0	~161
Queue Length 95th (ft)	#340	172	#387	#342	38	#213
Internal Link Dist (ft)		1877		667		286
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	474	1486	261	560	317	362
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.46	1.31	1.18	0.35	1.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900
Lane Width	11	12	12	12	11	12	12	10	10	10	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			1.00	0.95	1.00		0.95			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.93		1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	1.00	0.85		0.97			
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (prot)	1555	3185			1483	3185	1281		1393			
Flt Permitted	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (perm)	1555	3185			1483	3185	1281		1393			
Volume (vph)	345	590	0	7	287	613	95	63	225	51	0	0
Peak-hour factor, PHF	0.91	0.87	0.25	0.92	0.86	0.93	0.85	0.70	0.78	0.63	0.25	0.25
Adj. Flow (vph)	379	678	0	8	334	659	112	90	288	81	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	92	0	20	0	0	0
Lane Group Flow (vph)	379	678	0	0	342	659	20	0	439	0	0	0
Confl. Peds. (#/hr)							21					
Heavy Vehicles (%)	1%	2%	0%	2%	6%	2%	5%	25%	3%	21%	0%	0%
Turn Type	Prot			Split	Split		Perm	Split				
Protected Phases	1	1 2		3	3	3		4	4			
Permitted Phases							3					
Actuated Green, G (s)	26.0	37.3			15.0	15.0	15.0		21.0			
Effective Green, g (s)	26.0	37.3			15.0	15.0	15.0		21.0			
Actuated g/C Ratio	0.30	0.44			0.18	0.18	0.18		0.25			
Clearance Time (s)	4.0				4.0	4.0	4.0		4.0			
Vehicle Extension (s)	3.0				3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	474	1393			261	560	225		343			
v/s Ratio Prot	c0.24	c0.21			c0.23	0.21			c0.32			
v/s Ratio Perm							0.02					
v/c Ratio	0.80	0.49			1.31	1.18	0.09		1.28			
Uniform Delay, d1	27.3	17.2			35.2	35.2	29.4		32.2			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	13.2	0.3			164.4	97.1	0.2		147.0			
Delay (s)	40.5	17.4			199.5	132.2	29.6		179.2			
Level of Service	D	B			F	F	C		F			
Approach Delay (s)		25.7				142.6			179.2			0.0
Approach LOS		C				F			F			A

Intersection Summary

HCM Average Control Delay	102.0	HCM Level of Service	F
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	85.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

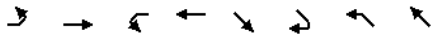
c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.25
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Queues
3: Commonwealth Ave & Chestnut Hill 6/3/2008



Lane Group	EBL	EBT	WBL	WBT	SET	SER	NWL	NWT
Lane Group Flow (vph)	181	777	223	379	566	58	189	895
v/c Ratio	0.54	1.05	0.84	0.58	1.48	0.16	0.68	1.43
Control Delay	30.0	86.8	42.7	45.4	262.6	25.1	70.4	237.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	86.8	42.7	45.4	262.6	25.1	70.4	237.8
Queue Length 50th (ft)	95	~322	121	136	~317	21	151	~938
Queue Length 95th (ft)	110	#401	#227	196	#433	40	m109	m498
Internal Link Dist (ft)		1348		1135	4158			919
Turn Bay Length (ft)	200		100			50		
Base Capacity (vph)	377	741	310	650	383	355	280	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	1.05	0.72	0.58	1.48	0.16	0.68	1.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	10	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			1.00	0.95			0.95	1.00	1.00	1.00
Frt	1.00	0.95			1.00	0.99			1.00	0.85	1.00	0.96
Flt Protected	0.95	1.00			0.95	1.00			0.99	1.00	0.95	1.00
Satd. Flow (prot)	1577	2940			1578	2803			3057	1398	1533	1541
Flt Permitted	0.38	1.00			0.14	1.00			0.52	1.00	0.23	1.00
Satd. Flow (perm)	637	2940			241	2803			1584	1398	366	1541
Volume (vph)	123	399	230	5	205	318	15	35	450	40	142	540
Peak-hour factor, PHF	0.68	0.81	0.81	0.92	0.94	0.92	0.46	0.49	0.91	0.69	0.75	0.82
Adj. Flow (vph)	181	493	284	5	218	346	33	71	495	58	189	659
RTOR Reduction (vph)	0	65	0	0	0	5	0	0	0	17	0	11
Lane Group Flow (vph)	181	712	0	0	223	374	0	0	566	41	189	884
Heavy Vehicles (%)	3%	3%	7%	2%	3%	4%	36%	3%	6%	4%	6%	5%
Turn Type	pm+pt				pm+pt			Perm		Perm	D.P+P	
Protected Phases	9	1			9	1			3		4	3 4
Permitted Phases	1				1			3		3	3	
Actuated Green, G (s)	45.0	27.6			45.0	27.6			29.0	29.0	44.0	48.0
Effective Green, g (s)	43.0	27.6			43.0	27.6			29.0	29.0	44.0	48.0
Actuated g/C Ratio	0.36	0.23			0.36	0.23			0.24	0.24	0.37	0.40
Clearance Time (s)	2.0	4.0			2.0	4.0			4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0	3.0	
Lane Grp Cap (vph)	349	676			258	645			383	338	280	616
v/s Ratio Prot	0.07	c0.24			c0.11	0.13					0.08	c0.57
v/s Ratio Perm	0.12				0.20				0.36	0.03	0.16	
v/c Ratio	0.52	1.05			0.86	0.58			1.48	0.12	0.68	1.44
Uniform Delay, d1	28.2	46.2			31.4	41.0			45.5	35.5	40.9	36.0
Progression Factor	1.00	1.00			1.00	1.00			1.00	1.00	1.75	1.86
Incremental Delay, d2	1.3	49.3			24.6	3.8			228.7	0.7	0.6	196.8
Delay (s)	29.5	95.5			56.0	44.8			274.2	36.3	72.2	263.9
Level of Service	C	F			E	D			F	D	E	F
Approach Delay (s)		83.0				48.9			252.1			230.4
Approach LOS		F				D			F			F

Intersection Summary			
HCM Average Control Delay	157.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	105.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: Commonwealth Ave & Chestnut Hill 6/3/2008

Movement	NWR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	175
Peak-hour factor, PHF	0.74
Adj. Flow (vph)	236
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	11%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Queues
7: Beacon St & Chestnut Hill Ave 6/3/2008

Lane Group	EBT	WBL	WBT	SEL	SET	NWT
Lane Group Flow (vph)	771	176	743	293	810	1005
v/c Ratio	1.93	0.98	0.45	1.31	0.65	1.68
Control Delay	455.6	94.5	29.3	179.1	20.3	329.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	455.6	94.5	29.3	179.1	20.3	329.9
Queue Length 50th (ft)	~484	95	157	~299	182	~604
Queue Length 95th (ft)	#610	#243	174	m#232	m155	#712
Internal Link Dist (ft)	3431		1419		919	239
Turn Bay Length (ft)		100				
Base Capacity (vph)	399	179	1649	223	1239	600
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.93	0.98	0.45	1.31	0.65	1.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
7: Beacon St & Chestnut Hill Ave 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	12	12	10	11	10	14	16	16
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor		0.95		1.00	0.91		1.00	0.95			0.95	
Frt		0.98		1.00	0.96		1.00	0.98			0.98	
Flt Protected		1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)		3038		1510	4398		1472	2915			3420	
Flt Permitted		0.51		0.13	1.00		0.12	1.00			0.71	
Satd. Flow (perm)		1550		211	4398		188	2915			2460	
Volume (vph)	65	552	56	165	435	175	205	555	110	77	702	80
Peak-hour factor, PHF	0.88	0.90	0.67	0.94	0.82	0.82	0.70	0.80	0.95	0.61	0.92	0.69
Adj. Flow (vph)	74	613	84	176	530	213	293	694	116	126	763	116
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	771	0	176	743	0	293	810	0	0	1005	0
Heavy Vehicles (%)	2%	1%	2%	4%	1%	3%	3%	6%	2%	1%	6%	4%
Turn Type	Perm			D.P+P			D.P+P			Perm		
Protected Phases		1		11	1 11		8	8 9			9	
Permitted Phases	1			1			9			9		
Actuated Green, G (s)		30.2		40.2	44.2		49.0	51.0			33.0	
Effective Green, g (s)		30.2		40.2	44.2		47.0	51.0			33.0	
Actuated g/C Ratio		0.25		0.34	0.37		0.39	0.42			0.28	
Clearance Time (s)		4.0		4.0			2.0				4.0	
Vehicle Extension (s)		3.0		3.0			3.0				3.0	
Lane Grp Cap (vph)		390		179	1620		223	1239			677	
v/s Ratio Prot				c0.08	0.17		c0.15	0.28				
v/s Ratio Perm		c0.50		0.25			0.36				c0.41	
v/c Ratio		1.98		0.98	0.46		1.31	0.65			1.48	
Uniform Delay, d1		44.9		33.6	28.8		34.4	27.5			43.5	
Progression Factor		1.00		1.00	1.00		1.46	0.69			0.39	
Incremental Delay, d2		448.8		62.0	0.2		144.2	0.2			224.1	
Delay (s)		493.7		95.6	29.0		194.5	19.1			241.2	
Level of Service		F		F	C		F	B			F	
Approach Delay (s)		493.7			41.8			65.7			241.2	
Approach LOS		F			D			E			F	

Intersection Summary

HCM Average Control Delay	193.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.57		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	32.8
Intersection Capacity Utilization	95.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
8: Beacon St & Gate House Road 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	383	700	10	5	634	72	5	5	5	28	5	313
Peak Hour Factor	0.99	0.93	0.67	0.50	0.89	0.71	0.42	0.33	0.50	0.84	0.38	0.90
Hourly flow rate (vph)	387	753	15	10	712	101	12	15	10	33	13	348
Pedestrians		8			10			5			8	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	822			773			2684	2381	775	2345	2337	779
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	822			773			2684	2381	775	2345	2337	779
tC, single (s)	4.1			4.4			7.1	6.5	6.2	7.2	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.5	4.0	3.3	3.6	4.0	3.4
p0 queue free %	51			99			0	13	97	0	29	8
cM capacity (veh/h)	789			746			0	17	396	4	18	377

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	387	768	824	37	394
Volume Left	387	0	10	12	33
Volume Right	0	15	101	10	348
cSH	789	1700	746	1	39
Volume to Capacity	0.49	0.45	0.01	40.06	10.00
Queue Length 95th (ft)	68	0	1	Err	Err
Control Delay (s)	13.9	0.0	0.4	Err	Err
Lane LOS	B		A	F	F
Approach Delay (s)	4.6		0.4	Err	Err
Approach LOS				F	F

Intersection Summary				
Average Delay	1792.2			
Intersection Capacity Utilization	119.2%	ICU Level of Service	H	
Analysis Period (min)	15			

Queues
13: Washington St & Chestnut Hill 6/3/2008

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	645	57	572	83	418	119	355	162
v/c Ratio	2.71	0.46	1.24	0.31	0.47	0.89	0.50	0.29
Control Delay	790.7	35.8	153.7	22.8	20.7	83.5	22.3	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	790.7	35.8	153.7	22.8	20.7	83.5	22.3	19.0
Queue Length 50th (ft)	~646	24	~408	25	135	53	117	47
Queue Length 95th (ft) m	#580	39	#588	76	#370	#140	#347	114
Internal Link Dist (ft)	985		930		4158		1061	
Turn Bay Length (ft)		50		50		75		50
Base Capacity (vph)	238	124	461	267	898	133	714	551
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.71	0.46	1.24	0.31	0.47	0.89	0.50	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
13: Washington St & Chestnut Hill 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	16	10	11	16	16	16	16	12	12	10
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.98		1.00	0.96		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1369		1189	1220		1841	1863		1354	1481	1141
Flt Permitted		0.12		0.16	1.00		0.45	1.00		0.40	1.00	1.00
Satd. Flow (perm)		161		199	1220		881	1863		566	1481	1141
Volume (vph)	65	439	100	35	356	135	65	351	45	80	334	123
Peak-hour factor, PHF	0.86	0.96	0.89	0.61	0.88	0.81	0.78	0.99	0.71	0.67	0.94	0.76
Adj. Flow (vph)	76	457	112	57	405	167	83	355	63	119	355	162
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	645	0	57	572	0	83	418	0	119	355	162
Heavy Vehicles (%)	2%	3%	1%	0%	1%	3%	0%	2%	0%	5%	1%	4%
Bus Blockages (#/hr)	0	0	0	26	26	26	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		1			1			3			3	
Permitted Phases	1			1			3			3		3
Actuated Green, G (s)		25.2		25.2	25.2		43.4	43.4		43.4	43.4	43.4
Effective Green, g (s)		25.2		25.2	25.2		43.4	43.4		43.4	43.4	43.4
Actuated g/C Ratio		0.28		0.28	0.28		0.48	0.48		0.48	0.48	0.48
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		45		56	342		425	898		273	714	550
v/s Ratio Prot					0.47			0.22			c0.24	
v/s Ratio Perm		c4.00		0.29			0.09			0.21		0.14
v/c Ratio		14.33		1.02	1.67		0.20	0.47		0.44	0.50	0.29
Uniform Delay, d1		32.4		32.4	32.4		13.3	15.6		15.3	15.9	14.1
Progression Factor		1.60		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		6003.9		125.4	315.2		0.2	0.4		1.1	0.5	0.3
Delay (s)		6055.8		157.8	347.6		13.5	15.9		16.4	16.4	14.4
Level of Service		F		F	F		B	B		B	B	B
Approach Delay (s)		6055.8			330.4			15.5			15.9	
Approach LOS		F			F			B			B	

Intersection Summary			
HCM Average Control Delay	1713.7	HCM Level of Service	F
HCM Volume to Capacity ratio	5.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	21.4
Intersection Capacity Utilization	108.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
15: Campanella Way & St. T Moore 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	25	87	85	315	182	96
Peak Hour Factor	0.69	0.70	0.51	0.88	0.72	0.81
Hourly flow rate (vph)	36	124	167	358	253	119
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					366	
pX, platoon unblocked						
vC, conflicting volume	1003	312	371			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1003	312	371			
tC, single (s)	6.9	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.9	3.3	2.3			
p0 queue free %	81	83	85			
cM capacity (veh/h)	189	731	1119			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	161	525	371
Volume Left	36	167	0
Volume Right	124	0	119
cSH	443	1119	1700
Volume to Capacity	0.36	0.15	0.22
Queue Length 95th (ft)	41	13	0
Control Delay (s)	17.7	3.9	0.0
Lane LOS	C	A	
Approach Delay (s)	17.7	3.9	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

Queues
16: Washington St & Brock St 6/3/2008

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	563	531	557
v/c Ratio	1.07	0.88	0.71
Control Delay	88.4	59.3	26.4
Queue Delay	0.0	0.0	0.0
Total Delay	88.4	59.3	26.4
Queue Length 50th (ft)	~360	292	208
Queue Length 95th (ft)	#571	#504	#546
Internal Link Dist (ft)	966	802	965
Turn Bay Length (ft)			
Base Capacity (vph)	527	604	782
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.07	0.88	0.71

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
16: Washington St & Brock St 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			1.00				
Frpb, ped/bikes		1.00			0.99			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.99			0.97				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		1625			1565			1603				
Flt Permitted		0.79			1.00			0.99				
Satd. Flow (perm)		1282			1565			1603				
Volume (vph)	15	495	0	0	445	30	67	316	102	0	0	0
Peak-hour factor, PHF	0.80	0.91	0.25	0.25	0.91	0.72	0.90	0.90	0.77	0.25	0.25	0.25
Adj. Flow (vph)	19	544	0	0	489	42	74	351	132	0	0	0
RTOR Reduction (vph)	0	0	0	0	3	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	563	0	0	528	0	0	548	0	0	0	0
Confl. Peds. (#/hr)	23					23			9			
Heavy Vehicles (%)	6%	5%	0%	0%	8%	0%	4%	1%	3%	0%	0%	0%
Turn Type	Perm						Perm					
Protected Phases		1			1			4				
Permitted Phases	1						4					
Actuated Green, G (s)		31.4			31.4			43.4				
Effective Green, g (s)		31.4			31.4			43.4				
Actuated g/C Ratio		0.35			0.35			0.48				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		447			546			773				
v/s Ratio Prot					0.34							
v/s Ratio Perm		c0.44						0.34				
v/c Ratio		1.26			0.97			0.71				
Uniform Delay, d1		29.3			28.8			18.3				
Progression Factor		1.00			1.77			1.00				
Incremental Delay, d2		133.8			26.3			3.0				
Delay (s)		163.1			77.2			21.3				
Level of Service		F			E			C				
Approach Delay (s)		163.1			77.2			21.3			0.0	
Approach LOS		F			E			C			A	

Intersection Summary

HCM Average Control Delay	87.7	HCM Level of Service	F
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Queues
18: Commonwealth Ave & South St 6/3/2008

Lane Group	EBT	WBT	SWL
Lane Group Flow (vph)	771	585	234
v/c Ratio	0.47	0.36	0.41
Control Delay	12.9	11.7	7.0
Queue Delay	0.0	0.0	0.0
Total Delay	12.9	11.7	7.0
Queue Length 50th (ft)	85	60	5
Queue Length 95th (ft)	216	157	36
Internal Link Dist (ft)	424	1348	723
Turn Bay Length (ft)			
Base Capacity (vph)	1652	1636	564
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.47	0.36	0.41

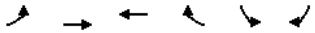
Intersection Summary

HCM Signalized Intersection Capacity Analysis
18: Commonwealth Ave & South St 6/3/2008

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		0.95	0.95		1.00	
Frt		1.00	1.00		0.88	
Flt Protected		1.00	1.00		1.00	
Satd. Flow (prot)		3217	3185		1316	
Flt Permitted		1.00	1.00		1.00	
Satd. Flow (perm)		3217	3185		1316	
Volume (vph)	0	709	556	0	15	180
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.75	0.84
Adj. Flow (vph)	0	771	585	0	20	214
RTOR Reduction (vph)	0	0	0	0	149	0
Lane Group Flow (vph)	0	771	585	0	85	0
Heavy Vehicles (%)	0%	1%	2%	0%	0%	1%
Parking (#/hr)					2	2
Turn Type						
Protected Phases		1	1		3	
Permitted Phases						
Actuated Green, G (s)		34.4	34.4		21.3	
Effective Green, g (s)		34.4	34.4		21.3	
Actuated g/C Ratio		0.49	0.49		0.30	
Clearance Time (s)		4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0		3.0	
Lane Grp Cap (vph)		1574	1559		399	
v/s Ratio Prot		c0.24	0.18		c0.06	
v/s Ratio Perm						
v/c Ratio		0.49	0.38		0.21	
Uniform Delay, d1		12.1	11.2		18.3	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.1	0.7		1.2	
Delay (s)		13.1	11.9		19.5	
Level of Service		B	B		B	
Approach Delay (s)		13.1	11.9		19.5	
Approach LOS		B	B		B	

Intersection Summary			
HCM Average Control Delay	13.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	14.6
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
19: Commonwealth Ave & Foster St 6/3/2008

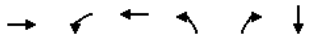


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	664	681	85	0	368
Peak Hour Factor	0.25	0.89	0.96	0.77	0.25	0.90
Hourly flow rate (vph)	0	746	709	110	0	409
Pedestrians		59			59	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		5			5	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			504			
pX, platoon unblocked	0.92				0.92	0.92
vC, conflicting volume	879				1197	528
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	783				1128	402
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	18
cM capacity (veh/h)	739				176	500

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	373	373	473	347	409
Volume Left	0	0	0	0	0
Volume Right	0	0	0	110	409
cSH	1700	1700	1700	1700	500
Volume to Capacity	0.22	0.22	0.28	0.20	0.82
Queue Length 95th (ft)	0	0	0	0	198
Control Delay (s)	0.0	0.0	0.0	0.0	36.9
Lane LOS					E
Approach Delay (s)	0.0		0.0		36.9
Approach LOS					E

Intersection Summary			
Average Delay	7.6		
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

Queues
20: Washington St & Foster St 6/3/2008



Lane Group	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	681	291	378	119	236	174
v/c Ratio	1.19	0.53	0.71	0.70	1.00	0.59
Control Delay	111.3	21.4	30.9	41.0	67.5	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.3	21.4	30.9	41.0	67.5	35.1
Queue Length 50th (ft)	~421	126	153	64	0	91
Queue Length 95th (ft)	m#452	m101	m161	105	#126	132
Internal Link Dist (ft)	802		985			367
Turn Bay Length (ft)		75			80	
Base Capacity (vph)	572	551	533	224	236	390
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.19	0.53	0.71	0.53	1.00	0.45

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
20: Washington St & Foster St 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	12	12	10	10	10	12	10	10
Total Lost time (s)		4.0		4.0	4.0		4.0		4.0		4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00		1.00		1.00	
Frt		0.96		1.00	1.00		1.00		0.85		0.96	
Flt Protected		1.00		0.95	1.00		0.95		1.00		0.99	
Satd. Flow (prot)		1580		1486	1517		1501		1195		1520	
Flt Permitted		1.00		0.13	1.00		0.50		1.00		0.99	
Satd. Flow (perm)		1580		197	1517		796		1195		1520	
Volume (vph)	0	412	170	250	340	0	105	0	203	25	79	40
Peak-hour factor, PHF	0.25	0.87	0.82	0.86	0.90	0.25	0.88	0.25	0.86	0.72	0.88	0.81
Adj. Flow (vph)	0	474	207	291	378	0	119	0	236	35	90	49
RTOR Reduction (vph)	0	17	0	0	0	0	0	0	236	0	0	0
Lane Group Flow (vph)	0	664	0	291	378	0	119	0	0	0	174	0
Heavy Vehicles (%)	0%	5%	1%	2%	10%	0%	1%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	6	0	6	0	0	0	0	0	0	0
Parking (#/hr)									2	2		2
Turn Type				pm+pt			D.Pm		NA	Perm		
Protected Phases		1		9	1						3	
Permitted Phases				1			3			3		
Actuated Green, G (s)		31.7		62.6	31.7		17.4		0.0		17.4	
Effective Green, g (s)		31.7		60.6	31.7		17.4		0.0		17.4	
Actuated g/C Ratio		0.35		0.67	0.35		0.19		0.00		0.19	
Clearance Time (s)		4.0		2.0	4.0		4.0				4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0				3.0	
Lane Grp Cap (vph)		557		547	534		154		0		294	
v/s Ratio Prot		c0.42		c0.17	0.25							
v/s Ratio Perm				0.19			c0.15				0.11	
v/c Ratio		1.19		0.53	0.71		0.77		0.00		0.59	
Uniform Delay, d1		29.2		15.8	25.2		34.4		45.0		33.1	
Progression Factor		0.64		1.27	1.02		1.00		1.00		1.00	
Incremental Delay, d2		91.2		0.5	3.8		21.0		0.0		3.2	
Delay (s)		109.8		20.5	29.5		55.5		45.0		36.2	
Level of Service		F		C	C		E		D		D	
Approach Delay (s)		109.8			25.6			48.5			36.2	
Approach LOS		F			C			D			D	

Intersection Summary				
HCM Average Control Delay	61.4	HCM Level of Service	E	
HCM Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	76.5%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

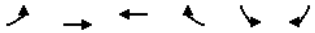
HCM Unsignalized Intersection Capacity Analysis
24: Glenmont Rd & Lake St 6/3/2008

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	85	554	0	0	0
Peak Hour Factor	0.25	0.67	0.91	0.25	0.25	0.25
Hourly flow rate (vph)	0	127	609	0	0	0
Pedestrians						6
Lane Width (ft)						0.0
Walking Speed (ft/s)						4.0
Percent Blockage						0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						1130
pX, platoon unblocked						
vC, conflicting volume	609	615			609	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	609	615			609	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	100	74			100	
cM capacity (veh/h)	462	484			980	

Direction, Lane #	WB 1	NB 1
Volume Total	127	609
Volume Left	0	0
Volume Right	127	0
cSH	484	1700
Volume to Capacity	0.26	0.36
Queue Length 95th (ft)	26	0
Control Delay (s)	15.1	0.0
Lane LOS	C	
Approach Delay (s)	15.1	0.0
Approach LOS	C	

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	46.8%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
26: Commonwealth Ave & Campus Driveway 6/3/2008



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	638	952	57	0	60
Peak Hour Factor	0.61	0.89	0.96	0.61	0.88	0.88
Hourly flow rate (vph)	0	717	992	93	0	68
Pedestrians		53			53	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		4			4	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		747				
pX, platoon unblocked					0.90	
vC, conflicting volume	1138				1450	649
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1138				1390	649
tC, single (s)	4.1				6.8	7.5
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.6
p0 queue free %	100				100	79
cM capacity (veh/h)	594				117	323

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	358	358	661	424	68
Volume Left	0	0	0	0	0
Volume Right	0	0	0	93	68
cSH	1700	1700	1700	1700	323
Volume to Capacity	0.21	0.21	0.39	0.25	0.21
Queue Length 95th (ft)	0	0	0	0	20
Control Delay (s)	0.0	0.0	0.0	0.0	19.1
Lane LOS					C
Approach Delay (s)	0.0		0.0		19.1
Approach LOS					C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
30: Kenrick St & Lake St 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	135	0	105	534	0	0
Peak Hour Factor	0.86	0.25	0.73	0.91	0.25	0.25
Hourly flow rate (vph)	157	0	144	587	0	0
Pedestrians	35				37	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	3				0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					1045	
pX, platoon unblocked						
vC, conflicting volume	946	35	35			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	946	35	35			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	38	100	91			
cM capacity (veh/h)	255	1013	1530			

Direction, Lane #	EB 1	NB 1
Volume Total	157	731
Volume Left	157	144
Volume Right	0	0
cSH	255	1530
Volume to Capacity	0.62	0.09
Queue Length 95th (ft)	92	8
Control Delay (s)	39.3	2.4
Lane LOS	E	A
Approach Delay (s)	39.3	2.4
Approach LOS	E	

Intersection Summary			
Average Delay	8.9		
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
33: Beacon St & Reservoir Rd 6/3/2008

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	825	0	0	695	15	266
Peak Hour Factor	0.96	0.25	0.25	0.83	0.70	0.82
Hourly flow rate (vph)	859	0	0	837	21	324
Pedestrians	6			8		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			1		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			859		1703	867
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			859		1703	867
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		79	8
cM capacity (veh/h)			790		101	353

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	859	837	346
Volume Left	0	0	21
Volume Right	0	0	324
cSH	1700	1700	306
Volume to Capacity	0.51	0.49	1.13
Queue Length 95th (ft)	0	0	354
Control Delay (s)	0.0	0.0	129.0
Lane LOS			F
Approach Delay (s)	0.0	0.0	129.0
Approach LOS			F

Intersection Summary			
Average Delay	21.8		
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		

Queues
35: Beacon St & College Rd 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT	SBR
Lane Group Flow (vph)	164	866	251	675	146	271	389	28
v/c Ratio	0.66	1.07	1.15	0.65	1.40	11.29	0.64	0.02
Control Delay	35.8	75.1	130.6	16.0	258.2	4717.0	38.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	75.1	130.6	16.0	258.2	4717.0	38.0	0.0
Queue Length 50th (ft)	49	363	~84	140	~88	~244	86	0
Queue Length 95th (ft)	#200	#888	#260	341	#211	#435	143	0
Internal Link Dist (ft)		679		1940			600	
Turn Bay Length (ft)	200		200		40			75
Base Capacity (vph)	247	812	218	1035	104	24	608	1264
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	1.07	1.15	0.65	1.40	11.29	0.64	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
35: Beacon St & College Rd 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0				4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00				0.95
Frt	1.00	0.98		1.00	0.98		1.00	0.85				1.00
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				0.98
Satd. Flow (prot)	1555	1652		1593	1656		1516	1420				3113
Flt Permitted	0.36	1.00		0.10	1.00		0.36	1.00				0.98
Satd. Flow (perm)	583	1652		166	1656		582	1420				3113
Volume (vph)	149	740	80	203	471	37	115	140	74	5	100	200
Peak-hour factor, PHF	0.91	0.96	0.84	0.81	0.78	0.52	0.79	0.84	0.71	0.62	0.80	0.78
Adj. Flow (vph)	164	771	95	251	604	71	146	167	104	8	125	256
RTOR Reduction (vph)	0	5	0	0	4	0	0	24	0	0	0	0
Lane Group Flow (vph)	164	861	0	251	671	0	146	247	0	0	0	389
Heavy Vehicles (%)	1%	2%	0%	2%	1%	7%	0%	2%	3%	0%	2%	3%
Turn Type	Perm			D.P+P			D.Pm	NA			Perm	
Protected Phases		3		2	2 3							1
Permitted Phases	3			3			1				1	
Actuated Green, G (s)	39.5	39.5		47.6	50.6		15.2	0.0				15.2
Effective Green, g (s)	40.5	40.5		47.6	51.6		16.2	0.0				16.2
Actuated g/C Ratio	0.47	0.47		0.56	0.60		0.19	0.00				0.19
Clearance Time (s)	5.0	5.0		3.0			5.0					5.0
Vehicle Extension (s)	3.0	3.0		3.0			3.0					3.0
Lane Grp Cap (vph)	276	783		211	1001		110	0				591
v/s Ratio Prot		0.52		c0.10	0.41							
v/s Ratio Perm	0.28			c0.57			c0.25					0.12
v/c Ratio	0.59	1.10		1.19	0.67		1.33	no cap				0.66
Uniform Delay, d1	16.4	22.5		23.2	11.2		34.6	Error				32.0
Progression Factor	1.00	1.00		1.00	1.00		1.00					1.00
Incremental Delay, d2	3.4	63.0		122.6	1.8		196.9	Error				2.7
Delay (s)	19.8	85.5		145.8	13.0		231.5	Error				34.7
Level of Service	B	F		F	B		F	F				C
Approach Delay (s)		75.0			49.0							32.4
Approach LOS		E			D							C

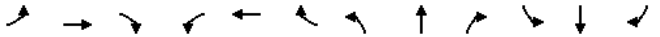
Intersection Summary			
HCM Average Control Delay	Error	HCM Level of Service	F
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	85.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
35: Beacon St & College Rd 6/3/2008

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1264
Flt Permitted	1.00
Satd. Flow (perm)	1264
Volume (vph)	15
Peak-hour factor, PHF	0.54
Adj. Flow (vph)	28
RTOR Reduction (vph)	0
Lane Group Flow (vph)	28
Heavy Vehicles (%)	15%
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	85.4
Effective Green, g (s)	85.4
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1264
v/s Ratio Prot	
v/s Ratio Perm	c0.02
v/c Ratio	0.02
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	0.0
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
38: Commonwealth Ave & Mt Alvernia Road 6/3/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	35	786	5	55	566	10	27	15	264	35	5	20
Peak Hour Factor	0.46	0.83	0.35	0.83	0.91	0.40	0.71	0.69	0.94	0.65	0.25	0.59
Hourly flow rate (vph)	76	947	14	66	622	25	38	22	281	54	20	34
Pedestrians		9			9			10				
Lane Width (ft)		12.0			12.0			14.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			1				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	647			971			1936	1896	973	2174	1890	643
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	647			971			1936	1896	973	2174	1890	643
tC, single (s)	4.1			4.1			7.2	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	92			90			0	63	7	0	66	93
cM capacity (veh/h)	948			695			27	58	301	1	58	464

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	1037	713	341	108
Volume Left	76	66	38	54
Volume Right	14	25	281	34
cSH	948	695	126	3
Volume to Capacity	0.08	0.10	2.71	40.47
Queue Length 95th (ft)	7	8	774	Err
Control Delay (s)	2.2	2.5	845.2	Err
Lane LOS	A	A	F	F
Approach Delay (s)	2.2	2.5	845.2	Err
Approach LOS			F	F

Intersection Summary				
Average Delay	622.7			
Intersection Capacity Utilization	85.3%	ICU Level of Service	E	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
41: Rogers Park & Foster St 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	120	85	0	148	589	0
Peak Hour Factor	0.83	0.94	0.25	0.80	0.96	0.25
Hourly flow rate (vph)	145	90	0	185	614	0
Pedestrians				29	30	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				2	2	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					946	
pX, platoon unblocked	0.92	0.92	0.92			
vC, conflicting volume	829	643	614			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	813	611	579			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	54	80	100			
cM capacity (veh/h)	313	443	922			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	235	185	614
Volume Left	145	0	0
Volume Right	90	0	0
cSH	352	1700	1700
Volume to Capacity	0.67	0.11	0.36
Queue Length 95th (ft)	114	0	0
Control Delay (s)	33.5	0.0	0.0
Lane LOS	D		
Approach Delay (s)	33.5	0.0	0.0
Approach LOS	D		

Intersection Summary				
Average Delay	7.6			
Intersection Capacity Utilization	55.4%	ICU Level of Service	B	
Analysis Period (min)	15			

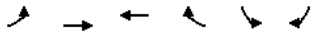
HCM Unsignalized Intersection Capacity Analysis
46: Chestnut Hill Driveway & T. Moore 6/3/2008

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	60	10	319	156	7	300
Peak Hour Factor	0.69	0.70	0.51	0.88	0.69	0.70
Hourly flow rate (vph)	87	14	625	177	10	429
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1163	714			803	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1163	714			803	
tC, single (s)	6.9	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.9	3.3			2.3	
p0 queue free %	50	97			99	
cM capacity (veh/h)	173	433			767	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	101	803	439
Volume Left	87	0	10
Volume Right	14	177	0
cSH	189	1700	767
Volume to Capacity	0.54	0.47	0.01
Queue Length 95th (ft)	69	0	1
Control Delay (s)	44.2	0.0	0.4
Lane LOS	E		A
Approach Delay (s)	44.2	0.0	0.4
Approach LOS	E		

Intersection Summary			
Average Delay		3.5	
Intersection Capacity Utilization		40.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
49: Beacon St Garage & 6/3/2008

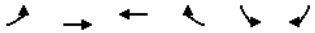


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	62	1029	677	269	5	19
Peak Hour Factor	0.88	0.96	0.83	0.71	0.50	0.75
Hourly flow rate (vph)	70	1072	816	379	10	25
Pedestrians		17	21		17	
Lane Width (ft)		14.0	14.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1212				2256	1039
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1212				2256	1039
tC, single (s)	4.2				6.9	6.3
tC, 2 stage (s)						
tF (s)	2.3				4.0	3.4
p0 queue free %	87				64	90
cM capacity (veh/h)	551				27	258

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	1142	1195	10	25
Volume Left	70	0	10	0
Volume Right	0	379	0	25
cSH	551	1700	27	258
Volume to Capacity	0.13	0.70	0.36	0.10
Queue Length 95th (ft)	11	0	28	8
Control Delay (s)	4.8	0.0	197.6	20.4
Lane LOS	A		F	C
Approach Delay (s)	4.8	0.0	70.6	
Approach LOS			F	

Intersection Summary			
Average Delay		3.4	
Intersection Capacity Utilization		130.9%	ICU Level of Service H
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
51: Campanella Way & Fr. Herlihy Drive 6/3/2008



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Yield		Stop	
Volume (vph)	0	1	181	0	107	138
Peak Hour Factor	0.25	0.71	0.70	0.25	0.89	0.83
Hourly flow rate (vph)	0	1	259	0	120	166

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	1	259	120	166
Volume Left (vph)	0	0	120	0
Volume Right (vph)	0	0	0	166
Hadj (s)	0.00	0.05	0.72	-0.65
Departure Headway (s)	4.9	4.6	5.9	4.5
Degree Utilization, x	0.00	0.33	0.20	0.21
Capacity (veh/h)	676	741	591	766
Control Delay (s)	7.9	9.9	9.1	7.5
Approach Delay (s)	7.9	9.9	8.1	
Approach LOS	A	A	A	

Intersection Summary			
Delay	9.0		
HCM Level of Service	A		
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		

Queues
2: Commonwealth Ave & Lake Street 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	229	665	410	814	138	648
v/c Ratio	0.73	0.64	0.90	0.84	0.32	1.57
Control Delay	53.9	30.9	59.2	43.0	8.0	297.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	30.9	59.2	43.0	8.0	297.3
Queue Length 50th (ft)	137	190	247	252	3	~303
Queue Length 95th (ft)	#255	213	#408	#392	46	#413
Internal Link Dist (ft)		1877		667		202
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	312	1215	456	968	434	412
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.55	0.90	0.84	0.32	1.57

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900
Lane Width	11	12	12	12	11	12	12	10	10	10	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			1.00	0.95	1.00		0.95			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.81		1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			1.00	1.00	0.85		0.97			
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (prot)	1570	3180			1529	3249	1171		1521			
Flt Permitted	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (perm)	1570	3180			1529	3249	1171		1521			
Volume (vph)	199	525	5	37	307	741	120	144	292	97	0	0
Peak-hour factor, PHF	0.87	0.80	0.58	0.92	0.83	0.91	0.87	0.84	0.84	0.75	0.25	0.25
Adj. Flow (vph)	229	656	9	40	370	814	138	171	348	129	0	0
RTOR Reduction (vph)	0	1	0	0	0	0	92	0	19	0	0	0
Lane Group Flow (vph)	229	664	0	0	410	814	46	0	629	0	0	0
Confl. Peds. (#/hr)							54					
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	1%	1%	0%	1%	0%	0%
Turn Type	Prot			Split	Split		Perm	Split				
Protected Phases	1	1 2		3	3	3		4	4			
Permitted Phases							3					
Actuated Green, G (s)	20.0	32.7			30.0	30.0	30.0		26.0			
Effective Green, g (s)	20.0	32.7			30.0	30.0	30.0		26.0			
Actuated g/C Ratio	0.20	0.32			0.30	0.30	0.30		0.26			
Clearance Time (s)	4.0				4.0	4.0	4.0		4.0			
Vehicle Extension (s)	3.0				3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	312	1033			456	968	349		393			
v/s Ratio Prot	c0.15	c0.21			c0.27	0.25			c0.41			
v/s Ratio Perm							0.04					
v/c Ratio	0.73	0.64			0.90	0.84	0.13		1.60			
Uniform Delay, d1	37.9	29.0			33.9	33.1	25.8		37.4			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	14.2	1.4			20.1	6.7	0.2		281.6			
Delay (s)	52.1	30.4			54.0	39.8	26.0		319.0			
Level of Service	D	C			D	D	C		F			
Approach Delay (s)		36.0				42.7			319.0			0.0
Approach LOS		D				D			F			A

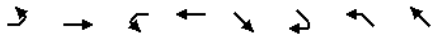
Intersection Summary

HCM Average Control Delay	102.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	100.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.25
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	SET	SER	NWL	NWT
Lane Group Flow (vph)	146	684	247	483	598	42	233	716
v/c Ratio	0.48	0.91	0.85	0.75	1.54	0.12	0.81	1.10
Control Delay	28.3	54.6	41.5	52.2	288.9	25.7	64.7	101.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	54.6	41.5	52.2	288.9	25.7	64.7	101.4
Queue Length 50th (ft)	75	227	136	182	~342	16	125	~622
Queue Length 95th (ft)	109	#382	#245	#270	#460	34	#225	#797
Internal Link Dist (ft)		1348		1135	4158			919
Turn Bay Length (ft)	200		100			50		
Base Capacity (vph)	359	754	344	643	388	364	286	648
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.91	0.72	0.75	1.54	0.12	0.81	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	10	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95			1.00	0.95			0.95	1.00	1.00	1.00
Frt	1.00	0.94			1.00	0.98			1.00	0.85	1.00	0.95
Flt Protected	0.95	1.00			0.95	1.00			1.00	1.00	0.95	1.00
Satd. Flow (prot)	1624	2987			1609	2909			3148	1454	1624	1585
Flt Permitted	0.27	1.00			0.15	1.00			0.51	1.00	0.20	1.00
Satd. Flow (perm)	459	2987			259	2909			1605	1454	345	1585
Volume (vph)	117	363	250	5	220	377	25	45	490	30	205	415
Peak-hour factor, PHF	0.80	0.90	0.89	0.92	0.91	0.87	0.50	0.75	0.91	0.72	0.88	0.86
Adj. Flow (vph)	146	403	281	5	242	433	50	60	538	42	233	483
RTOR Reduction (vph)	0	101	0	0	0	7	0	0	0	12	0	14
Lane Group Flow (vph)	146	583	0	0	247	476	0	0	598	30	233	702
Heavy Vehicles (%)	0%	0%	5%	0%	1%	2%	8%	0%	3%	0%	0%	2%
Turn Type	pm+pt				pm+pt			Perm		Perm	D.P+P	
Protected Phases	9	1			9	1			3		4	3 4
Permitted Phases	1				1			3		3	3	
Actuated Green, G (s)	45.0	26.2			45.0	26.2			29.0	29.0	44.0	48.0
Effective Green, g (s)	43.0	26.2			43.0	26.2			29.0	29.0	44.0	48.0
Actuated g/C Ratio	0.36	0.22			0.36	0.22			0.24	0.24	0.37	0.40
Clearance Time (s)	2.0	4.0			2.0	4.0			4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0	3.0	
Lane Grp Cap (vph)	328	652			282	635			388	351	286	634
v/s Ratio Prot	0.06	c0.20			c0.12	0.16					0.10	c0.44
v/s Ratio Perm	0.10				0.19				c0.37	0.02	0.20	
v/c Ratio	0.45	0.89			0.88	0.75			1.54	0.09	0.81	1.11
Uniform Delay, d1	27.8	45.6			31.3	43.8			45.5	35.2	42.7	36.0
Progression Factor	1.00	1.00			1.00	1.00			1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	17.2			24.7	7.9			256.1	0.5	16.1	68.6
Delay (s)	28.8	62.7			56.0	51.8			301.6	35.7	58.8	104.6
Level of Service	C	E			E	D			F	D	E	F
Approach Delay (s)		56.8				53.2			284.2			93.4
Approach LOS		E				D			F			F

Intersection Summary			
HCM Average Control Delay	113.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	101.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
3: Commonwealth Ave & Chestnut Hill 6/3/2008

Movement	NWR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	205
Peak-hour factor, PHF	0.88
Adj. Flow (vph)	233
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	4%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Queues
7: Beacon St & Chestnut Hill Ave 6/3/2008

Lane Group	EBT	WBL	WBT	SET	NWT
Lane Group Flow (vph)	711	205	832	989	760
v/c Ratio	2.05	1.40	0.61	0.62	0.99
Control Delay	509.1	248.9	40.6	24.2	55.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	509.1	248.9	40.6	24.2	55.6
Queue Length 50th (ft)	~495	~185	218	203	336
Queue Length 95th (ft)	#543	#280	266	244	#477
Internal Link Dist (ft)	3431		1419	919	239
Turn Bay Length (ft)		100			
Base Capacity (vph)	347	146	1368	1599	765
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	2.05	1.40	0.61	0.62	0.99

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
7: Beacon St & Chestnut Hill Ave 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	12	12	10	11	10	14	16	16
Total Lost time (s)		4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor		0.95		1.00	0.91			0.91			0.95	
Frt		0.98		1.00	0.96			0.98			0.98	
Flt Protected		0.99		0.95	1.00			0.99			1.00	
Satd. Flow (prot)		3053		1555	4445			4245			3468	
Flt Permitted		0.53		0.15	1.00			0.66			0.73	
Satd. Flow (perm)		1613		241	4445			2825			2550	
Volume (vph)	75	426	84	160	536	229	170	595	105	57	521	95
Peak-hour factor, PHF	0.86	0.81	0.86	0.78	0.92	0.92	0.77	0.92	0.87	0.83	0.90	0.85
Adj. Flow (vph)	87	526	98	205	583	249	221	647	121	69	579	112
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	711	0	205	832	0	0	989	0	0	760	0
Heavy Vehicles (%)	1%	0%	0%	1%	0%	1%	1%	4%	3%	2%	3%	6%
Turn Type	Perm			D.P+P			D.P+P			Perm		
Protected Phases		1		11	1 11		8	8 9			9	
Permitted Phases	1			1			9			9		
Actuated Green, G (s)		27.2		35.2	39.2			64.0			39.0	
Effective Green, g (s)		27.2		35.2	39.2			62.0			39.0	
Actuated g/C Ratio		0.21		0.27	0.30			0.48			0.30	
Clearance Time (s)		4.0		4.0							4.0	
Vehicle Extension (s)		3.0		3.0							3.0	
Lane Grp Cap (vph)		337		146	1340			1599			765	
v/s Ratio Prot				c0.09	0.19			c0.11				
v/s Ratio Perm		c0.44		0.29				0.19			c0.30	
v/c Ratio		2.11		1.40	0.62			0.62			0.99	
Uniform Delay, d1		51.4		43.8	39.0			25.2			45.4	
Progression Factor		1.00		1.00	1.00			1.00			0.53	
Incremental Delay, d2		509.4		217.6	0.9			1.8			29.6	
Delay (s)		560.8		261.5	39.9			27.0			53.8	
Level of Service		F		F	D			C			D	
Approach Delay (s)		560.8			83.7			27.0			53.8	
Approach LOS		F			F			C			D	

Intersection Summary

HCM Average Control Delay	158.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	32.8
Intersection Capacity Utilization	89.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
8: Beacon St & Gate House Road 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	284	511	5	5	682	82	5	5	5	115	5	337
Peak Hour Factor	0.92	0.85	1.00	0.38	0.90	0.75	0.58	0.38	0.25	0.84	0.50	0.93
Hourly flow rate (vph)	309	601	5	13	758	109	9	13	20	137	10	362
Pedestrians		29			26			2			25	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			2			0			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	892			608			2458	2141	632	2135	2089	866
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	892			608			2458	2141	632	2135	2089	866
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	59			99			0	53	96	0	67	0
cM capacity (veh/h)	748			978			0	28	473	14	30	330

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	309	606	880	42	509
Volume Left	309	0	13	9	137
Volume Right	0	5	109	20	362
cSH	748	1700	978	0	46
Volume to Capacity	0.41	0.36	0.01	Err	11.07
Queue Length 95th (ft)	51	0	1	Err	Err
Control Delay (s)	13.1	0.0	0.4	Err	Err
Lane LOS	B		A	F	F
Approach Delay (s)	4.4		0.4	Err	Err
Approach LOS				F	F

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	124.8%	ICU Level of Service	H	
Analysis Period (min)	15			

Queues
13: Washington St & Market Street 6/3/2008

Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	779	36	710	107	338	155	468	160
v/c Ratio	15.58	0.25	1.18	0.60	0.47	0.70	0.82	0.35
Control Delay	6624.7	27.7	123.0	38.2	24.9	40.6	37.5	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6624.7	27.7	123.0	38.2	24.9	40.6	37.5	23.4
Queue Length 50th (ft)	~1009	13	~543	50	147	75	243	66
Queue Length 95th (ft)	m#875	36	#898	#124	251	#183	#460	92
Internal Link Dist (ft)	985		930		4158		1061	
Turn Bay Length (ft)		50		50		75		50
Base Capacity (vph)	50	142	604	186	755	235	604	479
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	15.58	0.25	1.18	0.58	0.45	0.66	0.77	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
13: Washington St & Market Street 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	11	16	10	11	16	16	16	16	12	12	10
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.97		1.00	0.96		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.99		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1375		1189	1230		1823	1871		1421	1496	1187
Flt Permitted		0.11		0.27	1.00		0.27	1.00		0.41	1.00	1.00
Satd. Flow (perm)		151		341	1230		511	1871		610	1496	1187
Volume (vph)	119	385	180	25	467	140	90	280	20	135	454	107
Peak-hour factor, PHF	0.74	0.92	0.90	0.69	0.91	0.71	0.84	0.94	0.50	0.87	0.97	0.67
Adj. Flow (vph)	161	418	200	36	513	197	107	298	40	155	468	160
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	779	0	36	710	0	107	338	0	155	468	160
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	1%	2%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	26	26	26	0	0	0	0	0	0
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		1			1			3			3	
Permitted Phases	1			1			3			3		3
Actuated Green, G (s)		40.3		40.3	40.3		38.3	38.3		38.3	38.3	38.3
Effective Green, g (s)		40.3		40.3	40.3		38.3	38.3		38.3	38.3	38.3
Actuated g/C Ratio		0.40		0.40	0.40		0.38	0.38		0.38	0.38	0.38
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		61		137	496		196	717		234	573	455
v/s Ratio Prot					0.58			0.18			c0.31	
v/s Ratio Perm		c5.18		0.11			0.21			0.25		0.13
v/c Ratio		12.77		0.26	1.43		0.55	0.47		0.66	0.82	0.35
Uniform Delay, d1		29.8		19.9	29.8		24.1	23.2		25.5	27.7	22.0
Progression Factor		1.32		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		5299.6		4.6	205.5		3.1	0.5		6.9	8.8	0.5
Delay (s)		5338.9		24.5	235.4		27.2	23.7		32.4	36.5	22.5
Level of Service		F		C	F		C	C		C	D	C
Approach Delay (s)		5338.9			225.2			24.5			32.8	
Approach LOS		F			F			C			C	

Intersection Summary				
HCM Average Control Delay	1585.0	HCM Level of Service	F	
HCM Volume to Capacity ratio	6.96			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.4	
Intersection Capacity Utilization	124.2%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

HCM Unsignalized Intersection Capacity Analysis
15: Campanella Way & St. T Moore 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	30	75	58	508	186	120
Peak Hour Factor	0.72	0.87	0.67	0.88	0.78	0.79
Hourly flow rate (vph)	42	86	87	577	238	152
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					282	
pX, platoon unblocked						
vC, conflicting volume	1065	314	390			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1065	314	390			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	82	88	93			
cM capacity (veh/h)	230	703	1168			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	128	664	390
Volume Left	42	87	0
Volume Right	86	0	152
cSH	421	1168	1700
Volume to Capacity	0.30	0.07	0.23
Queue Length 95th (ft)	32	6	0
Control Delay (s)	17.2	1.9	0.0
Lane LOS	C	A	
Approach Delay (s)	17.2	1.9	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

Queues
16: Washington St & Brock St 6/3/2008

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	683	564	599
v/c Ratio	1.89	0.85	0.78
Control Delay	434.9	50.9	32.4
Queue Delay	0.0	0.0	0.0
Total Delay	434.9	50.9	32.4
Queue Length 50th (ft)	~670	302	278
Queue Length 95th (ft)	#889	m#402	#659
Internal Link Dist (ft)	966	802	965
Turn Bay Length (ft)			
Base Capacity (vph)	361	662	767
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.89	0.85	0.78

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
16: Washington St & Brock St 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			1.00				
Frpb, ped/bikes		1.00			0.98			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			0.98				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1628			1603			1621				
Flt Permitted		0.46			1.00			0.99				
Satd. Flow (perm)		746			1603			1621				
Volume (vph)	40	559	0	0	465	50	131	290	102	0	0	0
Peak-hour factor, PHF	0.53	0.92	0.25	0.25	0.94	0.72	0.80	0.89	0.94	0.25	0.25	0.25
Adj. Flow (vph)	75	608	0	0	495	69	164	326	109	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	683	0	0	558	0	0	593	0	0	0	0
Confl. Peds. (#/hr)	52					52			13			
Heavy Vehicles (%)	0%	5%	0%	0%	3%	0%	0%	1%	2%	0%	0%	0%
Turn Type	Perm						Perm					
Protected Phases		1			1			4				
Permitted Phases	1						4					
Actuated Green, G (s)		37.8			37.8			47.0				
Effective Green, g (s)		37.8			37.8			47.0				
Actuated g/C Ratio		0.38			0.38			0.47				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		282			606			762				
v/s Ratio Prot					0.35							
v/s Ratio Perm		c0.92						0.37				
v/c Ratio		2.42			0.92			0.78				
Uniform Delay, d1		31.1			29.7			22.1				
Progression Factor		1.00			1.56			1.00				
Incremental Delay, d2		650.6			15.5			5.0				
Delay (s)		681.7			61.9			27.2				
Level of Service		F			E			C				
Approach Delay (s)		681.7			61.9			27.2			0.0	
Approach LOS		F			E			C			A	

Intersection Summary

HCM Average Control Delay	279.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	108.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Queues
18: Commonwealth Ave & South St 6/3/2008

Lane Group	EBT	WBT	SWL
Lane Group Flow (vph)	862	709	233
v/c Ratio	1.16	0.42	0.42
Control Delay	107.5	12.4	8.2
Queue Delay	0.0	0.0	0.0
Total Delay	107.5	12.4	8.2
Queue Length 50th (ft)	~203	76	10
Queue Length 95th (ft)	#394	185	45
Internal Link Dist (ft)	424	1348	723
Turn Bay Length (ft)			
Base Capacity (vph)	742	1669	553
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.16	0.42	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
18: Commonwealth Ave & South St 6/3/2008

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	
Lane Util. Factor		0.95	0.95		1.00	
Frt		1.00	1.00		0.89	
Flt Protected		1.00	1.00		0.99	
Satd. Flow (prot)		3245	3249		1329	
Flt Permitted		0.93	1.00		0.99	
Satd. Flow (perm)		3032	3249		1329	
Volume (vph)	5	699	617	0	30	172
Peak-hour factor, PHF	0.25	0.83	0.87	0.25	0.75	0.89
Adj. Flow (vph)	20	842	709	0	40	193
RTOR Reduction (vph)	0	0	0	0	135	0
Lane Group Flow (vph)	0	862	709	0	98	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Parking (#/hr)					2	2
Turn Type						
Protected Phases		1	1		3	
Permitted Phases						
Actuated Green, G (s)		34.4	34.4		21.3	
Effective Green, g (s)		34.4	34.4		21.3	
Actuated g/C Ratio		0.49	0.49		0.30	
Clearance Time (s)		4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0		3.0	
Lane Grp Cap (vph)		1484	1590		403	
v/s Ratio Prot			0.22		c0.07	
v/s Ratio Perm		c0.28				
v/c Ratio		0.58	0.45		0.24	
Uniform Delay, d1		12.8	11.7		18.4	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		1.7	0.9		1.4	
Delay (s)		14.5	12.6		19.9	
Level of Service		B	B		B	
Approach Delay (s)		14.5	12.6		19.9	
Approach LOS		B	B		B	

Intersection Summary

HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	14.6
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
19: Commonwealth Ave & Foster St 6/3/2008

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	694	749	55	0	386
Peak Hour Factor	0.25	0.83	0.94	0.74	0.25	0.89
Hourly flow rate (vph)	0	836	797	74	0	434
Pedestrians					65	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					5	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			504			
pX, platoon unblocked	0.89				0.89	0.89
vC, conflicting volume	936				1317	501
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	804				1232	315
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	25
cM capacity (veh/h)	697				145	578

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	418	418	531	340	434
Volume Left	0	0	0	0	0
Volume Right	0	0	0	74	434
cSH	1700	1700	1700	1700	578
Volume to Capacity	0.25	0.25	0.31	0.20	0.75
Queue Length 95th (ft)	0	0	0	0	165
Control Delay (s)	0.0	0.0	0.0	0.0	27.6
Lane LOS					D
Approach Delay (s)	0.0		0.0		27.6
Approach LOS					D

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

Queues
20: Washington St & Foster St 6/3/2008

Lane Group	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	737	315	452	78	218	274
v/c Ratio	1.34	0.59	0.83	0.48	1.00	0.79
Control Delay	177.5	29.9	33.2	37.3	69.8	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	177.5	29.9	33.2	37.3	69.8	41.9
Queue Length 50th (ft)	~588	123	258	44	0	166
Queue Length 95th (ft)	m137	m168	m220	82	#136	222
Internal Link Dist (ft)	802		985			367
Turn Bay Length (ft)		75			80	
Base Capacity (vph)	552	536	546	206	218	442
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.34	0.59	0.83	0.38	1.00	0.62

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
20: Washington St & Foster St 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	12	12	10	10	10	12	10	10
Total Lost time (s)		4.0		4.0	4.0		4.0		4.0		4.0	
Lane Util. Factor		1.00		1.00	1.00		1.00		1.00		1.00	
Frt		0.96		1.00	1.00		1.00		0.85		0.98	
Flt Protected		1.00		0.95	1.00		0.95		1.00		0.99	
Satd. Flow (prot)		1583		1501	1605		1486		1184		1540	
Flt Permitted		1.00		0.12	1.00		0.40		1.00		0.99	
Satd. Flow (perm)		1583		186	1605		627		1184		1540	
Volume (vph)	0	452	184	274	425	0	70	0	192	45	143	40
Peak-hour factor, PHF	0.25	0.86	0.87	0.87	0.94	0.25	0.90	0.25	0.88	0.70	0.88	0.84
Adj. Flow (vph)	0	526	211	315	452	0	78	0	218	64	162	48
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	218	0	0	0
Lane Group Flow (vph)	0	722	0	315	452	0	78	0	0	0	274	0
Heavy Vehicles (%)	0%	5%	1%	1%	4%	0%	2%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	6	0	6	0	0	0	0	0	0	0
Parking (#/hr)									2	2		2
Turn Type				pm+pt			D.Pm		NA	Perm		
Protected Phases		1		9	1						3	
Permitted Phases				1			3			3		
Actuated Green, G (s)		34.0		67.5	34.0		22.5		0.0		22.5	
Effective Green, g (s)		34.0		65.5	34.0		22.5		0.0		22.5	
Actuated g/C Ratio		0.34		0.66	0.34		0.22		0.00		0.22	
Clearance Time (s)		4.0		2.0	4.0		4.0				4.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0				3.0	
Lane Grp Cap (vph)		538		536	546		141		0		347	
v/s Ratio Prot		c0.46		c0.19	0.28							
v/s Ratio Perm				0.20			0.12				0.18	
v/c Ratio		1.34		0.59	0.83		0.55		0.00		0.79	
Uniform Delay, d1		33.0		29.7	30.3		34.3		50.0		36.5	
Progression Factor		0.80		1.44	0.87		1.00		1.00		1.00	
Incremental Delay, d2		155.5		0.6	5.6		4.6		0.0		11.3	
Delay (s)		181.8		43.3	31.9		38.9		50.0		47.9	
Level of Service		F		D	C		D		D		D	
Approach Delay (s)		181.8			36.6			47.1			47.9	
Approach LOS		F			D			D			D	

Intersection Summary			
HCM Average Control Delay	91.2	HCM Level of Service	F
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

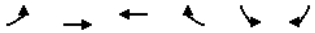
HCM Unsignalized Intersection Capacity Analysis
24: Glenmont Rd & Lake St 6/3/2008

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	110	572	0	0	0
Peak Hour Factor	0.25	0.78	0.88	0.25	0.25	0.25
Hourly flow rate (vph)	0	141	650	0	0	0
Pedestrians	76					76
Lane Width (ft)	12.0					0.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	6					0
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						1130
pX, platoon unblocked						
vC, conflicting volume	726	802			726	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	726	802			726	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	60			100	
cM capacity (veh/h)	369	357			830	

Direction, Lane #	WB 1	NB 1
Volume Total	141	650
Volume Left	0	0
Volume Right	141	0
cSH	357	1700
Volume to Capacity	0.40	0.38
Queue Length 95th (ft)	46	0
Control Delay (s)	21.5	0.0
Lane LOS	C	
Approach Delay (s)	21.5	0.0
Approach LOS	C	

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
26: Commonwealth Ave & Campus Driveway 6/3/2008



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	669	1039	28	0	156
Peak Hour Factor	0.75	0.83	0.93	0.75	0.89	0.89
Hourly flow rate (vph)	0	806	1117	37	0	175
Pedestrians		101			101	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		8			8	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		747				
pX, platoon unblocked					0.85	
vC, conflicting volume	1256				1640	779
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1256				1579	779
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	39
cM capacity (veh/h)	514				80	288

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	403	403	745	410	175
Volume Left	0	0	0	0	0
Volume Right	0	0	0	37	175
cSH	1700	1700	1700	1700	288
Volume to Capacity	0.24	0.24	0.44	0.24	0.61
Queue Length 95th (ft)	0	0	0	0	93
Control Delay (s)	0.0	0.0	0.0	0.0	35.3
Lane LOS					E
Approach Delay (s)	0.0		0.0		35.3
Approach LOS					E

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
30: Kenrick St & Lake St 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	115	0	150	532	0	0
Peak Hour Factor	0.78	0.25	0.73	0.88	0.25	0.25
Hourly flow rate (vph)	147	0	205	605	0	0
Pedestrians	42				47	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	4				0	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					1045	
pX, platoon unblocked						
vC, conflicting volume	1105	42	42			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1105	42	42			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	25	100	86			
cM capacity (veh/h)	195	998	1512			

Direction, Lane #	EB 1	NB 1
Volume Total	147	810
Volume Left	147	205
Volume Right	0	0
cSH	195	1512
Volume to Capacity	0.75	0.14
Queue Length 95th (ft)	125	12
Control Delay (s)	64.6	3.2
Lane LOS	F	A
Approach Delay (s)	64.6	3.2
Approach LOS	F	

Intersection Summary			
Average Delay	12.6		
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
33: Beacon St & Reservoir Rd 6/3/2008

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	515	0	0	1121	10	198
Peak Hour Factor	0.88	0.25	0.25	0.93	0.39	0.89
Hourly flow rate (vph)	585	0	0	1205	26	222
Pedestrians	10			7		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	1			1		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			585		1801	592
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			585		1801	592
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		71	56
cM capacity (veh/h)			999		88	505

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	585	1205	248
Volume Left	0	0	26
Volume Right	0	0	222
cSH	1700	1700	339
Volume to Capacity	0.34	0.71	0.73
Queue Length 95th (ft)	0	0	138
Control Delay (s)	0.0	0.0	39.8
Lane LOS			E
Approach Delay (s)	0.0	0.0	39.8
Approach LOS			E

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		

Queues
35: Beacon St & College Rd 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT	SBR
Lane Group Flow (vph)	135	562	400	813	162	279	241	35
v/c Ratio	1.09	0.72	1.28	0.82	0.83	10.73	0.34	0.02
Control Delay	138.2	29.1	166.8	25.6	59.6	4459.0	31.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	138.2	29.1	166.8	25.6	59.6	4459.0	31.6	0.0
Queue Length 50th (ft)	~77	214	~171	266	76	~278	52	0
Queue Length 95th (ft)	#149	414	#388	#768	#187	#493	103	0
Internal Link Dist (ft)		679		1940			600	
Turn Bay Length (ft)	200		200		40			75
Base Capacity (vph)	124	776	313	997	212	26	777	1454
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.72	1.28	0.82	0.76	10.73	0.31	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
35: Beacon St & College Rd 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	12	12	12	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0				4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00				0.95
Frt	1.00	0.99		1.00	0.99		1.00	0.85				1.00
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				0.99
Satd. Flow (prot)	1570	1688		1608	1638		1501	1439				3179
Flt Permitted	0.24	1.00		0.24	1.00		0.56	1.00				0.99
Satd. Flow (perm)	395	1688		410	1638		884	1439				3179
Volume (vph)	88	421	40	320	684	63	130	140	100	5	45	145
Peak-hour factor, PHF	0.65	0.82	0.81	0.80	0.93	0.81	0.80	0.87	0.85	0.42	0.75	0.86
Adj. Flow (vph)	135	513	49	400	735	78	162	161	118	12	60	169
RTOR Reduction (vph)	0	3	0	0	3	0	0	26	0	0	0	0
Lane Group Flow (vph)	135	559	0	400	810	0	162	253	0	0	0	241
Heavy Vehicles (%)	0%	0%	0%	1%	1%	21%	1%	1%	1%	0%	0%	1%
Turn Type	Perm			D.P+P			D.Pm	NA			Perm	
Protected Phases		3		2	2 3							1
Permitted Phases	3			3			1				1	
Actuated Green, G (s)	39.7	39.7		49.9	52.9		18.9	0.0				18.9
Effective Green, g (s)	40.7	40.7		49.9	53.9		19.9	0.0				19.9
Actuated g/C Ratio	0.45	0.45		0.55	0.59		0.22	0.00				0.22
Clearance Time (s)	5.0	5.0		3.0			5.0					5.0
Vehicle Extension (s)	3.0	3.0		3.0			3.0					3.0
Lane Grp Cap (vph)	176	752		345	967		193	0				693
v/s Ratio Prot		0.33		c0.12	0.49							
v/s Ratio Perm	0.34			c0.52			c0.18					0.08
v/c Ratio	0.77	0.74		1.16	0.84		0.84	no cap				0.35
Uniform Delay, d1	21.3	21.0		18.6	15.1		34.2	Error				30.2
Progression Factor	1.00	1.00		1.00	1.00		1.00					1.00
Incremental Delay, d2	17.9	4.0		99.2	6.4		26.1	Error				0.3
Delay (s)	39.2	25.0		117.8	21.6		60.2	Error				30.5
Level of Service	D	C		F	C		E	F				C
Approach Delay (s)		27.7			53.3							26.6
Approach LOS		C			D							C

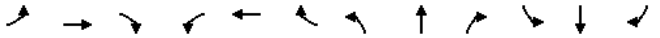
Intersection Summary			
HCM Average Control Delay	Error	HCM Level of Service	F
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	91.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
35: Beacon St & College Rd 6/3/2008

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1454
Flt Permitted	1.00
Satd. Flow (perm)	1454
Volume (vph)	25
Peak-hour factor, PHF	0.72
Adj. Flow (vph)	35
RTOR Reduction (vph)	0
Lane Group Flow (vph)	35
Heavy Vehicles (%)	0%
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	91.3
Effective Green, g (s)	91.3
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1454
v/s Ratio Prot	
v/s Ratio Perm	c0.02
v/c Ratio	0.02
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	0.0
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
38: Commonwealth Ave & Mt Alvernia Road 6/3/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	5	579	5	95	700	5	89	15	244	10	5	20
Peak Hour Factor	0.47	0.89	0.40	0.84	0.86	0.62	0.79	0.83	0.92	0.45	0.67	0.62
Hourly flow rate (vph)	11	651	12	113	814	8	113	18	265	22	7	32
Pedestrians		63			51			46			4	
Lane Width (ft)		12.0			12.0			14.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		5			4			4			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	826			709			1867	1776	754	2052	1779	885
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	826			709			1867	1776	754	2052	1779	885
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	99			87			0	73	28	0	89	90
cM capacity (veh/h)	811			850			36	68	367	8	68	328

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	674	935	396	62
Volume Left	11	113	113	22
Volume Right	12	8	265	32
cSH	811	850	96	20
Volume to Capacity	0.01	0.13	4.11	3.15
Queue Length 95th (ft)	1	11	Err	Err
Control Delay (s)	0.4	3.4	Err	Err
Lane LOS	A	A	F	F
Approach Delay (s)	0.4	3.4	Err	Err
Approach LOS			F	F

Intersection Summary				
Average Delay	2217.0			
Intersection Capacity Utilization	123.9%	ICU Level of Service	H	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis
41: Rogers Park & Foster St 6/3/2008

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	70	85	0	162	628	0
Peak Hour Factor	0.76	0.94	0.25	0.90	0.90	0.25
Hourly flow rate (vph)	92	90	0	180	698	0
Pedestrians				38	46	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				3	4	
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)					946	
pX, platoon unblocked	0.88	0.88	0.88			
vC, conflicting volume	924	736	698			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	914	700	657			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	64	76	100			
cM capacity (veh/h)	256	376	829			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	183	180	698
Volume Left	92	0	0
Volume Right	90	0	0
cSH	304	1700	1700
Volume to Capacity	0.60	0.11	0.41
Queue Length 95th (ft)	91	0	0
Control Delay (s)	33.1	0.0	0.0
Lane LOS	D		
Approach Delay (s)	33.1	0.0	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	5.7		
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

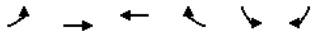
HCM Unsignalized Intersection Capacity Analysis
46: Chestnut Hill Driveway & T. Moore 6/3/2008

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	55	15	279	92	19	422
Peak Hour Factor	0.69	0.70	0.51	0.88	0.69	0.70
Hourly flow rate (vph)	80	21	547	105	28	603
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1257	599			652	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1257	599			652	
tC, single (s)	6.9	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.9	3.3			2.3	
p0 queue free %	46	96			97	
cM capacity (veh/h)	148	503			876	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	101	652	630
Volume Left	80	0	28
Volume Right	21	105	0
cSH	174	1700	876
Volume to Capacity	0.58	0.38	0.03
Queue Length 95th (ft)	78	0	2
Control Delay (s)	51.3	0.0	0.8
Lane LOS	F		A
Approach Delay (s)	51.3	0.0	0.8
Approach LOS	F		

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
49: Beacon St Garage & 6/3/2008

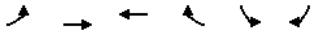


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	27	686	986	40	98	131
Peak Hour Factor	0.78	0.88	0.93	0.79	0.64	0.25
Hourly flow rate (vph)	35	780	1060	51	153	524
Pedestrians		50	47		42	
Lane Width (ft)		14.0	14.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		5	5		4	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1153				2023	1178
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1153				2023	1178
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				0	0
cM capacity (veh/h)	592				56	215

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	814	1111	153	524
Volume Left	35	0	153	0
Volume Right	0	51	0	524
cSH	592	1700	56	215
Volume to Capacity	0.06	0.65	2.74	2.43
Queue Length 95th (ft)	5	0	395	1078
Control Delay (s)	1.7	0.0	943.0	693.1
Lane LOS	A		F	F
Approach Delay (s)	1.7	0.0	749.6	
Approach LOS			F	

Intersection Summary			
Average Delay	195.6		
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
51: Campanella Way & Fr. Herlihy Drive 6/3/2008



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↖	↗
Sign Control		Stop	Yield		Stop	
Volume (vph)	0	45	178	0	66	73
Peak Hour Factor	0.25	0.61	0.70	0.25	0.73	0.82
Hourly flow rate (vph)	0	74	254	0	90	89

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	74	254	90	89
Volume Left (vph)	0	0	90	0
Volume Right (vph)	0	0	0	89
Hadj (s)	0.00	0.09	0.77	-0.63
Departure Headway (s)	4.7	4.5	6.1	4.6
Degree Utilization, x	0.10	0.32	0.15	0.11
Capacity (veh/h)	734	760	566	728
Control Delay (s)	8.2	9.7	8.9	7.0
Approach Delay (s)	8.2	9.7	8.0	
Approach LOS	A	A	A	

Intersection Summary			
Delay	8.9		
HCM Level of Service	A		
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		

Build Alternatives 2018

Queues
2: Commonwealth Ave & Lake Street 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	290	1021	382	622	120	473
v/c Ratio	1.07	0.90	1.08	0.82	0.31	1.07
Control Delay	118.8	42.5	111.8	49.8	8.5	96.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.8	42.5	111.8	49.8	8.5	96.7
Queue Length 50th (ft)	~229	340	~305	220	0	~177
Queue Length 95th (ft)	#399	#411	#459	#305	40	#221
Internal Link Dist (ft)		1877		667		286
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	271	1149	353	758	391	441
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.89	1.08	0.82	0.31	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900
Lane Width	11	12	12	12	11	12	12	10	10	10	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			1.00	0.95	1.00		0.95			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.91		1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	0.96			1.00	1.00	0.85		0.95			
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (prot)	1555	3083			1483	3185	1259		1333			
Flt Permitted	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (perm)	1555	3083			1483	3185	1259		1333			
Volume (vph)	264	671	215	7	322	578	102	63	181	95	0	0
Peak-hour factor, PHF	0.91	0.87	0.86	0.92	0.86	0.93	0.85	0.70	0.78	0.63	0.25	0.25
Adj. Flow (vph)	290	771	250	8	374	622	120	90	232	151	0	0
RTOR Reduction (vph)	0	29	0	0	0	0	91	0	50	0	0	0
Lane Group Flow (vph)	290	992	0	0	382	622	29	0	423	0	0	0
Confl. Peds. (#/hr)							21					
Heavy Vehicles (%)	1%	2%	0%	2%	6%	2%	5%	25%	3%	21%	0%	0%
Turn Type	Prot			Split	Split		Perm	Split				
Protected Phases	1	1 2		3	3	3		4	4			
Permitted Phases							3					
Actuated Green, G (s)	19.0	39.2			26.0	26.0	26.0		32.0			
Effective Green, g (s)	19.0	39.2			26.0	26.0	26.0		32.0			
Actuated g/C Ratio	0.17	0.36			0.24	0.24	0.24		0.29			
Clearance Time (s)	4.0				4.0	4.0	4.0		4.0			
Vehicle Extension (s)	3.0				3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	271	1107			353	758	300		391			
v/s Ratio Prot	c0.19	c0.32			c0.26	0.20			c0.32			
v/s Ratio Perm							0.02					
v/c Ratio	1.07	0.90			1.08	0.82	0.10		1.08			
Uniform Delay, d1	45.1	33.1			41.6	39.4	32.4		38.6			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	74.5	9.6			71.6	7.1	0.1		69.0			
Delay (s)	119.6	42.7			113.2	46.5	32.6		107.6			
Level of Service	F	D			F	D	C		F			
Approach Delay (s)		59.7				67.7			107.6			0.0
Approach LOS		E				E			F			A

Intersection Summary

HCM Average Control Delay	70.6	HCM Level of Service	E
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	109.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

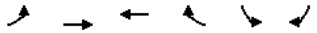
c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.25
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
26: Commonwealth Ave & Campus Driveway 6/3/2008



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	763	952	182	0	67
Peak Hour Factor	0.89	0.89	0.96	0.61	0.25	0.88
Hourly flow rate (vph)	0	857	992	298	0	76
Pedestrians		53			53	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		4			4	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		747				
pX, platoon unblocked					0.83	
vC, conflicting volume	1343				1622	751
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1343				1544	751
tC, single (s)	4.1				6.8	7.5
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.6
p0 queue free %	100				100	72
cM capacity (veh/h)	497				85	273

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	429	429	661	629	76
Volume Left	0	0	0	0	0
Volume Right	0	0	0	298	76
cSH	1700	1700	1700	1700	273
Volume to Capacity	0.25	0.25	0.39	0.37	0.28
Queue Length 95th (ft)	0	0	0	0	28
Control Delay (s)	0.0	0.0	0.0	0.0	23.2
Lane LOS					C
Approach Delay (s)	0.0		0.0		23.2
Approach LOS					C

Intersection Summary				
Average Delay		0.8		
Intersection Capacity Utilization		55.6%	ICU Level of Service	B
Analysis Period (min)		15		

Queues
2: Commonwealth Ave & Lake Street 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	190	854	428	798	192	653
v/c Ratio	0.98	0.97	1.10	0.97	0.49	1.10
Control Delay	117.6	70.4	121.4	72.4	14.8	101.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.6	70.4	121.4	72.4	14.8	101.6
Queue Length 50th (ft)	162	369	~410	352	26	~314
Queue Length 95th (ft)	#302	#396	#543	#485	91	#390
Internal Link Dist (ft)		1877		667		202
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	193	876	388	825	394	596
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.97	1.10	0.97	0.49	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900
Lane Width	11	12	12	12	11	12	12	10	10	10	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			1.00	0.95	1.00		0.95			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.77		1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	0.97			1.00	1.00	0.85		0.96			
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (prot)	1570	3110			1529	3249	1101		1503			
Flt Permitted	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (perm)	1570	3110			1529	3249	1101		1503			
Volume (vph)	165	559	129	37	322	726	167	144	256	133	0	0
Peak-hour factor, PHF	0.87	0.80	0.83	0.92	0.83	0.91	0.87	0.84	0.84	0.75	0.25	0.25
Adj. Flow (vph)	190	699	155	40	388	798	192	171	305	177	0	0
RTOR Reduction (vph)	0	14	0	0	0	0	114	0	29	0	0	0
Lane Group Flow (vph)	190	840	0	0	428	798	78	0	624	0	0	0
Confl. Peds. (#/hr)							54					
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	1%	1%	0%	1%	0%	0%
Turn Type	Prot			Split	Split		Perm	Split				
Protected Phases	1	1 2		3	3	3		4	4			
Permitted Phases							3					
Actuated Green, G (s)	16.0	36.0			33.0	33.0	33.0		49.0			
Effective Green, g (s)	16.0	36.0			33.0	33.0	33.0		49.0			
Actuated g/C Ratio	0.12	0.28			0.25	0.25	0.25		0.38			
Clearance Time (s)	4.0				4.0	4.0	4.0		4.0			
Vehicle Extension (s)	3.0				3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	193	861			388	825	279		567			
v/s Ratio Prot	0.12	c0.27			c0.28	0.25			c0.41			
v/s Ratio Perm							0.07					
v/c Ratio	0.98	0.98			1.10	0.97	0.28		1.10			
Uniform Delay, d1	56.9	46.6			48.5	48.0	38.9		40.5			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	60.9	24.5			76.5	23.3	0.5		68.1			
Delay (s)	117.8	71.0			125.0	71.3	39.5		108.6			
Level of Service	F	E			F	E	D		F			
Approach Delay (s)		79.5				83.2			108.6			0.0
Approach LOS		E				F			F			A

Intersection Summary			
HCM Average Control Delay	87.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		

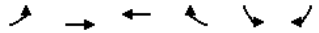
c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.25
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis
26: Commonwealth Ave & Campus Driveway 6/3/2008



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	739	1039	98	0	203
Peak Hour Factor	0.83	0.83	0.93	0.75	0.25	0.89
Hourly flow rate (vph)	0	890	1117	131	0	228
Pedestrians		101			101	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		8			8	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		747				
pX, platoon unblocked					0.79	
vC, conflicting volume	1349				1729	826
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1349				1658	826
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	15
cM capacity (veh/h)	473				66	268

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	445	445	745	503	228
Volume Left	0	0	0	0	0
Volume Right	0	0	0	131	228
cSH	1700	1700	1700	1700	268
Volume to Capacity	0.26	0.26	0.44	0.30	0.85
Queue Length 95th (ft)	0	0	0	0	177
Control Delay (s)	0.0	0.0	0.0	0.0	64.2
Lane LOS					F
Approach Delay (s)	0.0		0.0		64.2
Approach LOS					F

Intersection Summary				
Average Delay	6.2			
Intersection Capacity Utilization	62.5%	ICU Level of Service		B
Analysis Period (min)	15			

Queues
2: Commonwealth Ave & Lake Street 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	290	1021	375	622	120	473
v/c Ratio	1.02	0.93	1.04	0.81	0.31	1.03
Control Delay	106.2	50.5	104.4	52.1	8.6	86.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.2	50.5	104.4	52.1	8.6	86.4
Queue Length 50th (ft)	~233	385	~316	240	0	~187
Queue Length 95th (ft)	#413	#486	#472	311	41	#229
Internal Link Dist (ft)		1877		667		286
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	285	1105	359	771	393	458
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.92	1.04	0.81	0.31	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900
Lane Width	11	12	12	12	11	12	12	10	10	10	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			1.00	0.95	1.00		0.95			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.90		1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	0.96			1.00	1.00	0.85		0.95			
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (prot)	1555	3083			1482	3185	1250		1333			
Flt Permitted	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (perm)	1555	3083			1482	3185	1250		1333			
Volume (vph)	264	671	215	1	322	578	102	63	181	95	0	0
Peak-hour factor, PHF	0.91	0.87	0.86	0.92	0.86	0.93	0.85	0.70	0.78	0.63	0.25	0.25
Adj. Flow (vph)	290	771	250	1	374	622	120	90	232	151	0	0
RTOR Reduction (vph)	0	26	0	0	0	0	91	0	46	0	0	0
Lane Group Flow (vph)	290	995	0	0	375	622	29	0	427	0	0	0
Confl. Peds. (#/hr)							21					
Heavy Vehicles (%)	1%	2%	0%	2%	6%	2%	5%	25%	3%	21%	0%	0%
Turn Type	Prot			Split	Split		Perm	Split				
Protected Phases	1	1 2		3	3	3		4	4			
Permitted Phases							3					
Actuated Green, G (s)	22.0	41.8			29.0	29.0	29.0		37.0			
Effective Green, g (s)	22.0	41.8			29.0	29.0	29.0		37.0			
Actuated g/C Ratio	0.18	0.35			0.24	0.24	0.24		0.31			
Clearance Time (s)	4.0				4.0	4.0	4.0		4.0			
Vehicle Extension (s)	3.0				3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	286	1076			359	771	303		412			
v/s Ratio Prot	c0.19	c0.32			c0.25	0.20			c0.32			
v/s Ratio Perm							0.02					
v/c Ratio	1.01	0.92			1.04	0.81	0.10		1.04			
Uniform Delay, d1	48.9	37.5			45.4	42.8	35.2		41.4			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	56.8	13.0			59.6	6.2	0.1		53.9			
Delay (s)	105.7	50.4			105.0	48.9	35.4		95.3			
Level of Service	F	D			F	D	D		F			
Approach Delay (s)		62.7				66.3			95.3			0.0
Approach LOS		E				E			F			A

Intersection Summary

HCM Average Control Delay	69.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	119.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.25
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

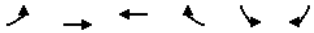
Intersection Summary

Queues
26: Commonwealth Ave & Campus Driveway 6/3/2008

Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	104	746	1085	76
v/c Ratio	0.34	0.37	0.71	0.42
Control Delay	9.7	6.4	17.8	12.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.7	6.4	17.8	12.5
Queue Length 50th (ft)	6	29	127	2
Queue Length 95th (ft)	61	170	#427	40
Internal Link Dist (ft)		667	961	372
Turn Bay Length (ft)	75			
Base Capacity (vph)	310	2021	1545	294
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.34	0.37	0.70	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	
Lane Util. Factor	0.91	0.91	0.95		1.00	
Frpb, ped/bikes	1.00	1.00	1.00		0.86	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.99		0.88	
Flt Protected	0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1477	3104	3021		1014	
Flt Permitted	0.17	0.89	1.00		1.00	
Satd. Flow (perm)	257	2779	3021		1014	
Volume (vph)	125	632	952	57	6	61
Peak-hour factor, PHF	0.89	0.89	0.96	0.61	0.88	0.88
Adj. Flow (vph)	140	710	992	93	7	69
RTOR Reduction (vph)	0	0	6	0	62	0
Lane Group Flow (vph)	104	746	1079	0	14	0
Confl. Peds. (#/hr)	53			53		53
Heavy Vehicles (%)	0%	0%	5%	14%	0%	29%
Turn Type	D.P+P					
Protected Phases	1	1 2	2		3	
Permitted Phases	2					
Actuated Green, G (s)	41.2	41.2	32.3		7.2	
Effective Green, g (s)	41.2	41.2	32.3		7.2	
Actuated g/C Ratio	0.62	0.62	0.48		0.11	
Clearance Time (s)	4.0		4.0		4.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	321	1757	1461		109	
v/s Ratio Prot	0.04	c0.06	c0.36		c0.01	
v/s Ratio Perm	0.16	0.21				
v/c Ratio	0.32	0.42	0.74		0.13	
Uniform Delay, d1	6.7	6.6	13.9		27.0	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.6	0.2	2.0		0.6	
Delay (s)	7.3	6.8	15.8		27.5	
Level of Service	A	A	B		C	
Approach Delay (s)		6.9	15.8		27.5	
Approach LOS		A	B		C	

Intersection Summary				
HCM Average Control Delay	12.5	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.59			
Actuated Cycle Length (s)	66.8	Sum of lost time (s)	18.4	
Intersection Capacity Utilization	73.4%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Queues
2: Commonwealth Ave & Lake Street 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	190	854	401	798	192	653
v/c Ratio	0.98	0.95	1.10	1.03	0.51	1.07
Control Delay	117.6	64.8	123.2	88.4	16.3	93.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.6	64.8	123.2	88.4	16.3	93.9
Queue Length 50th (ft)	162	365	~384	~378	28	~308
Queue Length 95th (ft)	#302	384	#515	#508	96	#384
Internal Link Dist (ft)		1877		667		202
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	193	899	364	775	377	608
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.95	1.10	1.03	0.51	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

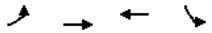
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900
Lane Width	11	12	12	12	11	12	12	10	10	10	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			1.00	0.95	1.00		0.95			
Frpb, ped/bikes	1.00	1.00			1.00	1.00	0.77		1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	0.97			1.00	1.00	0.85		0.96			
Flt Protected	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (prot)	1570	3110			1526	3249	1101		1503			
Flt Permitted	0.95	1.00			0.95	1.00	1.00		0.99			
Satd. Flow (perm)	1570	3110			1526	3249	1101		1503			
Volume (vph)	165	559	129	12	322	726	167	144	256	133	0	0
Peak-hour factor, PHF	0.87	0.80	0.83	0.92	0.83	0.91	0.87	0.84	0.84	0.75	0.25	0.25
Adj. Flow (vph)	190	699	155	13	388	798	192	171	305	177	0	0
RTOR Reduction (vph)	0	14	0	0	0	0	114	0	30	0	0	0
Lane Group Flow (vph)	190	840	0	0	401	798	78	0	623	0	0	0
Confl. Peds. (#/hr)							54					
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	1%	1%	0%	1%	0%	0%
Turn Type	Prot			Split	Split		Perm	Split				
Protected Phases	1	1 2		3	3	3		4	4			
Permitted Phases							3					
Actuated Green, G (s)	16.0	37.0			31.0	31.0	31.0		50.0			
Effective Green, g (s)	16.0	37.0			31.0	31.0	31.0		50.0			
Actuated g/C Ratio	0.12	0.28			0.24	0.24	0.24		0.38			
Clearance Time (s)	4.0				4.0	4.0	4.0		4.0			
Vehicle Extension (s)	3.0				3.0	3.0	3.0		3.0			
Lane Grp Cap (vph)	193	885			364	775	263		578			
v/s Ratio Prot	0.12	c0.27			c0.26	0.25			c0.41			
v/s Ratio Perm							0.07					
v/c Ratio	0.98	0.95			1.10	1.03	0.30		1.08			
Uniform Delay, d1	56.9	45.6			49.5	49.5	40.6		40.0			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	60.9	18.8			77.4	40.2	0.6		60.4			
Delay (s)	117.8	64.3			126.9	89.7	41.2		100.4			
Level of Service	F	E			F	F	D		F			
Approach Delay (s)		74.1				93.7			100.4			0.0
Approach LOS		E				F			F			A

Intersection Summary			
HCM Average Control Delay	88.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.25
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

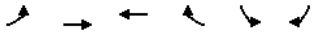
Intersection Summary



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	84	776	1154	228
v/c Ratio	0.38	0.36	0.72	0.70
Control Delay	11.3	6.1	15.1	19.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	11.3	6.1	15.1	19.3
Queue Length 50th (ft)	6	37	118	8
Queue Length 95th (ft)	37	138	#380	#112
Internal Link Dist (ft)		667	961	372
Turn Bay Length (ft)				
Base Capacity (vph)	220	2186	1695	337
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.35	0.68	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	12	12	12
Total Lost time (s)	4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	0.95		1.00	
Frpb, ped/bikes	1.00	1.00	1.00		0.79	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	1.00		0.88	
Flt Protected	0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1514	3249	3190		1187	
Flt Permitted	0.15	1.00	1.00		0.99	
Satd. Flow (perm)	232	3249	3190		1187	
Volume (vph)	70	644	1039	28	25	178
Peak-hour factor, PHF	0.83	0.83	0.93	0.75	0.89	0.89
Adj. Flow (vph)	84	776	1117	37	28	200
RTOR Reduction (vph)	0	0	3	0	174	0
Lane Group Flow (vph)	84	776	1151	0	54	0
Confl. Peds. (#/hr)	101			101	101	101
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Turn Type	D.P+P					
Protected Phases	1	1 2	2		3	
Permitted Phases	2					
Actuated Green, G (s)	31.6	35.6	27.5		7.6	
Effective Green, g (s)	31.6	35.6	27.5		7.6	
Actuated g/C Ratio	0.55	0.62	0.48		0.13	
Clearance Time (s)	4.0		4.0		4.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	219	2008	1523		157	
v/s Ratio Prot	0.03	c0.24	c0.36		c0.05	
v/s Ratio Perm	0.18					
v/c Ratio	0.38	0.39	0.76		0.35	
Uniform Delay, d1	7.6	5.5	12.3		22.7	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	1.1	0.1	2.2		1.3	
Delay (s)	8.7	5.6	14.5		24.1	
Level of Service	A	A	B		C	
Approach Delay (s)		5.9	14.5		24.1	
Approach LOS		A	B		C	

Intersection Summary			
HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	57.6	Sum of lost time (s)	18.4
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Commonwealth Ave & Lake Street

6/3/2008

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	290	1021	153	622	120	419
v/c Ratio	1.03	0.83	0.54	1.01	0.35	1.01
Control Delay	100.4	28.8	40.7	77.4	9.4	77.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.4	28.8	40.7	77.4	9.4	77.1
Queue Length 50th (ft)	~181	251	79	~202	0	~120
Queue Length 95th (ft)	#337	316	135	#309	39	#172
Internal Link Dist (ft)		1877		667		286
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	281	1268	285	613	342	416
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.81	0.54	1.01	0.35	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street

6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	10	10	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0				
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		0.95				
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.92		1.00				
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00				
Frt	1.00	0.96		1.00	1.00	0.85		0.97				
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99				
Satd. Flow (prot)	1555	3083		1481	3185	1278		1362				
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99				
Satd. Flow (perm)	1555	3083		1481	3185	1278		1362				
Volume (vph)	264	671	215	132	578	102	63	181	61	0	0	0
Peak-hour factor, PHF	0.91	0.87	0.86	0.86	0.93	0.85	0.70	0.78	0.63	0.25	0.25	0.25
Adj. Flow (vph)	290	771	250	153	622	120	90	232	97	0	0	0
RTOR Reduction (vph)	0	35	0	0	0	97	0	31	0	0	0	0
Lane Group Flow (vph)	290	986	0	153	622	23	0	388	0	0	0	0
Confl. Peds. (#/hr)						21						
Heavy Vehicles (%)	1%	2%	0%	6%	2%	5%	25%	3%	21%	0%	0%	0%
Turn Type	Prot			Split		Perm	Split					
Protected Phases	1	1 2		3	3		4	4				
Permitted Phases						3						
Actuated Green, G (s)	16.0	34.3		17.0	17.0	17.0		25.0				
Effective Green, g (s)	16.0	34.3		17.0	17.0	17.0		25.0				
Actuated g/C Ratio	0.18	0.39		0.19	0.19	0.19		0.28				
Clearance Time (s)	4.0			4.0	4.0	4.0		4.0				
Vehicle Extension (s)	3.0			3.0	3.0	3.0		3.0				
Lane Grp Cap (vph)	282	1198		285	613	246		386				
v/s Ratio Prot	c0.19	c0.32		0.10	c0.20			c0.28				
v/s Ratio Perm						0.02						
v/c Ratio	1.03	0.82		0.54	1.01	0.09		1.01				
Uniform Delay, d1	36.2	24.3		32.1	35.6	29.3		31.6				
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00				
Incremental Delay, d2	61.1	4.7		1.9	40.1	0.2		47.2				
Delay (s)	97.3	29.0		34.0	75.7	29.5		78.9				
Level of Service	F	C		C	E	C		E				
Approach Delay (s)		44.1			62.4			78.9			0.0	
Approach LOS		D			E			E			A	

Intersection Summary

HCM Average Control Delay	55.9	HCM Level of Service	E
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	88.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
26: Commonwealth Ave & Campus Driveway 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	157	708	180	912	42	76
v/c Ratio	0.58	0.28	0.48	0.39	0.23	0.41
Control Delay	21.6	5.4	14.5	6.1	25.4	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	5.4	14.5	6.1	25.4	17.6
Queue Length 50th (ft)	20	34	20	48	15	14
Queue Length 95th (ft)	88	156	#186	223	46	54
Internal Link Dist (ft)		667		961	983	372
Turn Bay Length (ft)	75		75			
Base Capacity (vph)	272	2489	376	2322	305	284
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.28	0.48	0.39	0.14	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
26: Commonwealth Ave & Campus Driveway 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	10	10	12	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0			4.0
Lane Util. Factor	1.00	0.95			1.00	0.95			1.00			1.00
Frt	1.00	1.00			1.00	0.98			0.98			0.93
Flt Protected	0.95	1.00			0.95	1.00			0.99			1.00
Satd. Flow (prot)	1516	3245			1486	3021			1640			1356
Flt Permitted	0.29	1.00			0.37	1.00			0.97			0.97
Satd. Flow (perm)	463	3245			578	3021			1603			1320
Volume (vph)	96	626	5	1	165	786	57	5	29	5	6	25
Peak-hour factor, PHF	0.61	0.89	0.92	0.92	0.92	0.96	0.61	0.92	0.92	0.92	0.88	0.88
Adj. Flow (vph)	157	703	5	1	179	819	93	5	32	5	7	28
RTOR Reduction (vph)	0	0	0	0	0	5	0	0	5	0	0	37
Lane Group Flow (vph)	157	708	0	0	180	907	0	0	37	0	0	39
Heavy Vehicles (%)	0%	0%	2%	2%	2%	5%	14%	2%	2%	2%	0%	2%
Turn Type	Perm			Perm	Perm			Perm			Perm	
Protected Phases		1				1			2			2
Permitted Phases	1			1	1			2			2	
Actuated Green, G (s)	63.8	63.8			63.8	63.8			7.7			7.7
Effective Green, g (s)	64.8	64.8			64.8	64.8			8.7			8.7
Actuated g/C Ratio	0.73	0.73			0.73	0.73			0.10			0.10
Clearance Time (s)	5.0	5.0			5.0	5.0			5.0			5.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	338	2371			422	2207			157			129
v/s Ratio Prot		0.22				0.30						
v/s Ratio Perm	c0.34				0.31				0.02			c0.03
v/c Ratio	0.46	0.30			0.43	0.41			0.24			0.30
Uniform Delay, d1	4.9	4.1			4.7	4.6			36.9			37.2
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	1.0	0.1			0.7	0.1			0.8			1.3
Delay (s)	5.9	4.2			5.4	4.7			37.7			38.5
Level of Service	A	A			A	A			D			D
Approach Delay (s)		4.5				4.8			37.7			38.5
Approach LOS		A				A			D			D

Intersection Summary

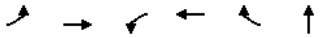
HCM Average Control Delay	6.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	88.7	Sum of lost time (s)	15.2
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	36
Peak-hour factor, PHF	0.88
Adj. Flow (vph)	41
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	29%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Queues
2: Commonwealth Ave & Lake Street

6/3/2008



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	190	854	163	798	192	621
v/c Ratio	0.91	0.90	0.46	1.05	0.50	1.07
Control Delay	93.8	52.8	44.3	91.4	13.9	93.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	52.8	44.3	91.4	13.9	93.3
Queue Length 50th (ft)	147	326	109	~355	19	~271
Queue Length 95th (ft)	#271	347	163	#482	82	#349
Internal Link Dist (ft)		1877		667		202
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	209	949	357	759	386	579
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.90	0.46	1.05	0.50	1.07

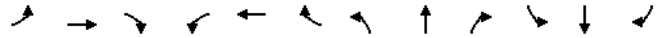
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street

6/3/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	10	10	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0				
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		0.95				
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.78		1.00				
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00				
Frt	1.00	0.97		1.00	1.00	0.85		0.96				
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99				
Satd. Flow (prot)	1570	3110		1525	3249	1125		1511				
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99				
Satd. Flow (perm)	1570	3110		1525	3249	1125		1511				
Volume (vph)	165	559	129	135	726	167	144	256	109	0	0	0
Peak-hour factor, PHF	0.87	0.80	0.83	0.83	0.91	0.87	0.84	0.84	0.75	0.25	0.25	0.25
Adj. Flow (vph)	190	699	155	163	798	192	171	305	145	0	0	0
RTOR Reduction (vph)	0	16	0	0	0	123	0	24	0	0	0	0
Lane Group Flow (vph)	190	838	0	163	798	69	0	597	0	0	0	0
Confl. Peds. (#/hr)						54						
Heavy Vehicles (%)	0%	2%	0%	3%	0%	1%	1%	0%	1%	0%	0%	0%
Turn Type	Prot			Split		Perm	Split					
Protected Phases	1	1 2		3	3		4	4				
Permitted Phases						3						
Actuated Green, G (s)	16.0	35.8		28.0	28.0	28.0		44.0				
Effective Green, g (s)	16.0	35.8		28.0	28.0	28.0		44.0				
Actuated g/C Ratio	0.13	0.30		0.23	0.23	0.23		0.37				
Clearance Time (s)	4.0			4.0	4.0	4.0		4.0				
Vehicle Extension (s)	3.0			3.0	3.0	3.0		3.0				
Lane Grp Cap (vph)	210	929		356	759	263		555				
v/s Ratio Prot	0.12	c0.27		0.11	c0.25			c0.39				
v/s Ratio Perm						0.06						
v/c Ratio	0.90	0.90		0.46	1.05	0.26		1.08				
Uniform Delay, d1	51.1	40.3		39.4	45.9	37.5		37.9				
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00				
Incremental Delay, d2	41.4	11.8		0.9	47.0	0.5		60.1				
Delay (s)	92.6	52.1		40.3	92.9	38.0		98.0				
Level of Service	F	D		D	F	D		F				
Approach Delay (s)		59.5			76.3			98.0			0.0	
Approach LOS		E			E			F			A	

Intersection Summary

HCM Average Control Delay	74.9	HCM Level of Service		E	
HCM Volume to Capacity ratio	1.01				
Actuated Cycle Length (s)	119.8	Sum of lost time (s)		12.0	
Intersection Capacity Utilization	73.6%	ICU Level of Service		D	
Analysis Period (min)	15				

c Critical Lane Group

Queues
26: Commonwealth Ave & Campus Driveway 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	65	763	151	1006	31	224
v/c Ratio	0.40	0.38	0.58	0.51	0.10	0.63
Control Delay	21.8	8.6	24.5	9.9	20.4	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	8.6	24.5	9.9	20.4	19.1
Queue Length 50th (ft)	8	50	22	73	7	41
Queue Length 95th (ft)	#57	173	#175	279	34	138
Internal Link Dist (ft)		667		961	916	372
Turn Bay Length (ft)	75		75			
Base Capacity (vph)	163	2017	262	1990	407	443
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.38	0.58	0.51	0.08	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
26: Commonwealth Ave & Campus Driveway 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	10	10	12	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0			4.0
Lane Util. Factor	1.00	0.95			1.00	0.95			1.00			1.00
Frt	1.00	1.00			1.00	0.99			0.99			0.92
Flt Protected	0.95	1.00			0.95	1.00			0.99			0.99
Satd. Flow (prot)	1516	3245			1486	3200			1641			1556
Flt Permitted	0.23	1.00			0.33	1.00			0.95			0.96
Satd. Flow (perm)	366	3245			510	3200			1571			1504
Volume (vph)	49	629	5	12	127	901	28	5	21	3	25	61
Peak-hour factor, PHF	0.75	0.83	0.92	0.92	0.92	0.93	0.75	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	758	5	13	138	969	37	5	23	3	27	66
RTOR Reduction (vph)	0	0	0	0	0	3	0	0	2	0	0	65
Lane Group Flow (vph)	65	763	0	0	151	1003	0	0	29	0	0	159
Heavy Vehicles (%)	0%	0%	2%	2%	2%	1%	0%	2%	2%	2%	0%	2%
Turn Type	Perm			Perm	Perm			Perm			Perm	
Protected Phases		1				1			2			2
Permitted Phases	1			1	1			2			2	
Actuated Green, G (s)	35.6	35.6			35.6	35.6			10.4			10.4
Effective Green, g (s)	36.6	36.6			36.6	36.6			11.4			11.4
Actuated g/C Ratio	0.58	0.58			0.58	0.58			0.18			0.18
Clearance Time (s)	5.0	5.0			5.0	5.0			5.0			5.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	211	1873			294	1847			282			270
v/s Ratio Prot		0.23				c0.31						
v/s Ratio Perm	0.18				0.30				0.02			c0.11
v/c Ratio	0.31	0.41			0.51	0.54			0.10			0.59
Uniform Delay, d1	6.9	7.4			8.1	8.3			21.7			23.9
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	0.8	0.1			1.5	0.3			0.2			3.3
Delay (s)	7.7	7.5			9.6	8.6			21.9			27.1
Level of Service	A	A			A	A			C			C
Approach Delay (s)		7.6				8.7			21.9			27.1
Approach LOS		A				A			C			C

Intersection Summary

HCM Average Control Delay	10.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	63.4	Sum of lost time (s)	15.4
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	117
Peak-hour factor, PHF	0.89
Adj. Flow (vph)	131
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Queues
2: Commonwealth Ave & Lake Street

6/3/2008

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	290	1020	152	622	120	419
v/c Ratio	1.03	0.83	0.53	1.02	0.35	1.01
Control Delay	101.2	29.8	40.6	78.1	9.4	77.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.2	29.8	40.6	78.1	9.4	77.8
Queue Length 50th (ft)	~181	259	79	~202	0	~120
Queue Length 95th (ft)	#337	324	134	#309	39	#172
Internal Link Dist (ft)		1877		667		286
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	281	1265	285	612	342	415
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.81	0.53	1.02	0.35	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street

6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	10	10	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0				
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		0.95				
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.92		1.00				
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00				
Frt	1.00	0.98		1.00	1.00	0.85		0.97				
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99				
Satd. Flow (prot)	1555	3136		1481	3185	1278		1362				
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99				
Satd. Flow (perm)	1555	3136		1481	3185	1278		1362				
Volume (vph)	264	783	103	131	578	102	63	181	61	0	0	0
Peak-hour factor, PHF	0.91	0.87	0.86	0.86	0.93	0.85	0.70	0.78	0.63	0.25	0.25	0.25
Adj. Flow (vph)	290	900	120	152	622	120	90	232	97	0	0	0
RTOR Reduction (vph)	0	12	0	0	0	97	0	31	0	0	0	0
Lane Group Flow (vph)	290	1008	0	152	622	23	0	388	0	0	0	0
Confl. Peds. (#/hr)						21						
Heavy Vehicles (%)	1%	2%	0%	6%	2%	5%	25%	3%	21%	0%	0%	0%
Turn Type	Prot			Split		Perm	Split					
Protected Phases	1	1 2		3	3		4	4				
Permitted Phases						3						
Actuated Green, G (s)	16.0	34.6		17.0	17.0	17.0		25.0				
Effective Green, g (s)	16.0	34.6		17.0	17.0	17.0		25.0				
Actuated g/C Ratio	0.18	0.39		0.19	0.19	0.19		0.28				
Clearance Time (s)	4.0			4.0	4.0	4.0		4.0				
Vehicle Extension (s)	3.0			3.0	3.0	3.0		3.0				
Lane Grp Cap (vph)	281	1225		284	611	245		384				
v/s Ratio Prot	c0.19	c0.32		0.10	c0.20			c0.28				
v/s Ratio Perm						0.02						
v/c Ratio	1.03	0.82		0.54	1.02	0.09		1.01				
Uniform Delay, d1	36.3	24.3		32.2	35.8	29.5		31.8				
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00				
Incremental Delay, d2	62.2	4.6		1.9	41.0	0.2		48.7				
Delay (s)	98.5	28.9		34.2	76.8	29.6		80.5				
Level of Service	F	C		C	E	C		F				
Approach Delay (s)		44.3			63.2			80.5			0.0	
Approach LOS		D			E			F			A	

Intersection Summary

HCM Average Control Delay	56.5	HCM Level of Service	E
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	88.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
26: Commonwealth Ave & Campus Driveway 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	157	825	165	926	42	76
v/c Ratio	0.69	0.52	0.48	0.40	0.18	0.34
Control Delay	37.3	13.5	14.7	6.7	21.5	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	13.5	14.7	6.7	21.5	18.8
Queue Length 50th (ft)	34	78	12	43	10	14
Queue Length 95th (ft)	#108	242	#124	224	42	56
Internal Link Dist (ft)		667		961	381	372
Turn Bay Length (ft)	75		75			
Base Capacity (vph)	228	1597	347	2328	418	393
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.52	0.48	0.40	0.10	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
26: Commonwealth Ave & Campus Driveway 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	10	10	12	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0			4.0
Lane Util. Factor	1.00	0.95			1.00	0.95			1.00			1.00
Frt	1.00	0.98			1.00	0.98			0.98			0.96
Flt Protected	0.95	1.00			0.95	1.00			0.99			1.00
Satd. Flow (prot)	1516	3168			1486	3022			1640			1477
Flt Permitted	0.31	1.00			0.27	1.00			0.97			0.96
Satd. Flow (perm)	492	3168			415	3022			1600			1426
Volume (vph)	96	626	112	1	151	800	57	5	29	5	6	40
Peak-hour factor, PHF	0.61	0.89	0.92	0.92	0.92	0.96	0.61	0.92	0.92	0.92	0.88	0.88
Adj. Flow (vph)	157	703	122	1	164	833	93	5	32	5	7	45
RTOR Reduction (vph)	0	14	0	0	0	6	0	0	5	0	0	22
Lane Group Flow (vph)	157	811	0	0	165	920	0	0	37	0	0	54
Heavy Vehicles (%)	0%	0%	2%	2%	2%	5%	14%	2%	2%	2%	0%	2%
Turn Type	Perm			pm+pt	pm+pt			Perm			Perm	
Protected Phases		2		1	1	2 1			3			3
Permitted Phases	2			1 2	1 2			3			3	
Actuated Green, G (s)	24.4	24.4			31.7	35.7			4.8			4.8
Effective Green, g (s)	25.4	25.4			32.7	36.7			4.8			4.8
Actuated g/C Ratio	0.46	0.46			0.59	0.66			0.09			0.09
Clearance Time (s)	5.0	5.0			4.0				4.0			4.0
Vehicle Extension (s)	3.0	3.0			3.0				3.0			3.0
Lane Grp Cap (vph)	224	1445			384	1991			138			123
v/s Ratio Prot		0.26			0.06	c0.30						
v/s Ratio Perm	c0.32				0.20				0.02			c0.04
v/c Ratio	0.70	0.56			0.43	0.46			0.27			0.44
Uniform Delay, d1	12.1	11.1			5.8	4.7			23.8			24.2
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	9.5	0.5			0.8	0.2			1.1			2.5
Delay (s)	21.6	11.6			6.5	4.8			24.9			26.7
Level of Service	C	B			A	A			C			C
Approach Delay (s)		13.2				5.1			24.9			26.7
Approach LOS		B				A			C			C

Intersection Summary

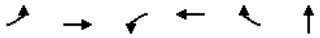
HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	55.7	Sum of lost time (s)	18.2
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	21
Peak-hour factor, PHF	0.88
Adj. Flow (vph)	24
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	29%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Queues
2: Commonwealth Ave & Lake Street

6/3/2008



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	190	858	163	798	192	621
v/c Ratio	0.91	0.90	0.46	1.05	0.50	1.07
Control Delay	94.0	53.8	44.4	91.6	13.9	93.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.0	53.8	44.4	91.6	13.9	93.5
Queue Length 50th (ft)	147	333	109	~355	19	~271
Queue Length 95th (ft)	#271	354	163	#482	82	#349
Internal Link Dist (ft)		1877		667		202
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	209	951	356	759	386	579
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.90	0.46	1.05	0.50	1.07

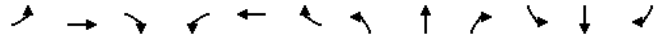
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street

6/3/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	10	10	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0				
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		0.95				
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.78		1.00				
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00				
Frt	1.00	0.99		1.00	1.00	0.85		0.96				
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99				
Satd. Flow (prot)	1570	3151		1525	3249	1125		1511				
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99				
Satd. Flow (perm)	1570	3151		1525	3249	1125		1511				
Volume (vph)	165	630	58	135	726	167	144	256	109	0	0	0
Peak-hour factor, PHF	0.87	0.80	0.83	0.83	0.91	0.87	0.84	0.84	0.75	0.25	0.25	0.25
Adj. Flow (vph)	190	788	70	163	798	192	171	305	145	0	0	0
RTOR Reduction (vph)	0	6	0	0	0	123	0	24	0	0	0	0
Lane Group Flow (vph)	190	852	0	163	798	69	0	597	0	0	0	0
Confl. Peds. (#/hr)						54						
Heavy Vehicles (%)	0%	2%	0%	3%	0%	1%	1%	0%	1%	0%	0%	0%
Turn Type	Prot			Split		Perm	Split					
Protected Phases	1	1 2		3	3		4	4				
Permitted Phases						3						
Actuated Green, G (s)	16.0	35.9		28.0	28.0	28.0		44.0				
Effective Green, g (s)	16.0	35.9		28.0	28.0	28.0		44.0				
Actuated g/C Ratio	0.13	0.30		0.23	0.23	0.23		0.37				
Clearance Time (s)	4.0			4.0	4.0	4.0		4.0				
Vehicle Extension (s)	3.0			3.0	3.0	3.0		3.0				
Lane Grp Cap (vph)	210	943		356	759	263		554				
v/s Ratio Prot	0.12	c0.27		0.11	c0.25			c0.39				
v/s Ratio Perm						0.06						
v/c Ratio	0.90	0.90		0.46	1.05	0.26		1.08				
Uniform Delay, d1	51.2	40.3		39.4	45.9	37.5		38.0				
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00				
Incremental Delay, d2	41.4	11.8		0.9	47.0	0.5		60.8				
Delay (s)	92.6	52.2		40.4	92.9	38.0		98.7				
Level of Service	F	D		D	F	D		F				
Approach Delay (s)		59.5			76.4			98.7			0.0	
Approach LOS		E			E			F			A	

Intersection Summary

HCM Average Control Delay	75.0	HCM Level of Service		E	
HCM Volume to Capacity ratio	1.01				
Actuated Cycle Length (s)	119.9	Sum of lost time (s)		12.0	
Intersection Capacity Utilization	73.6%	ICU Level of Service		D	
Analysis Period (min)	15				

c Critical Lane Group

Queues
26: Commonwealth Ave & Campus Driveway 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	65	835	134	1022	31	225
v/c Ratio	0.42	0.42	0.59	0.52	0.10	0.64
Control Delay	23.4	9.0	27.5	10.2	20.3	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	9.0	27.5	10.2	20.3	21.5
Queue Length 50th (ft)	9	57	21	78	7	48
Queue Length 95th (ft)	#64	191	#164	286	34	#151
Internal Link Dist (ft)		667		961	528	372
Turn Bay Length (ft)	75		75			
Base Capacity (vph)	156	1971	226	1969	403	428
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.42	0.59	0.52	0.08	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
26: Commonwealth Ave & Campus Driveway 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	10	10	12	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0			4.0			4.0
Lane Util. Factor	1.00	0.95			1.00	0.95			1.00			1.00
Frt	1.00	0.99			1.00	0.99			0.99			0.93
Flt Protected	0.95	1.00			0.95	1.00			0.99			0.99
Satd. Flow (prot)	1516	3198			1486	3201			1641			1571
Flt Permitted	0.22	1.00			0.29	1.00			0.95			0.96
Satd. Flow (perm)	355	3198			459	3201			1579			1519
Volume (vph)	49	629	71	12	111	916	28	5	21	3	25	76
Peak-hour factor, PHF	0.75	0.83	0.92	0.92	0.92	0.93	0.75	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	758	77	13	121	985	37	5	23	3	27	83
RTOR Reduction (vph)	0	7	0	0	0	3	0	0	2	0	0	48
Lane Group Flow (vph)	65	828	0	0	134	1019	0	0	29	0	0	177
Heavy Vehicles (%)	0%	0%	2%	2%	2%	1%	0%	2%	2%	2%	0%	2%
Turn Type	Perm			Perm	Perm			Perm			Perm	
Protected Phases		1				1			2			2
Permitted Phases	1			1	1			2			2	
Actuated Green, G (s)	36.1	36.1			36.1	36.1			11.0			11.0
Effective Green, g (s)	37.1	37.1			37.1	37.1			12.0			12.0
Actuated g/C Ratio	0.58	0.58			0.58	0.58			0.19			0.19
Clearance Time (s)	5.0	5.0			5.0	5.0			5.0			5.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0			3.0
Lane Grp Cap (vph)	204	1839			264	1841			294			283
v/s Ratio Prot		0.26				c0.32						
v/s Ratio Perm	0.18				0.29				0.02			c0.12
v/c Ratio	0.32	0.45			0.51	0.55			0.10			0.63
Uniform Delay, d1	7.1	7.9			8.2	8.5			21.8			24.2
Progression Factor	1.00	1.00			1.00	1.00			1.00			1.00
Incremental Delay, d2	0.9	0.2			1.5	0.4			0.1			4.3
Delay (s)	8.0	8.0			9.8	8.9			21.9			28.4
Level of Service	A	A			A	A			C			C
Approach Delay (s)		8.0				9.0			21.9			28.4
Approach LOS		A				A			C			C

Intersection Summary

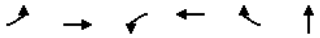
HCM Average Control Delay	10.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	64.5	Sum of lost time (s)	15.4
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	102
Peak-hour factor, PHF	0.89
Adj. Flow (vph)	115
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Queues
2: Commonwealth Ave & Lake Street

6/3/2008



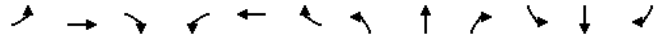
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	290	1020	152	644	279	158
v/c Ratio	0.83	0.72	0.46	0.90	0.55	0.67
Control Delay	51.8	19.0	31.8	47.7	8.6	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.8	19.0	31.8	47.7	8.6	29.6
Queue Length 50th (ft)	129	184	61	153	0	27
Queue Length 95th (ft)	#290	261	120	#285	51	50
Internal Link Dist (ft)		1877		667		256
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	349	1507	332	714	504	301
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.68	0.46	0.90	0.55	0.52

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street

6/3/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	10	10	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0				
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		0.95				
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.93		1.00				
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00				
Frt	1.00	0.98		1.00	1.00	0.85		0.97				
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98				
Satd. Flow (prot)	1555	3136		1481	3185	1293		1312				
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.98				
Satd. Flow (perm)	1555	3136		1481	3185	1293		1312				
Volume (vph)	264	783	103	131	599	237	44	48	21	0	0	0
Peak-hour factor, PHF	0.91	0.87	0.86	0.86	0.93	0.85	0.70	0.78	0.63	0.25	0.25	0.25
Adj. Flow (vph)	290	900	120	152	644	279	63	62	33	0	0	0
RTOR Reduction (vph)	0	13	0	0	0	216	0	28	0	0	0	0
Lane Group Flow (vph)	290	1007	0	152	644	63	0	130	0	0	0	0
Confl. Peds. (#/hr)						21						
Heavy Vehicles (%)	1%	2%	0%	6%	2%	5%	25%	3%	21%	0%	0%	0%
Turn Type	Prot			Split		Perm	Split					
Protected Phases	1	1 2		3	3		4	4				
Permitted Phases						3						
Actuated Green, G (s)	16.2	32.4		16.2	16.2	16.2		11.4				
Effective Green, g (s)	16.2	32.4		16.2	16.2	16.2		11.4				
Actuated g/C Ratio	0.22	0.45		0.22	0.22	0.22		0.16				
Clearance Time (s)	4.0			4.0	4.0	4.0		4.0				
Vehicle Extension (s)	3.0			3.0	3.0	3.0		3.0				
Lane Grp Cap (vph)	350	1411		333	717	291		208				
v/s Ratio Prot	c0.19	c0.32		0.10	c0.20			c0.10				
v/s Ratio Perm						0.05						
v/c Ratio	0.83	0.71		0.46	0.90	0.22		0.63				
Uniform Delay, d1	26.6	16.0		24.1	27.1	22.7		28.3				
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00				
Incremental Delay, d2	19.8	1.7		1.0	14.0	0.4		5.8				
Delay (s)	46.4	17.8		25.1	41.1	23.1		34.1				
Level of Service	D	B		C	D	C		C				
Approach Delay (s)		24.1			34.2			34.1			0.0	
Approach LOS		C			C			C			A	

Intersection Summary

HCM Average Control Delay	29.0	HCM Level of Service		C	
HCM Volume to Capacity ratio	0.76				
Actuated Cycle Length (s)	72.0	Sum of lost time (s)		12.0	
Intersection Capacity Utilization	52.7%	ICU Level of Service		A	
Analysis Period (min)	15				

c Critical Lane Group

Queues
26: Commonwealth Ave & Campus Driveway 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	133	797	165	926	108	144	76
v/c Ratio	0.78	0.52	0.67	0.48	0.36	0.30	0.43
Control Delay	59.5	19.5	31.0	13.8	24.9	21.6	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.5	19.5	31.0	13.8	24.9	21.6	31.8
Queue Length 50th (ft)	52	132	32	119	40	48	26
Queue Length 95th (ft)	#131	322	#193	349	104	125	81
Internal Link Dist (ft)		667		961		381	372
Turn Bay Length (ft)	75		75				
Base Capacity (vph)	170	1545	246	1938	375	628	290
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.52	0.67	0.48	0.29	0.23	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
26: Commonwealth Ave & Campus Driveway 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	10	10	12	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0			4.0
Lane Util. Factor	1.00	0.95			1.00	0.95		0.95	0.95			1.00
Frt	1.00	0.98			1.00	0.98		1.00	0.96			0.96
Flt Protected	0.95	1.00			0.95	1.00		0.95	0.98			1.00
Satd. Flow (prot)	1516	3165			1486	3022		1513	1504			1477
Flt Permitted	0.31	1.00			0.26	1.00		0.72	0.92			0.96
Satd. Flow (perm)	492	3165			408	3022		1141	1417			1421
Volume (vph)	81	601	112	1	151	800	57	156	44	31	6	40
Peak-hour factor, PHF	0.61	0.89	0.92	0.92	0.92	0.96	0.61	0.92	0.92	0.92	0.88	0.88
Adj. Flow (vph)	133	675	122	1	164	833	93	170	48	34	7	45
RTOR Reduction (vph)	0	11	0	0	0	5	0	0	12	0	0	16
Lane Group Flow (vph)	133	786	0	0	165	921	0	108	132	0	0	60
Heavy Vehicles (%)	0%	0%	2%	2%	2%	5%	14%	2%	2%	2%	0%	2%
Turn Type	Perm			pm+pt	pm+pt			D.P+P			Perm	
Protected Phases		2		1	1	2 1		3	3 4			4
Permitted Phases	2			1 2	1 2			4			4	
Actuated Green, G (s)	36.2	36.2			42.6	46.6		15.8	15.8			7.2
Effective Green, g (s)	37.2	37.2			43.6	47.6		15.8	15.8			7.2
Actuated g/C Ratio	0.46	0.46			0.53	0.58		0.19	0.19			0.09
Clearance Time (s)	5.0	5.0			4.0			4.0				4.0
Vehicle Extension (s)	3.0	3.0			3.0			3.0				3.0
Lane Grp Cap (vph)	224	1441			302	1761		260	283			125
v/s Ratio Prot		0.25			0.04	c0.30		0.04	c0.05			
v/s Ratio Perm	c0.27				0.25			0.04	0.04			c0.04
v/c Ratio	0.59	0.55			0.55	0.52		0.42	0.47			0.48
Uniform Delay, d1	16.6	16.1			10.8	10.2		28.7	29.2			35.5
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00			1.00
Incremental Delay, d2	4.2	0.4			2.0	0.3		1.1	1.2			2.9
Delay (s)	20.8	16.5			12.8	10.5		29.7	30.4			38.3
Level of Service	C	B			B	B		C	C			D
Approach Delay (s)		17.2				10.9			30.1			38.3
Approach LOS		B				B			C			D

Intersection Summary

HCM Average Control Delay	16.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	22.3
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	21
Peak-hour factor, PHF	0.88
Adj. Flow (vph)	24
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	29%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Queues
2: Commonwealth Ave & Lake Street 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT
Lane Group Flow (vph)	190	858	163	851	364	337
v/c Ratio	0.65	0.71	0.40	0.97	0.62	0.98
Control Delay	44.9	24.9	30.2	58.1	8.4	78.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	24.9	30.2	58.1	8.4	78.6
Queue Length 50th (ft)	97	199	73	241	0	88
Queue Length 95th (ft)	#180	223	124	#393	64	#170
Internal Link Dist (ft)		1877		667		202
Turn Bay Length (ft)	200		300		200	
Base Capacity (vph)	294	1303	410	873	588	343
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.66	0.40	0.97	0.62	0.98

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
2: Commonwealth Ave & Lake Street 6/3/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	10	10	10	12	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0				
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		0.95				
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.84		1.00				
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00				
Frt	1.00	0.99		1.00	1.00	0.85		0.97				
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98				
Satd. Flow (prot)	1570	3151		1525	3249	1206		1510				
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.98				
Satd. Flow (perm)	1570	3151		1525	3249	1206		1510				
Volume (vph)	165	630	58	135	774	317	107	119	51	0	0	0
Peak-hour factor, PHF	0.87	0.80	0.83	0.83	0.91	0.87	0.84	0.84	0.75	0.25	0.25	0.25
Adj. Flow (vph)	190	788	70	163	851	364	127	142	68	0	0	0
RTOR Reduction (vph)	0	7	0	0	0	266	0	24	0	0	0	0
Lane Group Flow (vph)	190	851	0	163	851	98	0	313	0	0	0	0
Confl. Peds. (#/hr)						54						
Heavy Vehicles (%)	0%	2%	0%	3%	0%	1%	1%	0%	1%	0%	0%	0%
Turn Type	Prot			Split		Perm	Split					
Protected Phases	1	1 2		3	3		4	4				
Permitted Phases						3						
Actuated Green, G (s)	16.0	32.6		23.1	23.1	23.1		18.0				
Effective Green, g (s)	16.0	32.6		23.1	23.1	23.1		18.0				
Actuated g/C Ratio	0.19	0.38		0.27	0.27	0.27		0.21				
Clearance Time (s)	4.0			4.0	4.0	4.0		4.0				
Vehicle Extension (s)	3.0			3.0	3.0	3.0		3.0				
Lane Grp Cap (vph)	293	1199		411	876	325		317				
v/s Ratio Prot	0.12	c0.27		0.11	c0.26			c0.21				
v/s Ratio Perm						0.08						
v/c Ratio	0.65	0.71		0.40	0.97	0.30		0.99				
Uniform Delay, d1	32.2	22.5		25.6	31.0	24.9		33.7				
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00				
Incremental Delay, d2	10.6	1.9		0.6	23.5	0.5		46.3				
Delay (s)	42.9	24.5		26.2	54.5	25.4		80.0				
Level of Service	D	C		C	D	C		F				
Approach Delay (s)		27.8			43.5			80.0			0.0	
Approach LOS		C			D			F			A	

Intersection Summary

HCM Average Control Delay	42.0	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.86			
Actuated Cycle Length (s)	85.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	63.1%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Queues
26: Commonwealth Ave & Campus Driveway 6/3/2008

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	45	783	134	1022	215	96	225
v/c Ratio	0.52	0.48	0.79	0.63	0.56	0.17	0.51
Control Delay	45.1	15.8	55.6	18.6	25.1	10.1	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	15.8	55.6	18.6	25.1	10.1	18.8
Queue Length 50th (ft)	12	108	46	160	71	11	24
Queue Length 95th (ft)	#69	247	#216	398	171	53	71
Internal Link Dist (ft)		667		961		528	372
Turn Bay Length (ft)	75		75				
Base Capacity (vph)	87	1633	170	1633	419	680	639
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.48	0.79	0.63	0.51	0.14	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
26: Commonwealth Ave & Campus Driveway 6/3/2008

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	10	10	12	12	12	12	12	12	12
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0			4.0
Lane Util. Factor	1.00	0.95			1.00	0.95		1.00	1.00			0.95
Frt	1.00	0.99			1.00	0.99		1.00	0.91			0.92
Flt Protected	0.95	1.00			0.95	1.00		0.95	1.00			0.99
Satd. Flow (prot)	1516	3195			1486	3201		1593	1527			2960
Flt Permitted	0.18	1.00			0.28	1.00		0.55	1.00			0.91
Satd. Flow (perm)	294	3195			440	3201		917	1527			2697
Volume (vph)	34	586	71	12	111	916	28	198	36	52	25	76
Peak-hour factor, PHF	0.75	0.83	0.92	0.92	0.92	0.93	0.75	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	706	77	13	121	985	37	215	39	57	27	83
RTOR Reduction (vph)	0	7	0	0	0	2	0	0	38	0	0	101
Lane Group Flow (vph)	45	776	0	0	134	1020	0	215	58	0	0	124
Heavy Vehicles (%)	0%	0%	2%	2%	2%	1%	0%	2%	2%	2%	0%	2%
Turn Type	Perm			Perm	Perm			D.P+P			Perm	
Protected Phases		1				1		2	2 3			3
Permitted Phases	1			1	1			3			3	
Actuated Green, G (s)	38.8	38.8			38.8	38.8		21.0	26.0			8.8
Effective Green, g (s)	39.8	39.8			39.8	39.8		23.0	27.0			9.8
Actuated g/C Ratio	0.49	0.49			0.49	0.49		0.28	0.33			0.12
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0				5.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0				3.0
Lane Grp Cap (vph)	144	1564			215	1567		369	507			325
v/s Ratio Prot		0.24				c0.32		c0.09	0.04			
v/s Ratio Perm	0.15				0.30			c0.07				0.05
v/c Ratio	0.31	0.50			0.62	0.65		0.58	0.11			0.38
Uniform Delay, d1	12.5	14.0			15.2	15.5		24.2	18.8			33.0
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00			1.00
Incremental Delay, d2	1.2	0.2			5.5	1.0		2.3	0.1			0.7
Delay (s)	13.7	14.2			20.8	16.5		26.5	18.9			33.7
Level of Service	B	B			C	B		C	B			C
Approach Delay (s)		14.2				17.0			24.2			33.7
Approach LOS		B				B			C			C

Intersection Summary

HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	81.3	Sum of lost time (s)	18.5
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width	12
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	102
Peak-hour factor, PHF	0.89
Adj. Flow (vph)	115
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Boston College Parking Supply Inventory

BOSTON COLLEGE PARKING SUPPLY

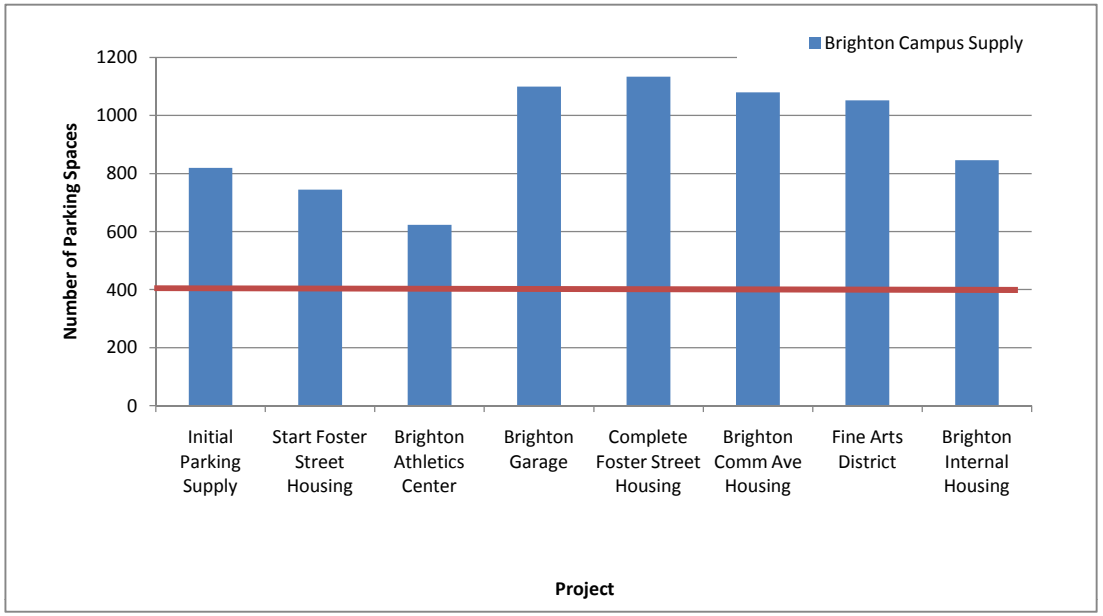
	Number of Spaces							
		Existing Utilization		Lost				
Facility	Existing	Number of Vehicles Parked	Percent	# of Spaces	IMP Project	Added	Net Changes	Future
Brighton Campus								
St. Clement's -- Across Foster	74	58	78%	74	Grad Housing (1)	34	-40	34
St. Clement's Front	27	19	70%	0		0	0	27
St. Clement's Upper	31	27	87%	0		0	0	31
St. Clement's Lower	29	26	90%	0		0	0	29
Foster Street Area Total	*161*	*130*	81%	*74*		*34*	*-40*	*121*
Garage Front	23	10	43%	23	Garage (5)	500	477	500
Tennis Lower	38	0	0%	38	Athletics Center (2)	0	-38	0
Tennis Middle	42	20	48%	42	Athletics Center (2)	0	-42	0
Tennis Upper	42	33	79%	42	Athletics Center (2)	0	-42	0
Bishop Peterson (Front)	61	31	51%	0		0	0	61
Bishop Peterson (Rear Lower)	6	6	100%	0		0	0	6
Bishop Peterson (Rear Upper)	17	7	41%	0		0	0	17
Bishop Peterson (Across from Garage)	4	4	100%	0		0	0	4
Bishop Peterson (Lake St. Side)	25	22	88%	0		0	0	25
Playing Fields Area	*258*	*133*	52%	*145*		*500*	*355*	*613*
3 Lake Street	17	16	94%	0		0	0	17
Library Lot	163	20	12%	163	Internal Housing (7)	0	-163	0
Facing Library -- row parallel Lake	21	8	38%	21	Internal Housing (7)	0	-21	0
St. William's	31	11	35%	0		0	0	31
St. William's (Rear)	4	0	0%	4	Internal Housing (7)	0	-4	0
St. William's (Rear Row Behind Bldg.)	22	9	41%	22	Internal Housing (7)	0	-22	0
Chancery (Rear close to Library Lot)	36	33	92%	36	Internal Housing (7)	0	-36	0
Chancery Arc	16	12	75%	0		0	0	16
Chancery (Perpendicular to Comm)	32	16	50%	14	Internal Housing (7)	0	-14	18
Gymnasium Lot	22	10	45%	22	Fine Arts District (10)	0	-22	0
Cardinal's Residence (along road)	26	0	0%	0		0	0	26
Cardinal's Residence Lot East	4	0	0%	0		0	0	4
Cardinal's Residence Lot West	6	0	0%	6	Fine Arts District (10)	0	-6	0
Commonwealth Ave. Area	*400*	*135*	34%	*288*		*0*	*-288*	*112*
Brighton Campus Total	**819**	**398**	49%	507		534	27	846

Chestnut Hill Campus								
More Hall Rear	85	72	85%	85	Housing (12)	100	15	100
More Hall arc (2 + 9 unlined)	2	4	200%	2	Housing (12)	0	-2	0
110/Walsh	25	23	92%	25	Recreation Center (13)	0	-25	0
St. Ignatius	18	10	56%	0		0	0	18
Vanderslice	22	18	82%	0		0	0	22
Southwell	4	4	100%	0		0	0	4
66 Comm Ave	9	2	22%	0		0	0	9
Rubenstein/66	10	7	70%	0		0	0	10
Rubenstein Rear/Gabelli	7	3	43%	0		0	0	7
Rubenstein Wall	14	12	86%	0		0	0	14
Rubenstein Front	8	7	88%	0		0	0	8
Voute	1	1	100%	0		0	0	1
Ignacio	8	5	63%	0		0	0	8
Comm Ave Garage	958	610	64%	0		0	0	958
Mod Lot	168	170	101%	168	University Center (17)	0	-168	0
Campanella Way Arc	126	118	94%	126	17	0	-126	0
Tennis courts	4	4	100%	4	Recreation Center (13)	0	-4	0
Shea Lot	29	29	100%	0		0	0	29
Campanella/Edmonds	15	15	100%	15	13	0	-15	0
Edmonds North	37	33	89%	37	13	0	-37	0
Edmonds South	63	59	94%	63	13	0	-63	0
Campanella Way Facilities	*1613*	*1206*	75%	*525*		*100*	*-425*	*1188*
2000 Commonwealth Avenue	0			0		200	200	200
St. Mary's Side Lot	23	21	91%	0		0	0	23
St. Mary's Arc	5	3	60%	0		0	0	5
Linden Lane	30	27	90%	0		0	0	30
Bapst Rear	5	1	20%	0		0	0	5
Gasson/Lyons Quad (temp off-line)	22	0	0%	0		0	0	22
Gasson Rear (temp off-line)	4	0	0%	0		0	0	4
Linden Lane/Gasson Total	*89*	*52*	58%	*0*		*0*	*0*	*89*
Lyons Rear	8	8	100%	8	Stokes Commmons (19)	0	-8	0
Campus Green	66	52	79%	66	19 and Academic Bldg. (20)	0	-66	0
McElroy Gate Outbuilding	35	25	71%	35	Academic Bldg. (21)	90	55	90
McElroy Gate Total	*109*	*85*	78%	*109*		*90*	*-19*	*90*
McGuinn Rear	23	20	87%	0		0	0	23
Service Bldg Cushing/Higgins	43	37	86%	43	Science Center (18)	0	-43	0
Service Bldg Garage	7	8	114%	7	18	0	-7	0
Service Bldg Rear	13	5	38%	0		0	0	13
McGuinn/Service Bldg. Total	*86*	*70*	81%	*50*		*0*	*-50*	*36*
Merket	32	32	100%	0		0	0	32
Merket roadway	19	15	79%	0		0	0	19
Conte circle	6	5	83%	0		0	0	6
Beacon Street Garage	825	571	69%	0		350	350	1175
Beacon Street Garage Total	*882*	*623*	71%	*0*		*350*	*350*	*1232*
Hovey house	11	5	45%	0		0	0	11
Murray/Waul & Murray Carriage House	28	17	61%	0		0	0	28
31 Lawrence	5	4	80%	0		0	0	5
Connolly & Carriage House	11	4	36%	0		0	0	11
Haley House	6	2	33%	0		0	0	6
Childcare Center	4	7	175%	0		0	0	4

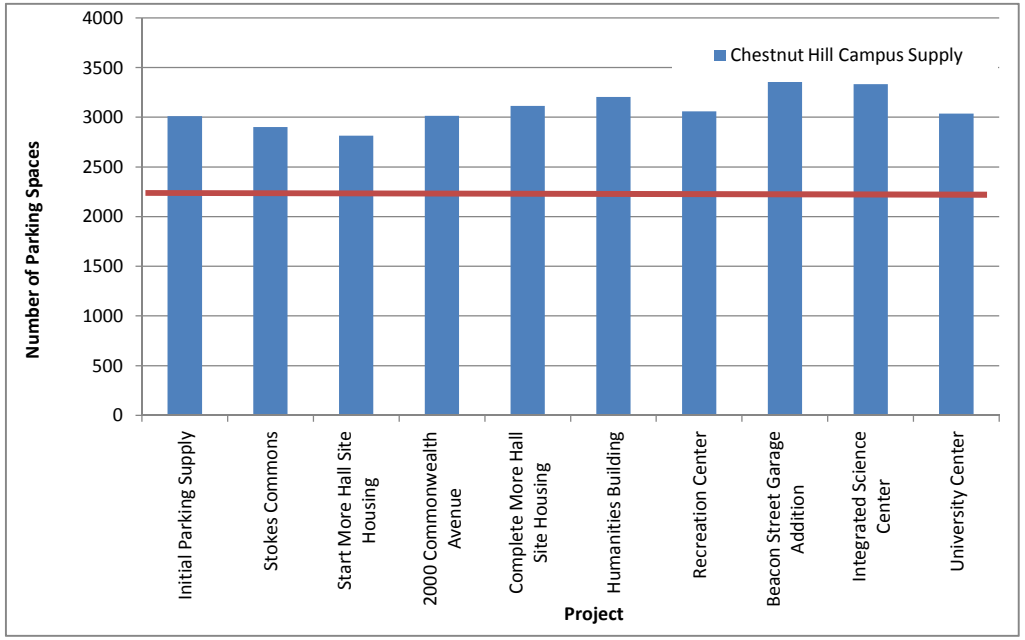
Remainder Triangle and Beacon St.	75			0		0	0	75
Hammond Triangle Total	*140*	*39*	28%	*0*		*0*	*0*	*140*
O'Connell Front	5	5	100%	0		0	0	5
O'Connell Rear	15	9	60%	0		0	0	15
Shaw House	2	2	100%	0		0	0	2
College/Quincy/Mayflower	70			0		0	0	70
Upper Campus total	*92*	*16*	17%	*0*		*0*	*0*	*92*
Chestnut Hill Campus Total	**3011**	**2091**	69%	**0**	**684**	**0**	**740**	**56**	**3067**
Newton Campus								
Alumni Circle	17			0		0	0	17
Duschene	38			0		0	0	38
Alumni Rear	23			0		0	0	23
Colby Road	44			0		0	0	44
Cottage Roadway	71			0		0	0	71
Quonset Hut	67			0		0	0	67
Hardey/Cushing Rear	20			0		0	0	20
Hardey/Cushing Circle	18			0		0	0	18
Trinity Chapel Staff	18			0		0	0	18
Mary House	7			0		0	0	7
Stuart Front	4			0		0	0	4
Keyes South	34			0		0	0	34
Keyes North	127			0		0	0	127
Stuart/Mill Street	187			0		0	0	187
New Surfae Parking	0			0		150	150	187
Newton Campus Total	**675**			**0**		**150**	**150**	**825**
Total for Three Campuses	**4505**			**1191**		**1424**	**233**	**4738**

Not available or not counted

Added	Utilization	Brighton Campus Supply
	398	819
0	398	745
0	398	623
500	398	1100
34	398	1134
0	398	1080
0	398	1052
0	398	846
534	398	846



Added	Utilization	Chestnut Hill Campus Supply
	2091	3011
0	2091	2902
0	2091	2815
200	2091	3015
100	2091	3115
90	2091	3205
0	2091	3061
350	2091	3382
0	2091	3332
0	2091	3038
740	2091	3038



Appendix D

Response to Comments and Comment Letters

Appendix D
Response to Comments

Introduction

This appendix provides Boston College's responses to comment letters that have been submitted to the Boston Redevelopment Authority by various regulatory review agencies as well as the general public as part of the review of the Institutional Master Plan Notification Form (IMPNF) dated December 5, 2007. The following sections provide a response to each substantive individual comment that appears in a particular comment letter, pursuant to the BRA Scoping Determination on the IMPNF dated February 2008.

The comment letters appear immediately following this section. Each of the comment letters is assigned a corresponding identification number as shown below in Table 1. The individual comments appearing in the comment letters are flagged in these respective documents and assigned a code number. The enumerated comments/ responses correlate with the code numbers that appear on the comment letters.

Table 1
Comment Letters on IMPNF

Letter	Commenter
1	Boston Transportation Department
2	Boston Transportation Department - Transportation Access Plan Guidelines and Scope of Work
3	Boston Environment Department
4	Boston Water and Sewer Commission
5	Massachusetts Water Resources Authority
6	Massachusetts Historical Commission
7	City of Newton, Department of Planning and Development
8	Boston City Councilor John R. Connolly
9	Boston City Councilor Sam Yoon
10	Boston City Councilor Stephen J. Murphy
11	State Senator Steven A. Tolman
12	State Representatives Kevin G. Honan and Michael J. Moran, and City Councilor Mark S. Ciommo
13	Allston-Brighton Boston College Community Task Force
14	Charles River Watershed Association
15	Brighton Allston Improvement Association
16	Chestnut Hill Reservoir Coalition, Inc.

Letter	Commenter
17	Allston Brighton Community Planning Initiative
18	Hobart Park Neighborhood Association
19	Aberdeen-Brighton Residents Association, Inc.
20	Radnor Neighborhood Association
21	Portina Road Association
22	William F. Galvin
23	Colleen Salmon
24	Margaret Grealish
25	Emily Gregory
26	Michael L., Paula J., Leo F., and Mildred M. Buckley
27	Adam Shipley
28	Edward Berger
29	Mark Cintolo
30	Joseph Gravellese
31	Erik DeMarco
32	Ed McDonough
33	Ethan Sullivan
34	Paul Hynes
35	anonymous
36	Richard Collins
37	Charlie Vasiliades
38	Paul William Garber
39	Jennifer Smith
40	Gwyneth Sheen
41	Nancy Bradford
42	Anna Davis
43	Charlotte Belezos
44	Deborah Reiff
45	Michelle Chambers
46	Erica Sigal
47	Richard Wood
48	Christine Stewart
49	Daina Selvig
50	Micheal O'Laoghaire
51	Sanford Furman
52	Alessandro Selvig (1/8/08)
53	David Carlson
54	Louise Bonar
55	John Ferguson
56	Franco and Rita Rufo
57	Bruno Salvucci
58	Mariano and Grace D'Antignana

Letter	Commenter
59	Shani and Jonathan Traum
60	Susan Heideman
61	Brenda Pizzo and Kevin Tringale
62	Renee Shapiro and Mimi Rhys
63	Danielle Goyette
64	John and Marlene Duarte
65	Bob Pessek
66	Michael Pahre
67	Ellen Millman
68	Mark Alford
69	Alisa Brennan
70	Ludwik Gorzanski
71	Wilma Wetterstrom
72	Lisa Hirsh
73	Dorothy Weitzman
74	Sharon Cayley
75	Kirsten N. and Henry S. Ryan
76	Fred Salvucci
77	Lorraine Bossi
78	Dajun Pang and Chianping Ye
79	Alessandro Selvig (2/3/08)
80	Christina A. Clamp and Donald H. Gianniny
81	Howard Wong
82	Gregg Lebovitz
83	Dongli Chen
84	Fran Gustman
85	Brenda Pizzo
86	Leland Webster
87	Jack Grinold
88	The Rev. Dr. Ted J. Gaiser
89	Phoebe Erb Gallagher
90	Ellen Chajes
91	Esther and David Kashnow
92	Barbara Goldstein
93	Ellen Berezin
94	Daniel A. Davis
95	Lewis Shepard
96	Michael Weisskoff
97	Connie Gilbert, and Paula and Roy Rosenstock
98	Mary Blackburn
99	Tatyana and Robert Goldwyn
100	Nicholas and Michelina Tawa

Letter	Commenter
101	Arlene Raven
102	Eleanor Druckman
103	Sandra Kilbride
104	Ringer Park Partnership Group
105	Mark D. Trachtenberg
106	Donna Taube
107	Janet Kenney
108	Glenn Walker
109	Kristine Walker
110	Brenda Pizzo and Kevin Tringale (1/28/08)
111	Barbara Moss
112	Glory Dalton (1/28/08)
113	Bret Silverman
114	Nancy L. Chadburn
115	John W. Freeman
116	William P. Marchione
117	Mark Bacon
118	Gridth and Steven Ablon
119	Kerri Theleman
120	Steven B. Gopen
121	Andrea Wolf
122	Joanne and John Robert Powers
123	Robert Copen
124	Glory Dalton (/12/08)
125	Chuck Latovich
126	Alessandro Selvig (10/12/07)
127	Lisa McDonough
128	Peter G. Dalton
129	Angela Sciaraffa
130	Ada Freedman
131	Yeckezkal Gutfreund
132	Donna Tramontozzi
133	Mary Ellen Davis
134	Joan Spanbauer
135	Georgia T. Belezos and Nicholas G. Belezos
136	Eva M. Webster (2/5/08)
137	Antoinette Rossi
138	Donna and Jim Maguire
139	Ilene Solomon
140	anonymous
141	anonymous
142	Eva M. Webster (1/29/08)

Letter	Commenter
143	Jim Solomon
144	Andrew and Neala Melcer, et al
145	Eight residents of 2035 Commonwealth Avenue
146	Janet Gold
147	P.J. Szufnarowski
148	Charles and Nancy Mueller
149	Allston-Brighton residents
150	Alessandro Selvig, et al (2/5/08)
151	Foster Street petition

Letter 1
Boston Transportation Department

Comment 1

Page 6-11 states that there could be some limited trip generation associated with the retail portions of the projects located on Commonwealth Avenue. Clarification as to what type of retail is being proposed and where along with mitigation measures, analysis and results of the analysis.

Response

Approximately 12,000 sf of neighborhood retail space may be included in the residence hall on the More Hall site. This retail space will primarily serve the Boston College community and the local neighborhood. Little to no new traffic is expected to be generated to the site by the planned retail space as indicated in the Trip Generation section of Chapter 9, *Transportation and Parking*.

Comment 2

The Proponent should be using BTD's mode share for this area.

Response

See Trip Generation section of Chapter 9, *Transportation and Parking,* for a discussion of mode share.

Comment 3

The purpose of evaluating the existing routes, ridership, and hours of operation of the MBTA service and Boston College shuttle is to indentify redundancies in service and be able to develop recommendations to improve transit services and ridership in the vicinity of Boston College. Please clarify your findings and recommendations on this issue.

Response

See the discussion of shuttle bus service in the Future Conditions section of Chapter 9, *Transportation and Parking.*

Comment 4

Has the proponent thought about consolidating the MBTA service with the Boston College Shuttle service?

Response

There is currently no MBTA bus service along Commonwealth Avenue to the Boston College campus. The BC shuttle is designed to connect the various parts of the campus to each other and to the Newton Campus and Cleveland Circle.

Comment 5

Would residents in the area be able to ride the shuttle service?

Response

The University will consider this request.

Comment 6

What are the current parking fee policies for Boston College and how do they compare to other colleges in the area? What are the new fees and what is the parking fee plan for the next 10 years? Are students offered a discount?

Response

See Existing Conditions section of Chapter 9, *Transportation and Parking,* for a discussion of the parking plan and associated parking fees. Student fees are less than faculty and staff fees.

Comment 7

There are currently 788 parking spaces on the Brighton Campus. The proponent is proposing on building a parking garage for 500 new spaces and displacing 425 spaces. How soon would the 425 spaces be displaced? Immediately or over time?

Response

As shown in Chapter 9, *Transportation and Parking*, there are currently 819 parking spaces on the Brighton Campus. At the end of the 10-year plan, there will 846 spaces on the Brighton Campus for a net increase of 27 spaces. See the discussion of parking phasing in the Future Conditions section of Chapter 9, *Transportation and Parking.*

Comment 8

The proponent should clearly illustrate the off-campus on-street and off-street parking spaces and on-campus on-street and off-street spaces. This illustration should also include regulatory parking such as Resident Parking.

Response

The Parking subsection and Figure 9-17 in Chapter 9, *Transportation and Parking,* provide information on the supply, utilization and regulation of off-campus parking near the Boston College Campus.

Comment 9

The proposed relocation of St. Thomas More Road needs to be supported by a full traffic analysis showing proposed and existing traffic volumes for all of the proposed options.

Response

A full analysis of access alternatives for the Brighton Campus is presented in the Future Conditions section of Chapter 9, *Transportation and Parking.*

Comment 10

The proponent proposes to enter the Brighton Campus via Lake Street. There are currently 3 entrances via Lake Street. The community has expressed concern about vehicles using these locations. The proponent should clearly identify what locations are going to be used by whom, as well as submit a proposed traffic analysis.

Response

The 10-year plan proposes to close the Lake Street driveway closest to Commonwealth Avenue. The driveway serving St. John's Seminary will remain open and continue to serve the Seminary. The Lake Street driveway near the north end of the campus is generally kept closed and is used only on special occasions such as home football games. There are no plans to change the operation of this driveway. See the analysis of access alternatives for the Brighton Campus in the Future Conditions section of Chapter 9, *Transportation and Parking.*

Comment 11

BTD would like to see the proponent tighten up St. Thomas More Road, Fr. Herlihy Drive and Commonwealth Avenue Intersection.

Response

Boston College intends to improve operations at these locations by providing a new roadway across the More Hall site to provide direct access to the Brighton Campus across Commonwealth Avenue. See the analysis of access alternatives for the Brighton Campus in the Future Conditions section of Chapter 9, *Transportation and Parking*.

Comment 12

The proponent should clarify any right of way issues that are associated with the relocation of St. Thomas More Road.

Response

The new roadway will be located entirely on Boston College property.

Comment 13

There is currently an entrance to the Brighton Campus from Foster Street. What will the overall use of the entrance be?

Response

This entrance will remain open and provide full ingress to and egress from the Brighton Campus. The driveways on the Brighton Campus will have controlled access as is currently provided on the Chestnut Hill Campus. This will restrict access to the campus to traffic having business on the campus and prevent any cut through traffic which might impact neighborhood roadways.

Comment 14

The proponent should include a design and analysis of the proposed center platform alternative on Commonwealth Avenue. This design and analysis is critical to the traffic management of the intersections of St. Thomas More Road/Commonwealth Avenue, as well as the surrounding Community.

Response

The MBTA is responsible for the design of the proposed station relocation project at Commonwealth Avenue and Lake Street. Boston College supports the center platform alternative and has included the center platform alternative in the traffic analysis of access alternatives to the Brighton Campus. For further detail, see Transit under Future Conditions in Chapter 9, *Transportation and Parking*.

Comment 15

The proponent should show in detail how the continuous pedestrian corridor is going to tie all the campuses together.

Response

A discussion about the pedestrian linkages provided in the 10-year development of the campus is provided in Chapter 4, *Planning Framework*.

Comment 16

The proponent is currently showing a pedestrian bridge at the proposed intersection of St. Thomas More Road and Commonwealth Avenue. What was the thought process as to who would use it and will it be handicapped accessible?

Response

The University is no longer proposing a pedestrian bridge over Commonwealth Avenue in the IMP.

Comment 17

Will bicycle paths and/or lanes be part of this continuous corridor between campuses?

Response

As project details progress, the University will evaluate bicycle lanes along roadways, but not on interior pathways on campus. Due to the topography of the campus, such bicycles lanes would be extremely difficult.

Comment 18

BTD would like to see a bicycle lane installed on Beacon Street between Chestnut Hill Avenue and St. Thomas More Road.

Response

The University will support the City of Boston when it initiates the planning of such a bicycle lane on Beacon Street.

Letter 2
Boston Transportation Department Transportation Access Plan Guidelines and Scope of Work

This Letter 2 document is the Boston Transportation Department's standard access plan guidelines and scope of work. The IMP transportation study addresses transportation elements required by the BTD. No itemized responses are required.

Letter 3
Boston Environment Department

Comment 1

The IMP should include a list of proposed demolition. The IMP should contain an amended list if this is inaccurate.

Response

Chapter 11, *Historic and Archaeological Resources,* provides information related to proposed demolition of existing buildings.

Comment 2

In describing off-campus parking for graduate students, the IMPNF references properties on Strathmore/Orkney Roads and Embassy Road at which students can park for a monthly fee. These properties and their use(s) are not shown on Figure 2-1 and are not listed in Table 2-1, Boston College Properties – Brighton, Chestnut Hill, and Newton Campuses. The IMP should describe this information.

Response

These are leased properties that are not included in Chapter 2, *Existing Property Uses*, which details BC-owned properties. These leased properties are discussed in Chapter 6, *Student Housing Plan*.

Comment 3

…In addition, the IMP should identify the location and uses of all off-campus properties that BC owns, operates, manages and uses.

Response

Figure 2-1 in the IMP identifies all property that the University owns, operates and manages within Boston and Newton.

Comment 4

The IMP should identify the specific uses of 18, 24 and 30 Wade Streets and their respective garages.

Response

The houses are owned by the University and used for junior faculty housing. There is no change in the residential character of these properties and the University continues to pay property taxes to the City of Boston.

Comment 5

The IMPNF does not indicate when the six year term began. This information should be provided in the IMP.

Response

The six-year term began in 2006 and expires in 2012.

Comment 6

The IMP should replicate Figures 2-1 and 3-1 in the IMP with addition of a legend that indicates the uses of buildings adjacent to the Boston campus perimeter.

Response

Figure 2-1 indicates buildings and open space resources adjacent to the Boston College campus perimeter.

Comment 7

The IMPNF does not indicate if there are contract and per diem employees working at BC. The IMP should provide the number of any full-and part-time workers in these categories.

Response

Boston College is proud of its commitment to keeping in-house dining services, custodial services and bookstore operations, which are commonly contracted out at other institutions. All of these employees receive full benefits, including tuition remission, health and dental insurance and competitive wages. Additionally, Boston College sponsors an in-house temporary pool for office clerical positions, placing approximately 40 temporary employees throughout the University at any one time. Many of these employees utilize the temporary pool to transition into regular office clerical positions at Boston College.

Comment 8

The IMP should describe the Campus Consortium for Environmental Excellence and its benefits for BC.

Response

Boston College's leadership in enhancing environmental performance through the Campus Consortium for Environmental Excellence membership is described in the Leadership section of Chapter 10, *Environmental Sustainability*.

Comment 9

We recommend, consistent with the Mayor's focus on sustainability and responding to climate change, that BC evaluate participation in the American College & University Presidents Climate Commitment (ACUPCC).

Response

Boston College does not plan to participate in the ACUPCC. For information about the University's sustainability goals and current practices, see Chapter 10, *Environmental Sustainability*.

Comment 10

Save That Stuff, already a BC recycling vendor, has recently initiated a composting program, one of the few available in the Boston area. It is working with local retailers and foodservice companies to turn their organic waste into compost, while also controlling their waste removal costs. We urge BC to talk with staff of Save That Stuff about establishing a program.

Response

The Save That Stuff program is described in Chapter 10, *Environmental Sustainability*.

Comment 11

We suggest that BC evaluate the potential for using Otis Gen2 elevators or Kone EcoSpace elevators in new construction.

Response

Boston College will evaluate the potential for using elevators that offer energy efficiency and environmental benefits, on future campus projects. These will be considered in the context of overall sustainability efforts on proposed future projects, as well as their cost and maintenance impacts.

Comment 12

The benefits and detriments of using synthetics on the proposed athletic fields should be discussed in the IMP.

Response

Chapter 7, *Athletics Facilities,* includes a discussion about the impacts of synthetic playing surfaces.

Comment 13

We ask that BC include in the IMP a detailed plan describing its sustainability goals, the framework within which it will design open space and the built environment and how it will operate a sustainable campus.

Response

Chapter 10, *Environmental Sustainability,* provides detailed descriptions of Boston College's framework and sustainability initiatives.

Comment 14

An environmental protection plan should be included in the IMP. It should address:

- *Groundwater*
- *Open space protection and maintenance*
- *Stormwater quality and management*
- *Erosion and sedimentation control*
- *Air quality protection*

Response

The University addresses components of groundwater, open space, stormwater quality, erosion and sedimentation control and air quality from a broad perspective in various chapters of the IMP. As part of future submissions to the City under Article 80, the University will provide detailed environmental protection descriptions as required.

Comment 15

Potential shadow and wind impacts will require study as part of Article 80.

Response

As part of future submissions to the City under Article 80, the University will provide shadow and wind impact analysis as required.

Comment 16

BLC staff strongly encourages a thorough study of alternatives to rehabilitate or incorporate historic buildings into proposed development plans, rather than demolition.

Response

Most of the buildings in the two campuses wholly or partially within Boston that are proposed for demolition post-date 1955. Three of the pre-1955 buildings – the three 19th century houses on Foster Street – have been considered for reuse: see Campus Planning for Housing section in Chapter 6, *Student Housing Plan*. Alternatives will be considered for the 1955 St. Thomas More building, if found to meet the BLC criteria for a preferably preserved building as part of the Article 85 demolition delay process. The rest of the buildings scheduled for demolition in the Boston sections of the campuses post-date 1955: the 1960s service building on the Brighton Campus and the 1975 Edmonds Hall, 1972 Flynn Recreation Complex, and the 1970 Modular Apartments, which are all on the Chestnut Hill Campus.

Comment 17

The BLC requests that dated cornerstones be incorporated into all new construction.

Response

Boston College will consider this request.

Comment 18

Construction-period noise is subject to regulation by the Boston Air Pollution Control Commission (APCC), part of this department. The proponent must ensure compliance with the construction-related limits as outlined in the Regulations for the Control of Noise in the City of Boston.

Response

The University will comply with all noise-related regulations as required under the City of Boston's Air Pollution Control Commission.

Comment 19

If chemical cleaning or abrasive blasting will be a part of renovation or other projects executed during the IMP term, a permit must first be obtained from the APCC.

Response

If chemical cleaning or abrasive blasting is required, the University will comply with all regulations related to these activities as required by the City of Boston's Air Pollution Control Commission.

Comment 20

As part of this effort, we request that a comprehensive Transportation Demand Management (TMD) plan be established for all construction workers.

Response

The University will continue to encourage non-vehicular travel to its campus. Chapter 9, *Transportation and Parking,* provides discussions of BC's existing and planned transportation demand management measures.

Comment 21

The IMP should provide the following bicycle-related information in text and on an updated Figure 6-4:

- *The location(s) of bicycle racks protected from the elements and the total number of bicycle that can be accommodated;*
- *The location(s) of shower and locker facilities and the number of lockers provided at each facility;*
- *A description of eligibility for use of the facilities. Are all students, faculty and staff allowed to use them? Are the showers/lockers available for students, faculty and staff who walk to work?*
- *Any proposed changes to the number and locations of racks and shower/lockers during IMP term, including at the Brighton campus.*

Response

The location of bicycle racks and their capacities are listed in Table 9-2 and shown in Figure 9-12. Bicycle accommodations will be provided on the Brighton Campus. Additional information on bicycles is provided in Chapter 9, *Transportation and Parking*.

Comment 22

We suggest that BC investigate participation in the City's Bike Friendly Business Program.

Response

Boston College promotes and encourages bicycling as an alternative method of transportation. Currently, it offers a number of the incentives that would qualify it as a City of Boston Bike Friendly Business such as bike racks, bike commuter incentives, covered secured storage and shower facilities. See Chapter 9, *Transportation and Parking,* for more detail.

Comment 23

An IMP should provide the following information:

- *The number of employees (all faculty and all staff) who commute in single occupant vehicles (SOV) and the percentage of faculty and staff this represents.*

Response

Available mode share and vehicle occupancy information is provided in Chapter 9, *Transportation and Parking*.

Comment 24

- *The number of employees (all faculty and all staff) who carpool /vanpool and the percentage of employees this represents.*

Response

Available mode share and vehicle occupancy information is provided in Chapter 9, *Transportation and Parking*.

Comment 25

- *The vehicle occupancy rate (VOR) for all faculty and all staff.*

Response

Available mode share and vehicle occupancy information is provided in Chapter 9, *Transportation and Parking.*

Comment 26

- *The number of undergraduate students who commute in SOV and the percentage of undergraduates this represents.*

Response

Available mode share and vehicle occupancy information is provided in Chapter 9, *Transportation and Parking*.

Comment 27

- *The number of undergraduates who carpool/vanpool and the percentage of undergraduates this represents.*

Response

Available mode share and vehicle occupancy information is provided in Chapter 9, *Transportation and Parking*.

Comment 28

- *The number of graduate, law, special program students who commute in SOV and the percentage of graduate, law, special program students this represents.*

Response

Available mode share and vehicle occupancy information is provided in Chapter 9, *Transportation and Parking*.

Comment 29

- *The number of graduate, law, special program students who carpool/vanpool and the percentage of graduate, law, special program students this represents.*

Response

Available mode share and vehicle occupancy information is provided in Chapter 9, *Transportation and Parking*.

Comment 30

- *The VOR for undergraduate, graduate, law and special program students.*

Response

Available mode share and vehicle occupancy information is provided in Chapter 9, *Transportation and Parking*.

Comment 31

- *The parking rates charged broken down by category of employees, category of student and location of parking area/facility.*

Response

Parking rate information is provided in the Existing Transportation Conditions section of Chapter 9, *Transportation and Parking*.

Comment 32

- *The level of subsidy represented by each parking rate based upon the cost of building, maintaining and operating the parking areas/facilities.*

Response

Parking rates at Boston College are designed to recover the full costs associated with providing on-campus parking. The University does not subsidize parking.

Comment 33

- *If a student lives more than one mile from public transit, does this include bus lines that will take the student to another mode?*

Response

No

Comment 34

- *How is accessibility to a practicum or internship defined?*

Response

A practicum or internship is generally considered accessible by public transportation if it is located within a quarter mile of a bus stop with frequent service or within a half mile of a rapid transit station.

Comment 35

- *If a student is enrolled in a practicum or internship for one semester, is the parking permit good only for that semester?*

Response

Yes

Comment 36

- *Why is shuttle offered to Cleveland Circle on the C branch of the Green line and to Reservoir Station on the D line of the Green Line when there is a B line stop at Chestnut Hill and Commonwealth Avenue, one block from Cleveland Circle and two blocks from Reservoir Station?*

Response

Boston College is served directly by the B Branch at the Boston College stop. The service to Cleveland Circle and the Reservoir stop provide service to transit users with destinations in Brookline along the C and D branches of the Green Line. This service to these stops also accommodates people who live or shop in those areas or are destined for locations near Cleveland Circle or the Reservoir stop. In addition, there are considerable differences in walking distances to these stops.

Comment 37

- *What are the criteria for eligibility for the Guaranteed Ride Home program?*

Response

It is open to all pre-registered employees who use public transportation, carpools, vanpools, bikes, or who walk to work at least three days per week.

Comment 38

- *Is there a limit on the number if times that a commuter may use the Guaranteed Ride Home program?*

Response

No

Comment 39

The IMP should include a broad TDM program designed to increase transit mode share and decrease vehicle use.

Response

See Chapter 9, *Transportation and Parking*, for a description of BC's current program and proposed changes.

Letter 4
Boston Water and Sewer Commission

Comment 1

It is Boston College's responsibility to evaluate the capacity of the water, sewer and storm drainage systems service the campuses and individual project sites, to determine if the systems are adequate to meet future project demands. Evaluation of the capacity of existing systems on the campus to meet future project needs, and a discussion of any currently anticipated plans for any changes to these systems, must be provided in the Master Plan.

Response

Chapter 8, *Utilities and Infrastructure,* provides an evaluation of water, sewer and storm drainage systems.

Comment 2

Boston College is advised that any new, relocated, reconstructed or expanded water, sanitary sewer, storm drainage or drinking water mains required to accommodate future development must be designed and constructed at Boston College's expense and in conformance with the Commission's Sewer Use and Water Distribution System regulations. Boston College should coordinate any plans to install, relocate, reconstruct or expand sanitary sewer, storm drainage or drinking water mains with the Commission.

Response

Boston College will coordinate with the Commission on a project-by-project basis. Boston College will submit to the Commission the required plans, details and supplemental documents as required through the Boston Water and Sewer Commission's Site Plan Review process and General Services Application.

Comment 3

Boston College must submit site plans and General Service Applications to the Commission for individual construction projects as they are proposed. Site Plans must show the location of existing public and private water mains, sanitary sewers and storm drains serving project sites, as well as the locations of proposed service connections. With each site plan, Boston College must provide a detailed and updated estimate of water demand, sanitary sewer flows and stormwater runoff generation for the proposed project. The amount of potable water required for landscape irrigation must be quantified and provided separately.

Response

Boston College will coordinate with the Commission on a project-by-project basis. Boston College will submit to the Commission the required plans, details and supplemental documents as required through the Boston Water and Sewer Commission's Site Plan Review process and General Services Application.

Comment 4

To assure compliance with the Commission's requirements, Boston College should submit site plans and General Service Applications to the Commission for review when project designs are 50 percent complete.

Response

Boston College will coordinate with the Commission as each project progresses, a site plan in BWSC format will be submitted to the Commission for review during the Design Development phase of each project.

Comment 5

As plans progress and are finalized, the Commission will require drawings of public and private water, sewer and storm drainage facilities in AutoCAD format. Drawings must include locations of any abandoned items, such as pipes and manholes, locations of new installations, profiles of sewer and drain lines, invert elevations of sewer and drain lines at the manhole, depth of water pipe at all gates, bends and connections, size and type of all pipes, valves and hydrants installed and rim elevations of all manholes.

Response

Boston College will coordinate with the Commission on a project-by-project basis. Boston College will submit to the Commission the required plans, details and supplemental documents as required through the Boston Water and Sewer Commission's Site Plan Review process and General Services Application.

Comment 6

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. Boston College 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.

Response

If needed, Boston College will apply for a Termination Verification Approval Form for a Demolition Permit on a project-by-project basis.

Comment 7

Boston College should be aware that the US Environmental Protection Agency issued a draft 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, Boston College will be required to apply for a RGP to cover these discharges.

Response

If necessary, Boston College will apply for a RGP permit from the Commission prior to discharge of any dewatering drainage to the system.

Comment 8

The Brighton campus is served by separate sewers and storm drains. Separate sanitary sewer and storm drain services must be provided form new buildings constructed to the respective pipe in the street and on the campus.

Response

Boston College will service each new building on the Brighton Campus with separate sanitary sewer and storm drain lines.

Comment 9

Site plans must show in detail how drainage from building roofs and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times.

Response

Boston College will submit a Site plan showing in detail the management of building roof drainage and impervious areas. The Site plan will clearly show the separate sewer and stormwater infrastructure for each project.

Comment 10

Currently, DEP is typically using a minimum 4; 1 ratio for I/I removal to new wastewater flow added. The Commission supports the DEP/MWRA policy, and will require Boston College to develop a consistent inflow reduction plan.

Response

Boston College will coordinate with BWSC/DEP on a project-by-project basis. If needed, Boston College will develop an inflow reduction plan.

Comment 11

Boston College must fully investigate methods for retaining stormwater on project sites before the Commission will consider requests to discharge additional stormwater to the Commission's system. Under no circumstance will stormwater be allowed to discharge to a sanitary sewer. A feasibility assessment for retaining strormwater on site must be submitted with each site plan.

Response

Boston College intends to manage stormwater generated by additional impervious areas on campus on a project-by-project level.

Comment 12

The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. The proponent is advised that the discharge of any construction site dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission and an NPDES Permit issued by the Environmental Protection Agency (EPA).

Response

Boston College will apply for a NPDES General Permit for Construction from the EPA on a project-by-project basis.

Comment 13

Boston College is advised that a Drainage Discharge Permit is also required for the long-term (permanent) discharge to a drainage system of infiltration groundwater collected via an underdrain system, such as those that are commonly installed in below-grade parking garages.

Response

Boston College will apply to BWSC for permanent drainage discharges, such as below-grade parking garages.

Comment 14

For each phase of construction covering one acre or more, Boston College will be required to obtain coverage under the EPA's NPDES General Permit for Construction. A copy of the

Notice of Intent and the pollution prevention plan prepared pursuant to the Permit should be provided to the Commission, prior to the commencement of construction.

Response

Boston College will apply for a NPDES General Permit for Construction from the EPA, on a project-by-project basis.

Comment 15

In conjunction with each site plan and General Service Application submitted, Boston College must submit to the Commission's Engineering Customer Service Department a detailed stormwater management plan.

Response

Boston College will coordinate with BWSC on a project-by-project basis. The Proponent will submit to the Commission the required plans, details and supplemental documents as required through the Boston Water and Sewer Commission's Site Plan Review process and General Services Application.

Comment 16

The Commission requests that Boston College install a permanent casting stating; "Don't Dump: Drains to Charles River" next to any catch basin installed. Boston College may contact the Commission's Operations Division for information regarding the purchase of the castings.

Response

Boston College will obtain and install "Don't' Dump" plaques, per the Commission's detail, next to all new catch basins within the Campus.

Comment 17

The Commission encourages Boston College to explore additional opportunities for protecting stormwater quality on the campus by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.

Response

Boston College will explore Campus stormwater quality opportunities on a project-by-project basis.

Comment 18

Grease traps are required in all new and existing cafeteria or kitchen facilities in accordance with the Commission's Sewer Use Regulations. Boston College is advised to consult with Mr. Richard Fowler, Deputy Superintendent of Field Operations prior to preparing plans for grease traps.

Response

If grease traps are required as part of a project, Boston College will coordinate with the Commission prior to the submission of the Site plan.

Comment 19

Boston College should note Article V of the Commission's Sewer Use Regulations as it pertains to medical and laboratory facilities.

Response

Boston College will coordinate with BWSC on laboratory projects as part of the Site Plan Review Process.

Comment 20

Boston College should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Boston College should consider outdoor landscaping which requires minimal use of water to maintain. If Boston College 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 also be considered.

Response

Specific water conservation measures will be addressed during the design of each project, including plants that will require no irrigation, no permanent irrigation system and low-flow fixtures.

Letter 5
Massachusetts Water Resources Authority

Comment 1

With respect to the relocation of St. Thomas More Road to relieve existing congestion at Lake Street/Commonwealth Avenue. MWRA's Cochituate Aqueduct is located beneath this roadway and any future building proposed over the Aqueduct or adjacent to the Aqueduct such as parking garage near the Shaft 7 parcel must be reviewed and approved by MWRA through the 8 (M) Permitting process pursuant to Article 8(M) of MWRA's Enabling Legislation, with the goal of protecting Authority-owned infrastructure in the area.

Response

Boston College will continue to coordinate with MWRA as the design of various projects progress. If needed, Boston College will file an 8(M) permit application with the MWRA.

Letter 6
Massachusetts Historical Commission

Comment 1

The IMP should study alternatives to the demolition of these houses in order to protect and preserve the character-defining elements of the Foster Street area, such as the uniform setbacks of houses, size and scale of residences, and mature vegetation. Alternatives to demolition must be explored and must include rehabilitation and reuse of the Foster Street houses.

Response

The IMP has studied alternatives to demolition of the three Foster Street houses. See the Campus Planning for Housing section in Chapter 6, *Student Housing Plan*. The immediate vicinity of these three houses is not uniform, as it includes large institutional buildings to the north and west and a series of early 20th century multi-family housing (Pama Gardens) to the south. Boston College will file an Article 85 demolition delay application for the three houses, which will include documentation on alternatives to demolition.

Comment 2

The IMP must consider alternatives to the quantity and siting of new buildings that would avoid adverse visual effects to historic properties.

Response

The IMP incorporates many such alternatives. Boston College has made many efforts to consider alternatives to the siting and number of new buildings that may visually affect historic properties and will continue to explore and consider other alternatives, especially on the Brighton Campus.

Letter 7
City of Newton Department of Planning and Development

Comment 1

The Planning Department strongly recommends that the new Humanities Building be set back a minimum of 28 feet and preferably 40 feet so it is more in keeping with other facilities nearby and a better complement to the streetscape. Additionally, planners for Boston College should consider stepping the upper stories of the proposed academic building back in height.

Response

Boston College appreciates the continued feedback regarding setbacks in Newton, and will continue coordination with Newton officials as plans for the new Humanities Building progress.

Comment 2

The Planning Department strongly recommends that the new Stokes Commosn and the Academic Building for Nursing and Social Work be set back from College Road so as not to create a canyon effect along this public way. Additionally, planners for Boston College should give further consideration to providing additional underground parking in either or both Stokes Commons and the new Academic Building for Nursing and Social Work to make up for the spaces lost in the existing "dust bowl" area.

Response

Boston College appreciates the feedback received regarding setbacks and parking and will continue coordination with Newton officials as plans for the new Stokes Commons project and academic buildings for the Humanities and Nursing and Social Work.

Comment 3

However, the Planning Department has an ongoing concern with the amount of uninterrupted impervious surfaces (for parking) at this campus and recommends that the College consider reducing impervious surfaces whenever possible.

Response

As a primary tenet of the IMP, surface parking (with the exception of a small number of handicapped and services spaces) will be replaced by structured parking. Most of the surface parking will be removed during the 10-year plan. In the full build out of the plan, approximately 17 acres of roads and surface parking are removed from the Chestnut Hill Campus and approximately 5 acres of roads and surface parking are removed from the Brighton Campus.

Comment 4

The Planning Department recommends that the following items be given further study and consideration.

- *Internal vehicle circulation patterns and the means of addressing pedestrian flow and potential conflicts with vehicles inside and around campus, as well as impacts on surrounding areas so that as much as possible, college generated vehicular traffic stays inside. (For example, what happens to the existing internal bus drop off near the existing garage at the back of Conte Forum?)*

Response

The major area for pedestrian/vehicle conflicts on the Lower Campus will be eliminated by the replacement of Campanella Way with a pedestrian plaza in front of Conte Forum, 21 Campanella Way and Alumni Stadium. The BC Shuttle will still be able to circulate through the campus using the pedestrian plaza, serving all drop-off and pick-up locations. On the Middle Campus, the pedestrian/vehicle conflict point at McElroy Hall will be eliminated by moving parking to the new building that will be built on the site of McElroy Hall.

Comment 5

- *Additional opportunities for consolidation of parking underground wherever possible.*

Response

The IMP identifies two new structured parking sites and two underground parking sites. The underground parking sites include up to 90 spaces under the proposed Humanities building and up to 100 spaces under the proposed More Hall site housing.

Comment 6

- *Inclusion of pick-up and drop-off areas for students and visitors as well as loading zones for short-term access to dorms.*

Response

Pick-up and drop-off areas will be included in the site design for new residence halls for both loading, service and move-in move-out days.

Comment 7

- *Clarification of how students will cross existing streets, including Hammond Street, College Road, St. Thomas More Road and Commonwealth Avenue, including consideration of possible over-or under-passes.*

Response

Boston College is no longer proposing a pedestrian overpass across Commonwealth Avenue in the IMP. Due to safety considerations, BC is not proposing any pedestrian underpasses, but will work with the City of Newton and the City of Boston to improve existing pedestrian crossings where needed.

Comment 8

- *Relocation of existing St. Thomas More Road to east side of the St. Thomas More Hall site with or without changes to and relocation of the Boston College Green Line Station.*

Response

See Chapter 9, *Transportation and Parking,* for a traffic operations analysis of various access alternatives for the Brighton Campus, including alternative treatments of St. Thomas More Road.

Comment 9

- *Clarification of how the shuttle bus routes will work in the new roadway configuration.*

Response

Existing shuttle bus routes will be maintained and the new roadway will provide the opportunity for direct shuttle access between the Brighton Campus and the Chestnut Hill Campus.

Comment 10

- *Consideration of post ten year plans involving Newton with the Boston College Neighborhood Council and the Chestnut Hill Historic District Commission, among others.*

Response

Boston College will continue outreach into the future with the Boston College Neighborhood Council and the Chestnut Hill Historic District Commission, when appropriate, on campus development plans beyond the 10-year term of the IMP.

Comment 11

- *Articulation of buildings and footprints that foster a sense of community within the campus and complement existing structures along the streetscape in terms of scale and design, as viewed from within the campus and from the public streets. While the College has worked to provide itself with additional green space inside the campus, it would be inconsistent with its community service mission to wall itself off from surrounding neighborhoods.*

Response

Creating visual and usable openings between community and campus is an IMP goal. To facilitate this, proposed buildings were pulled away from corners of the campus to create views and green gateways.

Comment 12

- *Setbacks that are consistent with the existing character of the neighborhoods upon which proposed buildings front, so the new buildings do not "turn their backs" on the City (e.g., College Road, Beacon Street, St. Thomas More Road, and Commonwealth Avenue) and attractive landscaping and open spaces along those street frontages.*

Response

Boston College appreciates the feedback regarding setbacks and will continue coordination with Newton officials as plans for new buildings in Newton progress.

Comment 13

- *Placement of loading docks away from residential areas.*

Response

Wherever possible, loading docks will be set to the interior side of proposed buildings and screened with plantings or service walls.

Comment 14

- *Orientation of the new Humanities Academic Building and the Academic Building for Nursing and Social Work so they are pulled away from the corner of College Road and Beacon Street and from an archway that both greets visitors entering from the outside and embraces an interior courtyard.*

Response

Boston College appreciates the continued feedback regarding setbacks in Newton, and will continue coordination with Newton officials as plans for new buildings in Newton progress.

Comment 15

- *Additional landscaping of existing parking facilities.*

Response

The majority of surface parking will be removed from the Chestnut Hill campus during the period of the 10-year IMP. New landscape areas on all parts of the campus will increase the amount of pervious areas and will have sensitive landscape plans.

Comment 16

- *A construction management plan that includes truck routes and minimizes impacts on the surrounding neighborhoods.*

Response

See the Short-term Construction Operations/Construction Management Plan section at the end of Chapter 9, *Transportation and Parking.*

Comment 17

- *Impacts on neighborhood during special events, particularly athletic events during construction and thereafter, with special attention to the impacts of student and visitor parking on adjacent residential streets.*

Response

Chapter 9, *Transportation and Parking,* provides a discussion regarding parking during special events.

Comment 18

- *Limits on the acquisition of single-family residences in abutting neighborhoods and any further campus expansion into existing residential areas.*

Response

Boston College prepared this IMP for land it currently owns in Boston. If approached, however, the University will consider opportunities for other strategic acquisitions.

Comment 19

- *Design, colors and materials that complement existing buildings on campus and consideration of an institutional scale that is context sensitive.*

Response

These items will be addressed during the project design review process for individual buildings.

Letter 8
Boston City Councilor
John R. Connolly

Comment 1

Boston College must increase the current density on the Modular Housing site. With the ultimate goal of housing 100% of undergraduate students on the Chestnut Hill Campus, it is imperative that the land currently used for Modular Housing is more efficiently developed and occupied.

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand by adding 670 additional beds of University housing to the existing 610 beds proposed in the IMPNF for a total of 1,280 new beds in this Master Plan cycle. Upon completion of the IMP, Boston College will become the first university in Boston to provide housing for all of its undergraduates who seek it. For a discussion about the Mods Housing site, see Chapter 6, *Student Housing Plan*.

Comment 2

I oppose the re-alignment of St. Thomas More Road. Re-routing St. Thomas More Road and creating an additional intersection on Commonwealth Avenue will impede traffic flow on Commonwealth Avenue, make it more difficult for residents who live on and off of Lake Street, and will force more traffic onto Chestnut Hill Avenue.

Response

See Chapter 9, *Transportation and Parking*, for a traffic operations analysis of various access alternatives for the Brighton Campus, including alternative treatments of St. Thomas More Road.

Comment 3

I am in opposition to the proposed size and location of the baseball stadium. The proposed 1,500-seat stadium is far too large in size for the current seating demands of Boston College baseball.

Response

While the proposed seating capacities of 1,500 seats for the baseball field and 500 seats for softball field are certainly greater than the capacities at the current facilities, they will actually place the University at the low end of the conference range. For a comparison of seating capacity with other peer institutions, see Chapter 7, *Athletic Facilities*.

Comment 4

I am against the use of artificial turf on the proposed athletic fields on the former Archdiocese property. The IMPNF suggests that three of the athletic fields will be artificial turf, while only one will be grass. Boston College should be looking to increase, not decrease, the amount of green space in the community.

Response

The University will build three athletics fields, only two of which will include synthetic playing surfaces. Chapter 7, *Athletic Facilities,* includes a discussion about the use of synthetic playing surfaces.

Comment 5

I oppose the lighting of the four athletic fields on the former Archdiocese property. I have serious concerns about the amount of light pollution that would result from these fields having lights, especially if they are used for more than official Boston College Athletics (i.e. Alumni Stadium and Shea Field's lights are currently used for intramural sports).

Response

The University is now proposing to build three athletics fields. Chapter 7, *Athletic Facilities,* provides information about nighttime lighting and proposed measures to help mitigate potential impacts.

Comment 6

Boston College must create permanent conservation easements on the former Archdiocese property. As Boston College has stated its intent to preserve and protect open space, I believe that they should be held accountable to their pledge by executing permanent conservation easements for such space.

Response

While the University will not create permanent conservation easements, the University will maintain the buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street for the duration of the IMP.

Comment 7

Boston College must increase the number of environmentally-friendly transportation alternatives for its staff and students. In order to reduce air pollution and alleviate traffic congestion, Boston College must establish incentive programs to encourage and facilitate greater usage of public transportation, car pooling, and alternative transportation (i.e. bicycle paths between campuses).

Response

See discussions of existing and planned Transportation Demand Management measures in Chapter 9, *Transportation and Parking*.

Letter 9
Boston City Councilor Sam Yoon

Comment 1

I urge Boston College to work with the neighborhood to implement a plan that is agreeable to everyone. The residents of Brighton need to be assured that this planned expansion will not negatively affect them. This is something that both Boston College and the BRA are responsible for.

Response

Boston College believes that its IMP is in the best interest of the University and the community of which has been a part for the past 95 years. The University will continue to work with the Allston Brighton Boston College Community Task Force and various neighborhood and community organizations.

Letter 10
Boston City Councilor Stephen J. Murphy

Comment 1

In terms of housing I believe it is vitally important that all undergraduate students be housed on campus and that none of the undergraduate dorms be located on the Brighton campus.

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand by adding 670 additional beds of University housing to the existing 610 beds proposed in the IMPNF for a total of 1,280 new beds in this Master Plan cycle. Upon completion of the IMP, Boston College will become the first university in Boston to provide housing for all of its undergraduates who seek it.

Comment 2

Additionally, special attention should be made when discussing dorms on Commander Shea Field. If there is a need to have housing at this location the plan should be sensitive to the Reservoir and include a buffer zone.

Response

Due to the proximity of the Chestnut Hill Reservoir to the Lower Campus, the easternmost building of the Shea Field housing site has been reconfigured to incorporate a more generous set back of approximately 60 to 180 feet from St. Thomas More Road.

Comment 3

The proposed seminarian housing on Foster Street should incorporate the three existing houses on the site rather than demolish them and housing of Jesuit seminarians must be maintained and restricted, in writing, to that use far beyond the Master plan's ten year time frame.

Response

The proposed Jesuit faculty and graduate housing on Foster Street is discussed in Chapter 5, *Proposed Future Projects*. The University is committed to the proposed use to accommodate the needs of the Jesuit community.

Comment 4

The master plan should also provide that the Wiltshire Road extension will not be reopened.

Response

Wiltshire Road is owned by the City of Boston. The proposed Jesuit housing on Foster Street does not include the vehicular use of Wiltshire Road.

Comment 5

I am also concerned that the re-routing of St. Thomas More Road along with the provision of the median-break across Commonwealth Avenue may result in additional traffic being diverted onto Foster Street. Alternative methods to prevent this should be presented to the community.

Response

See Chapter 9, *Transportation and Parking*, for a traffic operations analysis of various access alternatives for the Brighton Campus, including alternative treatments of St. Thomas More Road.

Letter 11
State Senator Steven A. Tolman

Comment 1

The effects of new athletic fields must also be minimized.

Response

The effects of the new athletic fields on the Brighton Campus have been considered and described in Chapter 7, *Athletic Facilities*.

Comment 2

The transportation impacts should be the subject of an independent transportation study that accounts for traffic, parking, public transportation, bicycle and pedestrian access. This study should be funded by Boston College.

Response

This role is performed by the Boston Transportation Department. Boston College will not fund an independent analysis of traffic, transportation and parking plans.

Comment 3

Other universities undertaking substantial development have assured planners that the highest levels of sustainability will be maintained. Boston College should make the same commitment.

Response

The University is committed to achieving higher levels of energy efficiency on campus. Sustainability measures will be considered for each project. For more information on sustainability, see Chapter, 10 *Environmental Sustainability*.

Letter 12
State Representatives Kevin G. Honan and Michael J. Moran, and Boston City Councilor Mark S. Ciommo

Comment 1

Alternatives: Boston College must provide alternatives to the athletic fields on the Brighton campus.

Response

Chapter 7, *Athletic Facilities,* provides a discussion about alternatives to the athletic fields on the Brighton Campus.

Comment 2

Usage. How many days and nights per year will each field be used? The IMPNF does not specify the number of games, the hours of intramural use, how many games will be going on at the same time. Will the schedule of games be coordinated with events at the proposed auditorium on the same land?

Response

Chapter 7, *Athletic Facilities,* includes a detailed use plan for the Brighton Athletics Center. Future scheduling of specific events has not been determined at this stage of the project and program planning.

Comment 3

If Boston College currently draws less than 500 spectators per baseball game, why do they need an additional 1000 seats for the proposed baseball stadium?

Response

A detailed discussion about seating capacity for the baseball field is provided in Chapter 7, *Athletic Facilities*.

Comment 4

Boston College has indicated that the varsity baseball team plays 22 home games, roughly half of which are night games. What constitutes a night game? What time do they start and

roughly what time do they end? What days of the week are these games played? These are all issues that need to be addressed concerning varsity baseball games.

Response

Chapter 7, *Athletic Facilities,* includes a detailed use plan for the Brighton Athletics Center which includes descriptions of practice and game scheduling considerations for each BC activity proposed to occur at the complex.

Comment 5

Traffic. Does Boston College have a traffic mitigation plan for baseball and softball games and other usages of the field?

Response

See discussion of Baseball and Softball traffic and parking in Chapter 9, *Transportation and Parking*.

Comment 6

What sort of lighting and sound system mitigation plans does Boston College have for the athletic fields? Why is it necessary for all the fields to have lights?

Response

Chapter 7, *Athletic Facilities,* includes a general discussion about noise issues and proposed lighting, as well as potential mitigation measures, associated with the Brighton Athletics Center.

Comment 7

What environmental impacts are there from artificial turf that is not produced with grass? Does Boston College have plans for excessive runoff or drainage that results from installing an artificial surface versus natural grass?

Response

Chapter 7, *Athletic Facilities,* includes a discussion about the use and environmental impacts of synthetic playing surfaces.

Comment 8

What plans does Boston College have for community access and use of the grounds? What appropriate buffers will be added to mitigate noise and light spillage? Will enough space

remain between the residential houses and the fields for public walkways for the residents to enjoy?

Response

General pedestrian access to the Brighton Campus will continue. Use of the athletic fields will be limited to Boston College. For a discussion about noise and lighting impacts associated with the Brighton Athletics Center, see Chapter 7, *Athletic Facilities*. As the project is designed, public walkways around the fields will be considered.

Comment 9

We believe that there needs to be an independent traffic study conducted by experts who are chosen by the Boston College Task Force and financed by Boston College.

Response

This role is performed by the Boston Transportation Department. Boston College will not fund an independent analysis of traffic, transportation and parking plans.

Comment 10

Option #1 Leave the pattern the same.
What measure will be taken to improve pedestrian safety and traffic flow on Commonwealth Avenue and surrounding streets?

Response

See the analysis of access alternatives for the Brighton Campus in the Future Conditions section of Chapter 9, *Transportation and Parking.*

Comment 11

Option #2 Construct a new entrance to the Brighton Campus that would involve breaking the median on Commonwealth Avenue creating another intersection at the entrance.
First, BC must address how this option will increase the safety of pedestrians and improve the traffic flow on Commonwealth Avenue. Are turn lanes going to be built on Commonwealth Avenue to turn left into the Brighton campus? We believe this should be taken into consideration during the scoping.

Response

See the analysis of access alternatives for the Brighton Campus in the Future Conditions section of Chapter 9, *Transportation and Parking.* The analysis assumes left-turn lanes on Commonwealth Avenue and includes signal phasing and timing for pedestrians.

Comment 12

Option # 3 Move the MBTA station from its current location to the center median on Commonwealth Avenue.
How will these additional buildings at this location improve traffic flow and increase pedestrian safety? What safeguards does Boston College propose to increase the pedestrian safety at a very busy intersection and improve the traffic flow at this intersection?

Response

See the analysis of access alternatives for the Brighton Campus in the Future Conditions section of Chapter 9, *Transportation and Parking.* A center platform at the relocated MBTA station can be accommodated by all the alternatives.

Comment 13

Option #4 Relocate St. Thomas More Road to align with the new entrance to the Brighton campus and create a four-way intersection.
How will this improve traffic on Commonwealth Avenue and St. Thomas More Road? Boston College must show how this option would be an improvement for the residents of Allston-Brighton.

Response

See the analysis of access alternatives for the Brighton Campus in the Future Conditions section of Chapter 9, *Transportation and Parking.*

Comment 14

First, what foot traffic mitigation plan does Boston College have to address the safety of pedestrians at the intersection? Second, could the proposed re-aligned road be routed under Commonwealth Avenue to reduce traffic on Commonwealth Avenue and flow directly into the Brighton campus? Finally, how does another intersection on Commonwealth Avenue alleviate the current traffic flow?

Response

The new intersection with Commonwealth Avenue would include crosswalks and signal phasing and timing for pedestrians. The intersection will operate at a good level of service and an underground connection is not needed. Further, an underground connection would not allow turning movements, reducing the effectiveness of the alternative to divert traffic from St. Thomas More Road and limiting the connections to St. Thomas More Road.

Comment 15

Another concern is the accessibility of the Lake and Foster Street entrances to the Brighton Campus. Boston College must include in its traffic mitigation plan what the intentions are for these locations.

Response

See the analysis of access alternatives for the Brighton Campus in the Future Conditions section of Chapter 9, *Transportation and Parking.*

Comment 16

Boston College currently does not have any public transportation reimbursement plan for their faculty and staff. By comparison, Harvard University currently offers a 50 percent discount for a combined MBTA pass for their employees to encourage the use of public transportation. Boston College should adopt similar benefits and incorporate them into its IMP.

Response

Chapter 9 *Transportation and Parking,* includes a detailed discussion regarding transportation demand management (TDM) measures, which include pre-tax sales of MBTA passes to employees.

Comment 17

To reduce traffic coming from Foster Street and encourage the use of Commonwealth Avenue as the main entrance/exit to the Brighton Campus, Boston College should examine placing an underground garage on the site of the proposed Fine Arts auditorium.

Response

The proposed garage is centrally located on the campus for the convenience of all users on the Brighton Campus. The main access route to this garage will be from Commonwealth Avenue.

Comment 18

We request Boston College revisit the housing options and locations, e.g., no undergraduate housing on the Brighton campus.

Response

Chapter 6, *Student Housing Plan,* discusses the housing options and locations considered for Boston College.

Comment 19

Boston College must address the possibility of building new dormitories higher than four to five stories on the Chestnut Hill campus to eliminate undergraduate dormitories on the Brighton campus.

Response

Chapter 6, *Student Housing Plan,* discusses options for undergraduate housing which include increased building height for residence halls on the Lower Campus.

Comment 20

Boston College must guarantee that the housing on this site will be restricted to seminarian graduate students and faculty, as stated in the IMPNF, for more than just the ten-year plan. Secondly, how much of a buffer zone will there be between the graduate housing and the residents of the Portina neighborhood? Third, the walkway on the edge of the proposed site must not be converted into a public road and does Boston College have any plans to ask the city to do so? Finally, what sort of noise, light, and construction mitigation plans does Boston College have for this site?

Response

A discussion about the proposed Jesuit housing on Foster Street is provided in Chapter 5, *Proposed Future Projects*.

Comment 21

Why does Boston College plan to keep one-half of the modular units up through the ten-year plan when they were built in the 1970s as temporary housing and by all accounts are in a state of disrepair? The current location of the mods should be explored for many more undergraduate beds.

Response

The University will be replacing all modular units in a phased approach. Approximately half of these units will be replaced in 10 years. New beds for these displaced modular units must first be constructed, requiring other phases of construction to proceed first. The remaining modular units will be replaced in 10-15 years as additional housing is built to accommodate these beds. The University has been asked to look at accommodating additional beds on Lower Campus. These options are explained in Chapter 6, *Student Housing Plan*.

Comment 22

What mitigation plans does Boston College have for the use and safety of the Chestnut Hill Reservoir?

Response

The use and safety of the Chestnut Hill Reservoir is the responsibility of the DCR and Massachusetts State Police. The University will continue to work in cooperation with both parties.

Comment 23

Setbacks from the Reservoir, a no-build buffer zone, and alternatives to building dormitories on Shea Field need to be scoped.

Response

Chapter 4, *Planning Framework,* includes a discussion about the University's involvement in planning efforts within the Chestnut Hill Reservoir.

Comment 24

Once again, why can't these dormitories be built higher to house more students? Boston College needs to look at this proposal in their plan to help eliminate the need for undergraduate housing on the Brighton campus. Boston College needs to include appropriate setbacks from Commonwealth Avenue as well as protections for the stonewalls along this section of Commonwealth Avenue in their IMP.

Response

The University is looking at sensitive ways to integrate housing into all portions of their campus. The University also has been asked to explore options to accommodate all and additional beds on the Lower Campus. A description of these options is provided in Chapter 6, *Student Housing Plan*. Buildings proposed along Commonwealth Avenue have setbacks consistent with buildings located along this Avenue to the east and the University will evaluate the preservation of stone walls as projects are designed. The More Hall site will include ground-floor retail, street trees and pedestrian amenities.

Comment 25

Does Boston College have independent studies that concur with their assertion that Edmonds Hall must be torn down rather than renovated? The community deserves such information.

Response

Boston College engaged Einhorn Yaffe Prescott, a Boston architecture firm, to conduct further analysis of retaining Edmonds Hall. Conclusions from their report indicate that renovations at Edmonds Hall would be cost prohibitive as described in Chapter 6, *Student Housing Plan*.

Comment 26

We would like to know why Boston College has not proposed any new housing on the Upper Campus or the Newton Campus.

Response

While Boston College is not proposing new housing on the Upper Campus within this IMP, the University is proposing new housing in the Upper Campus within its long-term plan, beyond the horizon of the 10-year IMP. It should be noted that as proposed in the 2000 IMP, the University constructed more than 800 new undergraduate student beds, some of which are located on the Upper Campus.

Comment 27

Boston College states in the IMPNF that all new construction on the Brighton campus will be LEED certifiable. LEED certifiable to what level? Boston College should promote sustainability by requiring that all new construction be LEED certifiable be the highest possible LEED rating. Universities should lead the way in green building and sustainability.

Response

In the Green Buildings section in Chapter 10, *Environmental Sustainability*, Boston College states a formal LEED certification goal for new construction (and major renovation) projects.

Comment 28

What is the reason that Boston College has decided to use artificial turf on these three fields rather than natural grass?

Response

Chapter 7, *Athletic Facilities,* includes a discussion about the use of synthetic playing surfaces.

Comment 29

Boston College needs to state in their Master Plan that these conservation sub districts will be preserved and protected with respect to the article 80 process.

Response

Chapter 4, *Planning Framework,* provides a discussion about the Conservation Protection Subdistrict zoning designation associated with Boston College properties.

Comment 30

As the elected officials from Allston-Brighton, we would like to see a commitment from Boston College to protect the limited green space of the neighborhood for future generations.

Response

The University will maintain the buffer zone of trees and vegetation along Lake Street, the Foster Street rock outcropping and portions of the orchard area on the east side of the Brighton Campus for the duration of the IMP. For more detail, see Conservation Protection Subdistrict in Chapter 4, *Planning Framework*.

Letter 13
Allston Brighton Boston College Community Task Force

Comment 1

Boston College should be required to assess and present alternative locations, sizes, and seating configurations for the baseball stadium. These alternative plans (unlike the IMPNF) must include specific measurements and distances between the proposed stadium and residential homes (i.e., the distance from first base to the nearest home).

Response

Chapter 7, *Athletic Facilities,* includes a discussion about alternative baseball stadium configurations as required by the BRA's Scoping Determination.

Comment 2

There are widespread community concerns regarding noise and light pollution from the proposed baseball stadium and from increased automobile and pedestrian traffic (including rowdy and possibly drunk spectators) caused by such a stadium. There is also widespread concern regarding the use of the stadium for intramural sports.

Response

Chapter 7, *Athletic Facilities,* includes a discussion about noise and nighttime lighting issues associated with the Brighton Athletics Center.

Comment 3

Boston College should be required to provide a detailed use and mitigation plan (including detailed plans as to sound, lighting, parking, traffic, pedestrian, and security and possible mitigation options such as soundproofing or central air conditioning for nearby homes) for any proposed baseball stadium (regardless of location or size).

Response

As required by the BRA's Scoping Determination, Chapter 7, *Athletic Facilities,* includes a use plan that details proposed users, scheduling considerations and limitations of games and practices. The chapter also includes a discussion about potential mitigation measures associated with nighttime lighting and noise.

Comment 4

There is overwhelming opposition to the use of artificial turf on any of the proposed athletic fields. There are significant environmental and health concerns about such turf and it is irresponsible for it to be used on our community.

Response

Chapter 7, *Athletics Facilities,* includes a discussion about the use and perceived environmental impacts of synthetic playing surfaces.

Comment 5

Boston College should be prohibited from lighting the two proposed multi-purpose athletic fields and should be required to provide a detailed use and mitigation plan for the lighting of any proposed baseball stadium and/or softball field (i.e., for intercollegiate games and limited intramural use).

Response

As required by the BRA's Scoping Determination, Chapter 7, *Athletic Facilities,* includes a use plan that details proposed users, scheduling considerations and limitations of games and practices.

Comment 6

The use of the fields should be strictly regulated and Boston College should be required to provide a detailed use and mitigation plan (including detailed plans as to scheduling of use, lighting, parking, traffic, pedestrians, and security and possible mitigation options such as soundproofing or central air conditioning for nearby homes) for the proposed athletic fields.

Response

As required by the BRA's Scoping Determination, Chapter 7, *Athletic Facilities,* includes a use plan that details proposed users, scheduling considerations and limitations of games and practices. The chapter also includes a discussion about potential mitigation measures associated with nighttime lighting and noise.

Comment 7

There is also a widespread belief that Boston College has not adequately explained why Edmonds Hall is obsolete, as claimed, but the Modular Housing, built in 1970 as temporary housing, is not obsolete and is to remain largely intact for the next ten years.

Response

See the Retention of Edmonds Hall section in Chapter 6, *Student Housing Plan*.

Comment 8

Boston College should be required to assess and present alternative locations for the Recreation Center.

Response

The University considered three alternate locations for the proposed Recreation Center including the More Hall site and two sites within Shea Field.

- The More Hall site was too constrained to accommodate the facility.
- Two sites within the Shea Field area also were studied. The first, along St. Thomas More Road, was dismissed as it precluded the corner open space that is a foundational principle of the plan and because of height and massing concerns.
- The second Shea Field option, immediately adjacent to the Beacon Street parking garage, would preclude necessary parking and football practice fields in this area.

Comment 9

There is widespread opposition to the proposed re-alignment of St. Thomas More Road. Such a re-alignment will create an additional intersection and traffic lights on an already congested Commonwealth Avenue. Boston College claims, without analytical support and contrary to common sense, that such a re-alignment will improve traffic flow on Commonwealth Avenue. Furthermore, the re-alignment would bring the road very close to the Evergreen Cemetery. There is also widespread concern that the re-alignment will make it much more difficult to access Lake Street which will negatively impact residents who live on and off of Lake Street and will force traffic on to an already overcrowded Chestnut Hill Avenue.

Response

See the analysis of Brighton Campus access alternatives in Chapter 9, *Transportation and Parking*.

Comment 10

Accordingly, Boston College should be required to pay for an independent analysis of its proposed traffic, transportation, and parking plans. Such a requirement is permissible under Massachusetts law (See G.L. c. 44, - 53G) and is also within the inherent authority of the Boston Redevelopment Authority.

Response

This role is performed by the Boston Transportation Department. Boston College will not fund an independent analysis of traffic, transportation and parking plans.

Comment 11

Boston College should be required to strictly regulate (through the use of gates, guards, and parking stickers) the use of the spine road and the entrances and exits to the so-called Brighton Campus.

Response

Access to the Brighton Campus will be restricted to vehicles having business on the campus. This access will be restricted through the use of gate attendants.

Comment 12

Boston College should be required to provide detailed information regarding the number of its students (undergraduate and graduate), faculty, and staff who commute by car so that the true parking impacts can be assessed as part of the independent analysis. Boston College should also be required to assess and present alternative locations for parking including under the proposed auditorium and museum buildings that are located closer to Commonwealth Avenue on the so-called Brighton Campus.

Response

See the discussion of mode share and average vehicle occupancy in the Existing Conditions section of Chapter 9, *Transportation and Parking*. The proposed garage on the Brighton Campus is centrally located for the convenience of all users. The main access route to this garage will be from Commonwealth Avenue.

Comment 13

Boston College should be required to provide a detailed plan for the development of bike lanes to, from, and between its campuses. Boston College should also be required to subsidize the use of public transportation by all its students, faculty and staff. Finally, Boston College should be required to provide a detailed plan that would increase car-pooling to campus.

Response

See discussions of bicycles and transportation demand management in Chapter 9, *Transportation and Parking*.

Comment 14

Working with the BRA, Boston College should design and build dormitories of six to eight stories, enabling the college to house more of its students on campus. The Task Force notes that dorms of this height are consistent with the scale of recent residence halls built on the Chestnut Hill Campus.

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand by adding 670 additional beds of University housing to the existing 610 beds proposed in the IMPNF for a total of 1,280 new beds in this Master Plan cycle. Upon completion of the IMP, Boston College will become the first university in Boston to provide housing for all of its undergraduates who seek it. Chapter 6, *Student Housing Plan,* discusses options for undergraduate housing which include increased building height for residence halls on the Lower Campus.

Comment 15

Working with Boston College, the BRA should scope the possibility of retaining and renovating Edmonds Hall, a dormitory housing 790 students, by locating the proposed Recreation Center at another location. The demolition of Edmonds Hall seriously complicates the effort to have a significant increase in the number of on-campus beds.

Response

A discussion of Edmonds Hall is included in Chapter 6, *Student Housing Plan*.

Comment 16

Opponents of this proposal suggest that this housing be located adjacent to the St. John's seminary. Other residents support this proposal contingent upon the execution of a legally binding agreement between the BRA and Boston College that would ensure that this housing would not be converted in the future to undergraduate housing.

Response

Chapter 5, *Proposed Future Projects*, describes the projects which are being considered for IMP approval under Article 80 of the Boston Zoning Code. As required under Article 80, should a change in use from what is proposed in this IMP occur, the University would be subject to similar public review under Article 80, where applicable.

Comment 17

Given these conflicting views, Boston College should be required to evaluate multiple alternatives concerning this issue:

- *Locating the housing on the Foster Street site, but with a legally binding agreement that this housing could not be transformed into undergraduate housing in the future.*
- *Locating the housing at a site adjacent to the St. John seminary.*
- *Evaluating the possibility of incorporating the existing homes.*

Response

The Foster Street housing is proposed for the Weston Jesuit faculty and graduate students and is designed in a way that is unique to their mission. Any change in use would be subject to Article 80 review.

There is no suitable site adjacent to the St. John's Seminary to meet the space needs of the Weston Jesuit community.

The condition and configuration of the three existing homes is not compatible with the programmatic needs of the Weston Jesuit community. For further description of the Foster Street housing, see Chapter 5, *Proposed Future Projects*.

Comment 18

Given the diversity of community views on this subject, the task Force requests that the BRA scope multiple options at the Shea Field site in an effort to identify the best use of this location. These options include:

a. Undergraduate dormitories
b. Administrative and/or academic building
c. a mix of administrative and undergraduate dormitories

Response

The geometry of the Shea Field site, the need for athletic practice fields in this location adjacent to existing locker rooms and game field, and two primary infrastructure lines that run through the site have resulted in the existing housing configuration shown on the plan. The University tested office space in this area along the existing parking garage that was judged to be inefficient. The University decided to use existing buildings on the Brighton Campus for office space. Academic classroom buildings were not tested because these lie outside of the 10-minute class change period circle.

Comment 19

Boston College should be required to assess and present these alternative plans for potential development of the Shea Field site, with particular attention devoted to the consequences of development of the Chestnut Hill Reservoir.

Response

The University has been asked to study alternative housing accommodation on its Lower Campus, including Shea Field. These options are described in Chapter 6, *Student Housing Plan*.

Comment 20

In light of community feedback concerning additional sites for undergraduate housing, the task force urges the BRA to require Boston College to evaluate other sites for residence halls including the current location of the Flynn Recreational Complex (given the current proposal to build a new Recreation Center), and surface parking lots on the Chestnut Hill Campus.

Response

The Flynn Recreational Complex will be used for the Campus Center and an academic building as this is one of the last remaining sites within a 10-minute walk circle of the core academic buildings.

Comment 21

Boston College should be required to evaluate multiple sites for housing undergraduate students on its Chestnut Hill Campus.

Response

The University has been asked to evaluate housing options on its Lower Campus. Please see Chapter 6, *Student Housing Plan,* for a description of these options.

Comment 22

There is very strong community support for Boston College's proposal to fund a mortgage assistance program designed to assist faculty and staff in purchasing homes in Allston-Brighton. The Task Force fully supports this proposal.

Response

Boston College plans to create a Mortgage Assistance Program for all full-time University employees to assist them to purchase homes in the Allston-Brighton community. This will be the first University sponsored mortgage program of its kind in the City of Boston.

Comment 23

Given divergent community views on this issue, we urge the BRA to carefully evaluate the consequences of further acquisitions in the neighborhood.

Response

Boston College prepared this IMP for land it currently owns in Boston. If approached, however, the University will consider opportunities for other strategic acquisitions.

Comment 24

On an issue that is closely tied to student housing, we insist that Boston College commit, in writing, to making the CAP program full-time.

Response

The CAP administrator's position will be upgraded from part-time to full-time. Boston College will evaluate the need for this position to remain full-time after the residence halls proposed in the IMP are constructed and the University has met 100 percent of undergraduate demand for student housing.

Comment 25

The Task Force suggests that careful attention to a safe pedestrian crossing at the street level from the Chestnut Hill Campus to the former seminary grounds is a better alternative than a bridge over Commonwealth Avenue.

Response

Agreed. The University is not proposing a pedestrian bridge across Commonwealth Avenue in the IMP.

Comment 26

We encourage the BRA to work cooperatively with Boston College in its scoping to preserve as much green space on the so-called Brighton Campus as possible.

Response

The University will maintain the buffer zone of trees and vegetation along Lake Street, the Foster Street rock outcropping and portions of the orchard area on the east side of the Brighton Campus for the duration of the IMP. For more detail, see Conservation Protection Subdistrict in Chapter 4, *Planning Framework*.

Comment 27

If true, then Boston College should be willing, and should be required by the BRA, to protect these spaces permanently by executing and recording conservation easements for these potentially other parcels.

Response

The University will maintain the buffer zone of trees and vegetation along Lake Street, the Foster Street rock outcropping and portions of the orchard area on the east side of the Brighton Campus for the duration of the IMP. For more detail, see Conservation Protection Subdistrict in Chapter 4, *Planning Framework*.

Comment 28

There is also widespread community support for the following:

1. *The requirement of setbacks for the proposed buildings on Commonwealth Avenue to preserve green space and the historic stone walls;*
2. *The clustering of new buildings on the so-called Brighton Campus to protect and preserve green and open space;*
3. *The creation of a permanent green buffer zone around the so-called Brighton Campus (secured by conservation easements) that would protect neighborhood homes form the negative consequences linked to Boston College's expansion;*
4. *The existing zoning code and regulations, especially in regard to the protection and conservation of open space, should guide both the BRA's scoping of the IMPNF and Boston College's proposals for the so-called Brighton Campus. These codes and regulations include Article 51 and 29.*

Response

Chapter 4, *Planning Framework,* includes a discussion about setbacks, open space framework, buffer areas and consistency with zoning designations.

Comment 29

Boston College should be required to evaluate and present multiple options for locating additional administrative and academic buildings on the so-called Brighton Campus to correspond to this widely held community view.

Response

Based on the mixed-use principles of the IMP, the Brighton Campus includes new academic buildings within the Fine Arts District and the re-use of several buildings for academic and administrative use, such as St. William's Hall, Bishop Peterson Hall and the former Tribunal building. For further details, see Chapter 5, *Proposed Future Projects*.

Letter 14
Charles River Watershed Association

Comment 1

"We therefore urge Boston College and the BRA to ensure that the IMP includes an assessment of how the master plan fits into the restoration efforts for the entire Allston-Brighton neighborhood."

Response

The BRA is currently working with Boston College on the IMP and the community on the Allston-Brighton Neighborhood and Planning Initiative to ensure that the goals of these plans are compatible and result in a positive impact on the Allston-Brighton Community.

Comment 2

"Design of the campus should therefore include consideration of stormwater management at a sub-watershed scale; open space corridor plans; transportation networks; utility plans; and energy planning."

Response

The Boston College IMP addresses stormwater management, open space, transportation, sustainability, infrastructure and utilities. Boston College will implement stormwater management measures on a sub-watershed level, on a project-by project basis. Boston College is also currently exploring various options for centralized utilities and infrastructure which will result in water and energy conservation.

Comment 3

"Infrastructure planning for the new campus – water supply and wastewater generation, stormwater management, energy systems and other aspects related to infrastructure – is particularly important and should not be considered only at the site-specific scale. Every new building project must be evaluated within the larger context of the campus development, and the infrastructure planning, design and development should match the long-term needs of the campus and the neighborhood."

Response

Boston College is evaluating the anticipated utility demand associated with the proposed projects. Concepts being considered include "clustered" utilities for heating and cooling plants on the main campus.

Comment 4

"The Scope to be issued by the BRA should require Boston College to address how the master plan is promoting environmental restoration at a neighborhood scale rather than simply mitigating the impacts at a project scale. Instead of addressing sustainability as a stand alone section, the Scope should require Boston College to spell out how the approaches and indicators of sustainability will be incorporated in each of the areas that the project will impact: transportation, environmental protection, urban design, historic resources and infrastructure. Specific standards need to be adopted at a campus-wide level for a variety of environmental quality aspects, and metrics must be developed to reflect how impacts are being measured and the approaches being adopted to achieve these standards cumulatively."

Response

Chapter 10, *Environmental Sustainability*, provides a comprehensive approach to sustainability that addresses design, transportation, utilities, and energy use. The IMP sets goals and establishes a plan to develop performance standards to evaluate success in achieving sustainable development.

Comment 5

"The Scope therefore should require the IMP to not only include a detailed impact analysis on various elements such as air quality, water quality, wetland, flooding, geotechnical and groundwater, and wildlife habitat, etc., but also focus on how each of the elements are being improved or restored (to approximate pre-development conditions). Given that a major part of the Boston College's main campus was originally wet (consisting of the Lawrence Basin which was filled sometime after 1925) and there continue to be drainage issues stemming from the way the area was developed, a restorative approach is critical to ensure that the drainage problems are not further exacerbated and that past mistakes are remedied to the extent possible."

Response

Evaluations performed by consultants to Boston College indicate the prime contributors to flooding problems include the confluence of flows to a single discharge point from the campus. Each proposed project will be evaluated in an effort to remedy existing drainage issues as well as meet current standards for site development. Additionally, infrastructure projects which contribute to the mitigation of stormwater issues that exist outside specific building project sites will be defined and completed.

Comment 6

"Each and every aspect of the design and planning for the campus, whether it relates to public realm improvements, density or massing considerations, or even the open space framework, should take into account the functioning of the natural landscape and systems that govern it. Accordingly, the interface of land and water, both on the surface and underground, should guide development from improvement of existing conditions to creation of new buildings, streets and open spaces. Wherever possible, redevelopment should seek to restore the natural hydrology and landscape processes at the sub-watershed level, which will ensure that sustainability can be achieved in the long term. CRWA strongly believes that environmental restoration should be at the heart of the design approach here and detailed analysis and recommendations for it should be included as part of the IMP."

Response

The design principles of the IMP support the creation of open space, remediation of drainage issues, development of stormwater recharge areas, and the maintenance of natural buffers. For more detail, see Chapter 4, *Planning Framework*, and Chapter 8, *Utilities and Infrastructure*.

Comment 7

"The Scope issued by the BRA should include an assessment of the impacts that the proposed campus development will have on resource areas such as the Chestnut Hill Reservoir and Chandler's Pond. These impacts will include transportation impacts on roads surrounding the resources; pedestrian and vehicular impacts on intersections; pedestrian impacts on the pathways, walkways and bikeways; and active and passive recreational uses in the resource areas. The Scope should also require a plan to mitigate impacts that are identified and a long-term plan to improve and restore the resource areas to the extent possible."

Response

The proposed development on the Brighton Campus will not adversely impact Chandler Pond. The drainage for both Chandler Pond and the northern end of the Brighton Campus flow north via the stormwater system in Lake Street. The discharge from the playing fields is expected to meet environmental standards as discussed in Chapter 7, *Athletic Facilities*.

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. The transportation analysis presented in Chapter 9, *Transportation and Parking*, indicates there will be no significant transportation impact on the Reservoir.

The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new

University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Comment 8

"The IMP Scope should therefore require an analysis of neighborhood-scale infrastructure, and detail what upgrades, improvements or redesign may be needed to accommodate not only the new buildings in the IMP but the total anticipated campus needs over the coming decade. The infrastructure assessment should include an analysis of opportunities to reduce impacts through conservation measures, alternative infrastructure elements, or innovative technologies:"

Response

Boston College is working with various utility providers, including Boston Water and Sewer Commission and NSTAR, to review the anticipated utility and energy demands associated with the proposed projects.

Comment 9

We suggest the following be required in the IMP: "Institutional water audit."

Response

Boston College is exploring options for reducing water demand on a project-by-project basis, including domestic, landscape and mechanical system demands.

Comment 10

We suggest the following be required in the IMP: "Assessment of existing stormwater runoff conditions (quality and quantity, for the 2-, 10-, 20- and 100-year storms) for the entire campus."

Response

As part of the Boston Water and Sewer Commission's Site Plan Review Process, Boston College will assess the existing and proposed stormwater runoff conditions for the 2-, 10- , 25- and 100-year storm events. See also the response to comment 17 below.

Comment 11

We suggest the following be required in the IMP: "Wastewater."

Response

Boston College will consider implementation of a flow-monitoring program to determine actual flows in the existing sewers and determine if existing sewer infrastructure requires improvements.

Comment 12

We suggest the following be required in the IMP: "Other infrastructure."

Response

Boston College is exploring options to implement Low Impact Development (LID) on campus. BC LEED goals are outlined in Chapter 10, *Environmental Sustainability*.

Comment 13

We suggest the following be required in the IMP: "Since transportation infrastructure and parking have huge impacts on stormwater management, these two aspects of the master plan should be designed in tandem to ensure that the opportunities for integrative planning are maximized to the extent possible, and that there are no unforeseen long-term impacts."

Response

Transportation infrastructure, parking, and stormwater management will be addressed in an integrated fashion as part of the design phase.

Comment 14

We suggest the following be required in the IMP: "CRWA recommends the following standards and goals for specifically sustaining water resources on various scales of building, site, and sub-watershed and neighborhood:"

Response

Chapter 10, *Environmental Sustainability*, Boston College identifies project-scale standards and goals pertaining to water resources. Chapter 8, *Utilities and Infrastructure,* also details related City- and neighborhood-scale water resource management strategies that Boston College will implement.

Comment 15

CRWA recommends the following standards and goals for specifically sustaining water resources: "Develop water balance for every building (monthly water use by physical area and use category)."

Response

Boston College is exploring options for reducing water demand on a project-by-project basis and will evaluate appropriate water metering systems and management plans for plumbing, landscape irrigation, and heating/cooling.

Comment 16

CRWA recommends the following standards and goals for specifically sustaining water resources : "Reduce average water use by 50%."

Response

Water efficiency measures in new buildings constructed to the LEED standard can reduce water usage. Boston College will continue its existing retrofit program that includes low-flow bathroom and laboratory fixtures, several waterless systems for other lab fixtures, and highly water efficient laundry and dishwasher equipment. Use of potable water is also controlled through targeted landscaping and maintenance practices. Boston College will conduct a baseline case assessment (that includes consultation of the LEED baseline calculator) of landscaping to develop a water efficiency plan and add advanced control technology where appropriate. Refer to the Water Conservation section in Chapter 10, *Environmental Sustainability,* for more details.

Comment 17

CRWA recommends the following standards and goals for specifically sustaining water resources : "Eliminate rooftop runoff from at least a 1-year storm event by constructing appropriately designed green roofs, capturing and reusing runoff, and/or infiltrating runoff."

Response

Boston College is developing a campus-wide analytical stormwater model that highlights best management practices and low impact development. Rooftop runoff capture and filtration systems will also be evaluated for redirection of non-potable water for acceptable uses. Refer to the Stormwater Management section in Chapter 10, *Environmental Sustainability,* for more details.

Comment 18

CRWA recommends the following standards and goals for specifically sustaining water resources : "Double-plumb buildings to allow for reuse, either under current design or for future campus build-out."

Response

Boston College will evaluate opportunities for gray water reuse as part of its commitment to implementation of the LEED program on major new building projects. Integration into traditional building systems will be evaluated on a project-by-project basis.

Comment 19

CRWA recommends the following standards and goals for specifically sustaining water resources: "Design water supply systems with zone controls, pressure variability, networked water control systems, automatic shut-offs, etc."

Response

See the Water conservation section of Chapter 10, *Environmental Sustainability,* for information on Boston College's water efficiency measures.

Comment 20

CRWA recommends the following standards and goals for specifically sustaining water resources: "Eliminate once-through cooling."

Response

Once-through cooling systems as well as other processes which utilize potable water in this manner will not be utilized on new building construction projects. Boston College is working to strategically remove remaining instances of this practice for all existing facilities.

Comment 21

CRWA recommends the following standards and goals for specifically sustaining water resources: "In kitchen and washing facilities, install improved rinsing technologies such as counter current systems, sequential use, flow controls, pressure rinsing, agitated rinsing, etc."

Response

Please refer to Chapter 10, *Environmental Sustainability,* for information on Boston College's water efficiency measures, including the Dining Services Department's commitment to ongoing research of energy and water efficient technologies when replacing and purchasing new equipment. No cost and low cost conservation practices like some of those suggested above will also be tested in pilot applications.

Comment 22

CRWA recommends the following standards and goals for specifically sustaining water resources: "Use water-efficient industrial processes for cooling and heating (cooling tower design in particular)."

Response

The University will consider this recommendation during project design.

Comment 23

CRWA recommends the following standards and goals for specifically sustaining water resources: "Establish an information and educational program including reporting of monthly water use to department heads, laboratory directors, and facilities managers; installation of public signage; once-per-year doorknob flyers; research projects on water efficiency techniques and technologies; 'water awareness days;' etc."

Response

Boston College disseminates information about its energy and water use initiatives through educational posters, electronic resources and notifications, staff and student training, student awareness campaigns, class and volunteer research, and routine Facilities Department updates. Please refer to Boston College's online Sustainability webpage for water-related examples of existing campus and student initiatives, such as Ecopledge, and to Chapter 10, *Environmental Sustainability,* for associated details.

Comment 24

CRWA recommends the following standards and goals for specifically sustaining water resources: "Establish Employee Incentives (award programs; allocate water supplies to each department and review use annually.)"

Response

Please refer to Chapter 10, *Environmental Sustainability,* for more information on Boston College's water efficiency measures.

Comment 25

CRWA recommends the following standards and goals for specifically sustaining water resources: "Design facilities to allow flexible water supply delivery and reuse opportunities as campus develops."

Response

The University will consider this recommendation.

Comment 26

CRWA recommends the following standards and goals for specifically sustaining water resources : "Establish standards for sewer connections by department; identify wastewater that can be eliminated from the sanitary stream."

Response

Boston College will consider implementation of a flow-monitoring program to determine actual flows in the existing sewers and determine if existing sewer infrastructure requires improvements. Boston College is working with the Boston Water and Sewer Commission, along with various utility providers, to review the anticipated utility demand associated with the proposed projects. Boston College will establish sewer connection needs on a case-by-case basis for new construction projects and building retrofits. Similarly, Boston College—through the LEED certification process—will identify wastewater diversion/reuse arrangements on an individual project basis.

Comment 27

CRWA recommends the following standards and goals for specifically sustaining water resources: "Install flow monitors on sewers; track wastewater flows; identify potential inflow and infiltration (I/I)."

Response

Boston College will consider implementation of a flow-monitoring program to determine actual flows in the existing sewers, and determine if existing sewer infrastructure requires improvements. Please also refer to Chapter 10, *Environmental Sustainability*. Boston College's adoption of LEED Certified (or higher) standards for new campus development inherently involves consideration and design of efficient water supply and usage systems.

Comment 28

CRWA recommends the following standards and goals for specifically sustaining water resources: "Keep all water supply and wastewater lines accessible for future system reconfiguration."

Response

The Boston College infrastructure plan is designed to include accessibility to critical water and wastewater systems which will receive regular maintenance and upgrades.

Comment 29

CRWA recommends the following standards and goals for specifically sustaining water resources: "Design site to mimic natural annual water cycle (~10% of annual rainfall is discharged from site as runoff; ~40% is lost through evapotranspiration; ~50% is recharged to shallow or deep storage)."

Response

As discussed in the Landscape and Natural Features, and Stormwater Management sections of Chapter 10, *Environmental Sustainability*, as well as in Chapter 8, *Utilities and Infrastructure*, Boston College intends to pursue designs that are compatible with site characteristics.

Comment 30

CRWA recommends the following standards and goals for specifically sustaining water resources: "Infiltrate flows from impervious cover for up to a 1-year storm."

Response

Boston College will consider this recommendation.

Comment 31

CRWA recommends the following standards and goals for specifically sustaining water resources : "Reduce total annual runoff volume from the site by 50% over existing conditions."

Response

Boston College will consider this recommendation.

Comment 32

CRWA recommends the following standards and goals for specifically sustaining water resources : "Design site to maximize evapotranspirtation (minimum of 20% vegetation cover overall)."

Response

Boston College will consider this recommendation.

Comment 33

CRWA recommends the following standards and goals for specifically sustaining water resources: "Use 'green' infrastructure as primary stormwater collection system, emphasizing surface level gravel, soil (including structural soils), and vegetation-based treatment and infiltration systems over in-ground proprietary (e.g., Stormceptor) storage/settling devices."

Response

Boston College is working to develop a campus-wide analytical stormwater model that highlights best management practices and low impact development. Refer to the Stormwater Management section in Chapter 10, *Environmental Sustainability,* for more details.

Comment 34

CRWA recommends the following standards and goals for specifically sustaining water resources: "Use a treatment train approach with smaller-scale Best Management Practices (BMPs) at multiple locations that are distributed throughout the site to provide for higher reliability of BMPs."

Response

Please refer to response to comment 33 and Chapter 10, *Environmental Sustainability*. Distribution of smaller BMPs will be considered according to results from test locations planned throughout the campus prior to wholesale deploy of specific approaches.

Comment 35

CRWA recommends the following standards and goals for specifically sustaining water resources: "Make green infrastructure design features such as green roofs, treatment wetlands, bioretention areas, and transportation-related stormwater storage and treatment systems a s part of the site's landscape design."

Response

Please refer to response to comment 33 above and Chapter 10, *Environmental Sustainability*.

Comment 36

CRWA recommends the following standards and goals for specifically sustaining water resources: "Integrate stormwater with public open space and street right of way; provide interpretive signage."

Response

Please refer to response to comment 23 regarding campus awareness and stormwater management.

Comment 37

CRWA recommends the following standards and goals for specifically sustaining water resources: "Connect water and open space at site to larger water and open space networks at the neighborhood scale."

Response

As discussed in the Landscape and Natural Features, and Stormwater Management sections of Chapter 10, *Environmental Sustainability*, as well as in Chapter 8, *Utilities and Infrastructure*, Boston College intends to pursue designs that are compatible with site characteristics. Boston College recognizes the value of best management practices and low impact development to further support groundwater recharge and healthy watershed functions. Keeping rainfall on-site allows natural filtration into Boston College's sub-watershed components to connect with the larger framework.

Comment 38

CRWA recommends the following standards and goals for specifically sustaining water resources: "Groundwater that is displaced from underground structures, including parking structures, should not be discharged to piped infrastructure but should be part of a site-scale or neighborhood scale water management system."

Response

See response to comment 37 above.

Comment 39

CRWA recommends the following standards and goals for specifically sustaining water resources : "Vegetate site with deep-rooted native and/or drought-tolerant vegetation and, if necessary, use only organic fertilizers and pesticides."

Response

Boston College tests and applies new landscaping practices, as described in the Landscape and Natural Features in Chapter 10, *Environmental Sustainability*. Existing and pilot stage practices to support drought-tolerant species that need minimal chemical application include: xeriscaping, soil analysis, composting/mulching, native species selection, biological controls, and regular maintenance attention. The University is currently planning an organic garden plot and testing of organic fertilizers.

Comment 40

CRWA recommends the following standards and goals for specifically sustaining water resources : "Use soil amendments (i.e., compost and topsoil) and tilling to improve existing soil structure and infiltration. Consider removing soils with poor infiltration qualities."

Response

See response to comment 39 above. The University will consider this recommendation.

Comment 41

CRWA recommends the following standards and goals for specifically sustaining water resources: "Use no potable water for irrigation."

Response

Boston College does not intend to eliminate all usage of potable water for irrigation. However, the University will examine options for high efficiency irrigation, and gray water and rainwater capture and reuse for irrigation. As described in the Water Conservation section in Chapter 10, *Environmental Sustainability*, a web-based irrigation system will be installed on the Chestnut Hill and Newton campuses within the next two years. The system will allow the University to control irrigation timer clocks via computer and will include rain sensors. Significant water savings are projected. Drought-tolerant species are an increasing proportion of the campus landscape too.

Comment 42

CRWA recommends the following standards and goals for specifically sustaining water resources: "Pre- and post-development monitoring of both surface and groundwater should be completed on a quarterly basis."

Response

The University will consider this recommendation.

Comment 43

CRWA recommends the following standards and goals for specifically sustaining water resources : "Treat all stormwater discharges to meet water quality standards (Table 1) before water leaves site."

Response

Stormwater discharges will meet the requirements of relevant standards.

Comment 44

CRWA recommends the following standards and goals for specifically sustaining water resources: "Identify natural and built hydrologic patterns; manage water with design and treatment that mimics natural systems."

Response

See response to comment 29.

Comment 45

CRWA recommends the following standards and goals for specifically sustaining water resources: "Design linked green corridors connecting larger patches of open space (the Emerald Necklace model)."

Response

A major design principle of the IMP is to develop linked green quadrangles through landscaped pedestrian corridors. See Chapter 4, *Planning Framework,* for more detail.

Comment 46

CRWA recommends the following standards and goals for specifically sustaining water resources: "Retrofit existing public realm and build new streets as 'green' streets to alleviate

flooding, improve air quality and water quality and provide aesthetic and public health benefits."

Response

Boston College is exploring options to implement Low Impact Development (LID) on campus.

Comment 47

CRWA recommends the following standards and goals for specifically sustaining water resources: "Provide interpretive signage for various hydrologic features like bio-retention areas, swales, ponds, constructed wetland, etc."

Response

The University will consider this recommendation. Please see the Education and Outreach section in Chapter 10, *Environmental Sustainability*.

Comment 48

CRWA recommends the following standards and goals for specifically sustaining water resources: "Identify areas where recharge is feasible to maximize infiltration in those areas and identify areas for potential off-site mitigation."

Response

As discussed in the Landscape and Natural Features, and Stormwater Management sections of Chapter 10, *Environmental Sustainability*, as well as in Chapter 8, *Utilities and Infrastructure*, Boston College intends to pursue designs that are compatible with site characteristics. In order to support natural water cycles, the University has adopted a "no net loss" policy for tree coverage and has included open space/vegetated areas in its overall planning.

Letter 15
Brighton Allston Improvement Association

Comment 1

We therefore urge the BRA to seek revisions to Boston College's proposed Institutional Master Plan that would locate all its undergraduate students in the traditionally residential sections of the Chestnut Hill campus. To achieve this goal, Boston College should preserve Edmonds Hall as dormitories, increase the number of dorms proposed for the "Mods" site, and build higher than proposed within the inner campus.

Response

Boston College proposes to add 50 beds on the More Hall site and 60 beds on the Shea Field site compared to what was proposed in the IMPNF (the IMPNF proposal for the More Hall site was 70 beds more than Boston College's original proposal for the site). See Chapter 6, *Student Housing Plan*, for detailed discussion of its plans for housing in general and on the Lower Campus in particular. Edmonds Hall does not provide an alternative for additional beds on Lower Campus because it is obsolete and in need of extensive repairs. The section entitled Retention of Edmonds Hall in Chapter 6 provides a detailed explanation of the reasons why Boston College needs to demolish the building.

Comment 2

The proposal to build dorms on the Commander Shea field site should be reexamined. These dorms should only be built if other options within the inner campus cannot sustain the number of dorms required to satisfy a commitment to house all undergraduates on campus by 2018. It is imperative that any proposed development of this site, which sits directly across from the reservoir, preserves the integrity and beauty of the reservoir and should also incorporate a substantial and visually appealing buffer zone. This might be achieved by locating the building closer to the parking garage, thereby allowing for a more gradual and visually appealing increase in building height from the reservoir to the stadium.

Response

The proposed housing on Shea Field is necessary for Boston College to provide University housing for 100 percent of its undergraduate students. The housing will be designed in a way that respects the two major utility lines that run through the site, that respects the Reservoir by leaving open the site's southwest corner facing the Reservoir, and that limits the buildings to a height of 4 to 5 stories. The design of the

easternmost residence hall has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road.

Comment 3

The proposed seminarian housing on Foster Street should incorporate the three existing houses rather than demolish them. These three houses date from the late 1800s and every effort should be made and every possibility examined to incorporate them in the existing plan to provide seminarian housing at this site.

Response

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities." The three existing houses, which are in need of serious repairs, can not be incorporated into the concept for the small communities. For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Comment 4

There should be an independent review of any traffic, transportation or parking studies. Such peer review is standard practice in the field of traffic engineering. Because few members of the public and possibly no members of the Boston College Task Force, are qualified to evaluate and verify these technical reports, Boston College should provide funding to the Task Force to cover the costs of an independent review of these studies.

Response

This role is performed by the Boston Transportation Department. Boston College will not fund an independent analysis of traffic, transportation and parking plans.

Comment 5

We have no objection to the re-routing of St. Thomas More Road to link up with the proposed new intersection east of Lake Street. We appreciate the argument for and the advantages of doing so. We do not, however, wish the existing exit onto Commonwealth Avenue at the Lake Street intersection to be closed off. That would create an unnecessary inconvenience for our residents.

Response

See the analysis of access alternatives for the Brighton Campus in Chapter 9, *Transportation and Parking*.

Comment 6

We are concerned that the re-routing of St. Thomas More Road, along with the provision of the median-break across Commonwealth Avenue to provide access to the link road, may result in additional traffic being diverted onto Foster Street.

Response

The driveways on the Brighton Campus will have controlled access as is currently provided on the Chestnut Hill Campus. This will restrict access to the campus to vehicles having business on the campus and prevent any cut through traffic which might impact neighborhood roadways.

Letter 16
Chestnut Hill Reservoir Coalition, Inc.

Comment 1

What are the exact deed restrictions that were put in place for the area now known as Shea Field when the Lawrence Basin was acquired by BC from the Metropolitan District Commission in 1949?

Response

The deed reserves certain easement rights to maintain and repair water mains and aqueducts, but does not contain any use or other restrictions.

Comment 2

What are BC's intentions with respect to the small historic gatehouse on the edge of Shea Field, at More Drive?

Response

The gatehouse is owned by the Department of Conservation and Recreation. Boston College's plans for residence halls on Shea Field will not result in any physical impact to the structure which is not located on Boston College property.

Comment 3

Why is a high water table supposedly a problem with respect to building dense housing on the Mods site, but it is not a problem on Shea Field, and was not a problem when other parts of the former Lawrence Basin were built upon (Edmonds Hall)?

Response

The high water table is a problem throughout Lower Campus and provides a constraint to high density development. Due to this issue the University proposes to build at the edges of the former reservoir wherever possible. In the Mods area, Boston College has located a primary campus open space to both increase stormwater infiltration to the water table and decrease run-off (currently, this area is largely impervious because of paved parking areas and building roofs).

Comment 4

Where is the documentation supporting BC's claim regarding the water table and its impact on BC's ability to build on the Mods site?

Response

See the response to comment 3 above.

Comment 5

What are the traffic and use implications of Shea Field dorms on the narrow road that separates Shea Field from the MWRA's property? Who owns that road? BC or the MWRA?

Response

The state owns the road and Boston College has a long-term license arrangement with the Department of Conservation and Recreation permitting use of the road for access to Shea Field. Traffic and use impacts of student residence halls on that road will be negligible.

Comment 6

Why are BC's/Sasaki's drawings showing densely planted trees along the sidewalk on More Drive, in front of Shea Field, when everyone familiar with that sidewalk knows that it is too narrow to plant trees (they would obstruct pedestrian traffic)?

Response

The University intends to create a buffer between Shea Field and St. Thomas More Road. This buffer will include trees planted along the University's property.

Comment 7

Why isn't BC proposing to add undergraduate dorms on the Upper Campus in Newton? (Some buildings there are only two stories high.)

Response

Boston College's long-term plan includes additional undergraduate housing on the Upper Campus.

Letter 17
Allston Brighton Community Planning Initiative

Comment 1

We suggest that Boston College work with the Task Force and MEPA to initiate a concurrent planning process. Possible MBTA and intersection improvements on Commonwealth Avenue, the impacts on State Historic resources by various proposed developments as detailed in the January18, 2008 letter by Brona Simon, Executive Director of the Massachusetts Historical Commission, and possible dormitory construction on Shea Field, a former reservoir, may separately or in combination exceed thresholds requiring a MEPA-sponsored planning process. It would facilitate both the public review as well as Boston College's master planning process to have both the State and City review process take place concurrently.

Response

Because the various projects set forth in the IMP are at very preliminary stages of design, it remains unclear whether permits, approvals or other actions of agencies of the Commonwealth of Massachusetts will be required for their development. The University will submit Project Notification Forms to the Massachusetts Historical Commission and the MEPA Unit as necessary.

Comment 2

Within the Main Campus and St. John Seminary CPS, the proposed housing and facilities plan should be designed around a series of linked active and passive open spaces that foster pedestrian circulation and protect existing open spaces and campus districts. This open space plan should be revised to address six purposes: 1) facilitate pedestrian connections to dorms, campus buildings and transit; 2) provide active park areas to reinforce a sense of community within and between the residence halls rather than large "quadrangle" passive open spaces; 3) provide for groundwater recharge and stormwater protection, as detailed in the letter from the Charles River Watershed Association; 4) protect natural resource areas, open spaces and boulevards along Foster Street, St. Thomas More Road, Lake Street, Commonwealth Avenue, and Beacon Street; 5) provide setbacks from all roads and Chestnut Hill Reservoir to retain the residential character of the district; and 6) protect and preserve existing, historic trees and plant new trees throughout the campus.

Response

Boston College generally concurs with the ideas enumerated and information addressing these points can be found in the following chapters: Chapter 4, *Planning Framework*, Chapter 5, *Proposed Future Projects*, and Chapter 8, *Utilities and Infrastructure*.

Comment 3

Transportation improvements should be designed to facilitate pedestrian flow, minimize auto use, maximize transit and bicycle use, reduce cut-through traffic flow in the Brighton neighborhood, protect open space areas of the reservoir, the stone walls of Commonwealth Avenue, and ensure that existing public rights of way such as St. Thomas More Road are not privatized.

Response

Chapter 9, *Transportation and Parking*, describes Boston College's plans for traffic, transit, bikes and pedestrians. None of Boston College's proposed projects impinge on Reservoir open space.

Comment 4

Three transportation project proposals need coordinated study: the MBTA Light Rail Accessibility project at BC station, a new intersection east of Lake Street, and the rerouting of St. Thomas More Road, to determine what improvements best achieve these goals. This study should include an analysis of three alternative MBTA station improvements: 1) retain trolly terminus in its current location; 2) proposed staggered platforms in order to address above issues; or 3) undertake improvements at both locations.

Response

See Boston College Green Line Station section of Chapter 9, *Transportation and Parking*.

Comment 5

Boston College should commit to working with the MBTA to improve service on the B Line. This should include undertaking a study of the benefits and impacts of extending the C Line along existing tracks to join the B Line at Chestnut Hill Avenue to increase service on the B Line; contributing to platform upgrades at stops near the campus, particularly the narrow Chestnut Hill Avenue stop; and contributing to technology improvements to facilitate proof of payment on the B Line (card readers, etc.).

Response

Such studies are within the purview of the MBTA and beyond the scope of Boston College's IMP transportation analysis.

Comment 6

To foster the use of bicycle transportation, Boston College should work with Boston and Newton to help plan, fund, and design bicycle accommodations running from the MBTA C and D lines to the campus as well as for Lake Street and Commonwealth Avenue. Transportation policies and projects should promote meaningful mode shifts away from single-occupancy vehicles (SOVs) and provide significant incentives and facilities to encourage cycling and transit use.

Response

Boston College looks forward to collaborating with the City of Boston in its planning of on-street bicycle accommodations. See the Bicycle sections of Chapter 9, *Transportation and Parking*, for discussions of bicycle accommodations on campus.

Comment 7

Academic: The Master Plan should detail to the extent possible the academic programs and facilities that will be located/relocated on the Brighton campus. Which departments would be moved, how many staff, and how will these moves relate to the renovation of historic structures?

Response

Chapter 5, *Proposed Future Projects,* provides a description of facilities proposed for the Brighton Campus.

Comment 8

Fine Arts: The space program, building massing, height, and projected activities, especially those being contemplated to attract visitors and alumni, need to be described. What would be the capacity of the auditorium, the parking requirements, and hours of operation? What limitations, if any, will Boston College place on the events it intends to hold? Will commercial events (comparable to those held at Boston University's Agganis Arena) be permitted?

Response

Chapter 5, *Proposed Future Projects,* provides a description of the Fine Arts District on the Brighton Campus.

Comment 9

The proposed Housing Plan is only a limited start at responding to student and faculty housing needs in a manner which concurrently addresses community concerns. Three positive recommendations are to be highlighted:

Provision for increasing from 85% to 92% the percentage of undergraduate students (650 additional undergraduate beds). We would like to have Boston College test the impact in terms of land use of providing for an additional 650 students; i.e., housing 100% of the undergraduate students on the Main Campus.

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand. The IMP adds 670 additional beds of University housing to the 610 beds proposed in the IMPNF for a total of 1,280 new beds in this Master Plan cycle. Upon completion of the IMP, Boston College will become the first university in Boston to provide housing for all of its undergraduates who seek it.

Comment 10

Establishment of a mortgage assistance program for faculty members willing to live in the neighborhood as homeowners. We would like to see the details of this program developed in the Scope. We would also like to see this mortgage assistance extended as a community benefit to prospective Allston Brighton resident homeowners interesting in remaining in the community.

Response

Boston College plans to create a Mortgage Assistance Program for all full-time University employees to assist them to purchase homes in the Allston-Brighton community. This will be the first University sponsored mortgage program of its kind in the City of Boston.

Comment 11

Retention of Student Behavior staff person as a full-time position.

Response

The CAP administrator's position will be upgraded from part-time to full-time. Boston College will evaluate the need for this position to remain full-time after the residence halls proposed in the IMP are constructed and the University has met 100 percent of undergraduate demand for student housing.

Comment 12

Boston College should prepare a detailed parking policy, the goal of which is to reduce driving to campus.

Response

Boston College's parking policies are described in Chapter 9, *Transportation and Parking*.

Comment 13

We would like to complete analysis of the proposed plans in terms of the current underlying zoning. Having provided the information, we would then like to know how the proposed Institutional Master Plan Overlay will incorporate the requirements of the underlying zoning districts.

Response

A discussion of the underlying zoning of the campus is provided in Chapter 4, *Planning Framework*.

Comment 14

In addition to the three alternatives identified for study in the IMPNF, the IMP should discuss ways to improve the Lake Street/Commonwealth Avenue intersection independent of relocating St. Thomas More Road and independent of relocating the MBTA station.

Response

The IMP includes an analysis of the Lake Street/Commonwealth Avenue intersection with signal timing improvements to reduce overall delay under the Build Condition without consideration of a relocated MBTA platform. This analysis condition, referred to as "Build Mitigated", is discussed in Chapter 9, *Transportation and Parking*.

Comment 15

The analysis of all alternatives should include LOS for pedestrians and vehicles.

Response

Pedestrian and vehicular level of service analyses are presented in Chapter 9, *Transportation and Parking*.

Comment 16

Estimate the current and future travel time for Lake Street drivers with proposed relocation of St. Thomas More Road as described in the IMPNF.

Response

Based on the analysis of access options in Chapter 9, *Transportation and Parking*, the travel time for Lake Street through traffic will be slightly reduced with the diversion of St. Thomas More Road traffic to the new road on the More Hall site (Access Option 5). This reduction is a result of traffic traveling through two intersections operating at LOS C having an average travel delay less than the average delay through the existing Lake Street/Commonwealth Avenue intersection which will continue to experience the long delays associated with LOS F operations.

Comment 17

Commit to making the design and operation of the new spine road on the Brighton campus such that it cannot be used as a cut-through route.

Response

The driveways on the Brighton Campus will have controlled access as is currently provided on the Chestnut Hill Campus. This will restrict access to the campus to traffic having business on the campus and prevent any cut through traffic which might impact neighborhood roadways.

Comment 18

Explain why the Lake Street/Commonwealth Avenue intersection LOS is so different from 2000 Master Plan projections.

Response

The analysis results presented in the IMP are based on recent traffic counts and current signal phasing and timing that were determined from the permit for the signal and observations of signal operations. The current timings differ from those used in the previous analyses.

Comment 19

Consider impact of jaywalkers on LOS.

Response

Illegal movements of vehicles and pedestrians are not considered in level of service analyses. Such movements are too irregular to allow incorporating into the analysis.

Comment 20

Identify the percent of pedestrian trips crossing Commonwealth Avenue that will use proposed skywalk versus those who will cross at grade.

Response

Boston College is no longer proposing a pedestrian skywalk across Commonwealth Avenue.

Comment 21

The analysis must include the impact of Green Line operations on LOS.

Response

Signal phasing and timing used in the level of service analyses incorporate accommodation of trolley movements.

Comment 22

Foster Street: Define a "secondary entrance (# and % of daily vehicle trips).

Response

The number of vehicles using the Foster Street entrance are shown on Figures 9-4, 9-6, 9- 25 and 9-27.

Comment 23

Study alternatives for Foster Street entrance and identify the number of trips and impacts.

Response

The number of vehicles using the Foster Street entrance are shown on Figures 9-4, 9-6, 9- 25 and 9-27. The impact of these trips is analyzed in the Traffic Operations Analysis section of Chapter 9, *Transportation and Parking*.

Comment 24

Define and commit to restrictions on secondary entrances.

Response

The driveways on the Brighton Campus will have controlled access as is currently provided on the Chestnut Hill Campus. This will restrict access to the campus to traffic having business on the campus and prevent any cut through traffic which might impact neighborhood roadways.

Comment 25

The Master Plan should describe in detail the existing and proposed bicycle facilities and policies at Boston College including in-building storage, outdoor bike racks, share the road signs, mapping cycling routes, and promotional materials. Boston College should commit to promoting bicycle use among its students, staff, and faculty and should use the Master Plan process to commit to a greater emphasis on cycling among the college community. One specific action Boston College should commit to is striping for bike lanes on Beacon Street to connect the new Brookline bike lanes with the bike lanes planned for Beacon Street by Newton. Working with Boston and Newton, the college could also assist on plans to improve bicycle access from the MBTA C and D lines to the campus as well as for Lake Street and Commonwealth Avenue.

Response

See the Bicycle sections of Chapter 9, *Transportation and Parking*, for discussions of bicycle accommodations on campus. Boston College looks forward to collaborating with the City of Boston in its planning of on-street bicycle accommodations.

Comment 26

Define who will park in the proposed 500-car garage on the Brighton Campus.

Response

The Brighton Campus garage is intended to accommodate faculty, staff, visitors and graduate students on the Brighton Campus.

Comment 27

Define the hours, lighting, and noise controls for the proposed 500-car garage.

Response

The Brighton Campus garage will be accessible to permitted users at all times. It is anticipated, however, that most faculty, staff and visitors will arrive and depart during normal business hours. Limited overnight parking will be made available to permitted campus users on an as needed basis.

The proposed location for the garage is in the interior of the campus 190 feet from the Lane Park neighborhood. The building will contain standard lighting for safety and security. No noise controls are necessary for typical garage operations.

Comment 28

Boston College must commit to adding its students to the list of people ineligible for Resident Parking permits at the Boston Transportation Department.

Response

The criteria for obtaining a City of Boston Resident Parking Permit are established by the City of Boston and described in the Parking subsection of the Existing Conditions section of Chapter 9, *Transportation and Parking*.

Comment 29

Boston College should document the estimated parking demand for a variety of activities that attract outside users or guests. Parking demand should be broken down by use (soccer, baseball, hockey, football, art exhibit opening, lecture, rally, etc.). The Master Plan must address parking demand for several special events taking place simultaneously, such as a sports event on the proposed Brighton Campus fields and an event at the Fine Arts District.

Response

To manage traffic impact on the surrounding community, the University has developed an extensive transportation management plan for traffic, parking and transit operations on game days, including football, basketball and hockey, and for other special events. Special events on the Brighton Campus will be incorporated into the transportation management plan. Traffic is directed by the Boston College Police Department and signs are posted to identify event parking areas. If the garage on the Brighton Campus is parked to capacity, Boston College Police will direct parkers to other surface parking on the Brighton Campus or to the Commonwealth Avenue or the Beacon Street garages on the Chestnut Hill Campus.

Comment 30

Boston College should survey on-street parking situation as was done in the 2000 Master Plan to determine who is parking on the streets around the campus.

Response

The results of a survey of on-street parking around the campus are presented in the Parking subsection of the Existing Conditions section of Chapter 9, *Transportation and Parking*.

Comment 31

The Master Plan should specify Boston College parking policies: Who will be eligible to park in on-campus lots and garages, carpool incentives, the cost to park; and what disincentives will be used to discourage students in particular from having cars on campus.

Response

Boston College's parking policies are described in Chapter 9, *Transportation and Parking*.

Comment 32

Both the MBTA Monthly Pass and Semester Pass for students should be subsidized. The 11% discount on the Semester Pass–earned through the advance purchase through the MBTA–should be supplemented with a subsidy from the University. Faculty and staff passes should similarly be subsidized to the extent possible.

Response

The University plans to implement pre-tax purchase of passes for its faculty and staff. As with most other Universities in the City of Boston, Boston College does not subsidize the purchase of MBTA passes.

Comment 33

Boston College should promote GoLoco, the on-line "ride board," to promote more spontaneous ride sharing than is available through MassRIDES.

Response

Boston College appreciates the suggestion and will investigate the potential use of GoLoco.

Comment 34

Commit to immediately equipping all shuttle buses with bike racks.

Response

Boston College appreciates the suggestion and will investigate the potential benefit of bicycle racks on buses.

Comment 35

Provide additional incentives for those carpooling or cycling to campus, such as preferential or discounted parking, discounts on lockers in the Rec Plex, etc.

Response

See the descriptions of existing and planned transportation demand management (TDM) measures in Chapter 9, *Transportation and Parking*.

Comment 36

Job Training Analysis: This topic is a City priority and should be addressed in the Master Plan.

Response

Boston College currently employs more than 650 Boston residents. Through specialized outreach programs, job fairs, career forums, e-mail and newspaper advertising, Boston College makes every effort to recruit qualified Boston residents for employment opportunities. See Chapter 12, *Economic Development*, for additional information on outreach and training programs.

Comment 37

Boston College should set aside 25% of the assistance provided in the proposed Homeowner Mortgage Assistance Program for City residents.

Response

Boston College plans to create a Mortgage Assistance Program for all full-time University employees to assist them to purchase homes in the Allston-Brighton community. This will be the first University sponsored mortgage program of its kind in the City of Boston.

Comment 38

Boston College should provide dedicated conservation easements on the key natural resource areas and along the key buffer zones.

Response

The University will maintain the buffer zone of trees and vegetation along Lake Street, the Foster Street rock outcropping and portions of the orchard area on the east side of the Brighton Campus for the duration of the IMP. For more detail, see Conservation Protection Subdistrict in Chapter 4, *Planning Framework*.

Letter 18
Hobart Park Neighborhood Association

Comment 1

Boston College should house all of its undergraduate students on-campus by 2018, excluding those who commute from their family homes in the greater Boston area or those who are studying at other institutions;

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand. This is accomplished by adding 670 additional beds of University housing to the 610 beds proposed in the IMPNF for a total of 1,280 new beds in this Master Plan cycle. Upon completion of the IMP, Boston College will become the first university in Boston to provide housing for all of its undergraduates who seek it.

Comment 2

No undergraduate dorms should be built on the former seminary grounds given the proximity of these proposed dorms to residential neighborhoods;

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged

community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 3

Edmonds Hall should be renovated not demolished, thus, preserving 790 undergraduate beds. The BRA should evaluate other locations for the new recreation center proposed for the Edmonds Hall site;

Response

Edmonds Hall does not provide an alternative for additional beds on Lower Campus because it is obsolete and in need of extensive repairs. The section entitled Retention of Edmonds Hall in Chapter 6 provides a detailed explanation of the reasons why Boston College needs to demolish the building. The housing proposed for the Mods site will replace the existing beds to be demolished and open up part of the site for badly needed open space on the Lower Campus.

Comment 4

New undergraduate dorms of six to eight stories should be built rather than Boston College's proposal to build four story residence halls. Dorms of this size would house additional students, preserve open space on-campus, and correspond to the height of recent dormitories built on-campus.

Response

Chapter 6, *Student Housing Plan*, provides a discussion about height and density.

Comment 5

Multiple appropriate locations exist for the construction on new dormitories including the "mods" site, the More Hall site, and the site of the current Rec Plex given the college's proposal to build a new recreation center.

Response

See Chapter 6, *Student Housing Plan* for an analysis of alternatives for housing on the Chestnut Hill Campus.

Comment 6

If dormitories or other campus buildings are constructed on Shea Field care should be taken to preserve the Chestnut Hill Reservoir as a community resource.

Response

The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Letter 19
Aberdeen – Brighton Residents Association, Inc.

Comment 1

I can say with certainty that the number one issue for our neighborhood is for Boston College to house 100% of its undergraduate students in on-campus dormitories.

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand. This is accomplished by adding 670 additional beds of University housing to the 610 beds proposed in the IMPNF for a total of 1,280 new beds in this Master Plan cycle. Upon completion of the IMP, Boston College will become the first university in Boston to provide housing for all of its undergraduates who seek it.

Comment 2

House all undergraduates in the traditionally residential part of the Chestnut Hill Campus.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 3

Retain and renovate Edmonds Hall (it is an ideal location for a large dorm).

Response

Edmonds Hall is not suitable for continued use as a residence hall because it is obsolete and in need of extensive repairs. The section entitled Retention of Edmonds Hall in Chapter 6, *Student Housing Plan*, provides a detailed explanation of the reasons why Boston College needs to demolish the building.

Comment 4

Do not use Shea Field for undergraduate dormitories. Require that any structures be administrative (faculty & staff offices for example), low-rise, and well screened from the Reservoir, with a large setback from More Drive.

Response

The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Comment 5

Retain the historic stone wall and mature trees along Commonwealth Avenue.

Response

Retention of the stone walls and existing tress will be addressed during the design of the proposed buildings along Commonwealth Avenue.

Comment 6

Do not put a T stop on Commonwealth Avenue (widening the avenue to allow for that would lead to the loss of the wall and trees; T platforms in the middle of the avenue would interfere with the efficiency of vehicular and pedestrian traffic).

Response

See Boston College Green Line Station section of Chapter 9, *Transportation and Parking*.

Comment 7

Do not reroute More Drive as this would complicate More Drive-Lake Street traffic, and lead to even greater congestion on Commonwealth Avenue

Response

See the analysis of access alternatives for the Brighton Campus in Chapter 9, *Parking and Transportation*.

Letter 20
Radnor Neighborhood Association

Comment 1

What are the dates of the baseball season?

Response

A discussion of the typical playing season is provided in Chapter 7, *Athletic Facilities*.

Comment 2

How many games will be scheduled during the playing season?

Response

See response to comment 1 above.

Comment 3

How many baseball games will be scheduled during the day and how many at night?

Response

A use plan for baseball activity at the Brighton Campus is provided in Chapter 7, *Athletic Facilities.*

Comment 4

How often and at what times will the stadium be used for practice or for intramural games?

Response

See response to comment 3 above.

Comment 5

What is the height of the (baseball) stadium?

Response

The height of the baseball facility is 14 feet between the field and concourse level.

Comment 6

How many people now attend baseball games?

Response

A discussion about spectators for baseball games is provided in Chapter 7, *Athletic Facilities.*

Comment 7

How many games will be scheduled during the playing season?

Response

See response to comment 1 above.

Comment 8

How often and at what times will the softball stadium be used for practice or for intramural games?

Response

See response to comment 1 above.

Comment 9

What is the height of the (softball) stadium?

Response

The height of the softball facility is 16 feet between the field and concourse level.

Comment 10

How many people now attend softball games?

Response

A discussion about spectators of softball games is provided in Chapter 7, *Athletic Facilities.*

Comment 11

What is the elevation of the Multi-Purpose Field 2 in relation to the houses on Lane Park and Anselm Terrace and how will it affect the houses located on these streets in terms of noise?

Response

Intramural Field 2 has been eliminated from the plan.

Comment 12

Are there any plans to expand the intramural program?

Response

There are no plans to expand the Intramural Program at Boston College as it relates to the use of the Brighton Campus. Chapter 7, *Athletics Facilities,* provides a description of the proposed uses and activities at the Brighton Athletics Center.

Comment 13

How often will the two fields be used for intramural activities and during what hours?

Response

Chapter 7, *Athletic Facilities,* includes a description of schedule of uses at the Brighton Athletics Center.

Comment 14

At what time will lights on the playing fields be turned off?

Response

The University anticipates ending field or court activities at 9:30 p.m. and a "lights-out" time of 10:00 p.m. The proposed time limit, however, does not preclude finishing a game in progress. When the fields are not in use, the lights will be off.

Comment 15

Other than the natural noise barriers, what steps will BC take to limit the impact of noise from all uses, including the PA system, by creating buffer zones and other effective mitigation?

Response

Chapter 7, *Athletic Facilities,* includes a description of noise issues associated with the Brighton Athletics Center.

Comment 16

Can the structures of the proposed Shea Field be reconfigured so that the building closest to More Drive is moved further away from the Reservoir, with a natural barrier separating it from the Reservoir?

Response

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. For a description of the project see Chapter 5, *Proposed Future Projects*.

Comment 17

Can BC assure that the proposed dormitories on Shea Field have no negative effect on the Reservoir?

Response

The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Comment 18

How does BC propose to minimize the impact of trash on the Reservoir from the proposed residence halls on Shea Field?

Response

The University is committed to a clean campus and makes efforts to remove trash and litter where needed. The University will continue to maintain its properties in a professional manner to enhance the character of its campus and minimize any trash-impacts on the Chestnut Hill Reservoir from students living at residence halls on Shea Field.

Comment 19

Does BC plan to continue buying houses in the neighborhood?

Response

Boston College prepared this IMP for land it currently owns in Boston. If approached, however, the University will consider opportunities for other strategic acquisitions.

Comment 20

Does BC have a traffic control plan for athletic events comparable to their plan regarding football games (parking and traffic flow)?

Response

See Special Event Parking Section of Chapter 9, *Transportation and Parking*.

Comment 21

How will Foster Street and Lake Street be affected by increased traffic?

Response

See Chapter 9, Transportation and Parking.

Comment 22

Will the flow of traffic in and out of the Brighton Campus be controlled by the BC Campus Police?

Response

The driveways on the Brighton Campus will have controlled access as is currently provided on the Chestnut Hill Campus. This will restrict access to the campus to traffic having business on the campus and prevent any cut through traffic which might impact neighborhood roadways.

Comment 23

When there is more than one special event planned for the same time, where will cars be parked when the capacity of the garage is exceeded?

Response

To manage traffic impact on the surrounding community, the University has developed an extensive transportation management plan for traffic, parking and transit operations on game days, including football, basketball and hockey, and for other special events. Special events on the Brighton Campus will be incorporated into the transportation management plan. Traffic is directed by the Boston College Police Department and signs are posted to identify event parking areas. If the garage on the Brighton Campus is parked to capacity, Boston College Police will direct parkers to other surface parking on the Brighton Campus or to the Commonwealth Avenue or the Beacon Street garages on the Chestnut Hill Campus.

Comment 24

Who will have access to the Brighton Campus garage?

Response

The Brighton Campus garage is intended to accommodate faculty, staff, visitors and graduate students on the Brighton Campus.

Comment 25

What will its hours of operation be?

Response

The Brighton Campus garage will be accessible to permitted users at all times. It is anticipated, however, that most faculty, staff and visitors will arrive and depart during normal business hours. Limited overnight parking will be made available to permitted campus users on an as needed basis.

Comment 26

If nighttime use is contemplated, what outside lighting is planned?

Response

Outside lighting of pedestrian walks, garage driveways and adjacent roadways will be provided for safety and security.

Comment 27

At what times will lights be turned off?

Response

See response to Comment 25 above.

Comment 28

What will be done to minimize the impact of construction traffic on the neighborhood?

Response

See the Short-term Construction Operations/Construction Management Plan section in Chapter 9, *Transportation and Parking*.

Comment 29

What hours and days will the construction take place?

Response

Construction will take place Monday through Friday between 7 a.m. and 6 p.m., the standard hours of operation allowed by the City of Boston. If weekend work is necessary, the University will request approval from the Inspectional Services Department and coordinate with the Mayor's Office of Neighborhood.

Comment 30

Will parking provisions be made on BC property for construction workers?

Response

See the Short-term Construction Operations/Construction Management Plan section in Chapter 9, *Transportation and Parking*.

Comment 31

What route will be planned for the travel of heavy construction vehicles?

Response

See the Short-term Construction Operations/Construction Management Plan section in Chapter 9, *Transportation and Parking*.

Comment 32

Can BC assure the community that the open space on the corner of Lake Street and the orchard on the Brighton Campus be preserved beyond 10 years?

Response

The University will maintain the buffer zone of trees and vegetation along Lake Street, the Foster Street rock outcropping and portions of the sloped area on the east side of the Brighton Campus for the duration of the IMP. For more detail, see Conservation Protection Subdistrict in Chapter 4, *Planning Framework*.

Comment 33

What will be the buffer zone between Lane Park and the proposed baseball stadium?

Response

The University will install landscaped screening and buffering along the perimeter of the baseball field adjacent to the homes on Lane Park.

Comment 34

What will be the buffer zone between Anselm Terrace and Glenmont Street and the proposed fields?

Response

The University will install landscaped screening and buffering along the perimeter of the baseball field adjacent to the homes on Anselm Terrace and along the perimeter of the intramural field adjacent to Glenmont Road.

Comment 35

Can the buildings on Shea Field be placed closer to the football stadium to preserve open space?

Response

The configuration of the residence halls on the Shea Field site is constrained by the need to maintain two-and-a-half playing fields for football practice (see Figure 5-1) and the location of a shallow water line across the site (see Figure 8-2). The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. See Chapter 5, *Proposed Future Projects,* for a description of the project.

Comment 36

Which areas in and around the fields will continue to be open to the public to walk on?

Response

The Brighton Campus will continue to be open to the community for passive recreational use. The playing fields will be designed with a service road around them that could potentially serve as a walking path. The University will explore the possibilities for pedestrian pathways around the fields during the design phase.

Comment 37

The proposed art complex includes an auditorium of 1,200 seats. What will it be used for?

Response

The 1,200-seat auditorium will be used primarily to support University activities, such as lectures, convocations, and music performances.

Comment 38

During what hours will it be used?

Response

The hours of operation will be dependent on the specific University functions scheduled for the facility.

Letter 21
Portina Road Community

Comment 1

Keep all undergraduate student housing for BC on the Chestnut Hill Campus.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 2

All spectator sports facilitates should be kept on the Chestnut Hill Campus.

Response

There is no suitable land available on the Chestnut Hill Campus that can accommodate the needed athletic facilities. The existing open fields on the north end of the Brighton Campus are the only areas with a sufficient amount of flat land to house the three playing fields and support building. See Chapter 7, *Athletic Facilities*, for discussions of how the plan addresses potential impacts from these faculties.

Comment 3

Utilize the Brighton Campus as a green ring for the BC campus.

Response

Boston College's 10-year IMP for the Brighton Campus maintains much of the open space as green areas. Most development will take place on existing parking areas or adjacent to existing buildings. The density of development on the campus will be considerably lower than that found on the Chestnut Hill Campus.

Comment 4

Locate the Weston Seminary dormitories adjacent to the current St. John' Seminary.

Responses

The proposed housing for Jesuit faculty and seminary students is the most compatible use that Boston College can place next to other existing residences. The Jesuit community is by its nature quiet and unobtrusive.

Comment 5

By placing the seminary dorms there [behind Portina Street], it would make it easy for pedestrians to walk through this area to reach our streets. The only "fix" would be a large fence that would block both Wiltshire pedestrian path as well as the seminary dormitories. We would have to demand such an impenetrable fence if her Weston dormitories are built.

Response

Pedestrians will not be able to walk through the Jesuit housing area. Wiltshire Road next to the property will continue to provide pedestrian access between Foster Street and Portina Road. It is a public way owned and maintained by the City of Boston. Boston College has not proposed any changes to Wiltshire Road.

Comment 6

The BRA would have to include into the 50-100 year plan an airtight clause that absolutely forbid BC from housing students (undergrad or graduate) in the seminary dormitories.

Response

Since the housing will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians, and is designed to foster the formation of "small living communities," the property would not be suitable for conversion to undergraduate housing. See Chapter 5, *Proposed Future Projects.*

Comment 7

The BRA would have to add to the plan and zoning that the Foster Rock area could never be developed and would be fenced in to prohibit late-night beer parties on Foster Rock.

Response

The plan for the property maintains Foster Rock as a natural feature. While the rock area will not be fenced, Boston College will prevent inappropriate activities from occurring on the site.

Letter 22
William F. Galvin

Comment 1

As the planning agency of the City, the BRA must ask the critical question as to why Boston College should be allowed to demolish its largest single dormitory facility which was built with public underwriting less than thirty years ago and which is removed from the residential neighborhood, be then allowed to relocate directly into the neighborhood consisting of families and permanent residents. As a planning concept, this is totally inconsistent with neighborhood preservation. All of the ancillary services that dormitories require must be evaluated such as food preparation, trash pick-up, laundry services, and vehicle activity.

Response

See the Retention of Edmonds Hall section of Chapter 6, *Student Housing Plan*, for a detailed discussion of why Boston College does not plan to retain the building for residential use. Placing housing on the Brighton Campus will not relocate students into the neighborhood. To the contrary, it will allow Boston College to relocate students from the neighborhood onto its campus where they will be under the direct supervision of Boston College staff. The planned housing will be located away from adjacent communities on the interior of the campus or next to Commonwealth Avenue.

Comment 2

As part of its planning review, the BRA should carefully examine the pattern of student conduct which is revealed by public records including police, fire department, and court records. It is appropriate to review this pattern of conduct because the proposed uses being relocated deeper into the residential neighborhood will have an adverse impact on the quality of life. There is ample evidence of the negative effect of student misconduct.

Response

Chapter 6, *Student Housing Plan,* includes a detailed discussion about how the University addresses student behavior.

Comment 3

Any evaluation of traffic generated by this proposal must consider the limited access provided by the perimeter streets. Lake Street is a narrow, one-way street running from south to north which experiences heavy weekday traffic basically during the morning hours.

Foster Street is a two-way street which parallels Lake Street and experiences heavy traffic throughout the day. Glenmont Road, a one-way street running west and Anselm Terrace (cul-de-sac) border the property on the north. Any blockage of traffic flow on these streets would prevent emergency or public safety vehicles from reaching many premises even outside of the immediate perimeter.

Response

See Future Transportation Conditions section of Chapter 9, *Transportation and Parking,* for projected traffic volumes and operating conditions on the listed roadways.

Comment 4

The entire area of the project development contains many underground streams. In fact, when the present Seminary library was constructed, the building plan had to be modified to accommodate these streams which run throughout the area. When the Town Estates development was constructed on Lake Shore Road, many tributaries were interrupted with the result that Chandlers Pond suffered increasing stagnation and pollution. The volume of construction now proposed raises questions as to the effect on the surrounding water table and the effect on existing buildings.

Response

Chandler Pond is located upstream of the Brighton Campus, and is maintained by BWSC. Improvements to the Boston College campus will not have adverse impacts to Chandler Pond. Boston College will continue to work with the BWSC regarding stormwater management for the proposed projects.

Comment 5

The specific area being proposed for development contains many mature trees and much open space and is home to many species of birds and wildlife. Large owls as well as migrating species have been observed. Before this unique area of the city is lost, a review should be conducted of the effect on natural habitat of this intensive development.

Response

The IMP proposes compact development that centers on a proposed spine road on the Brighton Campus. The IMP maintains large parcels of space to be largely undisturbed, including the sloped and heavily wooded area along Lake Street and

the sloped area adjacent to Greycliff Road. The majority of mature vegetation on the Brighton Campus is found in these areas. Much of the proposed development on the Brighton Campus will be located in previously disturbed areas such as parking lots and the open playing fields.

Letter 23
Colleen Salmon

Boston College appreciates your comment letter and thanks you for your support.

Letter 24
Margaret Grealish

Boston College appreciates your comment letter and thanks you for your support.

Letter 25
Emily Gregory

Boston College appreciates your comment letter and thanks you for your support.

Letter 26
Michael, Paula, Leo and Mildred Buckley

Boston College appreciates your comment letter and thanks you for your support.

Letter 27
Adam Shipley

Comment 1

First, as an alum of Boston college, I hope they continue to strive to provide on-campus housing to any individuals who desire it. To this end, I would prefer to see an increase in the number or size of the building currently under discussion. This is especially true of the proposed dorms on the Brighton property. It would be beneficial to increase the number of beds in that structure (and bring it closer to Commonwealth Ave) to have it feel less like an outpost, and more like part of BC residential fabric.

Response

The IMP proposes 500 beds on the Brighton Campus in two locations. Up to 150 beds would be located at the corner of Commonwealth Avenue and the Brighton Campus main entrance directly across Commonwealth Avenue from the 470 beds planned for the More Hall site. Approximately 350 beds are planned for the interior of the Brighton Campus within 600 feet of the residence hall on Commonwealth Avenue. This location provides easy access to the Chestnut Hill Campus. Further, the size of the residence halls on this site is sufficient to provide a sense of community for the students living there.

Comment 2

Likewise, considering the footprint of the proposed dormitory on the More Hall area, there could be considerable addition to the number of beds without negative effects…I would propose swapping the proposed dormitory with the Edmonds/new fitness center site. I understand that they are trying to keep all the athletics/fitness facilities close together, but the More Hall site lends itself to a building that gains from high foot and road traffic.

Response

The number of beds proposed for the More Hall site has been increased by 50 from the number proposed in the IMP to a total of 470. The number of beds can not be increased further within the limit of 5 stories on residence halls desired by Boston College. The shape and size of the More Hall site would not accommodate the total Recreation Center program.

Letter 28
Edward Berger

Comment 1

And, I am certain that you intend-as you must-to subject the College's proposals to a rigorous review to assure that vital community interests and the integrity of the Reservoir are protected. At the end of the day, the College will need to modify its plans in order to assure that the community and the Reservoir are not needlessly or excessively impacted

Response

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. The transportation analysis presented in Chapter 9, *Transportation and Parking*, indicates there will be no significant transportation impact on the Reservoir.

The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Letter 29
Mark Cintolo

Boston College appreciates your comment letter and thanks you for your support.

Letter 30
Joseph Graveliese

Boston College appreciates your comment letter and thanks you for your support.

Letter 31
Erik DeMarco

Boston College appreciates your comment letter and thanks you for your support.

Letter 32
Ed McDonough

Boston College appreciates your comment letter and thanks you for your support.

Letter 33
Ethan Sullivan

Boston College appreciates your comment letter and thanks you for your support.

Letter 34
Paul Hynes

Boston College appreciates your comment letter and thanks you for your support.

Letter 35
Anonymous

Comment 1

The existence of these elements creates a current buffer zone along Commonwealth Ave. That is every bit as important as the mature trees, stone wall, and gently sloping land that boarders that length of the Brighton Campus along Lake St.

Response

The IMP proposes to maintain much of the Brighton Campus frontage along Commonwealth Avenue in its current state. The only developments will be the Fine Arts District in an area that includes an existing parking lot associated with the Creagh Library and the narrow end of a student residence hall building next to the main entrance to the campus.

Comment 2

I am not proposing to stop BC from building along Commonwealth Ave.; I would just like to see a more generous set back.

Response

The setbacks for the proposed buildings along Commonwealth Avenue will be determined during Article 80 Large Project Review when detailed project design is considered.

Comment 3

Maintaining (not destroying) the current dorms known as Edmonds, as well as maximizing the existing mods site for new permanent and denser undergraduate housing would go along way towards accomplishing this. B.C. could also spare the Brighton Campus and its surrounding Boston community the unnecessary burden of erecting high impact (foot traffic across Commonwealth Ave. during all hours alone!) undergraduate housing in favor of lower impact day use only administrative and office sites.

Response

Edmonds Hall does not provide an alternative for additional beds on Lower Campus because it is obsolete and in need of extensive repairs. The section entitled Retention

of Edmonds Hall in Chapter 6 provides a detailed explanation of the reasons why Boston College needs to demolish the building. The housing proposed for the Mods site will replace the existing beds to be demolished and open up part of the site for badly needed open space on the Lower Campus.

Letter 36
Richard Collins

Boston College appreciates your comment letter and thanks you for your support.

Letter 37
Charlie Vasiliades

Comment 1

As many others have stated, there should be NO undergraduate dormitories north of Commonwealth Ave. Placing undergraduate housing on the old St. John's site will be detrimental to the neighborhood, and can instead be accommodated by increasing the dormitory density on the central BC campus, in the area of the current modular dorms and Edmonds Hall. It is my opinion aggravating that B.C.'s proposal would DECREASE the current dormitory density in the central campus and increase it elsewhere.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 2

BC Should devise a plan to house all of it undergraduate students by the end of the ten-year plan, and should accomplish this as described above ***by increasing the density on the central campus.***

Response

See response to Comment 1 above.

Comment 3

To give credit where is due, in my opinion the overall Sasaki site plan for St. John is respectful of much of the existing natural features of the site-the wooded buffer along Lake Street is preserved, as is the ledged on foster Street, the playing fields near the Lake/Kendrick intersection, etc. ***However, this is meaningless without this being recognized formally by BC applying a Conservation Restriction to these areas.***

Response

While the University will not create permanent conservation easements, the University will maintain the buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street and at the Foster Rock for the duration of the IMP.

Comment 4

The Seminarian housing on Foster Street should incorporate, ***rather than demolish****, the three existing historic homes on the site as part of the new development. There are many other examples in the region where this has occurred and is feasible.*

Response

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities." The three existing houses, which are in need of serious repairs, can not be incorporated into the concept for the small communities. For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Comment 5

The original alignment of St. Thomas Moore Drive should be kept open to traffic, even if there is a new roadway connecting to the new main entrance of the Brighton Campus on Commonwealth Ave. Closing this roadway would be inconvenience neighborhood residents, while potentially adding new pedestrian/car conflict points if traffic had to zigzag to get to Lake Street from the south.

Response

See Access Alternatives Operational Analysis section of Chapter 9, *Transportation and Parking*.

Comment 6

And, finally, I strongly feel that BC should commit to not buying additional residential properties in the neighborhood.

Response

Boston College prepared this IMP for land it currently owns in Boston. If approached, however, the University will consider opportunities for other strategic acquisitions.

Letter 38
Paul William Garber

Comment 1

Without a new, properly graded crossover at Foster Street, which would probably require its own set of lights, I fear that the environmental impact of getting rid of a public way on St. Thomas More Road will far outweigh any advantage.

Response

See Access Alternatives Operational Analysis section of Chapter 9, *Transportation and Parking*.

Letter 39
Jennifer Smith

Comment 1

I would like to see permanent conservation and legal restrictions put on future use of this property [the former Saint John's Seminar]. I would like to see the existing and natural buffers remain in place especially the little forests alone Lake Street., the rock outcroppings, the pine trees at the far end of the "football field" near the elementary school and the beautiful stone walls that run around the property.

Response

While the University will not create permanent conservation easements, the University will maintain the buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street for the duration of the IMP.

Comment 2

I am totally opposed to any sort of stadium and artificial turf on site with the exception of the proposed surface atop a building. I am opposed to a public announcement/sound system and lighting that is going to interfere with the quality of life of residents whose property directly abuts the "Brighton Campus".

Response

See Chapter 7, *Athletic Facilities*, for discussions of synthetic playing surfaces, noise and lighting with regard to the proposed athletic fields on the Brighton Campus.

Letter 40
Gwyneth Sheen

Comment 1

On maps this path is shown as part of Wiltshire Road, I certainly DO NOT want to see the road cut through to Foster for car traffic, but I would like to see it nicely landscaped and maintained in good condition. My assumption is that BC would want to do this anyway, but it would be good to see that responsibility spelled out.

Response

Wiltshire Road next to the property currently provides pedestrian access between Foster Street and Portina Road. It is a public way owned by the City of Boston. Boston College is not aware of any plans to open the roadway to vehicles but would be happy to work with the community to identify improvements satisfactory to both the community and Boston College.

Comment 2

The property [on Foster St.] is currently undeveloped green space and is inhabited by many birds and animals. While I have no objection to the proposed construction and believe that it is good use of the land, I would hope to see it done in a way that maximizes green space and is sensitive to the environmental impact of the work.

Response

The proposed plan for the Jesuit faculty and graduate housing will maintain Foster Rock and the adjacent wooded area to the south of the rock. In addition, a landscaped buffer will be provided along the eastern edge of the property next to Portina Road.

Comment 3

Both Foster and Lake Streets are already very heavily traveled for residential streets. I would like to see the main access for athletic events and for parking in the proposed new garage be from Commonwealth Ave. Foster Street has already had to absorb B.C. parking for the building currently located on Foster Street, and in addition will have extra traffic because of the proposed new housing on Foster Street.

Response

The main entrance to the Brighton Campus will be on Commonwealth Avenue and the proposed garage will be located approximately one-quarter mile from Commonwealth Avenue along the roadway extending through the campus from the main entrance.

Comment 4

It is my understanding that the proposed Brighton Campus playing fields will have a synthetic surface rather than natural grass. These areas are currently grass fields and very park-like in appearance, so in the interest of minimizing the environmental impact of the proposed development, I would like to see natural grass practice field and a minimum use of synthetic materials.

Response

The baseball field and softball field will have synthetic playing surfaces and the intramural field will have natural grass. See Chapter 7, *Athletic Facilities*, for a discussion of the plans for, and benefits of, synthetic playing surfaces.

Letter 41
Nancy Bradford

Comment 1

The student of BC and the residents around the reservoir will come and go, but it is imperative for the BRA, DCR, and towns and city officials to not permit a close encroachment of buildings around this unique lake and woodlands.

Response

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. See Chapter 5, *Proposed Future Projects*, for a description of the plans for the Shea Field site.

Letter 42
Anna Davis

Comment 1

These dorms would be removed from the center of campus and thus have much less oversight from campus security, opening the door for disorderly conduct without immediate intervention from campus police.

Response

The Shea Field residence halls will be located a short distance from the proposed quadrangle, Recreation Center, and University Center on the Lower Campus. The students in these residence halls will be subject to the same level of supervision as those in all other residence halls.

Comment 2

Homeowners, renters, as well as BC students use the reservoir trails for exercise and as a natural refuge. With increased residential halls for students, those who do not appreciate and respect green space will also be using it for shortcut to the recreational venues in Cleveland Circle. This puts the cleanliness and peacefulness of the area at risk.

Response

The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Comment 3

With such proximity to town residents, the Shea Field dorms could be a noisy and rowdy place, disrupting the peace of the neighborhood in late night hours.

Response

See response to Comment 1 above.

Letter 43
Charlotte N. Belezos

Comment 1

Already the use of the Brighton property, the use of the Edison School parking lot and the utilization of St. Columbkille's property have created much havoc in our neighborhood particularly when it comes to traffic and parking. These issues can only get worse as Boston College commences its plan for expansion and redesigning our neighborhood.

Response

See Chapter 9, *Transportation and Parking,* for an analysis of projected traffic volumes and operations with Boston College's proposed projects.

Letter 44
Deborah Reiff

Comment 1

I live on Chandler Pond on Lake Shore Road, a haven in the city of Boston. The Mayor himself has worked hard to protect this only city pond, other than Jamaica Pond. Its natural beauty is enhanced by its quiet and by the strong relationships among neighbors. All of this will change forever if undergraduate dormitories are built on the Archdiocese land. This is mine and my neighbor's utmost priority among all of the aspect of the plan.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan,* for Boston College's Student Behavior Plan.

Comment 2

Another quality of life issue is traffic and parking. As it is B.C. student-owned cars line our streets, never moving from Sunday to Friday. If the dormitories are down the street, traffic and parking on Lake Shore will be worse than it is now.

Response

The residents of the housing on the Brighton Campus will be students who formerly resided in off-campus housing in the neighborhood. Undergraduate students are not allowed to bring cars to campus and the City of Boston Resident Parking Permit program makes it very difficult for students living on campus to obtain Resident Parking Permits (See Chapter 9, *Transportation and Parking*, for a discussion of the criteria that must be met to obtain a Resident Parking Permit).

Comment 3

The stadium – this issue also addresses my fervent concern about retaining green space for taxpaying Boston residents, not just B.C. The stadiums will consume green space, create traffic and exhaust, and profoundly contribute to noise pollution.

Response

The Brighton Athletics Center will be built on the current playing fields on the Brighton Campus, maintaining the current open space in that portion of the campus. See Chapter 7, *Athletic Facilities*, for a discussion of noise and traffic related to the baseball and softball fields.

Letter 45
Michelle Chambers

Comment 1

When BC initially purchased the fields on Glenmont and Lake Street from the archdiocese we were assured that these fields would be used for intramural sports only and that the cardinal's former residence would be used for office space. It appears that they have changed their plans and it will be a great detriment to this small enclave of residential homes.

Response

When Boston College purchased the property, it indicated that the fields would be used for the University's athletic programs, including intramural use. The field at the corner of Lake Street and Glenmont Road will continue to be used for intramural and club sports.

As indicated in the 2006 IMP Amendment approved by the Boston Redevelopment Authority, the former Cardinal's Residence will be used for conference and meeting space. The conference center will also include administrative support offices.

Comment 2

If I am to understand the new development plans for those fields, they will be turned into large athletic fields with seating for thousands. The traffic flow to accommodate the fans for the games using this athletic field will clearly impact our little neighborhood.

Response

The baseball field will have seating for 1,500 and the softball field will have seating for 500. The seating will not be filled for all games and many of the spectators will be students who will walk to the fields. Most of the vehicles coming to the fields will access parking from Commonwealth Avenue. Vehicular impacts on local streets from baseball and softball games will be limited.

Letter 46
Erica Sigal

Comment 1

First and foremost, I strongly object to building undergraduate dormitories on the "Boston College Brighton Campus"

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 2

Please set firmly in the language of the long term Boston College Institutional Master Plan that the "Orchard" (i.e. the open land in front of the former Cardinal's residence, with the apples, pears and mulberry trees) be ***preserved PERMANENTLY from being built on*** *or otherwise converted from its current state of natural beauty and open, green landscape.*

Response

While the University will not create permanent conservation easements, the University will maintain the "orchard" as buffer zone along Greycliff Road for the duration of the IMP.

Comment 3

*Please study and give serious consideration to the **locations and numbers of shuttle buses and bus stops** along Commonwealth Avenue between Foster Street and the main Boston College campus, and also to any and all shuttle buses that will enter and drive through the "Brighton Campus." Please investigate: a) effects on general surrounding vehicular and pedestrian traffic; b) noise pollution from bus engines and brakes and from students' voices; and c) air pollution, should buses idle any length of time anywhere.*

Response

The shuttle service will be periodically evaluated during the development of the 10-year plan to assure that it provides appropriate service to existing and new development on the Boston College campuses. A good shuttle service is an effective way to reduce the traffic and pollution impacts of vehicle travel by substituting a few buses for many private vehicles. The buses comply with the Commonwealth's 5-minute idling law.

Comment 4

Regardless of the status and results of the proposed construction and renovation sites, please move the current west bound Grey Cliff Shuttle bus stop over at least to the far corner of Grey Cliff Rd. on Commonwealth Ave., by the gated driveway of the former Cardinal's Residence building.

Response

Boston College will consider this request.

Comment 6

Please institute a litter clean-up plan of neighborhoods in the extended Boston College range, to occur after every recreational area usage on either campuses – main campus or "Brighton campus"

Response

Boston College's Facilities and Grounds Departments conduct regular maintenance activities, including trash pick up, on the Brighton Campus. During the football season, maintenance crews from the Athletics Department monitor and collect trash from neighborhood streets adjacent to the campus. This program will be expanded to provide this service for events at the Brighton Athletics Center.

Comment 7

Please conduct a study of the anticipated pathways – paved and unpaved (created and trampled by students) – from Boston College's "Brighton Campus" proposed dormitories across to various points including but not limited to: a) top of Grey Cliff Road, b) bottom of Grey Cliff Road, c) top of Lake Street, d) bottom of Lake Street hill by Lake Shore Drive; and e) proposed playing fields on the lower part of the "Brighton Campus."

Response

Figure 9-28 in Chapter 9, *Transportation and Parking*, shows the primary pedestrian circulation routes with the 10-year IMP. Most of the pedestrian traffic generated by the Brighton Campus will remain on that campus or travel between the Brighton and Chestnut Hill campuses. Pedestrian traffic to areas north of the Brighton Campus would likely use the Foster Street entrance or the Lake Street entrance next to the playing field. It is anticipated that student pedestrian traffic between the Brighton Campus undergraduate residence halls and Greycliff Hall would be minimal.

Comment 8

Please study: a) viability of grass and other greenery remaining untrampled; b) amount of effect of potential litter; and c) noise (which will undoubtedly carry) as students traverse the property, particularly at night, and especially on weekend nights when students tend to drink and thus become much louder.

Response

The planned housing will be located on or near Commonwealth Avenue. Pedestrian traffic will use the Brighton Campus spine road, located on the interior of the campus between the buffers for Lake Street and Greycliff Road. This location will limit any noise carrying to nearby residential areas. Most of the pedestrian traffic generated by the Brighton Campus housing will be oriented to the Chestnut Hill Campus or the Boston College MBTA stop.

Comment 9

I am opposed to the use artificial turf, as proposed for two of the three playing fields to be created in the lower part of "Brighton Campus". I am very concerned about its short and long term ecological impact!

Response

The baseball field and softball field will have synthetic playing surfaces and the intramural field will have natural grass. See Chapter 7, *Athletic Facilities*, for a discussion of the plans for, and benefits of, synthetic playing surfaces.

Comment 10

I support the strong concerns of the residents of Lane Park, especially regarding; the negative effect of the night-time lighting of the field on their homes, and in particular, on their children's bedrooms.

Response

See Chapter 7, *Athletic Facilities,* for a discussion of lighting for the playing fields.

Comment 11

I support the strong concerns of the residents of Lane Park, especially regarding; the Wiltshire Road extension must ***NEVER*** *be re-opened to vehicular traffic.*

Response

Wiltshire Road, which is a used as a pedestrian way, is owned and maintained by the City of Boston. Boston College has not proposed any changes to Wiltshire Road.

Comment 12

I support the concerns of the residents of Portina Road on; (a) a sufficient buffer must be created ***PERMANENTLY*** *between Portina Road and the proposed Weston Jesuit School Faculty and Graduate housing. (b) This property must be permanently used for this limited purpose and* ***NEVER*** *be converted to undergraduate Boston College housing or other less quiet and restrained purpose.*

Response

While the University will not create permanent conservation easements, the plan for the Jesuit housing maintains Foster Rock and the adjacent area to the south of the rock. A buffer along Portina Road will also be maintained.

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities."The design of the housing does not make it suitable for use as undergraduate housing. They are designed to foster the formation of "small living communities." For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Letter 47
Richard Wood

Comment 1

In the ten or so meetings I attended, I witnessed chronic criticism over several aspect of the plan. Many of them well thought out and constructive. But above these many issues there were two overriding concerns stressed… (a) BC should house all of their students on the North side of Commonwealth Ave. (b) BC should house 100% of its students on campus.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Letter 48
Christine Stewart

Comment 1

There is no reason why Boston College cannot continue to contain her undergraduate population on the "upper" campus bordered by the Reservoir and thereby "naturally" separated from the surrounding neighborhoods.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Letter 49
Diana Selvig

Comment 1

I respectfully submit that the BRA require Boston College to study and present alternatives to the construction of student housing on the Brighton campus, including but not limited to: 1) The maintenance and/or renovation of existing dormitory building/sites, particularly the Edmunds Hall building/site and the Flynn Recreation Center (Rec Plex) building/site, should it be demolished?

Response

See Chapter 6, *Student Housing Plan*, for an analysis of alternatives. Edmonds Hall does not provide an alternative for additional beds on Lower Campus because it is obsolete and in need of extensive repairs. The section entitled Retention of Edmonds Hall in Chapter 6 provides a detailed explanation of the reasons why Boston College needs to demolish the building.

Comment 2

2) Study of alternatives sites for dormitory buildings on the Chestnut Hill and Newton campuses;

Response

See Chapter 6 *Student Housing Plan* for an analysis of alternatives for housing on the Chestnut Hill Campus. Currently Boston College houses 875 undergraduates (freshmen) on the Newton Campus and does not plan to construct additional undergraduate housing at this location.

Comment 3

3) Moderate increases in density to existing dormitory buildings on the Chestnut Hill campus (e.g., 6 or more stories, consistent with existing buildings), including the "Mods" site.

Response

The IMP includes an increase of 50 beds on the More Hall site and an increase of 60 beds on the Shea Field site compared to the numbers of beds proposed in the IMPNF.

The IMPNF proposal for More Hall represented an increase of 70 beds over the previous proposal. See Chapter 6, Student Housing Plan, for an analysis of alternatives for housing on the Chestnut Hill Campus.

Comment 4

I respectfully submit that the BRA require Boston College to study and present alternatives to the construction of the above-noted athletic uses on Brighton campus, including but not limited to:
1) The need for a baseball and softball stadium at all, giving the existing facilities on Shea Field and current attendance at games.

Response

See Chapter 7, *Athletic Facilities,* for a discussion of the need for new facilities.

Comment 5

2) Consideration of the effect on adjacent neighbors and properties of lighting, public address systems, and increased traffic and parking, and prohibiting or severely limiting all uses that cannot be wholly mitigated;

Response

See Chapter 7, *Athletic Facilities,* for discussions of lighting, noise and traffic.

Comment 6

3) The environmental, health and aesthetic impact of artificial/synthetic surfaces for the fields;

Response

See Chapter 7, *Athletic Facilities,* for a discussion of synthetic playing surfaces.

Comment 7

4) Limits on use, including lighting, public address systems, usage hours, crowds, cleanup, parking, and traffic;

Response

See Chapter 7, *Athletic Facilities,* for a discussion of the planned use of the athletic facilities.

Comment 8

5) Provisions for community access, not only for athletic uses but also for traversing the former St. John's Seminary property.

Response

General pedestrian access to the Brighton Campus will continue. Use of the athletic fields will be limited to Boston College. As the project is designed, walkways and buffers between the residential houses and the fields will be considered.

Comment 9

In addition, I respectfully request that BRA require Boston College to consider or provide further particulars with respect to "green building" for all new construction and improvement …

Response

See Chapter 10, Environmental Sustainability.

Comment 10

... And for maintaining and enhancing public pedestrian and bicycle access to the Brighton Campus.

Response

See Chapter 9, *Transportation and Parking*, for discussions of pedestrian and bicycle accommodations.

Comment 11

Boston College's development plans will have a significant impact on traffic on the surrounding residential community. To evaluate this impact, the BRA should require Boston College to pay the cost of an independent peer review of traffic, transportation, and parking impact of the IMP. Furthermore, any changes to public transit should only be considered after input from the MBTA, with appropriate community response.

Response

This role is performed by the Boston Transportation Department. Boston College will not fund an independent analysis of traffic, transportation and parking plans.

Letter 50
Michael O'Laoghaire

Comment 1

The college should commit to housing all its undergraduates on campus by 2018.

Response

The IMP proposes to house all undergraduates on campus by 2018. See Chapter 5, *Proposed Future Projects*, and Chapter 6, *Student Housing Plan*.

Comment 2

The noise and light would create an intolerable nuisance to the neighbors, especially those on Lane Park and Glenmont Road.

Response

See Chapter 7, *Athletic Facilities,* for a discussion of noise and lighting related to the proposed athletic facilities.

Comment 3

In general, synthetic surfaces are bad for the environment. They take away open space; can give off gases in the hot summer weather.

Response

See Chapter 7, *Athletic Facilities,* for a discussion of synthetic playing surfaces.

Comment 4

The whole campus should be surrounded by a minimum 200-feet conservation buffer zone. There should be a conservation restriction on all land identified in the IMPNF as green space.

Response

While the University will not create permanent conservation easements, the University will maintain a buffer zone of trees and vegetation on the edge of the

Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock for the duration of the IMP.

Comment 5

The three college-owned properties at 188-196 Foster Street should be preserved. They date from the late 1800s and replacing them with modern buildings would change the character of Foster St. We do not object to heir being rehabilitated and possibly their being incorporated with compatible, adjacent new building.

Response

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities." The three existing houses, which are in need of serious repairs, can not be incorporated into the concept for the small communities. For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Comment 6

Dorms should be built on the Commander Shea Field only if it is found absolutely impossible to fit all the required dorm space elsewhere on this (and/or the Newton campus).

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior.

Comment 7

There should be an independent review of any traffic, transportation and parking studies. This is standard practice in many cities and towns in the country. The applicant (Boston College) should provide a fund to the Boston College Task Force which would enable them to hire and pay the consultants.

Response

This role is performed by the Boston Transportation Department. Boston College will not fund an independent analysis of transportation and parking plans.

Letter 51
Sanford Furman

Comment 1

- *Boston College should build dormitories to house all undergraduate students.*
- *Boston College should house all undergraduate students on the Chestnut Hill Campus by utilizing More Hall, the Mods, Edmonds Hall, and potentially other sites, and making all new dormitories up to six stories.*
- *Boston College should rebuild the recreation complex on its current site or build it on the former Archdiocese property.*

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 2

Any off campus restrictions should include three-family houses and condominiums converted from two and three family houses.

Response

At this time, the housing restriction is limited to single and two family homes which make up a majority of the type of housing stock rented by BC students. Due to the complexity, cost and length of time involved in the filing a petition to re-zone with the Zoning Board of Appeal, it is doubtful that many owners of single and two family homes will convert to three family homes simply to avoid the restriction.

Comment 3

I have no problem with the Foster Street site being used for seminary/graduate student housing provided that such use be mandated in perpetuity rather than for ten years in the Master Plan. It is also imperative that the unimproved road remain a footpath, not opened up as a roadway, to preserve the character and security of the Portina Road neighborhood, and that Foster Street rock area remain undeveloped

Response

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities." The three existing houses, which are in need of serious repairs, can not be incorporated into the concept for the small communities. Wiltshire Road next to the property currently provides pedestrian access between Foster Street and Portina Road. It is a public way owned by the City of Boston. The plan maintains Foster Rock. For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Comment 4

Concerning the proposed athletic fields:

- *No fencing around the baseball or softball fields, either at the former Archdiocese grounds or Shea Field;*
- *No use of the fields at night, no lights;*
- *No artificial turf;*
- *Seating should be limited to 500 for baseball and 200 for softball;*
- *Either a baseball field or softball field on Shea Field and the other on the former Archdiocese grounds. If on former Archdiocese grounds, located farther from Lane Park than presently proposed;*
- *If absolutely necessary, both fields on the former Archdiocese grounds, but with the above described restrictions, and moved farther back from Lane Park.*

Response

See Chapter 7, *Athletic Facilities,* for discussions of these various topics.

Comment 5

I ask for legal restrictions to be implemented to protect features of the Archdiocese property like the orchards, the trees ringing the property, the stone walls, and the Foster Rock, with a conservation easement rather than a promise.

Response

While the University will not create permanent conservation easements, the University will maintain a buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock for the duration of the IMP. Retention of the stone walls and existing tress will be addressed during the design of the proposed buildings along Commonwealth Avenue.

Comment 6

However Boston College may develop Shea Field, clear and strong protection for the reservoir park from any development of Shea Field, particularly from the increase of student that may occur there, so as to preserve the reservoir area as a tranquil resource for the community. I ask for legal restrictions to be implemented to protect features of the Archdiocese property like the orchards, the trees ringing the property, the stone walls, and the Foster Rock, with a conservation easement rather than a promise.

Response

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

While the University will not create permanent conservation easements, the University will maintain a buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock for the duration of the IMP.

Letter 52
Alessandro Selvig (1/8/08)

Comment 1

The BRA's Article 51 (Zoning for Allston-Brighton's Neighborhood District) forbids construction of a stadium in both the St. John's Seminary Conservation Protection Subdistrict, and also in Boston College's Institutional Subdistrict (see attached).

Response

See Consistency with CPS and Article 29 Zoning in Chapter 4, *Planning Framework*.

Comment 2

Furthermore, the BRA's Article 80 (Development Review and Approval) requires that a project be "...architecturally compatible with surrounding structures," "...consistent with any established design guidelines that exist for the area in which the Proposed Project is located, as set forth in the underlying zoning," and that "...nothing in such proposed project will be injurious to the neighborhood or otherwise detrimental to the public welfare" (see attached).

Response

See Consistency with CPS and Article 29 Zoning in Chapter 4, *Planning Framework*.

Comment 3

The project [Athletic Fields] as proposed is incompatible with the residential character of the neighborhood, is forbidden under the underlying zoning, and would cause irreparable injury to the neighborhood with families and many long term residents.

Response

See Chapter 7, *Athletic Facilities,* for discussions of the planned uses and the impacts of the proposed facilities.

Letter 53
David Carlson

Comment 1

What I don't want are buildings bringing light and noise to the reservoir and hence changing the rural oasis that the reservoir provides.

Response

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Letter 54
Louise Bonar

Comment 1

By 2018, BC should be required to provide on-campus housing for all of its undergraduate students (except those studying elsewhere or commuting from family homes in the greater Boston area).

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand. The IMP adds 670 additional beds of University housing to the 610 beds proposed in the IMPNF for a total of 1,280 new beds in this Master Plan cycle. Upon completion of the IMP, Boston College will become the first university in Boston to provide housing for all of its undergraduates who seek it.

Comment 2

Undergraduate dorms are unacceptable on the former seminary grounds, which borders a residential neighborhood, and should not be built. BC can, and should, co-locate its undergraduate students in the traditional residential parts of the Chestnut Hill campus (both Boston and Newton) that are not directly adjacent to the Chestnut Hill Reservoir.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove

up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 3

It should be ensured that the proposed housing the on Foster Street is used for absolutely no other purpose beyond the 10-year IMP time frame; that the extension of Wiltshire Road is never reopened; and that the buffer zones are increased.

Response

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities." The three existing houses, which are in need of serious repairs, can not be incorporated into the concept for the small communities.

Wiltshire Road next to the property currently provides pedestrian access between Foster Street and Portina Road. It is a public way owned by the City of Boston. Boston College has not proposed any changes to Wiltshire Road. The project includes a set back of 75 feet from the rear lot line of the neighboring homes on Portina Road. The natural rock outcropping (Foster Rock) on the south side of the site will be preserved The project includes a set back of 75 feet from the rear lot line of the neighboring homes on Portina Road. The natural rock outcropping on the south side of the site will be preserved. For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Comment 4

BC should maintain the Edmonds Hall site for dormitories as well as the current site of the Rec Plex should they wish to move it elsewhere.

Response

Edmonds Hall does not provide an alternative for additional beds on Lower Campus because it is obsolete and in need of extensive repairs. The section entitled Retention of Edmonds Hall in Chapter 6 provides a detailed explanation of the reasons why Boston College needs to demolish the building.

Comment 5

To make good use of available land and maximize open space, BC should build dorms of 6 stories or higher and locate them throughout the Chestnut Hill campus, including Newton, but not directly adjancent to the Chestnut Hill Reservoir.

Response

See response to Comment 2 above.

Comment 6

BC should substantially increase the number of beds on the two-story Mods site to accommodate more students on campus.

Response

The housing proposed for the Mods site will replace the existing beds to be demolished and open up part of the site for badly needed open space on the Lower Campus.

Letter 55
John Ferguson

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-Year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 56
Franeo Rufo

Comment 1

How could anyone live so close to the [proposed] stadium when games go on? The enormous traffic, the loud screaming, the very disturbing lights, and possibly a lot of drinking.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts.

Letter 57
Bruno Salvucci

Comment 1

Our concern I the size of the stadium and all the things it brings. Issues such as lights, noise, traffic, litter, and public drinking are our concerns. There is no way that a baseball stadium, 30 yards away from our home will not have a negative impact on our neighborhood! You must sent BC back to revise these plans.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts.

Letter 58
Mariano and Grace D'Antignana

Comment 1

BC has proposed to build 2,000 seats. I strongly object to this as it's too large for the site and the neighborhood.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts.

Comment 2

The playing fields must be limited to BC students and activities only.

Response

The Brighton Athletics Fields are planned for Boston College use.

Comment 3

Use of the stadium at night should be kept to a minimum, no later than 9pm.

Response

As discussed in See Chapter 7, *Athletic Facilities,* activities will stop at 9:30 and lights will go out at 10:00 except when a game is in progress. Lights will be off when there is no activity on the fields.

Comment 4

Lighting at outdoor facilities should be designed with an eye to minimizing impact on the neighborhood, especially the immediate abutters. Noise control should be examined.

Response

See Chapter 7, *Athletic Facilities,* for discussions of noise and lighting impacts.

Comment 5

Why not build parking under the proposed buildings along Commonwealth Avenue?

Response

The IMP proposes that most of the surface parking be replaced with structured parking. There are opportunities identified for parking under proposed buildings, such as at the corner of College Road and Beacon Street, and at Commonwealth Avenue under the proposed More Hall site housing.

Comment 6

If this garage is going to be built, then limit its size, move it to preserve the trees and make the façade appear as an office building. The garage will be so close to us that we will hear the noise from the traffic and smell the fumes from the exhaust.

Response

The garage has been relocated away from Lane Park (190 feet). The façade will be determined during design of the structure.

Letter 59
Shani and Jonathan Traum

Comment 1

As a homeowner whose house sits just off the proposed baseball field's right field corner, having lighting would be very disruptive.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts. To minimize impacts to Lane Park the location of home plate has been shifted 90 degrees toward the Edison Middle School.

Comment 2

The sound of hundreds of fans leaving the game makes the situation totally unacceptable.

Response

See response to Comment 1 above.

Comment 3

There seems to be some ambiguity as to the uses of the various fields outside of the varsity teams- frequency, timing, etc.

Response

See Chapter 7, *Athletic Facilities,* for a discussion of the proposed uses and schedules for the fields.

Comment 4

There has been no information on the type, scope, and use of a sound system on the playing fields.

Response

See Chapter 7, *Athletic Facilities,* for a discussion of noise and the public address system.

Comment 5

We ask that a complete study be provided detailing the health and environmental impact of synthetic grass and natural grass, taking into account any agents that would be used for the upkeep of the grass (fertilizer, pesticides, etc.)

Response

See Chapter 7, *Athletic Facilities,* for a discussion of synthetic playing surfaces.

Comment 6

It seems the entrance to the Brighton campus from Foster Street would be open and unregulated. We ask that this be gated, with access and egress to be regulated by electronic card or guard.

Response

The driveways on the Brighton Campus will have controlled access as is currently provided on the Chestnut Hill Campus. This will restrict access to the campus to vehicles having business on the campus and prevent any cut through traffic which might impact neighborhood roadways.

Comment 7

We would like more details regarding the 500 space garage planned for the Brighton campus. I would request clarification on this as the 788 spaces described as currently on the site must surely include those spaces currently located on the field slated to become the baseball field and only used during graduation, football games, and other high attendance events. Is BC exchanging infrequently used spaces with everyday parking and therefore dramatically increasing the number of cars entering the neighborhood and campus area on a daily basis?

Response

The 788 spaces on the Brighton Campus are existing paved, marked spaces. The count does not include any spaces on the playing fields which are used for parking only in special circumstances. The parking analysis in Chapter 9, *Transportation and Parking*, does not include such temporary spaces.

Comment 8

We are concerned with the safety of moving the MBTA stop at Boston College from the current location into the center of Commonwealth Avenue. By leaving the stop where it is, we avoid making the area more dangerous for cars and pedestrians alike and allow the existing greenbelt district to remain.

Response

The decision to move the stop will be made by the MBTA after consideration of a number of factors, including pedestrian and vehicular safety.

Comment 9

We ask that Boston College go back to the drawing board and increase the height of dorms planned in order to maximize the use of space currently available on the Chestnut Hill campus.

Response

Boston College proposes to add 50 beds on the More Hall site and 60 beds on the Shea Field site compared to what was proposed in the IMPNF (the IMPNF proposal for the More Hall site was 70 beds more than Boston College's original proposal for the site). See Chapter 6, *Student Housing Plan*, for detailed discussion of its plans for housing in general and on the Lower Campus in particular.

Comment 10

We ask that the buffer for direct abutters be increased, especially those to be impacted by the playing fields.

Responses

The playing fields are set back from the adjacent neighborhoods. The exact nature of the buffers will be established during design of the project and will be reviewed during Large Project Review by the BRA.

Comment 11

We ask that a permanent easement be placed on all buffers.

Response

While the University will not create permanent conservation easements, the University will maintain the buffer zones on the edge of the Brighton Campus along Lake Street and Greycliff Road and at the Foster Rock for the duration of the IMP.

Comment 12

We would ask that in the next round of presentations, Boston College should provide scale, three dimensional displays so the community can fully envision the changes they propose and how they affect the neighborhood and abutters.

Response

Boston College intends to use a three-dimensional model to illustrate its plans.

Letter 60
Susan Heideman

Comment 1

All dormitories should remain on the Chestnut Hill campus for many reasons; including to avoid a dramatic increase in pedestrian and vehicular congestion across Commonwealth Avenue and on the Brighton side streets running off of it; and to ensure that the densely populated residential neighborhoods abutting the Brighton campus are protected from the increased noise, trash, and congestion that we Brighton residents experience daily from the undergraduates living in houses and apartments in our midst.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 2

It is unthinkable to site dormitories on Shea Field, so close to the reservoir.

Response

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence

halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Letter 61
Brenda Pizza and Kevin Tringale

Boston College recognizes the concerns you raised in your comment letter, dated February 1, 2008. Following the incident, Vice-President Thomas Keady responded promptly and worked closely with you to resolve this matter.

Letter 62
Renee Shapiro and Mimi Rhys

Comment 1

Increased traffic [from the athletic fields] on our narrow neighborhood streets will be stressful and increase air pollution.

Response

To manage traffic impact on the surrounding community, the University has developed an extensive transportation management plan for traffic, parking and transit operations on game days, including football, basketball and hockey, and for other special events. Special events on the Brighton Campus will be incorporated into the transportation management plan. Traffic is directed by the Boston College Police Department and signs are posted to identify event parking areas. If the garage on the Brighton Campus is parked to capacity, Boston College Police will direct parkers to other surface parking on the Brighton Campus or to the Commonwealth Avenue or the Beacon Street garages on the Chestnut Hill Campus.

Comment 2

The noise and light pollution from this facility [the athletic fields] also poses a public health problem. Noise has been shown to in crease cardiovascular illness in adults and respiratory ailments in children via emotional stress. Light pollution adds to health problems by disturbing sleep and impairing cognitive performance in adults and children.

Response

Chapter 7, *Athletic Facilities*, addresses lighting and noise.

Comment 3

The rubber in synthetic turf has been shown to be contaminated with polycyclic aromatic hydrocarbons (PAH), which are carcinogenic. In addition to being a health hazard to the athletes, this material could be further distributed throughout the neighborhood to be tracked into homes and could contaminate Chandler Pond harming the wild life.

Response

Based on available research, the University believes that the installation of synthetic playing surfaces is a wise investment, provides significant benefit to users, conserves water and results in no significant environmental or health impacts. None of the runoff from the fields will go to Chandler Pond. Chapter 7, *Athletic Facilities*, addresses the use of synthetic playing surfaces.

Comment 4

The placement of undergraduate dormitories on the Brighton campus is unacceptable since it would place a huge concentration of students near homes, which doesn't really remove them from the neighborhoods. There is sufficient space to house all of the students on the Chestnut Hill campus by adding higher buildings on the sites where dormitories already exist.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Letter 63
Danielle Goyette

Comment 1

I oppose the building of dormitories on Shea Field, abutting the Chestnut Hill Reservoir… The renovation (and possible expansion) of Edmonds Hall and the construction of new five-story dorms on the Mods site would be much more appropriate solutions.

Response

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Edmonds Hall does not provide an alternative for additional beds on Lower Campus because it is obsolete and in need of extensive repairs. The section entitled Retention of Edmonds Hall in Chapter 6 provides a detailed explanation of the reasons why Boston College needs to demolish the building. The housing proposed for the Mods site will replace the existing beds to be demolished and open up part of the site for badly needed open space on the Lower Campus.

Comment 2

I oppose any Boston College development on the Brighton campus which does not preserve the existing landscaping, stone walls, and natural beauty of the property along Commonwealth Avenue and Lake Street.

Response

Retention of the stone walls and landscaping will be addressed during the design of the proposed buildings along Commonwealth Avenue.

Letter 64
John and Marlene Duarte

Comment 1

I would like Boston College to amend its Master Plan to not include a baseball stadium for 1,500 with lights and artificial turf, and to amend the plan to not include undergraduate dorms on the grounds of St. John's Seminary.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts.

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Letter 65
Bob Pessek

Comment 1

No undergraduate dorms on the Brighton campus. Instead, current or planned undergraduate dorms should be built higher/larger on the Chestnut Hill campus.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 2

No athletic fields with attendant fencing, lighting, seating, parking and the like used to be developed on the Brighton campus. The Chestnut Hill campus or the Newton campus should be used for these activities.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts.

Comment 3

Open space in the Master Plan should be preserved through conservation restrictions, as was recommended at the January 29, 2008 task force meeting.

Response

While the University will not create permanent conservation easements, the University will maintain a buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock for the duration of the IMP.

Letter 66
Michael Pahre

Comment 1

The BRA should require BC to scope fully a housing option that would provide housing for 100 % of their undergraduates on the main Chestnut Hill and Newton campuses, without dormitories on the Brighton Campus.

Response

See Chapter 6, *Student Housing Plan*, for the analysis of housing options.

Comment 2

The BRA should require BC, as part of the approval of their IMP, to provide a conservation easement for part of the Brighton Campus in order to protect residential neighborhood buffer zones against future development.

Response

While the University will not create permanent conservation easements, the University will maintain a buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock for the duration of the IMP.

Comment 3

The BRA should require BC to fund independent peer review, to be managed by the BC Task Force (or other, suitable, independent body) of key elements of their IMP, particularly the traffic/transportation and environmental review portions.

Response

The review function is performed by the Boston Redevelopment Authority and the Boston Transportation Department. Boston College will not fund independent analyses of elements of the IMP.

Comment 6

The three houses on the Foster Street parcel should not be demolished; instead, they should be incorporated into the proposed development.

Response

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities." The three existing houses, which are in need of serious repairs, can not be incorporated into the concept for the small communities. Wiltshire Road next to the property currently provides pedestrian access between Foster Street and Portina Road. It is a public way owned by the City of Boston. The plan maintains Foster Rock. For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Comment 7

Parking throughout the campus should be better located close to its users' locations, rather than being pushed further away onto the Brighton and Newton campuses.

Response

The IMP parking plan replaces existing surface parking with structured parking located to meet the needs of all users on each campus. The garage on the Brighton campus is located on the main road through the campus and is easily accessed from Commonwealth Avenue. Its location puts it within a five minute walking distance of all users on the Brighton Campus.

Comment 8

Boston College should commit to housing all undergraduate students on-campus by 2018.

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand. The IMP adds 670 additional beds of University housing to the 610 beds proposed in the IMPNF for a total of 1,280 new beds in this Master Plan cycle. Upon completion of the IMP, Boston College will become the first university in Boston to provide housing for all of its undergraduates who seek it.

Comment 9

A ban on undergraduate housing in one- and two-family houses is unnecessary if Boston College houses their students on campus.

Response

Since BC will be constructing new student housing in a phased approach over the duration of the ten year IMP, the housing restriction is necessary to provide relief to impacted neighborhood areas as the new residence halls come on-line.

Comment 10

No undergraduate housing should be built on the Brighton Campus.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 11

Sufficient space exists on the Chestnut Hill campus to house 1,200 additional students.

Response

See response to comment 10 above.

Comment 12

Boston College's proposed IMP has buildings which border very close to public spaces, such as public parkland or city/state streets. Examples are:

- One dorm on Shea Field, which borders St. Thomas More Road and is directly opposite the Chestnut Hill Reservoir;
- Brighton Dorms on Commonwealth Avenue (4-5 stories, 60 feet tall), which removes a beautiful stone wall (and may remove a rock outcropping);
- Fine Arts District on Commonwealth Avenue (4-5 stories, 60-70 feet tall;
- More Hall Dorms on Commonwealth Avenue and St. Thomas More Road, which removes another beautiful stone wall;
- Recreation Center (3 stories, up to 70 feet), which appears to have very little setback from St. Thomas More Road
- Foster Street graduate housing (2 stories, 20-25 feet tall).

Response

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. Set backs along Commonwealth Avenue will be determined during design and Large Project Review. The plan for the Foster Street housing shows it set back farther from Foster Street than neighboring properties.

Comment 13

Failure to maintain undergraduate enrollment levels must be corrected.

Response

Undergraduate enrollment at Boston College has been stable since 1987 (See Chapter 3, Campus Demographics and Employment). Boston College has no plans to increase undergraduate enrollment.

Comment 14

How can BC incorporate three historic houses into the Foster Street development, rather than raze them?

Response

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities." The three existing houses, which are in need of serious repairs, can not be incorporated into the concept for the small communities. For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Comment 15

What are the plans for when the six-year, graduate student housing leases expire?

Response

Depending on the future demand for graduate housing, Boston College will consider its options to renew this lease arrangement at the end of the six-year period.

Comment 16

How can BC guarantee that they will no longer purchase housing stock in Brighton?

Response

Boston College prepared this IMP for land it currently owns in Boston. If approached, however, the University will consider opportunities for other strategic acquisitions.

Comment 17

Why does BC need to create new and fancy baseball and softball stadiums? This doesn't line up with anything in BC's strategic plan.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities, including discussions of Boston College's needs and of their impacts.

Comment 18

Impact of playing field on Neighbors' Quality-of-Life; Brighton Residents who live next to Rogers Park have complained of the following problems – Lighting, noise, drinking, Parking and Traffic

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts.

Comment 19

BC's IMPNF gives absolutely no indication of how the usage of the playing fields and stadiums would be constrained.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed uses of the athletic facilities.

Comment 20

Artificial Turf vs. Natural Turf

Response

See Chapter 7, *Athletic Facilities,* for a discussion of synthetic playing surfaces.

Comment 21

Moving Baseball Stadium away from Lane Park

Response

Home plate has been moved closer to the Edison Middle School. See Chapter 7, *Athletic Facilities*.

Comment 22

Conservation Easement on Brighton Athletic fields

Response

While the University will not create permanent conservation easements, the University will maintain a buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock for the duration of the IMP.

Comment 23

Impact on St. John's Seminar and Seminarians

Response

No significant impacts on St. John's Seminary and Seminarians are expected

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Comment 24

BC should agree to a Conservation Restriction (or Easement) for part of the Brighton Campus

Response

See response to comment 21.

Comment 25

Campus sustainability should include LEED certification for all new buildings

Response

As presented in Chapter 10, *Environmental Sustainability*, Boston College's goal is to meet LEED Certified status and strive to achieve Silver status on all new buildings.

Comment 26

Need for independent Peer Review of Traffic, Transportation and Parking studies (and their assumptions).

Response

This role is performed by the Boston Transportation Department. Boston College will not fund an independent analysis of traffic, transportation and parking plans.

Comment 27

Traffic Analysis should be done for individual Elements of their proposals.

Response

See Access Alternatives Operation Analysis in Chapter 9, *Transportation and Parking.*

Comment 28

MBTA Car Barn land and /or Air Rights

Response

Boston College has not discussed purchase or lease of the car barn land or air rights over the land with the MBTA. It is Boston College's understanding that the land will be needed by the MBTA regardless of whether or not the stop is moved.

Comment 29

Assumption for Traffic, Transportation, and parking must be justified and/or corrected

Response

See Trip Generation section of Chapter 9, *Transportation and Parking*, for a revised projection of future staff changes.

Comment 30

Inadequate Packing space in Master Plan

Response

See Chapter 9, *Transportation and Parking*, for an analysis of future parking demand and supply.

Comment 31

Substantial improvement is needed to BC's Transportation Demand Management program.

Response

See Chapter 9, *Transportation and Parking*, for descriptions of Boston College's current and planned Transportation Demand Management measures.

Comment 32

New cut-through route will divert traffic onto Foster Street

Response

The driveways on the Brighton Campus will have controlled access as is currently provided on the Chestnut Hill Campus. This will restrict access to the campus to vehicles having business on the campus and prevent any cut through traffic which might impact neighborhood roadways.

Comment 33

Street Parking study should be performed to determine impact of illegal parking by BC community on City Streets.

Response

An analysis of on-street parking is provided in Chapter 9, *Transportation and Parking*. The Boston Transportation Department is responsible for enforcing on-street parking regulations.

Comment 34

How will Proposed Auditorium be used?

Response

The 1,200-seat auditorium will be used primarily to support University activities, such as lectures, convocations, and music performances.

Letter 67
Ellen Millman

Comment 1

A written legal agreement for conservation of a portion of the green space, reasonable set-backs for buildings and attention to the impact of (noisy) foot traffic and cars are important issues [for development of the Brighton campus].

Response

While the University will not create permanent conservation easements, the University will maintain a buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock for the duration of the IMP. Building set backs will be determined during design and Large Project Review by the BRA. See Chapter 9, Transportation and Parking, regarding vehicular and pedestrian traffic. Most pedestrian traffic on the Brighton Campus is expected to be along the main spine road which is routed through the middle of the campus.

Comment 2

Most residents would prefer that BC house their undergraduates closer to the center of their campus, thus reducing rowdy foot traffic in the adjacent community.

Response

The housing on the Brighton Campus is located on Commonwealth Avenue and in the interior of the campus set back from adjacent residential areas.

Comment 3

I am also concerned about the artificial turf on the playing fields and strongly request that only the tennis courts on top of the parking garage be an artificial playing surface.

Response

See Chapter 7, *Athletic Facilities,* for a discussion of synthetic playing surfaces.

Comment 4

I hope BC will limit the size and frequency of sporting events, especially in the evenings.

Response

See Chapter 7, *Athletic Facilities,* for a description of the planned use of the proposed athletic facilities.

Letter 68
Mark Alford

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 69
Alisa Brennan

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 70
Ludwik Gorzanski

Comment 1

Please make BC house all undergraduate students on campus. There should be no dorms any closer to the Chestnut Hill Reservoir than the ones currently standing.

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand. The IMP adds 670 additional beds of University housing to the 610 beds proposed in the IMPNF for a total of 1,280 new beds in this Master Plan cycle. Upon completion of the IMP, Boston College will become the first university in Boston to provide housing for all of its undergraduates who seek it.

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Comment 2

Commonwealth Avenue near BC should retain its present character with respect to the landscape and roads layout.

Response

When planning its facilities along Commonwealth Avenue, Boston College intends to respect the character of the roadway

Letter 71
Wilma Wetterstrom

Comment 1

Undergraduate dormitories on the former St. John's Seminary. No undergraduates should be housed so close to residential areas.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 2

Undergrads living off campus. As part of the new master plan, one major goal should be to house ALL undergraduates on campus.

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand. The IMP adds 670 additional beds of University housing to the 610 beds proposed in the IMPNF for a total of 1,280 new beds in this Master Plan cycle. Upon completion of the IMP, Boston College will become the first university in Boston to provide housing for all of its undergraduates who seek it.

Comment 3

I am opposed to undergrad dorms on Shea Field next to the Chestnut Hill Reservoir.

Response

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Comment 4

I find it unacceptable to place a large baseball stadium on St. John's. The evening lights, loud speaker systems, and noisy crowds will undoubtedly disrupt life for the residents. I would request that BC explore ways to make their current stadium meet their needs. I am also concerned about the use of artificial turf and would request that any playing fields in St. John's be natural grass.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts.

Comment 5

Sitting buildings at the edge of the sidewalks on Com. Ave near Lake St. will degrade our neighborhood.

Response

The setbacks for the proposed buildings along Commonwealth Avenue will be determined during Article 80 Large Project Review when detailed project design is considered.

Comment 6

I request that the Conservation restriction for the urban wilds at St. John's be observed.

Response

While the University will not create permanent conservation easements, the University will maintain a buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock for the duration of the IMP.

Comment 7

Historic buildings. All new construction should be sited and designed with the historic character of the landscape in mind. In addition, the three historic homes on Foster St. that BC proposes to demolish should be saved and incorporated in their plans for the dorms for the seminary.

Response

The siting of buildings proposed in the IMP has considered the historic character of the landscape. Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities." The three existing houses, which are in need of serious repairs, can not be incorporated into the concept for the small communities. For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Comment 8

Keeping and bringing families into the neighborhoods near BC. The proposal to offer mortgage assistance to staff who wish to live near campus sounds like an excellent plan. Although it is not part of the master plan, the proposal should be developed and instituted.

Response

Boston College plans to create a Mortgage Assistance Program for all full-time University employees to assist them to purchase homes in the Allston-Brighton community. This will be the first University sponsored mortgage program of its kind in the City of Boston.

Letter 72
Lisa Hirsh

Comment 1

The most important thing from my perspective is NOT to have dormitories built on the [Chandler Pond] part of Commonwealth Avenue.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 2

If the plans for the recreation center go ahead it is critical that there are sufficient parking spaces (250 sounds way too low).

Response

The Recreation Center is designed to serve the Boston College community. Since most users will already be living, working or attending class on campus, no specific parking will be provided for the Recreation Center.

Letter 73
Dorothy Weitzman

Comment 1

I write to express my opposition to the plan by Boston College to build dormitories for 490 students with the northeast end right up the road opposite the Chestnut Hill Reservoir. I think that Boston College should be asked to explore another option for housing these 490 students. For whatever buildings are built on Shea Field, a sizable border of vegetation should at a minimum be required and with much more distance put between the building and the road than now appears in the map below.

Response

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Letter 74
Sharon Cayley

Comment 1

Traffic: All plans optimistically calculate low traffic volume. The current plans appear to anticipate the best case scenario with a sizeable number of employees using public transportation.

Response

The projection of future traffic is based on existing travel characteristics to the Boston College campus (See Chapter 9, *Transportation and Parking*).

Comment 2

Athletics: The scale of plans suggests a two to three season use on a large scale. When combined with stated plans for intramural sports, it would appear that there will be few weeks during the calendar year when nearby residents will not feel a negative impact from these ambitions.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts. The chapter includes a discussion of expected usage.

Comment 3

The proposed dormitory developments stretch as far from the borders of other cities as possible. I suggest two possibilities. (1) Graduate only housing or (2) Married student or new junior faculty housing on the former Archdiocese site and switching the propose Shea Field dormitories with the proposed new academic buildings at the corner of Beacon and College Road.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000

Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 4

Finally, the employees of Boston College who are neither faculty nor students must either find a residence within reasonable commuting distance (see Allston-Brighton housing costs) or drive.

Response

Boston College staff has been included in the analyses in the Future Transportation Conditions section of Chapter 9, *Transportation and Parking*.

Letter 75
Kirsten and Henry Ryan

Comment 1

We strongly urge the BRA to require that BC establish Conservation Restrictions for the wooded buffer along Lake Street, for the Orchard and the woods behind the Chancery, down to the loop road and the woods at the Lake Street entrance.

Response

While the University will not create permanent conservation easements, the University will maintain a buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock for the duration of the IMP.

Comment 2

We would like to see the athletic fields remain low-impact and maintain the use of natural grass. We would like to see access, via walking trails / or sidewalks be maintained from the neighborhoods through the campus to the future conservation restriction open space areas and up to Commonwealth Avenue.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts. The Brighton Campus buffer areas will remain open to the public.

Comment 2

We believe that in order to minimize negative impact on the surrounding neighborhood, BC should not be allowed to construct dormitories on the Brighton Campus. We request that BRA limit buildings on the Brighton Campus academic, administrative and cultural uses in order to preserve the nature of the existing land use.

BC can, and should, co-locate its undergraduate students in the traditionally residential parts of the Chestnut Hill campus (both Boston and Newton). BC should maintain the Edmonds Hall site for dormitories – as well as the current site of the Rec Plex (Flynn Recreation Center), should they wish to move it elsewhere. To make good use of available land and maximize open space, BC should build dorms of 6 or more stories high (consistent with

those recently built), and locate them throughout the Chestnut Hill campus. BC should substantially increase the number of beds on the two-story "Mods" site (temporary housing built in 1970) to accommodate more students on campus.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Edmonds Hall does not provide an alternative for additional beds on Lower Campus because it is obsolete and in need of extensive repairs. The section entitled Retention of Edmonds Hall in Chapter 6 provides a detailed explanation of the reasons why Boston College needs to demolish the building. The housing proposed for the Mods site will replace the existing beds to be demolished and open up part of the site for badly needed open space on the Lower Campus.

Letter 76
Fred Salvucci

Comment 1

The parking garage shown in the current plan fairly far north in the Seminary site will generate significant additional traffic on Foster Street, and create gridlock in Brighton Center. It should be relocated to either under the proposed museum/auditorium site closer to Commonwealth Avenue, or across Commonwealth Avenue on the south side, with access primarily from Commonwealth Avenue. I request that the Scope require the development of a plan with both of these questions considered, instead of the currently proposed garage.

Response

The IMP parking plan replaces existing surface parking with structured parking located to meet the needs of all users on each campus. The garage on the Brighton campus is located on the main road through the campus and is easily accessed from Commonwealth Avenue. Its location puts it within a five minute walking distance of all users on the Brighton Campus.

See the Future Transportation Conditions section of Chapter 9, *Transportation and Parking*, for future traffic operations analyses, especially along Washington Street.

Comment 2

In addition, the Scope should require BC to develop more modest alternative T stop designs, with safe, at-grade pedestrian crossings instead of overpasses, without changing the sidewalk curb lines of Commonwealth Avenue, and without destroying the stone walls. These alternatives should include improving the MBTA station at its current location, developing an option with the station platforms split to the east and west of Lake Street, and developing an option entirely to the east of Lake Street.

Response

While the MBTA is ultimately responsible for planning, designing and implementing any changes to the BC MBTA stop, the University has met with the past three directors of design and construction to discuss platform options and to work collaboratively on a new station that would benefit the community, the MBTA and the University.

Comment 3

The Scope should require BC to develop alternative access plans for both sides of Commonwealth Avenue that do not involve the relocation of St. Thomas More Way, nor the destruction of the stone wall. The legitimate concerns for pedestrian safety and convenience at all crossings needs to be prioritized in all alternatives.

Response

See Access Alternatives Operational Analysis in Chapter 9, *Transportation and Parking.*

Comment 4

The Scope should require the identification of opportunities to analyze all of the peripheral and through fares for opportunities to encourage pedestrian-friendly sidewalks and street crossings, and to explore locations where multiple pathways may be superior to one very auto-intensive pathway, with particular focus on leaving St. Thomas More Road in its current location even if a new road along the edge of the cemetery is introduced to relieve it. Historically, before the filling of the second reservoir, there was a redundant roadway to the west of St. Thomas More, connecting Commonwealth to Beacon, and reducing intensity of use. Given the size of the land area on the Chestnut Hill campus between Commonwealth, Beacon, and St. Thomas More, some "interior" road access will be required. The Scope should require the analysis of alternative networks to explore the potential for redundant links and permeability to improve overall pedestrian-friendly conditions.

Response

See Access Alternatives Operational Analysis in Chapter 9, *Transportation and Parking.* Accommodating through traffic on the Chestnut Hill Campus would be contrary to the Master Plan principles established by Boston College. Consistent with Master Plan principles, the IMP reduces the interior roadways on the Chestnut Hill Campus to eliminate major pedestrian/vehicular conflict locations. Access has been maintained to the major parking structures and for loading, delivery and service vehicles.

Comment 5

The Scope should require BC to develop one or more alternatives with high density of integrated housing within the Chestnut Hill campus, adequate to eventually accommodate all BC housing demand within the Chestnut Hill campus, and the complementary restricted parking and subsidized transit policies necessary for success of such a strategy.

Response

See Chapter 6, *Student Housing Plan*, for analyses of housing alternatives that provide all new undergraduate housing on the Chestnut Hill Campus.

Comment 6

The Scope should require BC to develop a plan for the Seminary grounds which leaves the Lake Street wooded area, the natural unlighted no-seating playing fields, and the orchard area intact and protected by permanent conservation easements, with no additional parking, and with the modest existing parking concentrated at Commonwealth Avenue, preferably on the Edmonds Hall site.

Response

While the University will not create permanent conservation easements, the University will maintain a buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock for the duration of the IMP.

Comment 7

The Scope should require BC to develop a plan that leaves Shea Field where it is and adds housing in a more dense and integrated configuration on the existing Chestnut Hill campus.

Response

See Chapter 7, *Athletic Facilities*, for a discussion of the need for new facilities and how that need will be addressed.

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 8

The Scope should require development of options that retain the urban wild to minimize traffic generation, and support the restoration of the three historic structures.

Response

The University will maintain a buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock for the duration of the IMP.

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities." The three existing houses, which are in need of serious repairs, can not be incorporated into the concept for the small communities. For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Comment 9

The Scope should require the calculation of the development rights of the Seminary site under existing zoning, the development rights of the BC campus south of Commonwealth Avenue under existing zoning, the increase in development rights required to support the current proposed BC Master Plan, the added development rights required to support the densification strategy on the Chestnut Hill campus advocated by so many community speakers, and the parking restrictions required to make the densification strategy viable in terms of the capacity of Commonwealth Avenue and Beacon Street, and identify the kind of transfer of development rights and bonus agreement that would be required.

Response

Boston College does not wish to follow a densification strategy for the Chestnut Hill Campus and place all needed projects on the campus. Instead, Boston College seeks to develop the Lower Campus at a density similar to the Middle Campus and to meet additional University needs with development on the Brighton Campus. That development will be at a much lower density than planned for the Lower Campus.

Comment 10

The Scope should require BC to provide more detail about how this progressive program will be established, what number of residences is contemplated, and how acquisition of property could be handled, to avoid creating windfall profits for absentee owners, and avoid encouraging still more absentee landlords to blockbust and "flip" property.

Response

Boston College plans to create a Mortgage Assistance Program for all full-time University employees to assist them to purchase homes in the Allston-Brighton

community. This will be the first University sponsored mortgage program of its kind in the City of Boston. Details of the program are not available at this time.

Letter 77
Lorraine Bossi

Comment 1

Intramural sports are a fine idea for this site, but not spectator sports. This large a crowd will generate more noise, rowdiness, and traffic will be of an impasse.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts.

Comment 2

There should be an <u>independent</u> traffic study of increase of auto traffic on Lake St., not a Boston College review.

Response

This role is performed by the Boston Transportation Department. Boston College will not fund an independent analysis of traffic, transportation and parking plans.

Comment 3

Thought should be given to a buffer zone surrounding the Lake St. property.

Response

The University will maintain a buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock.

Comment 4

More dorms can be built on the Chestnut Hill campus if architects thought and planned accordingly. Doubt Newton would allow these buildings which are being forced on our community.

Response

Based on the housing distribution planned in the IMP, the Chestnut Hill Campus will house approximately 77 percent of undergraduate housing while the Brighton Campus will house just 6 percent.

Comment 5

I would like to see a conservation restriction long term in perpetuity to preserve open space.

Response

While the University will not create permanent conservation easements, the University will maintain a buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock for the duration of the IMP.

Comment 6

I fail to see a logical reason to close the exit from St. Thomas More Rd. onto Commonwealth Ave. at Lake St.

Response

As shown in the Access Alternatives Operational Analysis in Chapter 9, *Transportation and Parking*, closing Thomas More Road south of Campanella Way would reduce traffic through the intersection, thereby improving traffic operations of the intersection of Lake Street and Commonwealth Avenue.

Letter 78
Dajun Pang and Chianping Ye

Comment 1

I have a general opposition to this plan.

Response

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 79
Alessandro Selvig (2/3/08)

Comment 1

The college should justify its assertion that the existing Edmonds Hall, with 790 beds, cannot be renovated. Keeping this one dorm would obviate the need to create housing on the "Brighton Campus."

Response

Edmonds Hall does not provide an alternative for additional beds on Lower Campus because it is obsolete and in need of extensive repairs. The section entitled Retention of Edmonds Hall in Chapter 6, *Student Housing Plan*, provides a detailed explanation of the reasons why Boston College needs to demolish the building..

Comment 2

The college should show why the current, fully operational facilities for baseball and softball sited on Shea Field are no longer adequate.

Response

See Chapter 7, *Athletic Facilities,* for a description of the need for the proposed athletic facilities.

Comment 3

To evaluate the impact of relocating St. Thomas More Drive, an independent traffic study, funded by Boston College, should be undertaken for a larger area than currently used.

Response

This role is performed by the Boston Transportation Department. Boston College will not fund an independent analysis of traffic, transportation and parking plans.

Comment 4

The university should justify the need for a five-story, 500-car garage, which will encourage driving, with obvious consequences. The college should encourage or even reward the use of public and/or alternative transportation, and actively work to discouraging driving.

Response

The IMP parking plan replaces existing surface parking with structured parking located to meet the needs of all users on each campus. The garage on the Brighton campus is located on the main road through the campus and is easily accessed from Commonwealth Avenue. Its location puts it within a five minute walking distance of all users on the Brighton Campus. It will serve faculty, staff, visitors and students on the Brighton campus. See Chapter 9, *Transportation and Parking*, for an analysis of future parking supply and demand. Chapter 9 also describes Boston College's existing and future Transportation Demand management measures.

Comment 5

All new construction plans should respect setback, height, and other restrictions present in the underlying zoning.

Response

Building set backs will be determined during the design phase and Large Project Review by the BRA.

Comment 6

All heavy trucks and other construction equipment should be prohibited from secondary streets, such as Foster Street, Glenmont Street, Lake Street, and others. These should be designated "No Truck Routes," with significant enforcement efforts undertaken by the Boston Police and Boston Transportation Department.

Response

Construction truck routes will be established by the Boston Transportation Department in the Construction Management Plan for each project.

Comment 7

Conservation restrictions should be granted to protect wooded areas, and other areas with significant natural features. Some vestige of the underlying zoning, with its mission to protect scarce green space, could continue to exist.

Response

While the University will not create permanent conservation easements, the University will maintain a buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street, on the sloped area adjacent to Greycliff Road and on Foster Rock for the duration of the IMP. For more detail, see Conservation Protection Subdistrict in Chapter 4, *Planning Framework*.

Letter 80
Christina Clamp and Donald Gianniny

Comment 1

A policy of requiring all undergrads to be housed on campus would address this problem but only if that policy restricts housing to the main campus. This should exclude development of dorms on Shea field because of its proximity to the Chestnut Hill Reservoir. Any new housing should be sited where the modular housing is. If Edmonds Hall is to be removed, then new housing should be placed in the same location.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

The proposed housing on Shea Field is necessary for Boston College to provide University housing for 100 percent of its undergraduate students. The housing will be designed in a way that respects the Reservoir by leaving open the site's southwest corner facing the Reservoir, and that limits the buildings to a height of 4 to 5 stories. The design of the easternmost residence hall has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road.

Comment 2

No one would object to playing fields, but the proposal for a stadium and artificial turf (which does have problems with potential environmental impacts), lights and sound systems is inappropriate and inconsistent with a residential neighborhood.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts.

Comment 3

A full independent transportation study should be conducted to consider both the impact of this proposal (relocating St. Thomas More Road) as well as additional programming uses of campus.

Response

See Chapter 9, Transportation and Parking.

Comment 4

To the extent that the benefits of moving the station are to serve the Boston College community, Boston College should be expected to pay the full costs. The MBTA has other demands on its resources and the users of the "T" should not have to pay for a project that is for the benefit of the BC community.

Response

The MBTA is responsible for the planning, design and construction of improvements or a new station as needed to provide full handicap accessibility.

Letter 81
Howard Wong

Comment 1

I am generally opposed to this project.

Response

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 82
Gregg Lebovitz

Comment 1

There are much better ways to approach BC's need for additional dormitory space. They have plenty of room to house all undergraduates on the Lower Chestnut Hill Campus (on, and near the Mods site). The Edmonds Hall/Mods/RecPlex area is well buffered both from the Reservoir and people's homes, and that's where local residents want BC undergraduate students to be housed.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Letter 83
Dongli Chen

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 84
Fran Gustman

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 85
Brenda Pizzo

Comment 1

If Edmonds Hall is not torn down, but the Mods are and built in their place are high density dormitories, the problem will be solved for both the University and the neighborhood.

Response

Edmonds Hall does not provide an alternative for additional beds on Lower Campus because it is obsolete and in need of extensive repairs. The section entitled Retention of Edmonds Hall in Chapter 6 provides a detailed explanation of the reasons why Boston College needs to demolish the building. The housing proposed for the Mods site will replace the existing beds to be demolished and open up part of the site for badly needed open space on the Lower Campus.

Letter 86
Leland Webster

Comment 1

Build undergraduate housing sufficient to house 100% of students who are not spending their junior years abroad or not living with their parents…Restrict housing to the Chestnut Hill campus…Concentrate the undergraduate dormitories in the areas of the Chestnut Hill campus that are already used for that purpose. Edmonds Hall should be retained and renovated or replaced with no fewer beds than it has today, and the Mods should be replaced with dormitories of 6-9 stories… Avoid building any dormitories on Shea Field.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 5, *Proposed Future Projects*, and Chapter 6, *Student Housing Plan*.

Edmonds Hall does not provide an alternative for additional beds on Lower Campus because it is obsolete and in need of extensive repairs. The section entitled Retention of Edmonds Hall in Chapter 6 provides a detailed explanation of the reasons why Boston College needs to demolish the building.

The housing proposed for the Mods site will replace the existing beds to be demolished and open up part of the site for badly needed open space on the Lower Campus.

The proposed housing on Shea Field is necessary for Boston College to provide University housing for 100 percent of its undergraduate students. The housing will

be designed in a way that respects the two major utility lines that run through the site, that respects the Reservoir by leaving open the site's southwest corner facing the Reservoir, and that limits the buildings to a height of 4 to 5 stories. The design of the easternmost residence hall has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road.

Comment 2

Abandon efforts to put into place any agreement that would prohibit BC undergraduate rentals of one- or two-family homes. While on its face such a prohibition would seem to be a positive development, many sections of our neighborhood are zoned for multi-family, and therefore this policy would effectively shift the burden from certain areas to others.

Response

Since BC will be constructing new student housing in a phased approach over the duration of the ten year IMP, the housing restriction is necessary to provide relief to impacted neighborhood areas as the new residence halls come on-line.

At this time, the housing restriction is limited to single and two family homes which make up a majority of the types of housing stock rented y BC students. Due to the complexity, cost and length of time involved in filing a petition to re-zone with the Zoning Board of Appeal, it is doubtful that many owners of single and two family homes will convert to three family homes simply to avoid the restriction.

Comment 3

Maintain the northeastern corner of Commonwealth Avenue and Lake Street as open space… Retain the impressive old stone wall along that stretch of Commonwealth Avenue.

Response

The IMP proposes the area on the Brighton Campus at the corner of Lake Street and commonwealth Avenue be retained as open space. Retention of the stone wall will be addressed during the design of the proposed buildings along Commonwealth Avenue.

Comment 4

No undergraduate housing should be built on the Brighton Campus.

Response

See response to comment 1 above.

Letter 87
Jack Grinold

Comment 1

Why not swap planned academic buildings slated for Middle Campus to the new campus and then move the proposed undergrad housing to the middle campus..

Response

As described in Chapter 4, *Planning Framework*, providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. Most academic uses except for the School of Theology and Ministry (STM) and the Fine Arts District will remain on the Chestnut Hill campus so that the 10-minute walk time between classes can be maintained. The Fine Arts Program has long studio classes that do not need to be so close to other academic uses. The STM does not share a large number of classes with the rest of the campus.

Letter 88
The Rev. Dr. Ted J. Gaiser

Comment 1

I feel the need to speak out strongly against the proposed development of the baseball field. The artificial turf, the traffic increases, the unruly fans…and the noise associated with games seems unnecessary and inappropriate in a residential neighborhood.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts.

Comment 2

The traffic, pollution from traffic, excess trash, and the runoff of chemicals from the new field, will present a significant threat that will undoubtedly degrade the environment and be harmful to wild life in the Chandler Pond area.

Response

As described in Chapter 7, *Athletic Facilities*, the runoff from the fields is expected to meet environmental standards. Further, the runoff will not go into Chandler Pond because both Chandler Pond and the northern part of the Brighton Campus drain to the north via the stormwater system in Lake Street.

Letter 89
Phoebe Erb Gallagher

Comment 1

It would seem brilliant planning to…construct permanent dorms on the site of the temporary modular housing, and to renovate Edmonds Hall rather than destroying it.

Response

The housing proposed for the Mods site will replace the existing beds to be demolished and open up part of the site for badly needed open space on the Lower Campus (see Chapter 5, *Proposed Future Projects*). Edmonds Hall does not provide an alternative for additional beds on Lower Campus because it is obsolete and in need of extensive repairs. The section entitled Retention of Edmonds Hall in Chapter 6 provides a detailed explanation of the reasons why Boston College needs to demolish the building.

Comment 2

If this large housing complex is built on Shea Field, the field along the Reservoir will become a daily pedestrian route to Cleveland Circle.

Response

The proposed housing on Shea Field is necessary for Boston College to provide University housing for 100 percent of its undergraduate students. The housing will be designed in a way that respects the two major utility lines that run through the site, that respects the Reservoir by leaving open the site's southwest corner facing the Reservoir, and that limits the buildings to a height of 4 to 5 stories. The design of the easternmost residence hall has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road.

The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and

supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Letter 90
Ellen Chajes

Comment 1

Artificial turf will make the water not be absorbed by the ground. Has there been any study as to where the water will drain to and what effect the chemicals from artificial turf will have on the ecosystems?

Response

Rain water drains through synthetic playing surfaces and is absorbed by the ground or is discharged into the site drainage system. The use of synthetic playing surfaces eliminates the need for pesticide or herbicide chemical applications and water passing through the artificial (rubber) components meets current environmental standards. See discussion of synthetic playing surfaces in Chapter 7, *Athletic Facilities*.

Comment 2

I would also like to see what the MBTA has to say about all the changes and what they plan to do before any permission is given to BC to move any road.

Response

Boston College will need permission for the MBTA to provide a break in the median for access to the Brighton Campus. The proposed roadway on the More Hall site will be Boston College property.

Letter 91
Esther and Dovid Kashnow

Comment 1

Although I am all in favor of increasing the number of students in college dormitories, it makes far more sense to increase the density of the students on the Chestnut Hill campus as this is closer to the other students and the general college facilities.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 2

It is our strong request that you preserve the existing homes that BC has purchased or plans to purchase on Foster Street and throughout the area and required that they be used for faculty housing.

Response

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities." The three existing houses, which are in need of serious repairs, can not be incorporated into the concept

for the small communities. For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Letter 92
Barbara Goldstein

Comment 1

The lights and sound from the night games will disturb the families. Retain either the baseball and/or softball field on the Shea Stadium field. And does B.C. really need as many [stadium] seats as they are asking for?

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities and discussions of their impacts.

Comment 2

… only when the T [MBTA] has plan in place for the station can BC begin to make any plans for the Commonwealth Ave. area.

Response

Boston College's plans for Commonwealth Avenue are compatible with the concept of a center platform if the MBTA station is moved to Commonwealth Avenue.

Comment 3

If Moore Road is moved, it will force the traffic to be rerouted to Chestnut Hill Ave. which is already backed up in Brighton Center or to force those from Newton to make a left later onto Commonwealth Ave. and right onto Lake Street. This is not an effective way of correcting the [traffic] problems at this corner.

Response

See the Access Alternatives Operational Analysis section of Chapter 9, *Transportation and Parking.*

Comment 4

The entrances to BC need to be gated to protect against people driving through the campus.

Response

The driveways on the Brighton Campus will have controlled access as is currently provided on the Chestnut Hill Campus. This will restrict access to the campus to vehicles having business on the campus and prevent any cut through traffic which might impact neighborhood roadways.

Comment 5

As I mentioned before the Newton area further up Commonwealth Ave is already difficult due to pedestrians crossing. BC has proposed an overhead crossover. People in hurry do not use crossovers … The person who suggested a tunnel under Commonwealth Ave. may actually have given a good idea.

Response

The crossover on Commonwealth Avenue is no part of the Boston College IMP. All pedestrian crossings will be accommodated at the signalized intersections at Lake Street and the Brighton Campus main entrance.

Comment 6

With the opening of a fine art auditorium and balls fields on the Brighton campus, Commonwealth Ave. will be more congested and plans will need to be in place so as not to negatively impact the already congested neighborhood.

Response

See Transportation Operations Analysis in Chapter 9, *Transportation and Parking.*

Comment 7

BC students and employees need to be encouraged to use public transportation at all times.

Response

See Transportation Demand Management sections of Chapter 9, *Transportation and Parking*.

Comment 8

Undergraduate housing should be restricted to the Chestnut Hill campus. BC should consider removing the "mods" and build new dorms in place of the "temporary mod". The ideal of taking down Edmond Hall seems senseless. If dorms are built on the St. Thomas More Hall site, let them be set back off the road retaining stone wall along Commonwealth Ave. And do not allow stores on this site.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 5, *Proposed Future Projects*, and Chapter 6, *Student Housing Plan*.

Edmonds Hall does not provide an alternative for additional beds on Lower Campus because it is obsolete and in need of extensive repairs. The section entitled Retention of Edmonds Hall in Chapter 6 provides a detailed explanation of the reasons why Boston College needs to demolish the building.

The housing proposed for the Mods site will replace the existing beds to be demolished and open up part of the site for badly needed open space on the Lower Campus.

Retention of the stone wall and the provision of retail space on the More Hall site will be addressed during the design of the proposed buildings and during Large Project Review by the BRA.

Comment 9

As far as putting dorms on Shea Field, do not allow dorms to come up to the edge of the property. If there is must be dorm there, then a very large set back is necessary

Response

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road.

Comment 10

Jesuit graduate students could be moved into one of the dorm buildings on the campus … One or two more buildings might be built along the edge of Foster Street keeping the profile of

being residential use even though it is not. If the Jesuits housing will be built on Foster Rock, it must be written into any document that on other use may be made of this site.

Response

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities." The three existing houses, which are in need of serious repairs, can not be incorporated into the concept for the small communities. The plan maintains Foster Rock. For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Comment 11

If B.C. develops the former Archdiocesan lands, we will lose more green space that was set as a conservation area. It is imperative that BC leave some areas of this parcel permanently designated as protected undeveloped green space.

Response

The IMP maintains the existing green areas in the sloped and wooded area along Lake Street, in the sloped area adjacent to Gerycliff Road and at Foster Rock.

Comment 12

B.C. is planning sports fields on the Brighton campus that will have artificial covering, not actual grass. Fake grass is just that, fake; it should not be considered green space as part of the IMP. Artificial turf is not alive, it is not friendly to the environment, it needs an environmental study. The sports building can have the artificial turf, but should be only area where such a treatment is ever allowed.

Response

The baseball and softball fields will have synthetic playing surfaces. See Chapter7, *Athletic Facilities*, for a discussion of synthetic playing surfaces.

Comment 13

If B.C. wants to build a dorm on St. Thomas More site, let it be set back and keep it as low as the current building. Let us not make Commonwealth Ave. have such buildings on each side [creating] canyon effect. Commonwealth Ave. in Brighton near BC is beautiful because of the green and the set back off the street of any buildings. We need to maintain that beauty.

Response

Building set backs will be determined during design and Large Project Review by the BRA. The IMP proposes buildings of 4 t o5 stories in height.

Letter 93
Ellen Berezin

Comment 1

B.C. is planning to put three dorms on Shea Field, but no plans are in place for the maintenance and safety of the Reservoir.

Response

The proposed housing on Shea Field is necessary for Boston College to provide University housing for 100 percent of its undergraduate students. The housing will be designed in a way that respects the two major utility lines that run through the site, that respects the Reservoir by leaving open the site's southwest corner facing the Reservoir, and that limits the buildings to a height of 4 to 5 stories. The design of the easternmost residence hall has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road.

The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Letter 94
Daniel Davis

Comment 1

I ask that you deny BC's intent to built dormitories on Shea Field and instead propose they build them in a more centralized (e.g. Edmond's Hall/ RecPlex/Mods area) rather than peripheral location where they can be more effectively supervised, providing the students and Brighton residents greater safety, at the same time preserving the natural beauty the Chestnut Hill Reservoir provides everyone.

Response

The proposed housing on Shea Field is necessary for Boston College to provide University housing for 100 percent of its undergraduate students. The housing will be designed in a way that respects the two major utility lines that run through the site, that respects the Reservoir by leaving open the site's southwest corner facing the Reservoir, and that limits the buildings to a height of 4 to 5 stories. The design of the easternmost residence hall has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road.

The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Letter 95
Lewis Shepard

Comment 1

I have been following the proposal put forward by B.C for dormitory construction in our neighborhood, especially in Shea Field. I feel the project deserves support from local residents.

Response

The proposed housing on Shea Field is necessary for Boston College to provide University housing for 100 percent of its undergraduate students. The housing will be designed in a way that respects the two major utility lines that run through the site, that respects the Reservoir by leaving open the site's southwest corner facing the Reservoir, and that limits the buildings to a height of 4 to 5 stories. Chapter 5 *Proposed Future Projects* describes the residences planned for the Shea Field site, and Chapter 6 *Student Housing Plan* discusses the need for accommodating students on the Shea Field site.

Comment 2

Should these dorms be approved, I urge the BRA, the MDC, the MWRA and other to aid BC, and the neighborhood, in providing lighting, fencing and other items consonant with the historic character of the Reservoir.

Response

The University will consider site-related elements such as lighting, fencing and historic character elements as plans progress during the term of the 10-year IMP.

Letter 96
Michael Weisskoff

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 97
Paula and Roy Rosenstock

Comment 1

Please protect our fragile reservoir; please protect the remaining open space in Brighton. We support BC building more dorms, but ***NOT CLOSE TO THE RESERVOIR****. BC has space in other parts of the campus and in the Newton campus to build needed building.*

Response

As described in Chapter 6 *Student Housing Plan*, the University considered a variety of alternatives related to student housing sites. The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road.

Letter 98
Mary Blackburn

Comment 1

I am writing to express my opposition to the Boston College plan to build housing for hundreds of undergraduates on the new Brighton Campus. Not only wound Lake Street be overwhelmed by the size and height of the dorms but he increased traffic, pedestrian and vehicular, would make Lake Street a traffic nightmare. We currently have difficulty supporting existing traffic what is to happen when it increases exponentially.

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand, which includes new student residences on the Brighton Campus.

Comment 2

Brighton is not just affected by expansion of the "Brighton Campus" it will also be severely impacted by the expansion of the Upper Campus, Middle Campus and Lower Campus. The existing land locking BC campus has very few options for getting in and out of the campus.

Response

Pedestrian access within and to campus will be enhanced as a result of the 10-year IMP. Chapter 4 *Planning Framework* illustrates the pedestrian circulation network. Chapter 9, *Transportation and Parking* includes an analysis of access alternatives along Commonwealth Avenue.

Letter 99
Tatyana and Robert Goldwyn

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 100
Nicholas and Michelina Tawa

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 101
Arlene Raven

Comment 1

This location was targeted by BC for the purpose of building a baseball stadium, with a seating capacity of 1500, because it is supposedly the only level land on the property. The planners at BC determined that because of the topography, it is a suitable location.

Response

Chapter 7, *Athletic Facilities* includes a description of the Brighton Athletics Center which includes a 1,500-seat baseball field.

Comment 2

BC did not consider the turmoil the project [athletic fields] would inflict on the neighborhood… the noise, the traffic, the destruction of open space… lights, crowds, tailgating, and alcohol.

Response

Chapter 7, *Athletic Facilities* includes a discussion of potential noise and lighting impacts as well as measures being considered to mitigate their potential impacts. See Chapter 9, *Transportation and Parking* provides a discussion of game-day activities and transportation impacts associated with the Brighton Campus. In summary, the athletics fields are not expected to be significant traffic generators because of high quantity of students walking or biking to use the fields or enjoy a game and the immediate proximity of the Green Line T-station. Additionally the use of the fields will be controlled by the University, as is described in Chapter 7, *Athletic Facilities.*

Comment 3

Environmentally… BC will cut down many healthy, beautiful old trees… they will use chemically treated Astro Turf, which probably, when it rains, will drain off into neighboring yards.

Response

Chapter 7, *Athletic Facilities,* includes a discussion of perceived environmental impacts associated with synthetic playing surfaces.

Letter 102
Eleanor Druckman

Comment 1

The proximity of Shea Field to the Reservoir parkland means the paths will become a direct walking route for BC students from their dorms to Cleveland Circle. The overuse of the paths will lead to a deterioration of the Reservoir area. In addition, it will increase the noise level

Response

The proposed housing on Shea Field is necessary for Boston College to provide University housing for 100 percent of its undergraduate students. The housing will be designed in a way that respects the two major utility lines that run through the site, that respects the Reservoir by leaving open the site's southwest corner facing the Reservoir, and that limits the buildings to a height of 4 to 5 stories. As plans progress, the University will consider feasible measures to control noise impacts.

Comment 2

BC planners have not explained their rationale for placing large numbers of undergraduates outside the perimeter of the main campus.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Comment 3

BC does not adequately police its students and/or maintain its property. For example, the stone wall along the cemetery and Commonwealth Avenue gets vandalized after athletic events.

Response

See Chapter 6, *Student Housing Pla*n, for a discussion of BC's student behavior program. Boston College's Facilities and Grounds Departments conduct regular maintenance activities on the Chestnut Hill and Brighton campuses. During the football season, maintenance crews from the Athletics Department monitor and collect trash from neighborhood streets adjacent to the campus.

Letter 103
Sandra Kilbride

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 104
Ringer Park Partnership Group

Comment 1

I am appalled at the lack or recognition of and consideriation regarding the lack of green space in the Allston-Brighton community… the BRA should respect the preservation of existing green space.

Response

Like the community, the University values open space and has incorporated a number of buffer areas into its 10-year IMP. See Chapter 4, *Planning Framework*, for additional details regarding open space, buffers and natural features.

Letter 105
Mark Trachtenberg

Comment 1

I am strongly opposed to the construction of a new baseball stadium in Brighton… the noise from the stadium on Friday evenings will severely disrupt the observance of the Jewish Sabbath by my fellow Jews who live nearby… noise from 5,000 fans in our backyards will make it impossible to continue this tradition.

Response

Chapter 7, *Athletic Facilities,* provides a discussion on potential noise generated by the Brighton Athletic Center. The chapter also includes a schedule of uses for each field.

Letter 106
Donna Toule

Comment 1

I am against having a baseball stadium near my backyard.

Response

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding the baseball field. As described in Chapter 7, *Athletic Facilities*, the University considered a variety of potential impacts such as noise and lighting.

Letter 107
Janet Kenney

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 108
Glenn Walker

Comment 1

BC's plan to put a stadium in the back yard of a residential area is a bad idea. Noise, lighting, pedestrian, and vehicular traffic and parking are all harmful impacts on the neighborhood… the baseball stadium should remain at Shea Field.

Response

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding the baseball field. As described in Chapter 7, *Athletic Facilities*, the University considered a variety of potential impacts such as noise and lighting. The 10-year IMP includes new student residences on Shea Field. The proposed housing on Shea Field is necessary for Boston College to provide University housing for 100 percent of its undergraduate students.

Letter 109
Kristine Walker

Comment 1

I believe it would be in the best interest of the neighborhood to keep the baseball stadium at Shea Field and put restrictions on lighting, forbid artificial turf, and limit uses of the rest of the athletic facilities.

Response

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding the baseball field. The 10-year IMP includes new student residences on Shea Field. The proposed housing on Shea Field is necessary for Boston College to provide University housing for 100 percent of undergraduate demand. As described in Chapter 7, *Athletic Facilities*, the University considered a variety of potential impacts such as noise and lighting. The chapter also includes a discussion of the impacts of synthetic playing surfaces.

Letter 110
Brenda Pizzo and Kevin Tringale (1/28/08)

Comment 1

Boston College's current proposal is to have 500 beds located on the Brighton Campus, just seven percent of the total beds... surely BC should be able to find a way to put seven percent on the Chestnut Hill campus.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Letter 111
Barbara Moss

Comment 1

As both an advocate for open space, beautification, and clean living within the Brighton community I ask that a complete redesign placing all students on the main campus be taken seriously.

Response

As described in Chapter 4 *Planning Framework*, the University respects the high value of open space, natural and neighborhood edges and pedestrian paths throughout its campus. To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand.

Letter 112
Glory Dalton

Comment 1

The baseball stadium should remain on Shea Field next to the football stadium. These high impact uses should remain grouped.

Response

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding the baseball field. The 10-year IMP includes new student residences on Shea Field. The proposed housing on Shea Field is one element of the University's revised student housing plan that is necessary for Boston College to provide University housing for 100 percent of undergraduate demand.

Letter 113
Bret Silverman

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 114
Nancy Chadburn

Comment 1

The noise and the increase in foot traffic around the reservoir that would result from hundreds of students living in this location [Shea Field dorms] would cause considerable disturbance not only to walkers and runners… but to wildlife… and wildflowers.

Response

The proposed residence halls on Shea Field are not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Letter 115
John Freeman

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 116
William Marchione

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 117
Mark Bacon

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 118
Gridth and Steven Ablon

Comment 1

Academic or administrative buildings would be much better suited for the nature of the surroundings of the reservoir.

Response

The Shea Field site is more suitable for residence halls since academic and administrative buildings need to be centrally located in the academic core. Locating academic buildings on Shea Field would also place them beyond the standard 10-minute walk time needed to travel between classes.

Letter 119
Kerri Theleman

Comment 1

…I do feel that putting dorms in an area [Shea Field] that cannot be readily monitored internally would be just cause for dorm living to spill out onto adjacent areas, such as Chestnut Hill Reservoir and western sections of Commonwealth Avenue and Beacon Street.

Response

Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Comment 2

It would be nice if there were proposals that would enhance residents' lives, as opposed to constantly trying to take away from them (e.g. decreased parking space initiatives, destruction of historical sites, and now building dorms so close to residents' living space).

Response

Boston College is extremely proud of the extensive programs and services it offers the residents of Allston-Brighton. For details on the variety of programs, see Chapter 13, *Community Benefits and Service Programs.*

Letter 120
Steven Gopen

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 121
Andrea Wolf

Comment 1

I am very disturbed about the proposed new dorms and their interference with the access and beauty of the Chestnut Hill Reservoir… please reconsider the planning of this space.

Response

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. The Shea Field housing will be designed in a way that respects the Reservoir by leaving open the site's southwest corner facing the Reservoir and that limits the buildings to a height of 4 to 5 stories.

The Shea Field housing is not expected to have any negative effect on the Reservoir. The students living in the proposed buildings will largely travel within the campus to classroom buildings, the new Recreation Center, the new University Center, dining facilities, and other residence halls and along St. Thomas More Road to the MBTA station. As has been past experience, students living on campus will use the Reservoir for typical recreation purposes such as jogging and walking. Some may also use Chestnut Hill Driveway to reach Cleveland Circle although most will use the Boston College Shuttle service. In all cases, Boston College students living in on-campus housing are subject to the student code of conduct and supervision by Boston College staff. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Letter 122
Joanne and John Robert Powers

Comment 1

Any expansion at the newly purchased property at St. John's Seminary should be limited to academic and/or research facilities and should include the preservation of open space.

Response

To meet the goal of housing 100 percent of its undergraduates on campus, Boston College proposes to develop new housing in several different locations, including the Brighton Campus. As outlined in Chapter 6, *Student Housing Plan*, Boston College will provide 220 additional beds on the Lower Campus, 560 beds in 2000 Commonwealth Avenue, and 500 beds on the Brighton Campus. Approximately 4,700 beds or 55 percent of all the University's beds are currently located on the Lower Campus. The proposed distribution of beds will allow for some increase in density on the Lower Campus without overburdening it. The housing plan allows Boston College to house students in smaller living communities which foster student formation that supports intellectual development and responsible student behavior. Providing housing for juniors and seniors on the Brighton Campus supports Boston College's guiding principle to provide a mix of uses to foster a vibrant and engaged community throughout its campus. The beds on the Brighton Campus will remove up to 500 students from the surrounding community and place them under the direct supervision of Boston College staff. See Chapter 6, *Student Housing Plan*.

Letter 123
Robert Copen

Comment 1

For future use it is critical that the Reservoir access, views, and St. Thomas More Road be maintained and protected in the present manner. This must allow autos to drive from Commonwealth Avenue to Beacon Street, as it is a very important pass through, and allow runners, walkers, etc, to utilize the Reservoir as it is presently constituted.

Response

See Access Alternatives Operational Analysis section in Chapter 9, *Transportation and Parking*.

Letter 124
Glory Dalton

Comment 1

The increased traffic and parking issues [from the Athletic Fields] will impact the neighborhood.

Response

To manage traffic impact on the surrounding community, the University has developed an extensive transportation management plan for traffic, parking and transit operations on game days, including football, basketball and hockey, and for other special events. Special events on the Brighton Campus will be incorporated into the transportation management plan. Traffic is directed by the Boston College Police Department and signs are posted to identify event parking areas. If the garage on the Brighton Campus is parked to capacity, Boston College Police will direct parkers to other surface parking on the Brighton Campus or to the Commonwealth Avenue or the Beacon Street garages on the Chestnut Hill Campus.

The baseball field will have seating for 1,500 and the softball field will have seating for 500. The seating will not be filled for all games and many of the spectators will be students who will walk to the fields. Most of the vehicles coming to the fields will access parking from Commonwealth Avenue. Vehicular impacts on local streets from baseball and softball games will be limited.

Comment 2

The stadium should not be allowed and the rest of the plans for the rest of the athletic facilities need to be scaled back.

Response

The University has scaled back its plans for athletic facilities. The field house for track and indoor tennis on the Brighton Campus has been eliminated. Also, the location of the baseball field has been adjusted, moving home plate closer to the Edison School and farther away from neighbor's homes on Lane Park.

Letter 125
Chuck Latovich

Comment 1

Should the stadium be approved, I would ask that the following items be vetted thoroughly:

- *Use of the chief stadium should absolutely be limited to BC league games.*
- *Use of the stadium at nights should be kept to a minimum, and no later than 10:00 PM, although 9:00 PM would be preferable.*
- *A maximum number of night games should be agreed upon and imposed.*
- *Use of the stadium and other facilities should not be extended widely to the community at large.*
- *Likewise, the use of playing fields, parking garage, tennis courts, and other outdoor facilities, etc, should stop at a specified time, and absolutely no later than 10:00 PM.*
- *The use of artificial turn must be examined and installed only after environmental impacts have been understood and determined to be harmless.*
- *Noise controls should be examined.*
- *Drinking restrictions should be examined for events and imposed.*

Response

Chapter 7, *Athletic Facilities,* includes a discussion on items referenced above including types of users of the athletic facilities on the Brighton Campus, schedule of uses, nighttime lighting and synthetic playing surfaces. See Chapter 6, *Student Housing Plan*, for a description of Boston College's comprehensive program for assuring appropriate student behavior both on and off campus.

Letter 126
Alessandro Selvig (10/12/07)

Comment 1

Quality of life for abutting residents will be more affected due to traffic, noise, air pollution, debris, rodents and/or other factors associated with the increased scope of demolition and construction.

Response

The University will address potential impacts of construction and demolition in a Construction Management Plan as required by the Boston Redevelopment Authority and Boston Transportation Department. See Short-term Construction Operations/Construction Management Plan section in Chapter9, *Transportation and Parking*.

Letter 127
Lisa McDonough

Comment 1

I think BC should focus more on its academic mission and consider some small scale use for the site [Brighton Campus].

Response

With the acquisition of the Brighton Campus, Boston College was presented with an historic opportunity to address space issues that had hindered its campus for decades, and to develop the University in a way that would fulfill its Strategic Plan and its academic mission of fostering the intellectual development and the religious, ethical and personal formation of its students.

Letter 128
Peter Dalton

Comment 1

I am concerned about the negative impact the proposed BC athletic facilities will have on my neighborhood... A stadium in the midst of a residential neighborhood is unacceptable. Artificial turf puts everyone's health at risk. The baseball stadium should remain on Shea Field.

Response

A discussion about perceived impacts of synthetic playing surfaces is provided in Chapter 7, *Athletic Facilities*.

Comment 2

A portion of the Brighton Campus should be set aside for passive recreation accessible to the neighborhood.

Response

The Brighton Campus will continue to be open to the community for passive recreational use. The playing fields will be designed with a service road around them that could potentially serve as a walking path. The University will explore the possibilities for pedestrian pathways around the fields during the design phase.

Comment 3

Light and noise restrictions must be applied. Trees must be planted on the periphery of the entire complex as a buffer.

Response

The primary buffer areas and visual landscapes of the Brighton Campus are the steeply wooded slopes alongside Lake Street and the sloped area to the east of the existing gymnasium. Chapter 7, *Athletic Facilities,* includes a discussion about noise impacts and nighttime lighting.

Letter 129
Angela Sciaraffa

Comment 1

Is there anything we can do to lessen the impact on our neighborhood? Can there be plan modifications? Could Shea Stadium stay where it is currently located?

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan, including new student residences at Shea Field, that will meet 100 percent of undergraduate demand.

The Shea Field housing will be designed in a way that respects the two major utility lines that run through the site, that respects the Reservoir by leaving open the site's southwest corner facing the Reservoir, and that limits the buildings to a height of 4 to 5 stories.

Comment 2

Does BC have an acoustical consultant on board to address the noise abatement issues?

Response

Chapter 7, *Athletic Facilities,* includes a discussion about the noise impacts associated with the Brighton Athletics Center.

Letter 130
Ada Freedman

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 131
Yeckezkal Gutfreund

Comment 1

We ask that the entire conservation district remain as much needed green space.

Response

While the University will not create permanent conservation easements, the University will maintain the buffer zone of trees and vegetation on the edge of the Brighton Campus along Lake Street for the duration of the IMP.

Comment 2

We insist that the footpath form Wiltshire to Foster be re-blocked (cars and driving through).

Response

Pedestrians will not be able to walk through the Jesuit housing area. Wiltshire Road next to the property will continue to provide pedestrian access between Foster Street and Portina Road. It is a public way owned and maintained by the City of Boston. Boston College has not proposed any changes to Wiltshire Road.

Comment 3

No town houses should be built in the Foster Street conservation district.

Response

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities." The three existing houses, which are in need of serious repairs, cannot be incorporated into the concept for the small communities. For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Letter 132
Donna Tramontozzi

Comment 1

Since the purchase of St. John's by BC, we have had a major increase in noise by teams using the field. The football camp is particularly irksome. Right now, the noise is restricted to daylight. However, a baseball stadium with lights does not suggest the same pattern of use.

Response

Under RCAB ownership, BC's intramural rugby and frisbee teams were allowed to use the Brighton fields. The RCAB also allowed adult rugby and hurling leagues to practice and play games on the fields.

Since acquiring the property in 2004, the University has continued to allow only its intramural rugby and frisbee teams use of the fields, discontinued use of the fields by adult rugby and hurling leagues (due to abutter complaints regarding noise, trash and late night use), and operated portions of its summer football camp on the fields. The majority of football camp activities take place at Alumni Stadium on the Lower Campus. The Office of Governmental and Community Affairs sends advance written notice to abutters regarding the camp schedule and works closely with neighbors to quickly respond to any complaints regarding the camp.

See Chapter 7, Athletic Facilities, for a discussion of potential noise impacts related to the Brighton Athletics Center.

Letter 133
Mary Ellen Davis

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 134
Joan Spanbauer

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 135
Georgia Beleyou

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 136
Eva Webster

Comment 1

I cannot emphasize enough the importance of Boston College housing all of its undergraduates in on-campus dormitories.

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand.

Comment 2

BC dorms must be sited at the central part of the Lower Campus

Response

Boston College proposes to add 50 beds on the More Hall site and 60 beds on the Shea Field site compared to what was proposed in the IMPNF (the IMPNF proposal for the More Hall site was 70 beds more than Boston College's original proposal for the site). See Chapter 6, *Student Housing Plan*, for detailed discussion of its plans for housing in general and on the Lower Campus in particular.

Comment 3

Locating dorms on Commonwealth Avenue strikes me as very poor planning… the uses on the street should have a public feel and be of some benefit to the entire community.

Response

The University, as shown in this IMP, plans to improve the rich character of Commonwealth Avenue as it is the main gateway from Boston to the campus. As described in Chapter 4 *Planning Framework*, Boston College met with and received feedback from urban design staff at the Boston Redevelopment Authority about the University's proposals along Commonwealth Avenue. Boston College will provide additional project details to City agencies as development proposals advance along Commonwealth Avenue.

Comment 4

More Drive.. no rerouting, please. The More Drive-Lake Street axis is an important one.

Response

See Access Alternatives Operational Analysis section in Chapter 9, Transportation and Parking.

Comment 5

Why does BC need a stadium for 1,500 spectators?

Response

In summary, new baseball and softball facilities are needed in order for Boston College to remain competitive in the Atlantic Coast Conference (ACC), replace inadequate existing facilities (which are well below ACC standards), and allow Shea Field to be available for use as a new student residence site. The new housing at Shea Field is one element of its revised student housing plan that will allow the University to meet the consistently expressed desire to house all of its undergraduate students.

Comment 6

Is there anything we can do to lessen the impact on our neighborhood? Can there be plan modifications? Could Shea Stadium stay where it is currently located?

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan, including new student residences at Shea Field, that will meet 100 percent of undergraduate demand.

The Shea Field housing will be designed in a way that respects the two major utility lines that run through the site, that respects the Reservoir by leaving open the site's southwest corner facing the Reservoir, and that limits the buildings to a height of 4 to 5 stories.

Comment 7

Boston College should find a way to properly restore the existing Foster Street homes it owns and find a creative way to incorporate them into the new development.

Response

Housing for Jesuit faculty and graduate students of the Weston Jesuit School of Theology is planned on the east side of Foster Street opposite St. Clement's Hall. It will be specially designed to meet the residential, educational and spiritual needs of Jesuit faculty and seminarians. The project will consist of five buildings, each containing a living and dining area, kitchen, several bedrooms and a chapel. They are designed to foster the formation of "small living communities." The three existing houses, which are in need of serious repairs, cannot be incorporated into the concept for the small communities. For further information on the Foster Street housing, see Chapter 5, *Proposed Future Projects.*

Letter 137
Antoinette Rossi

Comment 1

Please try to accommodate students on the BC Upper Campus. It will benefit the students to be close to their academic facilities.

Response

Boston College's long-term plan includes additional undergraduate housing on the Upper Campus.

Comment 2

I strongly object to the traffic plan which would place the T platform at the entrance to Lake Street… it would restrict our normal open road flow.

Response

If the MBTA relocates the Boston College station to the median of Commonwealth Avenue it will not block the Lake Street intersection. The station would be located to the east of the intersection. See Boston College Green Line Station section of Chapter 9, *Transportation and Parking*.

Comment 3

I recommend that both Lake Street and Beacon Street remain open to St. Thomas More Road traffic.

Response

See Access Alternatives Operational Analysis section in Chapter 9, Transportation and Parking.

Comment 4

I recommend a buffer zone of 10 feet of trees and bushes at the corner of Lake Street and Glenmont Road… this would eliminate some noise from the playing fields and shield the parking areas.

Response

Chapter 4 *Planning Framework* includes a section on buffers and preserves. The University is considering including feasible landscaping elements such as evergreen trees to help address potential noise and lighting impacts.

Comment 5

Boston College should preserve the beautiful architecture of the Seminary buildings.

Response

Chapter 5 *Proposed Future Projects* includes a section on the re-use of existing Brighton Campus facilities, which include Bishop Peterson Hall, Cardinal's Residence, Chancery and Creagh Library, and St. John's Hall.

Comment 6

A Fine Arts Complex on Lake Street is most welcome.

Response

A Fine Arts District is now planned on Commonwealth Avenue between the former Cardinal's Residence and Creagh Library. It has been relocated from the corner of Lake Street and Commonwealth Avenue This district supports the University's goal of introducing academic uses in each district as part of its mixed use principle. This Fine Arts District will enhance the University's time-honored Jesuit commitment to the arts and provide an invaluable resource to students, faculty and the local community.

Letter 138
Donna and Jim Maguire

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 139
Ilene Solomon

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 140
anonymous

Comment 1

The proposed stadium… is much too close to our densely populated residential area.

Response

See Chapter 7, *Athletic Facilities,* for a description of the proposed athletic facilities on the Brighton Campus and discussions of their impacts. To minimize impacts, the location of home plate has been shifted 90 degrees toward the Edison Middle School.

Comment 2

Require the existing setback along the Commonwealth Avenue corridor to remain.

Response

The University, as shown in this IMP, plans to improve the rich character of Commonwealth Avenue, as it is the main gateway from Boston to the campus.

Comment 3

Please prevent the removal of the current natural landscape of fields and grass throughout the property. Please do not allow the installation of areas of artificial turf on this property.

Response

As described in Chapter 7, *Athletic Facilities,* the use of synthetic playing surfaces on the baseball and softball field provides several benefits over natural grass including increased usage by student-athletes and reduced demand for irrigation water and fertilizers. The chapter also includes a discussion of perceived environmental impacts of synthetic playing surfaces.

Comment 4

Encourage Boston College to… preserve and protect the current landscape, architecture, pastoral areas, and… trees… that comprise the… Brighton Campus.

Response

See Chapter 4, *Planning Framework*, for a discussion about the University's open space network and its efforts to enhance and preserve the aesthetic beauty of its campus.

Comment 5

Encourage the proper restoration and low impact use of the existing architectural structures and landscape. Creation of new parking garages, dormitories, and any other buildings that would disrupt the aesthetic and historical beauty of this area should be discouraged.

Response

As described in Chapter 4, *Planning Framework*, the University respects the high value of open space, natural and neighborhood edges and pedestrian paths throughout its campus, which all help to enhance the aesthetic and historical beauty of Boston College.

Letter 141
anonymous

Comment 1

The off campus proposed location of a stadium will have a significant impact on the surrounding neighborhoods due to increased noise and congestion that would accompany such a proposal… issues concerning trash and maintenance will impact the surrounding area as well. The proposal for night games also poses a threat to the surrounding neighborhood because this invites more problems during times when families are at home.

Response

Chapter 7, *Athletic Facilities,* describes the Brighton Athletics Center and potential noise and lighting impacts and mitigation measures being considered. The chapter also includes a summary of users of the facility and a schedule of uses.

Letter 142
Eva Webster (1/29/08)

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 143
Jim Solomon

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 144
Andrew and Neala Melcer, et al.

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 145
Jennifer King, et al.

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 146
Janet Gold

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 147
P.J. Szufnarowski

Comment 1

I do not oppose the proposed dorms on Shea Field. I like the way the dorms are positioned between the wooded area and the field, perpendicular to the Chestnut Hill Reservoir.

Response

The design of the easternmost residence hall proposed for the Shea Field site has been reconfigured to provide a buffer of 60 to 180 feet between the building and St. Thomas More Road. Boston College thanks you for your comment.

Comment 2

In respect to the housing issue, it has not been student dorms but rather overcrowded, unkempt, and unsupervised rental properties maintained by landlords with no affiliation to Boston College where undergraduate Boston College students who can not obtain on campus housing reside… I am glad to see that BC's IMPNF process to address this issue by offering more on campus housing to attendant undergraduates.

Response

To meet the consistently expressed desire of the Allston Brighton Boston College Community Task Force, neighbors, elected officials and the BRA for the University to house all of its undergraduate students, Boston College is presenting a revised housing plan that will meet 100 percent of undergraduate demand.

Letter 148
Charles and Nancy Mueller

Comment 1

We vigorously oppose the construction of dorms on Shea Field. BC has adequate space if the Mods are torn down and to place student housing away from neighboring Chestnut Hill.

Response

The proposed housing on Shea Field is necessary to meet 100 percent of undergraduate demand for University housing.

Letter 149
Allston-Brighton residents

Comment 1

BC should maintain the Edmonds Field site for dormitories – as well as the current site of the Rec Plex (Flynn Recreation Center), should they wish to move it elsewhere.

Response

Edmonds Hall does not provide an alternative for additional beds on Lower Campus because it is obsolete and in need of extensive repairs. The section entitled Retention of Edmonds Hall in Chapter 6, *Student Housing Plan*, provides a detailed explanation of the reasons why Boston College needs to demolish the building.

Comment 2

To make good use of available land and maximize open space, BC should build dorms of 6 or more stories high (consistent with those recently built), and locate them throughout the Chestnut Hill campus, including Newton (and not directly adjacent to the Chestnut Hill Reservoir).

Response

Chapter 6, *Student Housing Plan*, provides a discussion about height and density. As presented in several community meetings, future housing beyond the 10-year IMP has been identified for the Upper Campus. The proposed housing on Shea Field within the Chestnut Hill Campus is necessary for Boston College to provide University housing for 100 percent of its undergraduate students. The housing will be designed in a way that respects the two major utility lines that run through the site, that respects the Reservoir by leaving open the site's southwest corner facing the Reservoir, and that limits the buildings to a height of 4 to 5 stories.

Comment 3

BC should substantially increase the number of beds on the two-story "Mods" site (temporary housing built in 1970) to accommodate more students on campus.

Response

As described in Chapter 6 *Student Housing Plan,* Boston College considered options for additional Lower Campus housing.

Letter 150
Alessandro Selvig, et al (2/5/08)

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 151
Foster Street petition

Boston College thanks you for your comment letter and recognizes the concerns you have raised regarding its 10-year IMP. Responses to your concerns are addressed in specific chapters of the IMP.

Letter 1

January 31, 20008

John Fitzgerald, Senior Management Economic Development
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201

RE: Boston College Amendment to the IMP Brighton Campus

Dear John:

Thank you for the opportunity to comment on the Institutional Master Plan Notification Form/Project Notification Form ("IMPNF/PNF") for Boston College's proposed IMP 10 year plan.

Boston College's Institutional Master Plan presents plans for the physical development of Boston College's Chestnut Hill, Brighton and Newton CAMPUSES. The main components of the ten-year Institutional Master Plan are the construction of four new academic buildings, a Recreation Center, UNIVERSITY Center, a fine arts theatre, parking facilities, new and replacement on-campus student housing, and renovations of existing .

The Boston Transportation Department (BTD) has reviewed the Institutional Master Plan Notification Form/Project Notification Form ("IMPNF/PNF") for Boston College's proposed IMP 10 year plan and has the following comments/concerns:

TRIP GENERATION

- Page 6-11 states that here could be some limited trip generation associated with the retail portions of the projects located on Commonwealth Avenue. Clarification as to what type of retail is being proposed and where along with mitigation measures, analysis and results of the analysis. 1

- The proponent should be using BT's mode share XX for this area. 2

TRANSIT

- The purpose of evaluating the existing routes, ridership, and hours of operation of the MBTA service and Boston College shuttle is to identify redundancies in service and be able to develop recommendations to improve transit services and ridership on the vicinity of Boston College. Please clarify your findings and recommendations on this issue. 3
- Has the proponent thought about consolidating the MBTA service with the Boston College Shuttle service!? 4
- Would residents in the area be able to ride the shuttle service? 5

PARKING

- What are the current parking fee policies for Boston College and how do they compare to other colleges in the area? What are the new fees and what is the parking fee plan for the next 10 years? Are students offered a discount? 6

- There are currently 788 parking spaces on the Brighton Campus. The proponent is proposing on building a parking garage for 500 new spaces and displacing 425 spaces. How soon would the 425 spaces be displaced? Immediately or over time? 7

- The proponent should clearly illustrate the off-campus on-street and off-street parking spaces and on-campus on-street and off-street spaces. This illustration should also include regulatory parking such as; Resident Parking. 8
-

TRANSPORTATION INFRASTRUCTURE CHANGES

- The propose relocation of St. Thomas More Road needs to be supported by a full traffic analysis showing proposed and existing traffic volumes for all of the proposed options. 9
- The proponent proposes to enter the Brighton Campus via Lake Street. There are currently 3 entrances via Lake Street. The community has expressed concern about vehicles using these locations. The proponent should clearly indentify what location are going to be used by whom, as well as, submitting a proposed traffic analysis. 10
- BTD would like to see the proponent tighten up St. Thomas More Road, Fr. Herlihy Drive and Commonwealth Avenue Intersection. 11
- The proponent should clarify any right of way issues that are associated with the relocation of St. Thomas More Road. 12
- There is currently an entrance to the Brighton Campus form Foster Street. What will the overall use of the entrance be? 13

MBTA Boston College Green Line Station

- The proponent should include a detail design and analysis of the proposed center platform alternative on Commonwealth Avenue. This design and analysis is critical to the traffic management of the intersections of St. Thomas More Road/Commonwealth Avenue, Lake Street/Commonwealth Ave, as well as, the surrounding Community. 14

PEDESTRIAN/BIKE PATHS

- The proponent should show in detail how the continuous pedestrian corridor is going to tie all the campuses together. 15
- The proponent is currently showing a pedestrian bridge at the proposed intersection of St. Thomas Moore Road and Commonwealth Avenue. What was the thought process as to who would use is and will it be handicapped accessible? 16
- Will bicycle paths and/or lanes be a part of this continuous corridor between campuses? 17
- BTD would like to see a bicycle lane installed on Beacon Street between Chestnut HILL Avenue and St. Thomas More Road. 18

BTD looks forward in working with Boston College and the BRA in developing a traffic management plan that will help minimize traffic impacts and improve transportation conditions in the area.

In conclusion I have attached BTD's standard Scope of Work. BTD looks forward in working with Boston College to identify specific components of the Scope of Work that will need to be done. BTD looks forward in working with Harvard University in expediting the submittal of a Draft Project Impact Report (DPIR) and Preliminary Adequacy Determination (PAD).

Sincerely,

William H. Conroy IV,
Senior Planner

- Cc: Vineet Gupta, Director of Policy and Planning
- John DeBenedictis, Director of Engineering

Letter 2

BOSTON TRANSPORTATION DEPARTMENT

TRANSPORTATION ACCESS PLAN GUIDELINES

And

SCOPE OF WORK

Boston is a dense city, with high levels of vehicular congestion, pedestrian traffic, and parking demand. New development of all types increases travel demand, and will have transportation impacts that require analysis, review, and mitigation. Through the City of Boston's Article 80 development review process, the Boston Transportation Department (BTD) works with development team (the "project proponent") to ensure that they thoroughly evaluate the transportation impacts associated with the proposed project, propose and analyze ways to mitigate these transportation impacts, and implement appropriate mitigation measures.

The project proponent is responsible for assessing and mitigating the short-term and long-term impacts of the proposed project. submitting the following documentation to BTD:

1. Transportation Access Plan. The Transportation Access Plan shall fully describe all transportation-related issues surrounding the proposed project. It should include the following principal components:
   - Description of Existing Transportation Conditions. A summary of existing traffic, public transit, pedestrian, bicycle, and parking conditions in the study area.
   - Evaluation of the Proposed Project's Long-Term Transportation Impacts. A detailed description of the proposed project and a detailed analysis of the project's long-term impacts on traffic, public transit, pedestrian, bicycle, and parking conditions.
   - Mitigation of the Project's Long-Term Transportation Impacts. Identification of appropriate measures to mitigate project impacts, including physical and operational improvements, travel demand management (TDM), and long-term project impact monitoring.
   - Description of the Project's Short-Term Construction Impacts and Proposed Mitigation. General overview of the project's construction impacts, construction schedule and phasing, and measures to mitigate the short-term impacts. This is a summary of the more detailed Construction Management Plan (CMP) to be submitted to BTD under separate cover.

   The Access Plan typically comprises the transportation component(s) of the proposed project's various environment filings, such as the Draft Project Impact Report (DPIR) or the Final Project Impact Report (FPIR); in special cases, the Access Plan may be a separate document. In any case, the Access Plan should adhere to the guidelines and scope of work set forth below. The analysis and reporting guidelines below are designed to be general enough that they will apply to most or all major development projects; they are also designed to be specific enough to ensure adequate information and equitable review of all development projects. These guidelines shall be followed as closely as possible. If the project proponent believes that certain provisions are not applicable to the development in question, the proponent shall obtain BTD's explicit approval to forego those provisions.

2. Construction Management Plan. The Construction Management Plan (CMP) shall include a detailed proposal for the proposed project's construction: schedule, phasing, and occupancy of the public right-of-way, access and delivery requirements, transportation impacts, and mitigation. The proponent shall submit the CMP to BTD, under separate cover from the Access Plan. The project's general contractor typically prepares the CMP. Guidelines for preparation of the CMP are available from BTD. The CMP shall be completed prior to the issuance of a Building Permit from the City of Boston's Inspectional Services Department (ISD).

3. Transportation Access Plan Agreement. The Transportation Access Plan Agreement (TAPA) is a formal legal agreement between the project developer and BTD. The TAPA formalizes the findings of the Access Plan, the mitigation commitments, elements of access and physical design, and any other responsibilities of the developer and BTD. Since the TAPA must incorporate the results of the technical analysis, physical design, and assessment of mitigation requirements, it must be executed after these processes have been completed. However, the TAPA must be executed prior to approval of the project's design through the City of Boston's Public Improvements Commissioner (PIC). An electronic copy of the basic TAPA form is available from BTD. It is the proponent's responsibility to complete the TAPA so that it reflects the specific findings and commitments for the project, and to get BTD review and approval of the document.

STUDY AREA

The Access Plan shall consist of a thorough analysis of the proposed project's transportation impacts throughout the relevant study area. The study area shall comprise the public right-of-way and important transportation elements of the area described by the following list of intersections:

a. Commonwealth Avenue @ Lake Street/St. Thomas More Road
b. Commonwealth Avenue @ Foster Street
c. Commonwealth Avenue @ Chestnut Hill Ave.
d. Commonwealth Avenue @ Old Colony
e. Commonwealth Avenue @ South Street
f. Commonwealth Avenue @ Brighton Campus Driveway
g. Proposed St. Thomas Road @ Commonwealth Avenue
h. Beacon Street @ St. Thomas Moore Road/Chestnut Hill Driveway
i. St. Thomas Moore Road @ Chestnut Hill Driveway
j. Father Herilhy Way @ St. Thomas Moore Road
k. Beacon Street @ College Road/Hammond Street
l. Beacon Street @ Chestnut Hill Avenue
m. Beacon Street @ Reservoir Avenue
n. Lake Street @ Washington Street
o. Lake Street/Kenrick Street/Glenmont Road
p. Foster Street @ Rogers Park Avenue
q. Foster Street Brighton Campus Drive
r. Foster Street @ Washington Street
s. Washington Street/ Chestnut Hill Avenue/Market Street

The proponent shall review all relevant project proposals and planning studies that would affect the study area, and incorporate these into the transportation analysis, as appropriate.

DEFINITION OF TASKS

Task 1. Description of Existing Transportation Conditions

The Existing Conditions component shall summarize the current status of the transportation system within the study area. It shall focus on the issues listed below, and shall identify any existing problems or deficiencies in the transportation system. The Existing Conditions analysis will form the basis for projecting future conditions, and enable comprehensive assessment of the proposed project's transportation impacts.

1.1 Project Site Conditions. Describe general conditions in the vicinity of the project site, including:

- Existing land use, including existing site square footage, building square footage, number of employees or residents, zoning provisions, and other applicable information
- Physical condition of the site, existing access and egress
- Major streets and intersections in the vicinity of the site
- On-street regulations

Include a survey of existing conditions.

1.2 Traffic. The Access Plan shall include traffic volume counts at the study area intersections for weekday morning and evening peak periods under existing conditions. These shall be classification counts in areas with high volumes of heavy vehicles. The morning and evening peak volumes represent a minimum for traffic impact analysis. Depending upon the nature of the proposed project or local conditions, BTD may require traffic analysis for additional conditions, such as the Saturday afternoon peak.

Existing capacity analyses shall be performed to determine level of service at all study area intersections. Analyses shall reflect realistic peak period characteristics, including pedestrian volumes, requirements for pedestrian phases, curb operations (bus stops, pick-up / drop-off), usable lanes, grade, and percentage of heavy vehicles. Appropriate traffic models will be discussed below.

1.3 Parking. The Access Plan shall summarize the parking supply within ¼ mile of the project site. The parking inventory shall focus on publicly available spaces, but shall also include private resident or employee spaces as well, if the information is available. The parking inventory shall include:

a. Location (block face for on-street spaces, facility for off-street spaces). Include a graphic representation of the parking supply locations with respect to the project.
b. Type of Space
   - On-street (metered, resident parking, unregulated, etc.)
   - Off-street (surface lot or garage, user type: resident, employee, commercially-available, customer, etc.)
c. Parking Fees, by Type of Space
d. Percentage Utilization During Parking Peak (assume 12 noon)

This inventory can be supplemented with data from published sources such as the BTD's 1987 Downtown Parking Inventory Study, updated as necessary with survey data.

If there is currently parking associated with the project site, the Access Plan shall summarize the parking use and management. The description of existing on-site parking use shall include: number of spaces; occupation of spaces by user type, hour of peak occupancy, turnover rate, parking fees, and any high-occupancy vehicle spaces.

1.4 Transit. The Access Plan shall describe the study area's mass transit system:

a. Transit Supply
   - Massachusetts Bay Transportation Authority (MBTA) services, proximity to site
     - Service (mode of transit, line, closest station stop)
     - Service characteristics (frequency during peak periods, geographic connections)
     - Physical characteristics (station conditions, rolling stock)
     - Private transit services (summarize characteristics above)
     - Other transit and high-occupancy vehicle (HOV) services

b. System Utilization
     - Capacity by line during peak periods
     - Current ridership and percentage capacity utilization by line during peak periods

1.5 Pedestrians. The Access Plan shall include a description of pedestrian conditions on sidewalks and intersections adjacent to the site, including major pedestrian routes and desire lines in and around the site, volumes of pedestrians on these routes, and the conditions of these corridors, including any deficiencies or barriers.

Pedestrian volumes shall be counted and pedestrian level of service shall be calculated at the following intersection crossings and sidewalk locations:

a. Commonwealth Avenue @ Lake Street/St. Thomas More Road
b. Commonwealth Avenue @ Foster Street
c. Commonwealth Avenue @ Chestnut Hill Ave.
d. Commonwealth Avenue @ Old Colony
e. Commonwealth Avenue @ South Street
f. Commonwealth Avenue @ Brighton Campus Driveway
g. Proposed St. Thomas Road @ Commonwealth Avenue
h. Beacon Street @ St. Thomas Moore Road/Chestnut Hill Driveway
i. St. Thomas Moore Road @ Chestnut Hill Driveway
j. Father Herilhy Way @ St. Thomas Moore Road
k. Beacon Street @ College Road/Hammond Street
l. Beacon Street @ Chestnut Hill Avenue
m. Beacon Street @ Reservoir Avenue
n. Lake Street @ Washington Street
o. Lake Street/Kenrick Street/Glenmont Road
p. Foster Street @ Rogers Park Avenue
q. Foster Street Brighton Campus Drive
r. Foster Street @ Washington Street
s. Washington Street/ Chestnut Hill Avenue/Market Street

Describe pedestrian accommodation at signalized intersections in the study area (i.e. exclusive vs. concurrent, crossing time provided).

1.6 Bicycles. The Access Plan shall describe existing bicycle usage, primary bicycle routes, Accommodation of bicycles in the public right-of-way, and the current supply and location of any existing bicycle racks on or adjacent to the project site. On a day with good weather (record date and weather conditions), survey bicycle rack utilization by location. Document storage of bicycles in locations without bicycle racks. Include bicycle volume counts at the following intersections and bike routes:

a. Commonwealth Avenue @ Lake Street/St. Thomas More Road
b. Commonwealth Avenue @ Foster Street
c. Commonwealth Avenue @ Chestnut Hill Ave.
d. Commonwealth Avenue @ Old Colony
e. Commonwealth Avenue @ South Street
f. Commonwealth Avenue @ Brighton Campus Driveway
g. Proposed St. Thomas Road @ Commonwealth Avenue
h. Beacon Street @ St. Thomas Moore Road/Chestnut Hill Driveway
i. St. Thomas Moore Road @ Chestnut Hill Driveway
j. Father Herilhy Way @ St. Thomas Moore Road
k. Beacon Street @ College Road/Hammond Street
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m. Beacon Street @ Reservoir Avenue
n. Lake Street @ Washington Street
o. Lake Street/Kenrick Street/Glenmont Road
p. Foster Street @ Rogers Park Avenue
q. Foster Street Brighton Campus Drive
r. Foster Street @ Washington Street
s. Washington Street/ Chestnut Hill Avenue/Market Street

1.7 Off-Street Loading Guidelines – Harvard University needs to adhere to BTD's 'Off-Street Loading Guidelines', a copy of which is attached for reference. The guidelines can also be accessed from the City of Boston website at http://www.cityofboston.gov/transportation/off_street.asp. Adherence to the 'Off-Street Loading Guidelines' will ensure safe and efficient loading access, minimize adverse impacts on traffic-flow and pedestrian safety, and provide consistent guidelines

Task 2. Evaluation of Proposed Project's Long-Term Transportation Impacts

The central component of the Access Plan is the evaluation of the proposed project's long-term transportation impacts. The Access Plan must evaluate these impacts in detail, for all the transportation modes and aspects that will be affected, including traffic, parking, public transit, pedestrians, bicycles, and service and loading. These impacts must be compared to the appropriate baseline condition, the Future No-Build Condition. The following are the principal issues, modes, and conditions that must be analyzed.

2.1 Project Description. The Access Plan shall include a summary of the key project characteristics that are relevant to the project's transportation impacts. These include:

- Project name and street address
- Study area, including critical intersections
- Anticipated construction start and completion dates
- Relevant zoning regulations with respect to use, parking and other characteristics
- Required permits, variances, and licenses
- Site area
- Project's gross square footage and floor-area ratio (FAR)
- Gross square footage by use
- Other relevant variables (e.g. number of dwelling units, number of hotel rooms, number of employees)
- Number of parking spaces, specified by use type
- Number of loading bays, dimensions of bays, design loading vehicle

2.2 Trip Generation Analysis. The Access Plan shall include a clear and detailed trip generation analysis for the proposed uses of the site. This analysis shall include:

a. Person-Trip Generation. The Access Plan shall summarize the proposed project's person-trip generation, for daily, AM peak, and PM peak trips. For certain uses, person-trips shall also be calculated for other time periods, such as Saturday afternoon peak hour (e.g. cultural or entertainment use in an area with significant weekend congestion).

The person-trip calculations shall be based on appropriate trip generation rates, typically the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 6th Edition*. The ITE manual includes comprehensive vehicle-trip generation rates based on surveys in suburban locations throughout the United States. Because Boston benefits from an excellent public transit system and pedestrian access, ITE vehicle-trip generation rates are not directly applicable to resulting vehicle trips. ITE rates shall be used to generate total person-trips by correcting for vehicle occupancy rate (VOR). Appendix xx includes a compilation of the most common ITE trip generation rates and corresponding VOR. The proponent shall use these trip generation rates whenever possible. Where necessary, these trip generation rates may be supplemented by survey data or information from other sources (subject to BTD requirement and/or approval). The person-trip generation analysis shall be summarized in a clear table, in the body of the Access Plan, including all of the following information:

- Land use type
- Square footage, by land use type
- Vehicle-occupancy rate (VOR) assumption, by land use type (for translation of vehicle-trip rates to person-trip rates)
- Daily person-trip generation (by land use and overall)
  - Daily person-trip generation rate (per 1,000 square feet, or per unit)
  - Resulting daily person-trip ends
- AM peak hour person-trip generation (by land use and overall)
  - AM peak hour person-trip generation rate
  - AM peak hour person-trips, entering

- AM peak hour person-trips, exiting
- PM Peak Hour person-trip generation (by land use and overall)
  - PM peak hour person-trip generation rate
  - PM peak hour person-trips, entering
  - PM peak hour person-trips, exiting
- Source for trip generation rates

b. Mode Split and Vehicle Occupancy Rate. Person-trips shall be apportioned among the various principal modes (automobile, public transit, walking, bicycling) using an appropriate mode split. The mode split shall be presented as percentages of automobile, public transit, and walk / bicycle travel. Working with BTD, the Central Transportation Planning Staff (CTPS) has compiled appropriate mode split assumptions for various sections of Boston, according to trip type. Zone 10 should be used to determine these mode splits, along with VOR for automobile trips, are included in Appendix xx. The mode split calculation shall be based upon these assumptions. If the proponent wishes to adjust these mode splits based upon specific project characteristics, the adjustment must be supported by accepted evidence and by appropriate mitigation commitments (e.g. enhanced travel demand management to justify a higher public transit mode share). BTD must approve any adjustments to the mode split and VOR assumptions in Appendix xx. The Access Plan shall include a clear, easily understood table that summarizes the assumptions and the resulting trips by land use type, by trip purpose, and by mode.

c. Trip Distribution. The trip distribution shall identify the directional split (i.e. north, south, west) of person-trips and vehicle-trips for the specific location and trip types of the proposed project. Detailed trip distribution information for trips to and from all areas of Boston is included in Appendix xx. The trip distribution is allocated by individual mode, and should be applied to the resulting trip totals by mode. The Access Plan shall use this information for trip distribution assumptions, unless BTD recommends or approves other trip distribution assumptions.

d. Trip Assignment. The distributed trips shall be assigned to the appropriate means of accessing the project: highway routes, surface streets, surface intersections, sidewalks, crosswalks, site access / egress points, and public transit lines. If the project expects to rely upon an off-site parking supply, trips shall be assigned appropriately to these locations. Drop-off, pick-up, and valet trips shall also be assigned appropriately, i.e. both entering and exiting the site access, and entering or exiting an off-site parking area.

Attached appendices include the base assumptions that the project proponent shall use for trip generation rates, mode splits, trip distribution, and vehicle occupancy rate for specified areas of Boston. The proponent may believe that other assumptions should be used due to specific circumstances, such as proximity to public transit (not relevant for downtown zones) or exceptional travel demand management commitments. Where such special circumstances warrant, the proponent may propose alternative assumptions, which are subject to explicit BTD approval.

2.3 Future No-Build Condition. The analysis of the proposed project's transportation impacts must be based on a comparison with an appropriate baseline condition. The proposed project's impacts would be felt fully during some future "horizon year" when the

project is expected to be complete, occupied, and operating. The effects of the proposed project (under the "Future Build Condition") are most appropriately demonstrated in comparison to projected transportation conditions during the horizon year without the effects of the proposed project.

- The horizon year shall be five years in the future, unless specific circumstances require that a different time frame be used.
- The Future No-Build Condition shall be based on the Existing Conditions assessment, with the addition of development and infrastructure projects that have been proposed and are expected to be complete and operational by the horizon year (per BTD and BRA instructions).
- The Future No-Build Condition traffic, transit, and pedestrian volumes shall also include a background growth rate of 1 – 1 ½ % per year (depending upon local conditions) added to existing traffic volume counts, transit ridership, and pedestrian counts, unless otherwise specified by BTD.

2.4 Future Build Condition. The central component of the Access Plan is the assessment of the proposed project's long-term impacts. This shall include evaluations of the project's effects on all transportation modes and aspects, throughout the study area.

a. Traffic Impacts.

i) Traffic Volumes. The traffic analysis shall include diagrams of turning movement volumes generated by the proposed project at all study area intersections, and total turning movement volumes for the Future Build Condition. Therefore, the Access Plan shall include turning movement volume diagrams for AM peak volumes, PM peak volumes, and any other required period, of each of the following:

a) Existing Conditions (based on current traffic counts)
b) Future No-Build Conditions (Existing Conditions, plus appropriate future changes and growth factor)
c) Project-Generated Traffic Volumes (based on trip generation)
d) Future Build Conditions (Future No-Build Conditions, plus Project-Generated Traffic Volumes)
e) Future Build Conditions with Mitigation (if the proponent plans to undertake any roadway or signalization changes in order to mitigate traffic impacts of the proposed project)

ii) Traffic Capacity Analysis Software. The Access Plan shall include traffic capacity analyses for Existing Conditions, Future No-Build Conditions, and Future Build Conditions. The capacity analysis shall be performed using an approved and appropriate capacity analysis software program.

- For intersections that are widely spaced and will operate in isolation, the proponent shall use software based upon the *Highway Capacity Manual* (HCS), 1997 edition.
- For closely-spaced intersections with long queues that create interaction between intersections, the proponent shall use a computer model, such as Transyt-7F (version 8) or Synchro, that can accurately model these effects. In such cases, the proponent shall model all of the intersections that would interact.

The computer model output shall be attached to the Access Plan as an appendix.

iii) Traffic Capacity Analysis Results Summary. The Access Plan shall include a tabular summary of the traffic capacity analysis, for all conditions (Existing, No-Build, Build) for each intersection as a whole and for each approach of every intersection. The summary shall include the volume-to-capacity ratio (v/c), level of service (LOS), delay, and estimated queue lengths for each study intersection, and for each approach of every intersection. The summary table shall also highlight changes to intersection and individual approach LOS that result from site-generated traffic.

iv) Traffic Counts. The proponent shall submit, under separate cover, turning movement count summary sheets for each intersection in the study area.

b. Parking Impacts. The Access Plan shall include an analysis of projected parking demand and proposed parking supply.

i) Parking Demand Analysis. The Access Plan shall include an analysis of total parking demand in the horizon year, broken down by land use and user type (e.g. office employee vs. visitor, hotel employee vs. guest, retail employee vs. patron). The parking demand analysis shall include
   - Daily vehicle-trip generation by land use and user type (consistent with mode split and VOR)
   - Parking turnover by land use and user type (cite source)
   - Parking demand peaks by land use and user type
   - Overall parking demand and peak parking demand, based on shared parking among all land uses and user types included in the proposed projectd

ii) Proposed Parking Supply. The Access Plan shall include a summary of the project's proposed off-street parking supply. Parking supply, and parking costs, plays a central role in determining mode split and vehicular traffic impact. In general, parking shall be limited to minimum supply that is appropriate to the neighborhood, the project's transit access, and the project's mode split. Appendix xx includes a map of parking ratio guidelines by land use and area of the city. The project's parking ratio shall remain within these guidelines. If the parking supply exceeds these guidelines, the proponent must justify the excess parking based on circumstances specific to the project. Higher parking ratios may increase transportation impacts, and necessitate enhanced mitigation measures. The information below shall be summarized in a clear table.
   - Total Spaces
     - Existing
     - Future No-Build (if applicable)
     - Future Build Parking Conditions
   - Parking Allocation
     - Space allocation among various land uses
     - Parking ratios: spaces per thousand square feet or per unit, by land use
     - Specially-designated parking spaces, e.g. vanpools, livery vehicles, rental cars, car-sharing

- Treatment of existing parking spaces, including displacement of existing parking spaces and how the parking demand for these spaces would be met in the Future Build Condition
- Comparison of Parking Supply and Demand
  - Projected shortfall or surplus of parking spaces, by land use
  - Proposed management of shortfall or surplus
- Provide a plan of all parking facilities, including layout, access, and size of spaces.

iii) Off-Site Parking Supply. Describe any anticipated utilization of off-site parking supply (as described in the Existing Conditions section, amended to reflect Future No-Build Conditions) required to satisfy project-generated parking demand.
- On-Street Parking Supply
- Off-Street Parking Supply
  - Number and type of spaces required (i.e. publicly-available, employee, residential)
  - Resulting parking utilization at 12 noon on a weekday (additional parking survey times may be required, depending upon the nature of the project)

iv) Proposed Parking Management Plan
- Description of Proposed Parking Operations
  - Access control
  - Valet operations
  - Pass or payment medium
  - Management of operations to prevent illegal parking, violation of 5-minute idling law
- Parking Fees
- Management of Specially-Designated Parking Spaces (e.g. vanpool, carpools, rental cars, car-sharing)
  - Location
  - Parking fees
  - Accommodation of increased supply if demand warrants

c. Transit Impacts. Describe the anticipated impacts of the project on the mass transit system, based on the information about Existing Conditions and the projected transit person-trips (based on trip generation – trip distribution – mode split calculations). Future transit conditions shall be based on transit supply and capacity that is expected to be available in the horizon year; if there is some doubt, the proponent shall consult with BTD and/or the MBTA. The proponent may use generally available MBTA ridership data as a basis for this analysis. The Access Plan shall include the following information:

i) Transit Trip Distribution
- Distribution of project-generated transit trips by zone
- Distribution of project-generated transit trips by transit line / route

ii) System Utilization
- Existing Conditions: Capacity and utilization by line

- No-Build Conditions: Capacity and utilization by line
- Build Conditions: Capacity and utilization by line

d. Pedestrian Impacts. Describe future pedestrian conditions in the study area:
   - Pedestrian access to and from the project, pedestrian circulation routes
   - Pedestrian accommodation in the project's public spaces (e.g. sidewalk, adjacent intersections, plaza spaces, benches, etc.)
   - Pedestrian level of service (LOS) at all surveyed crosswalks, sidewalks and other locations
     - Existing Conditions
     - Future No-Build Conditions
     - Future Build Conditions

   NOTE: The traffic capacity analyses must also assume appropriate accommodation of pedestrians in all signalization assumptions. The pedestrian impacts analysis shall describe the assumptions regarding accommodation of pedestrians in the traffic analysis, i.e. pedestrian walk rate and percentage of cycles in which pedestrian phase is called (verify with BTD).

e. Bicycles. Describe bicycle access to, from, and within the project site. Describe bicycle storage and other amenities (e.g. shower and changing facilities) to be provided. BTD will provide guidelines on bicycle storage requirements based on project type and size.

f. Loading and Service. The project must accommodate loading and service facilities in an off-street location. The loading and service plan shall not rely upon loading facilities and truck back-up maneuvers in the public right-of-way. Describe service and loading requirements:
   - Number of loading bays
   - Services to be provided (e.g. garbage compactor, garbage collection, restaurant service, move-in / move-out, etc.)
   - Level of loading and service activity (number of trucks per day or per week)
   - Loading and service schedule, schedule restrictions (proponent shall prohibit or strictly limit loading and service activities during peak periods)
   - Design vehicle(s)
   - Required truck turning movements (show design vehicle turning movements on site plan)
   - Major loading and service vehicle routes for site access and egress
   - Access for emergency vehicles

2.5 Site Plan. Provide an engineered site plan showing Build Conditions (contrast with existing conditions):
- Public right-of-way layout
  - Roadways
  - Sidewalks
- Vehicular access and circulation
- Service and loading

- Parking
- Bicycle storage
- Proposed on-street regulations

Task 3. Mitigation of the Project's Long-Term Transportation Impacts

Major development projects offer benefits, but they also consume public services and create impacts on public resources. Chief among these impacts is a development's effect on the transportation system. The project proponent is required to quantify and analyze these impacts through the Access Plan. It is then the responsibility of the project proponent, working with BTD, to develop strategies for reducing and mitigating these impacts. These strategies will typically include travel demand management (TDM) measures and improvements to Boston's transportation system.

These transportation system improvements and mitigation measures have associated costs. The proponent should view these costs as an integral component of the overall project cost, necessary to enable the transportation system to accommodate the project's impacts. The mitigation measures benefit the users of the transportation system, in particular the new users associated with the proposed project. Project proponents shall allocate appropriate funding for the mitigation. The mitigation measures associated with a development project will be specified in the project's Transportation Access Plan Agreement (TAPA) between the proponent and BTD.

3.1 Travel Demand Management (TDM). Travel demand management comprises a variety of strategies designed to reduce single-occupancy vehicle (SOV) travel and encourage "alternate modes" of transportation (public transit, walking, bicycling). TDM programs are critical due to the disproportionate impacts of SOV travel on congestion, parking demand, air quality, and quality of life. TDM programs are especially important for projects that generate higher trip volumes, create concentrated peaks of demand, and create more impacts related to roadway congestion, parking demand, and vehicle emissions. TDM programs are required even when proponent uses the default analysis assumptions for mode split and VOR, since these default assumptions reflect long-standing TDM efforts and Transportation Management Association programs.

Appropriate TDM measures and requirements will vary depending upon the type of development, the neighborhood, the impact analysis assumptions, and other circumstances. For example, many of the measures below would not apply to a residential development. In the case of commercial office development, some (but not all) of the measures below would be the responsibility of the tenants, rather than the proponent. The proponent will be required to implement those TDM measures that are within its control, and should at least encourage and facilitate such measures. However, if the proponent seeks to base its impact analysis on aggressive assumptions (e.g. a high transit mode share), the proponent must require appropriate TDM measures in its lease agreements with tenants.

In the TAPA, the proponent will be required to implement the following TDM measures (as appropriate to the specific project):

a. Transportation Coordinator. Designate a full-time, on-site employee as the development's transportation coordinator. The transportation coordinator shall

oversee all transportation issues. This includes managing vehicular operations, service and loading, parking, and TDM programs. In addition, the transportation coordinator will be responsible for the monitoring program and will serve as the contact and liaison for BTD and the Transportation Management Association (TMA)

b. Ridesharing / Carpooling. Facilitate ridesharing through geographic matching, parking fee discounts, and preferential parking for carpools / vanpools. May be accomplished through membership in a TMA, participation in CARAVAN for Commuters, and/or use of computerized ridesharing software.

c. Guaranteed Ride Home Program. Offer a "guaranteed ride home" in order to remove an obstacle to transit use and ridesharing

d. Transit Pass Programs. Encourage employees to use transit through the following measures:
   - Offer on-site transit pass sales or participate in the MBTA Corporate T-Pass Program
   - Offer federal "Commuter Choice" programs, including pre-tax deductions for transit passes and subsidized transit passes

e. Information and Promotion of Travel Alternatives
   - Provide employees and visitors with public transit system maps and other system information
   - Provide an annual (or more frequent) newsletter or bulletin summarizing transit, ridesharing, bicycling, alternative work schedules, and other travel options
   - Sponsor an annual (or more frequent) "Transportation Day" at which employees may obtain information on travel alternatives and register to participate in ridesharing programs
   - Provide information on travel alternatives for employees and visitors via the Internet
   - Provide information on travel alternatives to new employees

f. Transportation Management Association (TMA) Membership. Investigate joining a Transportation Management Association. Encourage tenants to join the TMA as well. If no TMA is established in the project area, investigate starting a new TMA or becoming affiliated with an existing TMA. A TMA can provide many of these TDM measures, including ridematching, guaranteed ride home, and transit information and promotional materials.

g. Bicycle Facilities and Promotion
   - Provide secure bicycle storage (number of spaces will be specified depending upon size of development and type of land use)
   - Provide additional publicly-accessible bicycle storage (number of spaces will be specified)
   - Provide shower and changing facilities for bicycle commuters
   - Promote bicycles as an alternative to SOV travel, provide promotional material on bicycle commuting and bicycle safety, and provide incentives for bicycle use

h. Parking Management
   - Charge market-rate parking fees
   - Offer preferential parking to carpools and vanpools
   - Offer reduced parking rates to carpools and vanpools
   - Offer parking "cash-out" option
   - Offer garage space for car rentals
   - Offer parking space for car-sharing
   - Offer parking space, charging facilities for electric vehicles
   - Offer parking / layover space for livery vehicles (hotel development)
   - Enforce a 5-minute limit on vehicle idling for all users of the Development, in accordance with Massachusetts state law

i. Trip Reduction Strategies. To the degree possible, the Developer shall implement the following strategies for its own on-site employees. The Developer shall also encourage tenants to implement these strategies as well.
   - Telecommuting. Reduce overall trip demand by enabling employees to telecommute.
   - Flexible Work Schedules. Reduce peak hour and overall trip demand by enabling employees to telecommute, work a compressed workweek, or work hours that enable off-peak commuting.
   - Local Hiring. Recruit and hire employees from the local area. Such local employees can more easily use alternatives to SOV travel, including walking, bicycling, and transit.

j. Transportation Monitoring and Annual Reporting. Monitor transportation conditions, conduct employee transportation surveys, and provide BTD with an annual report on findings. This information will be useful to BTD in identifying and addressing issues with travel and access, including transit service, pedestrian and bicycle access, parking, and traffic. This information will enable BTD to pursue improved access for the project, and provide benefits to the proponent. BTD will provide employee survey forms and transportation monitoring forms to ensure uniformity of data.

3.2 Transportation System Improvements. In order to meet Boston's mobility needs as its population, density, and land development increase, Boston's transportation system requires improvements. These improvements offset the transportation impacts of new development. In addition, these improvements can make the traveling experience easier in the vicinity of the project, which accrues to the benefit of the proponent and the development's users.

a. Geometric Changes and Improvements to the Public Right-of-Way. The proponent may be required to make geometric changes and improvements to roadways, sidewalks, and other elements in the vicinity of the proposed project. These changes and improvements may be necessary in order to enable new circulation patterns resulting from the project and mitigate impacts of new vehicle or pedestrian trips. Changes and improvements shall be designed by the proponent's consultant in consultation with BTD. The project proponent will be required to directly fund and implement all changes and improvements to the public right-of-way, and to obtain any required permits. The proponent shall obtain the approval of the City of Boston's Public Improvements Commission (PIC) for any changes to the public right-of-way. These improvements shall be made with input from BTD, per specifications provided

by BTD, by a contractor approved by BTD, and subject to final BTD inspection and approval.

b. Traffic Signal Improvements. BTD operates most of the traffic signals in Boston. Improvements to traffic signals in the vicinity of the proposed project may be necessary to manage the increased travel demands placed on the intersection. Improving the operations of these signals can reduce congestion and improve conditions for pedestrians, bicycles, transit vehicles, and general traffic. Typical traffic signal improvements that BTD may require include:

i) Traffic signal equipment
- Signal controller
- Signal heads and pedestrian heads
- Signal poles and mast arms

ii) Traffic monitoring equipment
- System detectors
- Video monitoring cameras

iii) Traffic signal communications equipment
- Communications conduit (4" PVC)
- Signal interconnect cable

The project proponent will be required to directly fund and implement all traffic signal improvements, and to obtain any required permits. These improvements shall be made with input from BTD, per specifications provided by BTD, by a contractor approved by BTD, and subject to final BTD inspection and approval.

c. Public Transit System Improvements. New development can add significantly to public transit demand and have other impacts on the transit system. In order to manage this demand and mitigate the impacts, the proponent may be required to make or contribute to transit system improvements. These improvements shall be determined in consultation with BTD and the MBTA. Improvements may include:
- Physical improvements to MBTA system stations and stops
- Water transportation
  - Dock and/or landside infrastructure improvements
  - Operating subsidy for water transportation services
- Supplemental transit services. Public transit is the most desirable means of achieving transit access, and the proponent shall make every effort to facilitate transit access to the proposed project via public services. However, there may be some situations in which private supplemental transit services, such as shuttle buses, are necessary.
  - Overall transit demand in the area is too low to justify public transit service, but the proposed project requires transit access
  - The proposed project generates a concentration of trips to and from certain locations, such that a shuttle is feasible and useful in reducing auto trips (e.g. a hotel with airport and/or convention shuttles)

Task 4. Description of the Project's Short-Term Construction Impacts and Proposed Mitigation

The Access Plan shall include an overview of construction period transportation impacts and proposed short-term mitigation. This shall be a summary of the more detailed Construction Management Plan (CMP) that must be submitted to BTD under separate cover. The

construction management summary in the Access Plan shall provide an appropriate level of information regarding the analysis and proposed management of the impacts of the project during the construction period, including:

- The need for full or partial street closures, street occupancy, sidewalk closures, and/or sidewalk occupancy during construction
- Frequency and schedule for truck movements and construction materials deliveries, including designated and prohibited delivery times
- Designated truck routes
- Plans for maintaining pedestrian and vehicle access during each phase of construction
- Parking provisions for construction workers
- Mode of transportation for construction workers, initiatives for reducing driving and parking demands
- Coordination with other construction projects in the area
  Distribution of information regarding construction conditions and impact mitigation to abutters

Letter 3

February 13, 2008

John Palmieri, Director
Boston Redevelopment Authority
Boston City Hall, Room 925
Boston, MA 02201
Attention: John FitzGerald, Project Manager

Re: Boston College Institutional Master Plan Notification Form

Dear Director Palmieri:

The City of Boston Environment Department has reviewed the Boston College (BC) Institutional Master Plan Notification Form (IMPNF) and offers the following comments.

BC has developed a 10-year, $2.6 billion Strategic Plan to address academic, facilities and fundraising goals. The IMPNF outlines the projects BC plans to implement over that period; $800 million in renovation and new construction.

Construction in the Boston portion of the campus is to include a Recreation Center; University Center; Brighton Athletics Center (a field house and four new fields); a fine arts district (three structures – Fine Arts/academic, museum and auditorium); a 500-space parking facility; 1,585 beds of undergraduate student housing, 610 net new; 75 beds of housing for Jesuit and graduate student housing; and library storage. The Beacon Street parking garage is to be expanded by an unidentified number of spaces. The following buildings on the Brighton Campus will be re-used:

- current School of Theology
- former Cardinal's Residence
- Bishop Peterson Hall
- Chancery and Creagh Library
- St. John's Hall

It appears from the description of Institutional Master Plan (IMP) projects that More Hall; the modular housing; Flynn Recreational Complex; the University Center; Edmonds Hall; 188, 192 and 196 Foster Street; and St. John Seminary Service Building are to be demolished. The IMP should include a list of proposed demolition. The IMP should contain an amended list if this is inaccurate. 1

In describing off-campus parking for graduate students, the IMPNF references properties on Strathmore/Orkney Roads and Embassy Road at which students can park for a monthly fee. These properties and their use(s) are not shown on Figure 2-1 and are not listed in Table 2-1, *Boston College Properties – Brighton, Chestnut Hill, and Newton Campuses*. The IMP should describe provide this information. In addition, the IMP should identify the location and uses of all off-campus properties that BC owns, operates, manages and uses. 2 3

The IMP should identify the specific uses of 18, 24 and 30 Wade Streets and their respective garages. 4

BC does not presently house graduate students or faculty on campus; it leases 186 units of private, off-campus housing for this use. BC has an agreement with the City of Boston (COB) and Boston Redevelopment Authority (BRA) that allows it to lease the units for six years as long as graduate housing is part of an IMP. The IMPNF does not indicate when the six year term began. This information should be provided in the IMP. 5

The IMP should replicate Figures 2-1 and 3-1 in the IMP with the addition of a legend that indicates the uses of buildings adjacent to the Boston campus perimeter. 6

BC's undergraduate enrollment is about 9,000; graduate and professional program enrollment is 4,650 and 750 students are in Woods College of Advanced Studies.

Total faculty is identified as 1,210 of which 725 are full-time, 175 are teaching fellows and 310 are Teaching Assistants.

Total staff is identified as 2,440; almost 2,200 are full-time. The IMPNF does not indicate if there are contract and *per diem* employees working at BC. The IMP should provide the number of any full- and part-time workers in these categories. 7

SUSTAINABILITY

We concur with BC that engaging stakeholders from all levels of a variety of campus functions is essential for the success of sustainability programs and we encourage efforts to bring together a community dedicated to achieving a wide range of goals.

The IMP should describe the Campus Consortium for Environmental Excellence and its benefits for BC. 8

We recommend, consistent with the Mayor's focus on sustainability and responding to climate change, that BC evaluate participation in the American College & University Presidents Climate Commitment (ACUPCC). Over 30 Massachusetts institutions of higher education are signatories. 9

Presidents belonging to the ACUPCC sign a Commitment pledging to eliminate their campuses' greenhouse gas emissions over time. This involves:

- Completing an emissions inventory
- Within two years, setting a target date and interim milestones for becoming climate neutral.
- Taking immediate steps to reduce greenhouse gas emissions by choosing from a list of short-term actions.
- Integrating sustainability into the curriculum and making it part of the educational experience.
- Making the action plan, inventory and progress reports publicly available.

The ACUPCC Web site offers assistance through overviews and examples of Climate Action Plans and suggestions for work on energy, green building, transportation, procurement, recycling and waste management, carbon offsets and implementation progress reports. A September 2007 Implementation Guide is a, " 'handbook' for implementation of the American College & University Presidents' Climate Commitment (ACUPCC)...developed to more fully define the specific obligations represented in the Commitment, explain technical issues related to implementation, and set out the conditions to be considered in "good standing" within the ACUPCC. It is intended for use at several levels, including presidents and other senior administrators, sustainability committees and directors, and ACUPCC implementation liaisons."

The American Council on Renewable Energy (ACORE) Web site (http://www.acore.org/programs/hec/) indicates that, "The purpose of [the ACORE Higher Education Committee] committee is to provide forums, information, tools, and other resources to facilitate three key initiatives:

- Increase use of renewable energy on college and university campuses.
- Develop curricula and resources for multi-disciplinary education of current and future generations.
- Increase funding for Higher-Education-based research and development on renewable energy.

In addition, the HEC promotes collaboration, fosters partnerships and information sharing between academic institutions, for the purposes of promoting the use of renewable energy. The Committee addresses a range of topics of interest, including, but not limited to: the role of renewable energy in sustainability strategies; the fit with energy efficiency initiatives; the role of renewable energy in climate change mitigation; and other topics of interest to the Committee."

The IMP indicates that it will identify goals in the areas of:

- Public awareness and outreach
- Transportation
- Water quality and quantity of use
- Energy distribution and conservation
- Buildings – ex. envelope, orientation, massing, materials, indoor air quality

- Waste Management
- Operations and Maintenance
- Metrics for evaluation

Save That Stuff, already a BC recycling vendor, has recently initiated a composting program, one of the few available in the Boston area. It is working with local retailers and foodservice companies to turn their organic waste into compost, while also controlling their waste removal costs. We urge BC to talk with staff of Save That Stuff about establishing a program. 10

Some excess building materials may be suitable for donation to the Building Materials Resource Center (100 Terrace Street, Roxbury, 02120, 617-442-8917). This non-profit center offers, for only a handling fee, new and used materials for low and middle income homeowners.

BC uses The Institution Recycling Network (IRN) for major recycling efforts. The end markets cultivated by IRN allow for a high level of recycling and reuse from both renovation and new construction projects. That IRN and its members shipped in 2007, 5.2 million pounds of surplus furniture, equipment and supplies to relief and development projects in twelve countries and eight U.S. states promotes both environmental and social justice and we commend BC for its participation.

We suggest that BC evaluate the potential for using Otis Gen2 elevators or Kone EcoSpace elevators in new construction. Each is more energy efficient than standard elevators and uses no oil for operation. In some cases, no machine room is required so valuable space can be used for other purposes. 11

The benefits and detriments of using synthetic surfaces on the proposed athletic fields should be discussed in the IMP. We request that surfaces made of recycled materials be compared with those made of non-recycled materials in terms of cost, maintenance and potential environmental impacts. Any savings in operation and maintenance of synthetic surfaces versus grass surfaces should be identified and water percolation rates compared. 12

We ask that BC include in the IMP a detailed plan describing its sustainability goals, the framework within which it will design open space and the built environment and how it will operate a sustainable campus. 13

ENVIRONMENTAL PROTECTION

An environmental protection plan should be included in the IMP. It should address: 14

- Groundwater;
- Open space protection and maintenance;
- Stormwater quality and management;
- Erosion and sedimentation control
- Air quality protection

Examples of practices to address air quality issues include the posting of "No Idling" signage parking garages, drop-off/pick-up areas and loading areas and CO meters in parking garages that are direct-read with audible and visual alarms. An effort to improve stormwater quality would include the installation at catch basins, permanent plaques that bear the warning, "Don't Dump - Drains to Boston Harbor." (The plaques are available from the Operations Division of the Boston Water and Sewer Commission (BWSC) at 617-989-7000.

Sound and light that will be generated from use of the proposed athletic fields is an issue of concern to residential neighbors and this department. An assessment of these impacts and effective mitigation will be essential. We recommend looking at the following Web site - www.britastro.org/dark-skies/ - for examples of good and bad lighting. Click on "lighting' and then "good and bad lighting" for examples of lighting that serves use and safety ends while minimizing off-site impacts.

Staff from the BRA, Boston Inspectional Services Department and this department must sit down to discuss this matter to ensure that neighbors can be adequately protected.

Potential shadow and wind impacts will require study as part of Article 80. Shadow diagrams should include: 15

- a north arrow;
- street names;

- the identification of doorways, bus stops, open space and areas where pedestrians are likely to congregate (in front of historic resources or other tourist destinations, for example);
- clear delineation of shadow on both rooftops and facades; and
- Clear distinctions between existing shadow and new shadow.

They should oriented consistent with that used for diagrams depicting wind monitoring locations, no build and build. A 6:00 p.m. analysis should be conducted for the Summer Solstice and Autumnal Equinox.

HISTORIC RESOURCES

The staff of the Boston Landmarks Commission (BLC) looks forward to the opportunity to review specific details of the proposed buildings for the Chestnut Hill and Brighton campuses in order to determine what affect demolition and new construction may have on historic campus buildings and the adjacent historic resources.

The BLC staff is pleased to see the commitment to sustainable design and LEED Certification and the high rate of demolition and construction material recycling. However, the BLC prefers rehabilitation to demolition and reconstruction wherever feasible. Preservation and rehabilitation of historic buildings is recognized as a sustainable building practice by LEED and the City of Boston. Demolition constitutes a loss of historic fabric and of a building's embodied energy and results in fuel expenditure, air pollution during demolition and removal of the building and significant deposits of material into landfills.

BLC staff strongly encourages a thorough study of alternatives to rehabilitate or incorporate historic buildings into proposed development plans, rather than demolition. Proposed demolition of campus buildings over 50 years of age requires Article 85 Demolition Delay review by the Boston Landmarks Commission. The Article 85 Demolition Delay application can be found online at www.cityofboston.gov/environment.downloads.asp. Contact Gary Russell at 617-635-3850 if you have questions about the application. **16**

BLC staff agrees with BRA Urban Design staff that projects in the City should be constructed with traditional building materials and techniques rather than synthetic composite materials. Simulated materials such as exterior insulated finish systems (EIFS), and glass fiber reinforced concrete (GFRC) are inconsistent with Boston architecture and are unlikely to withstand decades of the City's freeze-and-thaw climate.

The BLC requests that dated cornerstones be incorporated into all new construction. This element will allow those who are attentive to and value the architecture of the City to appreciate the historical context in which structures were conceived. **17**

The BLC staff looks forward to reviewing details of specific projects as they move forward.

CONSTRUCTION MANAGEMENT

We request that the following elements be included in a management plan that will apply to all construction projects in Boston.

City of Boston Code Ordinance 16-26.4 allows construction from 7:00 a.m. to 6:00 p.m., Monday through Friday unless a permit, issued on a week-by-week basis, is granted by the City of Boston Inspectional Services Department (ISD). This department receives frequent complaints about noise generated at construction sites before 7:00 a.m. Complaints show that contractors often allow workers on site before that time. Noise is frequently related to the run-up of diesel equipment and the preparation and movement of tools and materials. No sound-generating activity is allowed to occur at a site prior to 7:00 a.m.

Construction-period noise is subject to regulation by the Boston Air Pollution Control Commission (APCC), part of this department. The proponent must ensure compliance with the construction-related limits as outlined in the Regulations for the Control of Noise in the City of Boston. **18**

If chemical cleaning or abrasive blasting will be a part of renovation or other projects executed during the IMP term, a permit must first be obtained from the APCC. **19**

Regular vacuum cleaning of streets and sidewalks in the project area should be employed to ensure that they remain free streets of dust and debris.

According to the Massachusetts Department of Environmental Protection (DEP), about 33 percent of mobile source particulate matter (PM) and ten percent of all nitrogen oxide (NO_x) pollution in the northeast is caused by construction vehicles. More than 90 percent of diesel engine particulate emissions are highly respirable and carry toxins deep into the lung, exacerbating human respiratory ailments. The U. S. Environmental Protection Agency (EPA) has proposed classification of diesel exhaust as "highly likely to be carcinogenic in humans." It estimates that diesel engines currently on the road can run for 1,000,000 miles and remain in operation for as long as 20 to 30 years. This amounts to 160 to 240 tons of pollution over the life of each engine.

The DEP's Clean Air Construction Initiative is designed to reduce air quality degradation caused by emissions of carbon monoxide (CO), volatile organic compounds (VOC), NO_x and air toxins from heavy- duty, diesel-powered construction equipment. Oxidation catalysts and catalyzed particulate filters reduce toxic emissions of formaldehyde, benzene, acrolein and 1-3 butadiene by as much as 70 percent. The program offers contractors a cost-effective way to decrease localized adverse impacts and reduce dust and odor complaints from project abutters and regulatory agencies. Experience with a pilot project that retrofitted 83 pieces of equipment working on the Central Artery/Tunnel (CA/T) project showed that:

- Vehicles did not experience significant power loss.
- There are no additional operation and maintenance (O & M) or fuel costs.
- Engine manufacturers continue to honor vehicle warranties.

More information on the program can be obtained from Christine Kirby of DEP at 617-292-5500.

The City of Boston's is seeking to minimize the number of motor vehicles that enter Boston each day, currently 600,000, and to protect parking city residents. Encouraging construction workers not to drive to work does not result in the desired outcome. As part of this effort, we request that a comprehensive Transportation Demand Management (TDM) plan be established for all construction workers. Such a plan should include: 20

- Providing secure, on-site storage so that workers do not have to transport tools and equipment each day.
- Offering pre-tax payroll deduction for Massachusetts Bay Transportation Authority (MBTA) transit pass purchase.
- Providing a ride-matching service.
- Posting transit schedules in a prominent area.

TRANSPORTATION

BC provides bicycle racks for 298 bikes in 15 locations, all on the Chestnut Hill campus. None are provided on the Brighton campus.

The IMP should provide the following bicycle-related information in text and on an updated Figure 6-4: 21

- The location(s) of bicycle racks protected from the elements and the total number of bicycle that can be accommodated;
- The location(s) of shower and locker facilities and the number of lockers provided at each facility;
- A description of eligibility for use of the facilities. Are all students, faculty and staff allowed to use them? Are the showers/lockers available for students, faculty and staff who walk to work?
- Any proposed changes to the number and locations of racks and shower/lockers during the IMP term, including at the Brighton campus.

We suggest that BC investigate participation in the City's Bike Friendly Business Program. Please contact Nicole Freedman, Director of Bicycle Program, at Nicole.Freedman.bra@cityofboston.gov, (617) 429-8440 for information on this initiative. 22

BC has 3,011 parking spaces on the Chestnut Hill campus and 788 on Brighton campus for a total of 3,799 spaces.

The following is parking information from the IMPNF:

- Eighty (80) percent of faculty and staff drive to BC; six percent use transit.
- Twenty-six (26) percent of students use transit; the same percentage drive.
- Students get an 11 percent discount for purchase an MBTA semester pass.
- Faculty and staff need permits for on-campus parking. An Eligibility and Parking Access System that defines criteria for on-campus parking and locations is referenced but not described.
- The eligibility criteria for an on-campus parking permit for undergraduates are not defined.

- Undergrads who live more than 1 mile from public transit lines may park on campus.
- All juniors and seniors enrolled in a BC-sponsored field practicum or three-credit internship not accessible by transit are eligible for parking passes.
- All graduate students are eligible for a parking permit.
- Graduate students who park in the Strathmore/Orkney Road and Embassy Road are charged $150 per month; law and graduate students may receive a carpool permit if there are at least two passengers per vehicle and they commute as a carpool at least three days per week.
- BC offers a shuttle bus to the C and D branches of the Green Line.
- Pre-registered employees are eligible for a Guaranteed Ride Home
- BC, with MassRIDES, assists with car/vanpools. They get a 55 percent discount on graduate and law student parking rates.
- Five percent of commuters participate in ride-sharing.
- BC partners with Zipcar to provide one vehicle on the lower campus and seven in the adjacent neighborhood.
- Visitors get the first two hours of parking free, then pay $2/hour up to a maximum of $10.
- BC looking at pre-tax payroll deduction for employee purchase of transit passes.

An IMP should provide the following information:

- The number of employees (all faculty and all staff) who commute in single occupant vehicles (SOV) and the percentage of faculty and staff this represents. 23
- The number of employees (all faculty and all staff) who carpool/vanpool and the percentage of employees this represents. 24
- The vehicle occupancy rate (VOR) for all faculty and all staff. 25
- The number of undergraduate students who commute in SOV and the percentage of undergraduates this represents. 26
- The number of undergraduates who carpool/vanpool and the percentage of undergraduates this represents. 27
- The number of graduate, law, special program students who commute in SOV and the percentage of graduate, law, special program students this represents. 28
- The number of graduate, law, special program students who carpool/vanpool and the percentage of graduate, law, special program students this represents. 29
- The VOR for undergraduate, graduate, law and special program students. 30
- The parking rates charged broken down by category of employee, category of student and location of parking area/facility. 31
- The level of subsidy represented by each parking rate based upon the cost of building, maintaining and operating the parking areas/facilities. 32
- If a student lives more than one mile from public transit, does this include bus lines that will take the student to another mode? 33
- How is accessibility to a practicum or internship defined? 34
- If a student is enrolled in a practicum or internship for one semester, is the parking permit good only for that semester? 35
- Why is a shuttle offered to Cleveland Circle on the C branch of the Green Line and to Reservoir Station on the D line of the Green Line when there is a B line stop at Chestnut Hill and Commonwealth Avenue, one block from Cleveland Circle and two blocks from Reservoir Station? 36
- What is the criteria for eligibility for the Guaranteed Ride Home program? 37
- Is there a limit on the number of times that a commuter may use the Guaranteed Ride Home program? 38

We understand that part-time students may work or have other responsibilities and that part-time faculty and staff may have other jobs. These situations do not, however, mean that using transit is impossible or undesirable. The lack of a comprehensive Transportation Demand Program (TDM) and likely favorable parking rates encourages vehicular commuting.

An effective TDM program should include:

- On-site Transportation Coordinator.
- Transit pass subsidies for all employees, including contract workers, with a *pro rata* subsidy for part-time staff, a standard practice among Boston institutions of higher education.

- Subsidized transit reimbursement for *per diem* workers.
- Pre-tax payroll deduction for transit pass purchase.
- On-site transit pass distribution.
- The posting of public and private transit schedules with rate information.
- A transportation Web site.
- On-site information about MassRIDES.
- Provision of the same information on Web sites and through e-mails, newsletters, at employee and student orientations and, periodically, with paychecks.
- Payroll deduction or subsidy for the purchase of bicycles and accessories for those enrolled and participating in a Workout to Work or similar program.
- Participation in promotional/special events such as National Bike Week.
- Direct deposit of paychecks.
- A local hiring program.
- Participation in Zipcar's Z2B program so that necessary vehicle trips off-campus do not require commuting by vehicle.
- Parking coupons for employees who regularly use transit but need to drive to work on occasion.

The IMP should include a broad TDM program designed to increase transit mode share and decrease vehicle use. 39

Thank you for the opportunity to offer comment. We look forward to the IMP.

Sincerely,

Bryan Glascock
Director

BCIMP.doc.DBG:MTZ.mtz

Letter 4

Boston Water and Sewer Commission

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

January 24, 2008

Mr. John FitzGerald
Project Manager
Economic Development
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re: Boston College Institutional Master Plan Notification Form / Project Notification Form

Dear Mr. FitzGerald:

The Boston Water and Sewer Commission (Commission) has reviewed the Institutional Master Plan Notification Form / Project Notification Form (IMPNF / PNF) for Boston College. This letter provides the Commission's comments on the IMPNF / PNF.

The Master Plan presents plans for the physical development of Boston College's Chestnut Hill, Brighton and Newton campuses. As part of the plan, four new academic buildings, a Recreation Center, University Center, a fine arts district, parking facilities, new and replacement on-campus student housing, and renovations of existing buildings are proposed.

The Commission has the following comments regarding the IMPNF:

General

1. It is Boston College's responsibility to evaluate the capacity of the water, sewer and storm drainage systems service the campuses and individual project sites, to determine if the systems are adequate to meet future project demands. Evaluation of the capacity of existing systems on the campus to meet future project needs, and a discussion of any currently anticipated plans for any changes to these systems, must be provided in the Master Plan. 1

2. Boston College is advised that any new, relocated, reconstructed or expanded water, sanitary sewer, storm drainage or drinking water mains required to accommodate future development must be designed and constructed at Boston College's expense and in conformance with the Commission's Sewer Use and Water Distribution System regulations. Boston College should coordinate any plans to install, relocate, reconstruct or expand sanitary sewer, storm drainage or drinking water mains with the Commission. 2

3. Boston College must submit site plans and General Service Applications to the Commission for individual construction projects as they are proposed. Site plans must show the location of existing public and private water mains, sanitary sewers and storm drains serving project sites, as well as the locations of proposed service connections. With each site plan, Boston College must provide a detailed and updated estimate of water demand, sanitary sewer flows and stormwater runoff generation for the proposed project. The amount of potable water required for landscape irrigation must be quantified and provided separately. 3

4. To assure compliance with the Commission's requirements, Boston College should submit site plans and General Service Applications to the Commission for review when project designs are 50 percent complete. 4

5. As plans progress and are finalized, the Commission will require drawings of public and private water, sewer and storm drainage facilities in AutoCAD format. Drawings must include locations of any abandoned items, such as pipes and manholes, locations of new installations, profiles of sewer and drain lines, invert elevations of sewer and drain lines at the manholes, depth of water pipe at all gates, bends and connections, size and type of all pipes, valves and hydrants installed and rim elevations of all manholes. 5

6. 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. Boston College 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. 6

7. Boston College should be aware that the US Environmental Protection Agency issued a draft 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, Boston College will be required to apply for a RGP to cover these discharges. 7

Sewage / Drainage

1. The Brighton campus is served by separate sewers and storm drains. Separate sanitary sewer and storm drain services must be provided from new buildings constructed to the respective pipe in the street and on the campus. 8

2. Site plans must show in detail how drainage from building roofs and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times. 9

3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities, are 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 this regard, DEP has been routinely requiring proponents proposing to add significant new wastewater flow to assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, DEP is typically using a minimum 4:1 ratio for I/I removal to new wastewater flow added. The Commission supports the DEP / MWRA policy, and will require Boston College to develop a consistent inflow reduction plan. 10

4. Boston College must fully investigate methods for retaining stormwater on project sites before the Commission will consider requests to discharge additional stormwater to the Commission's system. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer. A feasibility assessment for retaining stormwater on site must be submitted with each site plan. 11

5. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. The proponent is advised that the discharge of any construction site dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission and an NPDES Permit issued by the Environmental Protection Agency (EPA). 12

6. Boston College is advised that a Drainage Discharge Permit is also required for the long-term (permanent) discharge to a drainage system of infiltrated groundwater collected via an underdrain system, such as those that are commonly installed in below-grade parking garages. 13

7. For each phase of construction covering one acre or more, Boston College will be required to obtain coverage under the EPA's NPDES General Permit for Construction. A copy of the Notice of Intent and the pollution prevention plan prepared pursuant to the Permit should be provided to the Commission, prior to the commencement of construction. 14

8. In conjunction with each site plan and General Service Application submitted, Boston College must submit to the Commission's Engineering Customer Service Department a detailed stormwater management plan. Each plan must: 15

   - Identifies 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.

- Includes 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 the construction.

- Provides a stormwater management plan in compliance with the DEP's standards mentioned above. The plan should include a description of the measures to control pollutants in stormwater after construction is completed.

9. Any uncovered parking or paved areas that are built, require particle separators on all drains that will collect the runoff from these areas. Specifications for particle separators are provided in the Commission's Requirements for Site Plans.

10. The Commission requests that Boston College install a permanent casting stating: "Don't Dump: Drains to Charles River" next to any catch basin installed. Boston College may contact the Commission's Operations Division for information regarding the purchase of the castings. 16

11. The Commission encourages Boston College to explore additional opportunities for protecting stormwater quality on the campus by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers. 17

12. Oil traps are required on all drains discharging from all new and existing enclosed parking garages. Discharges from garage drains must be directed to a building sewer and not to a building storm drain. The requirement for oil traps are provided in the Commission's Requirements for Site Plans.

13. Grease traps are required in all new and existing cafeteria or kitchen facilities in accordance with the Commission's Sewer Use Regulations. Boston College is advised to consult with Mr. Richard Fowler, Deputy Superintendent of Field Operations prior to preparing plans for grease traps. 18

14. Boston College should note Article V of the Commission's Sewer Use Regulations as it pertains to medical and laboratory facilities. 19

Water

1. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, Boston College should contact the Commission's Meter Installation Department.

2. Boston College should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Boston College should consider outdoor landscaping which requires minimal use of water to maintain. If Boston College 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 also be considered. 20

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/cj

c: T. Keady, Boston College
J. Levesque, Boston College
H. Muise, Vanasse Hangen Brustlin
F. Schwarz, Vanasse Hangen Brustlin
K. Pedersen, BRA
M. Zlody, BED
P. Larocque, BWSC

Letter 5

MASSACHUSETTS WATER RESOURCES AUTHORITY
Charlestown Navy Yard
100 First Avenue
Boston, Massachusetts 02129

Telephone: (617) 242-6000
Facsimile: (617) 788-4899

February 15, 2008

Mr. John Fitzgerald
Boston Redevelopment Authority
Boston City Hall – 9th Floor
Boston, MA 02201

Subject: Boston College Institutional Master Plan

Dear Mr. Fitzgerald:

The Massachusetts Water Resources Authority (MWRA) appreciates the opportunity to comment on the Boston College Institutional Master Plan filed with the Boston Redevelopment Authority that presents plans for the physical development of the Chestnut Hill, Brighton and Newton campuses. The main components of the ten-year plan are four new academic buildings, a Recreation Center, University Center, a fine arts district, parking facilities, new and replacement on-campus student housing, and renovations of existing buildings. It is the intent of MWRA to continue to work cooperatively together with Boston College as it embarks upon this major initiative.

As an abutter to Boston College, the MWRA offers the following information and comments to assist Boston College so that the implementation of its Master Plan and MWRA's future water projects can proceed in a coordinated way. Our comments are focused in two areas that include:

- identification of three upcoming MWRA water projects adjacent to Boston College
- Boston College development plans proposed for Shea Field and St. Thomas More Drive

Three Upcoming MWRA Water Projects adjacent to Boston College

1. **Chestnut Hill Reservoir Connecting Mains Project (Planning Phase)**

Shaft 7 at Chestnut Hill is at the intersection of three major water supply tunnels, the City Tunnel, the City Tunnel Extension, and the Dorchester Tunnel. Through this junction over 210 million gallons of water pass each day – almost 80% of the water MWRA delivers to 2.1 million people served in the metropolitan Boston area.

The Chestnut Hill Connecting Mains project will provide redundancy to MWRA's Dorchester Tunnel. The project will strengthen the connection between Shaft 7 of the City Tunnel and the surface pipe lines which supply water to MWRA's Southern High and Southern Extra High service areas. The strengthened connection will provide emergency backup for a Dorchester Tunnel shutdown without use of the open Chestnut Hill Reservoir.

The project mainly consists of a new 42-inch water main from Shaft 7, along the current access road on the southerly side of the Shaft 7 parcel (AKA Pinetree Preserve) to St. Thomas More Drive connecting to Beacon Street. Construction access would be from the existing access road off St. Thomas More Drive. Other related project work consists of: replacement of a Shaft 7 A line valve near Beacon Street; installing Shaft 7A line and Shaft 7B line meter chambers and isolation valves (north and south of Shaft 7 Structure); work in the PRV Chamber near the new dormitory near the intersection of Commonwealth Avenue and St. Thomas More Drive; and some drain related work in the Cochituate Aqueduct near the PRV Chamber.

Schedule: Design Start: July 2009 Construction Start: July 2011
Construction End: July 2013

Temporary or permanent easements/takings: None identified at this time assuming existing access roadway width is deemed adequate in detailed design.

2. Top of Shaft 7 Project (Planning Phase)

Construction of a new top of shaft superstructure at Shaft 7 is planned along with modifications within the underground shaft chamber. This work involves construction access from the access road to the north with temporary construction staging in the parking lot to the west of the shaft. Other related work includes some rehabilitation of the Cochituate Aqueduct Intermediate Gatehouse on St. Thomas More Drive.

Schedule: Design Start: July 2009 Construction Start: July 2011
Construction End: July 2013

3. Shaft 7/Water Transmission Redundancy Plan (Study Phase)

MWRA will soon be procuring a consultant to perform a study and concept design of alternatives to provide redundancy for the metropolitan tunnel system. Almost 80 percent of all water delivered to the metropolitan Boston area is delivered through Shaft 7, the City Tunnel, City Tunnel Extension, and the Dorchester Tunnel. A failure in any of these components will result in the loss of adequate supply and pressure of potable water to large portions of the metropolitan area.

Alternatives to be evaluated in the upcoming study include either of a combination of the following two alternatives:

- pressurization of the Sudbury Aqueduct
- construction of full or partial tunnel loops and/or construction of new surface piping and aqueducts

Pressurization of Sudbury Aqueduct Alternative

The pressurization of the Sudbury Aqueduct alternative would include a new 7-foot diameter pipe connection from the vicinity of the Sudbury Aqueduct Terminal Chamber on Beacon Street to Shaft 7. The study will evaluate all possible alignments for this connection.

Full/Partial Tunnel Loops/Surface Piping and Aqueducts Alternative

The construction of a new tunnel from the MetroWest Tunnel in Weston to the end of the City Tunnel Extension in Malden or the Fells Covered Reservoir in Stoneham has been discussed dating back as early as 1937 to provide redundancy for the metropolitan tunnel system. This alternative as well as other potential tunnel and surface pipe alignments will be evaluated in order to develop a cost effective plan for providing redundancy.

The Shaft 7/Water Transmission Redundancy Plan study will begin in summer 2008 with preliminary recommendations being proposed in fall 2009. The study findings will form the basis for proceeding with a subsequent consultant contract to prepare an Environmental Impact Report (EIR), if necessary, which would commence in 2011. Final design and construction would follow the EIR beginning in 2013 and 2015, respectively.

Boston College Development Plans at Shea Field and St. Thomas More Drive

MWRA staff has met with Boston College representatives over the past several years to identify MWRA's network of surface and subsurface water lines/tunnels and other appurtenances that need to be protected during and after construction within and adjacent to the Boston College Chestnut Hill campus. MWRA expects to continue our coordination with Boston College as the design process for both MWRA and Boston College's projects move forward.

Figure 3-1 Proposed Institutional Projects Ten-Year Plan within the Master Plan document depicts the new dormitories and garage expansion proposed at Shea Field. It appears that the dormitories have been sited to avoid impacts to MWRA's surface water lines ("48 inch - Shaft 7 A lines") and also to avoid impacts to the roadway leading from St. Thomas More Drive to MWRA's Shaft 7 as this stretch of roadway will be used for the construction of future waterlines as described above to provide emergency backup for a Dorchester Tunnel shutdown.

In addition, while MWRA's Cochituate Aqueduct Intermediate Gate House located on the edge of the College's ball field on St. Thomas More Drive in not shown on Figure 3-1, it appears that the proposed dormitories will not impact that facility as well.

With respect to the relocation of St. Thomas More Road to relieve existing congestion at Late Street/Commonwealth Avenue, MWRA's Cochituate Aqueduct is located beneath this roadway and any future building proposed over the Aqueduct or adjacent to the Aqueduct such as a parking garage near the Shaft 7 parcel must be reviewed and approved by MWRA through the 8 (M) Permitting process pursuant to Article 8(M) of MWRA's Enabling Legislation, with the goal of protecting Authority-owned infrastructure in the area. 1

In closing, we remain optimistic and expect to continue to work closely together with Boston College as it moves forward on more detailed designs for its campus expansion and as MWRA studies and designs are completed. Any questions on the MWRA 8 (m) permitting process should be directed to Mr. Ralph Francesconi at (617) 305-5827 or me at (617) 788-1165 if agency coordination is required. Thank you for the opportunity to comment.

Sincerely,

Marianne Connolly

Marianne Connolly
Program Manager, Regulatory Compliance

cc: Michael Ralph, Public Affairs
Ralph Francesconi, MWRA Water Permitting
Fr. William P. Leahy, S.J., President, Boston College
Tom Keady, VP Governmental Affairs, Boston College

Letter 6

January 18, 2008 **The Commonwealth of Massachusetts**
William Francis Galvin, Secretary of the Commonwealth
John F. Palmieri, Director Massachusetts Historical Commission
Boston Redevelopment Authority
1 City Hall Plaza 9th Floor
Boston, MA 02201

RE: Boston College Institutional Master Plan Notification Form, Boston & Newton, MHC# RC.43420

Dear Mr. Palmieri:

The Massachusetts Historical Commission (MHC) has reviewed the Institutional Master Plan Notification Form (IMPNF) for Boston College's Chestnut Hill, Brighton and Newton campuses. After a review of materials submitted, MHC has the following comments concerning the identification of historic and archaeological resources and the effects of the proposed projects outlined in the IMPNF.

The information contained in the IMPNF indicates that the implementation of projects outlined in the plan would result in significant adverse effects to historic properties.

MHC observes that the historic resources section of the IMPNF provides a substantial list of historic properties within and adjacent to Boston College's Newton, Chestnut Hill, and Brighton Campuses. The MHC offers the following comments on the identification of historic properties.

The MHC notes that Section 8 of the IMPNF, titled Historic and Archaeological Resources, does not identify Commonwealth Avenue in Brighton as an historic property. Commonwealth Avenue in Brighton is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth (MHC# BOS.YY). It is the opinion of the MHC that Commonwealth Avenue meets National Register Criteria A and C in the significance areas of community planning and development, engineering, landscape architecture, and transportation (36 CFR 60). Under Criterion C, Commonwealth Avenue is an excellent example of a combined roadway-public transit corridor that integrated transportation and recreational parkway functions through an engineering and design program based on maximizing the benefits of the natural landscape and topography for residents, commuters and travelers. It meets National Register Criterion A, embodying the vision and design intent of designers, city planners, and local real estate promoters at the turn of the century. The MHC is concerned with BC's proposal to widen Commonwealth Avenue in order to move the MBTA station platform into the center of Commonwealth Avenue. These changes would constitute an adverse effect on the historic characteristics of Commonwealth Avenue (950 CMR 71.05(a) and (c)). The

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display elements of Victorian eclectic style and are fine examples of this period and type of construction.

Review of the IMPNF reveals that properties at 188, 192, and 196 Foster Street are proposed for demolition. Demolition of these historic properties would constitute an adverse effect (950 CMR 71.05(a)) through their complete destruction and through the construction of new buildings that are out of scale and character, and would alter the setting of the Foster Street area (950 CMR 71.05(c)). The IMP should study alternatives to the demolition of these houses in order to protect and preserve the character-defining elements of the Foster Street area, such as the uniform setbacks of houses, size and scale of residences, and mature vegetation. Alternatives to demolition must be explored and must include rehabilitation and reuse of the Foster Street houses. Rehabilitation alternatives should include additions to the existing houses and/or compatible, adjacent new construction. Feasible alternatives that would preserve and protect the historic properties should be adopted and implemented. 1

The Chancery-St. John's Seminary consists of several historic buildings and landscape features that are eligible for listing in the National Register of Historic Places together as a historic district. The Chancery-St. John's Seminary area meets Criterion C of the National Register as one of the finest collections of Roman Catholic Church buildings in Boston, displaying a range of architectural designs designed by Boston-based architects including Maginnis and Walsh, representing an evolution of the site as it reflects educational and monastic architectural trends over time. Because of the particular placement and arrangement of buildings within the designed landscape features and consideration of the topography, the site is an outstanding example of a well-preserved cultural landscape in the City of Boston. The site meets Criteria A, B and C at the local and state levels (and criteria considerations A and G) for its associations with the evolution of the archdiocese of Boston and the social and educational role it played in shaping the city, for its associations with Archbishop William Cardinal O'Connell, and for its outstanding architectural styles and types (36 CFR 60).

The proposed construction of new buildings and roadways at the Chancery-St. John's Seminary would result in adverse visual effects through the introduction of new buildings that are out of character and would severely alter the character and setting of the Chancery-St. John's Seminary historic district (950 CMR 71.05(c)), as well as result in an adverse effect to its historic landscape (950 CMR 71.05(a)). The proposed Fine Arts construction is currently sited immediately adjacent to the Cardinal's Residence, and the footprint shown as #10 on Figure 3-1 suggests a building(s) of major scale. Also proposed for Chancery-St. John's Seminary site are dormitories of 4-5 stories in height (#7 and 8 on Figure 3-1) and a parking garage of up to 5 stories (#5 on Figure 3-1). The total accumulation of new construction on this rolling topography will result in severe visual impacts. The historic buildings in the Chancery-St. John's Seminary site were historically sited and constructed with specific consideration of the landscape and topography. The result was a cohesive, pastoral landscape with designed elements and spaces and planned views and vistas. The IMP must consider alternatives to the quantity and siting of new buildings that would avoid adverse visual effects to historic properties 2

These comments are offered to assist in compliance with Mass. General Laws Chapter 9, sections 26-27C (950 CMR 71), should any state agency funding, license, or permit be required for these projects. If you have any questions, please feel free to contact me.

Sincerely,

Brona Simon

Brona Simon
Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission

xc: John FitzGerald and Gerald Autler, Boston Redevelopment Authority
~~Patrick Keating~~, Boston College
Dan Grabauskas, MBTA
Andrew Brennan, MWRA
Patrice Kish, DCR
Luisa Paiewonsky, MHD
Steve Roper, MHD
Steve McLaughlin, MHD
Rita Walsh, VHB
Boston Landmarks Commission
Boston Preservation Alliance
Newton Historical Commission
Newton Planning Dept.

Letter 7

CITY OF NEWTON, MASSACHUSETTS

Department of Planning and Development
Michael J. Kruse, Director

David B. Cohen
Mayor

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February 5, 2008

VIA TELECOPY AND REGULAR MAIL
John Fitzgerald, Project Manager
Boston Redevelopment Authority
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201-1007

RE: Boston College Institutional Master Plan Notification Form – Review Comments

Dear Mr. Fitzgerald:

This letter summarizes the comments and concerns of the Planning and Development Department regarding proposed changes to the Boston College campuses as described in the Boston College Institutions Master Plan Notification Form, dated December 5, 2007. Our remarks also relay concerns from neighbors most affected by changes on the campuses who have met to discuss them and express their interests. We hope that our comments and concerns will be taken into consideration by the BRA during its review process and when moving forward towards implementation of projects included in this master plan.

First, it is important to say that we applaud and support the master planning process that Boston College initiated in 2004. We appreciate the willingness of the College officials and its planners to engage in conversations with affected constituencies. It was truly a collaborative and productive process that we hope and trust will continue.

The final ten-year plan is impressive in its detail and recommendations. However, because the details of building designs are not yet refined, our focus is conceptual and our comments focus particularly on alterations that will take place in and may effect the City of Newton. We look forward to reviewing details regarding building alternatives, traffic and parking, building design and function, change in campus circulation, design considerations, construction management and infrastructure at a scale which lend itself to complete analysis at some point in the future. In the meantime, we offer the following thoughts:

A. Chestnut Hill Campus (City of Newton portion)

The proposed demolition of Cushing Hall (-64,000 S.F.) and a service building will make way for a new Science Center (+100,000 S.F.). Located behind Campion Hall, the center should have little visual impact on the Beacon Street neighborhood.

The proposed demolition of McElroy Commons (-138,000 S.F.) will make way for the new Humanities Academic Offices and Classrooms (+125,000 S.F.). The submitted site plan seems to depict the new five-story Humanities Building situated on Beacon Street with limited setback from the street. The existing building to the east is the six-story Carney Hall, which is located 40 feet back from Beacon Street on the McElroy side, and 28 feet on the McGuinn Hall side. The Planning Department strongly recommends that the new Humanities Building be set back a minimum of 28 feet and preferably 40 feet so it is more in keeping with other facilities nearby and a better complement to the streetscape. Additionally, planners for Boston College should consider stepping the upper stories of the proposed academic building back in height. 1

The proposed Humanities Academic Offices and Classrooms (+125,000 S.F.) may include an underground parking facility for up to 90 parking spaces. The Planning Department strongly supports an underground parking facility under this building and urges consideration of more underground parking wherever any new building is proposed to be constructed consistent with this master plan.

The renovation of Carney Hall (101,000 S.F.) should have minimal visual impact on the Beacon Street neighborhood.

The Institutional Master Plan shows two new buildings on the College Road frontage. Stokes Common (+85,000 S.F.) is a five-story building that will be connect to the existing Lyons Hall (84,000 S.F.), which is located 44 feet back from College Road. Stokes Hall is proposed to be sited with little or no setback for a significant portion of its length along College Road. In this case, it is adjacent to a residential neighborhood, although Boston College owns nearly all of the former single-family residences on the west side of College Road. The second building being proposed nearby on the College Road frontage is a new five-story Academic Building for Nursing and Social Work (+75,000 S.F.), and also has little or no setback from College Road. The Planning Department strongly recommends that the new Stokes Common and the Academic Building for Nursing and Social Work be set back from College Road so as not to create a canyon effect along this public way. Additionally, planners for Boston College should give further consideration to providing additional underground parking in either or both Stokes Common and the new Academic Building for Nursing and Social Work to make up for the spaces lost in the existing "dust bowl"area. 2

B. Newton Law School Campus.

The renovation of Stuart Hall and the infill project of the Smith Wing (+23,000 S.F.) should have minimal visual effect on the Mill Street neighborhood. The site can easily accommodate the additional students, parking and vehicle trips. However, the Planning Department has an ongoing concern with the amount of uninterrupted impervious surfaces (for parking) at this campus and recommends that the College consider reducing impervious surfaces whenever possible. In addition, the City's Zoning Ordinance requires a five-foot wide evergreen buffer around all parking facilities, a minimum of 5 % interior landscaping, which includes interior tree plantings at one tree per 20 parking stalls. 3

C. Chestnut Hill Campus (City of Boston portion)

The plan depicts three areas for construction of undergraduate housing; one will replace More Hall (-64,000 S.F.) at the corner of Commonwealth Avenue and St. Thomas More Road. Another new residential housing complex is proposed near the corner of Beacon Street and St. Thomas More Road at Shea Field and a third building is proposed in the interior of the lower campus. These structures do not abut existing facilities; however, the same care should be taken to design and orient the buildings in a way that projects a positive face towards the street frontages and have setbacks that allow for the open space and attractive landscaping on the public streetscape.

The University Center (+245,000 S.F.) and the Recreation Center (+200,000 S.F.) will be built where the Flynn Student Recreation Complex (+118,000 S.F.) and Edmonds Hall (-245,000 S.F.) stand, respectively. *(Note that the University Center is a critically important facility and needs to be completed as soon as possible, but some consideration should also be given to siting the new dorms nearby rather than at the edge of the college property.)* If possible, student access and circulation (including parking for pickup and delivery as students move in and out or their buildings are serviced) should be internal to the campus and not rely solely on external streets. The plan also depicts a 350-parking stall addition to the existing Beacon Street Parking garage. The Planning Department supports placement of these spaces in the Beacon Street Garage and, as previously noted, wherever any new building is proposed within the Chestnut Hill Campus underground parking should be given serious consideration. It is important that Boston College not only provide adequate parking on campus but parking located near its associated uses should avoid spillover impacts into the neighborhood as faculty, staff and even students look for more convenient locations outside the campus.

D. Brighton Campus

There are two areas where undergraduate housing will be constructed on the Brighton campus: one on the northern corner of Commonwealth Avenue at Lake Street (+100,000 S.F.) and the other (+150,000 S.F.) to be locate between St. Williams Hall and the STM Library. A third facility, Jesuit Housing (+50,000. S.F.) will be located on the east side of Jackson Street. Given that most of the academic buildings are on the opposite side of Commonwealth Avenue, pedestrian travel between the two will be significant and safe crossing should be assured for students. Improvements in the area should be considered to assure the best possible means for safe pedestrian travel over and across this busy street.

Several proposed buildings should have no visual impact on the neighborhood. The first is the renovation of Bishop Peterson Hall (70,000 S.F.), the Cardinal's residence (23,000 S.F.) and Chancery and Creagh Library (12,000 S.F.), although it will contribute to increases in traffic and the need for on-site parking. The Brighton Athletics Center (+100,000 S.F.) will be built in place of three parking lots, just east of St. John's Hall. The last of the new buildings is a Library Storage Building (+14,000 S.F.) attached to the existing STM Library.

The plan depicts a new Fine Arts Building (+86,000 S.F.) being constructed on the north side of Commonwealth Avenue, apparently without any setback. The Planning Department is very interested in working with planners for Boston College to study footprint options for the

new Fine Arts Building with regard to setback from Commonwealth Avenue, and believes that any final solution for building placement be mindful of any final plans for relocation of the Boston College Green Line Station. The Planning Department strongly favors the center platform for this station, as it appears that making the station fully accessible cannot be accomplished at the existing station location on the north side of Commonwealth Avenue.

The plan also depicts a 500-parking stall garage in the center of the Brighton Campus. Again, the Planning Department favors construction of parking in structure to reduce impervious surfaces and promote better use of available land.

E. General Overview

As previously noted, since design details are not available that would enable a more specific analysis of the individual buildings and their impacts relative to the City's zoning standards and consistency with the *Newton Comprehensive Plan*, the focus of this review is on any conceptual concerns. The Planning Department recommends that following items be given further study and consideration: 4

- Internal vehicle circulation patterns and the means of addressing pedestrian flow and potential conflicts with vehicles inside and around campus, as well as impacts on surrounding areas so that as much as possible, college generated vehicular traffic stays inside. (For example, what happens to the existing internal bus drop off near the existing garage at the back of Conte Forum.)
- Additional opportunities for consolidation of parking underground wherever possible. 5
- Inclusion of pick-up and drop-off areas for students and visitors as well as loading zones for short-term access to dorms. 6
- Clarification of how students will cross existing streets, including Hammond Street, College Road, St. Thomas More Road and Commonwealth Avenue, including consideration of possible over- or under-passes. 7
- Relocation of existing St. Thomas More Road to the east side of the St. Thomas More Hall site with or without changes to and relocation of the Boston College Green Line Station. 8
- Clarification of how the shuttle bus routes will work in the new roadway configuration. 9
- Consideration of post ten year plans involving Newton with the Boston College Neighborhood Council and the Chestnut Hill Historic District Commission, among others. 10
- Articulation of buildings and footprints that foster a sense of community within the campus and complement existing structures along the streetscape in terms of scale and design, as viewed from within the campus and from the public streets. While the College has worked to provide itself with additional green space inside the campus, it would be inconsistent with its community service mission to wall itself off from surrounding neighborhoods. 11
- Setbacks that are consistent with the existing character of the neighborhoods upon which the proposed buildings front, so the new buildings do not "turn their backs" on the City (e.g., College Road, Beacons Street, St. Thomas More Road, and 12

Commonwealth Avenue) and attractive landscaping and open spaces along those street frontages.

- Placement of loading docks away from residential areas. 13
- Orientation of the new Humanities Academic Building and the Academic Building for Nursing and Social Work so they are pulled away from the corner of College Road and Beacon Street and form an archway that both greets visitors entering from the outside and embraces an interior courtyard. 14
- Additional landscaping of existing parking facilities. 15
- A construction management plan that includes truck routes and minimizes impacts on the surrounding neighborhoods. 16
- Impacts on neighborhood during special events, particularly athletic events during construction and thereafter, with special attention to the impacts of student and visitor parking on adjacent residential streets. 17
- Limits on the acquisition of single-family residences in abutting neighborhoods and any further campus expansion into existing residential areas. 18
- Design, colors and materials that complement existing buildings on campus and consideration of an institutional scale that is context sensitive. 19

Thank you for the opportunity to comment on this document. We look forward to future opportunities to provide input on this significant undertaking. Please feel free to contact me at 617-796-1130 with any questions you may have regarding these comments. Thank you.

Sincerely,

Michael Kruse, AICP
Director of Planning and Development

Cc: Mayor David B. Cohen
R. Lisle Baker, President, Board of Aldermen
Alderman Sydra Schnipper
Alderman Verne Vance
Ruthanne Fuller, President, Chestnut Hill Association
Thomas J. Keady, Jr., Vice President, Office of Governmental and Community Affairs, Boston College

Letter 8

CITY OF BOSTON

JOHN R. CONNOLLY

BOSTON CITY COUNCILLOR AT-LARGE

February 5, 2008

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Plaza, 9th Floor
Boston, MA 02201

RE: Scoping Determination for Boston College Master Plan

Dear Mr. Fitzgerald:

As an At-Large member of the Boston City Council whose district includes Allston-Brighton, I would like to formally submit my comments regarding concerns I have with the Boston College Institutional Master Plan Notification Form (IMPNF).

1. **I am in opposition to any Undergraduate housing on the former Archdiocese property.** The existence of adequate space available on the Chestnut Hill Campus and Boston College's statement that they would not house undergraduates on the former Archdiocese property following its purchase, are two clear reasons why there should not be undergraduates residing on the "Brighton Campus." There is also strong consensus in the community that Boston College should house all of its undergraduates on the Chestnut Hill Campus by 2018.

2. **Boston College must increase the current density on the Modular Housing site.** With the ultimate goal of housing 100% of undergraduate students on the Chestnut Hill Campus, it is imperative that the land currently used for Modular Housing is more efficiently developed and occupied. 1

3. **I oppose the re-alignment of St. Thomas More Road.** Re-routing St. Thomas More Road and creating an additional intersection on Commonwealth Avenue will impede traffic flow on Commonwealth Avenue, make it more difficult for residents who live on and off of Lake Street, and will force more traffic onto Chestnut Hill Avenue. 2

4. **I am in opposition to the proposed size and location of the baseball stadium.** The proposed 1,500 seat stadium is far too large in size for the current seating demands of Boston College baseball. Additionally, the stadium is too close in vicinity to the abutting houses on Lane Park and Anselm Terrace. 3

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5. **I am against the use of artificial turf on the proposed athletic fields on the former Archdiocese property.** The IMPNF suggests that three of the athletic fields will be artificial turf, while only one will be grass. Boston College should be looking to *increase*, not decrease, the amount of green space in the community. 4

6. **I oppose the lighting of the four athletic fields on the former Archdiocese property.** I have serious concerns about the amount of light pollution that would result from these fields having lights, especially if they are used for more than official Boston College Athletics (i.e. Alumni Stadium and Shea Field's lights are currently used for intramural sports). 5

7. **Boston College must create permanent conservation easements on the former Archdiocese property.** As Boston College has stated its intent to preserve and protect open space, I believe that they should be held accountable to their pledge by executing permanent conservation easements for such space. 6

8. **Boston College must increase the number of environmentally-friendly transportation alternatives for its staff and students.** In order to reduce air pollution and alleviate traffic congestion, Boston College must establish incentive programs to encourage and facilitate greater usage of public transportation, car pooling, and alternative transportation (i.e. bicycle paths between campuses). 7

While it is not part of the IMPNF and does not fall under Boston College's jurisdiction, I would also like to voice my concern with the possible relocation of the "Boston College" MBTA station and its possible impact on quality of life in the neighborhood.

The IMP and Boston College's expansion onto the former Archdiocese property will surely have a dramatic impact on the surrounding neighborhood. As a City Councilor elected to represent the City of Boston on the City Council, I hope that you will consider my comments when preparing your Scoping Determination for the IMPNF. I ask that you also give due consideration to the comments and concerns expressed by many others including the Allston-Brighton Boston College Community Task Force and the other elected officials serving Allston-Brighton.

If you have any questions, please feel free to contact me directly at (617) 635-3115. Thank you for your time and attention to this matter.

Sincerely,

John R. Connolly
Boston City Councilor At-Large

cc: Honorable Thomas M. Menino
Mr. John F. Palmieri, Director, Boston Redevelopment Authority
Allston-Brighton Boston College Community Task Force
Honorable Mark Ciommo
Honorable Steven A. Tolman
Honorable Kevin Honan
Honorable Mike Moran
Mr. Thomas Keady, Vice President, Boston College Office of Governmental & Community Affairs

Letter 9

SAM YOON
BOSTON CITY COUNCILOR AT-LARGE

February 5, 2008

John F. Palmieri, Director
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02201

Re: Boston College Institutional Master Plan

Dear Mr. Palmieri,

As an At-large member of the Boston City Council I write to comment on the Institutional Master Plan Notification Form filed on December 5, 2007 by Boston College.

Over the past months the Boston College Task Force and the neighborhood have reviewed this plan extensively. As this plan moves forward these people will play an integral role in the shaping of Brighton. With this letter I wish to highlight some concerns with the proposed Master Plan that have been brought to my attention.

Under no circumstances should undergraduate housing should be located on the former Archdiocese property. My office receives regular calls about disruptions that students have caused in the neighborhood. Moving student housing closer would only increase these problems. It is my understanding that many of Boston College's housing needs can be met by simply expanding the existing dormitories located on the main campus. I urge Boston College to work with the neighborhood to implement a plan that is agreeable to everyone. 1

New development is not a negative thing; however, this expansion must not be done at the detriment of the neighborhood. Any new developer, in this case Boston College, must take into consideration the dynamics and vibrancy of an individual community. The residents of Brighton need to be assured that this planned expansion will not negatively affect them. This is something that both Boston College and the BRA are responsible for.

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I know that it is unreasonable to ask that the former Archdiocese property not be developed. However, I do believe that with a thorough community process and extensive dialogue a plan will be developed that not only benefits Boston College but is also an asset to Brighton.

Thank you for taking my comments into consideration and if I can answer any questions for you please do not hesitate to contact me directly.

Sincerely,

Sam Yoon
Boston City Councilor At-large

Cc: John M. Fitzgerald, Project Manager

Letter 10

Boston City Council
Stephen J. Murphy
City Councillor At-Large

February 4, 2008

John Fitzgerald
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, Ma 02201

Re: Boston College Institutional Master Plan Notification Form

Dear Mr. Fitzgerald,

I'm writing to add my thoughts on the Institutional Master Plan Notification Form (IMPNF) submitted by Boston College. While I acknowledge that the presence of Boston College is beneficial to the city of Boston, I believe we have to balance the benefits they add with the negative impact they create for the neighborhood.

That said it is my hope that the following will come to fruition as we move ahead in the process with Boston College.

In terms of housing I believe it is vitally important that all undergraduate students be housed on campus and that none of the undergraduate dorms be located on the Brighton campus. Additionally, special attention should be made when discussing dorms on Commander Shea Field. If there is a need to have housing at this location the plan should be sensitive to the Reservoir and include a buffer zone. 1 2

The proposed seminarian housing on Foster Street should incorporate the three existing houses on the site rather than demolish them and housing for Jesuit seminarians must be maintained and restricted, in writing, to that use far beyond the Master plan's ten year time frame. The master plan should also provide that the Wiltshire Road extension will not be reopened. 3 4

I fully support the colleges suggestion that it subsidize the financing of homes in the

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Allston/Brighton neighborhoods for its employees and would add that Boston College should refrain from purchasing homes in the area and should divest itself of homes it currently owns on Wade Street.

I do not support the creation of a baseball stadium on the Brighton campus. There is simply not enough parking to accommodate fans to that location and the addition of a stadium would greatly infringe upon the residents in the area.

My final thought is regarding the re-routing of St. Thomas More Road to link up with the proposed new intersection east of Lake Street. I support this change. I do not, however, support the existing exit onto Commonwealth Avenue at the Lake Street intersection to be closed off. That would create an unnecessary inconvenience for residents.

I am also concerned that the re-routing of St. Thomas More Road along with the provision of the median-break across Commonwealth Avenue may result in additional traffic being diverted onto Foster Street. Alternative methods to prevent this should be presented to the community. 5

Thank you for your time and consideration. If you have any questions you may call me at 617.635.4376.

Sincerely,

Stephen J. Murphy
Councilor-at-Large

Letter 11

COMMONWEALTH OF MASSACHUSETTS

MASSACHUSETTS SENATE

STATE HOUSE, BOSTON 02133-1053

SENATOR STEVEN A. TOLMAN
2ND SUFFOLK AND MIDDLESEX DISTRICT

ROOM 511B
TEL. (617) 722-1280
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COMMITTEES:
SENATE COMMITTEE ON WAYS AND MEANS
(VICE CHAIRMAN)

February 5, 2008

Mr. John Fitzgerald
Project Manager
Boston Redevelopment Authority
One City Hall Sq.
Boston, MA 02201

Dear Sir:

I write to offer comment on the Institutional Master Plan Notification Form filed on December 5, 2007 by Boston College (BCIMPNF).

This plan has had extensive review by the Boston College Task Force and the neighborhood in numerous meetings attended by myself or my staff and it will continue to receive scrutiny as the process moves forward. Several aspects of the plan need further clarification in the scoping determination.

The BRA needs to have every assurance from Boston College that they will minimize the impact of the planned expansion on the surrounding neighborhoods. These assurances must be enforceable and enforced.

New and reconfigured housing and its occupants must respect the quietude that the surrounding area residents have come to expect. The effects of new athletic fields must also be minimized. These goals can be accomplished by careful, reasoned and professional planning with an understanding of past community-university interaction. 1

The transportation impacts should be the subject of an independent transportation study that accounts for traffic, parking, public transportation, bicycle and pedestrian access. This study should be funded by Boston College. 2

Open space is at premium in the Brighton neighborhood and Brightonians have come to hold dear the open space that is left to them. Much of this open space is on the former Seminary grounds now under development by Boston College. To the greatest extent possible this open space should be maintained and accessible to the neighborhood.

Other universities undertaking substantial development have assured planners that the highest levels of sustainability will be maintained. Boston College should make the same commitment. 3

I am well aware of the opinions expressed by my colleagues in their letter and I am supportive of the principles contained therein. However, further review is necessary for resolution of appropriate uses of the Brighton campus.

Thank you of the opportunity to comment on this important matter. If I may be of any further assistance please do not hesitate to contact me.

Sincerely,

Steven A. Tolman

Letter 12

COMMONWEALTH OF MASSACHUSETTS

THE GENERAL COURT

STATE HOUSE, BOSTON 02133-1053

February 5, 2008

John FitzGerald
Boston Redevelopment Authority
One City Hall Plaza, 9th Floor
Boston, MA 02201

RE: Scoping Determination for Boston College Master Plan

Dear Mr. FitzGerald,

As the elected officials from Allston-Brighton, we would like to submit formally our comments to you regarding the concerns that we have with the Boston College Institutional Master Plan Notification Form (IMPNF). For the purposes of this letter, the St. John's Seminary Land will be referred to as The Brighton Campus.

Athletic Fields

The Boston College proposal to build a 1500 seat baseball stadium, a 500-seat softball field, along with a support building and two multi-purpose fields on the Brighton campus raises many concerns that we feel the BRA must address during the scoping.

Alternatives: Boston College must provide alternatives to the athletic fields on the Brighton campus. 1

Usage. How many days and nights per year will each field be used? The IMPNF does not specify the number of games, the hours of intramural use, how many games will be going on at the same time. Will the schedule of games be coordinated with the events at the proposed auditorium on the same land? The proposed auditorium has seating for 1200 and the baseball and softball fields have 2000 combined seats. In addition, there is a proposed parking structure on the site for 500 cars; Boston College must address if they have a plan to coordinate the activities and usage of the fields with other activities on the site. If Boston College currently draws less than 500 spectators per baseball game, why do they need an additional 1000 seats for the proposed baseball stadium? 2 3

Boston College has indicated that the varsity baseball team plays 22 home games, roughly half of which are night games. What constitutes a night game? What time do they start and roughly what time do they end? What days of the week are these games played? These are all issues that need to be addressed concerning varsity baseball games. 4

Traffic. Does Boston College have a traffic mitigation plan for baseball and softball games and other usage of the fields? The residents of Lane Park, Foster Street, and other streets abutting these fields have legitimate concerns for foot and vehicle traffic through their neighborhoods. The Foster street entrance to the athletic fields needs to be monitored and restricted. 5

Lighting and sound system. The residents on Foster Street, Lane Park, Glenmont Road, Lake Street, and Anselm Terrace have expressed concerns over light and noise pollution in their neighborhoods during sporting events. What sort of lighting and sound system mitigation plans does Boston College have for the athletic fields? Why is it necessary for all the fields to have lights? 6

Environmental Concerns. The IMPNF indicates that three of the four fields are going to be artificial turf with the remaining consisting of natural grass. What environmental impacts are there from artificial turf that is not produced with grass? Does Boston College have plans for excessive runoff or drainage that results in installing an artificial surface versus natural grass? 7

Community Access to Brighton Campus. These fields are currently a natural resource for the community and have been accessible for community use for many years. What plans does Boston College have for community access and use of the grounds? What appropriate buffers will be added to mitigate noise and light spillage? Will enough space remain between the residential houses and the fields for public walkways for the residents to enjoy? 8

Transportation and Parking

Boston College currently has four proposals for rerouting traffic and implementing more parking on the Brighton and Chestnut Hill campuses.

Independent Traffic Study. We believe that there needs to be an independent traffic study conducted by experts who are chosen by the Boston College Task Force and financed by Boston College. This study should take into consideration all of the proposed traffic scenarios and permutations of said proposals. They are as follows: 9

1. Leave the pattern the same.
2. Construct a new entrance to the Brighton campus that would involve breaking the median on Commonwealth Avenue.

3. Move the MBTA stop to the center median of Commonwealth Avenue from its current location.
4. Re-route St.Thomas More Road from its current location further east to line up with the new entrance to the Brighton campus.

Option #1 Leave the pattern the same. 10

What measures will be taken to improve pedestrian safety and traffic flow on Commonwealth Avenue and surrounding streets?

Option #2 Construct a new entrance to the Brighton Campus that would involve breaking the median on Commonwealth Avenue creating another intersection at the entrance. 11

First, BC must address how this option will increase the safety of pedestrians and improve the traffic flow on Commonwealth Avenue. Are turn lanes going to be built on Commonwealth Avenue to turn left into the Brighton campus? We believe this should be taken into consideration during the scoping.

Option #3 Move the MBTA station from its current location to the center median on Commonwealth Avenue. 12

The MBTA first has to determine whether this option is feasible. Boston College prefers this option to the current location of the MBTA stop on the north side of Commonwealth Avenue. We have heard many concerns about this option. First, Boston College has proposed building two dormitories at the corner of Lake Street and St. Thomas More Road, which will also incorporate a raised bridge crossing between these two structures. How will these additional buildings at this location improve traffic flow and increase pedestrian safety? The MBTA stop will have both the raised bridge access as well as an at-grade crossing. We would like Boston College to organize a walkthrough of the proposed MBTA site for the elected officials to gain a better sense of the overall changes for such a large project. What safeguards does Boston College propose to increase the pedestrian safety at a very busy intersection and improve the traffic flow at this intersection?

Option #4 Relocate St.Thomas More Road to align with the new entrance to the Brighton campus and create a four-way intersection. 13

This option has raised many concerns with the residents of the neighborhood. Re-rerouting St. Thomas More Road would inconvenience motorists driving north on St. Thomas More road and continuing on Lake Street by re-routing them to turn left onto Commonwealth Avenue and subsequently turning right on Lake Street rather than continuing straight onto Lake Street as the road currently exists. How will this improve traffic on Commonwealth Avenue and St. Thomas More Road? Boston College must show how this option would be an improvement for the residents of Allston-Brighton. In addition, the re-aligned section of St. Thomas More Road would have an at-grade crossing across Commonwealth Avenue. This presents a number of concerns. First,

what foot traffic mitigation plan does Boston College have to address the safety of pedestrians at that intersection? Second, could the proposed re-aligned road be routed under Commonwealth Avenue to reduce traffic on Commonwealth Avenue and flow directly into the Brighton campus? Finally, how does another intersection on Commonwealth Avenue alleviate the current traffic flow? 14

Another concern is the accessibility of the Lake and Foster Street entrances to the Brighton Campus. Boston College must include in its traffic mitigation plan what the intentions are for these locations. The locations on Lake and Foster Streets should have restricted use and should only be used by campus vehicles. Boston College needs to include these restrictions in the IMP. It is recommended that all vehicles entering and exiting the Brighton Campus use Commonwealth Avenue 15

> *Parking*. The IMPNF states that overall parking spaces over the term of the IMP will increase by less than 50 spaces. The increase will come mostly by adding a net gain of 50 spaces on the Brighton campus and losing 189 spaces on the Chestnut Hill campus. In addition to this minimal increase, Boston College states that the overall population of the campus will increase over the next 10 years by 464, including 112 additional faculty and staff. Currently 80% of faculty and staff drive to work with a vehicle occupancy rate of 1.05 per vehicle. An increase of 112 faculty over the next 10 years would result in roughly 85.3 more cars that would need parking daily. Boston College needs to address how they believe they can place 85 more cars on campus by adding less then 50 new spaces. Boston College currently does not have any public transportation reimbursement plan for their faculty and staff. By comparison, Harvard University currently offers a 50 percent discount for a combined MBTA pass for their employees to encourage the use of public transportation.[1] Boston College should adopt similar benefits and incorporate them into its IMP. 16

In addition, the location of the parking structure on the Brighton Campus needs to be examined. To reduce traffic coming from Foster Street and encourage the use of Commonwealth Avenue as the main entrance/exit to the Brighton Campus, Boston College should examine placing an underground garage on the site of the proposed Fine Arts Auditorium. 17

Housing

Boston College currently houses 85% of its students on campus and the IMPNF plans for a net increase of 610 on campus beds, which will raise the overall total to more, then 90% of the undergraduate housing consisting of on campus housing. While we believe that the overall goal should be to **house all undergraduate students on the Chestnut Hill campus.** We request Boston College revisit the housing options and locations e.g. no undergraduate housing on the Brighton campus. It is important to the landscape of the 18

[1] http://www.employment.harvard.edu/benefits/perks/id.shtml

neighborhood that this objective be met in order to put an end to real estate speculators, absentee landlords, and off-campus student issues. We will breakdown the housing section of the IMPNF into three sections: The Brighton campus, the Chestnut Hill campus, and the Newton campus.

Brighton Campus: Boston College wants to erect dormitories, which will house 500 students on the Brighton campus. The IMPNF indicates that these students will be juniors and seniors. There are many problems with this plan and the community is adamantly opposed to undergraduate housing on the Brighton campus. We, as the elected officials from Allston-Brighton, **agree that no undergraduate dormitories should be built on the Brighton campus.** There are numerous reasons for this position: first, we believe that Boston College has the ability to house more of their students on the Chestnut Hill campus. The proposed dormitories on the Brighton campus and Chestnut Hill campus are set to be four to five stories in height. In our opinion, Boston College has not justified why they cannot build the proposed dormitories on the Chestnut Hill campus higher than four to five stories to accommodate more students on the main campus and eliminate the need for new undergraduate dormitories on the Brighton campus. Boston College must address the possibility of building new dormitories higher than four to five stories on the Chestnut Hill campus to eliminate undergraduate dormitories on the Brighton campus. 19

Boston College has also proposed building four buildings with 75 beds for seminarian graduate students and faculty on the eastern edge of Foster Street. Boston College must guarantee that the housing on this site will be restricted to seminarian graduate students and faculty, as stated in the IMPNF, for more than just the ten-year plan. Secondly, how much of a buffer zone will there be between the graduate housing and the residents of the Portina neighborhood? Third, the walkway on the edge of the proposed site must not be converted into a public road and does Boston College have any plans to ask the city to do so? Finally, what sort of noise, light, and construction mitigation plans does Boston College have for this site? 20

Chestnut Hill Campus: Modular site. The IMPNF states that half of the modular housing on the Chestnut Hill campus will be demolished to build two four to five story dormitories on the site with the total number of beds going from 185 to 175. What is the reasoning behind tearing down the modular buildings to build dormitories with a net loss of ten beds? Boston College needs to justify only housing 175 students on the site rather than building dormitories that are more than five stories to house more students on the lower campus. Why does Boston College plan to keep one-half of the modular units up through the ten-year plan when they were built in the 1970s as temporary housing and by all accounts are in a state of disrepair? The current location of the mods should be explored for many more undergraduate beds. 21

Shea Field. Boston College has proposed building three dormitories on Shea Field to house 490 students. What mitigation plans does Boston College have for 22

the use and safety of the Chestnut Hill Reservoir? All of these students being closer to the Reservoir create safety and environmental concerns such as proper lighting, emergency call boxes, litter, and noise from the possibility of more students using the Reservoir for transit and recreation. The proposed dormitories on Shea Field must also be set back from the Reservoir to allow for a substantial no-build buffer to address the concerns of the community regarding the use of the Reservoir. Setbacks from the Reservoir, a no-build buffer zone, and alternatives to building dormitories on Shea Field need to be scoped. 23

More Hall. The More Hall site has been slated for 420 beds. Once again, why can't these dormitories be built higher to house more students? Boston College needs to look at this proposal in their plan to help eliminate the need for undergraduate housing on the Brighton campus. Boston College needs to include appropriate setbacks from Commonwealth Avenue as well as protections for the stonewalls along this section of Commonwealth Avenue in their IMP. 24

Edmonds Hall. Boston College has proposed the demolition of Edmonds Hall, which currently has 790 beds. The community, and we as elected officials, has not seen why the demolition of Edmonds Hall is necessary in the IMPNF. Does Boston College have independent studies that concur with their assertion that Edmonds Hall must be torn down rather than renovated? The community deserves such information. 25

Summary. The community and we, as the elected officials from Allston-Brighton, deserve more information on why Boston College cannot build their proposed dormitories on the Chestnut Hill campus higher than four or five stories that will allow them to house more of their undergraduate students on the Chestnut Hill campus. What are the true problems with Edmonds Hall and why does it have to be demolished rather than just renovated? Why is it necessary to retain twelve of the twenty-four modular housing units when they were built in the 1970s as temporary housing?

Newton Campus. The housing section of the Boston College IMPNF indicates that not one single bed will be added to either the upper campus of the Chestnut Hill campus or the Newton campus. We would like to know why Boston College has not proposed any new housing on the upper campus or the Newton campus. 26

Boston College Employee Mortgage Assistance. We support the Boston College plan to provide mortgage assistance to their employees who purchase housing in Allston-Brighton. Providing incentives for Boston College employees to purchase housing in the neighborhood will increase community participation by Boston College employees, reduce traffic congestion because of shorter commutes to campus, and will strengthen employee ties to the community in which they work.

Open Space, Sustainability, and Academic Use

The Boston College IMPNF incorporates sustainability, the environment, and open space in a number of ways that raise concerns.

> *Brighton Campus.* Boston College states in the IMPNF that all the new construction on the Brighton campus will be LEED certifiable. LEED certifiable to what level? Boston College should promote sustainability by requiring that all new construction be LEED certifiable to the highest possible LEED rating. Universities should lead the way in green building and sustainability. 27

Three of the four athletic fields in the IMPNF are designated to consist of artificial turf instead of natural grass. What is the reason that Boston College has decided to use artificial turf on these three fields rather than natural grass? Natural grass is much more environmentally friendly than artificial turf. With a smaller percentage of green space than the rest of Boston, Boston College should not put in artificial surfaces on playing fields when natural grass could be installed. 28

There are numerous conservation sub districts currently in place on the Brighton campus. Boston College needs to state in their Master Plan that these conservation sub districts will be preserved and protected with respect to the article 80 process. 29

In addition, Boston College should follow the precedent set by the EF International Language School located on Lake Street, who worked with the community to impose deed restrictions during its expansion process in an effort to protect open space. Two such areas that must be protected are the wooded area that stretches from the intersection of Lake Street and Commonwealth Avenue past the location of the current library and toward the center of the Brighton Campus and the Orchard area of the former Archdiocese property. As the elected officials from Allston-Brighton, we would like to see a commitment from Boston College to protect the limited green space of the neighborhood for future generations. 30

Thank you for your attention on this matter. Please contact our offices if you have any questions. Thank you again.

Sincerely,

Kevin G. Honan
State Representative
17th Suffolk District

Michael J. Moran
State Representative
18th Suffolk District

Mark S. Ciommo
Boston City Council
District 9

CC'ed: The Honorable Thomas M. Menino, Mayor of Boston
John F. Palmieri, Director of the Boston Redevelopment Authority
The Boston College Task Force
Boston College Development Team

Letter 13

ALLSTON-BRIGHTON BOSTON COLLEGE COMMUNITY TASK FORCE

February 5, 2008

Mr. John Fitzgerald
Project Manager
Boston Redevelopment Authority
One City Hall Plaza
Boston, Massachusetts 02201

Re: Comments on BC Institutional Master Plan Notification Form

Mr. Fitzgerald:

The Allston-Brighton Boston College Community Task Force (the "Task Force"), which was appointed to represent the interests of the people of Allston-Brighton, hereby submits its comments and concerns regarding the Institutional Master Plan Notification Form (IMPNF) filed by Boston College on December 5, 2007.

As you know, the IMPNF will have major long-term impacts on our community. Accordingly, we respectfully request that you give these comments and concerns serious consideration in preparing the Scoping Determination which will govern the next step of the IMP process and, to a large extent, the future of our neighborhood.

We advance these comments in an effort to shape a master plan that serves the interests of both the Allston-Brighton community and Boston College. We underscore the significance of this master plan for the future of Allston-Brighton given the fragile nature of our community. Over the last decade, Allston-Brighton has witnessed a decline in owner-occupancy of housing, an increase in poverty, a decline in the number of families, and the closing of multiple public and Roman Catholic schools. Simply put, the stakes are very high.

INTRODUCTION

In the weeks since Boston College filed its IMPNF the Task Force has held a series of public meetings (December 4, 2007, December 18, 2007, January 8, 2008, January 16, 2008, January 22, 2008, and January 29, 2008) concerning the various aspects of the unprecedented expansion proposed by Boston College. During these public meetings, which were attended by hundreds of concerned residents, we listened carefully to the many concerns expressed by our friends and neighbors. Furthermore, in the year prior to the filing of the IMPNF we held numerous public meetings, which were also attended by hundreds of residents, to understand and influence the development of the IMPNF and the proposed expansion.

The following comments, which are arranged by category and specific areas of concern, reflect the broad consensus of our community. Accordingly, we must insist that the Scoping Determination require Boston College to specifically respond to these concerns and to make substantial changes to its proposed IMP. Minor and marginal changes are simply not sufficient to address these serious community concerns.

Finally, it is important to note that many of the same concerns were expressed in a letter from the Task Force to Boston College, dated August 25, 2004. In other words, Boston College was aware of these concerns several years prior to preparing the IMPNF.

I. ATHLETIC FACILITIES

As a general matter, the community and the Task Force are concerned that the proposed expansion of athletic fields and facilities on the so-called Brighton Campus will negatively impact the quality-of-life in the surrounding community.

Specifically, there are widespread concerns as to the following:

Proposed Baseball Stadium

1. There is widespread community opposition to the location (which is within feet of homes on Lane Park and which faces homes on Anselm Terrace) and the size (1,500 permanent seats) of the proposed baseball stadium.

Boston College should be required to assess and present alternative locations, sizes, and seating configurations for the baseball stadium. These alternative plans (unlike the IMPNF) must include specific measurements and distances between the proposed stadium and residential homes (i.e., the distance from first base to the nearest home). 1

2. There are widespread community concerns regarding noise and light pollution from the proposed baseball stadium and from increased automobile and pedestrian traffic (including rowdy and possibly drunk spectators) caused by such a stadium. There is also widespread concern regarding the use of the stadium for intramural sports. 2

Boston College should be required to provide a detailed use and mitigation plan (including detailed plans as to sound, lighting, parking, traffic, pedestrians, and security and possible mitigation options such as soundproofing or central air conditioning for nearby homes) for any proposed baseball stadium (regardless of location or size). 3

Artificial Turf

There is overwhelming opposition to the use of artificial turf on any of the proposed athletic fields. There are significant environmental and health concerns about such turf and it is irresponsible for it to be used in our community. 4

Boston College should be prohibited from using artificial turf anywhere on the so-called Brighton Campus.

Other Athletic Fields

1. There is widespread concern regarding the lighting of the proposed fields. BC has not explained or justified the need to light all four of the proposed fields. There is simply no need (and significant negative impacts on the community in doing so) to light the two multi-purpose fields, which are in the middle of a residential community.

Boston College should be prohibited from lighting the two proposed multi-purpose athletic fields and should be required to provide a detailed use and mitigation plan for the lighting of any proposed baseball stadium and/or softball field (i.e., for intercollegiate games and limited intramural use). 5

2. There is widespread concern regarding the use of the proposed athletic fields and the likely negative impacts on the surrounding community. Specifically, there are concerns regarding excessive and simultaneous use of the four fields and corresponding increases in noise and automotive and pedestrian traffic.

The use of the fields should be strictly regulated and Boston College should be required to provide a detailed use and mitigation plan (including detailed plans as to scheduling of use, lighting, parking, traffic, pedestrians, and security and possible mitigation options such as soundproofing or central air conditioning for nearby homes) for the proposed athletic fields. 6

Proposed Recreation Center

Many in the community noted that the plan to move the baseball and softball fields from Shea Field to the so-called Brighton Campus is a direct result of the plan to demolish Edmonds Hall and replace it with a Recreation Center and the corresponding need to replace the 790 beds being lost by such demolition. There is also a widespread belief that Boston College has not adequately explained why Edmonds Hall is obsolete, as claimed, but the Modular Housing, built in 1970 as temporary housing, is not obsolete and is to remain largely intact for the next ten years. 7

Boston College should be required to assess and present alternative locations for the Recreation Center. 8

II. TRANSPORTATION & PARKING

As a general matter, the community and the Task Force are concerned that the proposed expansion of Boston College will exacerbate the significant traffic and parking problems in the community. There is also widespread concern that we have not been provided with adequate information to properly evaluate such impacts.

Specifically, there are widespread concerns as to the following:

Re-Alignment of St. Thomas More Road

There is widespread opposition to the proposed re-alignment of St. Thomas More Road. Such a re-alignment will create an additional intersection and traffic lights on an already congested Commonwealth Avenue. Boston College claims, without analytical support and contrary to common sense, that such a realignment will *improve* traffic flow on Commonwealth Avenue. Furthermore, the re-alignment would bring the road very close to the Evergreen Cemetery. There is also widespread concern that the re-alignment will make it much more difficult to access Lake Street which will negatively impact residents who live on and off of Lake Street and will force more traffic on to an already overcrowded Chestnut Hill Avenue. 9

Boston College should be prohibited from re-aligning St. Thomas More Road.

Independent Analysis

The community and the Task Force are very concerned that Boston College has not provided sufficient detail and analysis regarding the traffic impacts of its proposed expansion and that, even if they did, the community and the Task Force lack the technical skills and expertise to properly evaluate such analysis.

Accordingly, Boston College should be required to pay for an independent analysis of its proposed traffic, transportation, and parking plans. Such a requirement is permissible under Massachusetts law (See G.L. c. 44, § 53G) and is also within the inherent authority of the Boston Redevelopment Authority. The independent consultants retained to perform the analysis should be selected by the Task Force and the BRA and should report directly to the Task Force and the BRA. The independent analysis should separately review each aspect of the proposed plans (i.e., the re-alignment of More Road, moving of the MBTA station, effect of "spine road" through Brighton Campus). 10

Entrances & Exits to Brighton Campus

There is broad support for the proposed creation of a new entrance to the so-called Brighton Campus on Commonwealth Avenue (so long as such an entrance is not part of a re-alignment of St. Thomas More Road). There are, however, concerns that the proposed spine road will be used as a cut-through between Commonwealth Avenue and Foster Street. There are also concerns regarding traffic on and around the Brighton Campus if there are multiple events occurring at the same time.

Boston College should be required to strictly regulate (through the use of gates, guards, and parking stickers) the use of the spine road and the entrances and exits to the so-called Brighton Campus. 11

Parking

There are concerns with respect to the number, location, and adequacy of the parking spaces proposed in the IMPNF. There are also concerns that Boston College has not provided sufficient information for the community and the Task Force to assess the need for parking. For example, based upon the information provided in the IMPNF it appears that 80% of Boston College staff and faculty drive to work and that there will be a need for an additional 179 spaces to accommodate new staff and faculty in the next ten years, yet the proposed plan creates only 36 new spaces. There is also concern that the bulk of the proposed new parking spaces are being created in a new 500-car parking garage located on the so-called Brighton Campus. Many people are also concerned about the impact of these parking issues on the streets surrounding Boston College as more students, staff, and faculty utilize street parking.

Boston College should be required to provide detailed information regarding the number of its students (undergraduate and graduate), faculty, and staff who commute by car so that the true parking impacts can be assessed as part of the independent analysis. Boston College should also be required to assess and present alternative locations for parking including under the proposed auditorium and museum buildings that are located closer to Commonwealth Avenue on the so-called Brighton Campus. 12

Alternative Transportation

Unfortunately, the IMPNF provides no plan for alternative modes of transportation. In a time when the environment is of paramount concern, Boston College has no serious plans for use of bikes or the expanded use of public transportation for the next *ten years* (a careful review of the IMPNF reveals that these issues are given cursory attention and that there are no real plans proposed).

Boston College should be required to provide a detailed plan for the development of bike lanes to, from, and between its campuses. Boston College should also be required to subsidize the use of public transportation by all of its students, faculty, and staff. Finally, Boston College should be required to provide a detailed plan that would increase car-pooling to campus. 13

Proposed Move of the MBTA Station

Although it is not technically part of the IMPNF, there is widespread opposition to the moving of the MBTA station. Among the concerns expressed were pedestrian safety and the removal of the stone walls on either side of Commonwealth Avenue which would be required to accommodate the proposed center platform station.

III. HOUSING

As a general matter, the Task Force notes the vital importance of housing issues related to the current IMPNF. Many of the community concerns raised by the IMPNF and facing the community as a whole are directly related to housing issues. Specifically,

high housing costs in Brighton and Allston make it difficult for working and middle-class people and families to afford housing in our community. These costs are driven, in part, by the presence of large numbers of Boston College students (approximately 1,200) in our neighborhood, which creates numerous negative consequences, including escalating home prices and rents, lower owner-occupancy rates given the purchasing of homes by absentee landlords, and significant quality-of-life issues.

In regard to housing, there is widespread community support for the following:

1. Boston College should house all of its undergraduate students on-campus by 2018 (the end of the proposed IMP), excluding those students who are studying at other institutions or who are commuting from family homes in the greater Boston area;
2. No undergraduate dormitories should be built on the former seminary grounds given the proximity of any undergraduate dorms on these grounds to residential housing;
3. Working with the BRA, Boston College should design and build dormitories of six to eight stories, enabling the college to house more of its students on-campus. The Task Force notes that dorms of this height are consistent with the scale of recent residence halls built on the Chestnut Hill Campus; 14
4. The current site of modular housing on the Chestnut Hill Campus should be a location for considerable undergraduate housing. The Task Force notes that 12 of these temporary structures built in 1970 will remain in place in 2018, according to the IMPNF;
5. Working with Boston College, the BRA should scope the possibility of retaining and renovating Edmonds Hall, a dormitory housing 790 students, by locating the proposed Recreation Center at another location. The demolition of Edmonds Hall seriously complicates the effort to have a significant increase in the number of on-campus beds. 15

Boston College should be required to revise its plans for housing to correspond to these widely held community views.

The Task Force highlighted points one, two and four in its 2004 letter to Boston College in an effort to influence the master planning process.

The Task Force notes the Boston College's last master plan created 860 new undergraduate beds in a **five year** period; the current IMPNF calls for the creation of only 610 new undergraduate beds in a **ten year** period, falling short of Task Force and community goals regarding the creation of new undergraduate housing (see above).

There also is widespread community support for the following housing proposal:

1. The construction of an undergraduate dormitory on the More Hall site. Residents have advanced the view that the proposed dormitory at this location be setback to preserve both green space and the historic stone wall at this site.

Jesuit Faculty and Graduate Student Housing on Foster Street

Diverse community views were advanced concerning the construction of housing for Jesuit faculty and graduate students on Foster Street. Some oppose this proposal, fearing both the consequences for the surrounding residential neighborhood and the possibility that this housing will one day be transformed into undergraduate housing. Opponents of this proposal suggest that this housing be located adjacent to the St. John's seminary. Other residents support this proposal contingent upon the execution of a legally binding agreement between the BRA and Boston College that would ensure that this housing would not be converted in the future to undergraduate housing. 16

The Task Force also heard conflicting community views on the plans to demolish three houses owned by the college as part of this project. Some residents oppose this demolition, citing the historic value of the homes and pointing to university projects on other campuses (including Harvard) that integrated historical housing into new projects. Critics of demolition also contend that these homes are listed on the National Register of Historic Places. Other residents did not oppose the demolition of the homes, contending that new buildings on the site would be an improvement.

Given these conflicting views, Boston College should be required to evaluate multiple alternatives concerning this issue: 17

a. locating the housing on the Foster Street site, but with a legally binding agreement that this housing could not be transformed into undergraduate housing in the future. If housing is developed at this site, it needs to be done in ways sensitive to community concerns expressed by residents in the surrounding residential neighborhood. For example, there is strong community support for a bigger buffer zone in the back of the proposed housing at this site, and there is strong community opposition to opening Wilshire Road to vehicles;
b. locating the housing at a site adjacent to the St. John's seminary;
c. evaluating the possibility of incorporating the existing homes on Foster Street in the overall development on Foster Street.

Boston College should present these alternatives to the BRA and to the community in an effort to identify the alternative that best serves the community.

Shea Field as a Potential Housing Site

There is a good deal of diversity in the community's views on the location of dormitories on Shea Field. Some in the community strongly oppose locating residence halls at the site, fearing the consequences of student behavior on the Chestnut Hill Reservoir, a significant natural resource in Brighton. Opponents of housing on this site also point to the possibility of undergraduate housing at other locations on the Chestnut Hill campus, including the site of the Modular Housing. In this view, academic buildings and/or administrative buildings would be better uses of the Shea Field site.

Other residents view Shea Field as a good site for housing, noting its distance from community residential housing. They also note that dorms on Shea Field could be setback from More Road and the reservoir, with a green belt designed to buffer the residence halls from the reservoir. Given this view, there is widespread opposition to the location of a residence hall directly on More Road.

Given the diversity of community views on this subject, the Task Force requests that the BRA scope multiple options at the Shea Field site in an effort to identify the best use of this location. These options include: 18

a. undergraduate dormitories
b. administrative and/or academic buildings
c. a mix of administrative and undergraduate dormitories

Boston College should be required to assess and present these alternative plans for potential development of the Shea Field site, with particular attention devoted to the consequences of development on the Chestnut Hill Reservoir. The Task Force stresses the significance of the Chestnut Hill Reservoir as a natural and recreational resource. Only through an assessment of alternatives will a plan emerge that best serves both the community and Boston College, and, consequently, receives the broadest possible support from the community. 19

Other Potential Housing Sites

In light of community feedback concerning additional sites for undergraduate housing, the Task Force urges the BRA to require Boston College to evaluate other sites for residence halls including the current location of the Flynn Recreational Complex (given the current proposal to build a new recreation center), and surface parking lots on the Chestnut Hill Campus. These and other alternatives for undergraduate housing should be part of the BRA assessment of the IMP. The Task Force notes that the IMPNF proposes not a single additional undergraduate bed on the part of the Chestnut Hill campus that is in Newton. The Task Force urges Boston College to consider housing alternatives on this part of the campus. 20

Boston College should be required to evaluate multiple sites for housing undergraduate students on its Chestnut Hill Campus. This letter, other letters from community groups and neighborhood residents, and comments at Task Force meetings indicate that Boston College has multiple and flexible options that would allow it to provide housing for its students on the Chestnut Hill Campus while simultaneously maintaining open space for students. 21

Other Housing Issues

There is very strong community support for Boston College's proposal to fund a mortgage assistance program designed to assist faculty and staff in purchasing homes in Allston-Brighton. The Task Force fully supports this proposal. Boston College should 22

be required to transform this idea into a formal written proposal that could be discussed and evaluated by the community and the BRA and included in the IMP.

There is some division in the community concerning Boston College's proposal to restrict undergraduates from renting apartments in one and two family homes in Allston-Brighton. Some support this proposal as a means to protect this form of housing from the negative consequences associated with absentee landlords and student rentals. Others criticize the proposal, arguing that it would simply displace students from this housing to the Commonwealth Avenue corridor and Cleveland Circle area. Questions also have been raised about its enforceability. Critics of the proposal and even supporters of it prefer that Boston College house all of its students on-campus by 2018. The Task Force notes that this proposal is not contained in the IMPNF and that it has not been presented in written form. Accordingly, Boston College should be required to present a written proposal that defines this policy in detail that could be discussed and evaluated by the community and the BRA and included in the IMP.

A similar division exists regarding Boston College's direct purchasing of homes in the Brighton community (for example, the college has purchased homes on Wade and Foster Streets in recent years). Some voiced support of this practice, arguing that college ownership was preferable to absentee owners who rented to students and who poorly maintained their properties. Other residents opposed this practice, viewing it as a form of institutional expansion and contending it further increased demand on Brighton's residential housing stock. In its 2004 letter, the Task Force opposed this practice, fearing that Lake Street and Foster Street could, in the future, resemble College Road in Newton where Boston College now owns all of the homes. Given divergent community views on this issue, we urge the BRA to carefully evaluate the consequences of further Boston College purchases of private homes, especially in regard to the following issues: that these purchases represent another form of institutional expansion; that the purchases will further reduce Allston-Brighton's strikingly low owner-occupancy rate; and that these purchases make it more difficult for working and middle class people to live and rent in Brighton given the buying-power of Boston College. 23

Community Assistance Program

On an issue that is closely tied to student housing, we insist that Boston College commit, in writing, to making the CAP program full-time. Boston College has stated for many months that it is going to convert the part-time position of Steve Montgomery to a full-time position, but that has yet to occur. The program, and Mr. Montgomery in particular, has been very successful in helping to address student conduct issues in the community and we want this commitment to be formalized as part of the IMP. 24

Footbridge Over Commonwealth Avenue

There was community opposition to the proposal to build a pedestrian bridge over Commonwealth Avenue, with residents contending that many pedestrians would not use

the bridge. Others objected to the bridge on aesthetic grounds. The Task Force notes that the elimination of undergraduate dorms on the former seminary grounds also would make

the proposed bridge unnecessary. The Task Force suggests that carefully attention to a safe pedestrian crossing at the street level from the Chestnut Hill Campus to the former seminary grounds is a better alternative than a bridge over Commonwealth Avenue. 25

IV. OPEN SPACE & ACADEMIC USES

We encourage the BRA to work cooperatively with Boston College in its scoping to preserve as much green space on the so-called Brighton Campus as possible. 26

Conservation Easements

There is overwhelming support for the use of permanent conservation easements to protect green and open space. Indeed, Boston College has repeatedly stated that it will maintain certain open and green spaces on the so-called Brighton Campus including the tree-line along Lake Street and the Orchard. If true, then Boston College should be willing, and should be required by the BRA, to protect these spaces permanently by executing and recording conservation easements for these and potentially other parcels. 27

Other Open Space Issues

There is also widespread community support for the following: 28

1. The requirement of setbacks for the proposed buildings on Commonwealth Avenue to preserve green space and the historic stone walls;
2. The clustering of new buildings on the so-called Brighton Campus to protect and preserve green and open space;
3. The creation of a permanent green buffer zone around the so-called Brighton Campus (secured by conservation easements) that would protect neighborhood homes from the negative consequences linked to Boston College's expansion;
4. The existing zoning code and regulations, especially in regard to the protection and conservation of open space, should guide both the BRA's scoping of the IMPNF and Boston College's proposals for the so-called Brighton Campus. These codes and regulations include Articles 51 and 29.

Boston College should be required to revise its master plan to correspond to these widely held community views.

The Task Force highlighted conservation easements and items two and three above in its 2004 letter to Boston College.

Academic Uses

There is widespread community support for the following:

1. Locating additional academic and administrative buildings/uses on the so-called Brighton Campus in order to create space for additional dormitories on the Chestnut Hill Campus.

Boston College should be required to evaluate and present multiple options for locating additional administrative and academic buildings on the so-called Brighton Campus to correspond to this widely held community view. 29

CONCLUSION

Boston College's proposed master plan is unprecedented insofar as it dramatically and eternally impacts an area of land, the former seminary grounds, that has long been an oasis in our community. The IMPNF also raises very significant issues regarding student housing, transportation and parking, athletic facilities, and open space. It is essential, therefore, that the BRA holds Boston College to an unprecedented level of scrutiny and responsibility in scoping the IMPNF.

The Task Force is hopeful that the concerns and disagreements stated in this letter can be resolved and we are willing to work with Boston College and the BRA to develop an IMP that serves the college and the community, but we need additional information and support to do so. As stated above, there are various aspects of the IMP which we and the community cannot properly evaluate without additional information. Such additional information (i.e., traffic and parking analysis, technical advice, and engineering studies) may alter the perceptions and the conclusions of both the Task Force and the community.

The Task Force and the community have dedicated countless hours to reviewing and scrutinizing the plans proposed by Boston College. The concerns reflected in this letter, and in the many other letters which the BRA has received from the community, are legitimate and worthy of BRA attention and action. Accordingly, we implore the BRA to heed our concerns and demand substantive responses and changes from Boston College.

Sincerely,

Jean Woods, Chair
Allston-Brighton Boston College Community Task Force

cc: Mayor Thomas M. Menino
John F. Palmieri, Director, Boston Redevelopment Authority
State Senator Steven Tolman
State Representative Kevin Honan
State Representative Michael Moran
City Councilor Mark Ciommo
City Councilor John R. Connolly
City Councilor Michael Flaherty
City Councilor Stephen Murphy
City Councilor Sam Yoon
Thomas Keady, Vice President, Boston College

Letter 14

CRWA

Charles River Watershed Association

John FitzGerald
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

December 20, 2007

Re: Boston College Institutional Master Plan Notification Form

Dear Mr. FitzGerald:

Charles River Watershed Association (CRWA) has reviewed the Institutional Master Plan Notification Form (IMPNF) submitted by Boston College and offers the following comments to assist the Boston Redevelopment Authority (BRA) and Boston College as the planning process evolves.

We recognize that the BRA's Scoping Determination will set out the requirements of the IMP and the Scope therefore has to be detailed and thorough to truly "provide a basis for evaluating... the impact on the surrounding neighborhoods of the Institution's current and future projects" (Section 80D-3). Also since the Adequacy Determination will be issued based on the Scoping Determination, the Scope for the IMP must ensure that "nothing in the Institutional Master Plan will be injurious to the neighborhood or otherwise detrimental to the public welfare, weighing all the benefits and burdens" (Section 80D-4).

We therefore urge Boston College and the BRA to ensure that the IMP includes an assessment of how the master plan fits into the restoration efforts for the entire Allston Brighton neighborhood. The IMP should contain sufficient detail about the campus plan, including open space, stormwater management, transportation, energy, and utility infrastructure so that the design of each aspect of the campus plan fits within the context of the entire neighborhood. Design of the campus should therefore include consideration of stormwater management at a sub-watershed scale; open space corridor plans; transportation networks; utility plans; and energy planning. 1 2

Infrastructure planning for the new campus - water supply and wastewater generation, stormwater management, energy systems and other aspects related to infrastructure – is particularly important and should not be considered only at the site-specific scale. Every new building project must be evaluated within the larger context of the campus development, and the infrastructure planning, design and development should match the long-term needs of the campus and the neighborhood. Economies of scale are especially relevant, and opportunities should be sought through the planning process to design infrastructure improvements at a large spatial scale and for a long time scale. 3

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The Scope to be issued by the BRA should require Boston College to address how the master plan is promoting environmental restoration at a neighborhood scale rather than simply mitigating the impacts at a project scale. Instead of addressing sustainability as a stand alone section, the Scope should require Boston College to spell out how the approaches and indicators of sustainability will be incorporated in each of the areas that the project will impact: transportation, environmental protection, urban design, historic resources and infrastructure. Specific standards need to be adopted at a campus-wide level for a variety of environmental quality aspects, and metrics must be developed to reflect how impacts are being measured and the approaches being adopted to achieve these standards cumulatively. 4

CRWA's specific recommendations are as follows:

Environmental Protection

The IMPNF does not include a section dedicated to Environmental Protection. The Scope therefore should require the IMP to not only include a detailed impact analysis on various elements such as air quality, water quality, wetland, flooding, geotechnical and groundwater, and wildlife habitat etc., but also focus on how each of the elements are being improved or restored (to approximate pre-development conditions). Given that a major part of the Boston College's main campus was originally wet (consisting of the Lawrence Basin which was filled sometime after 1925) and there continue to be drainage issues stemming from the way the area was developed, a restorative approach is critical to ensure that the drainage problems are not further exacerbated and that past mistakes are remedied to the extent possible. 5

Urban Design

Each and every aspect of the design and planning for the campus, whether it relates to public realm improvements, density or massing considerations, or even the open space framework, should take into account the functioning of the natural landscape and systems that govern it. Accordingly, the interface of land and water, both on the surface and underground, should guide development from improvement of existing conditions to creation of new buildings, streets and open spaces. Wherever possible, re-development should seek to restore the natural hydrology and landscape processes at the sub-watershed level, which will ensure that sustainability can be achieved in the long term. CRWA strongly believes that environmental restoration should be at the heart of the design approach here and detailed analysis and recommendations for it should be included as a part of the IMP. 6

Historic Resources

The Scope issued by the BRA should include an assessment of the impacts that the proposed campus development will have on resource areas such as the Chestnut Hill Reservoir and Chandler's pond. These impacts will include transportation impacts on roads surrounding the resources; pedestrian and vehicular impacts on intersections; pedestrian impacts on the pathways, walkways and bikeways; and active and passive recreational uses in the resource areas. The Scope should also require a plan to mitigate impacts that are identified and a long-term plan to improve and restore the resource areas to the extent possible. The planning and resource conservation documents that have been prepared to date (e.g. DCR's study for the Chestnut Hill Reservoir etc.) can provide excellent guidance on options to mitigate the impacts of increased use. 7

Infrastructure

The IMPNF does not currently include a section dedicated to infrastructure i.e. planning for stormwater, wastewater etc. which needs to be addressed on a system-wide level. The IMP Scope should therefore require an analysis of neighborhood-scale infrastructure, and detail what upgrades, improvements or redesign may be needed to accommodate not only the new buildings in the IMP but the total anticipated campus needs over the coming decade. The infrastructure assessment should include an analysis of opportunities to reduce impacts through conservation measures, alternative infrastructure elements, or innovative technologies. We suggest the following be required in the IMP: 8

1 Water Supply: an institutional water audit; an assessment of options for reducing demand; managing peak demands; finding alternative water supply sources for irrigation and other non-potable water uses; assess the potential for reuse. 9

2 Stormwater Management: assessment of existing stormwater runoff conditions (quality and quantity, for the 2-, 10-, 20- and 100-year storms) for the entire campus; potential stormwater management designs at the new building sites to minimize pollutant loads and runoff volumes from the sites; potential retrofits or larger scale stormwater management approaches to manage stormwater runoff from all of the area covered under the IMP; and identification of opportunities for shared stormwater management projects with potential partners including City of Boston and Newton as well as the Department of Conservation and Recreation. 10

3 Wastewater: assessment of wastewater generation; assessment of existing wastewater infrastructure and opportunities to improve carrying capacity, reduce Inflow and Infiltration (I/I) and reduce loading during potential CSO events; an assessment of the alternatives for wastewater management, including potential construction of small-scale package treatment plants, wastewater greenhouses, and other innovative wastewater management technologies. 11

4 Other infrastructure: energy and transportation infrastructure should be evaluated in the context of the numerous alternative design approaches that may be taken. Low Impact Development (LID), Leadership in Energy and Environmental Design (LEED) and other 'green' approaches may significantly reduce the demands on the energy, water and transportation infrastructure as the new campus develops. 12

Also, since transportation infrastructure and parking have huge impacts on stormwater management, these two aspects of the master plan should be designed in tandem to ensure that the opportunities for integrative planning are maximized to the extent possible, and that there are no unforeseen long term impacts. 13

Campus Sustainability

CRWA commends Boston College for its mission to create a sustainable campus and for formulating specific goals towards fulfilling its mission. However, it is critical that specific standards be adopted as a part of the IMP that would transform these goals into targets for achieving sustainability at various fronts. CRWA recommends the following standards and goals for specifically sustaining water resources on various scales of building, site, sub-watershed and neighborhood: 14

Building-scale standards

- Develop water balance for every building (monthly water use by physical area and use category) 15
- Reduce average water use by 50% 16
- Eliminate rooftop runoff from at least a 1 year storm event by constructing appropriately designed green roofs, capturing and reusing runoff, and/or infiltrating runoff. 17
- Double-plumb buildings to allow for reuse, either under current design or for future campus build-out. 18
- Design water supply systems with zone controls, pressure variability, networked water control systems, automatic shut-offs, etc. 19
- Eliminate once-through cooling 20
- In kitchen and washing facilities, install improved rinsing technologies such as counter current systems, sequential use, flow controls, pressure rinsing, agitated rinsing, etc. 21
- Use water efficient industrial processes for cooling and heating (cooling tower design in particular) 22
- Establish an information and educational program including reporting of monthly water use to department heads, laboratory directors, and facilities managers; installation of public signage; once-per-year doorknob flyers; research projects on water efficiency techniques and technologies; "water awareness days;" etc. 23
- Establish Employee Incentives (award programs; allocate water supplies to each department and review use annually) 24
- Design facilities to allow flexible water supply delivery and reuse opportunities as campus develops 25
- Establish standards for sewer connections by department; identify wastewater that can be eliminated from the sanitary stream 26
- Install flow monitors on sewers; track wastewater flows; identify potential inflow and infiltration (I/I) 27
- Keep all water supply and wastewater lines accessible for future system reconfiguration 28

Site-scale standards

- Design site to mimic natural annual water cycle (~10% of annual rainfall is discharged from site as runoff; ~40% is lost through evapotranspiration; ~50% is recharged to shallow or deep storage) 29
    - Infiltrate flows from impervious cover for up to a 1 year storm 30
    - Reduce total annual runoff volume from the site by 50% over existing conditions 31

- Design site to maximize evapotranspiration (minimum of 20% vegetation cover overall) 32

- Use "green" infrastructure as primary stormwater collection system, emphasizing surface level gravel, soil (including structural soils), and vegetation based treatment and infiltration systems over in-ground proprietary (e.g. Stormceptor) storage/settling devices 33
- Use a treatment train approach with smaller-scale Best Management Practices (BMPs) at multiple locations that are distributed throughout the site to provide for higher reliability of BMPs. 34
- Make green infrastructure design features such as green roofs, treatment wetlands, bioretention areas, and transportation-related stormwater storage and treatment systems a visible part of the site's landscape design. 35
- Integrate stormwater with public open space and street right of way; provide interpretive signage. 36
- Connect water and open space at site to larger water and open space networks at the neighborhood scale. 37
- Groundwater that is displaced from underground structures, including parking structures, should not be discharged to piped infrastructure but should be part of a site-scale or neighborhood scale water management system. 38
- Vegetate site with deep-rooted native and/or drought-tolerant vegetation and if necessary, use only organic fertilizers and pesticides 39
- Use soil amendments (i.e., compost and topsoil) and tilling to improve existing soil structure and infiltration; Consider removing soils with poor infiltration qualities 40
- Use no potable water for irrigation 41
- Pre- and post-development monitoring of both surface and groundwater should be completed on a quarterly basis. 42
- Treat all stormwater discharges to meet water quality standards (Table 1) before water leaves site 43

Table 1: Water Quality Standards

Charles River Water Quality Standards	
E. coli (bacteria)	<126 colonies/100 ml.
temperature	<83 degrees F
pH	Between 6.5 - 8.3
Phosphorus	<0.02mg/l
TSS	<5 mg/l

Sub-watershed or neighborhood scale goals and recommendations

- Identify natural and built hydrologic patterns; manage water with design and treatment that mimics natural systems 44

    - In upper subwatershed areas, use designs and technologies to capture, filter and recharge stormwater at its source, minimizing flow volumes into centralized collection systems and reducing peak flows.

    - In mid-watershed areas, identify opportunities for, storage, daylighting and open channel flows, using drainage patterns along green corridors.

    - At the bottom of subwatershed areas, identify opportunities for water quality treatment, including wetlands and other vegetated practices.

- Design linked green corridors connecting larger patches of open space (the Emerald Necklace model). 45

- Retrofit existing public realm and build new streets as "green" streets to alleviate flooding, improve air and water quality and provide aesthetic and public health benefits. 46

- Provide interpretive signage for various hydrologic features like bio-retention areas, swales, ponds, constructed wetland etc. 47

- Identify areas where recharge is feasible to maximize infiltration in those areas and identify areas for potential off-site mitigation. 48

In sum, the IMP should address all the above subject areas in a comprehensive manner. CRWA appreciates the opportunity to comment on this project through the Article 80 review process and we look forward to working with the BRA and Boston College as the planning moves forward. Please feel free to contact me if you have any questions.

Sincerely,

Pallavi Kalia Mande

Pallavi Kalia Mande
Urban Restoration Specialist

cc: Boston College
Allston Brighton Task Force
Mayors Office of Neighborhood Services
City Councilor Mark Ciommo
Senator Steve Tolman
Representative Kevin Honan
Representative Michael Moran
Brighton Allston Improvements Association
Allston Brighton CDC
Urban Ecology Institute
Boston College- Newton Neighborhood Council
Planning Director, City of Newton

Letter 15

Brighton Allston Improvement Association

Dick Marques
President

Mary McCluskey
Corresponding Secretary

C/0 30 Wallingford Road, #303 Brighton Ma 02135

John Fitzgerald
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, Ma 02201

January 31, 2008

Re: Boston College Institutional Master Plan Notification Form

Dear Mr. Fitzgerald,

The Brighton Allston Improvement Association (BAIA) has completed its review of the Institutional Master Plan Notification Form (IMPNF) submitted by Boston College. Following a meeting convened to discuss and prepare a response to the IMPNF, we adopted the following positions and offer the accompanying comments to assist the Boston Redevelopment Authority (BRA) and Boston College as the planning process proceeds.

For the purpose of clarity we divide this letter into four main sections; housing, athletics, open space, and transportation.

Housing

- All undergraduate students should be housed on campus by 2018.
- There must be no undergraduate dorms situated on the Brighton Campus.
- The proposal to place undergraduate dorms on Commander Shea Field should be reexamined. If need dictates that they must be located there, then any plan should be sensitive to the Reservoir and include a buffer zone.
- The proposed seminarian housing on Foster Street should incorporate the three existing houses on the site rather than demolish them.
- The Master Plan must restrict use of the Foster Street seminarian housing facility to that purpose in writing.
- Boston College's suggestion that it subsidize the financing of homes in the Allston/Brighton neighborhoods for its employees is commendable and should be incorporated into the Master plan.

- Boston College must refrain from purchasing homes in the area and should divest itself of homes it currently owns on Wade Street.

- We appreciate Boston College's proposal to ban undergraduate students from renting in single and two family homes.

All undergraduate students should be housed on campus by 2018. The consumption of residential housing stock by undergraduate students continues to play a role in escalating rents and inflated home prices in Allston-Brighton. In addition, their continuing presence continues to raise quality-of-life concerns for residents resulting in an increasingly transient population. We do acknowledge and applaud the fact that over the past five years Boston College exceeded its commitment to provide 800 additional undergraduate beds by 60. However, a firm commitment to house all undergraduates on campus by 2018 is achievable as part of a $1.6b undertaking.

There must be no undergraduate dorms situated on the Brighton Campus. This has been the consistent position of the Community since the announcement of the sale of the Archdiocese land to Boston College. In a letter to Boston College and copied to the Boston Redevelopment Authority dated 08/25/04, then Chair of the Allston Brighton Boston College Community Task Force Maureen McGrail addressed the issue of future development of the former Archdiocese property. Having expressed the reasons for its position the letter stated that "the Task Force is opposed to the construction of undergraduate dormitories on the former seminary grounds."

We therefore urge the BRA to seek revisions to Boston College's proposed Institutional Master Plan that would locate all its undergraduate students in the traditionally residential sections of the Chestnut Hill campus. 1

To achieve this goal Boston College should preserve Edmonds Hall as dormitories, increase the number of dorms proposed for the "Mods" site, and build higher than proposed within the inner campus.

The proposal to build dorms on the Commander Shea field site should be reexamined. These dorms should only be built if other options within the inner campus cannot sustain the number of dorms required to satisfy a commitment to house all undergraduates on campus by 2018. It is imperative that any proposed development of this site, which sits directly across from the reservoir, preserves the integrity and beauty of the reservoir and should also incorporate a substantial and visually appealing buffer zone. This might be achieved by locating the building closer to the parking garage thereby allowing for a more gradual and visually appealing increase in building height from the reservoir to the stadium. 2

The proposed seminarian housing on Foster Street should incorporate the three existing houses rather than demolish them. These three houses date from the late 1800's and every effort should be made and every possibility examined to incorporate them in the existing plan to provide seminarian housing at this site. Rehabilitation and reuse of similar type structures elsewhere have been successful. 3

The Master Plan must restrict use of the Foster Street seminarian housing to that purpose in writing. This proposed housing for Jesuit seminarians must be maintained and restricted, in writing, to that use far beyond the Master plan's ten year time frame. The master plan must also provide that the Wiltshire Road extension will not be reopened.

Boston College floated the idea of subsidizing or backing the financing of homes in the Allston-Brighton neighborhoods for its employees. With the proviso that only homes that remain owner occupied qualify under such a program, we welcome and commend this suggestion and would like to see it incorporated into the Master plan. We would also seek a commitment that Boston College will not purchase additional homes in the neighborhood. In addition we suggest that Boston College divest itself of homes it acquired on Wade Street by offering them to its employees under its suggested financial incentive program.

An additional proposal by Boston College to ban its undergraduates from renting in single and/or two family homes would also be welcomed with the proviso that any leases in existence be honored. We suggest that such a ban be extended to three-family homes also, but acknowledge that a study of the impact of such a ban on larger units in the area may be warranted.

Athletics

- No baseball stadium on the Brighton Campus.

- Natural turf should be used where possible.

There should be no baseball stadium located on the Brighton Campus. The need for this facility is not justified in the IMP. We appreciate the need to use the Brighton Athletic Fields for a variety of intramural sports and we encourage such use. However, we feel that all spectator and/or revenue generating sports should be located on the Chestnut Hill campus where there is already the parking and roadway infrastructure to accommodate these types of sporting events. The proposed stadium would undoubtedly generate a nuisance from both the noise generated and the lights employed, especially for those residents in close proximity to the site such as those on Lane Park and Glenmont Rd.

Natural Turf should be used where possible. We have not seen or heard any argument that justifies the need to construct three of the four athletic fields proposed for the Brighton Campus using artificial turf. Although there may be a valid need to use a synthetic surface on the multipurpose field located over the Field House, we suggest that that determination be made as part of the scoping process. Environmental concerns such as water drain-off, the possibility of toxic seepage from the artificial turf, the destruction of the natural habitat for wildlife etc. all need to be fully scoped along with a comprehensive environmental impact review.

Open space

- The Brighton Campus should be protected by a substantial no-build buffer zone around the property.

- A conservation restriction should be applied for the long term protection of open spaces.

The Brighton campus should be protected by a substantial no-build buffer zone around the property. This proposal was also presented in writing by the then seated Task Force in its letter dated 08/25/04. Such a buffer zone should be at a minimum 200 feet and should also include that part of the property abutting Commonwealth Avenue. It is important that any development along Commonwealth Avenue compliments its green belt status, and therefore any development along Commonwealth Avenue such as the proposed auditorium should meet the buffer zone requirements.

It must be acknowledged that in the site plan for the Brighton Campus presented by Sasaki Associates, many of the existing natural features of the site are preserved. These include the wooded buffer along Lake Street, the rock ledge on Foster Street, the playing fields at Lake and Kendrick and the orchard. However, while the plan might offer some protection of these resources over the short term, more protection is required over the long term.

A conservation restriction should be applied for the long term protection of open spaces. To underscore its commitment not to develop those areas that are identified in the plan offered by Sasaki Associates, Boston College should apply a ***Conservation Restriction*** to those areas. This concept was successful when negotiated with the EF Language School on Lake Street and that agreement generated tremendous good will within the community toward that institution.

For those areas of the Brighton Campus not identified on the Sasaki plan as either preserved or identified for expansion, we suggest that Boston College adopt the language from the existing zoning (Article 51, "Conservation Protection Sub-Districts") into its Master Plan and protect it with a Conservation Restriction.

Transportation

- There should be an independent review of any traffic study.
- Parking facilities below the proposed auditorium should be considered.

There should be an independent review of any traffic, transportation or parking studies. Such peer review is standard practice in the field of traffic engineering. Because few members of the public and possibly no members of the Boston College Task Force are qualified to evaluate and verify these technical reports, Boston College should provide funding to the Task Force to cover the costs of an independent *review* of these studies. 4

Parking facilities below the proposed auditorium should be considered. If it would be possible to site parking facilities below the auditorium, that would be preferential to building the proposed multi-level stand alone garage currently proposed. If adequate parking can not be placed under the Auditorium site to satisfy the total parking needs, then perhaps some additional parking spaces may be possible at this location.

We wish to comment briefly on a few further points concerning transportation. We have no objection to the re-routing of St. Thomas More Road to link up with the proposed new intersection east of Lake Street. We appreciate the argument for and the advantages of doing so. We do not however wish the existing exit onto Commonwealth Avenue at the Lake Street intersection to be closed off. That would create an unnecessary inconvenience for our residents. 5

We are concerned that the re-routing of St. Thomas More Road along with the provision of the median-break across Commonwealth Avenue to provide access to the link road may result in additional traffic being diverted onto Foster Street. Therefore,as part of the scoping process different methods to prevent this should be presented and justified. 6

Sincerely,

Donal J. Carroll
For Brighton Allston Improvement Association

Letter 16

Chestnut Hill Reservoir Coalition, Inc.
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February 5, 2008

Mr. Gerald Autler
Mr. John M. FitzGerald
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Re. Opposition to Boston College Institutional Master Plan proposal to build dormitories on Shea Field

Dear Messrs. Autler and FitzGerald:

For the past 8+ years, the grassroots Chestnut Hill Reservoir Coalition (CHRC) has been the chief, strongly committed community force advocating for the public use, preservation, restoration, and improvement of the Chestnut Hill Reservation.

We are pleased to submit our comments with respect to the part of the Boston College Master Plan that affects the Chestnut Hill Reservation. These comments are based on direct feedback collected from our members in numerous neighbor-to-neighbor conversations, and in a public meeting that took place on January 14, in which a vote was taken opposing the proposed Shea Field dorms.

Note: For a detailed explanation of the negative impacts that Shea Field dorms would have on the Chestnut Hill Reservoir, please see page 4 of this letter.

Background Information

Shea Field is directly adjacent to the state-owned Chestnut Hill Reservation, and occupies an area that used to comprise the southeastern portion of the Reservoir's Lawrence Basin, acquired by Boston College in 1949 and filled in the early 1950s.

In 1989, the remaining Bradlee Basin along with the adjoining parkland and pumping stations were placed on the National and State Register of Historic Places, and designated a City of Boston Historic Landmark — but long after that, the parkland around the basin remained closed to the public and lacking basic maintenance.

After decades of visible neglect that made the area residents fear for the future of the surviving Bradlee Basin - so close to a dynamic, growth-oriented institution - the Reservoir experienced a reversal of fortune.

Thanks to the efforts of many concerned citizens and elected officials, the Chestnut Hill Reservation is now again a spectacular public open space destination that enriches the City of Boston. Later this year, the park will be the beneficiary of substantial landscape improvements implemented by the Department of Conservation and Recreation.

CHRC was instrumental in the process that led to the reopening of the Reservoir to public use in June 2004. Our members have organized and actively participated in a number of volunteer events, educational programs, and other initiatives designed to benefit the Reservoir — including an extensive DCR-managed Resource Management Planning process that was concluded a year ago.

It should be noted that representatives of Boston College (the very same individuals who have been presenting the current BC Master Plan to the community) also participated in the planning process for the Chestnut Hill Reservation, and they had many opportunities to bring up the issue of She Field dorms and discuss their impact with members of the Reservoir community in any of the numerous Reservoir planning meetings.

BC chose <u>not</u> to inform or consult the Chestnut Hill Reservoir park users regarding its intent to build dorms on Shea Field, though it is obvious that BC knew during the Reservoir Planning process that Shea Field dorms were on BC planners' drafting boards.

Additionally, in recent meetings conducted by the Boston College Task Force, the issue of Shea Field dorms was overshadowed by a plethora of concerns pertaining to the proposed development on the former Archdiocese land.

<u>Importance of protecting the fragile environment of the Chestnut Hill Reservoir</u>

The value of the Chestnut Hill Reservation to the neighborhood and the City of Boston is both immeasurable and self-evident.

In addition to its historic value (being the key element of the Chestnut Hill Waterworks complex, and the first deliberately designed suburban public park in the United States) — and irrespective of its current role as emergency non-drinking water supply — first and foremost the Reservoir is a natural oasis that is essential to public health and the quality of life in the area.

Each year, the picturesque parkland around the basin serves many thousands of people who seek a clean, serene environment to run and walk safely, to contemplate nature, to experience the change of seasons, and generally "recharge their batteries" so they can better cope with stress and competitive pressures in their daily lives.

Year after year, decade after decade, it amounts to millions of local citizens and visitors who seek the peacefulness and undisturbed beauty of nature at this location. It would be impossible to quantify the immense benefit of this parkland to:

- working people of all ages;
- retirees/senior citizens;
- children and their parents;
- nature lovers;
- exercisers (running, bicycling, tai chi, snow-shoeing, cross-country skiing);
- dog walkers;
- sunbathers;
- birdwatchers;
- amateur fishermen;
- patients recuperating from illness;
- artists painting or sketching views;
- et al.

The natural appeal of the Reservoir is all the more precious and amazing in light of the immediate proximity of the hectic urban environment just outside of it. Very near to busy roads, multi-story buildings, and a roaring (at times) football stadium, there is a beautiful but **extremely fragile** environment that includes a plethora of wild plants and captivating creatures.

The Reservoir attracts a wide variety of bird species, which could never be seen in this area otherwise (all of which have been spotted by CHRC members):

- numerous songbirds, including the Red-Eyed Vireo, Northern Oriole, Black-capped Chickadee, American Goldfinch, Northern Cardinal, Northern Mockingbird, Gray Catbird, White-breasted Nuthatch and many types of warblers;
- seagulls and waterfowl -- not only the familiar Canada Goose, Mallard and Mute Swan, but also the Double-crested Cormorant and migratory species such as the Bufflehead, mergansers and coots;
- marsh/wading birds, such as the majestic Great Blue Heron and other herons and egrets;
- birds of prey such as the Red-Tailed Hawk and the American Kestrel;
- and other birds such as the Blue Jay, Robin, and American Crow, the latter of which often roosts in impressive numbers at the Reservoir in wintertime.

Additionally, the Reservoir basin is a home to a variety of turtles, muskrats, and numerous fish species. The natural parkland supports beneficial and interesting insects (butterflies, dragonflies, beetles, bees, ladybugs, grasshoppers, crickets, etc.), small benign snakes, salamanders, and small mammals, including rabbits and chipmunks, all of which delight children raised in an urban environment.

All those living creatures benefit from the presence of large trees and self-seeded naturally growing vegetation that is non-existent on the adjacent BC campus.

All this richness and beauty of natural life still exists, precariously, at the Reservoir -- despite all the development that has sprouted around to date - because the parkland that has survived is somewhat out of the way; parts of it are still secluded, undisturbed by too much pedestrian traffic.

Considering the immediate proximity of a major institution with thousands of students and employees, it is almost miraculous that the Reservoir parkland has not yet tipped toward being overused. (As any park connoisseur knows, a park's ecosystem and soothing character suffer when it becomes overused.)

In order to preserve the Reservoir's historic landscape, and to prevent the park from losing its rural/suburban feel, and then becoming visually just an extension of the abutting institutional campus, Reservoir advocates have steadfastly resisted Boston College's idea that the Reservoir's inner path should become lined with street lights like all walkways on the BC campus.

However, the main reason the Reservoir has been a peaceful oasis is that the current dormitories on BC's Lower Campus (all located north of the MWRA-owned "beer can hill", which functions as a buffer) are just sufficiently far enough from the basin, and separated by a metal fence that impedes access to the park, to have successfully maintained a healthy separation of the park from the campus.

That palpable separation has been enough to discourage needless pedestrian traffic by BC students -- except for those from the BC community who legitimately visit the Reservoir park for passive recreational uses, and as such benefit the park and are welcome by the community.

The impact of Shea Field dorms on the Chestnut Hill Reservoir parkland

Reservoir users and hundreds of residents whose homes overlook the Reservoir are deeply concerned about the impact of 3 dormitories (totaling nearly 500 beds) that BC proposes to build on Shea Field — just a stone's throw from the Reservoir basin.

There have been many instances of serious misbehavior by BC students not only off campus, but also on campus, in and around dorms. Just last May, students intentionally started a fire by burning stacks of books on campus, an incident that seriously injured a Newton firefighter. Outdoor parties and sports-related celebrations (after games by BC teams, Red Sox, Patriots, and the Marathon) often get out of hand.

We must not allow for those things to be happening right next to a public park.

If BC is allowed to build dormitories on Shea Field — which is directly across from the wide-open, easily accessible western gateway to the Reservoir's interior path — the park will find itself being used, and misused, in ways that will damage its peaceful character and fragile ecosystem.

The geography of the area is such that Shea Field dorms will also instantly make the Reservoir pathways the most direct route for hundreds of students traveling to and

from Cleveland Circle drinking and eating establishments — in daylight, but also after dusk when the park is not supposed to be used.

Undergraduate students housed in dorms do not typically have cars, and so they usually walk to the nearest places that can provide them with entertainment for a night of "fun". Except for Cleveland Circle/Beacon Street, there is no other area for "bar hopping" that is within comfortable walking distance from Shea Field. When bars close, students start heading home between 2 and 3 a.m.

Walking from Cleveland Circle and heading for Shea Field, there is nothing that can stop students from entering the Reservoir grounds - in fact, it is the most efficient short-cut.

Young inebriated people traversing through a park with a large body of water late at night is a prescription for disaster.

BC students' safety notwithstanding, the pedestrian traffic generated by Shea Field dorms would be detrimental to:

- All categories of Reservoir users; neighborhood people and other visitors would be running into loud-talking, boisterous groups of students filling the width of the paths and having an intimidating effect on them;
- Residents whose homes overlook the Reservoir (the Waterworks, Commonwealth Ave., and Beacon Street) - these homeowners would hear drunken shouting, screaming and hooting at night;
- Reservoir wildlife that also needs nighttime peacefulness to regulate its circadian rhythms;
- DCR as the steward of the land, and its Reservoir maintenance crew — because cut-through traffic from and to the dorms will increase trash and other problems associated with overused parkland.

DCR has no resources to pick up trash by hand on a regular basis (which is the only way a parkland can be kept clean) — therefore, it is a certainty that beer cans, bottles, fast food debris, and lost articles of clothing would start littering the Reservoir landscape.

Furthermore — and with more harmful consequences — a large park routinely used by young people for non-recreational purposes, just as a pass-through, tends to attract other young people, and with it, underage and public drinking, drug use, and an increased likelihood of random assaults.

Fortifying the police presence would not be the answer to on-going problem (and one that could have been prevented in the first place by not allowing BC to build dorms on Shea Field). Monitoring and making arrests in areas filled with dense vegetation is not easy. Aside from putting added pressure on police resources, a frequent presence of law enforcement at the Reservoir would be detrimental to having a welcoming, relaxing, country-like park.

Shea Field dorms would also substantially increase vehicular traffic along the section of More Drive that comes to just within feet of the basin. This would be happening on

days when hundreds of students move in and out and bring private cars to load and unload their belongings; when students are visited by parents or picked up by off-campus friends; and when BC sanitation and building maintenance crews service a dense residential complex.

Last but not least, students in Shea Field dorms, due to the dorms direct proximity to Alumni Stadium, would be hosting outdoor parties on football game days (and even when the Eagles play elsewhere) -- which would inevitably attract scores of students from other parts of the campus.

Those hordes of partygoers will be easily spilling over into the Reservoir land - to have fun at the edge of the water, or heading for the Cleveland Circle bars - and in the process, scaring away Reservoir wildlife and driving away parkland users.

After years of problems such as those described above, public pressure on Boston College to deal with them may prompt BC to launch efforts to gain control of the Reservoir -- for the sake of their students and to improve the Reservoir's maintenance, they will say.

We all know what happens to natural open space when it falls in the hands of a growth-oriented institution. We cannot afford such an outcome — Allston-Brighton has a grossly inadequate amount of open space as it is.

Recommended solutions

- Boston College should be told by the City of Boston to be a considerate neighbor on all sides of its campus, including Shea Field;
- No dorms should be built on Shea Field;
- Any other type of building(s) that BC may want to build there instead needs to be effectively set back and buffered from the Reservoir/More Drive.
- BC has enough room to house all undergraduates on the Lower Chestnut Hill Campus (on, and near, the Mods site), especially if some beds are also added on the Upper Campus in Newton.
- The Edmonds Hall/Mods/RecPlex area is well buffered both from the Reservoir and people's homes -- and that's where BC should house most of its undergraduate population.
- The entire Mods site should be used for a dense, efficient undergraduate housing complex.
- The BRA should require that BC renovate, not demolish the 790-bed Edmonds Hall.

Unanswered questions

- Why has BC not proposed to build anything on Shea Field until now (the College has owned the parcel since 1949)?

- What are the exact deed restrictions that were put in place for the area now known as Shea Field when the Lawrence Basin was acquired by BC from the Metropolitan District Commission in 1949? 1

- What are BC's intentions with respect to the small historic gatehouse on the edge of Shea Field, at More Drive? 2

- Why is a high water table supposedly a problem with respect to building dense housing on the Mods site, but it is not a problem on Shea Field, and was not a problem when other parts of the former Lawrence Basin were built upon (Edmonds Hall)? 3

- Where is the documentation supporting BC's claim regarding the water table and its impact on BC's ability to build on the Mods site? 4

- Why hasn't BC proposed any permanent buffer zone between new development on Shea Field and More Drive, considering that the development would be highly visible from the Chestnut Hill Reservoir?

- What are the traffic and use implications of Shea Field dorms on the narrow road that separates Shea Field from the MWRA's property? Who owns that road, BC or the MWRA? 5

- Why are BC's/Sasaki's drawings showing densely planted trees along the sidewalk on More Drive, in front of Shea Field — when everyone familiar with that sidewalk knows that it is too narrow to plant trees (they would obstruct pedestrian traffic)? 6

- Why isn't BC proposing to add undergraduate dorms on the Upper Campus in Newton? (some buildings there are only 2 stories high) 7

* * *

In closing, we would like to reiterate that the beautiful public open space of the Chestnut Hill Reservation serves thousands of local residents and visitors, whose interests would be harmed by the presence of dormitories on Shea Field.

We hope that the City of Boston will do everything in its power to protect our neighborhood's greatest public treasure, and that this unique location will be afforded as much careful consideration as would be given to Jamaica Pond, a comparable city park.

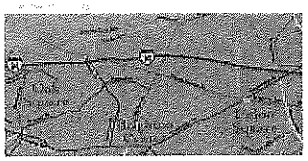
Thank you for your consideration of this important matter.

Sincerely,

Eva M. Webster

Eva M. Webster
Acting President, Chestnut Hill Reservoir Coalition

Letter 17



ALLSTON BRIGHTON
COMMUNITY PLANNING INITIATIVE

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: Boston College IMPNF

Dear Mr. Fitzgerald:

The Allston Brighton Community Planning Initiative has reviewed the Boston College IMPNF dated December 5, 2007 and has provided comments in accordance with Article 80D to be utilized by the BRA in preparing its Scoping Determination in accordance with Section 80D-5. This letter includes a summary of our comments and an attached detailed response in accordance with Section 80D-3; Scope of Institutional Master Plan Review; Content of Institutional Master Plan.

As noted in 80D-1 "the cumulative effects of incremental expansion may be greater than or different from the effects of each project individually. To assess these cumulative impacts and determine appropriate community benefits, Institutional Master Plan Review examines the combined impacts of an Institution's overall development program and affords the public the opportunity for review and comment." In order to properly address the cumulative impacts of a ten year $800 million dollar investment, we have four major recommendations.

First, the BRA should require as part of its Scoping Determination that Boston College analyze the alternative campus plan, the elements of which are identified below, and compare this to the impacts of the plan dated December 5, 2007. This assessment of an alternative plan will allow Boston College and their consultants to address the cumulative impacts of development.

Second, we strongly recommend that the BRA charge Boston College and the Task Force with implementing an "alternatives assessment process" in advance of Boston College submitting their revised Master Plan. The complexity of the issues to be scoped and analyzed and the desire by all parties to establish a consensus plan requires ongoing public input. An "alternatives assessment process" will permit all parties the opportunity to review and build the maximum consensus possible around individual elements of a revised plan in advance of submission of the Master Plan to the BRA.

Third, we suggest that Boston College work with the Task Force and MEPA to initiate a concurrent planning process. Possible MBTA and intersection improvements on Commonwealth Avenue, the impacts on State Historic resources by various proposed developments as detailed in the January 18, 2008 letter by Brona Simon, Executive Director of the Massachusetts Historical Commission, and possible dormitory construction on Shea Field, a former reservoir, may separately or in combination exceed

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thresholds requiring a MEPA sponsored planning process. It would facilitate both the public review as well as Boston College's master planning process to have both the State and City review process take place concurrently.

Fourth, given the complexity of the proposed plan, it is essential that independent peer review consultants be retained where necessary to assist the neighborhood and the City in reviewing specific technical elements of the plan, in particular demographics, transportation, stormwater, wastewater, energy, and playfield resurfacing. We would also count on the support of various City and State Agencies to provide additional technical input on issues of open space, resource and historic protection, adequacy of water and sewer infrastructure, and transportation.

Boston College has, in the past, responded in a meaningful way to clearly stated community concerns, i.e. the traffic and parking management plan for the stadium, the sale of student housing on South Street, and the construction of student dormitories on the Main Campus. We are hopeful that the BRA will acknowledge that the neighborhood is united around the preceding four points, will incorporate our concerns into the Scope of the Boston College Master Plan, and will work with us to ensure that a meaningful planning process follows with Boston College, the City and the neighborhood.

The general framework for the alternative plan summarized below was suggested by numerous community comments in three public meetings held in January to address issues of Transportation and Parking, Housing, and Open Space. A summary of these comments and the outline for this alternative plan is highlighted below.

Housing

The proposed housing plan, contrary to Boston College's stated planning principles set forth on page 5-4 of the Boston College IMPNF, reduces rather than increases the density on the core Campus, separates the academic and residential uses, and undermines the pedestrian environment. A Student Housing Plan as specified in Section 80D-3 (h) that clearly "mitigates the impacts" of student housing needs to be developed according to the following principles. Many of these principles were noted in a letter submitted to Boston College by the Task Force in 2004 calling for <u>all</u> undergraduate students to be housed on the main campus.

- No undergraduate housing is to be located on the Brighton Campus.
- By 2018 Boston College should provide on-campus housing for all its undergraduate students except those studying elsewhere or commuting from family homes in Greater Boston. A sub-set of this analysis would be to assess the impacts of housing 92% of the undergraduates on the Main Campus.
- Edmonds Hall is to be retained or replaced with similar housing on the same site.
- The proposed dorms on Shea Field should be relocated, because of their proximity to important public open space.
- Greater housing density should be provided on the site of the Mods than is proposed.

- The current site of the Rec Plex should be considered for housing.
- Consider the Upper Campus dormitories in Newton, some of the college's oldest dormitories, as appropriate redevelopment sites for new housing.
- Accommodate densities in 5-8 or 9 story buildings.
- Foster Street housing is to be restricted for the long term (substantially beyond ten years) to Jesuit seminarians and faculty as provided in a written contract with the City of Boston.

Open Space

Open spaces, parks, and natural resource Urban Wilds features within the Boston College Campus, along the boulevards such as Commonwealth Avenue and St. Thomas More Road, within designated park areas such as Chestnut Hill Reservoir, the former St. John's Seminary and Foster Street areas define some of the unique qualities and rural density of this neighborhood. The proposed expansion of the Institutional Master Plan boundary has the potential to seriously compromise the underlying zoning protections of Conservation Protection Subdistricts and Open Space Areas (Article 51), Greenbelt Protection Overlay Districts (Article 29) and Open Space Subdistricts (Article 30). Contrary to statements made at these public meetings, it is our understanding that the current protections of the underlying zoning and overlay zoning are still in place. Boston College needs to clarify their understanding of the status of the underlying zoning as well as their desire or lack thereof to retain these existing zoning protections under the proposed Institutional Master Plan designation.

Within the Main Campus and St John Seminary CPS, the proposed housing and facilities plan should be designed around a series of linked active and passive open spaces that foster pedestrian circulation and protect existing open spaces and campus districts. This open space plan should be revised to address six purposes: (1) facilitate pedestrian connections to dorms, campus buildings, and transit, (2) provide active park areas to reinforce a sense of community within and between the residence halls rather than large "quadrangle " passive open spaces, (3) provide for groundwater recharge and stormwater protection, as detailed in the letter from the Charles River Watershed Association, (4) protect natural resource areas, open spaces and boulevards along Foster Street, St. Thomas More Road, Lake Street, Commonwealth Avenue, and Beacon Street, (5) provide setbacks from all roads and Chestnut Hill Reservoir to retain the residential character of the district, and (6) protect and preserve existing, historic trees and plant new trees throughout the campus. 2

Recreation Facilities/Facility Planning

Consider new sites for the Student Union and Rec Plex on the Main Campus including along Commonwealth Avenue. Limit the Brighton Campus to academic buildings and graduate student housing as proposed for Foster Street.

The location and management of the Recreation Fields proposed for the St John Seminary CPS needs further analysis. Shea Stadium, which houses existing recreation

facilities, is an environmentally suitable site that provides a desired buffer with the adjacent residential community. A stadium, as proposed, within the CPS is a high impact subuse and a forbidden use. Alternatives for the location of this facility should be considered. After further analysis, if the proposed St John's Seminary CPS is the best fit, than this use should be subject to a contract with the neighborhood and City detailing seating capacity, lighting, stormwater runoff, hours of operation, enforcement of a no alcohol policy, use of fields by city schools, game day traffic management, etc., in order to fully ensure that student and environmental impacts will be properly managed.

The planning for the St John's Seminary CPS (Brighton Campus) needs substantial additional analysis. The location of the arts center, its impact on historic buildings and landscape, and the lack of parking, strategies to minimize access through the site as a cut-through impacting Foster Street are some of the issues that will need to be addressed.

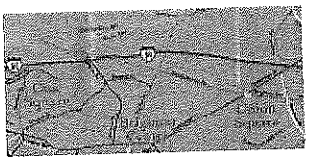
Transportation, Parking, & Bike Circulation

Transportation improvements should be designed to facilitate pedestrian flow, minimize auto use, maximize transit and bicycle use, reduce cut-through traffic flow in the Brighton neighborhood, protect open space areas of the reservoir, the stone walls of Commonwealth Avenue, and ensure that existing public rights of way such as St. Thomas More Road are not privatized. 3

Three transportation project proposals need coordinated study – the MBTA Light Rail Accessibility Project at BC Station, a new intersection east of Lake Street, and the rerouting of St. Thomas More Road – to determine what improvements best achieve these goals. This study should include an analysis of three alternative MBTA station improvements: (1) retain trolley terminus in its current location, (2) propose staggered platforms in order to address above issues, or (3) undertake improvements at both locations. 4

In terms of general transit improvements that are needed to help make the Master Plan viable and sustainable, Boston College should commit to working with the MBTA to improve service on the B Line. This should include undertaking a study of the benefits and impacts of extending the C Line along existing tracks to join the B Line at Chestnut Hill Avenue to increase service on the B Line; contributing to platform upgrades at stops near the campus, particularly the narrow Chestnut Hill Avenue stop; and contributing to technology improvements to facilitate proof of payment on the B Line (card readers, etc.). Finally, Boston College has offered to help with the relocation of the station, both by giving land to widen the Commonwealth Avenue median and by paying some of the cost of the design of the island platform. Boston College should commit to paying some of the costs of other alternatives not already planned by the MBTA and should commit to assisting the MBTA with configuring the terminal yard so that it can store multiple three-car train sets to help improve service. 5

To foster the use of bicycle transportation, Boston College should work with Boston and Newton to help plan, fund, and design bicycle accommodations running from the MBTA 6



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C and D lines to the campus as well as for Lake Street and Commonwealth Avenue. Transportation policies and projects should promote meaningful mode shifts away from single-occupancy-vehicles (SOVs) and provide significant incentives and facilities to encourage cycling and transit use.

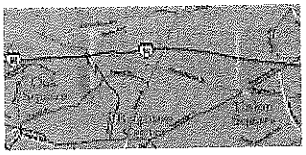
The output of the current Master Plan process should be more than an assessment of individual projects that meet the needs of Boston College. The BRA should recommend that the proposed Scope of Work for the Boston College Master Plan highlight an assessment of the suggested alternative including the detailed comments noted in the Appendix. In this manner, the Master Plan could serve as a blueprint that knits together the needs of Boston College and the community for safe family residential neighborhoods, a high quality academic setting that fosters study, research, and student life, an efficient system of public transportation and circulation, open spaces and historic resources that provide for a shared quality of life, and a vital private sector that pays the taxes to support the municipal services needed by Boston College.

Lastly, we are hopeful that you will share the BRA's Draft Scope for the Institutional Master Plan with the Task Force in addition to Boston College. Given that the Suffolk University Task Force was able to provide additional comments on the draft Scope, we see no reason why the same opportunity should not also be afforded the BC Task Force

We look forward to working with you and representatives of Boston College during the preparing of the Master Plan.

Sincerely,

Tim McHale, David G. Evans, Charlie Vasiliades
Co-Chairs



ALLSTON BRIGHTON
COMMUNITY PLANNING INITIATIVE

Appendix

The following comments have been prepared in accordance with Section 80D-3, Scope of Institutional Master Plan Review: Content of Institutional Master Plan.

1. Mission and Objectives: No comment.

2. Existing Property and Uses: Sufficient.

3. Needs of the Institution

   (i) Academic: The Master Plan should detail to the extent possible the academic programs and facilities that will be located/relocated on the Brighton campus. Which departments would be moved, how many staff, and how will these moves relate to the renovation of historic structures? 7

   Fine Arts: The space program, building massing, height, and projected activities, especially those being contemplated to attract visitors and alumni, need to be described. What would be the capacity of the auditorium, the parking requirements, and hours of operation? What limitations, if any, will Boston College place on the events it intends to hold? Will commercial events (comparable to those held at Boston University's Agganis Arena) be permitted? 8

   (ii) Research: No comment.

   (iii) Housing: Student Housing Plan

   The proposed Housing Plan is only a limited start at responding to student and faculty housing needs in a manner which concurrently addresses community concerns. Three positive recommendations are to be highlighted. 9

   a. Provision for increasing from 85% to 92% the percentage of undergraduate students (650 additional undergraduate beds). We would like to have Boston College test the impact in terms of land use of providing for an additional 650 students, i.e. housing 100% of the undergraduate students on the Main Campus.
   b. Establishment of a mortgage assistance program for faculty members willing to live in the neighborhood as homeowners. We would like to see the details of this program developed in the Scope. We would also like to see this mortgage assistance extended as a community benefit to prospective Allston Brighton resident homeowners interested in remaining in the community. 10
   c. Retention of Student Behavior staff person as a full time position. 11

By contrast, the proposed restriction of students from one and two family homes does not appear to address the underlying problems—the inadequate number of on campus beds and the inability of Boston College to manage student behavior. We fear the proposed program would move students from one neighborhood to another without really solving the negative impacts of students living in the neighborhoods.

The proposed location and phasing of the dormitories is the subject of extensive comments at the Public Meetings. In 2004 the Task Force sent Boston College a letter outlining three critical positions regarding student housing: (1) Housing all undergraduate students on the Main Campus, (2) no undergraduate dorms on the former Seminary Grounds, and (3) replacement of the "temporary" suburban style mods with higher density, village style dorms.

We again request that Boston College test the impact of the alternatives we have identified by undertaking appropriate site accommodation and massing studies. We also recommend that the BRA foster an ongoing planning process whereby these massing studies be considered for comments by the community prior to the completion of the Draft Institutional Master Plan.

(iv) Parking

More parking means more cars and traffic. Boston College should prepare a detailed parking policy, the goal of which is to reduce driving to campus. See Item 6, Transportation and Parking, for further analysis. 12

4. Proposed Future Projects

We note in Article 2, Definition, Boston Zoning Code, that a College or University subuse is a "High Impact Subuse" if it is a dormitory, student housing, athletic facility, facility of public assembly, or parking facility. These uses will be subject to Article 80, Large Project Review. Furthermore, many of the uses violate the underlying zoning, Article 51, Allston Brighton. For example, a Stadium and a Dormitory are forbidden uses in a Conservation Protection Subdistrict (St. John's Seminary).

Furthermore, the Seminary property is zoned a Conservation Protection Subdistrict and much of the main campus bordering St. Thomas More Road is zoned Parkland Open Space. For purposes of evaluating the Institutional Master Plan according to the standards established in Section 80D-4, "conforms to the General Plan for the City as a whole", it would appear that Article 51 as well as Article 29 (Greenbelt Protection Overlay District) and Article 30 (Open Space Sub Districts) are the only relevant references to a Master Plan. The BRA should clarify what stand of "conformity" they will apply in a review of the Institutional Master Plan.

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We would like a complete analysis of the proposed plans in terms of the current underlying zoning. Having provided this information, we would then like to know how the proposed Institutional Master Plan Overlay will incorporate the requirements of the underlying zoning districts.

5. Environmental Protection/Campus Sustainability

Air quality
Water Utilization
Stormwater Management
Wastewater
Flood Hazard/Wetlands
Energy utilization
Water and sewer infrastructure

The Charles River Watershed Association has provided extensive comments relating to campus sustainability in a letter dated December 20, 2007. These concerns are also addressed by the Ten Sustainable Development Principles promoted by the Commonwealth of Massachusetts as the guidelines for future development. These points are far more comprehensive than those identified by Boston College in Chapter 7, Campus Sustainability, of the IMPNF. We would expect that given this focus by the City and State, Boston College will address these broader concerns as part of their campus planning.

6. Institutional Transportation and Parking Management and Mitigation Plan

The relocation of St. Thomas More Road is presented in the IMPNF as an opportunity to "improve traffic flow at Lake Street and Commonwealth Avenue" and to allow full access to the Brighton Campus. Providing a new entrance off Commonwealth Avenue will significantly reduce traffic using Lake or Foster streets to access the Brighton Campus. However, relocating St. Thomas More Road and rerouting all Lake Street traffic is a major change that must be carefully studied. We are also concerned that this might be a first step in privatizing the use of this road.

- In addition to the three alternatives identified for study in the IMPNF, the IMP should discuss ways to improve the Lake Street/Commonwealth Avenue intersection independent of relocating St. Thomas More Road and independent of relocating the MBTA station. 14
- The analysis of all alternatives should include LOS for pedestrians and vehicles. 15
- Estimate the current and future travel time for Lake Street drivers with proposed relocation of St. Thomas More Road as described in the IMPNF. 16
- Commit to making the design and operation of the new spine road on the Brighton Campus such that it cannot be used as a cut-through route. 17
- Explain why the Lake Street/Commonwealth Avenue intersection LOS is so different from 2000 Master Plan projections. 18
- Consider impact of jaywalkers on LOS. 19
- Identify the percent of pedestrian trips crossing Commonwealth Avenue that will use proposed skywalk versus those who will cross at grade. 20
- The analysis must include the impact of Green Line operations on LOS. 21

Foster Street

- Define a "secondary" entrance (# and % of daily vehicle trips). 22
- Study alternatives for Foster Street entrance and identify the number of trips and impacts. 23
  - Closed
  - Partial closure
  - Open with no restrictions
- Define and commit to restrictions on secondary entrances. 24

Bicycles

The Master Plan should describe in detail the existing and proposed bicycle facilities and policies at Boston College including in-building storage, outdoor bike racks, share the road signs, mapped cycling routes, promotional materials. Boston College should commit to promoting bicycle use among its students, staff, and faculty and should use the Master Plan process to commit to a greater emphasis on cycling among the college community. One specific action Boston College should commit to is striping for bike lanes on Beacon Street to connect the new Brookline bike lanes with the bike lanes planned for Beacon Street by Newton. Working with Boston and Newton, the college could also assist on plans to improve bicycle access from the MBTA C and D lines to the campus as well as for Lake Street and Commonwealth Avenue. 25

Parking

Parking uses land that could be better used for open space or buildings. Boston College must commit to a balance between providing enough parking to control unauthorized parking in adjacent neighborhoods and limiting parking to reduce automobile trips and the congestion and pollution they create. Therefore, a rigorous examination of options for reducing the auto mode share and parking demand should be explored. In addition, more information should be supplied about the management and operations of the existing and proposed parking facilities.

- Define who will park in the proposed 500-car garage on the Brighton Campus. 26
- Define the hours, lighting, and noise controls for the proposed 500-car garage. 27
- Boston College must commit to adding its students to the list of people ineligible for Resident Parking permits at the Boston Transportation Department. 28
- Boston College should document the estimated parking demand for a variety of activities that attract outside users or guests. Parking demand should be broken down by use (soccer, baseball, hockey, football, art exhibit opening, lecture, rally, etc.). The Master Plan must address parking demand for several special events taking place simultaneously, such as a sports event on the proposed Brighton Campus fields and an event at the Fine Arts District. 29
- Quantify the peak utilization of parking on the Brighton Campus in its "heyday" and current parking utilization.
- Boston College should survey on-street parking situation as was done in the 2000 Master Plan to determine who is parking on the streets around the campus. 30

- The Master Plan should specify Boston College parking policies: Who will be eligible to park in on-campus lots and garages, carpool incentives, the cost to park; and what disincentives will be used to discourage students in particular from having cars on campus. These disincentives could range from price-based disincentives to admonishments in the student handbook that students don't need to have cars on campus due to the abundance of alternatives.

MBTA station

The potential relocation of the MBTA's Boston College station from its present location to the median of Commonwealth Avenue is a major change, the impacts of which must be carefully examined. The MBTA's light rail accessibility program for providing an accessible station will require changes to the current station. However, the MBTA is open to a number of solutions, including renovating the existing station, and they all should be presented in the IMP, not just the solution preferred by Boston College.

- Study and present how all alternatives for a new MBTA station would impact traffic, pedestrian flows and safety, visual quality of the block, parking, and access to the Brighton Campus. Alternatives should include, but not be restricted to:
  - Island platform
  - Staggered platforms
  - Outbound platform in median of Commonwealth Avenue with inbound platform at existing station
  - All boarding and alighting at existing station
- Demonstrate that the proposed at-grade pedestrian crossing at the new intersection will be safe and convenient.

Mode Share Goals

Boston College should commit to a significant reduction in auto mode share. Boston College's current 2006 drive-alone trip reduction goal as mandated by DEP is 7,224. The 2007 Rideshare Program Update Report indicates that Boston College has shifted only 740 trips from drive-alone to alternatives. The 2006 DEP Rideshare report identifies that the mode share by transit, bike, and walk is only about 20% for faculty and staff and about 84% for commuting students. However, these data show only part of the story as the Rideshare report focuses only on the full-time commuters and does not deal with part-time students, faculty, staff and non-commute trips. Boston College should survey all of its students, faculty, and staff to get a complete and accurate picture of automobile use by the Boston College community.

Transportation Demand Management program

Boston College's partnership with Zipcar and providing students with a discounted membership rate is a first-rate move to control cars on campus. However, the existing Transportation Demand Management program needs significant improvement.

- Both the MBTA Monthly pass and Semester Pass for students should be subsidized. The 11% discount on the Semester Pass—earned through the advance purchase through the MBTA—should be supplemented with a subsidy from the University. Faculty and staff passes should similarly be subsidized to the extent possible. 32
- Boston College should promote GoLoco, the on-line "ride board" to promote more spontaneous ride sharing than is available through MassRIDES. 33
- Commit to immediately equipping all shuttle buses with bike racks. 34
- Provide additional incentives for those carpooling or cycling to campus, such as preferential or discounted parking, discounts on lockers in the Rec Plex, etc. 35
- Other programs and incentives to reduce the number of cars on the campus.

7. Pedestrian Circulation Guidelines and Objectives

The Boston College IMPNF has not identified Pedestrian Circulation as a topic to be highlighted with design guidelines and objectives. One of the unique features of the current plan is its organization into a pedestrian accessible campus of academic, residential living, and recreation facilities; it is imperative that these principles be built into the proposed addition to the Brighton Campus.

In particular the community would like to see Boston College formally state that the Main Campus will be ringed by public roads including St. Thomas More Road with an internal system of pedestrian circulation connecting to major destinations and that the Brighton Campus will have a pedestrian orientation and not be bisected by a public cut-through road.

8. Urban Design Guidelines and Objectives and Historic Resources

The plan does not discuss the provision of urban design guidelines for the Main Campus or for the historic Brighton Campus and it does not discuss the impact of the plan on historic structures as required under Section 80D-3 (8).

Is it correct to assume that Boston College proposes to incorporate at a minimum the St. John's Seminary Conservation Protection Subdistrict (CPS), the Foster Street Hill CPS and the Foster Street Rock CPS into an Institutional Master Plan District without also incorporating any of the specific limitations in height (35'), FAR (.5), setbacks (50'), and resource protections? Are the Foster Street homes not protected under Article 51? What about the protections of the Greenbelt Protection Overlay district (Article 29) and the Open Space Subdistricts (Article 31) on proposed uses on the Main Campus and the Brighton Campus? The impact of these regulations should be noted under Article 80 as many of the proposed uses are "high impact" uses.

In addition, the Massachusetts Historical Commission has presented the BRA with extensive comments on the Massachusetts historic resources in the community that have

not been identified and addressed. These State historic resources include Commonwealth Avenue, the Lake Street-Chandler's Pond Area, Foster Street, the chancery at St. John's Seminary, and Evergreen Cemetery. These resources need to be identified in the plan and the impacts assessed.

It is imperative that the existing special dimensional requirements and supplemental design guidelines be advanced for these resource areas and that the State historic resources be taken into account in Boston College's site planning. We are requesting that the BRA require Boston College to undertake the preparation of design guidelines which will reinforce these underlying zoning protections.

9. Job Training Analysis: This topic is a City priority and should be addressed in the Master Plan. 36

10. Community Benefits Plan

The most substantial community benefit would be for Boston College to revise its Master Plan in a manner that addresses the community's concerns. Having achieved this goal and in recognition of the benefits listed by Boston College in the IMPNF, the community is recommending two additional benefits:

(1) Boston College should set aside 25% of the assistance provided in the proposed Homeowner Mortgage Assistance Program for City residents. 37

(2) Boston College should provide dedicated conservation easements on the key natural resource areas and along the key buffer zones. 38

Letter 18

2 February 2008

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald:

The Hobart Park Neighborhood Association, a community group formed in 1994, advances the following recommendations concerning Boston College's proposed Master Plan. We urge considerable revision in the IMPNF in order to better serve the Brighton community.

We have divided our comments into the following sections: Housing, Athletic Fields and Facilities, Transportation and Parking, and Open Space/Academic Uses.

We urge that the BRA's scoping of the IMPNF achieve the following objectives:

Housing

1. Boston College should house all of its undergraduate students on-campus by 2018, excluding those who commute from their family homes in the greater Boston area or those who are studying at other institutions; 1
2. No undergraduate dorms should be built on the former seminary grounds given the proximity of these proposed dorms to residential neighborhoods; 2
3. Edmonds Hall should be renovated not demolished, thus, preserving 790 undergraduate beds. The BRA should evaluate other locations for the new recreation center proposed for the Edmonds Hall site; 3
4. New undergraduate dorms of six to eight stories should be built rather than Boston College's proposal to build four story residence halls. Dorms of this size would house additional students, preserve open space on-campus, and correspond to the height of recent dormitories built on-campus. 4
5. Multiple appropriate locations exist for the construction on new dormitories including the "mods" site, the More Hall site, and the site of the current Rec Plex given the college's proposal to build a new recreation center. 5
6. If dormitories or other campus buildings are constructed on Shea Field care should be taken to preserve the Chestnut Hill Reservoir as a community resource. 6

Athletic Fields and Facilities

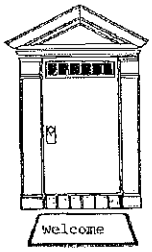
We thank you for your attention to our concerns. We hope that the BRA and Boston College will be responsive to community concerns that have focused on the college's expansion and on its proposed master plan.

Sincerely,

Ellen M. McCrave
Secretary, HPNA

Loretta Magee
Events Chair, HPNA

Letter 19



ABERDEEN - BRIGHTON RESIDENTS ASSOCIATION, INC.

ABRA

E-mail: Aberdeen.Residents@comcast.net

February 5, 2008

Mr. John M. FitzGerald
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Re.: Boston College Institutional Master Plan

Dear Mr. FitzGerald:

As a board member of this neighborhood group, I have been attending recent Boston College Task Force meetings to assess likely impacts of Boston College's anticipated development on our neighborhood. ABRA's primary mission is to advocate on issues related to the quality of life for permanent residents, and my comments in this letter reflect that perspective.

Our densely populated neighborhood, Aberdeen and vicinity, is within walking distance to Boston College. It includes the Commonwealth Avenue corridor, Cleveland Circle, and dozens of streets whose residents are acutely familiar with problems generated by BC student rentals. I can say with certainty that the number one issue for our neighborhood is for *Boston College to house 100% of its undergraduate students in on-campus dormitories.* 1

I would also like to state unequivocally that area residents do not support a policy preventing BC students from renting in 1 and 2-family houses (even if 3-family houses were also included), as was proposed by Boston College representatives in a recent BC Task Force meeting. This is an exceedingly poor solution to the problems posed by absentee landlords and unsupervised undergraduates.

For as long as BC undergraduates must live in the neighborhood, this ill-conceived policy would unfairly shift the burden of student rentals solely to our part of Brighton. No one section of Brighton should be singled out to carry such a heavy burden. Until BC finally houses all of its undergraduates, BC renters need to be distributed throughout the entire area to dilute their impact. Concentrating them in one "student ghetto" would decimate homeowners on streets zoned as "multi-family", and cause the flight of long-term renters as well.

Other important issues for residents in our area include making sure that our cherished public open space, the Chestnut Hill Reservoir as well as the historic streetscape and functionality of Commonwealth Avenue, remain accessible to the public and undisturbed by large-scale development.

Consequently, we ask that the BRA require Boston College to do the following:

- House all undergraduates in the traditionally residential part of the Chestnut Hill Campus; 2
- Retain and renovate Edmonds Hall (it is an ideal location for a large dorm); 3
- Do not use Shea Field for undergraduate dormitories. Require that any Shea Field structures be administrative (faculty & staff offices for example), low-rise, and well screened from the Reservoir, with a large setback from More Drive. 4
- Retain the historic stone wall and mature trees along Commonwealth Avenue; 5
- Do not put a T stop on Commonwealth Avenue (widening the avenue to allow for that would lead to the loss of the wall and trees; T platforms in the middle of the avenue would interfere with the efficiency of vehicular and pedestrian traffic). 6
- Do not reroute More Drive as this would complicate More Drive-Lake Street traffic, and lead to even greater congestion on Commonwealth Avenue and adjacent streets. 7

We look forward to the time when coping with the impacts of student rentals will no longer affect our life in Boston. In recent years, Mayor Menino and the BRA have been successful in persuading local colleges to build dormitories, and we strongly support a continuation of this trend.

Thank you for your consideration of these comments.

Sincerely,

Sharon Cayley

Sharon Cayley
Secretary, Aberdeen-Brighton Residents Association
137 Chiswick Road
Brighton, MA 02135

Letter 20

Mr. John FitzGerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear John:

Following are comments, questions and concerns from the Radnor Neighborhood Association with regard to the BC IMPNF.

The Radnor Neighborhood Association comprises and represents residents in the neighborhood surrounding Radnor Road, in Brighton, MA.

Our mission is to work for a safe, quiet, and clean neighborhood environment; to help residents work together to improve quality of life; and to address neighborhood concerns through connections with local political leaders, college administrators, and city services personnel.

We appreciate your attention to our concerns and look forward to the results of the scoping determination.

Sincerely yours,

Sister Patricia Johnson, SND
Chair, Radnor Neighborhood Association
February 3, 2008

ATHLETIC FIELDS

Boston College is proposing two lighted stadia and two lighted playing fields be located on the Brighton Campus.

Position

Until BC can assuage the following concerns, the position of the RNA is that we are in favor of locating all playing fields and stadia on the main campus in Chestnut Hill.

We have the following questions relating to this proposal:

Baseball Stadium

1. What are the dates of the baseball season? 1
2. How many games will be scheduled during the playing season? 2
3. How many baseball games will be scheduled during the day and how many at night? 3
4. How often and at what times will the stadium be used for practice or for intramural games? 4
5. What is the height of the stadium? 5
6. How many people now attend baseball games? 6

Softball Stadium

1. How many games will be scheduled during the playing season? 7
2. How often, and at what times, will the softball stadium be used for practice or for intramural games? 8
3. What is the height of the stadium? 9
4. How many people now attend softball games? 10

Playing Fields

1. What is the elevation of the Multi-Purpose Field 2 in relation to the houses on Lane Park and Anselm Terrace and how will it affect the houses located on these streets in terms of noise? 11
2. Are there any plans to expand the intramural program? 12
3. How often will the two fields be used for intramural activities and during what hours? 13
4. At what time will lights on the playing fields be turned off? 14

General

1. Due to the impact on neighboring homes, including those with small children, we do not support lighting any of the playing fields.
2. Other than the natural noise barriers, what steps will BC take to limit the impact of noise from all uses, including the PA system, by creating buffer zones and other effective mitigation? 15

We expect BC to conduct the following studies:

- Impact of noise on neighborhood
- Impact of lighting on neighboring houses
- Vehicular traffic, foot traffic and parking impact on neighborhood
- Environmental impact of artificial turf vs. maintenance of natural turf
- Impact of height of stadia on neighboring streets

HOUSING

Boston College proposes to house 500 undergraduate students on the Brighton Campus and to increase the total number of students housed on campus by about 600.

Position

Until BC can assuage the following concerns, the position of the RNA is that we support locating all undergraduate residences on the main campus in Chestnut Hill and housing 100% of undergraduates on campus.

Until BC does house 100% of their undergraduate students on campus, we support their proposal to restrict students from living in one and two-family houses in Allston, Brighton and Newton. We strongly endorse the inclusion of three-family houses in that proposal.

Until BC houses all students on campus, we require confirmation that they will continue the enforcement and the judicial consequences that they put in place in the Fall of 2007.

We also support BC beginning the employee mortgage assistance program immediately.

We also request Boston College:

- Create dormitories at least six stories in height on the main campus, thereby eliminating the need for housing undergraduates on the Brighton Campus.
- Redevelop the Mods site to provide housing for additional, not decreased, numbers of students.
- Retain the Edmunds Hall site as a dormitory site.

We have the following questions relating to this proposal:

1. Can the structures proposed for Shea Field be reconfigured so that the building closest to More Drive is moved further away from the Reservoir, with a natural barrier separating it from the Reservoir? 16
2. Can BC assure that the proposed dormitories on Shea Field have no negative effect on the Reservoir? 17
3. How does BC propose to minimize the impact of trash on the Reservoir from the proposed residence halls on Shea Field? 18
4. Does BC plan to continue buying houses in the neighborhood? 19

TRAFFIC AND TRANSPORTATION

Boston College is proposing to build a parking garage on the Brighton Campus, reroute a portion of St. Thomas More Drive, relocate the spine road on the Brighton Campus, and create a new MBTA stop on Commonwealth Avenue.

Position

It is the position of the RNA that we are greatly concerned about additional traffic and the effect of construction on the entire neighborhood.

We have the following questions relating to this proposal:

Traffic

1. Does BC have a traffic control plan for athletic events comparable to their plan regarding football games (parking and traffic flow)? 20
2. How will Foster Street and Lake Street be affected by increased traffic? 21
3. Will the flow of traffic in and out of the Brighton Campus be controlled by the BC Campus Police? 22
4. When there is more than one special event planned for the same time, where will cars be parked when the capacity of the garage is exceeded? 23

Brighton Campus Parking Garage

1. Who will have access to the Brighton Campus garage? 24
2. What will its hours of operation be? 25
3. If nighttime use is contemplated, what outside lighting is planned? 26
4. At what times will lights be turned off? 27

Construction Issues

1. What will be done to minimize the impact of construction traffic on the neighborhood? 28
2. What hours and days will the construction take place? 29
3. Will parking provisions be made on BC property for construction workers? 30
4. What route will be planned for the travel of heavy construction vehicles? 31

We expect BC to conduct the following studies:

- Impact of increased traffic
- Impact of construction traffic
- Impact of event traffic (single vs. multiple events; athletic and arts complex)
- Impact of pedestrian traffic at Commonwealth Avenue/Lake Street intersection and proposed spine road crossing of Commonwealth Avenue
- Effect on the rock walls and outcropping on Commonwealth Avenue as a result of widening the street to accommodate a new MBTA station
- Impact of air pollution resulting from additional cars, including both routine and event use

OPEN SPACE/ACADEMIA

Position

RNA members are greatly concerned with the proposed environmentally insensitive use of open space on the north side of the Brighton Campus.

We support a buffer zone of at least 200 feet between any abutters and any development on the Brighton Campus.

We are concerned about the encroachment of buildings into the reservoir area and do not support the placement of an undergraduate dormitory directly adjacent to the Chestnut Hill Reservoir.

We are concerned about the probable destruction of the stone walls lining Commonwealth Avenue.

We want assurance that the Foster Street Rock will be preserved in perpetuity.

In light of the limited open space throughout Allston Brighton and the significance of the former Archdiocese property as part of that limited space, we strongly support as much open space as possible be preserved with a conservation easement.

We have the following questions regarding open space:

1. Can BC assure the community that the open space on the corner of Lake Street and the orchard on the Brighton Campus be preserved beyond 10 years? 32
2. What will be the buffer zone between Lane Park and the proposed baseball stadium? 33
3. What will be the buffer zone between Anselm Terrace and Glenmont Street and the proposed fields? 34
4. Can the buildings on Shea Field be placed closer to the football stadium to preserve open space? 35
5. Which areas in and around the fields will continue to be open to the public to walk on? 36

We have the following questions regarding academic buildings:

1. The proposed art complex includes an auditorium of 1200 seats. What will it be used for? 37
2. During what hours will it be used? 38

We expect BC to conduct the following study:

Impact of construction of Brighton Campus on Chandler Pond and the water table in general

ENVIRONMENTAL IMPACT STATEMENT

Construction on the Brighton Campus is certain to have some effect on ground water and surface water flow from the Reservoir to Chandler Pond. Some of our concerns include: pollution from artificial turf, interference with flow of ground water, the effect of light pollution and effect of noise pollution. We are especially concerned that ground water issues are not being addressed.

We expect BC to conduct the following study:
An environmental impact study on groundwater and surface runoff

Letter 21

From: Dr. Yechezkal Gutfreund
Representing the Portina Road Community of Brighton, MA

To: John Fitzgerald
Boston College IMP Project Manager
Boston Redevelopment Authority
617-918-4267
John.Fitzgerald.bra@cityofboston.gov

Dear Mr. Fitzgerald:

The residents of the Portina Road area (including Chiswick, Embassy, Wiltshire, and Colwell) have developed a unique family oriented pocket of housing in the middle of Boston. We have been able to do this due to the relative isolation and large buffers between our community and the surrounding areas. It is an area where upwards of 50 to 100 children can be found playing outside on sunny days and mothers feel safe to supervise as they freely cross the streets.

The proposed expansion of Boston College presents a direct threat to our community. We can speak from authority about this, since we already suffer from spillover BC students during football games and nearby student rental apartments. Additionally we have families that fled from nearby Greycliff road, to testify how completely incompatible nearby student residences are to family housing.

We urge the BRA to inject intelligent zoning and planning into the BC expansion process. Basically, the first principle of zoning is that you keep large buffer regions between regions of family housing with large numbers of children and institutional uses that are incompatible.

We suggest the following changes to the plan:

1. Keep all undergraduate student housing for BC on the Chestnut Hill Campus. I.e. no undergraduate housing on the Brighton Campus. This makes more sense for the students as well, as it decreases the sprawl and walking times to classes. Boston University has no problem with taller dormitories, and we see no reason to assume that Boston College students are somehow of a different species that needs a different form of housing. 1

2. All spectator sports facilities should be kept on the Chestnut Hill Campus. That is where there is already existing parking and road infrastructure to deal with sports facilities. This would include the proposed baseball stadium. We already get loud sounds from the Football stadium in the early evening which disturbs children's early bedtime. 2

3. Utilize the Brighton Campus as a green ring for the BC campus. We have no problem with it being used for parking, admin services (such as computer support 3

now at S. Clements hall), and intramural sports (baseball, soccer, tennis, golf, etc.). Participatory sports use is far less difficult to live with than spectator sports.

4. Locate the Weston Seminary dormitories adjacent to the current S. John's Seminary. Do not place them on the Foster Conservation District behind Portina Road. This is really the most rational intelligent place for them. It minimizes the walk time to classes at S. John's for the seminarians. 4

5. The head of the Weston seminary stated in a public meeting in December "Our seminarians also do not want to live next to the undergraduate dormitories. That is why we want to locate them on the Foster Conservation District". Well, if sports facilities and undergraduate students are noxious neighbors for unmarried seminarians, then *how* much more so, they are the wrong neighbors for married families with children

While superficially the placement the Weston Seminary dormitories behind Portina road might seem innocuous – in reality it is a very poor choice. All proposed solutions are poor.

1. Currently the thick forest acts as a barrier to parties of drunken late-night partying students from walking through our neighborhood. By placing the seminary dorms there, it would make it easy for pedestrians to walk through this area to reach our streets. The only "fix" would be a large fence that would block both the Wiltshire pedestrian path as well as the seminary dormitories. We would have to demand such an impenetrable fence if the Weston dormitories are built. 5

2. The BRA would have to include into the 50-100 year plan an airtight clause that absolutely forbid BC from housing students (undergrad or graduate) in the seminary dormitories. As well as from renting or selling it to any third parties 6

3. Boston College has offered to ban any student rental in the one & two family houses in our community (undergrad or graduate). This seems to be a positive step. But we doubt it is legal. Furthermore, it is only a policy of BC, and can be changed at any time. We would want this written into the zoning ordinance, but again, it is hard to see how this can be done. The best solution is large buffer zones between BC and our neighborhood that makes renting in our community not attractive.

4. The BRA would have to add to the plan and zoning that the Foster Rock area could never be developed and would be fenced in to prohibit late-night beer parties on Foster Rock. 7

5. Boston College has offered to pay for additional police officers to deal with "town/gown" issues such as student off-campus parties. While this sounds positive, in truth, it is very ineffective, and more likely to inflame issues than solve anything. The evidence is the recent window smashing (by throwing a garbage can) through Brenda Pizzo's window and the online threats against Michael Pahre and Eva Webster. How can residents complain to the police, when

we have already seen that the response from students is one of intimidation as well as violence to person and property? Again, the best solution is not active barriers such as police, but distance and passive barriers between the family communities and Boston College.

We trust that you will see the wisdom in our suggestions, and will exercise your legal responsibility to protect the residents of Boston. As well as to exert pressure on Boston College to produce a plan that will lead to a more wise, sane, and compact campus which will truly serve Boston College better than the proposed IMP which sprawls the campus over a wide area.

Sincerely,

Yechezkal Gutfreund for the Portina Road Association

Letter 22

William F. Galvin
46 Lake Street
Brighton, Massachusetts 02135

February 5, 2008

John F. Palmieri
Director
Boston Redevelopment Authority
One City Hall Plaza, 9th Floor
Boston, MA 02201

Re: Boston College Institutional Master Plan Notification Form

Dear Mr. Palmieri,

I write to offer comments on the above captioned filing and to formally request that your agency engage in a thorough review of these proposals which in my opinion present a great threat to the existing residential neighborhood.

I write as a private citizen who has been a homeowner on Lake Street for over 25 years and as such, I have personally experienced the effect of the encroaching presence of Boston College.

This new proposal marks a dramatic incursion into the existing residential community and has the potential to destroy the quality of life of the non-transient residents.

Your agency must evaluate this proposal not just as an amendment or natural progression of existing use, but rather what it truly is – a dramatic change of use of the property which would thrust intensive collegiate uses into the middle of a surrounding residential area. This proposal does not further the co-existence of the residential neighborhoods and the university rather in its full implementation it overwhelms and ultimately destroys the residential neighborhoods. The Boston Redevelopment Authority and the Menino Administration must include in its evaluation of this proposal the following elements among others:

Logical Urban Planning

As the planning agency of the city the BRA must ask the critical question as to why Boston College should be allowed to demolish its largest single dormitory facility which was built with public underwriting less than thirty years ago and which is removed from the residential neighborhood, be then allowed to relocate directly into the neighborhood consisting of families and permanent residents. As a planning concept this is totally inconsistent with neighborhood preservation. All of the ancillary services that dormitories require must be evaluated such a food preparation, trash pick-up, laundry services and vehicle activity. 1

Pattern of Student Conduct

As part of its planning review the BRA should carefully examine the pattern of student conduct which is revealed by public records including police, fire department, and court records. It is appropriate to review this pattern of conduct because the proposed uses being relocated deeper into the residential neighborhood will have an adverse impact on the quality of life. There is ample evidence of the negative effect of student misconduct. 2

Traffic

Any evaluation of the traffic generated by this proposal must consider the limited access provided by the perimeter streets. Lake Street is a narrow one-way street running from south to north which experiences heavy weekday traffic basically during the morning hours. 3

Foster Street is a two-way street which parallels Lake Street and experiences heavy traffic throughout the day. Glenmont Road, a one-way street running west and Anselm Terrace (cul-de-sac) border the property on the North. Any blockage of traffic flow on these streets would prevent emergency or public safety vehicles from reaching many premises even outside of the immediate perimeter.

Underground Streams/Water Table

The entire area of the project development contains many underground streams. In fact, when the present Seminary library was constructed, the building plan had to be modified to accommodate these streams which run throughout the area. When the Town Estates development was constructed on Lake Shore Road, many tributaries were interrupted with the result that Chandlers Pond suffered increasing stagnation and pollution. The volume of construction now proposed raises questions as to the effect on the surrounding water table and the effect on existing buildings. 4

Urban Wild

The specific area being proposed for development contains many mature trees and much open space and is home to many species of birds and wildlife. Large owls as well as migrating species have been observed. Before this unique area of the city is lost a review should be conducted of the effect on natural habitat of this intensive development. 5

The neighborhoods impacted by this proposal are composed of diverse communities of permanent residents who have voluntarily chosen to reside in this unique area. The intense institutional uses being introduced by this proposal put these neighborhoods at great risk.

Sincerely,

William F. Galvin

cc: John FitzGerald ✓
Gerald Autler

Letter 23

Ms. Colleen Salmon
31 Dickinson Road
Brighton, MA 02135

February 1, 2008

Mr. John Fitzgerald
BRA Project Manager
One City Hall Square
9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald,

I am writing this letter as a life-long resident of Brighton in support of the Boston College Master Plan. As you can see from my above address I live in very close proximity of the Brighton Campus (formally the Roman Catholic Archdiocese of Boston property).

Over the years Boston College has proven itself to be a great neighbor and an excellent institutional neighbor. The community benefits Boston College extends to the Allston-Brighton community are unparalleled by the other institutions in the area. My children have benefited by several of the initiatives offered by Boston College including tutoring, a computer summer camp, the use of the BC recreation complex in the summer, ice time offered to the Allston-Brighton Youth Hockey league as well as tickets to sporting events. I have many neighbors who have children attending Boston College tuition free due to the ten Allston-Brighton scholarships offered to the community each year. Most recently, many high school students in the community have been able to take an SAT preparation course free of charge. The parents I have spoken to are very appreciative of this course because they are not able to afford a Kaplan or similar course for their children.

I applaud the idea of Boston College housing over 90% of the student body on campus. I do not object to the dormitories being built on any of the property including the Brighton Campus and Shea Field. The student behavior programs that Boston College has implemented have had a positive impact on the behavior of students in the neighborhood. I am sure Boston College will continue to enforce codes of conduct for the students that live in on-campus housing as well. I feel that by allowing more students space on campus our neighborhood will greatly benefit.

I believe the playing fields that Boston College is proposing for the Brighton campus to be a good fit for that piece of property and the neighborhood. Boston College does a wonderful job taking care of their campus and I am sure the athletic fields will not be an exception.

I have no objections to the buildings Boston College will be constructing in the future on both the Brighton Campus and other areas of the campus. In the forty years that I have lived in Brighton, Boston College has expanded and shared their ever growing resources with the community. I expect Boston College to remain a good and generous neighbor to the local community in the future and wish them much luck.

Sincerely,

Colleen Salmon

Letter 24

G

Margaret Grealish
25 Undine Rd.
Brighton, MA 02135

To
Mr John F. Fitzgerald
B.C.A.

This note is just to confirm my phone call to you last week!

I am glad B.C. is now my neighbor. I have lived here for over 40 yrs and I welcome them. B.C. always takes good care of the property

Seriously, Peg Grealish

Letter 25

98 Lake St.
Brighton, Mass
02135
Jan. 30, 2008

Dear Mr Fitzgerald,

I've lived at 98 Lake St. Brighton since 1933 and my family since 1929. Boston College has always been a good neighbor. I was delighted when B.C. bought the Sisson property. I'm an abutter who is supportive of their development plans. I do not, from my perspective, object to the college building dorms on "the spine" of the Brighton campus.

I've attended many meetings regarding the issue of campus improvements. The meetings have become increasingly negative. I'm puzzled and amazed that so many residents of the Cleveland Circle area are so anti B.C. when they do not even live within sight of the campus. They want the students out of neighborhood housing and simultaneously object to B.C. building dorms on the Brighton campus. It is apparent to me that BC can neither please or appease them!

Sincerely,

Emily Gregory

Letter 26

6 and 14 Keenan Road
Brighton, MA 02135
December 12, 2007

Mr. John F. Palmieri
Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

2007 DEC 14 P 3:08
B.R.A.

Dear Mr. Palmieri,

We write to you to express our strong support for the Boston College Institutional Master Plan and kindly ask that our remarks be made part of the public record relative to this exciting initiative. We will share with you the reasons for our favorable support. First of all, we are once again enormously impressed with the thoughtful vision of Boston College President Father Leahy. His genuine concern for a successful, collaborative future for both Boston College and the Brighton Community is clearly apparent in the summary and details of this fascinating master plan. Our children, grandchildren, neighbors and friends are also truly excited about this sophisticated plan for the future of Boston College and the positive connotations for the residents of Brighton. In an analogous way, Father Leahy's vision and "master plan" to revitalize Catholic elementary school education in America by the creative Boston College and St. Columbkille School model in Brighton epitomizes his and Boston College's caring and compassionate feelings towards our parish, school and local community.

During this project as well as during the timeframe leading to the master plan, Mr. Thomas Keady has been a key community liaison and leader between Boston College and the residents of Allston and Brighton. He has spent countless hours listening, communicating, updating, answering questions and discussing the plan with families such as the Buckley's in a multitude of public and private forums. He deserves laudable recognition for his professional, respectful, and caring manner.

We firmly believe the plan demonstrates a continued commitment to the Allston-Brighton neighborhoods and in consistent with the mission driven Jesuit tradition of Boston College. In the specific subjects of academics, religion, intercollegiate athletics, housing, safety, and traffic, the plan is sound and intends to fully develop the mind, body and soul of the Boston College student. The modernization plan is also comprehensive and integrates the needs of the communities.

Our family has always felt respect by Boston College students, administration and staff. In fact, we have been delighted to live in a college community. The positive presence of Boston College is clearly evident in our everyday lives. For instance, the volunteer work of many, many undergraduate students is refreshing and very much appreciated. Their pride, respect and concern for their neighbors are special. We are also aware of student volunteerism extended to many non-profit entities in the City of Boston

and in cities across the nation. BC students are guided to set the world aflame, and it begins on the campus and local neighborhood.

We are particularly impressed with the sound thinking to make the MBTA stop near campus become handicapped accessible and safe for pedestrian passing. The "walkover" will eliminate any possible traffic congestion and will allow safe travel. The current well thought out traffic plan for major collegiate football, basketball and hockey games is superb as evinced by the fact that we are able to arrive on campus for these and other family events such as the talented performances in the theatre in less than five minutes time from our homes near Brighton Center. Family entertainment on fields and the stage, and so close to home is healthy for a community.

Another smart aspect of the plan to limit the height of residence halls to four to four and a half stories reflects Boston College's objective to continue their respect and sensitivity to the concerns of the neighborhood and the environment as well as to allow closer interactions and learning among students as they build life-long friendships. We are not aware of any other local neighboring college or university that intends to follow a similar policy in the future.

Thank you for your anticipated support of this exciting and intelligent master plan that will positively benefit both Boston College and Brighton for many decades. We have no reservations regarding the very successful implementation of this plan.

Respectfully submitted,

Michael L. Buckley

14 Keenan Road
Brighton, MA 02135

Paula J. Buckley, RN

14 Keenan Road
Brighton, MA 02135

Leo F. Buckley

6 Keenan Road
Brighton, MA 02135

Mildred M. Buckley

6 Keenan Road
Brighton, MA 02135

CC: The Very Reverend William P. Leahy, S.J.
Mayor Thomas M. Menino
Mr. Thomas J. Keady, Jr.
Senator Steven A. Tolman
Representative Kevin G. Honan
Representative Michael Moran
City Councilor-Elect Mark Ciommo

Letter 27

Attn: Jean Woods, Chair, BC Task Force January 22, 2008

I would like to provide some commentary regarding issues in front of the Task Force.

Firstly, as today's meeting regards housing issues, I would like to see a couple things addressed in the BC master plan. First, as an alum of Boston College, I hope they continue to strive to provide on-campus housing to any individuals who desire it. To this end, I would prefer to see an increase in the number or size of the buildings currently under discussion. This is especially true of the proposed dorms on the Brighton property. It would be beneficial to increase the number of beds in that structure (and bring it closer to Commonwealth Ave) to have it feel less like an outpost, and more like part of the BC residential fabric. 1

Likewise, considering the footprint of the proposed dormitory on the More Hall area, there could be considerable addition to the number of beds without negative effects. Another concern of mine with this proposed dorm would be road noise interfering with sleep patterns of the students on the Commonwealth Ave side. I would propose swapping the proposed dormitory with the Edmonds/new fitness center site (though I would not go so far as to propose keeping Edmonds as it is a rather dreary and undesirable building). I understand that they are trying to keep all the athletics/fitness facilities close together, but the More Hall site lends itself better to a building that gains from high foot and road traffic. 2

Finally, on the issue of traffic, I have looked at the map of Commonwealth Ave/St Thomas More Rd/Lake St provided in Boston College's master plan and believe I have drawn up something that maintains (or reduces) the number of traffic lights, while encouraging better traffic flow through the area. View this map at http://tinyurl.com/3yvksx .

Thank you for your time, and if you have any questions, please contact me,

Adam Shipley
BC '06 and Brighton Resident
2018 Commonwealth Ave
digitaladam@gmail.com

Fitzgerald, John BRA

From: Edward Berger [edwrdbrgr@aol.com]
Sent: Tuesday, January 22, 2008 4:50 PM
To: Fitzgerald, John BRA
Subject: BC Plan as it affects the Chestnut Hill Reservoir

Mr. Fitzgerald,

I am writing as a resident of the Waterworks condominium development, with no connection of any kind to Boston College (other than a rooting interest in its basketball team), who is concerned about appropriate protection of the Chestnut Hill reservoir but not a supporter of either the tone or the substance of the position being taken by the Chestnut Hill Reservoir Coalition and in neighborhood petitions being circulated – i.e. no student housing on Shea field, no undergraduate housing on the former seminary property, requirement that the college provide housing for 100% of students, opposition to a practice field at the corner of Beacon St. and More Drive, objection to the demolition of Edmunds Hall, etc.

I believe that the Coalition and neighborhood demands err in important ways. Perhaps most critically, they impute to students in general behaviors which, while historically troublesome in the surrounding residential neighborhoods, are characteristic of a small minority. By vilifying students as a "class", they grossly exaggerate the potential "behavioral" impacts of various possible uses of both Shea Field and the Seminary property. Furthermore, they seek to impose a set of restrictions which allows no room for the College to create and implement a plan consistent with its own needs, vision, and the realities of student life, thereby denying the College reasonable and appropriate uses of its property. They proceed from a false premise: that there is no way to reconcile vital community interests with the continued growth, development and improvement of the college.

The College's current proposed development plan is far from perfect. I am certain that the Reservoir can be better protected than would be the case if you were to rubber-stamp that plan in its current state. I am certain that impacts on the neighborhood abutting the Seminary property could be better mitigated, and that traffic impacts could be further avoided. And I am certain that you intend – as you must - to subject the College's proposals to a rigorous review to assure that vital community interests and the integrity of the Reservoir are protected. At the end of the day, the College will need to modify its plans in order to assure that the community and the Reservoir are not needlessly or excessively impacted. It will need to talk with the community in a real way, listen to their concerns, and respond constructively. I hope that you will do everything you can to assure such a dialogue. But neither party to this dispute can claim moral superiority, and the dialogue must be open and real from both sides. Arbitrary dictates by the community, stoked by exaggerated fears and worst-case scenarios, are no more a constructive or sound platform from which to proceed than is a "take it or leave it" College proposal. 1

Thank you.

Ed Berger

Edward E. Berger, Ph.D.
2400 Beacon St., #203
Chestnut Hill, MA 02467
Tel: 617-645-8452

Fitzgerald, John BRA

From: Mark Cintolo [cintolom@hotmail.com]
Sent: Thursday, January 24, 2008 1:13 PM
To: Fitzgerald, John BRA
Subject: Boston College Brighton plan

John,

As a Boston resident, and former resident of Brighton, I found an article in the Allston-Brighton Tab this morning particularly troubling. The article described local opposition to the 10-year master plan recently put forth by Boston College, which included the construction of new dorms on the former Archdiocese land. Some of the problems a few residents seem to be raising are inconsistent with my experience living in Brighton. I really believe that the continued growth and improvement of Boston College will help revitalize the Brighton community. The plan effectively moves students currently living in apartments off campus, to cleaner, newer, better policed dormitories on campus. How is that a bad thing for the city?
Thanks for taking some time to read my comments.

Regards,

Mark Cintolo

Letter 30

Fitzgerald, John BRA

From: Joseph Gravellese [gravellj@bc.edu]
Sent: Thursday, January 24, 2008 2:04 PM
To: Fitzgerald, John BRA
Subject: in support of Boston College's expansion plan

Boston College worked hard to formulate a plan that combined its interests and needs with those of the local community. In addition, BC is an invaluable contributor to the local community economically and socially.

For years, the Brighton neighbors have been clamoring for BC to house more students on-campus. This plan addresses that issue. In general, I find that the people opposed to this plan are people who would be opposed to anything and everything BC tries to do.

Joseph Gravellese

Letter 31

Fitzgerald, John BRA

From: DeMarco, Erik
Sent: Thursday, January 24, 2008 10:31 AM
To: Fitzgerald, John BRA
Subject: BC plan

Mr Fitzgerald,
I am writing to indicate that I am an Allston/Brighton resident, who supports the plan Boston College has in place for the land purchased from the Archdiocese of Boston. The plan allows for a positive use of the space and addresses the concerns which had been raised for years about students living off-campus. In my opinion, there is a small but vocal opposition trying to hault the plan due to a personal agenda. They do not represent the community as a whole, and my message to you is simply to make you aware that many Allston/Brighton residents appreciate the efforts of the BC plan.

Thank you for your time.

Regards,

Erik DeMarco
77 Easton Street

Letter 32

Fitzgerald, John BRA

From: Ed.McDonough@bombardier.com
Sent: Thursday, January 24, 2008 9:01 AM
To: Fitzgerald, John BRA
Subject: BC Master Plan

Hi John - As an alum of BC and former resident of the city of Boston with strong Boston roots, I am asking that you evaluate the BC master plan in a reasonable manner, in the context of what would have happened to the various parcels of property if the University had not purchased them. The local residents appear to have unreasonable expectations as to what the land should be used for, and seem to have a kneejerk reaction against whatever proposals BC puts forth. While there has been a lot of acrimony between the local residents and a small number of individuals, this should not drive the discussion about how the St. John's property should be used. Thanks for keeping an open mind when evaluating the possibilities. Ed

Letter 33

Fitzgerald, John BRA

From: Ethan Sullivan [easulliv@fas.harvard.edu]
ent: Thursday, January 24, 2008 11:08 AM
To: Fitzgerald, John BRA
Subject: Boston College Master Plan

Dear Mr. Fitzgerald,

As a college administrator (I work for Harvard College), I applaud Boston College's development efforts. As someone who has negotiated the balance of "town/gown" relationships, I can appreciate the concerns that Brighton residents have. In my opinion, Boston College is being sensitive to these concerns. By providing more beds on campus, Boston College seems to be listening to Brighton residents (some who criticize the construction of more dorms, while also being unhappy with students as neighbors.). It seems to me that some of the complaints of a few vocal Brighton residents would be alleviated by more beds on campus.

The diocesan buildings were ideal to neighbors, but are no longer possible. Boston College's plan is the best possible alternative for Brighton Residents. Playing fields will maintain open space (and the argument of lights seems unfounded since there are lighted fields one block away. Would the "light pollution" be that affected by more lights?). Traffic impact, while greater than Diocesan traffic, will be minimal compared to what other developments would bring. More beds on campus will reduce students living off-campus (which seems to be important to some Brighton Residents). Best of luck to you as you help to govern this hot-button issue.

Best,
Ethan Sullivan

--
Ethan Sullivan
Director of Residential Life Programs
Office of Residential Life
Harvard College
University Hall, 1st Floor South
Cambridge, MA 02138
(617) 496-2774 (phone)
(617) 496-8268 (fax)

Fitzgerald, John BRA

From: Paul Hynes [hynespb@gmail.com]
Sent: Monday, January 28, 2008 9:33 AM
To: Fitzgerald, John BRA
Subject: BC IMP

Paul Hynes
1914 Beacon St.
Brighton, MA 02135

John Fitzgerald
C/o Boston Redevelopment Authority
One City Hall Square, 9th Floor, Boston, MA 02201

Dear Mr. Fitzgerald,

I write to you today in show of support for Boston College's Institutional Master Plan. It is in my opinion, that the master plan achieves proper balance in regards to open space and building density.

Boston College is a great asset to the community. Without the college's students, many area businesses would not remain open. Boston College fuels the local Brighton community, and approval of the IMP would allow BC to grow. Therefore by extension, Brighton would benefit and grow as well.

I support dormitories on the Brighton campus, as it would best remove students from neighborhood houses. I fear that a lack of dorms in Brighton would make the new land feel disconnected from the rest of BC property.

The largest argument against dormitories on Brighton campus is that BC should just build taller dorms on lower campus. This is an understandable request, but the requests are made from people who do not understand the Boston College environment. BC is the perfect blend of open space within an urban framework. This urban/open space blend would be threatened by shoveling all students into one central location. There is simply not enough land in lower campus to allow for housing thousands of students. Residents are concerned about their quality of life. Packaging all the students together would negatively affect their quality of life. Yet no one seems to care.

I understand that there is a large amount of people, who are against any form of dorms in Brighton. I offer a compromise, and perhaps a man in your position could actually make this plan work. The state owns a 4 acre tract of land adjacent to Shea field. If BC was allowed to develop that land, then perhaps there would be no need to build dorms in Brighton. In return for the rights to develop that land, BC would be responsible for maintaining the reservoir with regards to lighting, police patrol, landscaping and other general maintenance. This was proposed back in 2005, and was rejected by the state. Maybe it is time to reconsider that offer.

I also support the proposed baseball stadium. Boston College does not have a large baseball following (in fact, it is almost non existent), and a baseball stadium on Brighton allows open land, while still making practical use of the land. There is little evidence that the stadium will have a negative effect on residents' quality of life, and the stadium could be regulated to limit the number of night games. The stadium is crucial to the IMP because it is what gets the ball rolling. Without a new baseball stadium,

dorms could not be built on Shea field, limiting other aspects of the IMP from being built. It could also serve community events such as little league and high school playoff games.

Thanks you for your time in reading this, and I sincerely hope you support Boston College's IMP.

Have a great day,
Paul Hynes

Letter 35

Fitzgerald, John BRA

From: brighton resident [brightonresident@comcast.net]
Sent: Tuesday, January 29, 2008 12:23 AM
To: Fitzgerald, John BRA
Cc: Holloway, Paul; stolman@senate.state.ma.us
Subject: B.C. Ten Year Plan Opinion

The following message was posted today on the Brighton Neighborhood Google Group Message Board

In respect to the issue of Open Space on the Brighton Campus, I have not seen much dialogue as of late. I did hear this topic is to be discussed at the final BRA meeting to gain input from the public in regards to B.C.'s IMP this Tuesday night at the Brighton Marine Health Center 6:30-8:30. I know there is a petition (which I have signed) opposing housing on the Brighton Campus and other areas. (more on that in a moment) Now am I to suppose that by signing this petition that I no longer have to concern myself with the matter of B.C.'s proposed plans to build to the edges of both sides of Commonwealth Ave. at the entry/exit corridor to Boston when they raze Moore Hall on one side and remove the beautifully landscaped hill and healthy trees on the opposite side of the Avenue? Am I not supposed to worry about this because B.C. will leave these areas "as is" if enough neighborhood opposition is expressed to this institution's new propsed dorms on both of these sites? I don't think so.

Green Space, many of us will agree, is a most precious commodity in Allston/Brighton these days. I am very concerned that B.C. will set a new precedent if permitted to build ANYTHING any closer to Commonwealth Ave. (on either side). than the current set back that exists at the present Moore Hall. Moore Hall and St. Ignatious Church, in my opinion, should be the marker of future allowed set backs and height requirements. The openness of this entire area as it currently exists, particularly as an entryway down Commonwealth Avenue to the Brighton neighborhood of Boston, is aesthetically beautiful with the current mature landcaping and architecturally beautiful stone walls on either side. The existence of these elements creates a current buffer zone along Commonwealth Ave. that is every bit as important as the mature trees, stone wall, and gently sloping land that boarders the lenghth of the Brighton Campus along Lake St. 1

Another thing to consider is that if B.C. is permitted to build ANYTHING in the above mentioned areas during their upcoming 10 year project, then that will make it much easier for them to continue right along the edge of Commonwealth Ave. during the following ten years. The graveyard will stop expansion 1/2 way down on the right side of the entryway but there really is nothing, not even the cardinal's old mansion (that currently has an ample and aesthetically pleasing set back but B.C. could always build in front of it) that will effectively stop that kind of expansion from Lake St. to Greycliff.

I am not proposing to stop B.C. from building along Commonwealth Ave., I would just like to see a more generous set back. 2

In respect to the dorm issue, I am glad there is such a well scripted housing petition circulating through the neighborhood. As I mentioned, I signed it. I do echo the conerns of the gentleman Eva received an email from in regards to Shea Field though - and my concerns come with an added twist. You see, I am still hoping that B.C. reconsiders their much fretted about (amongst Brighton Campus abutters) plans for a Baseball Stadium and decides that the Reservoir would be a much more appropriate site for that! Firstly, there are not nearly as many residential abutters in such close proximity to the Shea Feild site as there are in Brighton, especially since B.C. already owns such a great # of the homes adjacent to Shea Field. Secondly, traffic studies for a stadium crowd have already been done in conjuction with the football stadium they expanded in the 90's. And by the way,if you think the crowd the current baseball team attracts now is small, just give 'em a few years. B.C. has aspirations for that Baseball team of theirs and it's not to stay in the "minor leagues". In any event, the new burden a Baseball Stadium would present to the Reservoir would be of considerably less impact than what the football stadium already yeilds. More importantly, a Baseball Stadium on that location would have much less impact than on our heavily populated Boston neighborhood adjacent to the propsed site.

I know I'm supposed to keep my posts under the assigned "sections", but I really hope you'll bear with me on this one. And that is to make my point that really the only reason that I oppose dorms on Shea Field is because they would obstruct a possible Baseball Stadium and the support buildings that stadium would need to survive. Beyond that, my other point being, I do not oppose student housing on that field. And here's why. #1 The dorms would be perpendicular to the Reservoir, not looming over it. #2 From what I can tell looking at B.C.'s maps the institution already owns all the property across the field (a great buffer) and behind the mature trees (another great buffer) on the opposite side of Beacon St. #3 and I think most importantly, the undergraduates in Edmond's and Walsh (over 1,OOO in number) already live right next to the Reservoir and they do not currently trash the Reservoir or cause the area an undo amount of commotion (again speaking from my own point of view) I currently access the Reservoir on bike and foot several times per week and the only students I ever encounter are those walking home to/from school or working out. #4 Dorms on the Shea Stadium site would have much less impact on BOSTON RESIDENTS. And I am one.

My last concern, and it seems one that we all share, is that B.C. find a way to house all of its students. Unkempt overcrowed rentals by absentee landlords who charge $500 and upwards each for students to SHARE a bedroom is a common scenario that many students themselves find less than desirable. The parents do not tend to be big fans of these conditions either. I echo Mike Pahre's well written article on the "Trojan Horse" scenario (way to go Michael!) and affirm that banning student's from renting in one and two family homes is a less than ideal solution to what for so many Brighton residents and many B.C. students is a less than ideal scenario, and that is a lack of desirable, . community based on campus student housing. B.C. has aquired the 28 acre jewel now known as the Brighton Campus and they should be able to commit to housing for all undergraduates. Maintaing (not destroying) the current dorms known as Edmonds, as well as

3

3 cont'd

maximizing the existing mods site for new permanent and denser undergraduate housing would go a long way towards accomplishing this. B.C. could also spare the Brighton Campus and it's surrounding Boston community the unecessarry burden of erecting high impact (foot traffic across Comm. Ave. during all hours alone!) undergraduate housing in favor of lower impact day use only administrative and office sites.

Fitzgerald, John BRA

From: Richard Collins [rcoll2201@yahoo.com]
Sent: Saturday, February 02, 2008 3:52 PM
To: Fitzgerald, John BRA
Subject: Boston College Master PLan

Mr Fitzgerald,

I am not a resident of Brighton but I am a proud alumnus of Boston College and I'm writing in support of the BC Institutional Master Plan. As an alumnus, I am a member of the BC community, and my opinion should count just as much as the opinions of those who live in the area.

BC is currently ranked in the top 40 of all universities in the country, and plans to spend ***1.6 billion dollars of its own money*** with the stated goal of becoming one of the nations best in liberal arts, and the world's leading Catholic university. It includes about 800 million dollars for construction and expansion of existing facilities, including new construction on the recently acquired land in Brighton. The plan will not only boost the reputation of BC nationally, but will bring construction jobs to the city, and improve the look of the entire area around Lake Street and Commonwealth Avenue. BC deserves a fair chance to implement this plan, and the community should be welcoming the opportunity to be a part of it.

However, neighborhood groups opposed to the plan have made their intractable positions known at public meetings that have been reported in the news media, and in various internet news groups and blogs. My knowledge of their position comes from the news media and the blogs, and their opposition seems short sighted and selfish. I would like to take a few minutes of your time to refute some of their arguments.

Housing
The opposition is against construction of any dorms on the Brighton land, wants BC to be required to house all students on campus, and recommends that any new dormitories be high rise buildings in the center of campus away from the reservoir. They call this proposal "flexible" but appear completely unwilling to compromise on this issue.

I don't know of any other school anywhere that is required to house all of its students on campus, and I suspect this would be flat out illegal. To force BC to build new high rise dorms in the center of its main campus would have the effect of turning the campus into nothing more than a crowded mass of concrete and steel with little or no open space. This is not the type of campus atmosphere BC is striving for, and 1 of the primary reasons that BC bought the seminary land in Brighton was to allow for more open space on the main campus.

Athletic Facilities
The opposition is largely opposed to construction of athletic fields on the Brighton land, and specifically opposed to the baseball stadium with artificial turf. They cite increased noise, crowds and even health concerns from the recycled tires in the artificial turf. The BC plan does a good job of locating the fields in the middle of the property and as far away from the neighboring houses as possible. In addition the plan shows a buffer of trees to help alleviate crowd noise. There will be no health issues from the artificial turf. The state of California has already paid to have research done, and their study concluded there is a low risk of adverse health effects from recycled tires in artificial turf.
http://www.ciwmb.ca.gov/Publications/Tires/62206013.pdf

Lake Street Commonwealth Ave Intersection
A recent column in the Boston Globe called the traffic patterns at this intersection "chaotic". I would go a step further and call it very dangerous as well. BC proposes to widen Commonwealth Ave, move the T stop to the center island of the street thereby eliminating the necessity of turning traffic from crossing the trolley tracks, and building a pedestrian overpass. The opponents are against this because they say not enough study has been done and it would mean the destruction of a stone wall (of no particular significance). It's hard to believe that this plan could be anything but a huge improvement, and the stone wall can be replaced.

Open Space
Those opposed to the plan will tell you that Brighton has very little open space, and the BC plan would reduce it even more. I can't argue with that but the fact is that the land was privately owned before BC bought it, and it is still privately owned. BC ought to have the chance to develop land that it owns, and I'm sure BC will be happy to allow the neighbors to use the walking paths and trails for recreation as they always have.

Quality of Life/Student Behavior/BC Insensitivity
The driving force for the opponents always seems to come back to what they perceive as quality of life issues. They are generally happy with the way things are, don't want anything to change, and certainly don't want to have BC students living close to what they believe is their turf on the Brighton land. They always bring up incidents from the past involving BC students and would have you believe that all or most BC students are loud, drunken, vandals. They will also tell you that BC does not care about them, and is trying to force this plan through without listening to their input. In short, they are convinced that BC is a terrible neighbor trying to make their lives a nightmare.

But the facts are quite different. Every year the BC Community Fund gives out thousands of dollars to support programs and services for the people of Allston and Brighton, BC students donate countless hours of their time in community service to Allston-Brighton, including serving as tutors for children. BC donates tickets to athletic events, opens the RecPlex pool in the summer to the public, and provides 10 full scholarships to Allston-Brighton students every year. I could go on, but spend some time looking at the website of the BC Neigborhood Center to see a sample of all the good they do for Allston-Brighton. And oddly enough, when BC donated its old Astro Turf to the Allston-Brighton Little League a few years ago, nobody complained about possible health issues then.
http://www.bc.edu/centers/neighborhood/home.html

And finally, BC was recently ranked #1 in the Massachusetts Corporate Reputation Survey. They beat out organizations like Children's Hospital, MIT, and BCBS. One of the key factors used in the ranking is ***degree of social responsibility***. We should all have neighbors like BC.
http://www.bc.edu/bc_org/rvp/pubaf/08/RepSurvey08.pdf

Please do not assume the opposition group speaks for all of Brighton, because I believe most people in Brighton are aware of all the good that BC does and would love to see BC grow and become an even better resource for the neighborhood. BC deserves fair consideration of their plan. If there are faults with it, they can and should be corrected, but the obstructionist tactics of the vocal minority should be recognized for what they are.

Thank you

Richard Collins
Boston College class of 1973

Letter 37

January 24, 2008

Mr. John Fitzgerald
Boston Redevelopment Authority
Boston City Hall, 9th Floor
One City Hall Square
Boston, MA 02201

Re: Comments on BC 10-year Institutional Master Plan

Dear Mr. Fitzgerald:

Although I have already publicly stated much of what I'm outlining below at the recent BC Task Force meetings, I wanted to go on record with this letter listing these concerns.

Let me state up front that as much as I wish that the old St. John's site could remain as the low-density Urban Wild site that it currently is, I also know that change is inevitable, and cannot be stopped, nor necessarily should be. I do believe, however, that change needs to be managed, in a process that sees ALL sides compromising, so that no one party feels that they had to provide all of the "give". The Brighton community is going to have to accept that the St. John's property is now the "Brighton Campus" of Boston College, and that it is going to see development over time and more intense uses.

But in return, I strongly feel that BC also needs to accept that it cannot have its complete wish list either, and needs to compromise as well. Below are the key issues of concern to me:

- As many others have stated, **there should be NO undergraduate dormitories north of Commonwealth Avenue**. Placing undergraduate housing on the old St. John's site will be detrimental to the neighborhood, and can instead be accommodated by increasing the dormitory density on the central BC campus, in the area of the current modular dorms and Edmonds Hall. It is in my opinion aggravating that BC's proposal would DECREASE the current dormitory density in the central campus and increase it elsewhere. 1

- BC should devise a plan to house all of its undergraduate students by the end of the ten-year plan, and should accomplish this as described above **by increasing the density on the central campus**. 2

- To give credit where credit is due, in my opinion the overall Sasaki site plan for St. John's is respectful of much of the existing natural features of the site- the wooded buffer along Lake Street is preserved, as is the ledge on Foster Street, the playing fields near the Lake/Kenrick intersection, etc. **However, this is meaningless without this being recognized formally by BC applying a Conservation Restriction to these areas**. 3

  As you are probably aware, this concept is successfully being used just up the street at the EF Language School, where in return for the community accepting partial development of the site, EF has given Conservation Restrictions on the land that they are not using for expansion. I am underlining these last words because to me that is the key: I am not stating that BC should apply restrictions to the entire St. John's site, but simply those areas that their plan **itself** identifies as natural features they are protecting. Without some kind of restriction, there is nothing to prevent these areas from being developed in years 11, or 15, or beyond. And please forgive my reluctance to accept BC's words that they have no plans to develop these natural features- I want a legal commitment. With both the St. John's property and the Foster St. ledge area designated under Article 51 as "Conservation Protection Sub-Districts", the change in zoning through the filing of this Institutional Master Plan should at least reflect some of the goals of the hard-won prior zoning.

- The Seminarian housing on Foster Street should incorporate, **rather than demolish**, the three existing historic homes on the site as part of the new development. There are many other examples in the region where this has occurred and is feasible. 4

- The original alignment of St. Thomas Moore Drive should be kept open to traffic, even if there is a new roadway connecting to the new main entrance of the Brighton Campus on Commonwealth Avenue. Closing this roadway would inconvenience neighborhood residents, while potentially adding new pedestrian/car conflict points if traffic had to zigzag to get to Lake Street from the south. 5

- And, finally, I strongly feel that BC should commit to not buying additional residential properties in the neighborhood. 6

Thank you for your consideration.

Sincerely,

Charlie Vasiliades

Charlie Vasiliades
47 Langley Road
Brighton, MA 02135

JmT

Letter 38

GOBIERNO DE CHILE
MINISTERIO DE RELACIONES EXTERIORES
Consulado Honorario de Chile en Boston
1 Bernardo O'Higgins Circle
Brighton, MA, USA, 02135-7840

B.R.A.

2007 DEC 28 P 2:40

27 December 2007

Father William P. Leahy, SJ
President's Office, Boston College
Chestnut Hill MA 02467

Dear Father Leahy,

I looked over the Boston College Master Plan shown in the "Chronicle" for December 13, 2007, and I have a serious problem with one detail. As the saying goes, "the Devil is in the details", an observation made as early as the beginning of the 15th century, by Oswaldus de Corda, noted in a recent review of his Opus Pacis, in Speculum.

I am unhappy to see the relocation of St. Thomas More Road, which connects to Chestnut Hill Drive on the south and to Commonwealth Avenue at Lake Street on the north. The plan will relocate St. Thomas More Road to the east, abutting Evergreen Cemetery, and will put all the traffic coming from Beacon Street onto Commonwealth Avenue without any expeditious means to move traffic which wishes to cross onto Lake Street, or even Foster Street, or to take a left onto Commonwealth Avenue toward Newton.

The only options then will be to try to use the now narrowed College Road, or to go round the Reservoir and come out near Chestnut Hill Avenue, where there are several lanes of inbound traffic to be considered by anyone trying to proceed toward Brighton Center.

Without a new, properly graded crossover at Foster Street, which would probably require its own set of lights, I fear that the environmental impact of getting rid of a public way on St. Thomas More Road will far outweigh any advantage. I note that the plan shows a walkway over Commonwealth Avenue at Lake Street. If necessary, another could be built over St. Thomas More Road. Another detail: the college maps and the plan call it St. Thomas More Road, but the captions on the photos read St. Thomas More Drive.

1

With kindest best wishes for the New Year,
I remain, Sir, as ever,

Yours truly,

Paul William Garber

CC:Boston Redevelopment Authority

Letter 39

Fitzgerald, John BRA

From: jsmith3756@comcast.net
Sent: Sunday, February 03, 2008 1:07 AM
To: Fitzgerald, John BRA
Subject: BC Task Force/Community letter

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

February 3, 2008

Dear Mr. Fitzgerald,

This letter is in reference to Boston College's Institutional Master Plan for the proposed construction at the site of the former Saint John's Seminary in Brighton. I am a proud homeowner and resident in the area and I am all for Boston College and the Brighton community's thriving together. I understand BC has certain rights to develop the property, but I believe there should be restrictions on what can be changed.

My main concern is the overall integrity of the space, most specifically the Brighton playing fields area and the open space such as the old orchard.
The open space at the former seminary was one of the main factors that attracted me to Brighton and inspired me to leave the suburbs and move back to the city.
There is so little open/green space in Boston; I believe it is vital to preserve every bit possible.

I would like to see permanent conservation and legal restrictions put on future use of this property. I would like to see the existing and natural buffers remain in place especially the little forests along Lake Street, the rock outcroppings, the pine trees at the far end of the "football field" near the elementary school and the beautiful stone walls that run around the property. 1

I am totally opposed to any sort of stadium and artificial turf on site with the exception of the proposed surface atop a building. I am opposed to a public announcement/sound system and lighting that is going to interfere with the quality of life of residents whose property directly abuts the "Brighton Campus". I am not happy with the possibility of even more BC students "dumping" 2
their cars in front of my house, as permits are not required to park on my street. I am opposed to increasing traffic on our tight residential streets. I am opposed to the potential loss of natural features, stonewalls, and trees in the Greenbelt Protection Overlay District along Commonwealth Avenue. I do not want to see the wrought iron gate on the west (Lake Street) side of the property open to traffic except under special circumstances.

I am ok with the following uses of the property: intramural sports, academic use of the buildings, upgrading existing fields and using them for practice (but not fencing them in and locking them) and graduate student, seminary and theology student housing.

Please help the community work with Boston College to preserve this beautiful oasis in the city so that everyone-Boston College students, faculty, alumni and neighbors alike, can continue to use this space as a place to walk, jog, read, study, relax and reflect for centuries to come.

Respectfully,

Jennifer Smith
179 Kenrick Street
Brighton, MA 02135
jsmith3756@comcast.net

cc: Mayor Thomas Menino

Gwyneth Sheen, 160 Foster Street, Brighton, MA 02135

From: "Gwyneth Sheen" <sheeng@verizon.net>
To: <John.Fitzgerald.BRA@cityofboston.gov>
Cc: <Steven.Tolman@state.ma.us>; <Rep.KevinHonan@hou.state.ma.us>; <Rep.MichaelMoran@hou.state.ma.us>; "Sheen, Tim" <Tim_Sheen@bose.com>; "Iris J. Friedman" <needles@rcn.com>
Sent: Wednesday, January 30, 2008 1:03 PM
Subject: comment from a neighbor Boston College ten year plan

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald,

As a Foster Street neighbor (at 158-160 Foster Street), I have a few comments regarding Boston College's ten year plan for development of it's Brighton property. On the whole it seems a good plan, but I have a few specific concerns which I would like to see addressed.

1. Regarding the development of the property on the east side of Foster Street, the site of the proposed Weston Jesuit School Faculty and Graduate Housing, I have two concerns.

First of all, there is currently a public footpath connecting Foster Street to Wiltshire Road, separating the parcel owned by the Discalced Carmelite Friars and the Boston College property. This footpath is currently in HORRIBLE shape. It is overgrown, has a very uneven surface with old asphalt chunks in places and many holes, and has been used repeatedly as an illegal dumping area. In short, it's somewhat dangerous in its current condition. On maps this path is shown as part of Wiltshire Road. I certainly DO NOT want to see the road cut through to Foster for car traffic, but I would like to see it nicely landscaped and maintained in good condition. My assumption is that Boston College would want to do this anyway, but it would be good to see that responsibility spelled out. 1

Secondly, the property is currently undeveloped green space and is inhabited by many birds and animals. While I have no objection to the proposed construction and believe that it is good use of the land, I would hope to see it done in a way that maximizes green space and is sensitive to the environmental impact of the work. 2

2. My next concern is traffic. Both Foster Street and Lake are already very heavily traveled for residential Streets. I would like to see the main access for athletic events and for parking in the proposed new garage be from Commonwealth Avenue. Foster Street has already had to absorb BC parking for the building currently located on Foster Street, and in addition will have extra traffic because of the proposed new housing on Foster Street. Therefore I would NOT want to see automobile access from Foster to the proposed new playing fields and garage. I would like to see a gate of some sort built for the purpose of minimizing the impact of additional traffic on Foster Street. 3

3. My last concern is again for green space and the environment. It is my understanding that the proposed Brighton Campus playing fields will have a synthetic surface rather than natural grass. These areas are currently grass fields and very park-like in appearance, so in the interest of minimizing the environmental impact of the proposed development, I would like to see natural grass practice fields and a minimum use of synthetic materials. 4

Thank you for your help in assuring that these community concerns are addressed by the final version of the plan.

Sincerely,

Gwyneth Sheen

Fitzgerald, John BRA

From: Nancy Bradford [NRBradford@msn.com]
Sent: Sunday, February 03, 2008 12:27 PM
To: Fitzgerald, John BRA
Subject: Chestnut Hill Reservoir Preservation

I am writing to weigh in on the proposed master plan of Boston College. I am a 27-year resident of Brookline near Cleveland Circle. The Chestnut Hill Reservoir has served as a welcome refuge for this neighborhood, and its value has only been enhanced by the opening of its lower reaches, and by what will be a transformation into a parkland for contemplation and exercise. These aesthetics can only be maintained by keeping the periphery open and calming. The EA Fish development did much to keep the beauty of this park in tact. The newly constructed condominium is recessed from the reservoir. If Boston College is considering construction in the Shea field space, similar restraint is highly recommended. The students of BC and the residents around the reservoir will come and go, but it is imperative for the BRA, DCR, and towns and city officials to not permit a close encroachment of buildings around this unique lake and woodlands. The reservoir will survive us all and it is imperative that we steward preservation. 1

Thank you for your consideration,

Nancy Bradford
31 1/2 Englewood Ave #5
Brookline, MA 02445

nrbradford@msn.com

Fitzgerald, John BRA

From: Anna Davis [annadavis410@gmail.com]
Sent: Monday, February 04, 2008 8:14 PM
To: Fitzgerald, John BRA
Subject: Boston College Shea Fields Dorms: from a concerned Brighton neighbor

Dear John M. FitzGerald:

Thank you for making your contact information available to city of Boston residents, such as myself. It means a lot to me to be able to contact you and express my concerns as well as satisfactions with the beautiful city in which we live.

I am concerned about the potential plans that BC has to build the Shea Field dorms because of their proximity to the Chestnut Hill Reservoir. There are several reasons why I am concerned:

1) Those dorms would be removed from the center of campus and thus have much less oversight from campus security, opening the door for disorderly conduct without immediate intervention from campus police. My understanding is that BC has enough room to house all undergraduates on the Lower Chestnut Hill Campus (on, and near the Mods site). The Edmonds Hall/Mods/RecPlex area is well buffered both from the Reservoir and people's homes, and that's where local residents want BC undergraduate students to be housed. 1

2) Homeowners, renters, as well as BC students use the reservoir trails for exercise and as a natural refuge. With increased residential halls for students, those who do not appreciate and respect green space will also be using it for shortcuts to the recreational venues in Cleveland Circle. This puts the cleanliness and peacefulness of the area at risk. Littering is a problem in Cleveland Circle. I walk home from Cleveland Circle everyday, and I often see BC students run from the Seven Eleven on the corner of Chestnut Hill Ave and Beacon St. to their shuttle bus stop just up the street, unpacking cigarette boxes and throwing the plastic wrappers on the ground as they sprint to catch the bus. It is so discouraging that these students have no regard or respect for cleanliness of the streets. Living on campus for the temporary duration of their studies clearly makes them not invested in the long-term effects of littering. People like me own property on these streets, it is our home, and it is frustrating to see some BC students be so negligent and downright disrespectful. 2

3) Students will head home from the bars in Cleveland Circle to their residence halls through the Reservoir park trails. It is unsafe for them to walk inebriated on uneven trails, so close to water, where they could easily fall and have a tragic accident.

4) With such proximity to town residents, the Shea Field dorms could be a noisy and rowdy place, disrupting the peace of the neighborhood in late night hours. 3

5) Currently, the BC shuttle bus brings inebriated and rowdy students back to the heart of campus safely and without disrupting the neighborhood. I'm afraid that with the Shea Field dorms being so close to the bars in Cleveland Circle, that students will walk home more frequently, littering along the way and increasing the chances of hurting themselves and assaulting joggers and other residents who enjoy the Reservoir.

I sincerely thank you for representing my voice as you collaborate with Boston College. Universities

are an important part of Boston and students bring an incredible amount of youthful energy, talent and smarts to the local neighborhoods. I do not oppose to BC building more dorms; I oppose to building them so close to the Chestnut Hill Reservoir because it can compromise an important part of our town that makes living in Brighton so desirable.

Sincerely,

Anna Davis, homeowner
153 Strathmore RD Apt 10
Brighton, MA 02135
(617) 875-8679

Letter 43

Fitzgerald, John BRA

From: Charlotte [char_bel@yahoo.com]
Sent: Tuesday, February 05, 2008 3:54 PM
To: Fitzgerald, John BRA; Rep.MichaelMoran@hou.state.ma.us; Rep.KevinHonan@hou.state.ma.us; Mayor; info@allstonbrightoncdc.org
Subject: Concerned Boston College neighbor

Good afternoon to all concerned,

My name is Charlotte Belezos and I reside at 185 Lake Street, Brighton, MA 02135.
I'd like to express my dismay with the apparent freedom that Boston College has in redesigning our neighborhood, buying up properties and appears to be creating a Boston College Village.

Already the use of the Brighton property, the use of the Edison School parking lot and the utilization of St Columbkille's property have created much havoc in our neighborhood particularly when it comes to traffic and parking. These issues can only get worse as Boston College commenses it's plan for expansion and redesigning our neighbohood. 1

In addition, much of the St John's Seminary property are woodlands and wetlands. Our neighborhood is full of wildlife including skunks, possum, raccoons, chipmunks, rabbits, morning doves, hawks, cardinals, canada geese, swans, etc. More indepedent "for food" gardens flourish in Brighton than in any other part of Boston. My hope is that this small corner of Boston, that is still rather rural compared to other Boston districts, will not lose what it has worked so very hard to maintain.

It is my hope that the BRA and the powers that be in our fair City will stop or at least limit Boston College's ability to expand into Brighton in the same way that Newton now has limitations on this institution; and that Brighton will remain a rather rural neighborhood of Boston unmarred by this large and powerful institution.

Thank you for considering my point in the City's negotiations with Boston College.
Charlotte

Charlotte N. Belezos
185 Lake Street
Brighton, MA 02135
617-254-7797

Letter 44

Fitzgerald, John BRA

From: DB Reiff [dbreiff@yahoo.com]
Sent: Tuesday, February 05, 2008 4:52 PM
To: Fitzgerald, John BRA
Subject: BC Master Plan

Mr. Fitzgerald,

First, I want to acknowledge Boston College's plans to grow are a natural and healthy direction for all institutions. Second, I appreciate that there are natural tensions when this occurs.

That being said, I'll express my hopes for and concerns about BC's Master Plan. My hopes are, in a nutshell, that BC understands and respects the desire of all citizens to maintain the peace and sanctity of a neighborhood. That it acts in accordance with that respect and enters into true negotiations in which its interests and the neighbor's interests are considered to develop a plan that meets as many of both parties hopes as possible.

I live on Chandler Pond on Lake Shore Road, a haven in the city of Boston. The Mayor himself has worked hard to protect this only city pond, other than Jamaica Pond. It's natural beauty is enhanced by its quiet and by the strong relationships among neighbors. All of this will change forever if undergraduate dormitories are built on the Archdiocese land. This is my and my neighbors' utmost priority among all of the aspects of the plan. 1

I also believe that the added dormitory beds are among the easiest challenges to solve and many alternatives have been offered.

Second, another quality of life issue is traffic and parking. As it is BC student-owned cars line our street, never moving from Sunday to Friday. If the dormitories are down, the street the traffic and parking on Lake Shore will be worse than it is now. 2

Last, the stadiums. This issue also addresses my fervent concern about retaining greenspace for tax-paying Boston residents, not just BC. The stadiums will consume greenspace, create traffic and exhaust, and profoundly contribute to noise pollution. I understand BC's desire to enhance its athletic facilities. Yet, again, I believe there are settlements that can meet both BC's and community needs by expanding its existing facilities. 3

I am a mediator and you may see my natural inclinations in this response. Indeed, mediation may be something BC and community members may want to consider. (Not with me as a mediator, naturally.)

I hope you and your colleagues take the time to read and consider these thoughts. I also want to let you know that I will forward them to the Mayor's Office, the Task Force and Boston College itself.

Please acknowledge receipt of this email. Thank you.
Respectfully yours,

Deborah Reiff

Fitzgerald, John BRA

From: newtiltmichelle@gmail.com on behalf of Michelle Chambers [michelle.m.chambers@gmail.com]
Sent: Sunday, January 06, 2008 4:03 PM
To: Fitzgerald, John BRA
Cc: Donna Tramontozzi
Subject: Opposition to BC's new baseball stadium

Hello John,

I am a resident of Willoughby Street in Brighton and would like to voice my dismay and opposition to Boston College's plans to transform our neighborhood into an active sports arena. When BC initially purchased the fields on Glenmont and Lake Street from the archdiocese we were assured that these fields would be used for intramural sports only and that the cardinal's former residence would be used for office space. It appears that they have changed their plans and it will be a great detriment to this small enclave of residential homes. 1

Ours is a quiet, beautiful neighborhood filled with gardens and well-kept homes that are occupied by their owners. Many of the homes in our small neighborhood have been in the same Boston families for generations. We live happily as a small community, looking out for one another and reveling in a relatively quiet and crime-free environment. Those in this neighborhood have peacefully co-existed with Boston College as it has expanded its reach on the other side of Commonwealth Avenue. We didn't raise much of a fuss when BC purchased the lands surrounding St. John's seminary because we were assured that those fields at the end of our street would be used as sports fields for the intramural teams and not be developed. We hear the sounds of those intramural teams well into the night from the end of the street in the summer and that seemed like an acceptable use of that land if we could avoid any further development.

If I am to understand the new development plans for those fields, they will be turned into large athletic fields with seating for thousands. The traffic flow to accommodate the fans for the games using these athletic fields will clearly impact our little neighborhood. Come over a take a look and decide if you think these small neighborhood streets can handle this huge increase in traffic and people walking through the neighborhood. I think you'll see that this is not a desirable raffic pattern for much of any traffic let alone an influx of thousands of visiting fans. The city agreed with us in the past when they banned parking on our streets by non-residents during the BC football season. Once the BC fans are allowed in the neighborhood, we will lose the beauty and safety of this truly Boston place. 2

Please do not let BC take over this well-established Boston neighborhood. I believe that the City of Boston has more resepct for its residents than bowing to the pressure of a well-funded institution that is slowly leaching value away from Boston neighborhoods.

Thank you,
Michelle Chambers
27 Willoughby Street
Brighton, MA 02135

Letter 46

To: Boston Redevelopment Authority
From: Erica Sigal, LICSW
Re: Boston College Institutional Master Plan Notification Form
Cc: Mayor Thomas Menino and the Boston College Task Force
Date: February 5, 2008

I respectfully request that the following comments and recommendations be taken into consideration as the BRA reviews the Boston College Institutional Master Plan Notification Form (IMPNF) during the scoping determination phase.

First and foremost, I strongly object to building undergraduate dormitories on the "Boston College Brighton Campus". 1

One of the main reasons I moved in to my 2045 Commonwealth Avenue apartment, and continue to rent here 14 years later, is because of what has been and I expected would always be the green, open space almost adjacent to my apartment building – the Archdioses property (now owned by Boston College) and St. John's Seminary.

I have enjoyed walking, jogging, cross-country skiing, sitting and studying, and even picking apples, pears and mulberries on this bucholic oasis of a property on the edge of the city of Boston. Building anything, let alone undergraduate dormitories, on this property will certainly disturb the peaceful, calm environmentally stable environment that this land offers for all – plant, animal and human, to enjoy. 2

Below are a number of comments and requests regarding the proposed building on and alteration of the the "Boston College Brighton Campus", including undergraduate dormitories, the playing fields on the lower part of this property; the proposed Weston Jesuit School Faculty and Graduate Housing plans, and also the proposed undergraduate dormitories on Shea Field.

GENERAL CONCERNS:

1. Please set firmly in the language of the long term Boston College Institutional Master Plan that the **"Orchard"** (i.e. the open land in front of the former Cardinal's residence, with the apples, pears and a mulberry tree) be **preserved PERMANENTLY from being built on** or otherwise converted from it's current state of natural beauty and open, green landscape. 3

2. Accordingly, please set the language such that the **"Orchard" will be preserved PERMANENTLY from being fenced in.** Should this happen, it would prohibit, or at least inhibit, appropriate use by local area residents who have enjoyed this beautiful green, open property for many years.

3. I am seriously concerned about the period of years, all year long, during which there will be continual noise, dust, rubble, **construction** vehicles and equipment, and general **disruption of the peaceful environment** of the former Archdioses property while buildings are renovated and built. This is a burden none of the abutting or local residents will find easy to tolerate.

4. Please study and give serious consideration to the **locations and numbers of shuttle buses and bus stops** along Commonwealth Avenue between Foster Street and the main Boston College campus, and also to any and all shuttle buses what will enter and drive through the "Brighton Campus". 4
   Please investigate:
   a. Effects on general surrounding vehicular and pedestrian traffic
   b. Noise pollution – from bus engines and brakes, and from students' voices.
   c. Air pollution - should buses idle any length of time anywhere

5. Regardless of the status and results of the proposed construction and renovation sites, **please move the current west bound Grey Cliff Shuttle bus stop** over at least to the far corner of Grey Cliff Rd. on Commonwealth Ave., by the gated driveway of the former Cardinal's Residence building. This will somewhat reduce the disruption of noisy students who wait to catch the bus in front of 5

residential apartment buildings, including mine, on Comm. Ave. next to the Grey Cliff Dormitory.

6. Please institute a **litter clean-up plan of neighborhoods** in the extended Boston College range, to occur **after EVERY recreational area usage** on either campus - main campus or "Brighton Campus". This should include at least Commonwealth Ave., Grey Cliff Rd., Gerald Rd., Foster St., Kirkwood Rd., Radnor Rd., Lane Park, Lake St., Undine Rd., Lakeshore Drive, and the streets north of the Edison School. Additionally, there needs to be a thorough clean-up of all of the Reservoir pathways and parkland, and the sidewalks along Beacon St., St. Thomas More Dr., and Chestnut Hill Drive. 6

   This request holds whether or not the proposed playing fields and associated buildings are built on the lower part of the "Brighton Campus".

BUILDING UNDERGRADUATE DORMITORIES ON THE "BRIGHTON CAMPUS":

1. Please conduct a study of the **anticipated pathways** – paved and unpaved (created and trampled by students) – from Boston College's "Brighton Campus" proposed dormitories across to various points including but not limited to: 7
   a. Top of Grey Cliff Rd.
   b. Bottom of Grey Cliff Rd.
   c. Top of Lake St.
   d. Bottom of Lake St. hill by Lake Shore Drive
   e. Proposed playing fields on lower part of "Brighton Campus"

   Please study: 8
   a. Viability of grass and other greenery remaining untrampled
   b. Amount and effect of potential litter
   c. Noise (which will undoubtedly carry) as students traverse the property, particularly at night, and especially on weekend nights when students tend to drink, and thus become much more loud.

2. Although the Grey Cliff Dormitory has had a history of being a **quiet dormitory of undergraduate students**, I have no reason to believe or suspect that the students who will live in the dormitories proposed to be built on the "Brighton Campus" will ever, let alone always be as

quiet and well behaved as those students living in the Grey Cliff Dormitory. I am particularly concerned because students living within the "Brighton Campus" property will likely not consider the surrounding neigbhorhood immediately adjacent when they become loud and/or leave trash outside of their dorms as they will be on a "campus". Voices and stereos DO CARRY, and litter is always unsightly and inappropriate!

Further, there frequently tends to be **beer cans, bottles and plastic cups**, as well as fast food wrappers littering both the Grey Cliff dorm hedges and mulched areas, and my apartment building's hedges and mulched areas, left by students walking by and/or waiting for the shuttle bus. This must not happen to the so-far pristine property of the former Archdioses as a result of having undergraduate students living there and traversing the property! There must be a mandate with consequences against such behavior, both on and off of the Boston College campuses.

PLAYING FIELDS ON THE "BRIGHTON CAMPUS":

1. I am **opposed to the use of artificial turf**, as proposed for two of the three playing fields to be created in the lower part of the "Brighton Campus". I am very concerned about its short and long term ecological impact! Several other area residents have articulated the reasons for NOT using artificial turf, so I will refer you to their informed comments rather than go into detail myself. 9

2. I support the strong concerns of the residents of Lane Park, especially regarding:
   a. The close **proximity of the proposed baseball field** to their homes, and in particular, to their childrens' bedrooms.
   b. The **negative effect of the night-time lighting** of the fields on their homes, and in particular, on their childrens' bedrooms. 10
   c. The **Wiltshire Road extension** must NEVER be re-opened to vehicular traffic. 11

WESTON JESUIT SCHOOL FACULTY AND GRADUATE HOUSING:

1. I support the concerns of the residents of Portina Road:

    a. A **sufficient buffer** must be created PERMANENTLY between Portina Road and the proposed Weston Jesuit School Faculty and Graduate Housing.
    b. This property must be **permanently used for this limited purpose** and NEVER be converted to undergraduate Boston College housing or other less quiet and restrained purposes.

SHEA FIELD DORMITORIES:

1. I am very concerned about the probable **increase in the amount of trash and litter left around the Chestnut Hill Reservoir** area which will be a by-product of increasing student useage of the Reservoir area. (See above **GENERAL CONCERNS** #6.)

2. I am also quite concerned about the **impact on the flora and fauna around the area of the Reservoir** resulting from the likely increased use by the students who will reside in the Shea Field dorms and will most likely go right past the Reservoir to get to Cleaveland Circle.

GENERAL CAMPUS DORMITORY CONSTRUCTION/ RENOVATION:

Please give strong consideration to building each new proposed dormitory, and to renovating any dorms to be renovated on the main campus, **one to two floors higher** (i.e. 5-6 floors of beds), thus eliminating the need for ANY undergraduate dormitories on the "Brighton Campus".

Thank you very much for your attention to these matters.

Sincerely,

Erica Sigal, LICSW
2045 Commonwealth Ave., Suite 27
Brighton, MA 02135
617-254-4809
erica.sigal@gmail.com

Letter 47

Richard Wood
36 Lake Shore Road
Brighton, MA 02135

February 4, 2008

Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

To Whom It May Concern:

As a resident of Brighton, I am voicing my concern for the BC Master Plan.

I began attending the BC Task Force meetings over a year ago. In the ten or so meetings I attended, I witnessed chronic criticism over several aspects of the plan. Many of them well thought out and constructive. But above these many issues there were two overriding concerns stressed, at every meeting by many speakers, loud and clear. They were: 1

1. BC should house all of their students on the North side of Commonwealth Avenue.
2. BC should house 100% of its students on campus.

Neighbors have made excellent suggestions as to how BC could accomplish these goals only to have them ignored as the College repeatedly presented the same plan over and over again with the same explanation as to why they needed to house students on the lower Brighton campus. And, why it wasn't practical for them to house 100% of their students on campus.

Prior to these Task Force meetings, I attended meetings at the Brighton Police station when BC first announced their intension to buy the Archdiocese land. During these meetings, BC officials promised they would never build dorms on that property. Two neighbors, Secretary William Galvin and Attorney Sandy Furman, respectfully and repeatedly asked BC officials to put this statement in writing. It was ignored.

Some neighbors say that this plan is a done deal. BC will do exactly as it wants and the BRA will approve it. Adding that the Task Force meetings were simply a façade, a PR gimmick, to placate hostility within the community until the bulldozers could begin their work. I hope the BRA will prove these people wrong.

Sincerely,

Richard Wood

Letter 48

4, February 2008

Mr. John Fitzgerald
BRA Porject Manager
One City Hall Square, 9th flr
Boston, MA 02201

Dear Mr. Fitzgerald,

As a resident of Brighton, a former president of the Chandler Pond Preservation Society and a small business owner, I write to ask that you not permit Boston College to erect under-graduate dorms on the former St.John's Seminary property.

When Boston College first purchased the property they SWORE that they would NEVER use it for under-graduate housing - knowing that the community would be up in arms at the very thought. Now that the "deal is done" we are faced with the prospect of up to 600 undergraduates on the lower campus and there's no question that such a development would irrevocably and, in my opinion, negatively change the character of this neighborhood.

This community is populated by familes committed to the upkeep of their homes and the integrity of the neighborhood around them, because they want to be here for the long term.

Boston has both a housing crises and a "brain drain" as the result - because of and despite our position as a "college town." Academic institutions are critical to our future as a country; but Boston will not thrive and prosper without some "balance." Brighton is one of the few areas in greater Boston that offers almost affordable and aesthetically appealing housing to those who choose to stay and not just visit. To sacrifice the needs and desires of the long-term "working" community to the short term needs and desires of the non-profit "visiting" community seems both foolhardy and short-sighted to me.

There is no reason why Boston College cannot continue to contain her undergraduate population on the "upper" campus bordered by the Reservoir and thereby "naturally" separated from her surrounding neighborhoods. 1

I love my home and ask that you do what you can to preserve the integrity of both "town AND gown" - maintaining undergraduate student housing on the upper campus and all housing on campus would serve the interests of both.

Respectfully,

Christine Stewart
36 Lake Shore Road
Brighton, MA 02135

Letter 49

Daina Selvig
70 Lake Street
Brighton, MA 02135

February 3, 2008

John Fitzgerald, Project Manager
Boston Redevelopment Authority (BRA)
One City Hall Plaza
Boston, MA 02201

Dear Mr. Fitzgerald:

Re: Boston College Institutional Master Plan

I am a resident of 70 Lake Street and am writing with respect to Boston College's Institutional Master Plan (IMP).

I respectfully request that the Boston Redevelopment Authority require Boston College to review and revise aspects of its plan prior to its resubmission and approval. My views are consistent with those expressed by neighbors and citizens who have attended Boston College Task Force meetings. I, and other neighbors, have vehemently expressed concerns about certain aspects of the IMP, which are detailed below. For Boston College to proceed with the current IMP, without significant modification, would be very deleterious to the community.

HOUSING

The construction of student housing (graduate or undergraduate) on the Brighton campus is contrary to Boston College's representations to the community when it purchased the St. John's Seminary property, and incongruous with the private, residential character of the abutting neighborhood. I respectfully submit that the BRA require Boston College to study and present alternatives to the construction of student housing on the Brighton campus, including but not limited to:

1. The maintenance and/or renovation of existing dormitory buildings/sites, particularly the Edmunds Hall building/site and the Flynn Recreation Center (Rec Plex) building/site, should it be demolished; 1

2. Study of alternative sites for dormitory buildings on the Chestnut Hill and Newton campuses; 2

3. Moderate increases in density to existing dormitory buildings on the Chestnut Hill campus (e.g., 6 or more stories, consistent with existing buildings), including the "Mods" site; 3

ATHLETIC FIELDS

Boston College's proposed stadiums (a 1500-seat baseball stadium and a 500-seat softball stadium), two multipurpose fields, and underground field house to be situated at the north end of the Brighton Campus would be gravely injurious to the neighborhood. Moreover, this proposed development is incompatible with existing zoning laws (Article 51, Zoning for Allston-Brighton's Neighborhood District, and St. John's Seminary Conservation Protection Subdistrict). Although the approval of the IMP would supersede existing zoning, the BRA should justify its action if approving a plan that contradicts the BRA's own assessment of appropriate use. I respectfully submit that the BRA require Boston College to study and present alternatives to the construction of the above-noted athletic uses on Brighton campus, including but not limited to: 4

1. The need for a baseball and softball stadium at all, giving the existing facilities on Shea Field and current attendance at games;

2. Consideration of the effect on adjacent neighbors and properties of lighting, public address systems, and increased traffic and parking, and prohibiting or severely limiting all uses that cannot be wholly mitigated; 5

3. The environmental, health and aesthetic impact of artificial/synthetic surfaces for the fields; 6

4. Limits on use, including lighting, public address systems, usage hours, crowds, clean-up, parking, and traffic; 7

5. Provisions for community access, not only for athletic uses but also for transversing the former St. John's Seminary property. 8

GREEN SPACE AND ENVIRONMENTAL IMPACT

Although the former St. John's Seminary property was private property, the Archdiocese has always afforded the community generous access to its beautiful meadows, orchards and woodlands. Boston College should continue this tradition of access and, moreover, accede to legal protections for green space on the Brighton Campus. The property is part of the St. John's Seminary Conservation Protection Subdistrict, and I respectfully request that the BRA require Boston College to formalize this protection through conservation restrictions over significant parts of the property.

In addition, I respectfully request that the BRA require Boston College to consider or provide further particulars with respect to "green building" for all new construction and all improvement, and for maintaining and enhancing public pedestrian and bicycle access to the Brighton Campus. 9 10

TRAFFIC

Boston College's development plans will have a significant impact on traffic on the surrounding residential community. To evaluate this impact, the BRA should require Boston College to pay the cost of an independent peer review of traffic, transportation, and parking impact of the IMP. Furthermore, any changes to public transit should only be considered after input from the MBTA, with appropriate community response. 11

The viability of our neighborhood demands significant modifications to Boston College's IMP. I am hopeful that the BRA will consider these comments, and others it receives, in issuing its scoping determination.

Yours truly,

Daina Selvig

Daina Selvig

cc. *Jean Woods, Chair, Boston College Task Force*
Mayor Tom Menino
City Councilor Mark Ciommo, Allston-Brighton District 9

Letter 50

Micheal O'Laoghaire
21 Wade Street
Brighton, MA 02135

Mr. John Fitzgerald
Project Manager
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201

February 4th, 2008

Re: Boston College Institutional Master Plan Notification Form

Dear Mr. Fitzgerald,

I am writing to express my opinion on Boston College's plans for its (traditional) Chestnut Hill campus and its recently-acquired "Brighton Campus" (the former Archdiocesan property). I will try to be brief.

General

- The college should commit to housing *all* its undergraduates on campus by 2018. 1
- We support the college's proposal that they ban undergraduates from renting apartments in one and two-family homes in Brighton. *Of course, any existing leases should be honored.*
- We support the college's proposal that they subsidize the purchase of homes in the Allston/Brighton area by their employees, providing those homes are to be occupied by their owners.

Brighton Campus

- No undergraduate dorms should be situated here.
  The neighbors are justifiably apprehensive of the effect that undergraduate dorms would have on their quality of life. The Task Force pointed that out in a letter in 2004, shortly after BC acquired the property.
- There should not be a baseball stadium here (it should stay where it is on the Chestnut Hill campus).
  The noise and lights would create an intolerable nuisance to the neighbors, especially those on Lane Park and Glenmont Road. 2

- The multipurpose field over the multiplex may use a synthetic surface.
  In general, synthetic surfaces are bad for the environment. They take away open space, can give off gases in the hot summer weather. 3
- All other playing fields should use natural turf.

- A parking garage under the proposed auditorium (near Commonwealth Avenue) would be preferable to a separate multi-storey one in mid-campus.
  It would have the additional advantage of allowing cars to access it from Commonwealth Avenue, without having to traverse the campus.
- The whole campus should be surrounded by a minimum 200-foot conservation buffer zone. 4
- There should be a conservation restriction on all land identified in the IMPNF as green space.
- The three college-owned properties at 188-196 Foster Street should be preserved. 5
  They date from the late 1800s and replacing them with modern buildings would change the character of Foster Street. We do not object to their being rehabilitated and possibly their being incorporated with compatible, adjacent new buildings.
- The Master Plan must restrict the use of the Foster Street seminarian housing to that purpose in writing for a period much longer than the 10-year time frame of the Master Plan.

Chestnut Hill Campus

- Undergraduate housing should be confined to this campus (and/or the Newton campus)
- Dorms should be built on the Commander Shea field only if it is found absolutely impossible to fit all the required dorm space elsewhere on this campus (and/or the Newton campus) 6
- If dorms (or other buildings) have to be built on the Commander Shea field, they should not be built on the side near the reservoir, so as not to detract from the reservoir's visual and aesthetic integrity. Rather, they should be built closer to the parking garage. *This would actually be an improvement as the garage is as ugly as such structures can be.*

Transportation

- There should be an independent review of any traffic, transportation and parking studies. 7
  This is standard practice in many cities and towns in the country. The applicant (Boston College) should provide a fund to the Boston College Task Force which would enable them to hire and pay the consultants.
- We object to the proposal to move the terminus of the MBTA's Boston College trolley line to the middle of Commonwealth Avenue.
  It would necessitate the widening of the street on both sides and would detract from the protected historical character of Commonwealth Avenue.
- We do not object to the proposed re-routing of St,. Thomas More Road to link/line up with the proposed new entrance from Commonwealth Avenue into the Brighton campus.
  However, we do object to the proposal to shut off the current connection to Lake Street.

Very truly yours,

Micheal O'Laoghaire

Letter 51

14 Lane Park
Brighton, MA 02135
February 1, 2008

Mr. John Fitzgerald
Project Manager
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201

Re: Boston College's Proposed Master Plan

Dear Mr. Fitzgerald:

As a long time resident of Lane Park (since 1983), I am writing to express my concerns and analyses regarding Boston College's Proposed Master Plan.

I would first like to say how disappointed I am that neither the City, State Department of Parks and Recreation, Trustees of the Reservation, Massachusetts Audubon, or any other public institution or private organization committed to preserving open space, acquired the Archdiocese property. Allston–Brighton has proportionately far less open space than other city neighborhoods and this particular parcel represents a disproportionate share of the precious little space we have. Although the sale of the Archdiocese property is irreversible, I implore the B.R.A., and ultimately the Mayor, to keep in mind that the former archdiocese grounds are a valued resource to all of Allston Brighton, and, indeed to the entire city.

Boston College has steadily encroached on Brighton, both directly through the purchase of property, and indirectly through the increase in off-campus student housing. Housing stock has been converted from middle income, largely two-family residences into unlicensed and unsupervised rooming houses on Foster Street, Radnor Road, Gerald Road, Lane Park, Greycliff Road, Kirkwood Road, as well as streets on the Lake Street side of the former Archdiocese grounds, including Lake Street, Lakeshore Drive, and Undine Road. Speculators and absentee landlords with no interest in the neighborhood and no interest other than maximizing their rental return have been acquiring these homes and renting them to undergraduates; there are currently forty-one such houses on the Foster Street side of the seminary (up two from last year). It is not hyperbole to state that this neighborhood's survival is at stake.

What follows are my concerns about and analysis of specific aspects of the proposed Master Plan.

Undergraduate Housing

Boston College has proposed, in summary, constructing two dormitories on the former Archdiocese grounds, one near the wall on Commonwealth Avenue, and the other less

than two hundred feet from residential housing on Lake Street. Their combined capacity is 500 students. They propose tearing down Edmonds Hall, a modern structure only twenty-five years old on More Drive housing 790 students, and replacing it with a recreational complex; constructing dormitories on Shea Field, currently used in part for their baseball field; and replacing part of a dorm complex known as the "mods" with other low-rise structures. The net number of new beds as proposed is 610.

The proposal for the former Archdiocese grounds has drawn unanimous opposition from the community, and the proposal for Shea Field has also drawn significant opposition.

Boston College representatives have talked repeatedly about the institution's desire to expand open space on the Chestnut Hill campus and to improve what they call "student formation" by keeping dorms at four stories or fewer – one of the justifications for tearing down the eight-story Edmonds Hall. The desire for more open space is understandable, but the proposed solutions flagrantly disregard the repeated and consistently expressed concerns of the community.

It appears eminently possible for Boston College to house one hundred percent of its undergraduates by adding an additional 1300 beds, without building on the former Archdiocese grounds, and perhaps avoiding building on Shea Field. This can be achieved by the following: building dormitories of six stories on the sites of the "mods," More Hall, Edmonds Hall (or leaving Edmonds Hall as is), and perhaps the existing recreation complex, rather than stubbornly insisting on the arbitrary the four-story limit insisted upon by Boston College. They could either rebuild the recreation complex on the existing site or build it on the former Archdiocese property.

Summary

1. Build dormitories to house **all** undergraduate students;
2. House **all** undergraduate students on the Chestnut Hill Campus by utilizing More Hall, the Mods, Edmonds Hall, and potentially other sites, and making all new dormitories up to six stories.
3. Rebuild the recreation complex on its current site or build it on the former Archdiocese property.

1

Housing restrictions and faculty/staff mortgage

Not included in the Master Plan, but mentioned at meetings by Boston College officials, is a proposal to restrict students from single-and two-family homes in our neighborhoods. Such a restriction would, however, be entirely unnecessary if Boston College added 1300 beds. It is doable and it is the optimal solution.

Moreover, any such restriction must be expanded to include three-family homes as well as condominiums in two- and three-family structures; otherwise, there is an all-too-obvious recourse by the landlords to convert their properties into condominiums.

I would welcome the proposal to offer advantageous mortgage programs to faculty and staff.

Summary

1. House all students on campus.
2. Any off campus restrictions should include three-family houses and condominiums converted from two and three-family homes.

2

Seminary Housing on Foster Street and the unimproved road to Portina Road

3

Whether the three existing houses are preserved or razed, I have no problem with the use of that site for seminarian/graduate housing provided that such use be mandated in perpetuity rather than for the ten years of the Master Plan. It is also imperative that the unimproved road be maintained as a footpath, not opened up as a through roadway, to preserve the character and security of the Portina Road neighborhood, and that Foster Rock area remain undeveloped.

I would welcome graduate/seminarian housing on the former Archdiocese grounds.

Proposed Athletic fields on the former Archdiocese grounds

The fields bordered by Lane Park, Lake Street and Glenmont Road have historically been green space. The proposal to move the baseball and softball fields from Shea Field would radically transform this green space.

The proposed baseball stadium would be detrimental, especially to the residents of Lane Park, Lake Street, and Glenmont Road, as well as residents further away, who would also be affected by increased traffic and noise.

The proposal is to build a "state-of-the-art" baseball stadium, with 1500 permanent seats, plus the possibility of additional temporary seating, klieg lights and a sound system, less than 50 feet from the properties on Lane Park. The beautiful landscape of majestic willow trees, gentle slopes, woods, and lawn would be replaced by artificial turf and fencing. The community would be barred from the newly developed space by fencing. Artificial turf would place the neighbors, ground water, and Boston College students at risk; it has been banned in several European countries and from new construction in several states domestically because of its toxicity.

The seating, lighting and noise would dramatically impact the quality of life for the residents of Lane Park and Glenmont Road, both adult and children; young children would suffer major disturbances to their evening routines and sleep. More distant neighbors would also be negatively impacted by increased traffic, parking shortages, noise, and trash.

The proposed softball stadium would negatively impact the residents of Glenmont Road in similar ways.

According to Boston College new fields are needed because of conflicting demands of the football and baseball programs on Shea Field. Resolving this conflict does not require a stadium designed for night games and large crowds especially since neither college baseball nor softball have historically drawn many spectators in this region.

I see two reasonable ways for Boston College to resolve their scheduling conflict while accommodating the needs of the neighborhood. My preference is to retain one playing field on Shea Field, either baseball or softball, and to develop the second one on the former Archdiocese grounds.

Alternatively, if Boston College is able to convince the B.R.A. that both playing fields must be sited at this location, the closest field should nevertheless be required to be moved further from the homes on Lane Park than described on the Master Plan.

Key to my proposal is the following, regardless of the site: natural turf rather than artificial turf, no night games and therefore no lights, far more limited seating - 500 for baseball, 200 for softball, and no fences.

I am pleased with the proposal to keep the field near Lake Street for recreational use, but for daytime use only.

Summary

1. No fencing around baseball or softball fields, either at the former Archdiocese grounds or Shea Field;
2. No use of the fields at night; ergo, no lights;
3. No artificial turf;
4. Seating limited to 500 for baseball and 200 for softball;
5. Either a baseball field or softball field on Shea Field and the other on the former Archdiocese grounds. If on former Archdiocese grounds, located further from Lane Park than presently proposed.
6. If absolutely necessary, both fields on the former Archdiocese grounds, but with the above described restrictions, and moved further from Lane Park.

4

Open Space

There is much that I would hope can be preserved, but I don't believe I can do this topic justice and I expect other writers will go into greater detail. I would particularly defer on this issue to anything that is written by Charlie Vasiliades. Examples of features important to the community include the orchards by the former Cardinal's mansion, the trees ringing the property, the stone walls, and the Foster Rock. For these and other areas, I ask for legal restrictions to be implemented, such as a "conservation easement," rather than merely a promise by the institution for the life of the 10-year Master Plan.

5

Transportation and Parking

I leave it to others far more knowledgeable than I to respond to the transportation and parking aspects of the Master Plan.

Shea Field and the Chestnut Hill Reservoir

Another significant local open space resource in this neighborhood is the reservoir with its walking trail. This area is valuable, all the more so because the former Archdiocese grounds will undergo at least some change and some restriction of community access.

However Boston College may develop Shea Field, clear and strong protection for the reservoir park from any development of Shea Field, particularly from any increase of student housing that may occur there, so as to preserve the reservoir area as a tranquil resource for the community. 6

Conclusion

I have attended dozens of meetings about Boston College expansion over the past year and participated in e-mail forums and blogs. I speak for myself, but my views are shared in large part by most of those with whom I have communicated.

I have heard sentiments ranging from cautious optimism to extreme cynicism as to whether our community will be heard or Boston College's plans simply rubber-stamped. I trust that our concerns will be addressed. Thank you for your consideration.

Very truly yours,

Sanford Furman

Xc: Mayor Thomas Menino, Paul Holloway, Boston College Task Force, Councilman Mark Ciommo, Senator Steven Tolman, Representative Michael Moran, Representative Kevin Honan, City Councilman John Connolly, City Councilman Sam Yoon, City Councilman Michael Flaherty

Letter 52

Alessandro (Alex) Selvig
70 Lake St.
Brighton, MA 02135

Mrs. Jean Woods
Chairperson, Boston College Task Force

January 8, 2008

Dear Jean,

I have reviewed several documents relevant to the athletic facilities that Boston College wishes to build. Several issues are apparent, and I ask that you and the Task Force please consider them.

If built as proposed, the athletic stadiums would cause significant injury to the neighborhood:

- Noise from public address (PA) systems and fans.
- Light pollution from the floodlights.
- Increased traffic.
- Public drinking and other undesirable behavior seen at Boston College athletic events.
- Reduction in property values and related City of Boston tax base.
- Cause permanent residents and families to relocate, reducing owner-occupancy.

The BRA's Article 51 (Zoning for Allston-Brighton's Neighborhood District) forbids construction of a stadium in both in the St. John's Seminary Conservation Protection Subdistrict, and also in Boston College's Institutional Subdistrict (see attached). 1

Furthermore, the BRA's Article 80 (Development Review and Approval), requires that a project be "..architecturally compatible with surrounding structures", "..consistent with any established design guidelines that exist for the area in which the Proposed Project is located, as set forth in the underlying zoning", and that "..nothing in such proposed project will be injurious to the neighborhood or otherwise detrimental to the public welfare" (see attached). 2

The project as proposed is incompatible with the residential character of the neighborhood, is forbidden under the underlying zoning, and would cause irreparable injury to a neighborhood with families and many long term residents. 3

Some of us would look favorably upon a low-impact athletic and/or recreational use of this location, and expect that Boston College would generate significant goodwill in future negotiations if they modified their plan in this direction.

Sincerely yours,

Alessandro (Alex) Selvig

cc: John Fitzgerald, Boston Redevelopment Authority.
Task Force members and public present on 1/8/2008.

REGULATIONS APPLICABLE IN CONSERVATION PROTECTION SUBDISTRICTS

SECTION 51-10. **Establishment of Conservation Protection Subdistricts**. This Section 51-10 establishes eleven (11) "Conservation Protection Subdistricts" (CPS) in the Allston-Brighton Neighborhood District. The CPSs are established to promote the most desirable use of land and siting of development in areas with special natural or scenic features in accordance with a well considered plan, and to protect and enhance the natural and scenic resources of Allston-Brighton. The CPSs are designated "CPS" on Maps 7A, 7B, 7C, and 7D "Allston-Brighton Neighborhood District":

1. Cenacle Retreat Center CPS
2. Crittenton CPS
3. Foster Street Hill CPS
4. Foster Street Rock CPS
5. Kennedy Rock CPS
6. Leamington Rock CPS
7. Mt. Saint Joseph's Academy CPS
8. Oakland Quarry CPS
9. St. Gabriel's Monastery CPS
10. St. John's Seminary CPS
11. St. Sebastian's CPS

SECTION 51-11. **Use Regulations Applicable in Conservation Protection Subdistricts**. Within the Conservation Protection Subdistricts, the uses identified in Table A of this Article and described in greater detail in Article 2A, are allowed, conditional, or forbidden as set forth in said Table A. No land or Structure in a Conservation Protection Subdistrict shall be erected, used, or arranged or designed to be used, in whole or in part, unless, for the proposed location of such use, the use is identified in said Table A as "A" (allowed) or, subject to the provisions of Article 6, the use is identified as "C" (conditional). Any use identified as "F" (forbidden) in Table A for the proposed location of such use is forbidden in such location. Any use not included in Table A is forbidden for the Conservation Protection Subdistricts.

SECTION 51-12. **Dimensional Regulations Applicable in Conservation Protection Subdistricts.** The minimum allowed Lot Size, Lot Width, Lot Frontage, Front Yard, Side Yard, Rear Yard, and Usable Open Space for any Lot in a Conservation Protection Subdistrict, and the maximum allowed Building Height and Floor Area Ratio for such Lot, are set forth in Table H of this Article.

^SECTION 51-13. **Site Plan Approval Requirement.** In order to assure that any significant new development within the Conservation Protection Subdistricts occurs in a manner that is protective of the special natural and scenic features of these subdistricts in accordance with a plan considering the most desirable land uses for such areas, requirements for Boston Redevelopment Authority review of site plans for Proposed Projects in Conservation Protection Subdistricts apply as provided in Article 80 for the

TABLE A - Continued

	One Family (1F)	Two Family (2F)	Three Family (3F)	Multifamily Residential (MFR)	Conservation Protection Subdistricts (CPS)	Community Facilities Subdistricts (CF)
Office Uses						
Agency or professional office	F	F	F	F	C	A
General office	F	F	F	F	C	A
Office of wholesale business	F	F	F	F	F	F
Open Space Uses						
Golf driving range	F	F	F	F	F	F
Grounds for sports, private	C	C	C	C	C	F
Open space	A	A	A	A	A	A
Open space recreational building	F	F	C	C	C	A
Outdoor place of recreation for profit	F	F	C	C	C	F
* Stadium	F	F	F	F	F	F *
Public Service Uses						
↔Automatic telephone exchange or telecommunications data distribution center	F	F	F	F	C	F
Courthouse[3]	F	F	F	F	F	F
Fire station[3]	A	A	A	A	C	F
^Outdoor payphone	F	F	F	F	C	C
Penal institution[3]	F	F	F	F	F	F
Police station[3]	A	A	A	A	A	F
Pumping station[3]	C	C	C	C	C	F
Recycling facility (excluding facilities handling toxic waste)	F	F	F	F	F	F
Solid waste transfer station	F	F	F	F	F	F
Sub-station[3]	C	C	C	C	C	F
Telephone exchange	F	F	F	F	F	F

(↔As amended on October 20, 2000)
(^As inserted on March 15, 2006)

REGULATIONS APPLICABLE TO INSTITUTIONAL USES

^SECTION 51-26. **Establishment of Institutional Subdistricts**. This Section 51-26 establishes five (5) Institutional Subdistricts within the Allston-Brighton Neighborhood District as designated on Maps 7A, 7B, 7C, and 7D "Allston-Brighton Neighborhood District." The purpose of the Institutional Subdistricts is to provide zoning regulations for the campuses of major institutions within the Allston-Brighton Neighborhood District as they exist as of the effective date of this Article. Proposed Institutional Projects located in the Allston-Brighton Neighborhood District, whether inside or outside an Institutional Subdistrict, are subject to Section 51-29 (Institutional Master Plan Review Requirement). The Institutional Subdistricts are:

1. Boston College Institutional Subdistrict
2. Boston University Institutional Subdistrict
3. Harvard University Institutional Subdistrict
4. St. Elizabeth's Hospital Institutional Subdistrict
5. Franciscan Children's Hospital Institutional Subdistrict

(^As amended on May 9, 1996.)

^SECTION 51-27. **Use Regulations Applicable in Institutional Subdistricts**. Within the Institutional Subdistricts, the uses identified in Table C of this Article and described in greater detail in Article 2A, are allowed, conditional, or forbidden as set forth in said Table C. No land or structure in an Institutional Subdistrict shall be erected, used, or arranged or designed to be used, in whole or in part, unless, for the proposed location of such use, the use is identified in said Table C as "A" (allowed) or, subject to the provisions of Article 6, the use is identified as "C" (conditional). Any use identified as "F" (forbidden) in Table C for the proposed location of such use is forbidden in such location. Any use not included in Table C is forbidden for the Institutional Subdistricts.

(^As amended on May 9, 1996.)

^SECTION 51-28. **Dimensional Regulations Applicable in Institutional Subdistricts**. The minimum allowed Lot Size, Lot Width, Lot Frontage, Front Yard, Side Yard, Rear Yard, and Usable Open Space required for any Lot in an Institutional Subdistrict, and the maximum allowed Floor Area Ratio and Building Height for such Lot, are as set forth in Table I of this Article.

(^As amended on May 9, 1996.)

^SECTION 51-29. **Institutional Master Plan Review Requirement**. Requirements for the review and approval of Institutional Master Plans and Proposed Institutional Projects are set forth in Article 80 for Institutional Master Plan Review. See Section 80D-2 (Applicability of Institutional Master Plan Review) concerning the applicability of such requirements, requirements applicable to exempt projects,

TABLE C - Continued

	Economic Development Areas		Institutional Subdistricts				
	Allston Landing North	Allston Landing South	Boston College	Saint Elizabeth's Hospital	Franciscan Children's Hospital	Boston University	Harvard University
Office Uses							
Agency or professional office	A	A	C	C	C	A[2]	A[3]
General office	A	A	F	F	F	A[2]	A[3]
Office of wholesale business	C	A	F	F	F	A[2]	F
Open Space Uses							
Golf driving range	F	F	F	F	F	F	F
Grounds for sports, private	C	F	C	C	C	C	C
Open space	A	A	A	A	A	A	A
Open space recreational building	C	F	C	C	C	C	C
Outdoor place of recreation for profit	C	F	F	F	F	F	C
Stadium	F	F	F	F	F	F	F
Public Service Uses							
↔Automatic telephone exchange or telecommunications data distribution center	C	C	C	C	C	C	C
Courthouse[4]	A	F	F	F	F	F	F
Fire station[4]	A	A	A	A	A	A	A
^Outdoor payphone	C	C	C	C	C	C	C
Penal institution[4]	F	F	F	F	F	F	F
Police station[4]	A	A	A	A	A	A	A
Pumping station[4]	A	A	C	C	C	C	C
Recycling facility (excluding facilities handling toxic waste)	C	A	F	F	F	F	F

(↔As amended on October 20, 2000)

and a description of how construction activities comply with any city or state regulatory requirements controlling the rodent population, may be required.

(n) Wildlife Habitat. A description of significant flora and fauna that are present on the site.

(o) Green Building. An analysis to determine how well the proposed project complies with LEED and to assess the level of environmental performance that will be achieved by the Proposed Project under the most appropriate LEED building rating system.

3. Urban Design Component. In its Scoping Determination, the Boston Redevelopment Authority shall require the Applicant to submit such plans, drawings, and specifications as are necessary for the Boston Redevelopment Authority to determine that the Proposed Project: (a) is architecturally compatible with surrounding structures; (b) exhibits an architectural concept that enhances the urban design features of the subdistrict in which it is located; (c) augments the quality of the pedestrian environment; and (d) is consistent with any established design guidelines that exist for the area in which the Proposed Project is located, as set forth in the underlying zoning and, if the Proposed Project is located in a Planned Development Area, Urban Renewal Area, or Institutional Master Plan Area, as set forth in the PDA Development Plan, PDA Master Plan, land assembly and redevelopment plan, urban renewal plan, or Institutional Master Plan applicable to such area. Such design guidelines may relate to any planning area or district and may include, but need not be limited to, particular architectural requirements, including building massing, proportions, setbacks, materials, fenestration, ground level treatment, and other related architectural characteristics. At the request of the Applicant, the Urban Design Component may include the approval of a Comprehensive Sign Design, as provided for in Section 11-2.

4. Historic Resources Component. In its Scoping Determination, the Boston Redevelopment Authority shall require the Applicant to submit an analysis that sets forth measures intended to mitigate, limit, or minimize, to the extent economically feasible, any potential adverse effect that the Proposed Project may have on the historical, architectural, archaeological, or cultural resources of any district, site, building, structure, or object listed in the State Register of Historic Places. The Boston Redevelopment Authority may forward the Historic Resources Component to appropriate public agencies for their review, comment, and recommendations, including but not

(f) Site plan review in a Conservation Protection Subdistrict or Greenbelt Protection Overlay District shall take full account of reasonably foreseeable future development within the CPS or GPOD. To discourage the improper segmentation of Proposed Projects, a criterion for the review of a site plan shall be its consistency with any previously approved site plan of the Applicant, or any predecessor in interest of the Applicant, within the same CPS or GPOD.

3. Development Impact Projects. If a Proposed Project is a Development Impact Project within the meaning of Section 80B-7 (Development Impact Project Exactions), the Boston Redevelopment Authority shall issue an Adequacy Determination only if the Authority finds that the Proposed Project conforms to the general plan for the City as a whole and that nothing in such Proposed Project will be injurious to the neighborhood or otherwise detrimental to the public welfare.

√SECTION 80B-5. **Boston Redevelopment Authority Procedures for Large Project Review.**

1. Pre-Review Planning Meeting. The Applicant is strongly encouraged to request a pre-review planning meeting with the Boston Redevelopment Authority. At the Applicant's request, the Boston Redevelopment Authority will schedule a pre-review planning meeting with the Applicant and staff to discuss issues that may be raised by a Proposed Project and identify any need for coordination with other Boston Redevelopment Authority review and with review by other public agencies.

2. Initiating the Large Project Review Process; Filing of Urban Design Plans; Coordination of Urban Design Component with Boston Civic Design Commission Review. The Applicant shall initiate the review required by this Article for Large Project Review by filing a Project Notification Form (PNF) in writing with the Boston Redevelopment Authority.

   (a) Time for Filing PNF. The Applicant should file the PNF in the Proposed Project's pre-schematic design phase.

   (b) Content of PNF. The PNF shall set forth in sufficient detail those aspects of the Proposed Project that are necessary to determine its potential or likely impacts. This information shall include, but is not necessarily limited to, the following, as appropriate:

Stadium

From Wikipedia, the free encyclopedia

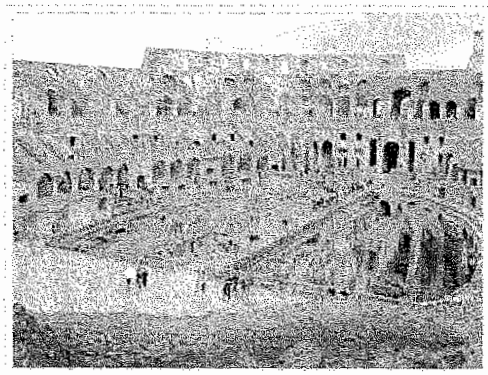
A modern **stadium** (plural **stadiums** or **stadia** in English) is a place, or venue, for (mostly) outdoor sports, concerts or other events, consisting of a field or stage partly or completely surrounded by a structure designed to allow spectators to stand or sit and view the event.

The new Wembley Stadium in London is the most expensive stadium ever built; it has a seating capacity of 90,000

Contents

History of the stadium

The word originates from "stadion" (στάδιον), literally a "Stand", (a place where people stand.) The oldest known stadium is the one in Olympia, in western Peloponnese, Greece, where the Olympic Games of antiquity were held since 776 BC. Initially 'the Games' consisted of a *single event*, a sprint along the length of the stadium. Therefore the length of the Olympia stadium was more or less standardized as a measure of distance (approximately 190 meters or 210 yd). The practice of standardizing footrace tracks to a length of 180-200 meters (200-220 yd) was followed by the Romans as well. Greek and Roman stadia have been found in numerous ancient cities, perhaps the most famous being the Colosseum or the Stadium of Domitian, both in Rome.



An interior of the Colosseum. The partial floor is a modern reconstruction; below are the underground vaults and tunnels originally used to house animals and slaves.

The modern stadium

Types

Dome stadiums are distinguished from conventional

Playing field

From Wikipedia, the free encyclopedia

A **playing field** is a field used for playing sports or games. They are generally outdoors, but many large structures exist to enclose playing fields from bad weather. Generally, playing fields are wide expanses of grass, dirt or sand without many obstructions. More recently, some types of fields have begun using a synthetic grass-like material called AstroTurf, but its use is often controversial. Today a lot of fields have Next Turf, ProGreen or Field Turf. These Turfs are filled with rubber and/or sand.

There are a variety of different commonly used fields, including

- the cricket field containing the cricket pitch,
- the baseball field,
- and the American football field
- courts: tennis court, volleyball court, basketball court
- Football (Soccer) pitch

Metaphorically, a playing field refers to any place or context within which competitive activity takes place, most often economic competition between companies. A metaphorical playing field is said to be level if no external interference such as government regulations affects the ability of the players to compete fairly. See Free Trade.

The term is also used for collectable card games, where it refers to the area that the cards are placed during gameplay.

Retrieved from "http://en.wikipedia.org/wiki/Playing_field"

Categories: Sports stubs | Sports terminology | Sports rules and regulations

Compact Oxford English Dictionary

stadium

/**stay**diəm/

• **noun** (pl. **stadiums** or **stadia /stay**diə/) **1** an athletic or sports ground with tiers of seats for spectators. **2** (in ancient Rome or Greece) a racing track.

— ORIGIN Greek *stadion*.

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Compact Oxford English Dictionary

field

• **noun 1** an area of open land, especially one planted with crops or pasture. **2** a piece of land used for a sport or game. **3** a subject of study or sphere of activity. **4** a region or space with a particular property: *a magnetic field.* **5** a space or range within which objects are visible from a particular viewpoint or through a piece of apparatus: *field of view.* **6 (the field)** all the participants in a contest or sport. **7** archaic a battle.

• **verb 1** chiefly Cricket & Baseball attempt to catch or stop the ball and return it after it has been hit. **2** select to play in a game or to stand in an election. **3** try to deal with (a question, problem, etc.).

• **adjective 1** carried out or working in the natural environment, rather than in a laboratory or office. **2** (of military equipment) light and mobile for use on campaign.

— PHRASES **hold the field** remain the most important. **in the field 1** engaged in combat or manoeuvres. **2** engaged in fieldwork. **play the field** informal indulge in a series of casual sexual relationships. **take the field** (of a team) go on to a field to begin a game.

— DERIVATIVES **fielder** noun.

— ORIGIN Old English.

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- ELT Dictionaries
- Oxford Online

Letter 53

3 February 2008

John M. Fitzgerald
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald,

I understand you are concerned about the reaction of the Brighton neighborhood to Boston College's proposal to build dorms on Shea Field. I'd like to register my concern about how this proposal will be detrimental to the enjoyment of the Chestnut Hill Reservoir park area.

Some residents worry about the foot traffic and potential trashing of the Chestnut Hill Reservoir due to students' choice of passage to and from Cleveland Circle's bar scene. I believe this is a valid concern but not one that will be impacted by dorms on Shea Field. No matter where B.C. puts dorms on the Chestnut Hill campus, foot traffic will pass by the reservoir. What I don't want are buildings bringing light and noise to the reservoir and hence changing the rural oasis that the reservoir provides. These problems can't be denied because there is an example already in effect that proves my case. 1

Go to the farmland in Hadley, one mile west of the U-Mass Southwest Complex! Stand there at 11:00 o'clock on a Friday or Saturday night! You can hear the ruckus! Be there before 11:00 pm when the playing fields are in use and you can read a newspaper by the light thrown! The Hadley farmers across from Rte. 116 no longer enjoy a rural lifestyle. Neither will we have the rural peace of the Chestnut Hill Reservoir Park if dorms are built on Shea Field. The Hadley farms are a mile away. The entire reservoir is within a half mile of Shea Field. Please take into consideration the need of Brighton and Brookline residents for this special place of quiet ambiance. Thank you.

Yours truly,

David Carlson

David Carlson
11 South Crescent Circuit
Brighton, MA 02135

Letter 54

To: Boston Redevelopment Authority
Re: Housing Issues in the Boston College Institutional Master Plan Notification Form
Date: January 22, 2008

As many Allston-Brighton residents, we are concerned about the disproportionately large number of undergraduate students (including Boston College students) living in houses and apartment buildings in our neighborhood. The neighborhood is plagued by quality of life issues related to student rentals, which leads to an increasingly transient population. As a result, it is difficult to attract families to Allston-Brighton, and keep them here.

Therefore, we urge the BRA to seek revisions in BC's proposed Institutional Master Plan in order to better serve the needs of the Allston-Brighton community. We ask for the following:

1. By 2018, BC should be required to provide on-campus housing for all of its undergraduate students (except those studying elsewhere or commuting from family homes in the greater Boston area). 1
2. Undergraduate dorms are unacceptable on the former seminary grounds, which borders a residential neighborhood, and should not be built. BC can, and should, co-locate its undergraduate students in the traditionally residential parts of the Chestnut Hill campus (both Boston and Newton) that are not directly adjacent the Chestnut Hill Reservoir. 2
3. It should be ensured that: the proposed housing for Jesuit seminarians on Foster Street is used for absolutely no other purpose far beyond the 10-year IMP time frame; that the extension of Wiltshire Road is never re-opened; and that buffer zones are increased. 3

To accomplish these goals, we request the BRA's scoping determination include the following:

1. BC should maintain the Edmonds Hall site for dormitories -- as well as the current site of the Rec Plex (Flynn Recreation Center), should they wish to move it elsewhere. 4
2. To make good use of available land and maximize open space, BC should build dorms of 6 or more stories high (consistent with those recently built), and locate them throughout the Chestnut Hill campus, including Newton (and not directly adjacent the Chestnut Hill Reservoir). 5
3. BC should substantially increase the number of beds on the two-story "Mods" site (temporary housing built in 1970) to accommodate more students on campus. 6

In light of deep concerns about impacts caused by BC purchasing houses in Brighton, we also desire full transparency as to their purpose and extent, both now and in the future.

BC can best serve and coexist with the Allston-Brighton community by taking the responsibility of providing on-campus housing for all of its undergraduate students. For decades, BC has not assumed this full responsibility to the detriment of the neighborhood.

This letter comprises a complete, robust, and flexible scenario for undergraduate housing that the BRA should require BC to scope fully. The proposals identified here for housing are more than sufficient to house all BC's undergraduates while still maximizing open space. We believe that our community position outlined in this document offers solutions that serve the interests of the community, BC, and the city.

Thank you.

Louise A. Bonar
24 Brayton Road
Brighton MA 02

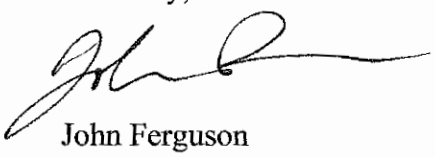
Letter 55

To whom it may concern:

I am dismayed to hear of the continuing plans of Boston College to expand. The addition of a parking garage, stadium, and dormitories to an entirely residential neighborhood will be a positive thing for anyone other than the college itself. I have heard from no one in the community who welcomes or endorses the plan, and any measure of common sense would have forecast the hostile reaction the plan has received.

Most infuriating was the cavalier and callous attitude I encountered upon discussing this with Tom Keady, the representative from Boston College. His first remark to me upon hearing my concerns was, "Didn't you know there was a college here when you moved here?" This suggests that the college has NO moral responsibility and NO accountability for how it spends its money, what it builds, and where, and whether the community likes it or not! A similar argument he proposed was, "Well, you didn't expect us to buy ten million dollars worth of land and not do anything with it, did you?" Whether the land is purchased, what is built there, how and why, may be the college's decisions to make, but they have made a wrong choice and a selfish one. I refuse to let them infiltrate our neighborhood with extra traffic, extra students (students who have shown a reputation for drunkenness and rowdiness), extra noise, extra lights, extra trash. I trust that with the resources available to them BC will find a better location and a better solution. BC, please do the right thing for this community.

Sincerely,



John Ferguson
92 Lake Shore Road, Brighton

Letter 56

1)

Feb - 2 - 2008

My name is Franco Ruso, together with my wife Rita and my family we want to bring to you attention what's happening on our neighborhood. About 30 years ago we bought our house in 58 Lane Pk, Brighton. We enjoyed living in this beautiful area full of green and lots of history. When, few years ago BC bought St. John Seminary we heard from them that they were to build a few graduate houses in our back yard. We felt so worried about the traffic, the noise parties etc - etc -

Now a year or so, later, BC came out with this big project to build actually to add a stadium and a big car parking garage. We are very disturbed about this. How could anyone can propose a big stadium 30-40 feet away from several houses? How could anyone can live so close to the stadium when a games goes on? It's impossible. The enormous traffic, loud screaming, the very disturbing lights

1

2

and possibly a lot of drinking it's going to make every body crazy.
Over the past years we were very good neighbors to BC, never made any complaint about noisy parties, or congested traffic during the games, it seemed like something we could live with But, now, this is different, This is a big problem for all of us, but especially for us, Lone Pk residents. We still like to be a good neighbor with BC, but it isn't quite so nice to do this to us We really need your help and your support to try to stop them with this big project and reconsider the whole plan.
As I said we live in a very nice, quite street and we don't want BC to distroy the peace and the beautiful green and history on our neighborhood.
Thanks for considering our plea.

Frances & Rick Ruf

1 cont'd

Letter 57

February 2, 2008

Mr. John Fitzgerald, Project Manager/Planner
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: **PROPERTY ABUTTER**
Boston College Plans

Dear Mr. Fitzgerald:

My family and I have lived on Lane Park for many years. My home is next to the proposed baseball Stadium. **If fact, my property is approximateiy 30 yards from first base at the Baseball Stadium!** I'm sure you will consider my concerns as you review the project.

The proposed Baseball Stadium is much too large and too close to our home. Placing a baseball stadium this size, so close to our homes, will have a detrimental effect on of lives. You must require BC to move or reduce the size to a much smaller playing field. Our concern is the size of the stadium and all the things that is brings. Issues such as lights, noise, traffic, litter and public drinking are our concerns. There is no way that a baseball stadium, 30 yards from our home will not have a negative impact of our neighborhood! You must send BC back to revise these plans. Make the baseball field much smaller and limit its use! 1

Our other fear is the size and scope of the Undergraduate Housing and the 500 car Garage which will be locate very near our home. The housing should be smaller and further away from the community. The garage should be smaller and move to the entrance of the property. All efforts to protecting the green space should be explored.

In general, we feel that the comments the BC Task Force is submitting will express our concerns regarding future development. This project is too much and happening too fast for our community to absorb and we are relying on the BRA to protect our quality of life issues and interest.

Again, as an abutter, our interest must be considered when scoping this project!

Sincerely,

Bruno Salvucci
40 Lane Park
Brighton, Ma. 02135

CC: Elected Officials

Letter 58

January 31, 2008

Mr. John Fitzgerald, Project Manager/Planner
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: **Boston College IMP- PROPERTY ABUTTER**

Dear Mr. Fitzgerald:

I want to offer my comments on the proposed development on the Brighton Campus, formerly St. John's Seminary. We live at 34 Lane Park and my home abuts the property on two sides. I feel that my concerns must be considered prior to any development taking place since we will be severely impacted.

My immediate concern is the proposed Baseball Stadium. My preference would be that the stadium not be built, as its impact on the neighborhood is uncertain. This buildings and playing field are much too close to our property. Why not keep the playing field on Shea Field where it is now?
Bringing this into our neighborhood will be too much too soon. This issue of noise, lights, traffic, and students into the community will surely have an impact on the quality of life for us.

BC has proposed to build 2000 seats! I must strongly object to this it is much too large for the site and the neighborhood. If it is to be built then a much smaller playing field with minimal seating is the preferable choice. There should not be any lights for the first ten years and BC provide security 24 hrs, seven days a week. 1

Also, the playing field must be limited to BC students and activities only. We don't want this to be used by others. It is just too much for us to bear! Use of the stadium should absolutely be limited to BC league games. 2

Use of the stadium at nights should be kept to a minimum, and no later than 9 PM. The playing fields, parking garage, tennis courts, and other outdoor facilities etc. should stop at a specified time, and absolutely no later than 9:00 PM. 3

Lighting at all outdoor facilities should be designed with an eye to minimizing impact on the neighborhood, especially the immediate abutters. Noise controls should be examined. Mitigation in the form of payment for lost home value, as well as design and construction studies to minimize the impact of the stadium on quality of life in the nearby homes, should be explored for immediate abutters at a minimum, and perhaps other homes impacted by the construction. 4

Another issue that concerns me is the proposed 500 car garage. This is too large for the site and will only result in more traffic, noise and pollution to our life. Why not build parking under the propose buildings along Commonwealth Ave? Don't bring traffics into this beautiful green space. Keep it up along the entrance to the property and limit the number of spaces and encourage public transportation. 5

If this garage is going to be built then limit its size, move it to preserve the tress and make the facade appear as an office building. They are proposing to build at a location that is currently a green space within full view of our home. It is so close to us that we will hear the noise from the traffic and smell the fumes from the exhaust. It will be a detriment to our health and quality of life! Because of this I am an urging you to take a closer look at this and re-evaluate the scope. 6

Again, as an abutter, who is greatly impacted by the scope of this proposal, I am urging you to consider the needs of the life long residents and refine this plan to reduce the effects it will have on our families!

Sincerely,

Mr and Mrs Mariano Dantignana
34 Lane Park
Brighton, Ma. 02135

Mariano D'Antignana
Grace D'Antignana

CC: Senator Steve Tolman
Rep. Kevin Honan
Rep. Michael Moran
Councilor Mark Ciommo

Letter 59

Shani [illegible] Traum
50 Lane Park
Brighton, MA 02135

February 4, 2008

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Sqaure
9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald:

As direct abutters to Boston College's Brighton Campus, we are writing to express our concerns and opinions regarding Boston College's IMP. While we understand the college's need for expansion, we would like to see it happen in a way that does not harm the residential neighborhood in which it is located nor the citizens of Boston who live directly adjacent to the campus.

We ask that you please consider the following points as you prepare the scoping request from Boston College.

Playing Fields and Recreation:

As stated above, we understand the college has its needs, but those needs should not trump those of the homeowners who live in the neighborhood and must not destroy our sense of community or well-being. Unfortunately, the college's plan for a 1,500 seat baseball field, 500 seat softball field, and two all purpose fields all to be lighted for night games fails this important test on many levels. First, as homeowners whose house sits just off of the proposed baseball field's right field corner, having lighting itself would be very disruptive. Two of our bedrooms, including that of our young sons, overlook the proposed site. Lights bright enough to light up a baseball field would certainly light up the bedrooms as well, making it very difficult for our two elementary school-aged children to get to sleep, even with the use of curtains. 1

Add to that the sound of hundreds of fans leaving the game afterward and the situation is totally unacceptable. 2

As such, we would ask that the amount of seating be reduced to 500 at the baseball field and 300 at the softball field and that there be no lighting for night games or practices.

At the recent forums held by the BRA and the BC Task force, there seemed to be some ambiguity as to the uses for the various fields outside of the varsity teams – the frequency, timing, etc. We ask for clarification on these uses. As noted above, night use of the fields for a limited number of varsity games would be unacceptable. Even more so should there be added night use for practices or non-varsity and intramural play. 3

There has been no real information on the type, scope, and use of a sound system on the playing fields. We ask that Boston College provide detailed information on the volume and scope of the system as well as it's proposed purpose (announcements, music, rally cry, etc.) and usage (only for varsity games or for other games and occasions as well). 4

Sound carries quite well from the field behind out home, so much so that when the Archdiocese would let a festival take place there a couple of times a year, we would have to leave the house for the day. We should not have to choose between leaving our home on a weekly basis (on our Sabbath) or staying put and having to listen to crowds, announcements, music, etc. because Boston College feels it needs an oversized baseball field placed in the middle of a residential area. The neighbors should not have to deal with the noise and pollution of 1,500 fans arriving at, enjoying, and leaving these games, nor loud announcements and music over the PA system.

Boston College's plans call for synthetic grass to be used on the fields. Many in the neighborhood have raised concerns regarding the environmental and health impact of this usage. We ask that a complete study be provided detailing the health and environmental impact of synthetic grass and natural grass, taking into account any agents that would be used for the upkeep of the grass (fertilizer, pesticides, etc). The abutters and their neighbors have a right and obligation to oppose anything that might cause us physical harm and Boston College should be required to prove that their plan does not provide this risk. 5

We would like to be able to support this project but unless the seating is downsized, the lighting be removed, and satisfactory answers regarding the sound system, grass vs synthetic grass, and field usage be provided - we cannot .

Parking and Transportation:

At the forum regarding parking and transportation, it seemed that the plan was for the entrance to the Brighton campus from Foster Street be open and unregulated. We would ask that instead this be gated, with access and egress to be regulated by electronic card or 6

guard. We feel this will reduce traffic on Foster Street and through the Brighton Campus (on the road behind our house) by limiting users to those who belong on the campus while excluding those who wish to use it as a short cut from the Beacon Street near the Reservoir to Brighton Center and vice versa. If left open, this short cut would allow drivers to bypass the traffic jams often present on Washington between Lake and Foster Street and especially shortens the trip between Brighton Center and Beacon Street near the Newton Line. This increased traffic would create a safety issue for pedestrians and drivers alike as this road is not meant for high volume use.

We would also like more details regarding the 500 space garage to be located on the Brighton campus. When one looks at the IMP, it appears that Boston College is simply replacing existing spots with this garage. I would request clarification on this as the 788 spaces described as currently on the site must surely include those spaces currently located on the field to slated become the baseball field and only used during graduation, football games, and other "high attendance events". If this is the case, then the College is not simply replacing existing spaces, they are exchanging infrequently used spaces with everyday parking and therefore drastically increasing the number of cars entering the neighborhood and Campus area on a daily basis, something that needs much further consideration and review. 7

We are also concerned with the safety of moving the MBTA stop at Boston College from its current location into the center of Commonwealth Avenue. We have all seen users of the T racing across several lanes of traffic to catch a train before it leaves a station. Moving the T stop would only encourage this behavior at a very busy intersection. Adjusting the location also requires changes to Commonwealth Avenue that are at odds with existing Greenbelt regulation. By leaving the stop where it is, we avoid making the area more dangerous for cars and pedestrians alike and allow the existing greenbelt district to remain. 8

Housing:

While we applaud Boston College's desire to house more of their students on campus, we feel the current plan fails to maximize the space they have on the Chestnut Hill campus, something that needs to be done before moving dorms into a residential neighborhood. If their goal is truly to foster a sense of community among the students (the rationale for lower rise dorms), then having them split between two campuses seems disingenuous. Besides which, students living in small dorms in the neighborhood (private apartments/houses) has certainly not increased their sense of community with those around them, so why would this change once they are in these small dorms on campus?

We ask that Boston College go back to the drawing board, as it were, and increase the height of the dorms planned in order to maximize use of the space currently available on the Chestnut Hill Campus . These full sized dorms should feature common areas on all floors or be structured so that they are available for clusters of floors. This will allow that small dorm feel while fully utilizing the limited space available. 9

Greenspace:

Part of the IMP includes so called "green space". One has to ask why neighbors across a full sized city street are afforded a 200 foot green space buffer to preserve their view, yet direct abutters to the playing field are allotted a mere 30 – 50 feet buffer between their homes and the noise, crowds, and potential lights in their backyards. We would ask that the buffer for direct abutters be increased, especially those to be impacted by the playing fields. 10

We also ask that a permanent easement be placed on all buffers, rather than the 10 year plan for not building with no guarantee past that time. 11

Boston College has presented many aerial shots and diagrams as part of the IMP. We would ask that in the next round of presentation, they provide scale, 3-dimensional displays as well so that the community can fully envision the changes they propose and how they effect the neighborhood and abutters. 12

Sincerely,

Shani and Jonathan Traum
Homeowners of 50 Lane Park, Brighton since 1994

cc: Mayor Thomas M. Menino
City Counselor Mark Ciomo
State Representative Michael Moran
State Senator Steve Tolman
BC Task Force

Letter 60

To: Boston Redevelopment Authority
Re: Housing plans in the Boston College Institutional Mast Plan Notification Form
Date: February 1, 2008

As a resident of Brighton and a Smith College professor for over thirty years, I applaud Boston College's plan to develop more undergraduate dormitories on its campus. The most appropriate housing solution for most college-aged students is campus dormitories directly tied to supervisory and regulatory college legislation. However, as a neighbor of the former Archdiocese property and active user of the Chestnut Hill Reservoir, I strenuously object to the siting of new dormitories on the new Brighton campus and on Shea Field which abuts the Reservoir.

All dormitories should remain on the main Newton campus for many reasons including: to avoid a dramatic increase in pedestrian and vehicular congestion across Commonwealth Avenue and on the Brighton side streets running off of it; and to ensure that the densely populated residential neighborhoods abutting the Brighton campus are protected from the increased noise, trash, and congestion that we Brighton residents experience daily from the undergraduates living in houses and apartments in our midst. 1

However, the single most important reason for siting all new dormitories on the main Newton camps is BC's continuing difficulties in maintaining civil and law-abiding behavior in its students and their associates. We need only look at two recent incidents to point to what poor neighbor material BC students make:

1. **Last week, (Jan. '08), the day after some Brighton activists had spoken up at a BC Task Force Meeting about the IMP, a window of their Lake St. house was broken by a large trash can heaved through it. While the perpetrators have not yet been identified, this and other recent "hate speech" incidents targeting Brighton activists all point to these being the actions of irate BC students, alums, and/or associates attempting to squelch any opposition to BC's master plan.**

2. **Approximately 18 months ago, in May of the '06-'07 academic year, students in one of the main BC campus dormitories engaged in a textbook-burning bonfire which required the assistance of the Newton Fire Department and resulted in serious injury to one of its firefighters. Even in that more "supervised" environment of the main campus, BC is not capable of maintaining civil behavior among its students.**

Dormitories sited on the main Newton campus that house 100% of its undergraduate student body represent BC's best hope for efficiently teaching and enforcing civil and respectful behavior of its student body.

Furthermore, it is unthinkable to site dormitories in Shea Field, so close to the Reservoir. I cannot imagine any major university daring to try something equivalent at Jamaica Pond, an equivalently beautiful but better-maintained park. The Chestnut Hill Reservoir is at least as cherished and used, but it has become a far more fragile ecosystem owing to decades of neglect. Together the park system and the Chestnut Hill Reservoir Coalition are currently developing sound long-term plans for returning it to health. Once they succeed, it will again be a unique jewel in Boston's Park system. <u>Dormitories do not belong on its perimeter, now or ever.</u> 2

Yours sincerely,

Susan Heideman
Professor of Art, Smith College
165 Chestnut Hill Ave. #7
Brighton, MA 02135
617-782-3175
sheideman@Email.smith.edu

Letter 61

February 1, 2008

Mayor Thomas Menino
Mayor's Office
City of Boston
One City Hall Sq.
Boston, MA 02201

RE: House Targeted Attack on Brighton Campus Neighbor

Dear Mayor Menino:

On Wednesday January 31, 2008 at approximately 9:00 PM our house was vandalized when a trash barrel was hurled from the sidewalk into our living room window shattering the glass. This attack came on the heels of the final Brighton neighborhood Boston College task force meeting that was held the previous night, January 30th where I had expressed my opinion on some of the issues on the table. Before community members speak at the meetings, we are required to say our names.

My husband and I were home at the time so you can imagine the shock we felt. We immediately called the Brighton and Boston College police forces that arrived on the scene within minutes. Given that this was Wednesday and the final meeting was on the previous evening, all the officers who took our statement agreed that the possibility of this being a random act was slim.

Yesterday, I spoke with Paul Holloway and Gerald Autler who were both stunned by this attack. As far as either could recall, this type of aggression has never happened.

I also spoke with Tom Keady, a Vice President at Boston College, and he expressed shock and dismay by this behavior. Mr. Keady told me he hoped to get to the bottom of it and will do everything in his power to prevent similar incidents from occurring.

Mr. Mayor, it is a sad state of affairs when neighbors have to be fearful about expressing opinions about changes in their neighborhood that affect them directly. The whole point of the meetings is to help both the college and the neighborhood come to some consensus. Those blindly loyal to Boston College don't help the cause by attacking private citizens. This act just amplifies the very reason why the neighborhood wants the students housed in dormitories on the main campus and not on the Brighton campus. The Brighton neighbors, fine, upstanding citizens deserve your support and are not cowardly thugs who slink off in the night after destroying property and instilling fear.

Sincerely,

Brenda Pizzo

Brenda Pizzo & Kevin Tringale
76 Lake Street, Brighton

Cc: John Fitzgerald, Project Mgr. Boston Redevelopment Authority
Senator Steven A. Tollman, Representative Michael Moran,
City Coucilor, Mark S. Ciommo,

Letter 62

21 Glenmont Road
Brighton, MA 02135
February 1, 2008

Mr. John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald,

We have owned our house in Brighton for 17 years and we regret to hear that Boston College is planning to initiate a development plan that will diminish the quality of life and the property values in our neighborhood. This is especially disturbing given that B.C. has many options for growth which would be far less detrimental.

The 10 year plan for the "Brighton Campus" includes the creation of a 1500-2000 seat baseball stadium to be used for day and night games and numerous parking garages. The stadium and surrounding intramural playing fields are proposed to be equipped with synthetic rubber turf. This part of the plan potentially has the following adverse effects on quality of life, public health, and the environment:

1. Increased traffic on our narrow neighborhood streets will be stressful and increase air pollution. 1
2. The noise and light pollution from this facility also poses a public health problem. Noise has been shown to increase cardiovascular illness in adults and respiratory ailments in children via emotional stress. Light pollution adds to health problems by disturbing sleep and impairing cognitive performance in adults and children. 2
3. The rubber in synthetic turf has been shown to be contaminated with polycyclic aromatic hydrocarbons (PAH) which are carcinogenic. In addition to being a health hazard to the athletes, this material could be further distributed throughout the neighborhood to be tracked into homes and could contaminate Chandler Pond harming the wild life. 3
   (References for the above available upon request)

The B.C. plan also includes increasing on-campus housing to get undergraduates out of the neighborhood. Bringing the students back onto campus is commendable. However, the placement of undergraduate dormitories on the Brighton campus is unacceptable since that this places a huge concentration of students close to homes, which doesn't really remove them from the neighborhoods. There is sufficient space to house all of the students on the Chestnut Hill Campus by building higher buildings on the sites where dormitories already exist. 4

Boston College's goals include becoming "the leader in liberal arts education among American universities and the world's leading Catholic university and theological center." We would prefer a lower impact development of B.C. which would also be consistent with these goals. We could envision the use of the Brighton campus as a graduate student campus with housing limited to graduate students, married students and Jesuit scholars, and academic buildings. These uses would not disturb the neighborhood and could be done in such a way as to not disturb the beauty of the green spaces of the former Archdiocese property.

It is reasonable that B.C. would want to develop. It is possible for this to happen without destroying our neighborhood. We call upon the city and Boston College to come up with an acceptable plan which currently does not exist.

Sincerely,

Renee Shapiro
Mimi Rhys

c.c. Mayor Thomas Menino and Paul Holloway, State Senator Steven A. Tolman, City Councilor-Elect Mark Ciommo, Ms. Jean Woods, Chair Allston-Brighton Boston College Taskforce, State Representative Kevin Honan, State Representative Michael Moran.

Letter 63

February 1, 2008

John Fitzgerald
Project Manager
Boston Redevelopment Authority
One City Hall Plaza
9th Floor
Boston, MA 02201

Dear Mr. Fitzgerald,

As a Brighton resident, homeowner, and neighbor of Boston College for the past 28 years, I am writing to strongly OPPOSE the building of dormitories on Shea Field, abutting the Chestnut Hill Reservoir. Boston College needs to find more responsible solutions to their student housing problems. The renovation (and possible expansion) of Edmonds Hall on Thomas More Drive and the construction of new five-story dorms on the site of the 'mods' would be much more appropriate solutions to housing students on the Chestnut Hill campus. 1

I also OPPOSE any Boston College development on the Brighton Campus that does not preserve the existing landscaping, stone walls, and natural beauty of the property along Commonwealth Avenue and Lake Street. Any future construction on the Brighton Campus should not infringe on the quality of life for tax-paying homeowners who border the campus for the sake of accommodating Boston College's ' visitors' to the neighborhood. 2

The Brighton residents have had to put up with the noisy, drunken, disrespectful behavior of Boston College students living and traveling in the neighborhood for much too long. As project manager, please demand that Boston College's Institutional Master Plan proposal for the Brighton Campus is one that respects those of us who make the neighborhood surrounding the campus our home.

Sincerely,

Danielle R. Goyette

Danielle Goyette
1992 Commonwealth Avenue
Brighton, MA 02135

Letter 64

January 30, 2008

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Boston College's Institutional Master Plan Submitted to the BRA 12/5/07

Dear Mr. Fitzgerald:

I have been a resident and now homeowner of Rogers Park Avenue my whole life. Concerning the above-captioned matter, I realize you have received many letters already, so I will keep this one brief and mention only my specific and most immediate concerns, although there are others.

My immediate concerns are the following:

Traffic and Parking on Rogers Park Avenue:

My street, Rogers Park Avenue, borders Rogers Park, and at times can be a very busy street. It is a short-cut to Brighton Center for some, instead of waiting for the lights at the bottom of Lake Street and again at Foster. In the summer, there are parked cars lining both sides of the street (despite neighborhood parking which is not enforced) for the baseball games and other park activities.

There have started again to be children living on this street, seven families I believe, with a park across the street that attracts families with kids in the area. The traffic that races up this street at times can be intense. Add a baseball stadium next door with undergraduate dorms to that, and a street that borders a park becomes a concern. I wish speed bumps could be put on this street, but we are told this cannot be done. I am concerned that Boston College's Master Plan will make this situation worse.

Undergraduate Dorms:

On any given night (even in the coldest winter) you can hear groups of students walking by, late, being loud and obnoxious and worse. I don't have to get into the details of vandalism and defecation, I'm sure others have recounted these instances. Rogers Park, after the lights go out, gets extremely dark and is a haven for underage drinking and other sorts of activities for which the cover of darkness is necessary. The Boston College police will not patrol the neighborhoods and the park, it is not their jurisdiction. The Boston Police do not patrol this park on a regular basis, only when called. And who wants to constantly call every weekend night, knowing that people are drinking in the park, hoping they will leave but waiting for the language to get so loud and foul that you feel justified in calling emergency 911? Drinking in the park is not a priority issue on a Saturday night unless someone is getting killed. But it's a quality of life issue which has the potential of

getting much worse with underage dorms one block away. It's bad enough the teenagers drink and drug in the park; now we will have underage BC college students a block away with a nice, dark park to drink in.

Open Space:

I will definitely miss the open space at St. John's Seminary that has been so much a part of my life and the lives of all my neighbors. Putting artificial turf in a great portion of this area raises concerns also.

As the neighborhood continues to get busier and louder (especially at night), the quality of life here will continue to spiral for families. I believe they will move away.

I would like Boston College to amend its Master Plan NOT to include a baseball stadium for 1,500 with lights and artificial turf, and to amend the Plan NOT to include undergraduate dorms on the grounds of St. Johns. I don't think this would be a good thing for this neighborhood. 1

Sincerely,

Marlene Duarte

John & Marlene Duarte

Cc: Mayor Thomas Menino
Ms. Jean Woods, Chair, Boston College Community Task Force

Letter 65

January 30, 2008

John FitzGerald, Project Manager
Boston Redevelopment Authority
Boston City Hall—9th floor
Boston, MA 02201

Boston College expansion comments

Dear Mr. FitzGerald:

Below are requested changes to Boston College's expansion as noted in its Master Plan, changes that I believe will make a better project—for both the college and the surrounding community:

- No undergraduate dorms on what Boston College is calling its "Brighton Campus." Instead, current or planned undergraduate dorms should be built higher/larger on their main campus. 1

- No athletic fields with attendant fencing, lighting, seating, parking and the like to be developed on the "Brighton Campus." The main campus and/or Newton Campus should be used for these activities. 2

- Open space in the Master Plan should be preserved through conservation restrictions, as was recommended at the January 29, 2008 task force meeting. 3

Sincerely,

Bob Pessek
9 High Rock Way, # 1
Allston, MA 02134
Tel. 617-562-0390

Cc: Boston College Task Force

Letter 66

February 5, 2008

Mr. John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Public Comment for Boston College's Institutional Master Plan Notification Form of December 5, 2007

Dear Mr. Fitzgerald,

I am writing to you as part of the initial public comment period in response to Boston College's filing of their Institutional Master Plan Notification Form on December 5, 2007.

The following are key issues I would like to addressed in the scoping process of BC's master plan:

1. The BRA should require BC to scope fully a housing option that would provide housing for 100% of their undergraduates on the main Chestnut Hill and Newton Campuses, without dormitories on the Brighton Campus.
2. The BRA should require BC, as part of the approval of their IMP, to provide a conservation easement for part of the Brighton Campus in order to protect residential neighborhood buffer zones against future development. 2
3. The BRA should require BC to fund independent peer review, to be managed by the BC Task Force (or other, suitable, independent body) of key elements of their IMP, particularly the traffic/transportation and environmental review portions. 3
4. Any outdoor athletics facilities for the Brighton Campus should have, as a condition of their approval, strict mitigation measures adopted in a legally-binding agreement with the neighborhood which governs lighting, hours of use (no lights past 8 pm), frequency of use, which sports, sound system monitoring, traffic and parking plan (like for football games), etc. 4
5. The BRA should require a long-term (far beyond 10-year) legal agreement with the neighborhood ensuring that Jesuit housing on the Foster Street parcel is never used for any other purpose. 5
6. The three houses on the Foster Street parcel should not be demolished; instead, they should be incorporated into the proposed development. 6
7. Parking throughout the campus should be better located close to its users' locations, rather than being pushed further away onto the Brighton and Newton Campuses. 7

Attached to this letter are a series of Appendices related to five topics of the IMPNF, describing, in greater detail, these points and others.

Sincerely,

Michael Pahre
76 Foster Street
Brighton, MA 02135
pahre@comcast.net
617-216-1447

APPENDIX A: HOUSING

1. **Boston College should commit to housing all undergraduate students on-campus by 2018.** 8
Allston-Brighton has become an increasingly difficult neighborhood for young families to rent or purchase houses because the market has been *structurally* impacted by so many student renters, including by BC undergraduates. The rate of owner occupancy in A-B decreased to 19% between 1990 and 2000, while Boston overall increased to 31%; in fact, only A-B and part of Dorchester decreased their owner occupancy rate during that decade. Only 33% of all A-B households in 2000 were family households, compared to a city-wide rate of 48%. And 20% of A-B housing is occupied by students. These trends have been accompanied by the closing of two public and two parochial schools in recent years. Student renters off-campus also disrupt the neighborhoods, making it difficult for families to live nearby – particularly those with young children.

   The total number of students living off-campus – excluding students studying abroad or commuting from their parents houses in the greater Boston area – should be clearly stated and documented by BC. (Estimates are that the number is 1200.)

   Whatever the number of off-campus students is, the BRA should require BC to present, and fully scope out, a plan that would house all the students on-campus. This should be done in order to make A-B more attractable as an affordable and desirable neighborhood in which young families can put down roots.

2. **Ban on undergraduate housing in 1- and 2-family houses is unnecessary if BC houses their students on campus.** 9
BC officials have verbally proposed a ban on undergraduates living in 1- and 2-family houses off-campus. (The proposal is not written in the IMPNF, but has been put forward during BC Task Force meetings when discussing it.) Questions that need to be addressed are its legality (how enforceable is it?), contingency (what happens to the IMP if the ban is legally challenged and/or ruled unenforceable), and appropriateness (e.g., why not 3-family houses or apartment buildings, which also have had complaints about disturbing the neighborhood?).

   Aside from those questions, however, the ban will simply be unnecessary if *all* the undergraduates are housed on-campus.

3. **No undergraduate housing should be built on the Brighton Campus (former St. John's Seminary land).** 10
The former St. John's Seminary property is embedded within an historically-residential neighborhood. This is not a traditional location for undergraduate dormitories, and hence they will impact negatively on the bordering neighborhood. The underlying zoning under Article 51 is inconsistent with dormitory use. Since sufficient space exists on the main Chestnut Hill Campus to house the undergraduates, the dormitories should be sited there.

4. **Sufficient space exists on the main Chestnut Hill Campus to house 1200 additional students.** 11
In the IMPNF, BC described one set of options for construction on some sites that are appropriate for undergraduate housing. Additional options related to those sites, and other sites altogether, were not discussed – but should be fully explored as part of the scoping determination. A summary of sites BC has proposed using, and others that should be studied:

TABLE: Existing, Proposed, and Potential Sites for Undergraduate Housing on BC's Main Chestnut Hill Campus

SITE	# STORIES	# BEDS	NOTES
Site of Edmonds Hall	8 stories	790 beds	Site already in use for dormitories
More Hall	4-5	420	Proposed in IMPNF
Complete Mods site	Currently: 2	440	Mixed buildings and courtyards
	Proposed	430	
	Potential: 6	440x3 = 1320	Needs to be Studied
Site of Rec Plex	???	?few 100's?	Needs to be Studied
Shea Field	4-5	490 beds	Proposed in IMPNF
Newton Upper Campus	add another?	?few 100's?	Needs to be Studied

Note that all of these sites – whether in existing, proposed, or potential site – include significant, if not substantial, opportunities for open space to co-exist with the housing.

More importantly, note that the total potential for such additional housing at these sites – even without building any of them higher than the number of stories listed – is:

420 [More] + 880 [expanded Mods] + few100 [RecPlex] + 490 [Shea] + few100 [Upper]
= well in excess of 2000 potential beds!

Since the potential housing opportunities on BC's main Chestnut Hill Campus far exceeds the 1200 beds of housing that is needed to provide on-campus housing for all BC undergraduates, it is possible for BC to house all their undergraduates on their main campus with plenty of extra, open space to spare.

Several more comments are in order:

a) *Flexibility.* The wide variety of options on the main campus mean that, if the BRA requires BC to scope fully an option to house all 1200 undergraduates on the main campus, then BC would have wide flexibility to: choose preferred sites on the main campus; choose how to balance the desire for more open space with the desire for lower dormitory buildings; and create linked open spaces throughout their main campus.

b) *Robustness.* If parts of some sites have engineering issues (such as water mains), then the overall scenario is still viable, because there are many other sites in the list above that can be substituted. (Note that significant portions of the lower campus were built on a filled-in reservoir, and that the Rec Plex building appears to be located at a point of "high water table," meaning that such engineering issues are *challenges* not total obstacles.)

c) *Completeness.* Studying all these sites on the main campus – existing, proposed, and potential – as a complete package addresses the undergraduate housing issue in a complete manner, as opposed to narrow statements about whether or not one site, by itself, is suitable.

d) *Razing Edmonds Hall.* Since there are so many options on the main campus for housing, BC has the flexibility to choose to replace Edmonds Hall with a newer building – at the same site, or another one of those listed above in the table.

e) *Locating Recreation Center.* Since there are so many options on the main campus, BC has the flexibility to re-locate their campus recreation center away from the Rec Plex site onto one of the sites tabulated above – by then building compensatory housing on at least part of the Rec Plex site.

f) *Brighton Campus.* Since it is fully possible to house all 1200 undergraduates on the main campus, this removes any need for undergraduate housing to be sited on the Brighton Campus next to a traditionally residential neighborhood.

5. **How can the proposed buildings respect public spaces better?** BC's IMPNF has buildings which border very close to public spaces, such as public parkland or city/state streets. Examples are: 12

a) One dorm at Shea Field, which borders St. Thomas More Road and is directly opposite the Chestnut Hill Reservoir;
b) Brighton Dorms on Commonwealth Avenue (4-5 stories, 60 feet tall), which removes a beautiful stone wall (and may also remove a rock outcropping);
c) Fine Arts District (e.g., auditorium, museum, academic) on Commonwealth Avenue (4-5 stories, 60-70 feet tall);
d) More Hall Dorms on Commonwealth Avenue and St. Thomas More Road, which removes another beautiful stone wall;
e) Recreation Center (3 stories, up to 70 feet), which appears to have very little setback from St. Thomas More Road; and
f) Foster Street seminarian housing (2 stories, 20-25 feet tall).

Setbacks from the public space should be maintained using, as a guide, at least the minimum distances specified in Article 51 of the underlying zoning code.

Ground floor retail space should *never* be used as a justification for reducing or eliminating setbacks for any of these buildings.

6. **Failure to Maintain Undergraduate Enrollment Levels Must Be Corrected.** Recent news reports from BC's student newspaper, *The Heights,* indicates that BC is *currently* experiencing a shortage of on-campus housing for its senior undergraduates. Too many undergraduates appear to have been admitted in the last several years, calling into question BC's claim that their undergraduate enrollment is steady. The overflow number of students are being pushed out into off-campus housing, according to the news reports, which will further exacerbate the problem neighborhood-wide in our housing crunch. BC should fix this problem immediately, in particular by ensuring that this spring's admissions corrects for past mistakes by enrolling fewer students than the historical average and/or by reducing the number of transfers into BC. The failure of the last several years to keep undergraduate enrollment steady should be fully documented in the IMP with a clear path as to how it will be corrected in the immediate future. 13

7. **How can BC incorporate three historical houses into the Foster Street development, rather than to raze them?** In the early 1980's, Harvard University incorporated historical housing into its University Place development rather than demolishing the houses. Their project has been considered a success, and BC should study how to do the same thing: 14

http://www.cambridgema.gov/~Historic/hsqhistory4.html

The three houses at 188-192-196 Foster Street date from the 1880's and are listed on the National

Register of Historic Places. The sit at the northwest corner of the five-acre property. The three houses should be preserved and renovated, as BC has done with houses on Wade Street, and used for faculty housing – which would be a positive use, bringing stable families into the neighborhood.

The site also borders on a strong Jewish Orthodox community in the Portina Road neighborhood. They consider that their way of life is threatened by the possibility of student housing on the abutting land.

Additional considerations should be strongly considered for this site:

a) The BRA and BC should guarantee that the site will be used for no other purpose than Jesuit seminarians not just for the 10-years of the IMP, but far beyond that. This guarantee would likely be in the form of a legally-binding agreement with the city (without exit clauses!), a conservation easement, and/or a deed restriction. The Jewish Orthodox community should lead the neighborhood discussion of what guarantees are appropriate.
b) It should be guaranteed that the extension of Wiltshire Road will not be opened in any way for vehicular traffic. Through traffic would bring lots of extra traffic to Portina Road (because the currently open part of Wiltshire Road is one-way) as a cut-through route.
c) Setbacks of the proposed housing from Foster Street should be increased so that the public space (Foster Street) is not directly imposed upon by the development.
d) While the proposed development includes some buffer space from the Portina Road houses, more is needed.
e) How will BC maintain the Foster Rock site and guarantee public access to it? The rock has been historically covered in broken glass, but has the potential of being an unusual place for quiet contemplation in the urban environment.

8. **What are the plans for when the six-year, graduate student housing master leases expire?** 15
BC has recently entered into master leases for *graduate* student housing comprising 186 units (roughly 203 beds) in the Cleveland Circle area, which are set to expire in six years – four years before the end of the IMP. Three obvious possibilities could occur at that time:
   a) BC continues the leases;
   b) BC purchases the property (or properties);
   c) the master leases are not renewed, so that the students must find new accommodations off-campus in the neighborhood.

   (Since there are multiple properties, a combination of these possibilities could also occur.)

   What are BC's contingency plans for all three possibilities related to the renewal of the master leases? How will they impact the community? If the leases expire, will BC propose *on-campus* graduate student housing, and, if so, where?

9. **How can BC guarantee that they will no longer purchase housing stock in Brighton?** 16
Neighborhood residents are very concerned about BC's house-buying practices in the neighborhood. BC purchased most of College Road in Newton, and has recently bought houses on Foster Street and Wade Street. Many College Road properties were converted to institutional administrative uses, which removes housing stock from the neighborhood. BC should look to positive models from other universities in the area. They should, at a minimum, clarify their intentions and criteria for house purchases (and how they would use them); far better, BC would guarantee that they will not make future purchases of houses in Brighton. Furthermore, BC should clarify any other property purchases (e.g., non-housing institutional property) that they

would consider purchasing.

Better yet: BC should agree not to purchase any more housing stock in Brighton, and agree to convert all such purchased housing stock into faculty-owned properties through their mortgage-assistance program. Such moves would show that BC wants a stable residential neighborhood bordering their campus.

APPENDIX B: ATHLETICS FACILITIES

10. **Motivation.** Why does BC need to create new and fancy baseball and softball stadiums? This doesn't line up with anything in BC's strategic plan. (The closest thing seems to be "student formation.") Only 8% of BC undergraduates play varsity sports. Only 37/16 students play varsity baseball/softball. 400-600 play intramural softball (depending on double-counting), which is only around 4-7% of the total undergraduate population. Baseball attendance is usually low, according to John Bruno, such that current, modest bleachers are adequate. The motivation for adding seats over current capacity (of a few hundred) needs to be scoped and strongly justified, or else the number of seats should remain similar to the current number (e.g., 500). Far more students play intramural sports (around 2000) than varsity sports, so the field design on the Brighton Campus should follow intramural sports usage requirements. 17

11. **Impact of Playing Fields on Neighbors' Quality-of-Life.** Brighton residents who live next to Rogers Park have complained of the following problems, which are likely to be at least as bad for neighbors (e.g., along Lane Park) of BC's proposed Brighton Fields. All these impacts need to be fully studied as to how BC's proposed IMP will mitigate their impacts: 18
    a) *Lighting.* Bright field lights prevent people from going to sleep and are highly damaging to young children's sleep patterns. Light even illuminates rooms facing away from the field.
    b) *Hours.* Since young children typically go to bed at 8 pm or earlier, later use of nighttime lights will disrupt their sleep patterns.
    c) *Noise.* Ballgames, even without spectators and amplified sound systems, are often so loud that TVs and closed windows cannot drown out the sounds.
    d) *Drinking.* Even at playing fields where alcohol is banned, its usage is frequent and magnifies other problems.
    e) *Parking.* City enforcement of illegal parking is poor-to-nonexistent next to city parks on the weekends when usage peaks. Residents cannot find spaces and have their driveways blocked.
    f) *Traffic.* Game-day traffic will cause neighborhood problems because most of the streets next to the Brighton Campus are not designed to handle heavy traffic.

12. **Constraints on Usage.** BC's IMPNF gives absolutely no indication of how the usage of the playing fields and stadiums would be constrained. The BRA should require, as a condition of approval of any outdoor athletics fields on the Brighton Campus, a strict set of mitigation measures for their construction and use: 19
    a) *Lighting.* BC proposes that all four fields will be fully lighted for nighttime use.
        i. Design. How can this lighting be designed to minimize impact to neighboring houses? BC should scope options with no lights, and with lights only for those fields away from neighborhood houses.
        ii. Usage Frequency. How can the usage hours of the lighting be minimized so that they are only occasionally used? For example: lighting only allowed for 10 games and 10 practices of the baseball/softball varsity teams, and never used for intra-murals.
        iii. Hours. To accomodate the sleep patters of young children, there should never be lights on past 8 pm, regardless of which field is being lit.
    b) *Usage.* How many days and nights per year will each field be used? BC has only given an indication of the number of *baseball* games, not the number of hours of *intramural* practices, games, tournaments, etc. Far more students participate in intra-murals (thousands) than in all varsity athletics (780). Example: practices only allowed until 5 pm/8 pm winter/spring.
    c) *Community Access to Fields.* The fields are currently a natural resource of Brighton, a

neighborhood with a lower per capita amount of open space than Boston as a whole. How will Brighton residents be able to use the fields for access, walking, informal play, organized sports, etc.? Harvard, for example, allows both informal neighborhood and community club use of their track outside of varsity sports practice times.

d) *Overflow Crowds for Baseball.* The hillside by St. Clement's Hall will lie beyond the baseball stadium's outfield, but could easily be used informally as overflow spectator seating for 500-1000 or more people. BC should agree never to allow spectator use of the hillside. (Expanding a baseball stadium using hillside seating has been used in the ACC!)

e) *Sound System.* Softball practices at Shea Field have been reported to be noisy with sound systems playing loud music. Strict limitations on sound system usage is necessary, and there should be a monitoring protocol, with penalties for violations.

f) *Traffic Plan.* Just as for football games, there should be a game-day traffic plan approved in consultation with the neighborhood. The Brighton Campus neighborhood has poorer vehicular access than Alumni Stadium, hence even modest athletics events can cause excessive traffic problems.

g) *Police Monitoring.* Some people say that drinking is prevalent among some intra-mural athletics activities on campus. There should be strict police patrolling and enforcement of a no-alcohol policy related to intra-mural use of the athletics fields.

13. **Artificial Turf vs. Natural Turf.** Standard artificial turf contains toxic chemicals that are dangerous both to users and the environment. Testing in a number of cases has shown chemical levels in excess of some state laws and/or regulations. See: http://www.synturf.org/ . 20

The primary issue that keeps coming up with artificial turf is the toxicity of the rubber crumb layer. Standard industry practice constructs the rubber crumb out of used (recycled) automobile tires.

Disposal of such tires by consumers and industry is heavily regulated – but, strangely enough, it is not regulated as far as its use as a layer for artificial turf fields. In many communities it is illegal to throw tires into the trash (which goes to landfills), but it is perfectly OK to dump tires into the ground for a playing field.

Rubber crumb contains a wide variety of polycyclic aromatic hydrocarbons (PAHs). Many PAHs have been studied and classified by the EPA as "known" or "probable" human and/or animal carcinogens (cancer-causing).

The PAHs primarily enter the human body through inhalation (e.g., dust), while they can enter into the water table via the small pelletized crumb.

Sweden, for example, has banned the use of recycled tires in construction of artificial turf fields. Communities throughout the country, including towns near to Boston, have been re-considering plans to install artificial turf because of the potential carcinogenic exposure.

Artificial turf fields also provide no natural habitat for wildlife currently inhabiting the area. Birds, for example, rely on worms in the soil.

A convincing case has yet to be made as to why three of the four athletic fields proposed for the Brighton Campus need to be constructed of artificial turf. The Boston Red Sox do perfectly well on grass and many, if not most, professional athletes prefer natural turf. The effects of toxic rubber crumb on air quality, athletes, the water table, and nearby Chandler Pond all need to be fully scoped *along with an independent environmental peer review.*

Needless to say: artificial turf salesmen are inadequate sources of information. Thorough and fully-vetted environmental studies need to be made by qualified independent engineers.

14. **Moving Baseball Stadium Away From Lane Park.** Issues about the baseball stadium noise, lights, and usage would be lessened if it could be moved further away from the houses on Lane Park (and Glenmont Road). Relocating the stadium away from houses should be scoped. 21

15. **Conservation Easement on Brighton Athletic Fields.** BC has included no deed restrictions in their IMPNF to protect Brighton Campus open space from future development. Harvard University recently agreed to such a restriction for land next to the Arnold Arboretum. A conservation easement on the playing fields should be scoped as a requirement of construction of the Brighton Fields. 22

16. **Impact on St. John's Seminary and Seminarians.** How will construction and usage of these athletic facilities impact the historical building St. John's Hall? How will it impact the life of diocesan seminarians? Many seminarians may be worried about speaking publicly of their concerns. The task force and the BRA should seek confidential input from this community. 23

APPENDIX C: OPEN SPACE AND ENVIRONMENT

17. **BC Should Agree to a Conservation Restriction (or Easement) for Part of the Brighton Campus.** Allston-Brighton has only 4.8 acres of open space per 1000 residents, well below the city-wide average of 7.9 acres. Due to the presence of large institutions in A-B, a large fraction of that open space is owned privately. According to the Boston Parks and Recreation Department, 58% of the privately-owned, unprotected open space in A-B is contained within the St. John's Seminary property. Simply put: even though it is privately-owned, the seminary land is a neighborhood resource whose loss cannot be compensated for elsewhere in the neighborhood.

    A conservation restriction (CR) is a legally-binding document, operating outside of the zoning process, that can preserve open space in perpetuity. A public agency is typically charged with monitoring compliance, and the restriction can only be overturned by a 2/3 vote of the State Legislature.

    A number of private developers have seen these CRs as good for both themselves and the surrounding community. The EF International School, for example, has worked with the Brighton community to development a pair of CRs on their Lake Street property to preserve open space in exchange for an expansion of their facilities. Harvard University has also entered into an 875-year CR on a parcel connected to the Arnold Arboretum, in exchange for a proposed development project.

    Boston College has not included a conservation restriction in their IMPNF or presentations to the community; they should be required to do so as a condition for approval of the IMP. Wherever BC suggests that land constitutes a "buffer" between their development and the surrounding neighborhood, that land is therefore a good site for a CR. One or more of the following sites should be considered for a conservation restrictions that could be part of the Article 80 community benefits related to BC's IMP:
    a) Wooded hillside along Lake Street;
    b) Athletic fields on the Brighton Campus; and
    c) Orchard near the southeast corner of the Brighton Campus (i.e., bordering Greycliff Road).

18. **Review Process Should Use Article 51 Underlying Zoning As Part of Assessing the Proposals.** While the Article 80 review process is effectively a re-zoning of the property enclosed within the institutional master plan overlay areas, the underlying zoning of the various sites, particularly the Brighton Campus, should be included in the assessment. The underlying zoning of the Brighton Campus is a Conservation Protection Subdistrict, so the proposed development should be assessed using the parameters established in Article 51 for CPS.

    For example, does the proposed housing density at 188-196 Foster Street match the densities outlined for CPS in Article 51? Is the type of housing (townhouse) consistent? Is the layout of the buildings appropriate, i.e., respecting the natural features of Foster Rock and the Portina Road ledge, or in setbacks from the street? Do setbacks along Commonwealth Avenue match Article 51's prescription? How can the stone walls along Comm Ave be preserved?

19. **Preserving Natural Features.** The underlying zoning of the Brighton Campus, under Article 51 of the zoning code, is a Conservation Protection Subdistrict. Many aspects of the Brighton Campus proposed development follow these Conservation Protection Subdistrict guidelines in clustering the buildings in interior locations and avoiding (or preserving) natural features of the land: the athletic facilities use existing flat field space; the parking garage avoids the steep, hillside meadow nearby; all the development avoids the wooded hillside along Lake Street; and

the Foster Street development does not modify the Foster Rock or the ledge near Portina Road houses.

Other aspects of the development do not appear to preserve features (or at least require clarification): the undergraduate dormitory site on or near a rock outcropping along Commonwealth Avenue; and the removal of a substantial length of the stone wall on both sides of Commonwealth Avenue.

These features, and others like them, should be preserved. BC should be required to conduct and document a complete survey of the natural features at the site, and show how their development will not impact those features. The BRA and the BC Task Force should have expert assistance – which the BRA should require BC to pay for – to undertake a thorough, independent technical review of BC's study.

20. **Campus Sustainability Should Include LEED Certification for All New Buildings.** Boston has recently decided to require large projects to be certifiable under an appropriate rating system for "green" buildings. More stringent certification is a fundamental goal for Harvard University's Allston development; sustainability certification should be a key element in BC's master plan, too, although BC's IMPNF of 12/5/07 is far more sketchy on this point than Harvard's IMPNF of 1/11/07. Our city's universities should be leading the way in addressing sustainability issues, not merely trying to pass the minimal city requirements. 25

    In particular, BC should lead the way for green construction practices by targetting a minimum level for all new buildings – such as the "bronze" standard in the Leadership in Energy and Environmental Design (LEED) – not just for large projects, but also for *small* projects. These ought to be adopted as planning principles, such as among the IMPNF pages 2-4 to 2-5, in order to guide building design and construction. Design principles can include: climate change and energy use; water management; transportation; landscape and ecology; and human health and productivity.

21. **Impacts of Artificial Turf Should be Studied.** BC's IMPNF includes three proposed artificial turf surfaces for playing fields on the Brighton Campus. Questions mount about the safety of artificial turf installations containing a layer of infill composed of shredded, recycled automobile tires (the "rubber crumb"). As reported in the New York Times last week, the New York City Parks Department is re-evaluating their current position regarding installation of such artificial turf fields due to health and safety concerns. The NYC Parks Department has asked the city's Health Department to conduct a study of the safety of turf using a rubber crumb infill layer. The New York State Legislature is currently considering a bill calling for a six-month moratorium on such artificial turf field installations state-wide.

    If BC wishes to install artificial turf fields on the Brighton Campus, they should be required to submit a thorough study of the health and environmental impacts of artificial turf using rubber crumb infill. The study should be independently reviewed by knowledgeable technical experts secured by the BRA and/or BC Task Force, and paid for by the developer.

22. **Article 51 Provisions Should be Written Into the IMP.** While the institutional subdistrict (or master plan overlay) may be considered to take precedence over the underlying Article 51 zoning of the Brighton Campus, the BRA should require BC to write the provisions of Article 51 zoning for Conservation Protection Subdistrict into the the IMP itself to guarantee its zoning protections are part of the IMP for now and the future. This step would eliminate ambiguity as to the relevance of Article 51 during the Article 80 process.

APPENDIX D: TRAFFIC, TRANSPORTATION, AND PARKING

23. **Need for Independent Peer Review of Traffic, Transportation, and Parking Studies (and Their Assumptions).** Members of the public and the BC Task Force are neither experts nor engineers in the field of traffic and transportation. BC's traffic, transportation, and parking studies should therefore be subjected to an independent peer review in order to examine their assumptions, data, models, analysis, and conclusions. 26

    Such peer review is *standard practice* in the field of traffic engineering. Allowing municipalities to charge for it is provided in state law (MGL 44, section 53G). Many neighboring municipalities charge developers for independent, third-party review (e.g., Somerville, Plymouth, Hopkinton, Salem, Winchester, Stoneham, etc.).

    a) BC should pay the costs of the independent peer review (Harvard is already doing so through as part of their review with the Massachusetts Environmental Protection Act Office);
    b) The BC Task Force, or another suitable community organization (such as the ABCDC), should act as both the *fiscal agent* and *client* for the peer review (this is already being done by the Citizens Advisory Committee in the Special Review Procedure for the Harvard case);
    c) The peer review should examine the assumptions [see #6 below], data, models, analysis, and conclusions of BC's consultant's traffic study, including breaking down the traffic analysis by individual element [see #2 below];
    d) The peer review should also examine errors in BC's 2000 traffic study, and certify that those errors have been corrected [see #5 below];
    e) BC's consultants should share data in electronic format with the peer reviewer(s); and
    f) The peer review should be conducted, and its results shared with the community, well in advance of BC submitting their next filing to the BRA (e.g., DPIR) so that the results can be studied and any remaining problems identified.

24. **Traffic Analysis Should be Done for Individual Elements of Their Proposals.** BC's traffic and transportation proposals for the intersection of Lake St and Comm Ave are: 27

    a) *Moving MBTA station.* BC has proposed to move the MBTA station from its current location northwest of the intersection of Lake Street and Commonwealth Avenue to the center of Commonwealth Avenue east of Lake Street.
    b) *Creating new intersection east of Lake Street.* BC has proposed to create a new intersection that crosses Commonwealth Avenue and the MBTA B line tracks at a location east of Lake Street (and east of the proposed new MBTA station).
    c) *Re-routing St. Thomas More Road.* BC has proposed to re-route St. Thomas More Road, a city street on state-owned land, further to the east (to link up with the intersection in b) above).

    The traffic and transportation impacts of these three elements must be analyzed both individually and in every possible combination in order to determine which elements improve the traffic flow – and which do not. Elements not contributing to traffic improvement should be removed from the IMP. For example, if moving the MBTA station all by itself creates all the improvement in the level-of-service (LOS) for the intersection of Lake Street and Commonwealth Avenue, then there is no public need to re-route St. Thomas More Road.

25. **Stone Walls Along Commonwealth Avenue Should *Not* Be Removed to Provide Space for**

MBTA Center Platforms. If it is built, in order to provide for a wider center-platform MBTA station, the stone walls located along both the north and south sides of Commonwealth Avenue should not be modified from their current state. This may entail the trade-off of loss of a small number of on-street parking spaces along Commonwealth Avenue. Since BC is strongly advocating the new MBTA station, they should provide substitute parking spaces nearby.

26. **MBTA Car Barn Land and/or Air Rights.** BC and the MBTA should communicate to the neighborhood immediately if any kind of discussions have occurred regarding purchase and/or lease of land and/or air rights for the MBTA car barn parcel northeast of Lake St and Comm Ave. 28

27. **Failures of the Traffic Assumptions, Models, and Analysis in BC's 2000 IMP Must be Fully Documented and Corrected.** The traffic models in BC's approved IMP from the year 2000 contain the following information for the intersection of Lake Street and Commonwealth Avenue:

a) The intersection's actual LOS in 2000 was rated a "C" overall (2000 IMP, App. B, Table 12);
b) The LOS no-build prediction for 2005 was a "D" (Table 14);
c) The LOS build prediction for 2005 was a a "D" (Table 24);
d) The LOS no-build prediction for 2010 was a "D" (Table 16); and
e) The LOS build prediction for 2010 was a "D" (Table 26).

As we know from BC's March 2007 presentation to the BC Task Force, the *actual* LOS for 2007 is "F" for this intersection. Note that the shrinkage of the Archdiocese of Boston, unanticipated in 2000, should have, if anything, decreased the traffic in that intersection; the opposite appears to have occurred.

The traffic assumptions, models, and/or analysis in BC's IMP of 2000 were therefore demonstrably flawed. These flaws must be identified, explained to the community, and corrected in their current traffic analysis. Their current traffic model must be capable of using the traffic data of 2000 in order to correctly predict the actual traffic data of 2007. I note that these glaring and systematic errors in their 2000 traffic study points to the need for independent peer review.

28. **Assumptions for Traffic, Transportation, and Parking Must be Justified and/or Corrected.** 29
BC's 10-year master plan calls for an increase in their faculty of 100. Such an increase in the number of faculty usually bring an associated increase in the number of professional research staff, post-doctoral researchers and fellows, technicians, graduate students, secretaries, grant administrators, and the support staff (custodial, food service, stock rooms, etc.).

BC claims in their IMPNF that their increase of 100 faculty members would be accompanied by 342 new graduate students – *but only an increase of 12 in all other categories of employees combined!!!* (Table 6-3) Their 2000 IMP estimated an increase of 11 new faculty and 93 staff (2000 IMP, App. B, p.55). The ratio of increased faculty-to-staff has changed by a factor of 70 between 2000 and 2007!!! The 2007 numbers are highly suspect.

Jeanne Levesque, BC Director of Government Relations, has noted (private communication) that 23 of the 100 new faculty members will be in the natural sciences. These science faculty members will bring in a substantial number of new post-doctoral researchers, technicians, scientific staff, and so on.

Full disclosure of the ratio of faculty to all employees in BC's natural sciences departments (physics, biology, chemistry, etc.) should be required (it was requested verbally from BC), and

the increase in total faculty, staff, and students should be independently reviewed.

Anecdotal evidence can be found at the BC websites for some individual faculty members' labs, which indicate that there are often around *eight* employees per faculty member's lab group. Inspection of Harvard University's Department of Molecular and Cell Biology, and Harvard Medical School's Department of Cell Biology, indicates that there are 12.6 employees in addition to each member of the faculty. Whether we adopt a ratio of eight (BC anecdotal evidence) or 12.6 (Harvard examples), just the 23 new natural sciences faculty members will bring with them an additional 184 to 290 employees in the other (staff) categories.

These additional employees must be accounted for transparently and included in BC's traffic, transportation, and parking plans. In so doing, BC will likely have to increase the number of parking spaces to be built on-campus as part of their IMP. For example, an increase in 290 staff employees (compared to an increase of 12 in the IMPNF) would require an additional 222 parking spaces (using 80% auto mode share for faculty and staff).

29. **Inadequate Parking Spaces in Master Plan.** Even with BC's estimated increase of only 100 faculty, 12 staff, and 342 graduate students (Table 6-3), the master plan does not construct enough new parking spaces to accommodate those new employees. 30

Faculty and staff currently have a 80% auto mode share (Table 6-4), while students have an auto mode share of 26% (Table 6-4). [Note: BC needs to separate students into undergraduate and graduate students for tabulating mode share and other statistical data.] Using these mode share numbers, *BC's estimated increase in employees requires an increase in 179 new parking spaces, but their master plan only increases parking spaces by 36.*

The needed increase in the number of parking spaces should be scoped and included in the IMP. Furthermore, the *location* of these parking spaces is highly problematical: effectively, BC is moving 150 spaces from the main Chestnut Hill Campus to the Newton Campus, while their faculty and staff increase (80% of whom drive!) are likely to be concentrated in the Chestnut Hill Campus. The location of new parking spaces should follow the location of the new BC students and faculty. Modified locations for the new and/or substitute parking spaces should be scoped. In particular, the location of the 500-car parking garage at the bottom of the hill in the Brighton Campus will prove inconvenient for the administrators and academic daytime workers in buildings at the top of the hill; instead, parking should be better co-located with the buildings themselves.

30. **Substantial Improvement Is Needed to BC's Transportation Demand Management Program.** Boston College's TDM program appears to have shown only limited success, in that 80% of their faculty and staff drive to work everyday (2007 IMPNF Table 6-4). In 2000, however, BC reported that 70% of their faculty and staff drove to work alone (2000 IMP, Appendix B, Table 9). 31

In the absence of an effective Transportation Demand Management Program, Boston College *regressed* in getting their faculty and staff to use alternate transportation methods. A vastly improved and aggressive TDM program, with clear targets and penalties, should be a requirement of their IMP.

Example: BC Should Subsidized MBTA Passes. It is astonishing that BC does *not* subsidize public transportation passes for their faculty or staff. One easy and effective way to reduce the

auto mode share is to subsidize monthly T passes, for example, by 50% – and by allowing them to be purchased before payroll taxes are deducted.

31. **New Cut-Through Route Will Divert Traffic Onto Foster Street.** Currently, traffic from northbound St. Thomas More Road or eastbound Commonwealth Avenue cannot easily access Foster Street northbound without taking a U-turn on Commonwealth Avenue. (The intersection of Foster Street and Commonwealth Avenue does not extend across the MBTA B line tracks.) Opening up the new intersection at the entrance to the Brighton Campus will provide for a *new cut-through route to Foster Street.* Such additional traffic diverted onto Foster Street will overburden a narrow street already the subject of regular vehicle damage and speeding. The recent effects of the street closure next to the Brooks Pharmacy on Market Street created a 1 km backup along Foster Street, indicating how the street is critically burdened already. 32

    The methods to prevent this cut-through route are: (1) locked gate [near Clements Hall] blocking through traffic, or (2) closed entrances to Brighton Campus [fully manned 24/7] requiring permit access for parking. Without either of these solutions, BC's proposal will create a new traffic route that would defeat the original layout of the streets emphasizing, e.g., Chestnut Hill Avenue for through traffic. BC should scope both options to prevent cut-through traffic in their master plan and justify the final option. The solution adopted should prevent cut-through traffic at *all* times, not just during 9am-5pm on weekdays.

32. **Street Parking Study Should Be Performed to Determine Impact of Illegal Parking by BC Community on City Streets.** BC does not provide on-campus parking for most of its undergraduates, leading to many parking off-campus illegally on city streets without resident parking stickers. Other commuters to campus avoid on-campus parking fees – or because they do not qualify for on-campus parking – by parking illegally on city streets. 33

    BC should be required to to a thorough, wide-ranging, and complete street parking survey of the entire surrounding neighborhood within, say, 0.25 mile of any BC property. This survey should be done at a series of times at each location – e.g., midday; late-night on weeknights; and late-night on week-ends. The results should be compared to known locations for BC off-campus student rentals and on-campus buildings (e.g., academic, administrative, athletics, and housing). Cars should be identified by visible, legal parking stickers, any BC identification characteristics, state of license plate registration, etc. The availability of street parking throughout the impacted neighborhoods should also be fully documented.

    All impacts of BC community using street parking must be addressed in the DPIR with a clear path towards resolution (and penalties for failing to meet targets) for all of those impacts. BC needs to be proactive to prevent such illegal parking by members of their community, rather than simply saying that it is the city's job to enforce those laws.

APPENDIX E: ADMINISTRATIVE AND ACADEMIC BUILDINGS

33. **How Will the Proposed Auditorium Be Used?** The proposed 1200-seat auditorium on the Brighton Campus is described inadequately in the IMPNF even to assess at the level of the scoping determination. What will it be used for? Where exactly would it be located (near the street or away)? How will the other infrastructure support its proposed uses?

34. **What Offices Will "Administrative" Employees, Moving into the Brighton Campus, Vacate Elsewhere on Campus? What Will Become of Those Other Buildings?** There are a number of buildings on the Brighton Campus which are listed as being converted (or built) for "administrative" or "administrative and academic" uses in Table 3-1.
    a) Fine Arts Department and Museum; (Will these replace existing buildings on the Chestnut Hill Campus, or will both sets of buildings exist for arts use at the end of 10 years?)
    b) Bishop Peterson Hall; (What academic and/or administrative uses will be moved to this building, particularly since the School of Theology and Ministry will no longer occupy it in the long term?)
    c) Chancery; (This is a very large office building.)
    d) Creagh Library; and
    e) St. John's Hall (part).

    The offices and buildings currently occupied by employees that will be moving to these buildings on the Brighton Campus within 10 years should be listed and their use beyond 10 years described. If vacated, then those buildings and/or their sites should be considered potential sites for some of the uses (e.g., dormitories) about which there are disagreements with many in the neighborhood over siting issues.

35. **Where Will 100 New Faculty Members (and Support Staff) Go?** As part of the IMPNF, BC plans to increase its faculty by 100. No clear indication is given as to where these faculty – and their support staff and graduate students – will have offices on the new campus. The location of the offices and laboratories for the increased faculty, staff, and graduate students should be transparently described in the IMP.

Fitzgerald, John BRA

From: Autler, Gerald
Sent: Wednesday, February 06, 2008 9:58 AM
To: Fitzgerald, John BRA
Subject: FW: My comments on proposed BC Institutional Plan, I am a Brighton neighbor

Not sure if you got this one...

From: Ellen Millman [mailto:emillman@bu.edu]
Sent: Tuesday, February 05, 2008 3:21 PM
To: Autler, Gerald
Subject: My comments on proposed BC Institutional Plan, I am a Brighton neighbor

(my email to John.FitzGerald.BRA@cityofboston.gov and Gerald.autler.BRA@cityofboston.gov bounced,

I am trying again to Gerald Autler. I don't see John Fitzgerald listed at the city of boston site to double check the spelling, although his name was on the hand-out. There must be either a misspelling, or an error with his email box.)

TO: Gerald Autler –please see below. Thank you.

------ Forwarded Message
From: Ellen Millman <emillman@bu.edu>
Date: Tue, 05 Feb 2008 15:03:36 -0500
To: <bctaskforce@yahoo.com>, <John.FitzGerald.BRA@cityofboston.gov;>
Cc: <mayor@cityofboston.gov>, <KevinHonan@state.ma.us>, <Michael.Moran@jstate.ma.us>, <Gerald.autler.BRA@cityofboston.gov;>, <Steven.Tolman@State.MA.US>, <tim@scclawfirm.com>
Conversation: My comments on proposed BC Institutional Plan, I am a Brighton neighbor
Subject: My comments on proposed BC Institutional Plan, I am a Brighton neighbor

RE: The proposed BC Institutional Plan

As you all have many comments to read and digest, I will make my comments brief.

This is my email account, and not a comment from "BU", but rather a resident of 26 Kenrick Street.

Please give weight to comments sent by the concerned neighbors such as Daina Selvig, Michael Pahr, Bill Marcione and the many others who have sent thoughtful, well-researched replies.

A written legal agreement for conservation of a portion of the green space, reasonable set-backs for buildings, and attention to the impact of (noisy) foot traffic and cars are important issues. Many have expressed this already. There is consensus on these points in the neighborhood. 1

Most residents would prefer BC house their undergraduates closer to the center of their campus, thus reducing rowdy foot traffic in the adjacent community. This concern has been continually expressed by many members of the surrounding neighborhood. 2

Students housed closer together and solely on the main campus can be beneficial for the students and BC, as well. A few quads fairly close together near the center of BC's campus makes it easier and safer for students to study together (and socialize in their dorms) late at night. Students who want to study together late at night would much prefer a short walk across a 'Quad' to the walk from the edge of the Reservoir to the Brighton campus, or the long wait for a shuttle bus across campus. It also makes a more efficient (smaller) area for Campus security to heavily patrol and buildings and grounds to keep clear of snow and ice. Dorms require more intense security than an empty playing field, or nearly empty administrative office. This can be a win-win for both sides and if the dorms are designed with creativity.

I am also concerned about the artificial turf on the playing fields and strongly request that only the tennis courts on top of the parking garage be an artificial surface. I would prefer the large baseball field not be built on the property, but I recognize that some sort of playing field(s) will likely be on that site. 3

This area is surrounded by an intensively residential neighborhood with very small lots. In keeping with the residential character of the neighborhood, I hope BC will limit the usage of the fields to small and reasonably quiet athletic play.

The current athletic usages of the fields works well with the neighborhood. I realize more intensive use will be made of the fields, but team sports are 'neighborhood' friendlier than varsity sport. I hope BC will limit the size and frequency of sporting events, especially in the evenings. 4

AND, NO ARTIFICIAL TURF on the ball fields. Artificial turf is not 'green space." I have strong environmental concerns for that particular area. Many professional ball teams, even with dome stadiums use natural turf. BC should protect our neighborhood the dangers of artificial turf on that landfill space and they can save themselves the eventual hazardous waste clean-up, if they retain the natural surface. It is shortsighted to put artificial turf on the ball fields and a danger to the neighborhood.

On the other side by the Reservoir, I hope BC will keep the periphery of the Reservoir clear of large buildings and respect the character of that area, as well.

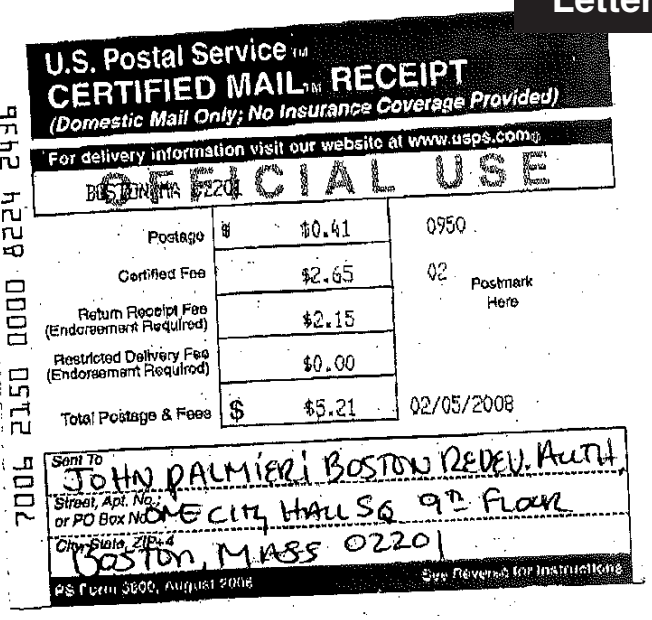
BC is certainly an asset to the community. The quiet, residential character of the surrounding neighborhood is a benefit to BC, as well. If BC can build on it's commitment to our neighborhood, we can all hope to find next 10-year plan (10 years from now) will go more smoothly.

I would like to thank the BC task force, BRA, and BC, itself, for all the many meetings it has held with the community and the many, many long hours of work on behalf of the community. It is much appreciated.

Ellen Millman
26 Kenrick Street
Brighton

------ End of Forwarded Message

Letter 68



February 5th, 2008

Mark Alford
40 Lake Street
Brighton, Mass. 02135

John F. Palmieri
Director of the Boston Redevelopment Authority
Gerald Autler
Project Manager
John M. FitzGerald
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201
tel. 617-918-4267
fax 617-742-7783
john.fitzgerald.bra@cityofboston.gov

Dear Mr. Palmieri,

I am writing this letter to bring to your attention my total opposition to Boston College's Institutional Master Plan regarding the building of dormitories and any night-time use and housing of students on what was formerly the Archdiocese of Boston/ St. John's Seminary.

I am both appalled and disgusted at the ongoing attempts over the past three years by Boston College to "Neighborhood Block Bust" and "annex" gentrified neighborhoods/ abutters to benefit their acquisition of the Archdiocese and St. John's Seminary.

My family has lived on Lake Street for 50 years and over the years we have endured endless acts of vandalism and sleepless nights due to the inappropriate and unregulated behavior of Boston College students roaming through residentially zoned R-1 and R-2 neighborhoods at all hours of the night depriving permanent residents of the peaceful enjoyment of their homes and community. We have tolerated constant traffic and parking problems, litter and even acts of assault, intimidation, threats, vandalism and the almost nightly disturbing of the peace and quiet enjoyment of many residents that moved here when Boston College was a commuter school. Boston College has failed over the years to ever properly address these issues. Now Boston College wants to put dormitories in the middle of our neighborhoods!

Boston College has never taken responsibility for the actions of their students and have not been good neighbors. Their proposals are totally unacceptable and in fact "annex" our neighborhoods as an extension of their campus. Boston College intends to lower our property values and drive us out of homes so that they can buy them for nothing to provide faculty housing. They are "bracketing" our community and our neighborhoods. The intentional and on-going manipulation of the political process and their control of the City of Boston's contrived appointments to the Boston College Task Force is both egregious, improper and has the appearance of fraud.

I am not aware of a single letter of constructive criticsm that has been written on behalf of and representing the true feelings of local residents in almost three years!!! Inappropriate payoffs in the form of scholarships, rental contracts, jobs and tickets to Boston College events have been provided to Task Force. *None of this leaves me feeling that the neighborhoods abutting the Archdiocese/ St. John's properties are being fairly represented in this process, or that the process is even close to being completed.*

There are still a significant number of issues that need to addressed, including but not limited to: 1.The adverse effect on the historic resources of the property. 2. The adverse effect on the prior zoning Article 51 that has been abused and it's intent manipulated and overturned by Article 80 for the benefit of Boston College and to the complete detriment of our residential community. 3. Archeological artifacts and the remains of human beings left in unmarked graves. 4. Environmental issues. 5. Wildlife issues. 6. Traffic congestion, parking problems the availability of emergency personnel. 7. Noise and air pollution. 8. Strains on our utility infrastructure, and roads. 8. The City of Boston's recent inability to clear the roads during December 2007's snowstorm is an example of the danger of adding congestion to an area of Boston that simply does not have the infrastructure to support it. 9. Destruction of one of the last areas of open space in Brighton.

The process conducted by the Boston Redevelopment Authority, thus far, has been totally and intentionally inadequate. Boston College is rushing to implement a highly flawed Institutional Master Plan without any regard to its adverse impact. Boston College should be required to house all their students on the main Chestnut Hill Campus and to only be allowed to use the Brighton campus as they call it for office buildings. It is clear to myself and other residents that to date the Boston Redevelopment Authority is more interested in helping the institution rather than the neighborhood, **This situation demands your immediate attention. Please do the right thing.** Please take a stand for the taxpayers that have made homes in these neighborhoods and support a 100 year zoning restriction to Boston College's insensitive "annexing" and "blockbusting" of our neighborhoods.

I would appreciate a reply,

Mark Alford

Copy to: Mayor@cityofboston.gov , stolman@senate.state.ma.us , rep.michaelmoran@hou.state.ma.us , Rep.KevinHonan@hou.state.ma.us , mark.ciommo@cityofboston.gov

Fitzgerald, John BRA

From: alisa brennan [alisab2003@yahoo.com]

Sent: Tuesday, February 05, 2008 7:13 PM

To: Fitzgerald, John BRA; steven.tolman@state.ma.us; rep.kevinhonan@hou.state.ma.us; repmichaelmoran@hou.state.ma.us

Subject: Boston College Expansion

Dear Sirs,
I am a resident of Brighton next to the Seminary and just wanted to let you know my concerns about this development project.First off did you know about all the wild life that live in the area? I have seen a family of fox,rabbits,turkeys,deer and many assorted birds.It's really amazing to have this area so close to the city.It's filled with healthy trees that have been around for years.It's very upsetting to think that all of this will be destroyed.I have had too many close calls with college students speeding around in their parents SUVs so adding more dorms and more cars is a frightening thought. As a condo owner for many years I fear the expansion may be detrimental to the property values and serenity of the neighborhood. Foster Street already gets backed up during rush hour times I can't even imagine the area with a baseball stadium.After many college sports events in the area there is always the drunken college element that lingers also,so adding a baseball stadium definitely makes us worried too.People often say why don't you move? Well so far the situation is manageable and it is a beautiful area as we are right next the Seminary on Commonwealth Ave. and we have the Reservoir across the way and the T right there also. The area should not turn into college land and would love for Boston College to take a more responsible approach to this.I hate to sound like a hippy but there are many animals and wildlife that deserve to have their homes and environment preserved also and who gets to decide for them?! I believe that Boston College will do what they want and developers will get their way because in the end it's always about who has the most money,power and influence.I'm just a little condo owner in Brighton.
Thank you for your time.
Alisa Brennan

Letter 70

Fitzgerald, John BRA

From: live_and_let_live [live_and_let_live@comcast.net]
Sent: Tuesday, February 05, 2008 8:28 PM
To: Fitzgerald, John BRA
Cc: Mayor; Steven Tolman; Michael Moran; Kevin Honan; Ciommo, Mark
Subject: Comment on student housing in Boston College Master Plan

Dear Mr. Fitzgerald:

I am a young working adult in Brighton. My parents are very vested in the community. They worked hard to buy and maintain our family house, and want to continue improving it. It lends itself to multigenerational living.

I would like to raise my children in Brighton, and hope that their children too could grow up in the kind of Brighton that still welcomes families and where long term neighbors know one another.

What troubles me greatly is the uncertainty of not knowing where our neighborhood (Aberdeen section) near Boston College is headed. Student rentals are bad for this area. We should not be getting any more undergraduate students. We need normal long term residents here.

Boston College will be undergoing an unprecedented expansion but it is still resisting housing all undergraduate students on campus. This should not be allowed.

The college is also proposing to build dormitories on the part of their campus that is too close to the Chestnut Hill Reservoir park. I cannot picture myself wanting to take my young children to a park that will be like a playground and walk-through for residents from BC dormitories. Where will we be going then?

I have three requests:

1. **Please make BC house all undergraduate students on campus.** 1
2. **There should be no dorms any closer to the Chestnut Hill Reservoir than the ones currently standing.**
3. **Commonwealth Avenue near BC should retain its present character with respect to the landscape and roads layout.** 2

Very truly yours,

Ludwik Gorzanski
15 Orkney Road
Brighton MA 02135

Letter 71

Fitzgerald, John BRA

From: Wilma Wetterstrom [wetterst@fas.harvard.edu]
Sent: Tuesday, February 05, 2008 7:03 PM
To: Fitzgerald, John BRA
Cc: Holloway, Paul; Ciommo, Mark; Yoon, Sam; Rep.MichaelMoran@Hou.State.MA.US; Rep.KevinHonan@Hou.State.MA.US; Steven.Tolman@state.ma.us
Subject: BC Institutional Master plan

Dear Mr. Fitzgerald,

I am deeply troubled by the master plan that Boston College has proposed and ask that the BRA require BC to review and amend it. These issues in particular concern me:

1. Undergraduate dormitories on the former St. John's Seminary. No undergraduates should be housed so close to residential areas. 1
Unfortunately, many BC undergrads have proven themselves to be inconsiderate, thoughtless, disruptive neighbors. If they area housed on the St John's grounds, they will ruin the quality of life for residents of the adjacent neighborhoods. The only acceptable arrangement is to house undergrads on the old campus south of Com Ave, buffered from residential areas. This can be done by increasing the height of new dorms proposed for the main campus, by removing the mods and replacing them with tall dorms, and by rehabbing (rather than tearing down) Edmond's Hall.

2. Undergrads living off campus. As part of the new master plan, one major goal should be to house ALL undergraduates on campus. I do not need to go into detail about the effect BC students have had on Gerald Road and some of the other residential streets near BC. Once home to families, these streets have become "frat-house" ghettos littered with trash and lined with deteriorating building. I would propose that BC consider Harvard's undergraduate house system that incorporates some classes within the houses and requires all students to live in a house for four years. I have never heard of problems with students in the neighborhoods surrounding Harvard Sq. Indeed, these are considered highly desirable areas to live. 2

3. Undergrad dorms on Shea Field next to the Chestnut Hill Reservoir. 3
Much as I want to see dorms on the main campus, I am vehemently opposed to siting dorms adjacent to the reservoir. The reservoir is a tranquil gem that many residents use to enjoy nature and the out of doors. If students are ensconced a stone's throw from the reservoir, we can expect noise, loud parties, and trash spilling unto reservoir grounds. We will also see students using the pathway as a short-cut to Cleveland Circle with the attendant trash and noise late into the night. We as a neighborhood did not fight for years to have the reservoir opened to the public only to see it despoiled by carousing undergraduates.

4. Athletic stadiums on St. John's. It is unacceptable to place a large baseball stadium immediately adjacent to homes on Lane Park. The evening lights, loud speaker system, and noisy crowds will undoubtedly disrupt life for the residents. I would request that BC explore ways to make their current stadium meet their needs. I am also concerned about the use of artificial turf and would request that any playing fields in St. 4
John's be natural grass. The State of New York has imposed a moratorium on the use of artificial turf because of the environmental hazards it poses.

5. Moving More Dr. to the east. Many people currently use More Dr. to travel north from Beacon St. to Lake St., Washington St., and beyond. If the roadway is shifted, the traffic will have to make an additional jog to reach Lake St. This will not create safer conditions, as BC has suggested. Nor will it alleviate the congestion at the intersection, as they also suggested. It will simply move the traffic east a few hundred feet and add an additional turn. More Dr. should be left in place as it currently stands.

6. Siting buildings at the edge of the sidewalks on Com. Ave near Lake St. The proposal to remove the attractive stone walls and shrubs and crowd two large buildings onto the edge of the street will drastically change the appearance of this stretch of Com. Ave. With its natural elements this section of roadway has a rural feel. Turning it into a hard-edged urban streetscape such as we see along the BU campus will only degrade our neighborhood. 5

7. Conservation restriction for the urban wilds at St. John's. I believe that administrative and classroom buildings are acceptable on the seminary grounds, but at that same time, I request that the property's status as a Boston "urban wild", designated by the BRA, be observed. 6
This means that care must be taken to respect and preserve as much as possible the significant natural and historic features of the landscape.
BC has made a step in the right direction by sparing the orchards on the east side and the woods along Lake St. in this round of plans. But this is not enough. The protection afforded by the proposed master plan is of limited value since it only covers a span of 10 years. Without the formal, legal protection this open space could easily be usurped in the future for buildings. The only solution is a conservation restriction on portions of the property, including the forests, orchard, and Foster Street Rock.

8. Historic buildings. St. John's dates to the 19th century and includes a number of attractive and historically significant buildings. These structures should be protected and preserved. All new construction should be sited and designed with the historic character of the landscape in mind. In addition, the three historic homes on Foster St. that BC proposes to demolition should be saved and incorporated in their plans for the dorms for the seminary. 7

9. Keeping and bringing families into the neighborhoods near BC. The proposal to offer mortgage assistance to staff who wish to live near campus sounds like an excellent plan. Although it is not part of the master plan, the proposal should be developed and instituted. I find this far preferable to BC's practice of buying homes and renting them out to staff. With ownership the occupants become more invested in the community than when they rent. In addition, home ownership usually lead to longer term occupancy than a rental does and, in turn, leads to more stable neighborhoods. 8

Thank you for the opportunity to offer feed back on plans that will have very significant consequences for our neighborhood.

Sincerely yours,

Wilma Wetterstrom

9 Glenley Ter.
Brighton, MA 02135
617-787-9844

Letter 72

Fitzgerald, John BRA

From: Lisa Hirsh [lisa@lisahirsh.com]
Sent: Tuesday, February 05, 2008 5:49 PM
To: Fitzgerald, John BRA
Subject: Feedback for the Master Plan

Dear John,

As a long-time resident of the Chandler Pond neighborhood, I'd like to register what a gem this neighborhood is--not only for those of us
who live here, but also for those who visit it (and there are many).
In a city, to have an oasis of green space, quiet, and nature--is a rare treat and must be protected. The most important thing from my perspective is NOT to have dormitories built on this part of Commonwealth Avenue. If they were built, it would totally change not only the character of the pond but also the neighborhood. 1

I support BC's using the space for classrooms, the museum, and other academic or administrative uses, but not for student residences. If the plans for the recreation center go ahead it is critical that there are sufficient parking spaces (250 sounds way too
low) and that the traffic effects on Lake Street are analyzed further. 2

Thank you,
Lisa Hirsh

Letter 73

Fitzgerald, John BRA

From: Dorothy Weitzman [weitzman@bc.edu]
Sent: Tuesday, February 05, 2008 5:04 PM
To: John.Fitzgerald.bra@cityofboston.gov.
Subject: view on BC Master Plan

Dear Mr. Fitzgerald,
(i hope that my mailing this a minute or two after five will not disqualify my comment. I had computer problems this afternoon. Thank you.)

I write to express my opposition to the plan by Boston College to build dormitories for 490 students with the northeast end right up to the road opposite the Chestnut Hill Reservoir. I often walk around the reservoir and want it to remain a quiet beautiful place with any new buildings set way back from it 1

I think that Boston College should be asked to explore another option for housing these 490 students. In general, the approved plan should assure that many fewer persons are located near the road and the reservoir and hopefully almost none on weekends and evenings.

For whatever buildings are built on Shea Filed, a sizable border of vegetation should at a minimum be required and with much more distance put between the building and the rood than now appears in the map below. A border of trees and shrubs could be enjoyed on both sides and importantly, as I envisage it, would present a barrier to discourage those located there for college activity from congregating and crossing into the reservoir.

For the ten years or so that I have frequented the reservoir walk, I do not see many students using the reservoir nor any trash coming over from Shea Field. I think that use by older people and working people in the community should be BRA priorities and guide your rejection to this aspect of the BC Master Plan.

Those I encounter d others whom I encounter use the walk around the reservoir for exercise and find it a peaceful and pleasant, low key asset to our community. I live within a mile.

Another point: we have too few places to encounter and know that birds, rodents, and other wildlife have an area with little human use and large scale to use. Let our public policies work to keep all that we can.

I put below the aspect of the BC plan in bold to which I refer and a map upon which number 18 is the structure I am concerned about.

Thank you for your consideration of these views, and I hope you will require alteration of this part of the BC plan. I am generally a great supporter of the college, but in this case hope for a change in plans.

Dorothy Weitzman
20 Philmore Rd, Newton, MA 024\

* Add a net total of 610 beds of undergraduate student housing that will increase the total of BC students living on campus to more than 90%, exceeding all other colleges or universities in Boston. The addition of 500 beds on the Brighton Campus, **490 beds on Shea Field**, 420 beds on the current More Hall site and 185 beds on Lower Campus, will enable the replacement of outdated Edmonds Hall and several modular housing units.

###

10-YEAR MASTER PLAN SUMMARY

Letter 74

Fitzgerald, John BRA

From: Sharon Cayley [scayley@MIT.EDU]
Sent: Tuesday, February 05, 2008 5:04 PM
To: bctaskforce@yahoo.com
Cc: Fitzgerald, John BRA
Subject: Boston College 10 year master Plan

Dear Task Force Members:

A few observations based on the information provided at the 4 Task Force meetings of January 2008.

Traffic: All plans optimistically calculate low traffic volume. The addition of 100 proposed new faculty, at least 12 new centers, and an undetermined number of graduate students (any school aspiring to be a national leader in liberal arts education wants abundant graduate students) as well as the administrative support persons (i.e. secretaries, administrators, etc.) automatically calls for vastly increased traffic and parking needs. The current plans appear to anticipate the best case scenario with a sizeable number of employees using public transportation. 1

Athletics: The scale of plans suggests two to three season use on a large scale. When combined with stated plans for intramural sports, it would appear that there will be few weeks during the calendar year when nearby residences will not feel a negative impact from these ambitions. 2

Housing: It seems odd that in one meeting presenters claim the developments aim to "foster a greater sense of undergraduate community" while at the same time the proposed dormitory developments stretch from the boundary of the Chestnut Hill Reservation, across Commonwealth Ave. well into Brighton and as far from the borders of other cities as possible. This plan appears to contradict this aim. I suggest two possibilities (1) Graduate only housing or (2) Married student or new junior faculty housing on the former Archdiocese site and switching the proposed Shea Field dormitories with the proposed new academic buildings at the corner of Beacon and College Road. 3

Finally, the employees of Boston College who are neither faculty nor students must either find a residence within reasonable commuting distance (see Allston-Brighton housing costs) or drive. This group must also be factored into any plans for the next 10 years or
50. 4

Full disclosure, I am a 17 year resident of Brighton and employed at a local non-profit. Mortgage and repairs are covered out of a single salary. I continue to be concerned about the impact of massive institutional expansion and the highly transient population that accompanies these institutions. I maintain that the neighbors appearing at these task force meetings provide a "service" to the institutions of stability, both in property maintenance and safety for their students. It would be appropriate for Boston College to acknowledge this by cooperating with the Task Force to the fullest extent.

Sharon Cayley
137 Chiswick Rd. #3
Brighton, MA 02135

Letter 75

February 4, 2008

John M. FitzGerald
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201
tel. 617-918-4267
fax 617-742-7783
john.fitzgerald.bra@cityofboston.gov

RE: Boston College IMPNF Public Comments

Dear Mr. Fitzgerald:

Please accept the following comments on BC's 10 yr Master Plan and its impact on the adjoining Brighton neighborhood.

Open Space

We have spent many hours walking through the former Archdiocese property and enjoying these special natural green spaces. The orchard in particular is a very unique and scenic site that we enjoy on an almost weekly basis, year round. This area is a natural treasure and its qualities as a Conservation Protection Subdistrict should be respected and protected.

In general, we are happy to see that BC's 10 year plan proposes to maintain existing open space along the wooded areas along Lake Street, the wooded area north of St Johns, and the beautiful wooded/orchard area between the existing Chancery and proposed parking facility. We are also happy to see that the proposed buildings have been clustered in the interior of the site.

However, **we feel very strongly** that words of commitment and master plans alone are not enough to protect these areas of open space. The areas of open space which are a great resource for both BC and the Brighton community should be protected in perpetuity via Conservation Restriction(s). In this way the intents of the Conservation Protection Subdistrict are maintained and the land can be preserved for the enjoyment of future generations.

1

We strongly urge the BRA to require that BC establish Conservation Restrictions for the wooded buffer along Lake Street, for the Orchard and the woods behind the Chancery down to the loop road and the woods at the Lake Street entrance.

2

We would like to see the athletic fields remain low-impact and maintain the use of natural grass. We would like to see access, via walking trails and / or sidewalks be maintained from the neighborhoods through the campus to the future conservation restriction open space areas and up to Commonwealth Avenue. We and many others currently use the existing roads and paths and fields to exercise and enjoy the outdoors every week. We hope that this will be considered in the final designs.

Proposed Housing

3

We believe that in order to minimize negative impact on the surrounding neighborhood, BC should not be allowed to construct dormitories on the Brighton Campus. We request that the BRA limit buildings on the Brighton Campus to academic, administrative and cultural uses in order to preserve the nature of the existing land use.

BC can, and should, colocate its undergraduate students in the traditionally residential parts of the Chestnut Hill campus (both Boston and Newton). BC should maintain the Edmonds Hall site for dormitories -- as well as the current site of the Rec Plex (Flynn Recreation Center), should they wish to move it elsewhere. To make good use of available land and maximize open space, BC should build dorms of 6 or more stories high (consistent with those recently built), and locate them throughout the Chestnut Hill campus. BC should substantially increase the number of beds on the two-story "Mods" site (temporary housing built in 1970) to accommodate more students on campus.

Boston College's Master Plan, if modified as we urge, has the potential to preserve and enhance our beloved Brighton neighborhood. Please require that these changes be incorporated.

Thank you for your consideration

Respectfully yours,

Kirsten N. Ryan Henry S. Ryan

Kirsten N. Ryan
Henry S. Ryan
9 Oakland Street, Brighton MA 02135

cc: Mayor Thomas M. Menino

Letter 76

Memo to: John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201
Phone 617-918-4267
Fax 617-742-7783
email: john.fitzgerald.bra@cityofBoston.gov

From: Fred Salvucci

Date: February 4, 2008

Re: Boston College Institutional Master Plan Notification Form, MHC RC 43426

Dear Mr. Fitzgerald,

I am a lifelong resident of Brighton, and am writing to request that Boston College be required to prepare at least one alternative to the Plan as presented, which could ease many of the concerns raised in the series of public meetings, and result in improved outcomes for both the Brighton community and the College, in particular as regards transportation.

(1) Overall context. The sections of Brighton near St. John's Seminary site are densely developed, and traffic conditions are becoming increasingly congested during many hours of the day, and much of the week. For this reason, any increase in traffic generation caused by BC's expansion is likely to result in gridlock in nearby congested areas such as Cleveland Circle, Brighton Center, Chestnut Hill Avenue, Foster Street, Lake Street, Beacon Street, as well as increased adverse environmental impact during less congested hours and parts of the street network.

This does not mean that BC should not grow, but it means that it is very important how and where BC grows. If BC grows with a significant increase in transit utilization by staff, faculty, students, and visitors, and a reduction in auto use, BC could use its growth to contribute to a

reduction in traffic congestion and adverse environmental impact, and an improvement in transit service for both the BC and Brighton community, and a significant improvement in the quality of the pedestrian environment.

But this approach requires that new construction be focused on increasing density within the Chestnut Hill campus, minimizing the intensity of use in the area north of Commonwealth Avenue, and restricting the amount of parking to at or below current levels, while improving the quality of public transportation. It also requires that what parking is provided be concentrated primarily south of Commonwealth Avenue, and orient traffic to the relatively wider Commonwealth Avenue and Beacon Street, and away from the narrower Lake and Foster Streets. Contrary to popular belief, parking facilities do not reduce traffic; they generate it. Surface parking has adverse environmental impact and wastes valuable land, while structured parking is expensive to build and maintain. That money could be better invested in subsidizing transit passes, a valuable pre-tax employee benefit, and a very good benefit for BC students to access the cultural and entertainment benefits of the entire Boston area safely, something that both students and their parents will appreciate.

(2) Specific issues

(A) The high intensity sports facilities such as the proposed Astroturf night-lighted fields with 1,500 attendance capacity would generate traffic on the lower capacity, most neighborhood-oriented and congestion-prone part of the street network, north of Commonwealth Avenue, threatening congestion particularly on Foster Street and all the streets connecting to it as far away as Brighton Center. There have been many comments that Shea Field should be retained

because its open space character is more compatible with the nearby reservoir, and its history as part of the (now filled) second previous reservoir. The Shea Field site is also a much better site, from a transportation point of view, to retain these higher impact recreational activities, since it can rely on multi-use parking on the Chestnut Hill campus, which can be accessed to the higher capacity Beacon Street. The less formal playing fields near St. John's Seminary could remain green and unlighted, without spectator accommodation, and accessible by foot from both the BC Chestnut Hill campus and the local neighborhood. This would not only respond to the comments of the neighbors of both sites, but would cause essentially no negative traffic congestion impact. I request that the Scope require that BC develop such an alternative plan.

(B) The parking garage shown in the current plan fairly far north in the Seminary site will generate significant additional traffic on Foster Street, and create gridlock in Brighton Center. It should be relocated to either under the proposed museum/auditorium site closer to Commonwealth Avenue, or across Commonwealth Avenue on the south side, with access primarily from Commonwealth Avenue. I request that the Scope require the development of a plan with both of these options considered, instead of the currently proposed garage. 1

(C) The relocation and development of the Green Line station to a center platform configuration in the median of Commonwealth Avenue, with a pedestrian overpass and widened cross-section of Commonwealth Avenue has generated

much negative comment because of the destruction of the stone walls on both sides of Commonwealth Avenue, the impact on the rock outcropping, and concern with the aesthetics of the pedestrian overpass. With the recent decision by BC to remove the building previously proposed at the northeast corner of Lake and Commonwealth, the pedestrian overpass should also be deleted. More fundamentally, pedestrian overpasses often become the location of crime and poor maintenance, and represent an unnecessary and inappropriate expense. Safe, at-grade pedestrian crossings were recently substituted for overpasses by the T at Charles Street Station on the Red Line, with general approval. It is not clear what is being considered at the current MBTA terminal station west of Lake Street; with BC stating that they have no role in the MBTA plans there. It is impossible to consider the merits of the proposed relocation of the T stop to the east of Lake Street without understanding what is proposed at the current station location west of Lake Street. The Scope should require information on the current west of Lake Street site even if it is an MBTA concept. In addition, the Scope should require BC to develop more modest alternative T stop designs, with safe, at-grade pedestrian crossings instead of overpasses, without changing the sidewalk curb lines of Commonwealth Avenue, and without destroying the stone walls. These alternatives should include improving the MBTA station at its current location, developing an option with the station platforms split to the east and west of Lake Street, and developing an option entirely to the east of Lake Street.

2

(D) More fundamentally, increasing the transit orientation of the entire BC campus needs to include improvements of the frequency of transit service. If the Beacon Street "C" Line service were extended north on Chestnut Hill Avenue and west on Commonwealth to Lake Street on existing track, BC students, faculty, and staff, and the adjacent Brighton community could enjoy much more frequent service to Boston and much more convenient access to the commercial and entertainment areas near Cleveland Circle. Additionally, BC minibus shuttles might be able to connect the "C" Line to the "D" Line through the Chestnut Hill campus, and provide much more convenient T access for BC students, faculty, and staff, with only modest levels of traffic. The Scope should require BC to dvelop these and other means to improve transit access to the campus.

(E) The plan includes suggesting the possibility of introducing a median break in Commonwealth Avenue to allow access to and from the Seminary site from westbound Commonwealth Avenue. The access plan to the Seminary site needs to be consistent with openings in the stone wall, so that valuable feature is preserved, as requested by many commuters. It also needs to be consistent with a plan for egress from the Seminary site to Commonwealth Avenue eastbound, and with any MBTA platforms and signal priority. The construction of a northbound relocation of St Thomas More Road east of the current location, requiring all traffic destined to Lake Street to take a left on Commonwealth and a right onto Lake would create a severe pedestrian conflict at the corner of Lake Street, cause a risk of northbound traffic cutting through the Seminary site, and substantially complicate the access and egress pattern for both sides of

Commonwealth Avenue. It is possible that the southeastern corner of the Lake Street/Commonwealth intersection (currently the location of Edmonds Hall) may be a better location for a mixed-use development, including parking, to support the Seminary site, because of superior access to relatively wider streets such as St. Thomas More, Beacon Street, and Commonwealth Avenue. The Scope should require BC to develop alternative access plans for both sides of Commonwealth Avenue that do not involve the relocation of St. Thomas More Way, nor the destruction of the stone wall. The legitimate concerns for pedestrian safety and convenience at all crossings needs to be prioritized in all alternatives. 3

(F) Permeability of the Chestnut Hill campus vs. Pedestrianization. The BC planners have put forward the theory of increased pedestrianization and reduced auto domination within the campus. While this theory is very attractive if it is accompanied by reduced traffic generation through reduced auto parking and increased transit orientation, it runs the risk of increasing auto flows and reduced pedestrian orientation on "edge" roads such as Commonwealth Avenue, Beacon Street, and the proposed relocated St. Thomas More Road. As universities expand in size beyond historic small campus sites, they inevitably cross important streets that the larger metropolitan community requires, and need to develop a new "permeability." So Harvard University has had to learn to live with Massachusetts Avenue and Mt. Auburn Street, MIT with Massachusetts Avenue and Vassar Street, Boston University with Commonwealth Avenue, University Road, and the BU Bridge, and Northeastern University with

Huntington Avenue. Recognizing that these regional connections are not only essential to the metropolitan community and unavoidable, but actually useful to the integration of university life with the larger metropolitan area, permeability suggests shifting to a concept of accepting streets passing through the campus, but insisting that they be pedestrian-friendly to the benefit of both university and the surrounding community.

The Scope should require the identification of opportunities to analyze all of the peripheral and through thoroughfares for opportunities to encourage pedestrian-friendly sidewalks and street crossings, and to explore locations where multiple pathways may be superior to one very auto-intensive pathway, with particular focus on leaving St. Thomas More Road in its current location even if a new road along the edge of the cemetery is introduced to relieve it. Historically, before the filling of the second reservoir, there was a redundant roadway to the west of St. Thomas More, connecting Commonwealth to Beacon, and reducing intensity of use. Given the size of the land area on the Chestnut Hill campus between Commonwealth, Beacon, and St. Thomas More, some "interior" road access will be required. The Scope should require the analysis of alternative networks to explore the potential for redundant links and permeability to improve overall pedestrian-friendly conditions. 4

(G) Many commenters urged that BC should focus all increased student housing in the Chestnut Hill campus, through increasing, rather than decreasing, density. Others cited the desirability of integrating faculty and graduate student housing into the Chestnut Hill campus to create an integrated faculty, graduate, and

undergraduate university community, rather than an undergraduate "student ghetto." These ideas can contribute to a pedestrian and transit-oriented "smart growth" campus complemented by the nearby open space resources of the Seminary grounds and reservoir, to provide a very high quality academic community environment. This approach requires a policy of providing no parking for students, limited parking for staff and faculty, subsidized transit passes for all members of the BC community, and a very high-quality pedestrian-oriented design throughout. In order to preserve opportunities for future growth within the Chestnut Hill campus, high densities should be included, with limited parking in cheap surface lots to landbank some sites for future, denser development beyond the 10-year horizon. The Scope should require BC to develop one or more alternatives with high density of integrated housing within the Chestnut Hill campus, adequate to eventually accommodate all BC housing demand within the Chestnut Hill campus, and the complementary restricted parking and subsidized transit policies necessary for success of such a strategy. 5

(H) Many commenters urged that the open space requirements of the current zoning overlay district within the Seminary site, which makes the spectator-oriented sports facility a prohibited use, be respected, and that the protection of the current natural and unlighted playing fields, the wooded area adjacent to Lake Street, and the orchard be made legally enforceable and permanent by use of conservation easement deed restrictions. The open spaces preserved by the Archdiocese, which the current zoning and proposed conservation easements would protect, help complement the very high density residential areas that

prevail in Brighton, and represent a very high proportion of the open space resources accessible to Brighton residents and the BC community alike. The letter from the Massachusetts Historical Commission reinforces the current zoning and the proposed deed restrictions. From a transportation point of view, the very high density of Brighton already generates more traffic than the network of pedestrian-scale neighborhood streets can reasonably handle. Foster Street, Lake Street, Kendrick Street, Chestnut Hill Avenue, and Washington Street are simply not of the same size as Commonwealth Avenue, Beacon Street, and Route 9 further south, and frequently become overwhelmed by traffic. (This last Saturday, traffic on Washington Street was backed up on Washington from the Chestnut Hill Avenue/Market Street intersection west to beyond Foster Street, and beyond Lake Street, making it impossible for emergency vehicles headed to the (expanding) St. Elizabeth Hospital to move.) It is simply not reasonable to change the zoning to permit increased traffic generation on the Seminary site beyond the current very low-intensity use. To be specific, introducing a 1,500-seat spectator sports complex and a 500-car garage is the straw that will break the camel's back and create constant gridlock in Brighton. Even parking for the very modest net new auto traffic generation that will be generated by the highly desirable adaptive reuse of the beautiful existing buildings on the Seminary grounds should be concentrated near Commonwealth Avenue and preferably on the south side of Commonwealth Avenue as part of the proposed redevelopment of the site of Edmonds Hall. In short, respecting the current zoning and historic nature of the Seminary grounds by permanent

conservation easements is not only good environmental and historical policy; it is a necessary transportation policy to avoid gridlock in the entire community.

The Scope should require BC to develop a plan for the Seminary grounds which leaves the Lake Street wooded area, the natural unlighted no-seating playing fields, and the orchard area intact and protected by permanent conservation easements, with no additional parking, and with the modest existing parking concentrated at Commonwealth Avenue, preferably on the Edmonds Hall site. 6

(I) Many commenters have urged that Shea Field be retained in its current location, and not relocated to the Seminary site. They argue that the second reservoir area previously filled by BC should stay in an open condition to complement the reservoir, and that undergraduate housing there would be isolated from the rest of the student housing, separated by the stadium and recreation center, and lead to anti-social behavior. From a transportation point of view, Shea Field is much better located where it is, adjacent to the Beacon Street parking facility, so that responding to the neighbors' open space/Shea Field comments would also make transportation sense.

The Scope should require BC to develop a plan that leaves Shea Field where it is and adds housing in a more dense and integrated configuration on the existing Chestnut Hill campus. 7

(J) Most commenters supported the idea of developing Jesuit student housing on the Foster Street site, but some commenters proposed the renovation of the three

historic houses, and others proposed the retention of the urban wild. Some argue that the Jesuit housing could more compatibly be integrated into strategies for adaptive reuse of the Seminary site buildings, or even contributing to the integrated housing community on the Chestnut Hill campus site.

From a transportation point of view, retaining the urban wild in the context of restoration of the three historic buildings would minimize the addition of traffic to Foster Street (although the same minimization would occur with auto parking restrictions on the site).

The Scope should require development of options that retain the urban wild to minimize traffic generation, and support the restoration of the three historic structures. 8

(K) Transfer of Development Rights. While people generally are universally upset with the events that led the Archdiocese to sell this invaluable cultural and environmental resource, most people are pleased that it is BC that purchased the Seminary site, believed that BC is most likely to adopt an ethical attitude of stewardship of the assets, respecting the zoning, and sharing access to these amenities with the Brighton community. But the productive adaptive reuse of the historic buildings on the Seminary property will cost lots of money, as will the ambitious overall BC investment plan, so there is financial pressure on BC to use the development rights they acquired, creating a potential tension between the ethical preservation and sharing of the Seminary assets and an ambitious investment plan. This tension can be resolved by the BRA, by transferring the development rights of the Seminary under the current zoning, which applied

when BC purchased the site, and transferring these development rights, with a bonus, to support the densification strategy many have advocated for the Chestnut Hill campus. This approach would have the virtue of allowing BC to recoup more than full value from their purchase of the seminary site, while making permanent and publicly owned the conservation easements on the site. From a transportation point of view, the congested conditions of Brighton streets will not get any better in ten years, so the protection of a ten-year master plan is totally inadequate to safeguard against the threat to the Brighton transportation network represented by the possible intensification of use on the Seminary site. The transfer of the Seminary site development rights to the BC sites south of Commonwealth along with bonus development rights in exchange for strict and permanent conservation easements and public access rights has the virtue of contractual, legally binding permanent protection against the worsening of traffic conditions, which would be caused by increased density of use on the Seminary site.

The Scope should require the calculation of the development rights of the Seminary site under existing zoning, the development rights of the BC campus south of Commonwealth Avenue under existing zoning, the increase in development rights required to support the current proposed BC Master Plan, the added development rights required to support the densification strategy on the Chestnut Hill campus advocated by so many community speakers, and the parking restrictions required to make the densification strategy viable in terms of the capacity of Commonwealth Avenue and Beacon Street, and identify the kind of transfer of development rights and bonus agreement that would be required. 9

(L) Many commenters have reacted very favorably to BC's suggestions that BC will establish a program to provide assistance to BC staff and faculty wishing to live in Brighton by providing mortgage assistance, and suggested that BC should target particularly structures now owned by absentee landlords and rented to BC students, so that as BC students are relocated into expanded dormitory opportunities on the campus, the housing would become a convenient location for BC staff and faculty. This is not only a very progressive benefit for BC to offer its employees, but it is also good transportation strategy, as these employees can access BC on foot add not crowd parking facilities or cause street congestion.

The Scope should require BC to provide more detail about how this progressive program will be established, what number of residences is contemplated, and how acquisition of property could be handled, to avoid creating windfall profits for absentee owners, and avoid encouraging still more absentee landlord to blockbust and "flip" property.

Letter 77

02/05/2008 11:51 6177872563 CAMERON EXPRESS PAG

Brighton Ma 02135
Feb. 4, 2008

1/2

John Fitzgerald, Project mgr.
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, Ma 02201

Dear Mr Fitzgerald,

In reference to Boston College Master Plan.
You refer to the playing fields on the Brighton Campus. First let me say, the terminology is a bit off. 1500 to 2,000 people constitute a stadium - not a field.

1 Intramural sports are a fine idea for this site, but not spectator sports. This large a crowd will generate more noise, rowdiness, and traffic will be of an impasse.

Spectator sports which generate revenue (income) belong in the existing Newton Campus stadium, not on Lake St.

2 There should be an independent Traffic study of increase of auto traffic on Lake St, not a Boston College review.

3 Thought should be given to a buffer zone surrounding the Lake St property.

4 More dorms can be built on the Chestnut Hill campus if architects thought and planned accordingly. Doubt Newton would allow these buildings — which are being forced on our community.

5 I would like to see a conservation restriction long term in perpetuity, to preserve open space. Our community negotiated one with the EF Language School on Lake St (several years ago.)

6 Fail to see a logical reason to close the exit from St. Thomas More Rd. onto Commonwealth Ave at Lake St. This does not benefit the community.

I have come to feel Harvard will be the redemption of Allston, where as Boston College will be th

destruction of Brighton.

Sincerely,
Lorraine Bossi
47 Brooksdale Rd.
Brighton, Ma 02135

Letter 78

Fitzgerald, John BRA

From: cye@bidmc.harvard.edu
Sent: Tuesday, February 05, 2008 3:44 PM
To: Fitzgerald, John BRA

Dear Mr. Fitzgerald:

As the residents in the Boston College neighboring area, all my family members strongly oppose BC's ten-year plan for building baseball stadium, sports fields, dormitories or research laboratories in this area.

These planed structures will dramatically change the surrounding environment. Especially, build research facilities in this area is a terrible idea. Whether these facilities are for research in life science or in applied physics, will lead to environmental pollution in the air and water.

We have been lived here for 14 years. The previously Archdiocese owned buildings, trees, and the atmosphere are such beautiful, historical landmarks. It is well known by people from other areas, even other countries. We are already very sad to see some beautiful trees disappeared. It will be an irreparable loss if all the trees are replaced by those structures they have proposed.

We have already greatly suffered by the noisy midnight student-parties. The BC students who rent the apartments in the neighboring houses very often have those noisy parties in the midnight, especially when BC has football games. These proposed new dormitories will make things even worse. It will ruin the privacy that people seek for by living in this area.

We strongly oppose BC's ten- year plan. We support the preservation of green space in this area.

Sincerely,

Dajun Pang
and
Chianping Ye

21 Greycliff Road
Brighton, MA 02135.

Letter 79

Alessandro (Alex) Selvig
70 Lake Street
Brighton, MA 02135

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201

February 3rd, 2008

Dear John,

Please find the enclosed comments related to Boston College's recently filed Institutional Master Plan. It is my sincere hope that the Boston Redevelopment Authority will consider the needs of our residential neighborhood, and ensure that the final plan not only meets the needs of the college but also preserves and enhances the quality of life of the abutting families and community.

After thorough review of Boston College's Institutional Master Plan Notification Form (IMPNF), the BRA's zoning regulations for Allston-Brighton (Article 51), the BRA's regulations for Greenbelt Protection Overlay Districts (Article 29), other relevant documents, and having attended countless Task Force meetings, I wish to raise the following points, which I hope you will consider when reviewing the IMP:

1. Boston College's IMP disregards underlying zoning for the "St. John's Conservation Protection Subdistrict" and "Commonwealth Avenue Greenbelt Protection Overlay District", which the BRA created for the purpose of protecting with Articles 51 and 29.
2. There are no significant positive effects of this project for the surrounding neighborhood. Rather, many of the proposed construction projects would have indisputably negative effects, exacerbating the problems of decreasing owner-occupancy, family flight, and absentee landlords in Allston-Brighton.
3. Boston College has left the plan virtually intact and in its original format after months of community meetings. Vehement neighborhood opposition was expressed at every one of these, to no avail.

Specific questions and observations relating to the IMP and BRA Article 80 regulations follow:

1. Dormitories sited on property formerly known as "St. John's Seminary":
   - The college must prove its ability to control the behavior of its students, on or off campus.
   - Given the numerous on-campus incidents over the past years (dumpster fires, assaults, underage drinking, etc), there is enough evidence to conclude that placing dormitories in the "Brighton Campus" would cause severe stress to the local community, many of whom are young families and elderly long-term residents.
   - The college should justify its assertion that the existing Edmonds Hall, with 790 beds, cannot be renovated. Keeping this one dorm would obviate the need to create housing on the "Brighton Campus". 1

- Alternative plans for housing all BC students on the main campus should be presented.

2. Athletic facilities sited on property formerly known as "St. John's Seminary":
   - A "stadium" is specifically prohibited on this site, be it designated " Boston College Institutional Subdistrict" or "St. John's Conservation Protection Subdistrict". The BRA recognized that this location is inappropriate for a stadium (Art. 51, Table C, Page 89), and it is presently only a few dozen feet from abutting residences with small children. Open space on this site is an "acceptable use", and the addition of a recreational building a "conditional use".
   - Low attendance rates at BC baseball and softball games indicate that a lower seating capacity and facilities with fewer negative impacts for residents would suffice.
   - The college should show why the current, fully operational facilities for baseball and softball sited on Shea Field are no longer adequate. 2
   - Considerable apprehension exists over the college's insistence on the use of artificial turf in an area that frequently floods. Studies indicate the presence of carcinogens in artificial turf. The risk of contaminating the water supply, nearby Chandler Pond, and the Charles River is unacceptable. Natural turf, as used by other local universities, should be used.
   - Major nuisances such as floodlights, public address systems, tailgating with public drinking, and pedestrian and vehicular traffic are of great concern to abutting and nearby residents. A detailed mitigation plan and alternatives to the above should be presented, and a binding, contractual agreement to enforce the same considered.
   - Properly managed and mitigated, low-impact use of the four fields does not appear to be problematic. Alternatives for low-impact athletic use should be presented.

3. Various.
   - The MBTA has not presented any evidence showing that upgrading the Boston College MBTA station to comply with ADA requirements is not possible. BC should present the evidence for this representation. Furthermore, increasing the width of Commonwealth Avenue by 22 feet to accommodate a new station would destroy natural features, wooded areas, and violate the underlying "Greenbelt Protection Overlay District".
   - To evaluate the impact of relocating St. Thomas More Dr., an independent traffic study, funded by Boston College, should be undertaken for a larger area than currently used. Other agencies who may have valuable input or jurisdiction, such as DCR, BTD, Mass State Police, MWRA, and others, should be asked to present opinions or studies. 3
   - Though 788 vehicle parking spaces have been counted on the "Brighton Campus", approximately 200 are actually occupied. The university should justify the need for a five-story, 500 car garage, which will encourage driving, with obvious consequences. The college should encourage or even reward the use of public and/or alternative transportation, and actively work to discourage driving. 4
   - All new construction plans should respect setback, height, and other restrictions present in the underlying zoning. 5
   - All heavy trucks and other construction equipment should be prohibited from secondary streets, such as Foster St., Glenmont St., Lake St., and others. These should be designated "No Truck Routes", with significant enforcement efforts undertaken by the Boston Police and Boston Transportation Dept. 6

- Conservation restrictions should be granted to protect wooded areas, and other areas with significant natural features. Some vestige of the underlying zoning, with its mission to protect scarce green space, could continue to exist.
- Accurate, independent, verifiable studies should be made of existing flora, fauna, ground water, water quality and aquifers, wind, shadow, daylight, and solar glare effects of proposed buildings,
  possible archeological remains, noise, rodent control, and air quality, construction traffic and mitigation, and any and all other requirements set forth in Article 80., Section 80-B-3, Scope of Large Project Review, Content of Reports.

In reviewing the many letters you will doubtless receive, the neighborhood's deep apprehension will become clear. An uncertain future awaits us, and we have great hopes that every effort will be made to preserve, protect, and strengthen Allston-Brighton.

We love our neighbors, community, and city, and hope for a solution that benefits all.

Sincerely yours,

Alessandro (Alex) Selvig

cc: Mayor Thomas Menino
Jean Woods, Chair, BC Task Force
Councilor Mark Ciommo
Councilor Michael Flaherty
Councilor Sam Yoon
Councilor John Connolly
Councilor Stephen Murphy
Rep. Michael Moran
Rep. Kevin Honan
Sen. Stephen Tolman

Letter 80

Christina A. Clamp & Donald H. Gianniny
7 Niles Street
Brighton, MA 02135

Fax #617 742-7783
3 pages
If Transmission
problems occur
call (603)644-3103

Mr. John FitzGerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear John:

I am writing to express my comments on the Boston College Institutional Master Plan. While I recognize that Boston College will inevitably alter the use of the archdiocesan property, the scale and mix of uses are inappropriate for the site. The archdiocesan property has been one of the few significant green spaces in Brighton and with its stands of large trees has been a great asset in an area affected by high asthma rates due to our proximity to the turnpike, and Rt. 9. The proposal does not demonstrate a genuine commitment to the stated goal for the plan:

> Planning and land use policies that are compatible with the natural resources, the fabric of surrounding neighborhoods, and the campus' historic character.

Appropriate uses of the Brighton archdiocesan property

- The proposal for the fine arts building on the Brighton campus and academic offices and auditorium is acceptable as a new use of the archdiocesan property.
- The inclusion of the Weston Jesuit School of Theology but the location of the housing should be within the campus footprint and not involve removing 3 residential houses on Foster St.
- The proposed conference center would also be consistent with the historic use of the property.

Inappropriate land uses proposals

1. Undergraduate Dormitories

Boston College students have unfairly impacted the Brighton community with their partying and disorderly behavior. A policy of requiring all undergrads to be housed on campus would address this problem but only if that policy restricts housing to the main campus. This should exclude development of dorms on Shea field because of its proximity to the Chestnut Hill Reservoir. New dorms for undergraduates are an incompatible use with the archdiocesan property. The fact is that Boston College has a history of being a "party

1

school". This along with the emphasis on athletics has led to tension in the community. Boston College began as a commuter college with a much smaller impact on the neighborhood. The proposed new construction would negatively impact the quality of life for abutters. Any new housing should be sited where the modular housing is. If Edmonds Hall is to be removed, then new housing should be placed in the same location.

2. Athletic Facilities

Historically, the archdiocesan campus has been a wonderful resource for the community because of its porous borders which have allowed residents to use the campus as a place to walk and for Gaelic football. The decision to post the area as no trespassing put residents on notice that they are not welcome. No one would object to playing fields but the the proposal for a stadium and artificial turf (which does have problems with potential environmental impacts), lights and sound systems is inappropriate and inconsistent with a residential neighborhood. 2

3. Proposal to reroute St. Thomas More Road

I object to any plan to move the road from going directly onto Lake Street since it is likely to create a bottleneck on Commonwealth Avenue at rush hour. A full independent transportation study should be conducted to consider both the impact of this proposal as well as the additional programming uses of the campus. 3

4. Proposal to move the MBTA station

To the extent that the benefits of moving the station are to serve the Boston College community, Boston College should be expected to pay the full costs. The MBTA has other demands on its resources and the users of the "T" should not have to pay for a project that is for the benefit of the BC community. 4

The scope of the proposed changes in use will undoubtedly have profoundly negative impacts on the value of residential properties in the area. Residents are right to object to this proposed change. Finally, I share the concerns raised by Susan Heideman, another Brighton resident. She stated: "However, the single most important reason for siting all new dormitories on the main Newton camps is BC's continuing difficulties in maintaining civil and law-abiding behavior in its students and their associates. We need only look at two recent incidents to point to what poor neighbor material BC students make:

1. Last week, (Jan. '08), the day after some Brighton activists had spoken up at a BC Task Force Meeting about the IMP, a window of their Lake St. house was broken by a large trash can heaved through it. While the perpetrators have not yet been identified, this

and other recent "hate speech" incidents targeting Brighton activists all point to these being the actions of irate BC students, alums, and/or associates attempting to squelch any opposition to BC's master plan.

2. While BC asserts that it did not host the forums, community leaders were treated in a hostile and threatening manner by BC alumni and students in two Internet forums. This type of treatment raises concerns about how residents would be treated by BC fans coming into the neighborhood. Already, they have disregarded the resident parking restrictions and blocked entryways to residents' driveways.
3. Approximately 18 months ago, in May of the '06-'07 academic year, students in one of the main BC campus dormitories engaged in a textbook-burning bonfire which required the assistance of the Newton Fire Department and resulted in serious injury to one of its firefighters. Even in that more "supervised" environment of the main campus, BC is not capable of maintaining civil behavior among its students.

Please incorporate these concerns into the scoping document and require that Boston College make the necessary changes to mitigate the impacts of those elements approved in the plan. Mitigation should include compensation for abutters for impacts from construction; an independent evaluation of environmental impacts of construction and its impact on Chandler's Pond. Boston College should look to the examples of Clark University and Holy Cross in how they engage the community. The process of engagement with the community needs to change going forward. Residents should not be threatened physically or verbally for speaking out.

Yours truly,

Christina A. Clamp and Donald H. Gianniny

Cc: Senator Steven Tolman

State Rep. Michael Moran

Mayor Tom Menino

City Councilor Mark Ciommo, Allston-Brighton District 9

Letter 81

Fitzgerald, John BRA

From: Howie Wong [hkwong0@yahoo.com]
Sent: Tuesday, February 05, 2008 1:25 PM
To: Fitzgerald, John BRA
Subject: Boston College Ten Year Plan - Brighton Neighborhood Concern

Dear Mr. Fitzgerald

I am writing to you as one of the very concerned citizens of the Brighton area. As you know, Boston College recently purchased the former Archdiocese property and has a 10 year plan to develop the Brighton Campus. This plan includes the potential construction of stadiums, fields, parking garages and dormitories which would have a significant impact on the area we call home.

Although BC has done much to help to help improve community relations, there are still issues which remain that are a cause for concern especially if the development proceeds without considering the lasting effect it will have in the area. One example of this would be the traffic issue. Recently, on game days, the traffic flow (both pedestrian and vehicular) is a problem. On a particular evening of a BC football game last year, I found it almost impossible to leave my home because traffic was backed up going both ways on Foster Street and also on Lake Street and Rogers Park Ave (not to mention the foot traffic). I had a similar experience attempting to return home on another night of a game as well. I am worried about the impact the expansion will have on an already annoying problem.

The residents in this area is made of a diverse group of individuals and families that are new to the area, have been here for quite some time (16 years myself), or have lived here their whole lives, some even next generation. However, we all would agree that the city of Brighton, particularly this area, is unique in what it offers. For years, it was a neighborhood accented by the Archdiocese's beautifully kept property, the peacefulness of Chandler's Pond and the recreational offerings of the Rogers Park Playground. It seemed that there was a little bit of something for everyone.
I was raised in a small town, moved to Boston to get my degree at Northeastern University and finally settling down here in Brighton. When asked why I've been here for so long, I've always said to them that living here gives me the best of both worlds. I have the benefits of being in an urban area while living in a quiet suburban environment. Much of that is about to change now. With the expansion, you introduce increased traffic, pedestrians and noise levels. You have a change in the surroundings with construction of new buildings, garages and fields resulting in an increase in lighting and a decrease in preservation of green space.

I understand change and progress happens and I am not opposed to it. I and many of those in the neighborhood just want responsible change, taking into consideration the impact a proposal of this size would have on those that live here. It's human nature to proceed with something if it doesn't directly impact you and I've had my share of those moments. Many of us here are asking those that are involved or may have a say in the matter to consider a lower impact development plan such as academic, research or administrative facilities. Take into account the current environment and green space that gives this area its uniqueness. We're not against working with BC and the city to compromise on the issues. Change can be good but it's also difficult to get something back once it's gone.

Please feel free to contact me if I can help in any way. I appreciate your time and understanding. Thank you.

Sincerely,
Howard Wong

Letter 82

Fitzgerald, John BRA

From: Gregg Lebovitz [gregg@lebovitz.net]
Sent: Sunday, February 03, 2008 9:11 PM
To: Fitzgerald, John BRA
Subject: Mayor@cityofboston.gov

Mr Fitzgerald,

While I am excited by the City's plan to renovate the Chestnut Hill reservoir, I am also greatly concerned about Boston College's (BC) plan to build new dormitories on the Shea Field area that abuts the reservation land. The transient benefit to a few undergraduate students does not justify the negative impact on long term residents who live in Newton, Brookline, and Brighton. The reservoir and the surrounding streets will become a short cut for BC students making their way to the local eating and drinking establishments in Cleveland Circle. The arrangement of the dorms facing a large open space will carry loud music and noise from the dormitory directly to the surrounding neighborhoods.

We know that the current BC administration has good intentions of protecting our neighborhoods from the typical immature behaviors of the undergraduate students, but administrations change and good intentions often make way for other more pressing projects leaving the long term residents of the surrounding areas to deal with the noise, litter, graffiti, and damage that frequently accompanies undergraduate recreation. Those of us who live in the area are already contending with BC's laisee faire approach to student life in our neighborhoods. BC alumni have no concern for local residents during football games when they take over our permit only resident parking areas. BC police and school administration give us a deaf ear when BC students parade our streets in the early morning hours in drunken revelries. Why should we believe they are going to do a better job in protecting our public recreation areas?

Given that it is our tax dollars that are paying for the reservoir, we should be able to enjoy the fruits of our efforts. We should not have to contend with more mayhem from a transient population whose concerns are in direct opposition to those of the longer term residents.

There are much better ways to approach BC's need for additional dormitory space. They have plenty of room to house all undergraduates on the Lower Chestnut Hill Campus (on, and near the Mods site.) The Edmonds Hall/Mods/RecPlex area is well buffered both from the Reservoir and people's homes, and that's where local residents want BC undergraduate students to be housed. 1

Please remember that we are a bloc and we vote in Boston.

Gregg Lebovitz
Englewood Ave
Brighton.

Letter 83

Fitzgerald, John BRA

From: Dongli Chen [chendb2000@yahoo.com]
Sent: Sunday, February 03, 2008 9:56 PM
To: Fitzgerald, John BRA
Subject: Boston College Ten Year Plan

Dear Mr. Fitzgerald,

As a resident of this area, I strongly oppose BC's ten year plan. I support the preservation of green space.

The neighborhoods around the former Archdiocese property are all residential. If BC builds a baseball stadium, sports fields, parking garages, dormitories, or academic facilities (such as research laboratories), they will dramatically change the surrounding environment. This area will not be suitable for residing in if these structures are erected. People will not like to live in close proximity to these concrete, utilitarian structures because they will destroy the ambience of the quiet location with noise, traffic congestion, and pollution. They also do not fit in with surrounding smaller residential structures, causing inhabitants to become more stressed and ruining the privacy they seek by living in this area. As a result, the properties around the former Archdiocese will decrease significantly in value.

A baseball stadium or other types of sports fields, parking garages, and dormitories will increase the traffic volume in the area. Noise pollution and public safety will also become problematic.

Research facilities, whether specializing in life science or physical science, will lead to environmental pollution, especially that of the air. To build research facilities in a residential area is a terrible idea. It is even worse than the construction of sports facilities.

The Archdiocese buildings are significant historical landmarks. It is a significant part of Brighton's heritage and makes it well known by people from other areas. The trees and other vegetation growing on the property contribute to the local atmosphere and make the area more suitable for inhabitants. It will be an irreparable loss if all the trees are replaced with impersonal concrete facilities.

Sincerely,

Dongli Chen

February 3, 2008
BRA

Dear Sir or Madam:

When my husband and I moved to Brighton 25 years ago, Lane Park was a lovely place to raise a child, a street with young families and long-time residents, quiet and safe, with the Seminary grounds behind us on which to sled, pick apples, walk, and jog. Boston College was a benign influence, another place to walk, partake of cultural events, enjoy mingling with busy students.

Unfortunately, the young families who are here now do not have the same privileges we had. What has BC given to the neighborhood recently? A thousand unruly students and garbage in the streets! Due to the college's laissez-faire attitude, its lack of substantive regulation of off-campus students until this fall, Lane Park and the surrounding streets have been filled with nighttime whoops, catcalls, blasting music, blaring car horns, and young adults — both male and female – urinating on our properties. During the day, what is on view courtesy of BC is garbage on the streets in front of student houses, broken furniture in the front yards, tall weedy grass, overgrown shrubs, and red plastic beer cups in the hedges. In short, the neighborhood is becoming a slum.

As I write this, angrily awake at 2 a.m., after multiple calls to the BC community hot line and to the Brighton police, my bedroom is invaded by the booming voices and shrieking laughter of young adults "out on the town," which was once *my* town. The noise, I know from past experience, is from houses of Boston College students on Lane Park and Greycliff Road, who should already have been expelled in accordance with the disciplinary practices of the college. Absentee landlords have bought houses fled by the older populace and rented to undergraduates; there are currently forty-one such houses near Commonwealth Avenue on Foster Street, Radnor Road, Gerald Road, Lane Park, Greycliff Road, and Kirkwood Road.

We tax-paying members of the community find it difficult to believe assurances made by Boston College that new dormitories and recreational facilities on the former Archdiocese property will have little effect on the neighborhood. However, after ten years of construction noises and disturbances, and no doubt the submission of a new 10-year Master Plan, the gain to the neighborhood will be only 610 new beds, not even enough to house the current undergraduate population! The dorms and facilities will actually bring more activity closer to our homes. Moreover, the Master Plan breaks oral promises that the property would house offices and Jesuit students, NEVER undergraduates.

The City of Boston has neglected its citizens by not acquiring the Archdiocese property. Allston–Brighton has far less open space proportionately than other city neighborhoods. Rogers Park, the closest park to my house, is overused and underfunded, the sixteenth most often used park in Boston, second most used in Allston-Brighton, but receiving the lowest funding 2001-2006. Foster Rock is a conservation area — but the Boston College Master Plan mandates building on the field next to the Rock. The former Archdiocese grounds has been treasured by the immediate community — but Boston College uses the argument that its Chestnut Hill campus is short on open space and it must expand into Seminary grounds. In short, increasing open space for Boston College will decrease green space for the rest of the community. The former Seminar grounds

with their quiet meadows and woods are to be replaced with lights, PA systems, artificial turf, and fences: one more green space mutilated, one less refuge for the residents of the City, one more broken promise, one less reason to live in Boston.

I close with tears in my eyes for the neighborhood that I love.

Regretfully,

Fran Gustman
14 Lane Park
Brighton

Letter 85

Fitzgerald, John BRA

From: Brenda_Pizzo@harvardpilgrim.org
Sent: Monday, February 04, 2008 9:36 AM
To: Fitzgerald, John BRA
Subject: Fw: A final plea

----- Forwarded by Brenda Pizzo/CORP/HPHC on 02/04/2008 09:28 AM -----

Brenda Pizzo/CORP/HPHC

02/01/2008 05:18 PM

To bctaskforce@yahoo.com

cc Gerald.Autler.bra@cityofboston.gov

Subject A final plea

Dear BC Taskforce:

As the deadline approaches for the BC Taskforce and the BRA to collect all the opinions and suggested solutions from the neighborhood, I'd like to respectfully appeal to both and indeed the neighborhood, whom I feel is being pitted one against the other in the subject of the dormitories.

As many have already stated, but this can not be emphasized enough, since the proposal for the Brighton Campus represents 7% with 500 beds, there seems no reason at all why the neighborhood should be sacrificed and why any of us whether they be on this side of the seminary land or the other should cave into the suggestion. This also holds true for Shea Field being a "good" location for dorms to house students who have only proved time and again that they are not the best neighbors. It would be horrendous if the reservoir became a dumping ground.

If Edmunds Hall is not torn down, but the Mods are and built in their place high density dormitories, the problem would be solved for both the university and the neighborhood. 1

It is my explicit hope that the BRA and the BC Taskforce will come to this conclusion unanimously.

And by the same token it is beyond reason why anyone would want to concede to stadiums on the Brighton Campus. The neighbors houses that border it will never have any peace. Frankly, I'm mystified.

-Brenda Pizzo

cc. bctaskforce

Brenda Pizzo
Harvard Pilgrim Health Care
"America's Highest Rated Health Plan"

Letter 86

Leland Webster, Ph.D.
15 Orkney Rd.
Brighton, MA 02135
Feb. 4, 2008

John M. FitzGerald
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. FitzGerald:

This letter contains my comments on parts of Boston College's Master Plan about which I have particular concerns, and I hope you will take these comments into consideration during the scoping process. My comments fall into two major areas: undergraduate on-campus housing and proposed changes to the streetscape of Commonwealth Ave. near Lake Street.

Undergraduate housing

Having endured rowdy BC students in the Cleveland Circle area for all of the nearly 13 years I have lived here, I am pleased to see that BC's IMP includes additional on-campus beds for its undergraduate student population. However, BC needs to go further in lessening the impact on Brighton residents. Specifically, BC should be required to:

- **Build undergraduate housing sufficient to house 100% of its students** who are not spending their junior years abroad or living at their parental homes. There should be no BC undergraduates living in residential areas of Brighton; 1
- **Restrict that housing to its Chestnut Hill Campus**, and leave the "Brighton" campus north of Comm. Ave. for other uses;
- **Concentrate the undergraduate dormitories in areas of the Chestnut Hill campus that are already used for that purpose**. Edmonds Hall should be retained and renovated or replaced with no fewer beds than it has today, and the Mods should be replaced with dormitories of 6-9 stories;
- **Avoid building any dormitories on Shea Field.** Shea Field directly abuts the Chestnut Hill Reservoir – the last great piece of public open space in our neighborhood. Undergraduates living at that site would cause an increase in cut-through foot-traffic at the Reservoir of students going to and from bars in Cleveland Circle, and the buildings themselves would detract from the sense of open space. The proposal to build dorms on Shea Field is as unacceptable as the proposal to build dorms on the former Archdiocese property.
  - If buildings need to be constructed on Shea Field, they should be academic or administrative in nature, and they should be set back as far from the Reservoir as possible to minimize their interference with the sense of open space currently afforded at that site;

- **Abandon efforts to put into place any agreement that would prohibit BC undergraduate rentals in 1- or 2-family houses.** While on its face such a prohibition would seem to be a positive development, many sections of our neighborhood are zoned for multifamily, and therefore this policy would effectively shift the burden from certain areas to others. 2

Commonwealth Avenue streetscape

The Comm. Ave. streetscape should be changed as little as possible. Specifically, BC should be required to:

- **Maintain the northeastern corner of Comm. Ave. and Lake St. as open space.** No buildings should be erected at that site; 3
- **Retain the impressive old stone wall along that stretch of Comm. Ave.** This wall at the edge of the former Archdiocese property is an important historic element in our neighborhood;
- **Cease its efforts to relocate the T-station to the middle of Comm. Ave.** The station should not be moved from its current location, because doing so would only serve to increase the level of traffic chaos in this area and involve the needless widening of the avenue.
- **Not alter the current location of More Drive.** Relocating More Drive would disrupt the flow of traffic that currently feeds efficiently onto Lake St.

Thank you for incorporating my feedback into your process.

Sincerely,

Leland Webster

Letter 87

Fitzgerald, John BRA

From: Jack Grinold [jackgrinold@gonu.com]
Sent: Friday, February 01, 2008 12:07 PM
To: Fitzgerald, John BRA
Subject: Re: BC Expansion

Regarding BC Expansion

With all the expansion of first the old and middle campus and then the new campus I find it inexplicable that undergraduate housing is being moved to the other side of Commonwealth Ave, to further terrorize the Brighton neighborhood. Why not swap planned academic buildings slated for the middle campus to the new campus and then move the proposed undergrad housing to the middle campus. The rest of the BC proposal for a baseball field, parking garage, administrative offices and the McMullen Museum all make sense. 1

Thank you

Mr. Jack Grinold
48 Greycliff Rd.
Brighton, MA 02135

Letter 88

Fitzgerald, John BRA

From: Ted Gaiser [tjgaiser@earthlink.net]
Sent: Friday, February 01, 2008 11:48 AM
To: Fitzgerald, John BRA
Cc: steven.tolman@state.ma.us; rep.kevinhonan@hou.state.ma.us; rep.michaelmoran@hou.state.ma.us
Subject: BC Ten-Year Plan

Dear Mr. Fitzgerald:

I write at this time with regard to the BC Ten-Year Plan. As a resident of Glenmont Rd. since 1992, I have been paying close attention to the public discussion and reading material released by BC. I have had mixed feelings, which is why you haven't heard from me prior to now.

My mixed feelings come from a long term relationship with BC. I hold both an MBA from the Carroll School of Management and a PhD from the Graduate School of Arts & Science. I have worked for BC in many capacities over the years and am currently a part-time faculty member. So my general sentiment is one of loyalty to the University.

I'm well aware of many of the University's needs. As a land-locked institution, it has limited options for expansion.Understandably, the purchase of St. John's Seminary was an ideal opportunity for growth, offering the University ways in which to address many of its long-term challenges and expansion needs.

With that context in mind, I feel the need to speak out strongly against the proposed development of the baseball field. The artificial turf, the traffic increases, the unruly fans (some of whom I've witnessed urinating and vomiting in people's yards), and the noise associated with games seems highly unnecessary and inappropriate in a residential neighborhood. [And, of course, keep in mind that we already deal with the noise and traffic created by the football stadium and experience heavy use of the baseball fields on the other side of us in Rogers Park.] BC owns a great deal of land in and around Boston, which should allow for ample opportunity to build a baseball field some place other than in the midst of a residential community. It may take some creative thinking, but I'm confident someone in their employ has the ability to come up with a better way to address their need. 1

My greatest concern is regarding the environmental stress on the neighborhood. It's time we take environmental concerns seriously with every opportunity that presents itself. Me and my neighbors have worked hard to save the only remaining natural pond in Brighton, Chandler Pond, (fyi ...
there were originally 41) raising funds and supporting the environmental work that has helped protect the pond and its environs. The traffic, pollution from traffic, excess trash, and the run off of chemicals from the new field, will present a significant threat that will undoubtedly degrade the environment and be harmful to the wildlife in the Chandler Pond area. 2
In addition, it will further degrade the overall neighborhood by eliminating additional trees and open space, and creating additional light and noise pollution. And while I've only addressed the baseball field in my comments, I trust you appreciate that any environmental degradation on, around, or related to the development of the property is of concern to me.

To be clear, I am not opposed to BC developing the St. John's Seminary environment. The University purchased the property, because it needs to expand, and should have the right to do so. While the IT facility, St.
Clement's Hall, is just around the corner from my home and is less than ideal for residents, creating considerable morning traffic along with the traffic to the Thomas Edison school, I didn't have an issue with that development. Likewise, I wouldn't have any concerns about expanded scholarly program facilities, temporary housing for visiting scholars, transitional faculty housing to aid faculty recruitment, or even graduate/married student housing. All of these things are needed by the University, and all would fit within a residential neighborhood. My only concern is the baseball field and any environmental impact.

I hope this is helpful feedback for you to receive, and also trust that you and other public officials will take the neighborhood's concerns seriously as you consider how best to support both BC's expansion goals and the residents of Boston.

Please let me know if I can be of further assistance.

Sincerely,

The Rev. Dr. Ted J.Gaiser

Fitzgerald, John BRA

From: Phoebe Ann Erb Gallagher [phoebe@sprynet.com]
Sent: Friday, February 01, 2008 7:53 AM
To: Fitzgerald, John BRA
Subject: No Dorms on Shea Field

Dear Mr. Fitzgerald,

I am a homeowner on Beacon Street across from the Chestnut Hill Reservoir and wonder why Boston College does not build the new dorms on the site of their temporary modular housing, deep within the campus.

As the article in the Jan. 27th */Boston Globe/* pointed out, "in recent years neighbors have not lodged complaints about students who live on campus."

It would seem brilliant planning to take advantage of this harmony and construct permanent dorms on the site of the temporary modular housing, and to renovate Edmonds Hall rather than destroying it. 1

The Reservoir, surrounding open space and skyline are public treasures of the immediate neighborhoods and all of Boston. The negative ramifications of building three large dorms on the edge of campus, so close to these public assets, would be numerous, including an increase of trash befouling the water and landscape.

I habitually pick up trash when walking around the Reservoir. I'm appalled at how much more trash there is after football games when the influx of people use the Reservoir path to go to and from Cleveland Circle.

If this large housing complex is built on Shea Field, the path along the Reservoir will become a daily pedestrian route to Cleveland Circle. I'm sure I'd need a shopping cart and not just a shopping bag to hold all the trash I'd find along the way every day. 2

Keep the existing peace with the neighborhood and build where students already live. Surely BC can find new temporary housing for dislodged students during construction of permanent dorms on the modular site and renovation of old Edmonds Hall.

Thank you,

Phoebe Erb Gallagher
Beacon Street resident

Letter 90

Fitzgerald, John BRA

From: Ellen Chajes [kitov613@verizon.net]
Sent: Thursday, January 31, 2008 7:06 PM
To: bctaskforce@yahoo.com; Fitzgerald, John BRA; Autler, Gerald; mayor@cityofboston.com; tim@scclawfirm.com
Subject: Comment Letter for the BRA

Mrs. Ellen Chajes
38 Embassy Road
Brighton, MA 02135
Kitov613@verizon.net

To Jeanne Woods of the BC Task Force - bctaskforce@yahoo.com
Mr. Jon Fitzgerald, of the BRA -John.FitzGerald.BRA@cityofboston.gov
Mr. Gerald Aulter of the BRA Gerald.autler.BRA@cityofboston.gov
The Honorable Mayor Thomas Menino mayor@cityofboston.gov
Mr. Tim Scoffield, tim@scclawfirm.com

Below are my comments about the proposed Institutional Plan:

The plan for two stadiums with 1500 seats and 500 seats is an over saturation of seats for that area - That area already has problems with parking when it comes to Rogers Park and the surrounding neighborhood. There will be a problem from walking students and spectators who park on Chestnut Hill Avenue, Portina, Wiltshire and the surrounding streets with the noise they will generate.

Artificial turf will make the water not be absorbed by the ground. Has there been any study as to where the water will drain to and what effect the chemicals from artificial turf will have on the ecosystems. My suggestion is that the only artificial turf be place on the building and leave the other three fields as natural turf. In regard to the placement of the fields - there should be more than just a road as a buffer zone between Lane Park Residents and the field. My suggestion is that all the ball fields remain near Shea Field where they are now. Leave the natural grass and fields behind Lane Park as is and to the uses that they are used now. But if indeed the fields end up being behind Lane Park Mrs.

Ellen Chajes
38 Embassy Road
Brighton, MA 02135
Kitov613@verizon.net

To Jeanne Woods of the BC Task Force - bctaskforce@yahoo.com
Mr. Jon Fitzgerald, of the BRA -John.FitzGerald.BRA@cityofboston.gov
Mr. Gerald Aulter of the BRA Gerald.autler.BRA@cityofboston.gov
The Honorable Mayor Thomas Menino mayor@cityofboston.gov

Mr. Tim Scoffield, tim@scclawfirm.com

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The plan for two stadiums with 1500 seats and 500 seats is an over saturation of seats for that area - That area already has problems with parking when it comes to Rogers Park and the surrounding neighborhood. There will be a problem from walking students and spectators who park on Chestnut Hill Avenue, Portina, Wiltshire and the surrounding streets with the noise they will generate.

Artificial turf will make the water not be absorbed by the ground. Has there been any study as to where the water will drain to and what effect the chemicals from artificial turf will have on the ecosystems. My suggestion is that the only artificial turf be place on the building and leave the other three fields as natural turf. In regard to the placement of the fields - there should be more than just a road as a buffer zone between Lane Park Residents and the field. There should be a plentiful buffer zone of many feet of trees to insure that the trees act as a barrier to foot traffic and help as a sound barrier. 1

The issue of all the changes that BC would like to make in changing the streets and where they enter Commonwealth Avenue. Detailed traffic studies by an independent and neutral company that has no connection to BC or the BRA should be done before any changes are made to the traffic pattern. I would also like to see what the MBTA has to say about all the changes and what they plan to do before any permission is given to BC to move any road. 2

The issue of housing is probably the most pressing and important to the residents. By removing the trees of the Foster Street area where BC would like to build townhouses (otherwise known as dorms) for their theology graduate students will destroy what little greenspace is still in existence in Brighton. As a member of the BAIA board I have been to many meetings where it is stated that Brighton of all the sections of Boston has the least percentage of greenspace per resident.

If indeed it comes to pass that townhouses will be built on the Foster Street lot a very large buffer zone of trees must be kept so that the neighbors on Portina cannot tell that the townhouses even exist - the buffer zone should be huge. The important aspect is that if those townhouses are built then they should be closer to the edge of Foster Street and further away from the back of the property line with Portina. The other aspect of the design that we have been shown is that if the parking is put at the back of the property line near Portina the residents on Portina will have to deal with a new environmental issue, that is, the exhaust of the cars. Portina and all of our streets is made up of many large families with very young children we don't know what effect the exhaust will do. We need an environmental study to be done before any building is started.

I would also like to stipulate that BC needs to bring not just the plans for those buildings but all of its buildings to the BAIA for approval before they go ahead with each building that they plan to either take down or renovate or build from scratch.

I feel it is important for the greenspaces to remain. My suggestion is that a conservation restriction should be put on that land at Foster Street, maybe a park could be made for all the residents to enjoy instead of putting townhouses there. The theology students could be put in one of the existing buildings on the archdiocese property whose use was a dorm for their students. It would also place them very close to the buildings where they would learn.

I thank the BC Task Force and the BRA for holding these public meetings in the month of January to allow the affected residents of all the neighborhoods be heard for all to hear.

Thank you very much,

Ellen Chajes

I think that making a large buffer zone will help mitigate the lights and sounds from the ball fields.

The issue of all the changes that BC would like to make in changing the streets and where they enter Commonwealth Avenue, will possibly only benefit them and will make traveling for the residents a nightmare. Detailed traffic studies by an independent and neutral company that has no connection to BC should be done before any changes are made to the traffic pattern. I would also like to see what the MBTA has to say about all the changes.

The issue of housing is probably the most pressing and important to the residents. By removing the trees of the Foster Street area where BC would like to build townhouses (otherwise known as dorms) for their theology graduate students will destroy what little greenspace is still in existence in Brighton. As a member of the BAIA I have been to many meetings where it is stated that Brighton of all the sections of Boston has the least percentage of greenspace per resident available for its residents to utilize

If indeed it comes to pass that townhouses will be built on the Foster Street lot a big buffer zone of trees must be kept so that the neighbors on Portina cannot tell that the townhouses exist - the buffer zone should be huge. The important aspect is that if those townhouses are built then they should be closer to the edge of Foster Street and further away from the back of the property line with Portina.

I would also like to stipulate that BC needs to bring not just the plans for those buildings but all of its buildings to the BAIA for approval before they go ahead with each building that they plan to either take down or renovate for build from scratch.

I feel it is important for the greenspaces to remain. My suggestion is that a conservation restriction should be put on that land at Foster Street, maybe a park could be made for

all the residents to enjoy instead of putting townhouses there.

The students only live in Brighton for 4 years - The residents of Brighton deserved to have the conservation space designated on the Article 51 kept as designated - The students will leave after 4 years and residents are left with nothing. At this point there has been no mention of benefits for the residents. I only see heartache coming out of this project.

I thank the BC Task Force and the BRA for holding these public meetings in the month of January to allow the affected residents of all the neighborhoods be heard for all to hear.

Thank you very much,

Ellen Chajes

Fitzgerald, John BRA

From: Kashnow, Dovid [dkashnow@imperialdistributors.com]
Sent: Tuesday, February 05, 2008 9:56 AM
To: Fitzgerald, John BRA; Autler, Gerald; Mayor
Subject: Citizen Response to Boston College Master Plan

Gentlemen,

My family resides towards the dead end of Chiswick Road.

As you have no doubt heard, we are blessed to live in one of the view remaining very family oriented neighborhood in Brighton. There are over 75 young children that, in any semblance of decent weather, can be seen playing outside in this relatively small area.

Our neighborhood has already been effected by the inappropriate behavior of Boston College students on neighboring streets such as Kirkwood Rd, Gerald Rd, Radnor Rd, and others. The response to incidents that occur in our neighborhood by both Boston College, as well as the Boston College Police has been less than adequate. Even our own Boston Police appear to be strained by the frequent calls to them regarding the behavior of the Boston College students in our area.

The groups of college students thatroam the streets of our neighborhood in the middle of the night (especially on weekend nights) is very disruptive to our neighborhood. As a member of the orthodox Jewish community, this is especially troublesome on Friday nights as we are not able to use the phone to call the college or the police to quiet the students down.

After reviewing the Boston College Master Plan, I am very concerned as to its effect on our neighborhood. I ask you to give your attention to some of the specific concerns that my wife and I have about this plan.

1. First and foremost, building a structure to house spectator sports on the Brighton campus would be a disaster for the neighborhood. I can only imagine how the current student related disturbances in the neighborhood will be magnified by this!

2. Although I am all in favor of increasing the number of students in college dormitories, it makes far more sense to increase the density of the students on the Chestnut Hill campus as this is closer to the other students and the general college facilities. I see no reason why they can't build taller dormitory buildings on that campus, rather than spread the students onto the Brighton campus. 1

3. It is our strong request that you preserve the existing homes that BC has purchased or plans to purchase on Foster St. and throughout the area and require that they be used for faculty housing. We are sure that student behavior, as they pass through the neighborhood, would be toned down if they realized that the ones grading them are cognizant of their out of school behavior too. 2

It is really important that any development in that area shield the young children in our neighborhood from the disruption and less then appropriate behavior of the BC students. I respectfully urge you to do your best to guarantee that families can still live in the area of the Brighton campus and children can be raised without being polluted by the activities that have become so much a part of the lives of the BC students that reside in our neighborhood.

I recognize that this is a challenging task for you and your organization. I ask you that you consider our children and our desire to remain in our home and neighborhood as you make decisions that will affect generations of families in Brighton.

With Best wishes for your success,

Esther & Dovid Kashnow
188 Chiswick Road
Brighton, MA

Letter 92

Fitzgerald, John BRA

From: sbgoldfam@juno.com
Sent: Monday, February 04, 2008 9:21 PM
To: Fitzgerald, John BRA
Cc: Steven.Tolman@state.ma.us
Subject: BC IMP comments

8 South Street
Brighton, MA 02135
February 3, 2008

Dear Mr. Fitzgerald:

The Allston Brighton community contains many colleges and universities. Boston College is the smallest of these institutions. The students at Boston College come to the school and spend a brief period time living in our community, but they heavily influence the quality of life in our area. The IMP that BC is proposing will further impact the quality of life in our neighborhood. Below I have outlined my concerns regarding the IMP and Brighton.

General Plan

BC is proposing to create a plan that has mixed uses on all its campuses. This is fine on the Chestnut Hill and Newton areas, which are currently configured in that manner. The new "Brighton Campus" abuts very densely populated areas on the north, east, and west sides. By moving into this neighborhood with all the aspects of its campus, it will create more traffic by foot and vehicle, more noise in a quiet area, and environmental disruption.

Below I will try to discuss the sections of the IMP as the BC Taskforce divided them.

Athletic Fields

The creation of four lighted athletic fields/stadiums that include sound systems on the Brighton campus specifically with the baseball field abutting Lane Park, a street containing one and two family homes is disruptive to families living next to it. The lights and sound from the night games will disturb the families. Lights on ball fields simulate daylight. How can families live with this kind of disruption? Why is it necessary in the first place to place the baseball field so close to the homes? Can one field be placed further into the property with a multiple use, that of softball and baseball. On the other hand, retain either the baseball and/or softball field on the Shea stadium field and only create one on the archdiocesan site further away from homes. The Shea field site is facing properties already owned by BC. It has a larger set back from the homes than the one behind Lane Park. At the least, BC must create a greater set back from the homes on Lane Park. 1

Does BC really need as many seats as they are asking for? Is it possible to reduce the size of the stadiums down to the size of a playing field not a stadium? They are not getting the attendance to justify the number of seats they are requesting.

Transportation

The corner of St. Thomas More Rd. and Lake St. is certainly a failed intersection. The light synchronization for cars and the MBTA trains does not work during the rush hours. The pedestrians cross Comm. Ave form the T station with little regard to the traffic lights at the station. It surely needs to be improved. The real question is how it can be corrected most effectively. The whole corner needs a study. It currently includes an area of stores. Drivers pull their cars over on the Newton side and hop out into the middle of traffic to run into the Dunkin Donuts causing traffic snarls. Trolleys pull into the station and stick out into the road during rush out causing back up of traffic.

The T wants to move the station and make it handicapped accessible. BC wants to move St. Thomas More Rd. and give the T 11 feet on each side of Comm. Ave. for the new platform. If the T goes along with a split platform is there room for a crossover for BC. If the use a single platform the traffic still needs to contend with T trains coming in and out of the platform. This is still a traffic failure potential. Do we know what the T's actual plan is? No, we do not. Realistically, only when the T has a plan in place for the station can BC can begin to make any plans for the Commonwealth Ave. area. 2

With regard to St Thomas More Rd., moving will cause great hardship to the neighborhood. People coming from the Beacon St,/Cleveland Circle area and people coming from Newton use Lake St. as a means of crossing down to Washington St. If More Rd. is moved, it will force this traffic to be rerouted to Chestnut Hill Ave. which is already backed up in Brighton Center or to force those from Newton to make a left later onto Comm. Ave and a right onto Lake St. This is not an effective way of correcting the problems at this corner. Also is there enough room on Comm. Ave to allow for crossover from the west side to the east opening in the proposed spine road? The architect from Saski says they want to make a continuous walking path for the campus. This could also be construed as making Brighton the city part of its campus. If St. Thomas More Rd. is moved, that is what it will do. 3

The entrances to BC need to gated to protect against people driving through the campus. 4

Pedestrian traffic needs to be taken into consideration. If one looks at pedestrian behavior at the BU street crossings and MBTA crossings near BU on Comm. Ave., one can not help but notice that in general the pedestrians tend to disregard traffic lights and cross at any time. If a trolley is coming, pedestrians dart out into the street and run to catch the train. As I mentioned before the Newton area further up Comm. Ave. is already difficult due to pedestrian crossing. BC has proposed an overhead crossover. People in hurry do not use crossovers-"the shortest distance between two points is a straight line." The person who suggested a tunnel under comm. Ave. may actually have given a good idea. It would not be seen and would create a better view and easier means of alleviating a bad situation. 5

A very thorough traffic study is necessary. The study needs to look at this area, its impact on Brighton Center, Newton and Allston. The study needs to be conducted by a totally independent group.

Many of the streets in the Brighton area are small one-way streets. There is not a lot of access to our limited safety vehicles. When BC has games at Shea Stadium, the ability to maneuver on the Beacon St. side of the campus is already more than difficult. BC does try to manage the traffic and it has for sure improved since the Shea Stadium opened. With the opening of a fine arts auditorium and balls fields on the Brighton campus, Comm. Ave will be more congested and plans will need to be in place so as not to negatively impact the already congested neighborhood. The focus of the vehicular and foot traffic will now be towards Comm. Ave and Foster Street and not to Beacon St. 6

It will be necessary to designate all the streets around the Brighton campus as either resident parking only or as 2 hour parking from 6 AM to 12 PM. The streets are already congested. Driving west on Beacon St. during the school year, is filled with parked cars. Spaces for residents in Brighton are at a premium already. Students come park their cars on streets and leave them there all week. BC students and employees need to be encouraged to use public transportation at all times. A subsidized T pass program would certainly be of a benefit. 7

Housing

Undergraduate housing should be restricted to the Chestnut Hill campus. It would be a more contained area and would be easier for BC to monitor the undergrads behavior. BC should consider removing the "mods" and building new dorms in place of the "temporary mods." Their architect can certainly design a set of buildings that would house more students in an attractive and pleasant manner retaining the vision they desire to achieve. 8

The idea of taking down Edmond Hall seems senseless. A building can always be gutted and rehabbed. A rehab should be less expensive than removable and rebuilding a building. The recplex should be situated where the current sports center exists.

If dorms are to be built on the St Thomas More Hall site, let them be set back off the road retaining stone wall along Comm. Ave. Do not allow stores on this site. The stores on

the diagonally opposite corner do not add to the neighborhood. For the most part, they are service limited to the BC population. Place any stores inside the college grounds where they will be accessible to the students and staff that use them. There will not be parking so the stores on this site will not be available to drivers entering the area. The space could be dorm rooms instead, taking more undergraduate students off the Brighton Campus.

As far as putting dorms on Shea Field, do not allow dorms to come up to the edge of the property. Edmonds Hall is not near the reservoir. It does not interfere with the reservoir's beauty. It does not bother Brighton or Newton residents. A dorm at the edge of Shea field is not acceptable. If there must be dorms there, then a very large set back is necessary. 9

If all undergraduate students can be moved onto the Chestnut Hill campus, then the Jesuit graduate students could be moved into one of the dorm buildings on the campus, close to their school of theology. The three existing buildings on the Foster rock site could be used for administrative use. One or two more buildings might be built along the edge of Foster St. keeping the profile of being residential use even though it is not. If the Jesuits housing will be built on Foster rock then, it must be written into any document that no other use may be made of this site. There must be a very large set back from the homes behind it. A few trees as possible should be removed from the area maintaining as much wild area as possible. 10

Open and Green Space

Boston College has now purchased land north of Commonwealth Ave. and Boston College has produced a very large document for their Institutional Master Plan. The cover of this plan pictures most of the current "Chestnut Hill campus and part of the "new Brighton campus." It is interesting to see all the green on the Newton side of the page. There is a lack of green surrounding the homes in the Brighton section of the picture. The majority of the green is located in Brighton is in the "Brighton Campus." While we do not belong to any "green" or nature groups, my husband and I are concerned about the fact that there is a lack of parks and green space in all of Allston and Brighton. When our children were growing up, we had to travel to other parts of the city, West Roxbury for example and Newton and Brookline to find parks in which our children could play. If BC develops the former Archdiocesan lands, we will lose more green space that was set as a conservation area. It is imperative that Boston College leave some areas of this parcel permanently designated as protected undeveloped green space. 11

About green space, BC is planning sports fields on the Brighton Campus that will have artificial covering, not actual grass. Fake grass is just that, fake. It should not be considered green space as part of the IMP. Artificial turf is not live, it is not friendly to the environment. It needs an environmental study. The sports building can have the artificial turf, but should be the only area where such a treatment is ever allowed. 12

Thank you to BC for moving the Fine Arts facility away from the corner of Comm. Ave. That corner needs written protection in perpetuity.

We are concerned about the development of along Comm. Ave concerning green space and appearance. The pictures of buildings along Comm. Ave. appear to be without any planned set back from the street. As one drives west on Comm. Ave and enters Newton there is a sign which says entering the Garden City. When BC wanted to take down and rebuild new dorms on the south side of Comm. Ave., Chestnut Hill Newton, section, they were required to keep the set back and make the new dorms no higher than what was previously located there. If BC wants to build a dorm on St. Thomas More site, let it be set back and keep it as low as the current building. . Let us not make Comm. Ave. have that building on each side canyon effect. Comm. Ave. in Brighton near BC is beautiful because of the green and the set back off the street of any buildings. We need to maintain that beauty. All the proposed renditions of area show two buildings coming up to the sidewalk and few pedestrians and vehicular traffic. The lack of traffic vehicular and pedestrian at any times of the day is someone's idea of utopia not the reality of the situation. Let the entrance to Brighton look as nice as the entrance to Newton. 13

The aerial drawings of Brighton next to the Brighton Campus show homes that are one right next to the other with little space. The homes on the Newton side, show space between the homes. In Brighton, green space is missing. Do not take away more than necessary.

Academics

For the most part it is hard to comment when there are few real designations for buildings. As long as any academic buildings on the periphery of campus have a good set back they will be fine.

In Conclusion

Our family has owned our home on South Street for 27 years and has lived in the Chestnut Hill Ave. area of Brighton for 37 years. As a child I would ride with my father past BC, the then small commuter school. I have watched it grow. When we purchased our home, BC still owned the properties across the street on South St. South St. is only one block long. On South St., Boston College has been a good neighbor by selling the properties to a developer for condos. That being said, students use our street as a shortcut between Comm. Ave. and Chestnut Hill Ave. At night and on weekends, some students walk down our street talking in very loud voices, using fowl language, urinate in our hedges and leave their trash on our property. Some students hold parties on weekends, which lead to gangs of students walking down streets at all hours of the night. As I have told Bill Mills and Tom Keady in the past, the last few years the voices of the students has become louder and louder. BC is working to try to improve the situation. They are trying to be a good neighbor. We are grateful for that, but we are worried that if undergraduate students are housed the Brighton campus we will have a larger increase of this behavior in the neighborhood. Unfortunately, BC's vision is not very compatible with the vision of the neighbors of Brighton. Hopefully, the BRA while in the scoping portion of this process will take the comments of the community and neighbors into consideration and will ask BC take a long hard look at their plan and ask BC to make revisions accordingly.

Thank you for taking the time to read my comments.

Sincerely,

Barbara Goldstein

cc: Gerald Aulter
BC Taskforce
Mayor Thomas M. Menino
City Councillor Marc S. Ciommo
City Councillor Maureen E. Feeney
City Councillor John R. Connolly
City Councillor Michael F. Flaherty
City Councillor Stephen J. Murphy
City Councillor Sam Yoon
Representative Kevin Honan
Representative Michael Moran
Senator Steven Tolman

Letter 93

Fitzgerald, John BRA

From: Berezin, Ellen [Ellen.Berezin@philips.com]
Sent: Monday, February 04, 2008 8:30 PM
To: Fitzgerald, John BRA; Mayor
Subject: Boston College Plan

I am writing as a new resident of Brighton. (The Waterworks Park) I have been following the BC proposals for expansion and ask for your assistance in completing a missing component of the proposal. BC is planning to put three dorms on Shea Field, but no plans are in place for the maintenance and safety of the Reservoir. This is a serious mistake for the safety of the students and the peacefulness of the neighborhood. 1

I have attended several meetings with Boston College. To my surprise, the BC speakers at a recent meeting indicated that they, too, were concerned about the safety of having a reservoir in front of 500 undergraduates. However, they insisted that they had offered to maintain, light, and improve the Reservoir, BUT they were told that the Reservoir was not in their jurisdiction and they should not let it factor into their plan.

THIS IS A MISTAKE. I urge you who are in city government to get the appropriate parties together NOW to work on a plan. Otherwise, I fear that you are putting 500 students in front of a hazard. If BC is willing to address this issue, surely our tax-supported agencies should be willing to do the same.

Thank your for your attention.

Respectfully,

Ellen Berezin
2400 Beacon Street
Chestnut Hill, MA

Letter 94

Fitzgerald, John BRA

From: Daniel Davis [danieldavis@mos.org]
Sent: Monday, February 04, 2008 8:32 PM
To: Fitzgerald, John BRA
Cc: Mayor; stolman@senate.state.ma.us; rep.michaelmoran@hou.state.ma.us; Rep.KevinHonan@hou.state.ma.us; Ciommo, Mark
Subject: Brighton homeowner opposes B.C. Shea Field dormitories

Mr. Fitzgerald,

I'm writing in opposition to the prospect of Boston College constructing dormitories on Shea Field abutting the Chestnut Hill Reservoir.

The high-rise dormitories would detract from the surprisingly pastoral ambiance the Chestnut Hill Reservoir affords. More importantly, as it lies between Shea Field and Cleveland Circle's bars and liquor store, students would traverse the area at night in varying degrees of inebriation - a recipe for drowning or rape given the steep drop off to the waterline, a multitude of dark and remote areas, and that because it is off-campus B.C.'s security would neither patrol nor have jurisdiction.

Instead, I ask that you deny B.C.'s intent to build dormitories on Shea Field and instead propose they build them in a more centralized (e.g. Edmond's Hall/RecPlex/Mods area) rather than peripheral location where they can be more effectively supervised, providing the students and Brighton residents both greater safety, while at the same time preserving the natural beauty the Chestnut Hill Reservoir provides everyone. 1

As a Brighton resident since 2002 and homeowner since 2005, a profound factor influencing my wife's and my decision to live and settle here is the solace, peace, and respite we get from strolling and jogging around the Chestnut Hill Reservoir. One need look no farther than Jamaica Pond, Olmsted Park, or the Public Gardens in Boston to observe the many positive impacts that public green space has on the economic and physical fitness of a neighborhood. Stewarding such a resource will fortify this community as surely as neglect will cause decline.

I thank you for considering my concerns, and would appreciate a reply and updates as this issue develops.

Respectfully,

Daniel A. Davis, Ph.D.
153 Strathmore Rd. #10
Brighton, MA 02135
617-823-4020

Letter 95

Fitzgerald, John BRA

From: Lewis Shepard [lewshel@mac.com]
Sent: Monday, February 04, 2008 8:45 PM
To: Fitzgerald, John BRA
Cc: Mayor
Subject: Boston College

Dear Sirs,
I moved to Boston last February and have been following the proposals put forward by Boston College for dormitory construction in our neighborhood, especially on Shea field. I feel the project deserves support from local residents . I also wish that various city and state agencies address the safety issues implicit in that proposal. 1
The proximity to the Chestnut Hill reservoir means that there is a greater hazard to students living closer to it than before. The BC team, which spoke at our condominium association, said that they had made offers to the MWRA and other boards to help with ongoing cleanup issues, but they were rebuffed. 2
I would think that we, as Commonwealth and City voters and taxpayers, should have some say in to the disposition of funds for these projects. Should these dorms be approved, I urge the BRA, The MDC, the MWRA and others to aid BC, and the neighborhood, in providing lighting, fencing and any other items consonant with the historic character of the Reservoir.
Thank you for your attention,
Lewis A. Shepard
2400 Beacon Street, # 301
Chestnut Hill, MA. 02467
617-232-1130

P Letter 96

Fitzgerald, John BRA

From: mjweisskoff@juno.com
Sent: Monday, February 04, 2008 8:04 PM
To: Fitzgerald, John BRA
Subject: Comments on Boston College moving into our neighborhood

Dear Chairman FitzGerald:

I understand that you are interested in the feelings and views of the citizens of Brighton who will be directly affected by Boston College's plan to develop the Seminary property. I have lived in the Rogers Park neighborhood for almost 25 years. This is a solid group of homeowners who already accept the intrusion of cars, buses, and groups who use the streets and the parks around our homes.

But now, with the BC plan, hundreds ,even thousands of college students and spectators will be coming through our narrow streets. Their planned buildings and facilities will change the entire nature of the neighborhood.

They plan to transform the area that is filled with the special ambiance of a spiritual, religious environment into a sports arena. It seems like a total misuse of the property, which provides air, and 'light' and a beautiful sense of peace to this corner of the City.

We hope you will consider these ideas, and help BC scale back their ambitions which develop at the expense of the City and its People.

Sincerely, Michael Weisskoff, 15 Willoughby Street, Brighton 02135

Letter 97

Fitzgerald, John BRA

From: Paula & Ray Rosenstock [raypaula@earthlink.net]
Sent: Monday, February 04, 2008 3:29 PM
To: Fitzgerald, John BRA
Subject: Opposed to Boston college Plan.

John M. FitzGerald
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201
tel. 617-918-4267
fax 617-742-7783
john.fitzgerald.bra@cityofboston.gov

Dear Mr. Fitzgerald,

This is a letter opposed to the Boston College plan of building housing on Shea Field, near our precious Chestnut Hill Reservoir.

Our family has lived on Kinross Road in Brighton for the past 52 years. We have used and cherished the Chestnut Hill Reservoir for all those years.

After every "home game" of the football team the litter trail of red cups, beer bottles, cigarette butts, candy wrappers around the reservoir and in the neighborhood is unsightly. With more students so close to the reservoir, the eco-system of the reservoir and its peaceful nature reservoir will be forever compromised.

Please protect our fragile reservoir, please protect the remaining open space in Brighton. 1
We support Boston College building more dormitories, but NOT CLOSE TO THE RESERVOIR. Boston College has space in other parts of the campus and in the Newton campus to build needed housing.

Thank you,

Corinne Gilbert
Paula Rosenstock
Ray Rosenstock
25 Kinross Road
Brighton, Ma 02135

Letter 98

Fitzgerald, John BRA

From: Mary Blackburn [blackburngroup@comcast.net]
Sent: Monday, February 04, 2008 2:37 PM
To: Fitzgerald, John BRA
Cc: Mayor; stolman@senate.state.ma.us; rep.michaelmoran@hou.state.ma.us; rep.KevinHonan@hou.state.ma.us; Ciommo, Mark
Subject: BC Implementation Plan

Dear Mr. Fitzgerald:

I am writing to express my opposition to the Boston College Plan to build housing for hundreds of undergraduates on the new Brighton Campus. Building these dorms on the property adjacent to Lake Street would sound the death knell for the Lake Street and adjoining neighborhoods. Not only would Lake Street be overwhelmed by the size and height of the dorms but the increased traffic, pedestrian and vehicular, would make Lake Street a traffic nightmare. We currently have difficulty supporting existing traffic what is to happen when it increases exponentially. 1

I have attended the Task Force meetings with BC, but it was not until I saw the totality of the 10 year Plan in the Newsletter from BC "Investment in the Future" that I realized the enormity of the impact on the Brighton community. Brighton is not just affected by expansion of the "Brighton Campus" it will also be severely impacted by the expansion of the Upper Campus, Middle Campus and Lower Campus. The existing landlocked BC Campus has very few options for getting in and out of the campus. Unless BC has plans to buy Commonwealth Avenue, Beacon St., Lake Street, and Foster Street, those options don't increase as the Campus expands. What happens then? 2

As a home owner and Boston taxpayer for over 40 years, I strongly oppose dormitories on the Brighton Campus and strongly urge a careful review and evaluation of the entire BC-IMP.

Mary Blackburn
Home E-mail: blackburngroup@comcast.net
Home Phone: 617-783-3719

Letter 99

Fitzgerald, John BRA

From: Tatyana Goldwyn [Tatyanarfa@comcast.net]
Sent: Monday, February 04, 2008 1:57 PM
To: Fitzgerald, John BRA
Cc: Mayor
Subject: Shea Field dormitories plan!

Dear Mr. FitzGerald,

I am writing to you out of concerns about the possibitilties of three(3) new dorms to being built for 500 beds on Shea Field in Brighton. I live around the corner from Boston College and I am concerned about the impact that these dorms and the 500 students with their additional traffic and "activities" will have on our neighborhood. My husband and I strongly oppose this plan and hope that you will not grant BC permission build on the Shea Field.

Thank you for your attention.

Sincerely,
Tatyana and Robert Goldwyn
54 Willow Crescent
Brookline, Massachusetts 02445

Tatyana Goldwyn
54 Willow Crescent
Brookline, Massachusetts 02445
Tel: 617-734-3122
Fax: 617-734-4272
E-mail: tatyanarfa@comcast.net

Letter 100

Fitzgerald, John BRA

From: Nicholas Tawa [n.tawa@comcast.net]
Sent: Monday, February 04, 2008 1:56 PM
To: Fitzgerald, John BRA
Cc: Mayor; stolman@senate.state.ma.us; rep.michaelmoran@hou.state.ma.us; rep.KevinHonan@hou.state.ma.us; Ciommo, Mark
Subject: Boston College IMP

Dear Mr. Fitzgerald:

We are writing to express our opposition to the Boston College Plan to build housing for hundreds of undergraduates on the new Brighton Campus. Building these dorms on the property adjacent to Lake Street would sound the death knell for the Lake Street and adjoining neighborhoods. Not only would Lake Street be overwhelmed by the size and height of the dorms but the increased traffic, pedestrian and vehicular, would make Lake Street a traffic nightmare.

In considering the impact of the Boston College expansion into Brighton, the proposed expansion of the present BC Campus should also be addressed. The existing landlocked BC Campus has very few options for getting in and out of the campus. Unless BC has plans to buy Commonwealth Avenue, Beacon St., Lake Street, and Foster Street, those options don't increase as the Campus expands. What happens then?

As home owners and Boston taxpayers for over 35 years, we strongly oppose dormitories on the Brighton Campus and strongly urge a careful review and evaluation of the BC-IMP.

Sincerely yours,
Nicholas and Michelina Tawa
69 Undine Rd.
Brighton, MA 02135

Letter 101

ARLENE RAVEN
19 ANSELM TERRACE
BRIGHTON, MA 02135

January 25, 2008

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

RE: Boston College Ten Year Master Plan for the former St. John's Seminary property in Brighton, now known as the Brighton Campus

Dear Mr. Fitzgerald:

I am writing to express my strong opposition to Boston College's plan to construct of a baseball stadium and other sports fields on the Northern section of the Brighton Campus. I am an abutter to this land. It is right behind my backyard. I have lived here for twenty-eight years. The reason I purchased this house is because of the location.

This location has been targeted by BC for the purpose of building a baseball stadium,with a seating capacity of 1500, because it is supposedly the only level land on the property. The planners at BC determined that because of the topography, it is a suitable location. 1

The problem is BC did not stop to consider the turmoil this project would inflict on the surrounding homes and neighborhood. The noise, the traffic, the destruction of a beautiful natural open space. One of the very few green open spaces left in this community. The decision to locate the stadium here is highly insensitive, callous and arrogant on the part of BC. To say on one hand.."**We respect and care greatly about your right to quiet enjoyment of your homes BUT we want to drop this 1500-2000 seat baseball stadium in your back yard."** 2

The problem is the disturbance and upheaval these games would cause. The lights with their horribly loud generators buzzing till the early hours of the morning.. I know because BC has already been using these lights for parking for the football games. What about "tailgating" and alcohol. The loudspeakers, the crowds cheering, the whistles blowing all would be maddening. Especially when you consider this was a Seminary for many, many years-a quiet serene natural retreat of great beauty. And now comes this horrendous monstrosity of a stadium!

Some of the homes would be a mere 10 to 20 yards away from the proposed stadium! This is unthinkable and unacceptable. My fervent prayer is that you urge BC to reconsider their use of this land for a stadium and consider other more suitable alternatives.

Environmentally, as well, this would be a very sorry picture. BC will cut down many healthy beautiful old trees. They will use chemically treated astro turf, which probably, when it rains, will drain off into neighboring yards. Not to mention destroying a place of great beauty and one of the only open green areas left in the community.

Elderly people, ill people, and small children all live around this designated property and their sleep would definitely be disrupted. A research study has shown that the two biggest detriments to a good night's sleep are lights and noise!

I am honestly astounded that BC could propose such a thing. It is outrageous to destroy a neighborhood for a stadium they don't even really need. They already have a perfectly good stadium over at Shea Field. They don't want to have to share it with football practice. I'm not really sure why. They gave some feeble excuse. It's not that convenient or something.

It seems much more humane and appropriate for BC to utilize this particular property for administrative buildings or possibly buildings for classrooms, graduate school housing or something that would NOT have such a highly destructive impact on the community.

Please stop BC from pursuing this nightmarish plan for a stadium. It's much too painful to think of going from our beloved serene Seminary to a *Three Ring Circus! "Too much noise is never okay. Disturbing the peace at any time is illegal."* I wonder what the developers of this plan would say if someone wanted to build a 1500 seat stadium in their back yard?

This project would cause irreparable damage to a wonderful neighborhood. Boston College introduced themselves as wanting to be "good Neighbors" when they first purchased this land from the Archdiocese. This action of placing a stadium here certainly contradicts that intention. Please don't allow this atrocity to happen on your watch.

Sincerely,

Arlene Raven

Letter 102

Fitzgerald, John BRA

From: Eleanor Druckman [edruck@ix.netcom.com]

Sent: Sunday, February 03, 2008 4:26 PM

To: Fitzgerald, John BRA; stolman@senate.state.ma.us; rep.michaelmoran@hou.state.ma.us; rep.kevinhonan@hou.state.ma.us; Ciommo, Mark; Holloway, Paul

Subject: I oppose BC's plan to build undergraduate dorms on Shea Field

Dear John Fitzgerald and others: I live at 1990 Commonwealth Ave and my condo unit directly abuts the Chestnut Hill Reservoir. I strongly OPPOSE BC's plan to construct a 500-bed dormitory cluster on Shea Field. These are my reasons for opposing BC's current plans:

1) The close proximity of Shea Field to the Reservoir parkland means that the Reservoir paths will become a direct walking route for BC students from their dorms to Cleveland Circle. This misuse and overuse of the Reservoir paths will quickly lead to deterioration of the Reservoir area. In addition, it will increase the noise level in the area and interfere with the right of apartment and condo dwellers to the quiet enjoyment of their property. As it is, we are subjected to unreasonable levels of noise every time BC holds an athletic event. Post-event celebrations last well into the night. The Reservoir is not meant to be a noisy "pass through" for BC students. 1

2) BC planners have not explained their rationale for placing large numbers of undergraduates outside the perimeter of the main campus. It appears that BC intends to build low-rise dorms on the main part of their campus and construct a green quad. However, their plans for "low-rise / low-impact" dorms on the main campus means that they intend to place "high impact" undergraduate dorms in a residential neighborhood. This is not acceptable to the majority of homeowners in the immediate neighborhood. 2

3) BC does not adequately police its students and/or maintain its property. For example, there is a stone wall that runs along the perimeter of the BC campus and the cemetery on Commonwealth Ave. After athletic events, students who have been drinking and celebrating regularly displace the stones. This amounts to vandalism. However, BC does not appear to notice the damage their students are doing to this stone wall. Similar vandalism likely will take place when students use the Reservoir paths to access the bars in Cleveland Circle. 3

Letter 103

Fitzgerald, John BRA

From: Sbenny7222@aol.com
Sent: Saturday, February 02, 2008 9:51 AM
To: Fitzgerald, John BRA
Subject: Boston College Master Plan

Dear Sir,
I'm a Kenrick Street resident since 1942 and am expressing my deep concerns regarding Boston College 10 year Master Plan. Its outrageous what is contained in these plans that include undergraduate student housing on the Brighton campus when it had been previously addressed to the community as being for postgraduate students and administration housing only. As for all the sports activities planned, it's an assault to this community's health and welfare to fill the Brighton campus which is surrounded by homes, with a stadium that includes tall flood lights and Astroturf. As Boston College with this Master Plan is committed to becoming a leader in Liberal Arts Education among American Universities, it will also systematically destroy out neighborhood, negatively impact the environment, reduce property values, force families to move away and not, as BC claims, enhance and beautify areas surrounding the campus. I sincerely hope and pray that the BRA will give do respect to all the neighborhoods during their deliberation on this mammoth project.
Thank you
Sandra Kilbride
owner/resident

****

Letter 104

The Parents and Community Build Group, Inc.

February 1, 2008

John M. FitzGerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Boston College Development Proposal

Dear Mr. FitzGerald:

As a Greenspace Advocate and the Executive Director of an all Volunteer Community Service Non-Profit Organization that Sponsors a Park Advocacy Group for Ringer Park in Allston - The Ringer Park Partnership Group, I am appalled at the lack of recognition and consideration regarding the lack of Greenspace in the Allston Brighton Community, in particular those areas abutting densely populated residential areas.

It is imperative that as the overseer of Development Plans in the Allston-Brighton Community that the BRA not only respect the requests of Neighboring Residents, but also respect the preservation of existing Greenspace for present and future generations. Please do not disregard the importance of Our Community's request, and the impact of Over Development in Our Neighborhoods.

Yours sincerely,

Joan Pasquale

Joan Pasquale, Executive Director
PCBG, Inc.

The Ringer Park Partnership Group
Ringer Park Playground - Allston
1387 Commonwealth Avenue, Suite 402, Allston, MA 02134 Tel. 617-254-0632

Letter 105

MARK D. TRACHTENBERG
1564 Commonwealth Avenue, #7
Brighton, MA 02135
(617) 739-3342

John Fitz Gerald
Project Manager
Boston Redevelopment Authority
One City Hall Square
9th Floor
Boston, MA 02201

February 1, 2008

Dear Mr. Fitz Gerald:

I am writing to express my strong opposition to the construction by Boston College of a new baseball stadium on land in Brighton that Boston College recently purchased from the Archdiocese of Boston.

The noise from the stadium on Friday evenings will severely disrupt the observance of the Jewish Sabbath by my fellow Jews who live nearby. The Sabbath is intended as a weekly time for rest, relaxation, and quiet study and prayer. Having the noise from 5,000 fans at a baseball game virtually in my friends' backyard will make it impossible to continue to observe this tradition where they live now.

I urge the City of Boston to reject this proposed use of the land by Boston College.

Sincerely yours,

Mark D. Trachtenberg

Mark D. Trachtenberg

Cc: Tim Schofield, Boston College Task Force

Letter 106

Mister John Fitzgerald Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, Ma 02201

Donna Taube
52 Jane Park
Brighton, Ma 02135

January 29, 2008

Dear Mr. Fitzgerald,

The first thing our community heard from BC, was that they were going to build graduate houses (town houses) behind our houses. Not quite as nice as the open space of the seminary. But most of us felt BC had bought the property and graduate housing seemed like something we could live with.

A year or so later, BC told us there was going to be a baseball stadium behind our house. This is something we can not live with.

To say, I am against having a baseball stadium near ~~them~~ my backyard, is an understatement. ~~How is no way anyone could think~~ How could anyone propose a stadium 30-40 feet from several houses? There is no way anyone

could stay in a house, that close, when a game is going on. There has to be a place where the stadium could be put, which would dispossess anyone. Perhaps, rather than distroying the current stadium, keep it and redesign the sports venue part of the proposal. The baseball stadium as it is proposed does not make sense, whether you live in Lane Park or not. There have to be noise ordinances that would not allow a baseball stadium next to a residence.

We have a lovely quiet street. Please don't let BC destroy our neighborhood.

Thank you,
Donna Taube
52 LANE PARK
Brighton, MA 02
(617) 783-9616

Letter 107

Fitzgerald, John BRA

From: Janet Kenney [janet_kenney@earthlink.net]
Sent: Wednesday, January 30, 2008 6:27 PM
To: Fitzgerald, John BRA
Subject: Shea dorms

Dear Mr. Fitzgerald,

PLease note my address and information as another concerned resident of the Cleveland Circle area. Please do what you can to keep BC from building dorms right near or on our one beautiful, unspoiled area! We desperately need our greenery and quiet, and thousands of BC students will destroy that. They are, almost uniformly, inconsiderate, drunken and ill-behaved neighbors. They'll pass from the Reservoir to the bars in the area (a whole other topic: Mary Ann's should be shut down. Most of the kids in there are under age) and the hope of the neighborhood is to have fewer BC students at the Reservoir, not more right on top of it.

Thank you,
Janet Kenney
52 Strathmore Road #44
Boston, MA 02135

It's been a great year:

Spring 2007: Theresa At Home. A full length play co-produced by Boston Playwrights' Theatre and Village Theatre Company. Directed by Vincent Murphy. www.vtp.org.

April A staged reading of Globus Hystericus at Out of Hand Theater, Atlanta, GA. Directed by Adam Fristoe. www.outofhandtheater.org.

February 2007: More Than What; a cycle of short plays based on the wedding of Jack and Andrea. Produced by CentaStage, directed by Joe Antoun. www.centastage.org.

April/May 2007: My Heart & My Flesh. Stage 3, Sonora, CA. www.stage3.org.

Letter 108

Jan. 10, 2008

Mr. John Fitzgerald, Project Manager
Boston Redevelopment Authority

Dear Mr. Fitzgerald,

I don't think Boston College would be so eager to invest in a new 1500 seat baseball stadium if they didn't feel baseball is an up and coming collegiate sport.

Tom Keady has stated that BC wants to attract "world class athletes", which will, in turn, translate into large crowds at games.

BC's plan to put a stadium in the back yard of a residential area is a bad idea. Noise, lighting, pedestrian and vehicular traffic and parking are all harmful impacts on the neighborhood. 1

The baseball stadium should remain on Shea Field. A strict control must be put on when and how late the field may be lit for other sports. Noise constraints must be enforced.

Is it fair for BC to be so concerned about green space for students who will only be here for a few years at the expense of home owners and long-term renters?

Sincerely,

Glenn Walker

Glenn Walker
33 Rogers Park Ave.
Brighton, MA 02135

cc. Ms. Jean Woods, Chairperson, Boston College Task Force

Letter 109

Kristine Walker
33 Rogers Pk. Ave.
Brighton, MA 02135

John FitzGerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Jan. 29, 2008

Dear Mr. FitzGerald,

As a resident of Brighton, I am completely disgusted at the thought BC will be given permission to utilize the former St.John's property for stadiums and dorms.

I am the fourth generation living in a home that will be dramatically affected by this action. We have two young children who will never see the neighborhood as I was able to see it growing up.

The stadium poses many concerns for me as well as my neighbors. Our quality of life will be diminished with the noise, lighting, traffic, and parking problems, and for what....so that students can have more green space and live in a luxury resort type atmosphere? What about the residents who have lived in this neighborhood for many years and do not deserve this invasion to their way of life? We will be adversely affected by the foot traffic of noisy sports fans, prone to leaving their litter behind.

I am concerned by the potential health hazard of artificial turf

I often hear and read about low voter turn out in Allston-Brighton. Umm... could that be due to the ongoing institutional expansion that results in temporary residents who have no real connection to our neighborhood?

I thought the city wanted to encourage more families and home ownership. This expansion does not support a family atmosphere.

I believe it would be in the best interest of the neighborhood to keep the baseball stadium at Shea field and put restrictions on lighting, forbid artificial turf and limit uses of the rest of the athletic facilities. 1

Sincerely,

Kristen Walker

Cc: Ms. Jean Woods, Chairperson, Boston College Task Force

Letter 110

January 28, 2008

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

RE: Boston College Expansion Plan on Brighton Campus

Dear Mr. Fitzgerald:

Regarding Boston College's plan to expand the Brighton Campus, my husband and I are writing to ask you to use your power to stop Boston College from expanding the noisiest and most disruptive aspects of their campus to a residential neighborhood.

As you know, for the past year, the Brighton/Allston neighborhood has been meeting regularly and with each meeting our numbers have swelled with support to stop Boston College's current proposal and preserve the residential neighborhoods surrounding the BC Brighton Campus.

Boston College has stated that they plan to build undergraduate housing on the Brighton Campus rather than contain all undergraduate housing on their Chestnut Hill campus. We'd like to point out that when Boston College purchased this property, BC made a declaration to the neighborhood that they would never build undergraduate housing on the Brighton Campus. If this does happen, our lives will turn into a living hell. The noise we will have to be subjected to all hours of the day and night will stretch through out the entire week. Please don't let this happen to us. We want very much to stay in the neighborhood and not lose our quality of life.

We, along with hundreds of our neighbors, are heartsick over this terrible prospect. Boston College's current plan will:

- Make family living in the area difficult
- Destroy local housing prices
- Tend to increase local crime
- Permanently remove conservation district and green space (irreplaceable city resources)

Boston College's current proposal is to have 500 beds located on the Brighton Campus, just seven percent of the total beds. Seven percent is a very low percentage. Surely BC should be able to find a way to put seven percent on the Chestnut Hill campus where the students can live in a harmony and every one of them can feel part of the campus community. Not segmented here and there because of the year they happen to be. 1

Why should an entire neighborhood be jeopardized because of Boston College's whim to house students in our neighborhood? It doesn't make any sense.

It seems ridiculous to us that Edmonds Hall is obsolete yet the Mods that were meant as temporary housing 30 years ago still stand.

Equally distressing is the proposal to build both a 1500-seat baseball and or 500-seat softball stadium with lights and sound system. Boston College already has a 45,000-seat stadium, a baseball field and a softball field on their main Chestnut Hill Campus. They have already sent many of the Chestnut Hill residents fleeing from their homes not to face the noise, the traffic, and the destruction of a peaceful neighborhood. Now Boston College has it in their plans to destroy one of the most beautiful expansions of green space left in Boston to put two stadiums on the Brighton Campus. If the stadiums are built, the residential neighborhoods will suffer the consequences from this thoughtless and greedy expansion.

Both of these developments will cause more stress and strain on traffic, parking, and noise.

Please help Boston College work out another strategy that will include building more dorms and the stadiums on their Chestnut Hill Campus where they can better police their own student body rather than saddle the neighborhood and Brighton Police with this task.

Sincerely,

Brenda Pizzo & Kevin Tringale

Brenda Pizzo & Kevin Tringale
76 Lake Street, Brighton, MA 02135

Cc: Mayor Thomas M. Menino, Paul Holloway, MPA, Neighborhood Coordinator for Allston-Brighton, Mark Ciomo, City Councilor, Jerry McDermott, City Councilor, Michael Moran, City Councilor, Representative Kevin Honan, & Representative Brian Golden, Senator Steven Tolman, Jean Woods, Chair Allston-Brighton Boston College Community Task Force

Letter 111

Fitzgerald, John BRA

From: shuggiplum@aol.com
Sent: Monday, January 28, 2008 9:17 PM
To: Fitzgerald, John BRA
Subject: building dorms in Brighton

Dear members of the BRA:

Please put me down as a community leader and activist who is opposed to the building of dorms on Shea field as well as any other part of Brighton.

Boston College needs to keep its undergraduate dorms on the main campus and find ways to make it work as an academic community.

It has become increasingly apparent throughout these meetings that this community is opposed to any undergraduate development reaching onto Brighton community properties and that it has caused tremendous stress to the community. It is unnecessary, insensitive and arrogant to believe that this was something that could be proposed and negotiated.

As both an advocate for open space, beautification and clean living within the Brighton community I ask that a complete redesign placing all students on the main campus be taken seriously. 1

Thank you for this consideration.

Barbara Moss
Founder and Former President/Brighton Garden and Horticulture Society President/Friends of the Brighton Library Board of Director member of Historical Society/Brighton Heritage Museum

Letter 112

Fitzgerald, John BRA

From: pgdalton@netzero.net
Sent: Monday, January 28, 2008 8:46 PM
To: Fitzgerald, John BRA
Cc: Mayor
Subject: Boston College IMP

Boston College has cleverly proposed two high impact projects to be built on the Brighton campus--the stadium and undergraduate dorms. They have always known the problems Allston-Brighton has had with students in the neighborhoods and knew Brighton residents wouldn't want the undergraduate dorms in the middle of a neighborhood (they had promised undergrad dorms would never be built north of Comm. Ave.). What better bargaining chip than proposing the dorms and stadium on this property knowing the issue would evolve into dorms vs. stadium and knowing they would get what they wanted most, the stadium. What happens to the immediate neighborhood surrounding the stadium?

This neighborhood (Lane Park north to Rogers Park Ave., Foster St. west to Lake St.) is 82% owner occupied single and two family homes (facts taken from City of Boston assessing on line), a healthy neighborhood.

BC wouldn't invest in a state of the art baseball stadium if they didn't feel it was an up and coming collegiate sport and would bring in the crowds and pay off. The stadium will bring noise from the athletes and patrons (many times enhanced with sound systems), traffic to already over-burdened neighboring streets, illegally parked cars blocking access to their homes, and foot traffic with accompanying noise and litter of over exuberant fans. Long time home owners will leave the neighborhood and property values will decline. Another healthy neighborhood will disappear.

The baseball stadium should remain on Shea field next to the football stadium, these high impact uses should remain grouped. 1

Recently I have heard a rumor that it has already been determined BC will not be denied the stadium. I hope this isn't true and that I have wasted my time going to meetings, writing letters, and printing up notices informing neighbors of the meetings at my own expense. Please don't do this to us. BC has a duty to develop this property in a manner compatible with the neighborhood surrounding it. The BRA must put neighborhood needs over the ambitions of a college.

Sincerely,
Glory Dalton
33 Rogers Pk Ave.
Brighton, MA 02135

Letter 113

Fitzgerald, John BRA

From: Bret Silverman [bsilk@msn.com]

Sent: Tuesday, January 29, 2008 9:34 PM

To: Fitzgerald, John BRA; Holloway, Paul; stolman@senate.state.ma.us; rep.michaelmoran@hou.state.ma.us; Rep.KevinHonan@hou.state.ma.us; Ciommo, Mark; Flaherty, Michael (City Council); Murphy, Stephen (Councilor); Yoon, Sam; Connolly, John (City Council)

Subject: NO DORMS ON SHEA FIELD IN BRIGHTON

Dear Public Servants:

I am writing to strongly OPPOSE the building of Boston College dormitories on Shea Field, abutting the Chestnut Hill Reservoir. This Reservoir, one of the only undisturbed wildlife sanctuaries in our district, is the worst place to put hundreds of undergrad students who like to drink and party in Cleveland Circle several nights a week. Doing so will create a direct path of travel across this nature haven and back again. I have lived for two decades in Cleveland Circle, and have witnessed over and over again the hordes of drunken students screaming, staggering, littering, urinating, vomiting and vandalizing their way through our streets here at 2 am. Dumping this problem into our Reservoir is NOT a solution.

I am grateful that B.C. is finally taking possession of these students and their living situation; but they should renovate and expand their existing upper campus or build new dorms along Commonwealth Ave. where there is mass transit and lighted streets that can be patrolled.

Our Reservoir is a quiet, unpaved haven where ducks, swans and turtles thrive; it is currently free from noise and bright lights, and is one of the places permanent residents go to get peace of mind. We the home owners have invested ourselves in this neighborhood; we pay the taxes and strive to maintain some quality of life here. As B.C. absorbs its students, it is we working people who will remain here and grow. Please do not allow Boston College to take away from us a beautiful treasure of our neighborhood.

Very truly yours,

Bret Silverman
141 Englewood Ave., #47
Brighton, MA 02135-7040
617-731-4982

Letter 114

Fitzgerald, John BRA

From: Nancy Chadburn [nlchadburn@yahoo.com]
Sent: Tuesday, January 29, 2008 7:32 PM
To: Fitzgerald, John BRA; Holloway, Paul; stolman@senate.state.ma.us; rep.michaelmoran@hou.state.ma.us; Rep.KevinHonan@hou.state.ma.us; Ciommo, Mark; Flaherty, Michael (City Council); Murphy, Stephen (Councilor); Yoon, Sam; nlchadburn@yahoo.com
Subject: Proposed Boston College dorms on Shea Field

I am a Brighton resident who walks regularly at Chestnut Hill Reservoir, and I am writing to express my opposition to Boston College's plans for new undergraduate dormitories on Shea Field, adjacent to the reservoir.

The noise and the increase in foot traffic around the reservoir that would result from hundreds of students living in this location would cause considerable disturbance not only to walkers and runners who enjoy the peace and beauty of the park, but also to the wildlife there; and increased foot traffic would be seriously destructive to the dozens of species of wildflower that now flourish around the reservoir. 1

Boston College has other placement options for large new undergraduate residences, and the college should not be permitted to injure Chestnut Hill Reservoir by building them on Shea Field.

As a renter, I am not concerned about property values, but solely about the preservation of the park in its current peaceful and ecologically healthy state.

Please weigh this matter carefully before coming to a decision. Thank you very much for considering the opinions of taxpayers and voters like me.

Yours sincerely,

Nancy L. Chadburn
137 Englewood Avenue, #21
Brighton, MA 02135
tel. (617) 739-3439

Letter 115

Fitzgerald, John BRA

From: johnfreeman@rcn.com
Sent: Tuesday, January 29, 2008 8:51 AM
To: Fitzgerald, John BRA
Cc: Rep.FrankSmizik@hou.state.ma.us; ccreem@senate.state.ma.us
Subject: No BC dorms on Shea field

After almost a decade of hard work, we are on the way to having an extraordinary public resource in the Chestnut Hill Reservoir. I use the path around the Reservoir regularly, and it is clear to me that use and quality of life are steadily improving and will continue to do so. All of this has been accomplished at minimal expense and great benefit.

The plan to put large scale dorms virtually on the shore of the Reservoir will set back, or even completely negate this effort. The Reservoir is not BC's personal preserve; it is a public asset.

Please use your good office to prevent this mistake.

John W. Freeman
530 Clinton Road
Brookline MA

Letter 116

Fitzgerald, John BRA

From: William P. Marchione [wpmarchione@rcn.com]
Sent: Saturday, January 26, 2008 10:33 AM
To: Vasiliades, Charlie (OCD); Fitzgerald, John BRA
Subject: Re: Comment letter on BC Plan

Dear Charlie,

I have read carefully your letter to John Fitzgerald outlining your views on BC's expansion plans. I wanted to indicate, both to you and Mr. Fitzgerald, my fullest concurrence with the stance and the recommendations you made in your letter.

For Mr. Fitzgerald's benefit, I should point out that I am am a home owner and resident of the immediate neighborhood of BC's new Brighton campus, living at 30 Kenrick St. I have lived in this neighborhood all of my life. I am also a BC graduate (Ph. D. in history, 1994), President of the Brighton-Allston Historical Society, Curator of the Brighton-Allston Heritage Museum, President of the Metropolitan Waterworks Museum and Reservoir Conservancy (charged with the responsibility of setting up and running the projected Waterworks Museum at the Chestnut Hill Reservoir), author of many books and articles on Boston and Allston-Brighton history, a former elected member of the Boston School Committee, and a long-time member of the Boston Landmarks Commission, one of Mayor Menino's direct appointees to that body.

The object of the ongoing discussions between BC, the Allston-Brighton community, the residents of the immediate neighborhood, the BRA and the City of Boston should be hammer out a ironclad compromise, along the lines of what you, Charlie, have proposed, that will allow BC to expand onto the former St. John's property in ways that enhance the quality of the educational services the college provides, while also protecting and even increasing, through broad-based remediation, the quality of life of the people of Allston-Brighton.

William P. Marchione
30 Kenrick Street
Brighton, MA. 02135

John-

I've attached a letter outlining for the record my main comments on the BC Master plan; I'm also mailing you a hard copy.

Thanks,

- Charlie Vasiliades

Fitzgerald, John BRA

From: Mark Bacon [baconmark@comcast.net]
Sent: Sunday, January 27, 2008 10:45 PM
To: Fitzgerald, John BRA
Subject: Shea field dorms are a bad idea

Dear Mr. Fitzgerald,

I am writing to you today to express my vehement opposition to Boston College's plan to house students on Shea Field. I live in the Chestnut Hill Resevoir area and visit the park often and greatly enjoy the relative peace and quiet the park offers. This would ultimately be destroyed by housing hundreds of students at the edge of the park. There would be keg parties and public drinking all over the park area and as they walk home fom the Cleveland Circle bars bombed out of there minds they would undoubtedly litter the park with plastic cups and beer cans, etc. This is a really bad idea.

Sincerely,

Mark Bacon
130 Sutherland Rd
Brighton, MA 02135

Letter 118

Fitzgerald, John BRA

From: gridth ablon [gablon@comcast.net]
Sent: Sunday, January 27, 2008 8:37 PM
To: Fitzgerald, John BRA
Subject: Boston College Dormitories

John M. Fitzgerald
Project Manager
Boston Redevelopment Authority

Dear Mr. Fitzgerald,

As neighbors of Boston College we would like to let you know that we are strongly opposed to the college's plans to build new undergraduate dormitories on Shea Field.
The addition of so many students at this location would destroy the peacefulness of the Reservoir parkland and Beacon St. There would be much increase of noise at all times of the night and the cut through traffic to Cleveland Circle would disturb the interior Reservoir pathways. Academic or administrative buildings would be much better suited for the nature of the surroundings of the reservoir. 1

Gridth Ablon, Ph.D.
Steven Ablon, M.D.
62 Chestnut Hill Rd.
Chestnut Hill, Ma. 02467

 Letter 119

Fitzgerald, John BRA

From: Kerri Theleman [kerritheleman@yahoo.com]

Sent: Monday, January 28, 2008 12:28 PM

To: Fitzgerald, John BRA; Holloway, Paul; stolman@senate.state.ma.us; rep.michaelmoran@hou.state.ma.us; rep.KevinHonan@hou.state.ma.us; Ciommo, Mark; Flaherty, Michael (City Council); Murphy, Stephen (Councilor); Yoon, Sam

Cc: reservoir-coalition@comcast.net

Subject: Opposition to building of Shea Field Dorms next to Chestnut Hill Reservoir

January 28, 2008

Dear Boston Redevelopment Authority, Mayor's Office of Neighborhood Services, Senator Tolman, Representatives Michael Moran and Kevin Honan, and Councilors Mark Ciommo, Michael Flaherty, Stephen Murphy and Sam Yoon:

It has come to my understanding that those of us who are professionals and permanent residents of the Cleveland Circle/Chestnut Hill Reservoir area once again need to raise our voices against the infringement of our living space. I am speaking of the proposed building of dorms on Shea Field, abutting the Chestnut Hill Reservoir. If the current voices haven't yet been heard against this addition to our already disrupted lives by the college after-hours faction, please listen to us now!

I have been living at 1980 Comm. Ave for over 2 years now (and on Chestnut Hill Ave. for 3 years prior). I have noticed that there has been a definate increase in this year's college nightly activities, which most assuredly are accompanied by alcohol and drug consumption, particularly in the hours beyond 1am. Although I applaude the efforts in containing the living quarters to BC proper, I do feel that putting the dorms in an area that cannot be readily monitored internally would be just cause for dorm living to spill out onto the adjacent areas, such as Chestnut Hill Reservoir and western sections of Comm. Ave. and Beacon St. It is a shame that in the midst of trying to beautify the Reservoir's appearance and wildlife, there is a simultaneous effort to destroy it. 1

As we all know, students usually look for the shortest distance from living quarters to the nearest drinking establishment. That route would become either from the Shea Field side through the small gate leading into the Reservoir, across through to the Comm. Ave. side where the other entrance gate is (which it was my understanding that the Reservoir is "closed" from dusk till dawn, but I'm not sure of its enforcement); or from Shea Field to Comm. Ave. via Chestnut Hill Drive. Either way is a disruption of nightly sleep for all residents whose apartments look out onto Chestnut Hill Drive. There are several concerns with this: 1.) at night, it will become a "hide-out" for those who like to partake in drugs, 2.) BC friends/family may try to park on Chestnut Hill Parkway (even though they don't have resident stickers), and 3.) it will add to the already disruptive environment that those of us living on the Comm. Ave. side experience. I don't think I need to add the concerns one has when liquor, drugs and dark areas at night are mixed... Potential feeding grounds for fights, rape/assault and car theft/vandalism. I don't mean to indicate that all BC students (or all college students for that matter) are a gang of loose people, seeking to destroy peaceful conditions, but I have noticed that there is definately an increase in nightly (11:30pm-4am) encounters of loud individuals coming home drunk, arguing amongst themselves, brawls, etc. that are quite disturbing to those of us who work in the professional world,

7am-7pm and would like to come home to a peaceful environment and get a good night's sleep. It is amazing to me that college students (and younger students even in elementary/middle school) are so oblivious to their surroundings and have a total disregard for the residents in the area (many walk along the sidewalk as if they own it and couldn't be bothered with making space for people walking in the opposite direction). That is obviously an issue of upbringing, but it would be helpful if the learning institutions would instill respectful behavioral values as part of their rigorous (and expensive) curriculum.

But, back to the issue of disturbing the Reservoir... I for one, enjoy walking around it during the not-so-freezing months of the year, particularly April-November. As of now, all other recreational/athletic users of the Reservoir are considerate, polite and respectful of other users and the wildlife. I'm not sure that would be the case if the area there is "introduced" as the easiest route to take to Cleveland Circle to engage in nightly activities that have nothing to do with athletic interests. I'm also wondering if students would think that another shortcut route would be to go from the backside of the historical house on Comm. Ave. (#1958?) to its frontside, as there "appears" to be space between the buildings. Residents there have already been abruptly disturbed by the recent drastic teardown of all trees on that lot (which I hear had not been approved by the appropriate boards) - must they contend with more disruption? Also, there are quite a few elderly couples who use the Reservoir for their daily walks and meditation - it would be a shame if their environment was damaged by rude, disorderly conduct. In the same token, it would be a shame if an area we all currently regard as safe, relaxing and peaceful, suddenly took a turn for the worse as a result of an unfortunate incident, such as theft or assault, occurred. I think you would agree.

It seems we are constantly at battle trying to protect the living conditions of our residential area as other contingencies are trying to build out areas that would negatively impact a normal path of living. It would be nice if there were proposals that would enhance residents' lives, as opposed to constantly trying to take away from them (e.g. decreased parking space initiatives, destruction of historical sites, and now building dorms so close to residents' living space). It would also be nice if these large institutions would pay closer mind to the after-hours activities of their students and monitor a bit more closely, so that their students have a more POSTIVE impact on the immediate surroundings instead of a NEGATIVE one. Obviously, if we didn't continue to have the weekly encroachments of peace and the aftermath of them, we wouldn't have to harp on these issues... 2

I understand that as BC grows, it needs to build more buildings, etc. I am not against construction of educational or administrative type buildings along areas that abutt residential living space, especially along main roads. I am against placing living areas for individuals who seem to have a tendency to be distruptive and disrespectful to adjacent communities in an area that is far from the heart of BC's monitoring system and when the only night life is in our direction. Newton residents may not encounter the same level of encroachment of peace, as there are no nightlife activity alternatives for miles around - I believe restaurants in the Newton Centre area close around 11:30pm and I doubt most students would want to walk that far in inclement weather). I think we must keep in mind, that although BC needs/wants to grow, other Brighton businesses and real estate need to grow as well, in order to keep the area thriving and occupied at a higher level of economic status.

Thank you for taking my letter into consideration on this matter. I hope to hear good news soon that the building of Dorms on Shea Field near the Chestnut Hill Reservoir

has been reconsidered and a more appropriate area has been designated for such building, that is further away from Brighton permanent residential life and more contained on the campus site.

Best regards,

Kerri Theleman
1980 Comm. Ave. #31
Brighton, MA 02135
617-285-8542
kerritheleman@yahoo.com

Letter 120

Fitzgerald, John BRA

From: nepog1@aol.com
Sent: Thursday, January 24, 2008 12:47 PM
To: Fitzgerald, John BRA
Subject: Boston College Ten Year Plan.

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201
John.Fitzgerald.BRA@cityofboston.gov
Phone: 617.918.4267

January 23, 2008

My Dear Mr. Fitzgerald,

I have lived in Brighton my whole life.

I think that this is the time that I should speak up and voice my opposition to the Boston College Ten Year Plan.

I do not want a Synthetic Field Baseball Stadium with 1500-2000 seats, Parking Garages;dormitories; and removal of healthy trees.

I would prefer a lower impact development, such as Academic and Research Facilities; and the preservation of green space.

It is not my fault that the gold plated idiots that make these decisions never Asked themselves if they came into this windfall fifty years from now what Would be in the best interest of their school and not in their friend's wallets.

Sincerely,

Mr. Steven B. Gopen
35 Gerald Road
Brighton, MA 02135
T [617] 782-0757

Fitzgerald, John BRA

From: andrea wolf [andrea.wolf@simmons.edu]
Sent: Wednesday, January 23, 2008 3:24 PM
To: Fitzgerald, John BRA
Subject: BC dorms near Chestnut Hill Reservoir

Hello John,
I am very disturbed about the proposed new dorms and their interference with the access and beauty of the Chestnut Hill Reservoir. I use it for exercise and nature walks as many people do. It is a gem in the middle of Chestnut Hill that will be destroyed if we have an increased population and increased traffic. Please re-consider the planning of this space. 1

Thanks,
Andrea

Andrea Wolf
Director, Career Education Center
Simmons College
300 The Fenway
Boston, MA 02115
ph: 617-521-2476
fax: 617-521-3172

1/23/2008

Fitzgerald, John BRA

From: John Robert Powers [aastrojet@msn.com]
Sent: Monday, January 21, 2008 7:17 AM
To: John Robert Powers
Subject: BC Expansion into Brighton

Any expansion at the newly purchased property at St. John's seminary by BC should be limited to academic and/or research facilities and should include the preservation of green space. Anything else is unacceptable. 1

Brighton cannot accommodate any additional population growth without first upgrading both the public safety and emergency medical response infrastructure.
Neither basic nor advanced life support ambulance service is assigned to the Brighton area. Both basic and advance 911 medical calls fail to meet established guidelines. With an increase of population and compounded with the elevation of waiting times at emergency rooms, Brighton residents are placed at a far greater risk than those in any other section of the city

Joanne and John Robert Powers
43 Glenmont Rd.
Brighton, Ma. 02135

Fitzgerald, John BRA

From: RG [venturecap@comcast.net]
Sent: Tuesday, January 22, 2008 7:09 PM
To: Fitzgerald, John BRA
Subject: BC expansion plans

Dear Mr Fitzgerald:

I understand there will be hearings on the potential expansion of the Boston College campus.

I live across the street from BC and have not really experienced any major issues to this point. However, for future use it is critical that the Reservoir access, views, and Thomas More Rd (also called Chestnut Hill Parkway) be maintained and protected in the present manner. This must allow autos to drive from Comm Ave to Beacon St as it is a very important passthrough, and also allow runners, walkers, etc to utilize the Reservoir as it is presently constituted. 1

If the road and Reservoir are not impacted, then new building within the BC campus would seem to be reasonable, as long as BC oversees and regulates these dorms as they now do. If the road or Reservoir is changed, I would not be in favor.

Thank you.

Robert Copen

Letter 124

Jan. 12, 2008

Mr. John Fitzgerald, Project Manager
Boston Redevelopment Authority

Dear Mr. Fitzgerald,

Due to the fact that I live across the street from the Rogers Park ballfield, I can attest to the harmful impact on the quality of life to the surrounding neighborhood from the field lighting, noise from the players and a handful of spectators, and traffic and parking issues.

Now BC is proposing to put a mega athletic complex in our backyards. We will then be sandwiched between the lights and noise of the park in our front yards and the even greater impact of lights and noise in our backyards.

BC knew when they bought this land it was in the heart of a residential neighborhood. The fact that they own it should not entitle them to build something so inappropriate and out of character with the neighborhood.

The increased traffic and parking issues will impact the neighborhood. As it is we have no help from the BTD or the police department with enforcing parking regulations weekends and nights. 1

College baseball is growing in popularity. College baseball actually starts in Feb. and is also played in the fall until mid Nov. What do we have to look forward to? Increased seating, perhaps a seasonal bubble? What other uses will it have? Baseball, softball and soccer camps and clinics in the summer?

The stadium should not be allowed and the plans for the rest of the athletic facilities need to be scaled back. 2

This will create a reduction in property values and cause owner-occupied homes to be sold.

Why destroy a healthy neighborhood with a large percentage of owner-occupied homes and long term renters?

Sincerely,

Glory Dalton

33 Rogers Park Ave.
Brighton, MA 02135

cc. Ms. Jean Woods, Chairperson, Boston College Task Force

Letter 125

Fitzgerald, John BRA

From: Chuck Latovich [latovich@hotmail.com]
Sent: Tuesday, January 15, 2008 2:22 PM
To: Fitzgerald, John BRA
Cc: bctaskforce@yahoo.com
Subject: BC Stadium

Dear Mr. Fitzgerald:

I live on Greycliff Road, and would like to offer my views on Boston College's proposed stadium plans.

First, of course, my preference would be that the stadium not be built, as its impact on the neighborhood is uncertain.

Second, were I to prioritize, however, the stadium is less objectionable to me than the student housing plans.

Third, should the stadium be approved, I would ask that the following items be vetted thoroughly: 1

1. Use of the chief stadium should absolutely be limited to BC league games.
2. Use of the stadium at nights should be kept to a minimun, and no later than 10:00 PM, although 9:00 PM would be preferable.
3. A maximum number of night games should be agreed upon and imposed.
4. Use of the stadium and other facilities should not be extended widely to the community at large.
5. Likewise, the use of the playing fields, parking garage, tennis courts, and other outdoor facilities etc. should stop at a specified time, and absolutely no later than 10:00 PM.
6. Lighting at all outdoor facilities should be designed with an eye to minimizing impact on the neighborhood, especially the immediate abutters.
7. The use of artificial turfs must be examined and installed only after environmental impacts have been understood and determined to be harmless.
8. Noise controls should be examined.
9. Drinking restrictions should be examined for events and imposed.
10. Mitigation in the form of payment for lost home value, as well as design and construction studies to minimize the impact of the stadium on quality of life in the nearby homes, should be explored for immediate abutters at a minimum, and perhaps other homes impacted by the construction.

I will send other e-mails after the other aspects of the Master Plan are reviewed at our neighborhood meetings. Please contact me if you have any questions.

Thank you,

Chuck Latovich

44 Greycliff Road

Brighton, MA 02135

617.779.8896

Letter 126

Alessandro (Alex) Selvig
70 Lake Street
Brighton, MA 02135

Gerald Autler
Senior Project Manager
Boston Redevelopment Authority
One City Hall Plaza, 9th Floor
Boston, MA 02201

Re: Boston College IMPNF/PNF, October 12, 2007.

Dear Gerald,

I am writing to ask that a full review be carried out for the new project that Boston College proposes. As you know, under Section 80B-5.3(d) of Article 80, waiver of subsections 4 and 5 are permitted only after a full Scoping Determination by the BRA.

As justification for the waiver, Boston College cites previous review by the BRA of its 2006 Amendment. They have made significant changes to the plan submitted in 2006, and I outline the following points for your consideration:

- The locations are completely different and the size of the area impacted has increased dramatically. The buildings in question were RC Archdiocese of Boston property in 2006.
- St. William's Hall has now been substituted for Bishop Peterson Hall and the Library. Gross square footage has more than doubled, from 48000 to 110500.
- Hazardous materials assessments, noise studies, traffic plans must be undertaken for the two actual buildings being proposed, not the one, smaller building formerly proposed.
- Quality of life for abutting residents will be more affected due to traffic, noise, air pollution, debris, rodents and /or other factors associated with the increased scope of demolition and construction. 1
- Data submitted for St. William's Hall may be inapplicable or irrelevant to the combined, much larger, Bishop Peterson and Library project. The construction management plan submitted by the College as Exhibit 5-1, for example, is merely a sample not specific to this project.

In light of the above, we ask that you strongly consider declining Boston Colleges request for a waiver of the filing of Preliminary Adequacy Determinations, and Draft and Final Project Impact Reports.

My neighbors and I ask that the provisions set forth in Article 80 be followed to the letter, and that public trust in the process and in the BRA itself be thereby maintained.

Thank you for considering the neighborhood's concerns in your decision,

Alessandro (Alex) Selvig

CC: Jean Woods, Chair, BRA Boston College Task Force
Tom Keady, VP, Government and Community Relations, Boston College.

Letter 127

Fitzgerald, John BRA

From: Greg Lyons [norasfolks@rcn.com]
Sent: Thursday, January 10, 2008 6:35 PM
To: Fitzgerald, John BRA
Cc: Alex Selvig
Subject: Boston College's proposed athletic stadiums

Dear Mr. Fitzgerald:
I agree with the points Mr. Selvig made in his Jan. 8th letter to Ms. Woods regarding the above. I am a graduate of Boston College and have always been dismayed by the development which the College has pursued and the poor architecture of its buildings and stadiums, as well as the awful parking lots. I also noticed the difference between the Brighton campus and the Newton one, which I attribute to stiffer zoning laws in Newton. BC had a justified reputation as a party school when I attended it and I don't think that has changed ,but has actually worsened. There is no way I'd want this in my neighborhood. The noise and lighting and then the sheer ugliness of more parking lots would drive me crazy. I think BC should focus more on its academic mission and consider some smaller scale use for the site. 1

Best regards,
Lisa McDonough
44 Raymond Street
Allston, MA

BC '82

1/11/2008

Letter 128

January 11, 2008

Mr. John Fitzgerald, Project Manager
Boston Redevelopment Authority

Dear Mr. Fitzgerald,

I am concerned about the negative impact the proposed BC athletic facilities will have on my neighborhood. I am an abutter to Rogers Park and see, hear and suffer first hand the impact of lights, noise and illegally parked cars. 1

A stadium in the midst of a residential neighborhood is unacceptable.

Artificial turf on this field puts everyone's health at risk.

The baseball stadium should remain on Shea Field.

A portion of the Brighton campus field should be set aside for passive recreation accessible to the neighborhood. 2

Lighting and noise restrictions must be applied. 3

Trees must be planted on the periphery of the entire complex as a buffer.

Why does BC need this elaborate athletic complex? When will the city of Boston make a move to stop college sprawl? It would seem colleges and universities could pool their resources.

Sincerely yours,

Peter G. Dalton
33 Rogers Park Ave.
Brighton, MA 02135

cc. Ms. Jean Woods, Chairperson, Boston College Task Force

Letter 129

Fitzgerald, John BRA

From: Angela Sciaraffa [angdesigns@rcn.com]
Sent: Tuesday, January 15, 2008 11:31 AM
To: Fitzgerald, John BRA

TO: John Fitzgerald,
John.Fitzgerald.BRA@cityofboston.gov

I live in the St. Johns Seminary neighborhood and attended the Jan. 8th BC task force meeting. My concerns echos those heard at the meeting, I worry that the BC proposal of moving all it's athletic and recreational facilities in the midst of a family neighborhood will destroy the neighborhood as we know it. The noise of the sports goers, the PA systems ,the generators, the traffic ,the drunken rowdiness and destruction of property all measures into my less than positive view of this proposal. I worry that my property will depreciate. My home is a good part of my retirement and I am close to retirement age.
It feels this is a David and Goliath situation.
I ask is there anything we can do to lessen the impact on our neighborhood? Can there be plan modifications? Could Shea stadium stay where it is currently located? 1
Does BC have an acoustical consultant on board to address the noise abatement issues? 2

I will continue to go to the meetings and **listen** .

Sincerely,

Angela Sciaraffa

143 Kenrick St
Brighton MA 02135-3843

1/15/2008

Letter 130

Fitzgerald, John BRA

From: Adafreedman@cs.com
Sent: Monday, May 14, 2007 10:51 AM
To: Fitzgerald, John BRA
Subject: Boston College is expanding into our nerighborhood

As a resident of Brighton I object to the Boston College plans to utilize the former Archdioces of Brighton propery to build a baseball stadium, soccer field, parking garage, dorms and building town houses on Foster St. on conservation land. This is a residential neighbohood the extra traffic,extra parking,loud noise, bright lights are detrimental to the safety,peacefull existence and health of the residents in Lake St., Undine Rd, Foster St., Lane Pk., Glenmont Rd., Kendrick St., Portina Rd., Wiltshire Rd., Hatherly Rd., Collwell St., Embassy Rd and Chiswick Rd. Please help us preserve our neighbohood and green space of our community.

Respecfuly submitted
Ada Freedman
12 Wiltshire Rd.
Brighton

</HTML>

Letter 131

Fitzgerald, John BRA

From: Yechezkal Gutfreund [ygutfreund@gmail.com]
Sent: Friday, April 27, 2007 9:37 AM
To: Fitzgerald, John BRA
Subject: Boston College expansion on Foster Street Conservation District

Last night we had a meeting of the residents of Portina,Wilshire,Chiswick,Embassy roads (Brighton) at Shaloh house. The attendance represented a wide cross-section of the 160 families that live on these streets.

There is a great deal of concern in our community about Boston College's plan to build "townhouses" for "seminary students" and to change the Foster Street Conservation District into housing for "seminary students".

There was universal agreement on the following points:

- Our issue with this expansion is much more than just traffic, parking and noise issues
- Because of the large number of young children in our families, the expansion is a direct threat to our families safety, emotional and psychological health, and the future of our ability to live in our quiet enclave
- There is very reasonable concern that either the seminary will move in the future, or their will not be enough seminarians - and this housing will turn into undergrad dorms.
- We ask that the entire conservation district remain as much needed green space 1
- We insist that the foot path from Wiltshire to Foster be re-blocked (cars are driving through) 2
- No "townhouses" should be built on the Foster street conservation district 3
- We would be open to a discussion of a limited number of additional, single-family houses along Foster Street for faculty homes, but we reserve judgment until a detailed plan is worked out.

Our issue with the expansion is more visceral than just parking problems. We have concerns about the exodus of those with families from our neighborhood since the quiet and isolation is the major reason for living in our area.

We are also in violent agreement that we should be part of the larger BC neighborhood

meetings, BC task force, and other groups. Both because the power of numbers and the fact that we are also in agreement about the dangers of the 2,000 person baseball stadium, parking, new dorms, etc.

Thank you.

Dr. Yechezkal Gutfreund
Portina Road
Brighton, MA

Letter 132

January 7, 2008

Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear John Fitzgerald:

This letter is to express my deep concerns about the proposed Boston College institutional master plan. As you know, that plan proposes the development of a 1500 seat baseball stadium, a 500 seat softball stadium and a 100,000 sq. ft. field house on the land located at the intersection of Glenmont and Lake Streets. My street, Willoughby St, runs perpendicular to Glenmont.

I am a life-long (54 years) resident of Brighton and a graduate of Boston College, and have lived on Willoughby Street for 25 years. During those years, I have seen Boston College's relationship with the Brighton community evolve. When I first moved to my house, the days that BC played a home football game were a nightmare with cars parked everywhere in the neighborhood and no spaces for the residents. That situation was remedied, but the threat of two stadiums with all the attendant traffic and noise raises deep concerns for me.

Since the purchase of St John's by BC, we have had a major increase in noise by teams using the field. The football camp is particularly irksome. Right now, that noise is restricted to daylight. However, a baseball stadium with lights does not suggest the same pattern of use. 1

I chose this neighborhood to live in based on its reputation as a quiet, owner occupied neighborhood and it has remained that way for the 25 years I've been here. Because of the neighborhood's reputation, my house was valued higher than other sections of Brighton. I feel that some of that value will be lost due to the proposed BC IMP.

Please consider my concerns and help me save my neighborhood.

Sincerely,

Donna Tramontozzi

27 WILLOUGHBY ST • BRIGHTON, MA • 02135
PHONE: 617-783-0403

Letter 133

FEB. 2, 2008

DEAR MR. FITZGERALD,

PLEASE CONSIDER THE OUTCOME OF ALLOWING DORMS TO BE BUILT ON THE FIELD AND THE BRIGHTON CAMPUS; IT IS NOT A SOLUTION TO HOUSING BC STUDENTS IN BRIGHTON.

TO PLACE THE DORMS IN CLOSE PROXIMITY TO A NEIGHBORHOOD OF FAMILIES OR ELIMINATING ONE OF THE FEW PEACEFUL VISTAS FOR BOSTON RESIDENTS TO ENJOY-IS A GREAT LOSS TO A CITY THAT THRIVES IN BEING THE BEST PLACE TO LIVE.

BC STUDENTS NEED A SAFE ENVIRONMENT AND A PEACEFUL ONE TO BECOME THE BEST THAT THEY CAN BE.

BOSTON COLLEGE CANNOT BE AN ISLAND UNTO ITSELF!

RESPECTFULLY YOURS,

Mary Ellen Daub

Letter 134

S
Ms. Joan L. Spanbauer
30 Willoughby St # 2
Brighton, MA 02135-3135

2/4/08

John Fitzgerald, Project Mgr.
Boston Redevelopment Authority
One City Hall Square, 9th fl.
Boston, Ma. 02201

This letter is sent in relation to the Boston College expansion into the Brighton neighborhood

I strongly oppose any student dormatories, any large seated athletic fields or stadiums, and parking garages being built in the area.

Students bring noise, parties, trash and other troubles.
Stadiums bring lighted fields, more noise, traffic and parking problems.

Traffic today is already reaching the intolerable. Lake St. and Foster St are both highly traveled now. Some days it takes 15 minutes to get through

Brighton Center.

Our Brighton neighborhoods are being destroyed.

Please, put a stop to these plans. We need lower development and preservation of green space.

Joan L. Spanbauer

Letter 135

February 4, 2008

Dear Mr. Fitzgerald

I, Georgia Beleza, have lived at 185 Lake Street since 1939 when my parents bought our house. Our house, which was built in 1830 was in deplorable condition but my father realized the most important factor was location. Therefore he was willing to repair and rehabilitate it.

My four brothers and I were brought up in this lovely area as were my seven children. With BC's proposed 10 year plan our lives will be changed forever. Instead of a lovely residential area, we will be surrounded by a 2,000 seat baseball stadium, parking garages, several synthetic, rubber sports fields, field light noise and undergraduate dormitories for 500 students.

The value of our homes will plummet drastically as did the houses on Beacon Street, College Road, Hammond Street, etc and B.C. bought them up.

B.C. is like a giant plague taking and destroying everything in its way. They are ruthless and don't care

if they destroy people's lives and property as long as they get what they want.

We have attended many meetings to no avail. Their excuse is that we want 92% on campus housing. They already have it but will demolish present structures to build student centers, campus gardens, recreation buildings and move the undergraduate dormitories to the Brighton Campus and Shea Field that was more than enough for their sports.

BC already took over one of our reservoirs to build a stadium and Shea field by leasing it from the City of Boston for 100 years at $1.0 back in the 1950's.

Please listen to our pleas and help us save our neighborhood.

Sincerely,

Georgia Tsacoyianes Belez

Nicholas G Belezos

185 LAKE ST.

BRIGHTON, MA 02135

Letter 136

Eva M. Webster
15 Orkney Road
Brighton MA 02135

February 5, 2008

Mr. Gerald Autler
Mr. John FitzGerald
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Re. Comments on Boston College's Institutional Master Plan (BC IMP)

Dear Gerald and John:

Thank you for your attentiveness and commitment to the Boston College IMP process. It has been a pleasure to interact with both of you this past year.

As someone who has attended practically all BC IMP public meetings held in Brighton within the past year and a half, I would like to share some ideas and opinions that may be useful to you as you prepare the BC IMP scoping determination.

The issues addressed in this letter are as follows:

Student Housing

1

As a homeowner and long-time community activist who understands this neighborhood really well, I cannot emphasize enough the importance of Boston College housing all of its undergraduates in on-campus dormitories (with very few well-justified exceptions, such as students commuting from a family home). This should happen as soon as possible, and it needs to be treated by BC planners as a priority.

I do not think that any BC IMP should be approved at all without addressing this issue. Housing all undergraduate students in a thoughtful manner, in locations that do not disrupt the neighborhood, is the only way BC can give us a measure of compensation for the huge disruption to our lives that their expansion, in one form or another, will be causing in our neighborhood.

Boston College finally taking responsibility for housing its undergraduates (just as Harvard does) is the only way to increase Brighton's respectability and attractiveness in the eyes of

homebuyers — including BC staff and faculty who cannot afford to live in Chestnut Hill, but would like to live in decent conditions close to work. It is also the only way to protect the quality of life for all of us who already live here, some for many years, and who want a real neighborhood populated with long-term residents and families.

I am sure that the BRA will be hearing from some student landlords, real estate agents, etc., who have an interest in preventing this positive change. They will argue that taking BC student rentals out of the neighborhood altogether would be undesirable — naturally, from their perspective — especially if you are an investor who overpaid for a house, and you worry you won't be making the same kind of income that you were from student rentals.

However, we cannot punish the entire neighborhood for greed-driven, speculative decisions of a relatively small number of real estate investors. Aggressive investors make their bets, and it doesn't always work out. It's the nature of that business.

Apart from the improved quality of life for Brighton residents, the number one reason the areas near BC should be rid of undergraduate student rentals is that it would also be good for Boston College. Just as Cambridge didn't "go under" (on the contrary!) because of Harvard students living in university housing, Brighton too will stay afloat and emerge better than ever if we finally remove this number one irritation and corrupting influence in the housing stock.

Eventually, student landlords will adapt and find a way to market their properties to people with decent incomes. They may even forge a business relationship with BC aimed at converting former student rentals into newly renovated housing for BC faculty and employees. Sure — the landlords may have to improve their properties, but it is only fair that they, too, would have to **earn** their money through work, not by just passively collecting income.

Brighton has a very attractive location - so let it be its advantage, not its downfall. If student rental properties end up renovated and sold to owner-occupants who, for instance, didn't want to pay extremely high house prices in Brookline and Newton — it would be, in the long term, of great benefit to our neighborhood, even if it leads to some temporary uncertainty in the near term.

It's clear that real estate prices are getting corrected now by market forces - and in some ways, it is a good, healthy correction. It helps many people who were locked out of the housing market when prices were at their peak 2-3 years ago, and it also helps keep the property taxes of existing Brighton homeowners in check.

For all those reasons, the BRA (the City of Boston) should not be bailing out absentee student landlords in Brighton by leaving BC undergraduates as renters in the neighborhood. If those landlords want to remain in the business, they need to make their properties appealing to non-students (including members of the BC community, such as visiting professors, administrative employees, etc.), or just sell to owner-occupants seeking homes in this general area.

Conclusion: The BRA should continue pushing BC on student housing. A gain of only about 600 beds in the next 10 years, as currently proposed by BC (only about half of what is needed), is insufficient. This big, transforming Master Plan will be a huge missed opportunity for Brighton if BC is allowed to continue to "dump" their undergraduates into the neighborhood's housing stock. Let's remember that each student rental property affects dozens of nearby homes, and it is grossly unfair to many people who make Brighton their home.

Appropriate locations for BC dorms & the Edmonds Hall issue

2

Unless we are prepared to throw embattled Lake Street residents and Chestnut Hill Reservoir users "to the dogs" (which the current BC Plan pretty much accomplishes) — BC dorms must be sited in the central part of the Lower Campus, where they are well buffered from the Reservoir and the neighborhood. If BC wants that part if the campus to be more "airy" (i.e., have some visible open space), then they can accomplish that by building additional beds in Newton.

The current Plan is very unfair to Brighton. All the heavy impact uses are being pushed to our neighborhood. Would it be possible for the BRA to point out to BC that the Newton part of their campus needs to carry its fair share on housing at least?

BC's current strategy to demolish the 790-bed Edmonds Hall, which pushes dormitory use to Shea Field and the former Archdiocese land, is unacceptable, irresponsible, unnecessary, and short-sighted. Why would BC want to harm the neighborhood which they should cultivate as a nice place to live for their own staff, faculty and other employees? (It would be a very helpful recruiting tool to have a nice neighborhood with available housing next to the college.)

It is also obscenely "anti-green" (environmentally irresponsible) to tear down Edmonds Hall, a big, perfectly solid residential structure that is only about 30 years old — and just ship it to the landfill (no one can possibly recycle all those bricks, cement, glass and sheetrock after a wrecking ball makes everything come down).

Edmonds Hall can undergo a "gut-rehab" inside, and be spruced up with light-colored accents to visually enliven the dark brick on the exterior. Attractive, energy efficient windows can be installed. Even if doing such a renovation might cost more than building new, replacement beds, cost alone cannot be permitted to be the decisive factor here for all the reasons stated above.

BC has made an argument that they cannot control their students in large dormitories (and so they want to put dorms close to the Reservoir and people's homes??). BU can control students in large dorms, but BC can't? That specious argument should be dismissed by the BRA as laughable. How about the college putting a BC policeman, or two, on duty in every large dorm, day and night — with more coming to the rescue if needed? (When I once went to look at Edmonds Hall, I noticed that this nearly 800-student dorm did not even have a concierge desk with a live person sitting at it! Any wonder that the mice play when the cat is away?)

The BRA's scope should ensure that the Mods site becomes a well-designed, dense, efficient student housing (which could house students while Edmonds Hall is renovated). BC saving that area for open space is akin to a homeowner keeping his house clean and spacious, and dumping everything he doesn't want inside in his front yard where the entire street is impacted by it.

Since no one objects to administrative uses on Shea Field and on the Brighton Campus — why can't all administrative buildings on the Chestnut Hill Campus, and other functions that do not absolutely need to be there (e.g., Robsham Theatre which could work well in the same complex as the proposed auditorium), become the sites of undergraduate dormitories?

Conclusion: I hope that the BRA's scoping will specifically ask BC to come up with neighborhood-friendly alternatives to the currently proposed plan for dormitories — and that it will recommend that BC retain and renovate Edmonds Hall.

Commonwealth Avenue

3

Locating dorms along Commonwealth Avenue strikes me as very poor planning as well — with student bedrooms right next to heavy traffic, screeching trolleys, and other street noise (e.g., when crowds leave the auditorium after large functions). Dorms on Comm. Ave. will offer no benefit whatsoever to the public streetscape, and their proximity to Lake Street is also too close for comfort for homeowners who live there.

Commonwealth Avenue — used by all area residents, not just BC — should be respected and enhanced as a grand, elegant boulevard and important public amenity. It has historically been, and will always be, an integral part of the neighborhood. Therefore, the uses on Commonwealth Avenue should have a public feel, and be of some benefit to the entire community.

For those reasons, I believe that the More Hall site would be a good location for the new Rec. Center, with small retail on the ground floor. BC offers a number of summer Rec. Center passes to the community, and could even start selling a few for the periods when students are out of town. (Some people in the neighborhood suggested Shea Field as a good location for the Rec. Center — forgetting that a water main that goes through that field prevents a building of the size that BC wants the new Rec. Center to be.)

More so than any dorm, a Rec. Center building at the corner of More Drive and Comm. Ave. could be an architecturally interesting and attractive "landmark" heralding, in a positive way, BC's presence to passing motorists and pedestrians. The building's greater public visibility (than it would have on the Edmonds Hall site) would also increase the desirability of the naming rights ("Connors RecPlex"?, "Lynch RecPlex"?).

Not as large or use-intensive as BU's Agannis Arena (thank goodness!), a Rec. Center building would nevertheless similarly fit well into the Comm. Ave.'s streetscape. Since the ground floor would have small retail, presumably facing Comm. Ave., the main entrance to the Rec. Center could face the Chestnut Hill Campus, and still be visible from, and enhancing Comm. Ave.

Another advantage of this scenario is that the Rec. Center function would still stay south of Commonwealth Avenue, eliminating the need for students living on the Chestnut Hill Campus to cross Commonwealth Avenue to get to it (they would need to cross More Drive, but that road, especially closer to Edmonds Hall, is not nearly as busy as Comm. Ave.).

Most important, putting the Rec. Center on the More Hall site would allow the retention and restoration of Edmonds Hall, and eliminate the need to put dorms on the Brighton campus or on Shea Field. And the place where the current RecPlex stands would be freed for housing.

Losing the Commonwealth Ave. stone wall and old trees in front of More Hall would be sad — but it would not be as bad as demolishing the stone wall and killing the majestic trees at the edge of the former Archdiocese land. Doing so would completely destroy the most attractive and historic landscape feature in that area.

Like many people, I think that putting a large T station in the middle of Comm. Ave. (and causing the wall and the trees to be destroyed as a result, because the road would need to be widened there) would be a HUGE mistake. I cannot comprehend why BC would want to wedge the T station (with trolleys standing there all day long, waiting for their turn to go downtown) right between the Chestnut Hill and Brighton campuses.

Didn't BC say they wanted to "link" those campuses? You don't link two locations by visually splitting them with a large T station.

BC should be concerned with enhancing the ambiance of Comm. Ave. for pedestrians — make it pleasant to walk there — but having trolleys permanently crowding the street and obscuring the views towards the campus on the opposite side goes against that.

It would be in BC's best interest to have the T station stay where it is, and if for some reason that is not possible (what could that reason possibly be?), put it on Comm. Ave. a block or so west of the Lake St. intersection, close to the current station.

More Drive

No rerouting, please! The More Drive—Lake Street axis is an important one. It allows Lake Street residents an alternate route home when Commonwealth Ave. is temporarily blocked (as is likely to happen occasionally with the new BC auditorium use on Commonwealth Avenue). Forcing vehicles that now quickly cross Comm. Ave. onto Lake to needlessly join Comm. Ave. traffic is doing nobody, even those who live on Lake Street, any favors. It would be detrimental to anyone who uses Comm. Ave. on a regular basis. 4

The option of creating a "forked" version of More Drive (keeping the current road, but also building an off-shoot along the cemetery) is a "double-edge sword". It would allow cars from the Brighton Campus (auditorium, etc.) to cross Comm. Ave. a little bit more efficiently towards Beacon Street (and in the opposite direction) — but it would also create an entirely new, full intersection on Comm. Ave., slowing traffic there — and make the More Hall site smaller for building purposes.

Overall, the necessity of efficiently moving vehicles from, and to, the Brighton Campus may necessitate a "forked" More Drive — but BC planners should explore the possibility of designing a building on the More Hall site that would extend over that off-shoot road. If that building is the new Rec. Center, as I think it should be, this could work out very well.

In any case — with More Drive "forked" or not — BC needs to improve the More Drive-Lake/Comm. Ave. intersection by making sure that proper pedestrian-friendly crossings are finally built there (e.g., right now the MBTA fence separating trolley tracks sticks too far into the intersection, narrowing the space that people need to cross Comm. Ave.).

Granted — presently, if you are a pedestrian crossing Comm. Ave. at Lake St., it feels like intruding on Comm. Ave.'s traffic. But there are ways to remedy that without eliminating More Drive, or building a contrived, futuristic sky bridge (another needlessly overreaching - pun intended! — idea in the current Plan).

This particular intersection currently gets such a bad grade from the traffic engineering standpoint not because of More Drive connecting to Lake Street (there is nothing inherently wrong with two roads intersecting at 90 degrees; it's simple and efficient) -- but because of what is currently happening right past that intersection towards Newton (roads splitting in a confusing way around some kind of a fat median), and inadequate crossings for pedestrians.

Conclusion: BC should make More Drive work better but not disconnect it from Lake Street.

Baseball Stadium

What happened to the idea of just good old-fashioned "playing fields" for BC students to use for intramurals to keep in shape and have fun moving their bodies? Why does BC need a baseball stadium for 1500+ spectators — while other equally and more reputable universities can do without it? 5

Sadly, it makes it clear that Boston College has made a decision that, as it grows, it wants to market itself to the kind of students who choose college based on whether it has a competitive baseball team. That's disappointing.

It would be better if BC's competitive advantage derived from its strong, undiluted emphasis on intellectual, scholarly, civic, artistic or otherwise creative pursuits by undergraduate students — and not from encouraging addictions to competitive sports that already completely dominate popular culture, and suck tremendous amounts of time out of millions of people glued to watching other people play for money. (Yes, I know this is irrelevant to the BRA's scope of the BC IMP.)

Still... the impact that all those people could have if they applied all that time, energy and money to something more important and productive. There is nothing redeeming to the mind, body, spirit, or one's own financial bottom line, to excessively watch others engage in competitive sports — your own mind and body then getting rusty.

So the proposed baseball stadium is not in any way essential, or necessary to the educational purpose of Boston College — and in fact detracts from it by focusing young people on being sports "consumers", and taking time away from other activities ...like perhaps trying in some meaningful ways to make the world a better place.

Of course I am a realist and don't expect the BRA to put those arguments in the scoping determination. BC has a right to choose its own direction; they are the ones who determine what their students should or shouldn't do. But since I hope that BC IMP public comments, and this letter among them, will at some point be read by at least some high-level decision makers at BC, I just needed to say those things. 6

Conclusion: The baseball stadium is overkill. If erected in any shape or form, it needs to be environmentally friendly, and so it should have grass, not artificial turf (this goes for the other fields, too). Direct neighbors who will be strongly impacted need to weigh in heavily on details of how the stadium and the fields will be used.

Buffer zones at the Brighton Campus and along More Drive

It is not good enough for BC to just say that it will keep the wooded area along Lake Street and some other parts of the Brighton Campus undeveloped. Brighton streets — Lake, Greycliff, Lane Park, Glenmont, and Anselm Terrace — would be ruined if BC's development ever comes too close to them.

Likewise, a substantial buffer is also needed on Shea Field, and the current setback of Edmonds Hall must be maintained.

Conclusion: The scoping determination should point out this issue, and require BC to address it in a meaningful way now, as part of this IMP process, not at some later time.

The Foster Street development -- housing for seminarians

This in my opinion is a fairly benign use, and if sufficiently buffered from Portina Raod, not detrimental to the neighborhood - but with a few caveats.

Boston College should properly restore the existing Foster Street houses that it owns, and find a creative way to incorporate them into the new development (perhaps as faculty housing). 7

These houses strengthen the historic fabric of the neighborhood and are a part of the traditional streetscape that should be respected. They would look very beautiful after being restored to their original condition, and improved with some esthetic enhancements and landscaping.

Boston College will be infusing a lot of new, large, contemporary, institutional architecture into our area - and so they should spare these small structures that link the neighborhood to its past. It would in no way prevent the new development. You just have to be creative about it. If Harvard could do that with old homes in Cambridge, so can BC.

Boston College should not be fighting the neighbors on such a relatively small issue. Keeping a few nice little homes lining Foster Street and enhancing its character would be good for the area, and for BC as well (since they need faculty housing).

Additionally, the Foster Street Rock, a unique and amazing topographical feature, should continue to be publicly accessible, so it can be enjoyed by everyone as it has always been.

BC's proposal to prohibit undergraduates from renting in 1-2 family houses

Though not included in the IMP — and only recently verbally communicated in a public meeting — it is clearly an effort to diffuse opposition to BC plans by splitting the community. The legality and enforceability of such a policy is highly questionable (it could, therefore, be easily dropped later, after achieving its purpose of mollifying some residents).

What is certain is that this policy is irresponsible and highly divisive. It would divide Brighton residents and homeowners into first and second-class citizens - the lucky ones who live on streets that only have 1-2 family homes, and the rest of us who live on streets that also have 3-4 family dwellings, or apartment buildings -- which is most on Brighton.

I have an alternative solution in mind that I think would be much more sensible, fair, and enforceable. I will submit it for a community discussion on the Boston Neighbors Forum some time soon, as this is not directly relevant to the scoping task that the BRA will work on in the coming days and weeks.

Thank you very much for this opportunity to present these comments and opinions.

Sincerely,

Eva M. Webster
(sent electronically)

Cc: Mayor Thomas M. Menio
Mr. John F. Palmieri, Director, Boston Redevelopment Authority
Mr. Michael Kineavy, Mayor's Office of Neighborhood Services
Mr. Jay Walsh, Mayor's Office of Neighborhood Services
Mr. Paul Holloway, Mayor's Office of Neighborhood Services
Senator Steven A. Tolman
Representative Michael Moran
Representative Hevin Honan
Councilor Mark Ciommo

Letter 137

Antoinette Rossi
222 Lake Street
Brighton, MA 02135
(617) 782-3760

February 5,2008

John Fitzgerald, Project Mgr.
Boston Redevlopment Authority
One City Hall Sq.-9th Flr.
Boston, MA. 02201

B.C. 10 yr. Master Plan

Gentlemen:

I have lived on Lake St. for 60 years at the above address. I consider it the most desirable location in the Brighton community.

In the past, present and future I have been active and plan to be active in my community.

I was a founding member and past president of Brighton Main Streets.
Present member and past corresponding secretary of The Brighton-Allston Improvement Association.
Recipient of the Unsung Hero award on June 4,2003 from the Allston-Brighton Healthy Boston Coalition.
It has been my pleasure to work with the Boston College Community Relations office in the past, Jean Sullivan McKeigue and presently with Thomas Keady and Jeanne Levesque.

The 10yr. Master Plan which I recently received is impressive.
I have reviewed the Plan and make the following recommendations:

1. Please try to accommodate students on the Upper B.C.Campus. It will benefit the students to be closer to their academic facilities. 1
2. I strongly object to the Traffic Plan which would place the"T " platform for the B Line at the entrance to Lake St. thus cutting Lake St. off from the natural traffic flow and isolating us. It would restrict our normal open road flow. 2
3. I recommendthat both Lake St. and Beacon st. both receive and remain open to Thomas Moore drive traffic. 3
4. I recommend a buffer zone of 10'bushes or trees at the corner of Lake St. and Glenmont road corner from the St. John Seminary entrance(opp. LakeshoreDrive.) This would eliminate some noise from the playing fields and shield the parking areas. 4

Lastly, I suggest that Boston College preserve the beautiful architecture of the Seminary buildings namely The Cardinal's Residence, St. Williams Hall, The Chapels and beautiful Dining Halls. 5

A Fine Arts Complex on Lake Street is most welcome. 6

Thank you for this opportunity to share my views on this matter.

Very truly yours

Antoinette Rossi

Antoinette Rossi
Lake St. Resident

Fitzgerald, John BRA

From: JAS MAGUIRE [jasmaguire@verizon.net]
Sent: Tuesday, February 05, 2008 7:20 PM
To: Fitzgerald, John BRA
Subject: BCs 10 year plan

We are against BCs 10 year plan. Such a baseball stadium would only add to the already overwhelming traffic situation in Brighton.
We hope they will consider trying to preserve the beauty of what was once St. John's Seminary and go with research facilities and such.

Donna & Jim Maguire
150 Foster St.
Brighton, MA 02135

Letter 139

Fitzgerald, John BRA

From: Ilene Solomon [lilsol@comcast.net]

Sent: Monday, February 04, 2008 8:47 PM

To: Mayor; Steven Tolman; Michael Moran; Kevin Honan; Ciommo, Mark; Walsh, Jay; Kineavy, Michael; Holloway, Paul; Will Luzier

Cc: Fitzgerald, John BRA

Subject: Boston College dorms @ Shea Stadium

Please DO NOT approve this BC dormatory building until a plan for maintenance of the reservoir and lighting of the reservoir is approved.

It is SHAMEFUL that Boston College has offered to pay for these items but noone is willing to discuss this plan. Why not?

Ilene Solomon
2400 Beacon St. #110
Chestnut Hill,MA
02467

Letter 140

Mayor Thomas Menino Mayor's Office 1 City Hall Plaza Boston, MA 02201

January 29, 2008

RE: Boston College Institutional Master Plan Notification Form

B.R.A.

2008 JAN 31 P 3:31

Dear Mayor Menino,

I am writing to urge you to make the following recommendations to Boston College's IMPNF proposal for their Brighton Campus:

1) Ask the college to seek an alternative site to build a baseball stadium. The newly proposed stadium on the Brighton Campus is much too close to our densely populated residential area. The lighting, noise, and traffic would have severe adverse effects on our community. I am not in favor of a stadium on any area of this property. 1

2) Require the existing set back along the Commonwealth Avenue corridor to remain. The existing buildings such as the former Cardinal's Mansion to the North and Moore Hall to the South, should be the marker of future allowed set backs and height requirements. The openness of this entire area as it currently exists, particularly as an entryway down Commonwealth Avenue to the Brighton neighborhood of Boston, is aesthetically beautiful with the current mature landscaping and architecturally beautiful stone walls on either side. The same applies to the mature trees, stone walls, and gently sloping land that boarder the length of the Brighton Campus along Lake St. and Greycliff Rd. 2

3) Prevent the removal of the current natural landscape of fields and grass throughout the property. Please do not allow the installation of large areas of artifical turf on this property. 3

4) Encourage Boston College to seek to preserve and protect the current landscape, architecture, pastoral areas and numerous mature healthy trees that comprise the beautiful wooded areas of the Brighton Campus. The aforementioned are historically significant in their construction, planning, and placement and should not be disrupted by the newly proposed development strategies currently outlined in the IMPNF. 4

5) Encourage the proper renovation and subsequent low impact (to the community) use of the existing architectural structures and landscape. Administrative and some academic uses would coincide with the traditional and historic use of the Brighton Campus. Creations of new parking garages, dormitories, and any other buildings that would disrupt the aesthetic and historical beauty of this area should be discouraged. 5

Letter 141

Dear Mr. FitzGerald,

I would first like to thank you and the BRA on behalf of the many residents who live in Allston/Brighton for taking the time to read our concerns involving the institutional expansion planned by Boston College on the former St. John's land. As you know due to unfortunate circumstances involving the Catholic Church in recent years, the former land occupied by St. John's Seminary in Brighton was sold to BC in order to finance the legal expenses of the church. As a result of the land purchase, BC has set forth some very aggressive plans to develop within the very community which many Boston residents live and call home. This is of great concern to not only the residents who live in the area that BC plans to develop, but to the rest of the Allston/Brighton community. Before I go into further detail about community concerns involving BC's institutional expansion I would like to make clear that the community is not against some of the development proposed by BC as some proponents to the expansion plan are trying to claim.

Unfortunately BC has historically shown little to no compromise with their past developments concerning the neighboring community. Therefore I would like to outline some of the concerns involving the planned BC expansion before any kind of decision is made to grant BC permission to develop on the former St. John's land. It is my wish that the BRA takes these concerns very seriously concerning the major impact that will occur on the community.

<u>The plan to develop further student housing on the former St. John's land</u>

One of the biggest problems Allston/Brighton (and many other communities in Boston) face is the growing student population that reside in the Boston neighborhoods which results in the decline on the quality of life for many families. As you know many students who attend the various universities and colleges in Boston live within the Boston neighborhoods. I am sure you are aware of some problems this creates on the residents who live in Boston year round trying to raise families because unfortunately there is a population of these students who have very little regard on the surrounding community. By allowing BC to build and develop student dorms on the former St. John's land it will embed more students within the community which unfortunately from past experience will amplify the problems faced within the neighborhood with high student population.

There is nothing wrong with the university creating a plan that benefits itself in a productive well though out manner, but if it has a negative impact on the surrounding neighborhood then BC cannot be allowed to do as it sees fit. BC has adequate land to develop more dorms for student housing on their main campus. The residents of Allston/Brighton are not against further development to house more students on campus. We are proposing that Boston College build dorms on the main campus to house their students instead of housing them within the neighborhood which will cause further hardship in the community. The former St. John's land can be used to house administration and faculty resources while putting the student body on the main campus away from the surrounding community.

As a result of the constant expansion by the local universities many communities, Allston/Brighton and many communities in the city of Boston are experiencing a dramatic increase with families leaving. Further BC student housing expansion within the Brighton community will only intensify this trend due to many concerns with the decrease in quality of life caused by the student population.

The Allston/Brighton infrastructure may not be able to support such a dramatic expansion BC has proposed. The local Boston Police department is already stretched to its limits concerning crime and protection for the community. Further expansion in the community will just create an increased burden for the police department. By having BC develop student dorms on the main campus, the responsibility of the student behavior is now on the BC campus police department who patrol the campus grounds. BC can hire more police if needed or as they see fit and incur the expenses for further police hires on their own budget, yet without straining city of Boston resources or budgets.

<u>The plan to build student athletic stadiums on the former St. John's land</u>

There has been a proposal to build a baseball stadium on the former St. John's land. While a baseball stadium may sound like a very attractive feature to the former St. John's site it does not come with a series of problems. In considering whether to allow BC to build such a complex, please take into account the following considerations that will occur as a result of such a proposal.

The off campus proposed location of a stadium will have a significant impact on the surrounding neighborhoods due to increase noise and congestion that would accompany such a proposal. Along with the increase of noise and congestion there are issues concerning trash and maintenance that will also impact the surrounding area as well. 1

The proposal to have a public address system will also have a damaging effect on the community as well due to the noise generated by such a feature.

The proposal for night games also poses a threat to the surrounding neighborhood because this invites more problems during times when families are at home.

In conclusion to the institutional expansion plan BC wants to implement it is of the opinion and experience of many in the surrounding community that the college should have investigated and performed more analysis of the impact on the surrounding community as a result of purchasing the former St. John's land. It is a clear indication from BC's aggressive plans and quick desire to purchase of the land that it does not take in consideration the impact on the surrounding community and only wishes to address the needs of it self.

Letter 142

Fitzgerald, John BRA

From: Eva Webster [evawebster@comcast.net]
Sent: Tuesday, January 29, 2008 4:24 AM
To: BC_Neighbors_Forum@googlegroups.com
Cc: Fitzgerald, John BRA
Subject: Re: [BC_Neighbors_Forum] Open Space

I'd like to comment on some of the issues raised in the long message by "brightonresident" (I know the person's identity but respect her wish to stay anonymous).

I agree 100% that BC should retain the spectacular stone walls and old trees along Commonwealth Avenue, together with the rock outcropping at the corner of Lake which is beautiful and defines the original topography. It would be heart breaking to lose that beauty, just to have contemporary buildings come all the way to the sidewalk. That is even foreign to the character of the BC campus. They have "breathing room" between all buildings and public sidewalks -- both on Comm. Ave. past the St. Ignatius church, and on Beacon Street in Newton.

It is beyond my comprehension why BC would want to destroy these gorgeous elements that give the area a classy look, a sense of time (history), and make it unique and different from the urban drabness of Comm. Ave. near BU which has no setbacks.

That Sasaki, a reputable firm, would not argue in favor of retaining those elements is really strange. Good architects want to retain the sense of place, not obliterate it. Maybe they were told to design Comm. Ave. buildings all the way to the sidewalk by BC people who have power to impose their views on the architects, but know nothing about good design.

I just hope that the BRA will not think that this high-profile block of Comm. Ave., a unique and historic piece of Brighton (and Boston) should be developed just like any downtown street.

If BC is allowed to change the look of Comm. Ave. in such a drastic way, it will be most disrespectful not just to the local community, but also to the Catholic church. It will look like BC is trying to remove everything that is reminiscent of the Archdiocese of Boston.

However, with respect to "brightonresident's" ideas for Shea Field, I find them very troubling. I strongly disagree with them — as I'm sure would most people who use and enjoy the Reservoir.

The impact of that huge Alumni Stadium is hard enough on the Reservoir and nearby residents, and just because BC owns a few houses directly in front of that Stadium does not mean that the homeowners directly behind those houses, and along Beacon Street facing the Reservoir, as well as going westward from the Stadium, should have more heavy athletic uses and traffic piled on them.

If the Alumni Stadium was in Brighton, how would people here feel if Newton people said, "Oh, those folks in Brighton already have the football stadium, let them have the baseball stadium too". "Brightonresident" would be the first one to rant against such injustice.

The idea of putting the baseball stadium on Shea Field won't fly for reasons that I once

mentioned before — but also because BC could never get the affected homeowners in Newton (and the City of Newton that supports them wholeheartedly) to agree to another stadium.

BC would have to face multiple, exhausting and costly lawsuits, and on top of the legal costs, they would end up having to buy all those multi-million dollar houses that would suddenly lose value if a baseball stadium came to Shea Field (just as they had to buy the houses adjacent to the Alumni Stadium).

I would respectfully suggest that BC would rather pay for houses on Lane Park than in Chestnut Hill.

If anything, people in Newton now know how to use the legal system to their advantage, because the painful experience with the football stadium taught them a lesson they never forgot. They got better organized after that. So when BC a few years ago wanted to build a large Student Center too close to their homes, they actually got the the City of Newton to sue BC.

The lawsuit dragged for years, and when BC won, Newton would keep appealing over and over — and even though the final ruling was against them, they simply won the war of attrition. BC backed off. (The Student Center, now called "University Center and Robsham Extension) is going to be built in the space between the Comm. Ave. garage and the Mods site (behind the Robsham Theater & Corcoran Commons) on the Lower Campus.

"Brightonresident" does not understand that the reason students from BC dorms (including Edmonds Hall) currently do not trash the Reservoir is because they have no reason to go through the Reservoir parkland on their way to and from night-time entertainment.

If you are a student living in Edmonds Hall, or any other dorm in that area, it is much easier to take Comm. Ave., a straight shot to Cleveland Circle. You'd have to go out of your way to enter the Reservoir through the gate that's across the street from where Shea Field abuts "Beer Can Hill", and then it's a longer way because the path is winding.

However, if students live on Shea Field, they will only have to cross More Drive and continue walking through the Reservoir parkland.

Instead of just writing more about it, I'm pasting below an email conversation I had with someone in my neighborhood on this issue. My correspondents questions are in green, my responses in blue.

> Dear Eva,
>
> I have a question about this dormitory development plan at BC. I agree with you that it's a foregone conclusion that having dorms on Shea Field will produce a flow of drunken students across the reservoir every night.

Strongly agree.

> My question is what will happen instead if BC's plans are not approved--will things stay the way they are now (which is not good anyway)?

No. BC Plan will be approved one way or another, but people in Brighton who have been participating very diligently in the public process are fighting to get some good changes incorporated so it has fewer bad impacts on the neighborhood.

> Right now, we have the drunken students walking around directly in our midst.

This is true because BC students rent in our neighborhood -- but this is going to come to an end when BC, instructed by the City, puts nearly all of them on campus in several years (it's going to be happening gradually as they keep adding new dorm beds).

> The Shea Filed dorms would have them walking away from our neighborhood to get back home, instead of through our neighborhood, which almost seems like it could be an improvement,

If they come from Roggie's, which is near you, you're still going to hear them as they walk towards Comm. Ave. Then, if they live in Shea Field dorms, they would take the path down to the Reservoir at the corner of Comm. Ave. and Chestnut Hill Ave. (the shortest way), or Chestnut Hill Drive behind the Comm. Ave., buildings where they could easily vandalize cars and so on because it's secluded (they don't tend to do it on Comm. Ave. because you're very visible there).

Right now they tend to stay on Comm. Ave., and even catch a late trolley when it comes -- which is better because most people in the buildings that back to the Reservoir have their bedrooms in the back. If students walk there, it will be worse for them.

I really don't think it would be an improvement for the neighborhood if they go drunk through the Reservoir where the police can't get easily in their cars, and they will be hooting there scaring wildlife and waking up people whose homes overlook the Reservoir, and also leaving bottles, cans, and articles of clothing behind, which will be sitting there.

Trash on Comm. Ave. gets cleaned up promptly (not so in the parkland) because building superintendents always clean in front of their buildings -- but there is no one to do it at the Reservoir (there aren't any trashcans along the path, which I think is in some ways better, because it looks more natural, less like a city, and that's what people value).

It's preferable to channel student traffic to Comm. Ave. -- it's a public street and you can't avoid having them walk there — but spare the Reservoir, which I think is our greatest treasure, the reason many people live here.

It's not just about night-time traffic that would be a problem, but also groups of loud students ruining the peaceful park experience for the Reservoir users when they would start treating the Reservoir like an extension of Shea Field. Right now, the Reservoir is the only place where you can go to around here to restore your spirit. We wouldn't want it to feel like a campus or a street.

> What is the current student traffic situation around and through the reservoir?

There is no student traffic at the Reservoir at all because it's out of the way for them. We only get BC runners and athletically inclined students using the Reservoir, and they are good, never drunk, don't trash anything.

> I suspect there are undergrads who already make that trip down to Cleveland Circle on a regular basis to party.

No, right now all BC dorms are closer to Comm. Ave.; it's more convenient for students to walk there or even take a trolley. See on the map. Putting the Reservoir in their path would be a disaster, harming the only good thing we have going in this neighborhood. If the Reservoir has rowdy students walking through it, for many people this will be slap on the face of the worst kind. The only place where you can escape will feel like BC campus.

> I'm sure you understand that it's very tempting to have the student body at least pushed back to the other side of the reservoir. At least then when they leave Roggie's drunk, they will be walking away from us instead of among us.

You can't push them to the other side of the Reservoir without putting the whole Reservoir in danger.

Endangering the peacefulness of the Reservoir is unacceptable because it is only one of two substantial open spaces in A-B (the other is far away, along the river). We must shelter it from negative impacts for our own sake -- and for the sake of future generations in Brighton. In the future (hopefully distant), when the former Archdiocese land is fully developed and looks like an institutional campus, Brighton residents will only have the Reservoir within walking distance to go to and feel that they are in a natural environement.

Thanks again for your interest.

Eva Webster

Letter 143

Fitzgerald, John BRA

From: Jim Solomon [jsolomon@fireplacerest.com]
Sent: Monday, February 04, 2008 9:16 PM
To: Fitzgerald, John BRA
Subject: The Chestnut Hill Reservoir
Importance: High
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mayor Menino, Senator Tolman, Representative Moran, Representative Honan, and Councilor Ciommo:

I am supporting the letter below. As a resident of **The Waterworks**, and owner of ***The Fireplace*** restaurant in Brookline, I respectfully submit the following.

Nearly 10 years ago, when Boston College's pervious Master Plan was under consideration, I was honored to host a meeting in my living room between a group of committed Brighton neighborhood activists and Mayor Menino. The meeting was arranged by the late Councilor Brain Honan to discuss the need for Boston College to house its undergraduate students on campus.

We greatly appreciated the mayoral visit back then, and people in Brighton will always have warm memories of Councilor Honan for going out of his way to arrange it -- because the meeting led to a huge relief in our student housing problem. Prior to that visit, BC was refusing to build any dorms at all; afterwards, they agreed to build approx. 800 beds and it has made a big difference in our quality of life in recent years.

Mayor Menino's decision to help us back then saved our neighborhood from tipping toward being unlivable. I don't believe I ever had a chance to personally thank the Mayor for that, so this letter gives me this opportunity. Thank you, Mister Mayor — we were able to stay in our homes and continue living in Boston because of you.

At this time, 10 years later, we still need to strive for more beds on the BC campus — with the goal of having all BC undergraduates living in dormitories (the sooner, the better) -- but we are facing a big problem persuading BC to locate student housing in areas where it is not going to negatively impact the abutters and precious public open space at the Chestnut Hill Reservoir.

This letter is being written out of deep concern about the impact of 3 dorms (totaling nearly 500 beds) that BC proposes to build on Shea Field -- just a stone's throw from the Reservoir basin.

The geography of the area is such that placing dorms in that location will instantly make the Reservoir pathways the most direct route for students from those dorms making their way to and from Cleveland Circle drinking and eating establishments -- in daylight, but also after dusk when the park is not supposed to be used.

The peaceful nature of the Chestnut Hill Reservoir parkland would be irrevocably damaged if

its pathways end up being used as efficient short-cuts for hundreds of students looking for a "night of fun" in Cleveland Circle and Washington Square (Brookline) bars.

A close examination of the map (pls. see attachment; it shows 3 U-shaped dorms right near the basin) makes it very clear that this would be the case.

Undergraduate students housed in dorms rarely, if ever, own cars, so they always walk to the nearest places that can provide them with entertainment. Except for Cleveland Circle/Beacon Street, there is no other location with bars that is within comfortable walking distance from Shea Field. When bars close, students start heading home between 2 and 3 a.m.

Young inebriated people traversing through a park with a large body of water late at night is a prescription for a disaster.

BC students' safety notwithstanding, the pedestrian traffic generated by the Shea Field dorms during day-time as well would have a very serious negative impact on the peacefulness and appearance of the Reservoir's spectacular and unique parkland.

This area is a jewel that is cherished and utilized for recreational purposes by many people of all ages from the densely populated nearby communities and beyond.

In a nutshell, the impacts would be detrimental to 1) Reservoir users who would be running into loud-talking, boisterous groups of students filling the width of the paths, 2) residents whose homes overlook the Reservoir, who would hear noises at night, and 3) DCR as the steward of the land -- because cut-through traffic from the dorms will increase trash and other problems associated with overused parkland.

DCR has no resources to hand-pick trash on a regular basis (the only way a parkland can be kept clean) -- therefore, it is certain that beer cans, bottles, fast food debris, and lost articles of clothing would start littering the Reservoir landscape.

BC students using the Reservoir to run/jog/walk are very much welcome. However, when a park is routinely used by young people for non-recreational purposes, just as a pass-through, it attracts underage and public drinking, drug use, and increases the likelihood of random assaults.

Fortifying the police presence is not the answer because, in addition to putting added pressure on police resources, frequent presence by law enforcement defeats the purpose of having a peaceful, welcoming, country-like park.

Another example of a negative impact of Shea Fiels dorms derives from their direct proximity to Alumni Stadium. On football game days, and even when the Eagles play elsewhere, those dorms will have outdoor parties inevitably attracting scores of students from other parts of the campus. Those celebrations will be easily spilling over to the Reservoir, driving away wildlife and non-BC human users.

After years of problems described above, public pressure on Boston College to deal with them may prompt BC to launch efforts to gain control of the Reservoir — for the sake of their students and to improve the Reservoir's maintenance, they will say. We all know what happens to natural open space when it falls in the hands of a growth-oriented institution. We cannot afford such an outcome — but the presence of dorms on Shea Field may indeed lead in that direction.

Community voices concerned with the Reservoir's welfare have barely been heard during the BC Task Force process to date because the primary focus from the beginning has been on the former Archdiocese land, the Foster Street parcel and Commonwealth Avenue (all important, of course). Also, regrettably, the current Task Force has no representation from the groups in the Cleveland Circle/Reservoir area that are concerned with open space.

Furthermore, it is hard to reach and organize parkland users during the holiday season (BC filed their Plan on Dec. 5) and now in the dead of winter -- with the BRA comment deadline coming up on Feb. 5. Despite some efforts to publicize the issue, the vast majority of people who use and love the Reservoir do not know of the impact that the BC Plan will have on their favorite open space.

Neighborhood residents will be surprised and horrified if, down the road, they see big construction right next to the Reservoir and learn that the new buildings will be used for housing undergraduate students. They will wonder, "Where were the elected officials to spare us that?"

This federal, state and City of Boston Landmark needs and deserves all the protection and consideration that any elected official or governmental body can muster. Boston College must be told to be a considerate neighbor on all sides of its campus, not only with respect to the former Archdiocese land, important as it is.

Fortunately for Brighton neighbors, BC has enough room to house all undergraduates on the Lower Chestnut Hill Campus (on, and near the Mods site), especially if some beds are also added on the Upper Campus in Newton. The Edmonds Hall/Mods/RecPlex area is well buffered both from the Reservoir and people's homes, and that's where Brighton residents want BC undergraduate students to be housed.

The entire Mods site should be used for a dense, efficient undergraduate housing complex. The proposed demolition of Edmonds Hall (a 790-bed solid-brick dormitory that is only about 30 years old and sufficiently removed from the Reservoir) is causing a catastrophic domino effect that pushes replacement beds where they are not welcome. The BRA should put its foot down and require BC to renovate, not demolish Edmonds Hall.

* * *

Each year, the beautiful public open space of the Chestnut Hill Reservation serves thousands of people who seek a natural, serene environment to "recharge their batteries" so they can better cope with the stress and competitive pressures in their daily lives. Year after year, decade after decade, it amounts to MILLIONS of local citizens and visitors who seek peacefulness and undisturbed beauty of nature at this location.

Mayor Menino, Senator Tolman, Representatives Moran and Honan, and Councilor Ciommo -- please support your constituents and protect our neighborhood's greatest public treasure.

We do not want dorm use on Shea Field, but would welcome a properly buffered academic or administrative building.

Thank you for your consideration of this important matter.

Sincerely,

Eva M. Webster
Brighton resident
Acting President of the Chestnut Hill Reservoir Coalition (CHRC)

Jim Solomon
Chef/Owner
The Fireplace

Letter 144

February 3, 2008

To: John Fitzgerald
Project Manager
Boston Redevelopment Authority
One City Hall Square , 9th fl
Boston, MA 02201

We are residents of Boston, pay taxes and vote in Boston.
We are strongly opposed to having Boston College build dorms at Shea Field on Beacon Street. We firmly feel that the expansion will hurt the quality of life in our neighborhood.
We suggest that the dorms be built in another location that is more suitable.
Sincerely,

Drs. Andrew + Neala Melcer
2496 Beacon St.
Chestnut Hill, MA 02467 mailing address
Boston resident

Mrs. Janet Riley
54 Ackers Ave
Brookline, MA 02445
vicinity of Boston College

AUSTIN WENTWORTH
326 RESERVOIR ROAD
CHESTNUT HILL. MA 02467

Letter 145

January 24, 2008

Dear Mr. John Fitzgerald,

This letter is in response to the proposed project by Boston College on the former Archdiocese property. As a resident of the condo association at 2035 Commonwealth Ave I have much concern for the amount of traffic and effect on the neighborhood that would result from the development of a sports stadium and new dormitories. I am opposed to high impact development that would hugely alter the green spaces in our neighborhood and urge you to please consider the local voices concerned.

Sincerely,

Sydney Kwan 2035 #6
Joshua Callahan 2035 #6
Eunjee Kim 2035 #5
Jennifer King 2035 #8
Paola Rigaldi 2035 #11
Jasmin Smith 2035 #15
[illegible] 2035 #12A
Lee King 2035 #3

Letter 146

Fitzgerald, John BRA

From: harold and janet [hjgold@rcn.com]
Sent: Tuesday, January 22, 2008 8:42 PM
To: Fitzgerald, John BRA
Subject: B.C.'s building plans

Dear Mr Fitzgerald,
As a resident of Brookline-near-THE-reservoir, I am writing to express my concern - in fact, my opposition - to Boston College's proposed 500-student dorm on Shea Field. How about building an administration building? What about classroom space?
I dread the impact that a huge dorm will have on the Reservoir: architecturally; aesthetically; socially; NOISE-ILLY !!!!

Thank you for your consideration.

Sincerely,
Janet Gold
240 Dean Rd
Brookline

NC

Fitzgerald, John BRA

From: pjszufnarowski [pjszufnarowski@comcast.net]
Sent: Tuesday, February 05, 2008 10:10 PM
To: Fitzgerald, John BRA
Cc: thomas.keady@bc.edu
Subject: Boston College IMPNF

February 5, 2008

Dear Mr. Fitzgerald,

I am writing to you via email to request that you remove my name from the Brighton Neighbor's Housing Petition that is being submitted for the BRA's consideration in regards to Boston College's IMPNF.

Upon further consideration of the aforementioned petition, I have decided that the requests it contains are too restrictive. That is why I would like my name removed from the petition.

I initially considered the Brighton Neighbor's position in opposition to undergraduate housing on the Brighton Campus reasonable. Upon further consideration, I have realized that the Greycliff Dorms along Commonwealth Ave. in Brighton have not had undo adverse effects upon the quality of life in our neighborhood. I moved to Brighton in 1985 and have resided for many years in a property adjacent to the Greycliff Dorms.

I do not oppose the proposed dorms on Shea Field in B.C.'s IMPNF. I like the way the dorms are positioned between the wooded area and the field, perpendicular to the Chestnut Hill Reservoir. The Edmonds dorms that currently exist are adjacent to the Chestnut Hill Reservoir in a similar way and I have never found them to be a problem for our community. 1

I recognize Boston College to be an outstanding academic institution that offers many valuable resources to our Boston Community. In respect to the housing issue, it has not been student dorms but rather overcrowded, unkempt, and unsupervised rental properties maintained by landlords with no affiliation to Boston College where undergraduate Boston College students who can not obtain on campus housing reside that often times are the cause of late night disturbances in our neighborhood. This situation has been an ongoing problem that Brighton Neighbors and Boston College Officials agree tends to have a negative impact on the quality of life of permanent residents. I am glad to see that B.C.'s IMPNF proposes to address this issue by offering more on campus housing to attendant undergraduates. I have now decided that I will support an agreement between the BRA and Boston College that can accomplish this as is currently outlined in the IMPNF. 2

If you need more information please contact me at the above email or via telephone at 617.787.9424. Thank you for your prompt attention to the removal of my name from this petition.
P.J. Szufnarowski

Letter 148

Fitzgerald, John BRA

From: Nancy Mueller [nkmueller@comcast.net]
Sent: Monday, January 28, 2008 10:50 AM
To: Fitzgerald, John BRA
Subject: BC Master Plan
Attachments: BC_housing_petition2008.doc

Mr. Fitzgerald,

As a very close neighbor to the Chestnut Hill reservoir and Shea Field, we vigorously oppose the constrution of dorms on Shea Field. BC has adequate space if the MODS are torn down to place student housing away from neighboring Chestnut Hill. we support the attached petition and ask that the issues be examined carefully before any action is taken. 1

Charles and Nancy Mueller
22 Chestnut Hill Road
Chestnut Hill, MA

Letter 149

To: Boston Redevelopment Authority
Re: Housing Issues in the Boston College Institutional Master Plan Notification Form
Date: January 22, 2008

As many Allston-Brighton residents, we are concerned about the disproportionately large number of undergraduate students (including Boston College students) living in houses and apartment buildings in our neighborhood. The neighborhood is plagued by quality of life issues related to student rentals, which leads to an increasingly transient population. As a result, it is difficult to attract families to Allston-Brighton, and keep them here.

Therefore, we urge the BRA to seek revisions in BC's proposed Institutional Master Plan in order to better serve the needs of the Allston-Brighton community. We ask for the following:

1. By 2018, BC should be required to provide on-campus housing for all of its undergraduate students (except those studying elsewhere or commuting from family homes in the greater Boston area).
2. Undergraduate dorms are unacceptable on the former seminary grounds, which borders a residential neighborhood, and should not be built. BC can, and should, colocate its undergraduate students in the traditionally residential parts of the Chestnut Hill campus (both Boston and Newton) that are not directly adjacent the Chestnut Hill Reservoir.
3. It should be ensured that: the proposed housing for Jesuit seminarians on Foster Street is used for absolutely no other purpose far beyond the 10-year IMP time frame; that the extension of Wiltshire Road is never re-opened; and that buffer zones are increased.

To accomplish these goals, we request the BRA's scoping determination include the following:

1. BC should maintain the Edmonds Hall site for dormitories -- as well as the current site of the Rec Plex (Flynn Recreation Center), should they wish to move it elsewhere. 1
2. To make good use of available land and maximize open space, BC should build dorms of 6 or more stories high (consistent with those recently built), and locate them throughout the Chestnut Hill campus, including Newton (and not directly adjacent the Chestnut Hill Reservoir). 2
3. BC should substantially increase the number of beds on the two-story "Mods" site (temporary housing built in 1970) to accommodate more students on campus. 3

In light of deep concerns about impacts caused by BC purchasing houses in Brighton, we also desire full transparency as to their purpose and extent, both now and in the future.

BC can best serve and coexist with the Allston-Brighton community by taking the responsibility of providing on-campus housing for all of its undergraduate students. For decades, BC has not assumed this full responsibility to the detriment of the neighborhood.

This letter comprises a complete, robust, and flexible scenario for undergraduate housing that the BRA should require BC to scope fully. The proposals identified here for housing are more than sufficient to house all BC's undergraduates while still maximizing open space. We believe that our community position outlined in this document offers solutions that serve the interests of the community, BC, and the city.

We sign in support of this statement on housing:

Signature	Print Name	Address
Karen Woodall	KAREN WOODALL	139 Sutherland Rd #4 Brighton, MA 02135
Olga Zic	Olga Zic	130 Sutherland Rd
Rusty Zic	KRISTIAN ZIC	130 Sutherland Rd
Mark Bacon	Mark Bacon	130 Sutherland Rd #7 Brighton, MA 02135

Return by February 5 to: Michael Pahre

We sign in support of this statement on housing:

Signature	Print Name	Address
Karen Wadard	KAREN WADARD	139 Sutherland Rd #4 Brighton, MA 02135
Olga Zic	Olga Zic	130 Sutherland Rd
Rusty Zic	KRISTIAN ZIC	130 Sutherland Rd
Mark Bacon	Mark Bacon	130 Sutherland Rd #7 Brighton, MA 02135

Return by February 5 to: Michael Pahre

We sign in support of this statement on housing:

Signature	Print Name	Address
Elena Maris	Elena Maris	21 Sutherland Rd #18

Return by February 5 to: Michael Pahre

We sign in support of this statement on housing:

Signature	Print Name	Address
LAURA PAUL	Laura Paul	60 OAK SQ AVENUE
RAM	PAUL MESSIER	BRIGHTON, MA 02135

Return by February 5 to: Michael Pahre

We sign in support of this statement on housing:

Signature	Print Name	Address
	Patricia Ridge	32 Oak Sq. Ave.
	Michael Creamer	32 Oak sq. Ave
	Jessy Young	44 Oak Sq Ave
	MARGARET PITTS	25 Oak Square Ave.
	Joseph W. Pitts	25 Oak Square Ave.
	Linda Cox	50 OAK Sq. Ave

Return by February 5 to: Michael Pahre

We sign in support of this statement on housing:

Signature	Print Name	Address
Charles J Lafontaine	Charles Lafontaine	44 Greycliff Road
Shelby Marshall	Shelby Marshall	14 Lane Park
Karen Marshall	Karen Marshall	14 Lane Park
Nicholas Foundas	Nicholas Foundas	29 LANE PARK
Maria Foundas	Maria Foundas	29 Lane Park
Susan Morgan	Susan Morgan	42 Radnor Rd
Sidney Goldenberg	Sidney Goldenberg	2005 Commonwealth Rd
Rita Fahy	Rita Fahy	5 South Street Brighton
Patricia Johnson	Patricia Johnson	18 Radnor Rd.
Patricia McSharry	Patricia McSharry	18 Radnor Rd
David Lee	David Lee	37 Radnor Rd.
Marcia Billings	Marcia Billings	18 Radnor Rd.
Janice Waters	Janice Waters	15 Radnor Rd
Barbara Gutiérrez	Barbara Gutiérrez	18 Radnor Road
Mariana Yee	Mariana Yee	22 Radnor Rd
Filbert Yee	Filbert Yee	22 Radnor Rd
Igor Mendelev	Igor Mendelev	61 Radnor Rd
Maria Yakubovich	Maria Yakubovich	61 Radnor rd
Josh Beker	Josh Beker	63 Kirkwood Rd
Leah Beker	Leah Beker	63 Kirkwood Rd
Mikhail Daman	Mikhail Daman	35 Kirkwood Rd
Sarah Daman	Sarah Daman	35 Kirkwood Rd
Sara Vayner Leen Leberman	Sara Vayner Leen Leberman	19 Kirkwood Rd Brighton MA
Kim Loan Nguyen	Kim Loan Nguyen	284 Foster Street
To Anh Bui	To Anh Bui	284 Foster Street

Return by February 5 to: Michael Pahre

We sign in support of this statement on housing:

Signature	Print Name	Address
Brenda Pizzo	Brenda Pizzo	76 Lake St
Kevin Tringale	KEVIN TRINGALE	76 LAKE ST.
Lisa Hirsh	Lisa Hirsh	48 Lake Shore Rd
DB Reiff	DB Reiff	48 Lake Shore Rd
Eleanor Druckman	Eleanor Druckman	1990 Comm Ave #5
Marlene Duarte	Marlene Duarte	41 Rogers Park Ave.
Diane Kline	Diane Kline	12 Radnor Rd.
Bruce Kline	Bruce Kline	12 Radnor Rd.
Elsa Lieberman	Elsa Lieberman	91 Kirkwood Rd
Christine McArdle	Christine McArdle	31 Weybridge Brookline

We sign in support of this statement on housing:

Signature	Print Name	Address
	Wilma Watterstrom	9 Hamley Terr 02135
	Loretta Magee	54 Falkland St
	C. MCGARTY	152 LAKE ST

We sign in support of this statement on housing:

Signature	Print Name	Address
Richard Wood	Richard Wood	36 Lake Shore Rd 02135
Vivian M. Lorenzoni	Vivian M. Lorenzoni	118 Lake St Brighton, MA 02135
Erica Sigal	ERICA SIGAL	2045 Commonwealth Ave #27 Brighton, MA 02135
Sandra Hurwitch	SANDRA HURWITCH	22 LAKE ST BRIGHTON MA 02135
Eva M Webster	EVA M. WEBSTER	15 Ordway Rd Brighton 02135

We sign in support of this statement on housing:

Signature	Print Name	Address
Ellen Mullman	Ellen Mullman	26 Kinsick St, Brighton
P.J. Szufnarowski	P.J. Szufnarowski	21 Trapelo St Boston
Ellen McCrave	Ellen McCrave	58 Chestnut Rd Brighton
Stephen E Asherafi	STEPHEN E ASHERAFT	27 Bostonia Ave Br.

We sign in support of this statement on housing:

Signature	Print Name	Address
Louise A Bonar	Louise A. BONAR	24 Brighton Road
John Stenson	John Stenson	40 Burton St.
Julie Handley	Julie Handley	44 Murdock ST Bri
Maria Tavla	MARIA TAVLA	78 Bennett ST. Bri.
Noreen O'Leary	Noreen O'Leary	99 Bennett St. Bri
Jenny Brooks	JENNY BROOKS	111 Fremont St. Bri
William P. Marchione	William P. Marchione	30 Kenrick St., Bri.
Patricia A Geary	Patricia A. Geary	140 Kenrick St
Dorothy Sommer	Dorothy Sommer	9 Ridgemont St.
John Quatrale	John Quatrale	35 Monadnock ST.

We sign in support of this statement on housing:

Signature	Print Name	Address
Barbara Moss	Barbara Moss	570 Oak Sq Queen, Ave
Ed Griffith	Ed Griffith	570 Oak Sq. Ave.

Return by February 5 to: Michael Pahre

We sign in support of this statement on housing:

Signature	Print Name	Address
Wayne L Webster	Wayne L Webster	56 Oak Square Ave Brighton, MA 02135
Ellen F Webster	Ellen F Webster	56 Oak Square Ave Brighton, Ma 02135
Charles Vasiliades	CHARLES VASILIADES	47 LANGLEY RD., BRI.
Doris Walsh	DORIS WALSH	60 Langley Rd Brighton
Anne Mahoney	ANNE MAHONEY	107 BENNETT ST, BRIGHTON
Mary Eichenlaub	MARY EICHENLAUB	15 MATCHETT ST BRI
Wilma Wettestrom	Wilma Wettestrom	9 Glenley Ter Brighton
Michael Pahre	MICHAEL PAHRE	76 FOSTER St BRIGHTON

Return by February 5 to: Michael Pahre

We sign in support of this statement on housing:

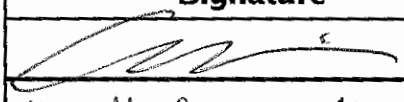
Signature	Print Name	Address
	Sanford Furman	14 Lane Park
Fran Gustman	Fran Gustman	14 Lane Park
Rosalie Brown	Rosalie Brown	311 Foster St.
Bryant G. Foster	BRYANT FOSTER	2018 Commonwealth Ave.
	Suzanne Elsasser	76 FOSTER ST.

We sign in support of this statement on housing:

Signature	Print Name	Address
	Paula Rosenstock	25 Kinross Rd. Brighton 02135
	Corinne Gilbert	25 Kinross Rd Br. 02135
	Amy Beauchemin	11 Corinne Rd, Brighton 0213
	Edward Fallon	11 Corinne Rd Brighton 02135
	Jessica Denino	100 Greycliff Rd, Brighton
	Andrew Gelles	60 Greycliff Rd, Brighton MA
	Raymond H. Rosenstock	25 Kinross Rd., Brighton, MA 02135

Return by February 5 to: Michael Pahre

We sign in support of this statement on housing:

Signature	Print Name	Address
	Aaron Morris	49 oak Square Ave Brighton MA 02135
Michelle Auerbach Morris	Michelle Auerbach-Morris	49 oak Square Ave Brighton MA 02135

Return by February 5 to: Michael Pahre

We sign in support of this statement on housing:

Signature	Print Name	Address
	WAI WONG	14 Radnor Rd Brighton

Return by February 5 to: Michael Pahre

We sign in support of this statement on housing:

Signature	Print Name	Address
Susan Heideman	SUSAN HEIDEMAN	165 CHESTNUT HILL AVE #7
Fred Hapgood	FRED HAPGOOD	165 Chestnut Hill Ave #7

Return by February 5 to: Michael Pahre

We sign in support of this statement on housing:

Signature	Print Name	Address
Justin Brown	Justin Brown	11 Raneleqh Rd #2
Beth Williams	Beth Williams	11 Raneleigh Rd #1
[signature]	MARTIN CROTTY	62 BROOKDALE RD
Daniel J Lee	DANIEL J. LEE	60 Brooksdale Rd.
Lisa K Lee	Lisa K. Lee	60 Brooksdale Rd. Brighton
Torylee Cigna	Torylee Cigna	59 Brooksdale Rd Brighton
Deborah Baye	Deborah Baye	59 Brooksdale Rd. Brighton
Marcie Osnsky	Marcie Osnsky	59 Brooksdale Rd Brighton
[signature]	DJ MINA RUBA[illegible]	17 OLIVA Rd Brighton
[signature]	Eileen Taylor	15 Corinne Rd Brighton
David R Hill	David R. Hill	66 Hobson St.
Ingrid A Hill	Ingrid Hill	66 Hobson St.
Melodie Brower	Melodie Brower	66 Hobson St.
[signature]	Kierstin Owens	66 Hobson St.
Harriet Weida	~~[illegible]~~ Harriet Weida	61 Donnybrook Rd
Lloyd Weida	Lloyd Weida	61 Donnybrook Rd. Bri
Carol O'Connell	Carol O'Connell	46 Hobart St Bri
B Wickelgren	Bruce Wickelgren	330 Summit Ave #305
Olive Sheehan	Olive Sheehan	32 Newton St
Mary LaRosee	Mary LaRosee	80 Tremont St
Nadia Richman	Nadia Richmond	11 Oakland St
Steve Richman	Steve Richmond	11 Oakland St
Denise Begosian	Denise Begosian	88 Langley Rd
Paula Fitzgibbon	Paula Fitzgibbon	24 Langley Rd
[signature]	Maureen McKenna	69 Washington St
Brian Magee	Brian MAGEE	54 Falkland St Bri.

We sign in support of this statement on housing:

Signature	Print Name	Address
Patrick Hewson	Patrick Hewson	40 Brackett St
Ann Hewson	Ann Hewson	40 Brackett St
[illegible]	William Arcoia	82 Hobart St
[illegible]	Pavel Komarow	21 Hobson St.
[illegible]	Eric I West	21 Hobson St
Ed Montagna	Ed Montagna	36 Bothwell
Linda Montagna	Linda Montagna	36 Bothwell Rd.
[illegible]	Jenna Wertheimer	36A Bothwell Rd.
[illegible]	Tom O'Brien	89 Hobart
[illegible]	Neil Eustice	36 Bellamy St.

We sign in support of this statement on housing:

Signature	Print Name	Address
James F. Prince	JAMES F. PRINCE	64 Donnybrook Rd Bri
Doris C Prince	DORIS C PRINCE	64 Donnybrook Rd
Lily Nie	Lihy Zhenlin Nie	48 Donnybrook Rd. Brighton
	Hanzhen Hong	48 Donnybrook Rd.
Donald Lewis	Donald LEWIS	44 Donnybrook Rd
Jennie G Lewis	Jennie G Lewis	44 Donnybrook Rd
	Daniel Mogane	40 Donnybrook Rd
	Kathryn Haughton	39 Donnybrook RD
Tyler Haughton	Tyler Haughton	39 Donnybrook RD
Jeff Haughton	Jeff Haughton	39 Donnybrook RD
	Molly Haughton	39 Donnybrook RD.
	JOHN P. PRINCE	66 Donnybrook RD
Mary R. Prince	MARY R. PRINCE	66 Donnybrook Rd
	David Prince	64 Donnybrook Rd
John Prince	John Prince	35 Donnybrook Rd
Abigail Pinney	Abigail Pinney	41 Montfern Ave
	Matthew Albaugh	50 Shepard Ave
Ashley Lawreck	Ashley Lawreck	41 Montfern Ave
Julie Higgins	Julie Higgins	41 Montfern Ave.

Letter 150

Alessandro (Alex) Selvig
70 Lake Street
Brighton, MA 02135

John Fitzgerald, Project Manager
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201

February 5th, 2008

32 Pages, total.

Dear John,

THIRTY THREE

I am forwarding ~~thirty ones~~ pages of a petition we circulated to oppose the plans for high-impact athletic facilities, and dormitories on BC's Brighton Campus.

Hundreds of us in Allston-Brighton are unanimous in voicing our concern for the future of our neighborhood, whether we live in elderly housing on Washington St., or on Lane Park, North Allston, or Lake Street.

I thank you for adding these to your files related to Boston College's IMPNF. I hope it conveys the community's wishes.

Alessandro (Alex) Selvig

CC: PAUL HOLLOWAY, MAYOR'S OFFICE.

FAX 617-742-7783

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

Signature	Name	Address
[illegible]	J. Dougherty	82 Perthshire
Catherine O'Sullivan		8 Perthshire Rd.
[illegible]	Bob Cedrone	63 Perthshire Rd
P Cedrone	Penny Cedrone	63 Perthshire Rd.
[illegible]	Michael Jacobs	78 Presentation Rd
[illegible]	Mark Pierson	42 Bostonia Ave
[illegible]	Johnson	167 Bigelow
Janice Mack	Janice Mackay	45 Nonantum St
Patrick Duffy	PATRICK DUFFY	81 Perthshire
[illegible] Mackey	Niles Mackey	81 Brayton Rd.
R. McFeters	Richard McFeters	109 Tremont ST Apt 410
[illegible]	Elliott Smith	10 Bigelow Ct.
J Markson	Judith Markson	11 Mt. Vernon St.
J.F. Murray	FRANCIS MURRAY	32 BRAYTON ST
Melinda Berkman	Melinda Berkman	26 Margo Rd
Kathleen Helm	KATHLEEN HELM	49 Nonantum St. Bri
Orlando Pellegrini	ORLANDO PELLEGRINI	36 N Crescent Bri
Harry Mully	Harry Mculla	16 Bostonia Av. Bri. 22-Y

ATT I

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

W

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

Signature	Name	Address
James Maguire	James Maguire	150 Foster St, Bri
Donna Maguire	Donna Maguire	150 Foster St "
S Billil	Simeon Billil	15 Glenmont Road "
[illegible]	Emma Billil	15 Glenmont Road "
[illegible]	[illegible] Glenhurst Rd	Brighton "
Peter H	Peter H.	10 Anselm Terrace "
Arlene Raven	ARLENE RAVEN	19 Anselm Terr. "
John O'Malley	JOHN O'MALLEY	5 ANSELM TERR.
Martin Bradley	MARTIN BRADLEY	21 TRAPELO ST
HAROLD SPELLMAN	27 TRAPELO	27 TRAPELO ST
Dorothy C Spellman	27 Trapelo St	27 Trapelo St
Theresa Meyer	Theresa Meyer 31 Trapelo St	31 Trapelo ST
Catherine DiBiase	48 Trapelo St	Catherine DiBiase
Aquil Abdullah	Aquil Abdullah	70 Lake Street
Lisa Hirsh	Lisa Hirsh	48 Lake Shore Rd
Deborah Reiff	Deborah Reiff	48 Lake Shore Rd
Courtney Knapp	Courtney Knapp	7 Fiske Terrace Brookline
Barbara McKenna	Barbara J. McKenna	43 Bayard St, Allston

Hw 2

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

ATT 3

Signature	Name	Address
[illegible]	Jennifer Smith	179 Kenrick St, Brighton
James Ryan	J Ryan	Leicester Brighton
[illegible]	Donna Szotarewicz	74 Leicester St, Brighton
John K Boyle	John Boyle	167 Kenrick
Susan [illegible]	Susan [illegible]	[illegible] St [illegible]
Lauren Cirino	Lauren Cirino	Pearl St
Thomas M Lally	THOMAS M. LALLY	10 ALCOTT ST ALLSTON
[illegible]	Ann MacDonald	Weitz St Allston Brighton
[illegible]	JANE McHALE	102 LITCHFIELD ST Allston
[illegible]	KAREN SMITH	70 ATHOL ST ALLSTON
Bob Van Meter	Bob Van Meter	2 Half Moon Hill, Acton
MH Nsangou	[illegible]	12 Yn Terrace Bkln
[illegible]	Jinming Zhu	1 Raymond st 1F.
Margaret Kelly	MARGARET KELLY	57 BRENTWOOD ST.
Rita Vaidya	RITA VAIDYA	15 Athol St. Allston 02134
Fran Amacher	FRAN AMACHER	237 Mt Auburn Cambridge
Melissa Forbes Nicoll	Melissa Forbes-Nicoll	5 Holman St. Allston
Paula Alexander	PAULA ALEXANDER	226 N. Harvard St allston

MM

ATT 4

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

Signature	Name	Address
[illegible]	MARK W. ALFORD	40 LAKE ST.
[illegible]	JAMES LEE	84 LAKE ST
Penny Costello		120 Lake St Brighton
[illegible]	Carole Weisskoff	15 ~~Brigh~~ Willoughby St Brighton MA
[illegible]	Michael Weisskoff	15 Willoughby St. Brighton MA.
[illegible]	Jean Makanhao	80 LAKE ST Brighton MA
[illegible]	CHARLES FOSTER	54 LAKE ST 02135
[illegible]	David McNair	12 Degnal St Allston 02134
[illegible]	SaraHelen Ayanian	55 Litchfield St, Brighton 02135
[illegible]	Standley Lawton	30 Myrick St, Allston
[illegible]	MATT FULLERTON	19 Chester St #1, Allston 02[illegible]
[illegible]	LLOYD DAVID	107 HOBART RD NEWTON [illegible]
[illegible]	Lynn Bnozul	37 Adie St Allston [illegible]
[illegible]	PAULA ALEXANDER	226 No. Harvard St Allston

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

Signature	Name	Address
[signature]	Anna Johnson	3 Lowman Dr. Pelham, NH
[signature]	Yakov Glauberma	16 Newhall St #4 Lynn, MA 01902
[signature]	Roman Shulman	10 Cemaro Cir Wayland, MA 01778
[signature]	Simon Haukin	55 Folly Pond Rd #24 Beverly, MA 01915
[signature]	Alexey Sonkin	231 Hillside ave Needham MA 02494
[signature]	Aleksandr Vitkin	6 Sugarpine Dr Cumberland RI 02864
[signature]	Dmitry Filonov	50 Steven St, 01810
[signature]	Isabelle Gusev	38 Silver Hill #2, Natick, MA
[signature]	Idan Yakirevich	70 Village Green Dr No Meade
[signature]	Evgeniy Tokhvid	11 Drummer Rd. Acton, MA
[signature]	Eugene Turr	47 Whitman St, Somerville
[signature]	Yuriy Orlov	70 Kenoza St, Haverhill, MA
[signature]	Kabanov Alex	17 Beach Rd. Lynn, MA 01904

AHH 5

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

Signature	Name	Address
Anne Hughes	Anne Hoghes	68 Undine rd
[illegible]		69 Undine Rd
[illegible]		69 Undine Rd
[illegible]	Mary Blackwood	77 Undine Rd.
[illegible]	Marisol Hernandez	60 Caltha Rd.
[illegible]	Louise Arconti	49 Undine Rd
[illegible]	[illegible]	57 Undine Rd

ATTACHMENT 6

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

Signature	Name	Address
I Larchman	Iosif Larchman	30 Washington St. # 6A
Inna Diakova	Inna Diakova	30 Washington St. 6A
Kaganovich	Sima Kaganovich	30 Washington St. # 6D8
Каганович	Alexander Kaganovich	30 Washington St. # 608
Fogel	Boris Fogel	30 Washington St. #4C
[illegible]	Lidiya Granopolskaya	30 Washington St. #4C
Slade	LEV RATMANSKI	30 Washington St. #85
Mounits	Liubov Mounits	30 Washington St. #85
Goldshtein	Goldshtein Haida	30 Washington St #86
Мизиков	Mizikovsky Berta	30 Washington St #83
[illegible]	NATOVITCH Nouh	30 Washington St. #72
[illegible]	ZMOIRE ZAKHAR	30 Washington St #72
NACHUM HAIUT	NACHUM HAIUT	30 Washington St. #8F
Shvar	Yuriy Shvarts	30 Washington St, #502
Larina	Larina Galina	30 Washington St, #501
[illegible]	Elya Dayen	30 Washington 5E
L Dayen	Lyubov Dayen	30 Washington 5A
Usman	Mara Usmanova	30 Washington 6D

ATT 7

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

Signature	Name	Address
D. Feiman	Дора Feiman	30 Washington st. ap 603
L. Kovner	Larisa Kovner	66 Glenville #10
[illegible]	I. Mdelman	30 Washington St. #308
Semen Baranchik	Semen Baranchik	30 Washington St. apt 415
Yakh	V. Yakhchud	30 Washington St 9E
A Fridman	Alla Fridman	30 Washington #705
Vovsher Liza	Liza Vovsher	30 Washington 204
Taisiya Baranchik	Taisiya Baranchik	30 Washington ap 415
Ovechkin	[illegible]	30 Washin 805
Ovechkin	[illegible]	30 Washin 805
Zaytseva	Raisa Zaytseva	30 Washington
[illegible]	Soliya [illegible]	30 Washington #409
Yolamova	Nadezhda	30, Washington 605
Pyathes[illegible]	Pyathes Zily	30 Washington st. 702
M. Ka[illegible]	Minon Kanovsky	30 Washington St #209
[illegible]	Liza Grinshtein	30 Washin 708
Nina Brodsk	Nina Brodsky	30 Wash

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

Signature	Name	Address
Yisroel Markov	YISROEL MARKOV	33 BLENFORD, BRIGHTON
Rivki Sell	Rivki Sell	8 Wiltshire Rd.
Sara Rodkin	Sora Rodkin	19 Porting Rd Brighton MA 02135
RABBI DAN RODKIN	Rabbi DAN Rodkin	19 Porting Rd, 02135
Alex Gordon	Alex Gordon	Chestnut Hill
Abraham Enkelman	[illegible]	7 Portina Rd Brighton
P Kaplan	Perl Kaplan	28 Foster Brighton
Sara B. Kogos	Sora Basya Kogos	15 Kirkwood Rd.
Chandel	Chanel Sheyfer	50 parn st.
Chaya Rubin	Chaya Rubin	57R Union St.
[illegible]		
Igor Mendelev	Igor Mendelev	61 Radnor Rd Brighton MA
[illegible]	Charles [illegible]	[illegible] Ch. Hill
[illegible]	Kimel Klaus	1443 Beacon Street
[illegible]	Samuel Brasen	1350 [illegible] 02165
Natalia Feldman	Natalia Feldman	1925 Commonwealth Av
[illegible]	[illegible]	103 Kilmarnock St
Ivanov	V. Ivanov	22 LikeShorte

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

Signature	Name	Address
[illegible]	Anna Sokolovski	33 Nottinghill Rd Bri
[illegible] Sokolov	Ilia Sokolovski	33 Nottinghill Rd Brighton
Kira Nemirovskaya	K. [illegible]	185 Lakeshore Rd
[illegible]	Igor Nemirovsky	— " —
L. [illegible]	Larisa Reznik	14 Heron St #304, W. Rox.

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

Signature	Name	Address
[illegible]	ALEX SELVIG	70 LAKE, BRIGHTON
[illegible]	James Carroll	70 Lake Brighton
Dana Selvig	Dina Selvig	70 Lake St Brighton
[illegible]	[illegible]	5 Oak Square Avenue
[illegible]	Nicole Adriance	5 Oak Square Ave
Candice Dowling	Candice Dowling	3 Lake Shore Rd.
Damian Dowling	Damian Dowling	3 Lake Shore Rd.
Gerald F. McGovern	GERALD F McGOVERN	40 LAKE SHORE RD
Fred Sean	Fred Sean	44 Lake Shore Rd
[illegible]	Wen Chen	64 Lake Shore Rd
M. P. Haugh	MICHAEL P. HAUGH	68 " " "
Barbara Haugh	BARBARA HAUGH	"
[illegible]		88 Lake Shore
[illegible]	Sang Lee [illegible]	92 Lake Shore Rd
[illegible]	DEBORAH BENNETT	72 " "
[illegible]	NEAL KLINMAN	72 LAKE SHORE
[illegible]	JOHN E. TURNER	18 KENRICK ST.
[illegible]	MARIA F. BURNS	462 Wash. St.

APR 11

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

Signature	Name	Address
Sara V L Lieberman	Sara Vargas Lecn Lieberman	19 Kirkwood Rd Brighton MA 02135
[illegible]	FRANCO RUFO	58 LANE PARK DR
Robert Berger	ROBERT BERGER	241 Foster St.
Nancy Bergen	Nancy Bergen	241 Foster St.
Gwyneth Sheen	Gwyneth Sheen	160 Foster St. BR
James M Maguire	James M Maguire	150 Foster St
Donna Maguire	Donna Maguire	150 Foster St. BR
Greg London	Greg London	143 Foster BRI
Jeanne Pyanowski	Jeanne Pyanowski	53 Rogers Park Ave.
Ann Burke	ANN BURKE	23 Shattuck St,
Kris Walker	KRIS WALKER	33 Rogers Pk Ave
Karen Long	Karen Long	37 Rogers Pk Ave
Marlene Duarte	Marlene Duarte	41 Rogers Pk Ave
Manuel Donabedian	Manuel Donabedian	41 Rogers Pk Ave
[illegible]	[illegible]	45 Rogers Pk Ave
[illegible]	[illegible]	45 Rogers Park Ave
[illegible]	[illegible]	45 Rogers Park Ave
Ted J Gaisen	Ted Gaisen	8 Glenmont Rd

Page 1 of 4

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

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Signature	Name	Address
Chloe McFeters	"Chloe" McFeters	24 Shepard St #1 Bri. 02135
Chris Boulton	Chris Boulton	98 Fearing St #2 Amherst MA 01002
G Butler	Genevieve Butler	5 Linda Lane Dorchester
Amber Holland	Amber Holland	155 Brighton Ave Apt #5 Bri
Geoffrey Carens	Geoff Carens	5 Linda Lane, 2-6, Dorchester MA 02125
Jeffrey Stein	Jeffrey Stein	Box 3090 700 Commonwealth ave Boston, MA 02215
Laila Murad	Laila Murad	33 Lothrop St, Brighton, MA 02135
[illegible]	Jake Carman	33 Lothrop St Brighton, Ma 02135
Danielle J Pagan	Danielle J. Pagan	130 Comm. Ave #8 Allston, Ma 02134
[illegible]	Patrick O'Meara	33A Lothrop St Brighton 02135
Thomas F. McG	Thomas McGuire	230 South St. Apt. 8 Jamaica Plain 02130
[illegible]	Manuel Nunez	21 Dwight Boston 02118
Susan Rut	Susan Rutkiewicz	44 Lake Shore Rd Bri. MA 02135
Katie Barrett	Katie Barrett	14 Breck Ave
[illegible]	Mike Barrett	14 Breck Ave
CJ Latonich	Chuck Latonich	44 Greycliff Road
[illegible]	Richard Levenson	52 Greycliff Rd
Elsa Lieberman	Elsa Lieberman	21 Kirkwood Rd Bri-

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

ATT 14

Signature	Name	Address
Brenda Pizzo	Brenda Pizzo	76 Lake St. Brighton
Kevin Tringale	KEVIN TRINGALE	76 LAKE ST. BRIGHTON
[illegible]	CHERYL HERMAN	78 WABAN HILL RD N Ch Hill
SANDY HURWITCH	Sandy Hunter	22 LAKE ST BRIGHTON 02135
[illegible]	Ann Marie Hoffman	18 Lake St Brighton MA 02135
[illegible]	Gloria L. Siorquey	26 Lake St. Brighton
[illegible]		46 Lake St Brighton MA 02135
[illegible]		84 Lake St Brighton MA
[illegible]		90 Lake St Brighton Ma
[illegible]		106 Lake St Brighton
[illegible]	P. NEHRLING	122 Lake St Brighton MA
[illegible]	Bev Creasey	41 S Crescent Brighton
[illegible]	DAVID CREASEY	41 S Crescent "
[illegible]	Jackie Wesner	9A [illegible] St BRI

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

Signature	Name	Address
Edward Iskra	EDWARD KOTOMORI	24 WIMPOLY ST ALLSTON, MASS
Leonard W. Kelliher	LEONARD W. KELLIHER	11 ALDIE ST, ALL.
Dorothy Wilson	31 Bigard St	

ATT I 15

I, the undersigned, wish to express my OPPOSITION to the current plans for a 1500 person baseball stadium and other athletic facilities by Boston College on the "Brighton Campus".

The negative impacts of floodlights, public address systems, artificial turf, and increased traffic would cause severe distress to the surrounding neighborhood.

Signature	Name	Address
[signature]	Haig S Bobian	89 Undine Rd
Norman S. Rubin	Norman S Rubin	86 UNDINE RD
[signature]	GREGORY RIDEOUT	87 UNDINE ROAD
[signature]	Rebecca Spezzano	86 Undine Rd
Theresa Cormier	Theresa Cormier	89 Undine Rd.
[signature]	Amanda Young	96 Undine Rd.
[signature]	Samantha Hickson	90 Undine Rd
[signature]	Kelly Barr	90 Undine Rd #1
~~[signature]~~	~~Kelly Barr~~	~~90 Undine Rd #1~~
[signature]	Lawrence Spezzano	86 Undine Rd

ATH 16

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

The current plan would encroach upon a residential neighborhood, and negatively impact the community and its quality of life.

Signature	Name	Address
[signature]	ALEX SELVIG	70 LAKE, BRIGHTON
[signature]	James Carroll	70 Lake Brighton
Daina Selvig	Daina Selvig	70 Lake St, Brighton
[signature]	[illegible]	3 Oak Square Ave
N. Adri	Nicole Adriance	5 Oak Square Ave
Candice Dowling	Candice Dowling	3 Lake Shore Rd.
Damian Dowling	Damian Dowling	3 Lake Shore Rd.
Gerald F McGovern	GERALD F McGOVERN	40 LAKE SHORE RD
[signature]	Fred [illegible]	44 Lake Shore Rd
[signature]	Wen Chen	64 Lake Shore Rd
M P Hannon	M. P. Hannon	68 " " "
[signature]	B.J. Hannon	68 " " "
Neal Klinman	NEAL KLINMAN	72 LAKESHORE RD.
Deborah Bennett	Deborah Bennett	72 Lake Shore Rd.
[signature]		58 Lake Shore Rd
[signature]	[illegible]	92 Lake Shore Rd
[signature]	John E. Jenner III	187 Kenrick St.
Maria Barros	MARIA BARROS	462 Washington St. B.

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

Signature	Name	Address
Brenda Pizzo	Brenda Pizzo	76 Lake St. Brighton
Kevin Tringale	KEVIN TRINGALE	76 LAKE ST. BRIGHTON
Cheryl Herman	CHERYL HERMAN	78 Waban Hill Rd N'ton
Sandy Hurwitch	SANDY HURWITCH	22 LAKE ST BRIGHTON 02135
[illegible]	Ann Puett Hoffman	18 Lake St Brighton MA 02135
Anne Ganish	Anne Ganish	4 Lake St Brighton
Susan Melcher	Susan Melcher	17 Garrison Rd, Brookline
Gloria Siragusa	Gloria Siragusa	26 Lake Brighton
[illegible]		16 Lake St Brighton
Kun Kwai Lee		84 LAKE St Brighton MA
Lai Kuan Lowe		88 Lake St
Leona Chin		90 Lake St Brighton
[illegible]		106 Lake St Brighton
[illegible]	Ilse Nehring	122 Lake Brighton
Beverly Creasey	Bev Creasey	41 So Crescent Brighton
[illegible]	DAVID Creasey	41 So Crescent Bri
Jacqueline Wesner	Jackie Wesner	9A Tremlett St BRI
[illegible]	MARK W. ALFORD	40 LAKE ST.

Dorms 2

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

The current plan would encroach upon a residential neighborhood, and negatively impact the community and its quality of life.

Signature	Name	Address
Sara V. V. Lieberman	Sara Vargoslean Lieberman	19 Kirkwood Rd Brighton MA 02135
[illegible]	FRANCO RUFO	58 LANE PARK
Robert Berger	ROBERT BERGER	241 Foster St.
Nancy Berger	Nancy Berger	241 Foster St.
Donna Maguire	Donna Maguire	150 Foster St
James Maguire	James Maguire	150 Foster St
Greg London	Greg London	143 Foster St
[illegible]	[illegible]	53 Rogers Park Ave
Chris Burke	23 Willoughby St Brighton	
Kris Walker	KRIS WALKER	33 Rogers PK Ave
Karen Long	Karen Long	37 Rogers Pk Ave
Marlene Duarte	Marlene Duarte	41 Rogers Pk Ave
Manuel Donabedian	Manuel Donabedian	41 Rogers Pk Ave
[illegible]	[illegible]	45 Rogers Pk Ave
[illegible]	[illegible] Torzidet	45 Rogers Park Ave
[illegible]	[illegible]	45 Rogers Park Ave
Ted J. Gaiser	Ted Gaiser	8 Glenmont Rd.

Bess 3

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

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Signature	Name	Address
[illegible]	Chloe McFeters	24 Sheyford St. #3 Brighton 617 820 6235
[illegible]	Chris Boughton	98 Fearing St. #2 Amherst MA 01002
G Butler	Genevieve Butler	5 Linda Lane, Dorchester
Amber Holland	Amber Holland	153 Brighton Ave, Apt 15, Allston MA
Geoffrey P. Carens	Geoff Carens	5 Linda Lane, 2-6 Dorchester, MA 02125
Jeffrey Stein	Jeff Stein	Box 3090 700 Commonwealth Ave. Boston, MA 02215
[illegible]	Jake Carman	33 Lothrop St, Brighton MA 02135
Laila Murad	Laila Murad	33 Lothrop St, Brighton, MA 02135
[illegible]	Danielle J. Pagan	1301 Comm. Ave #8 Allston, MA 02134
[illegible]	Patrick O'Meara	33 Lothrop St Brighton 02135
Thos F. [illegible]	Thomas Mcguire	230 South St. Apt. 7 Jamaica Plain 0213[illegible]
[illegible]	Manuel Nunez	21 Dwight Boston 02118.
[illegible]	Susan Rutkiewicz	44 Lakeshire Rd Bri
[illegible]	Kate Bogart	14 Breck Ave Brighton MA
[illegible]	Mike Bogart	14 Breck Ave. Bri
[illegible]	Chuck Latovich	44 Greycliff Rd Bri
Elsa Lieberman	[illegible]	21 Kirkwood Rd Bri

Doc #4

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

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Signature	Name	Address
[illegible]	Semeon Billel	15 Glenmont Road, BR
[illegible]	Emma Billel	15 Glenmont Road "
Patrick Keady	14 Glenmont Rd	Brighton
Peter Ho	Peter Ho	10 Anselm Terr.
Arlene Raven	ARLENE RAVEN	19 Anselm Terr.
John O'Malley	JOHN OMALLEY	5 ANSELM TERR.
Martin Bradley	MARTIN BRADLEY	21 TRAPELO ST.
H SPELLMAN	H SPELLMAN	27 TRAPELO ST
Dorothy C. Spellman	Dorothy Spellman	27 Trapelo St
Theresa Meier	Theresa Meier	31 Trapelo St
Catherine DiBiasie	Catherine DiBiasie	48 Trapelo St
Aquil Abdullah	AQUIL ABDULLAH	70 Lake Street
Courtney Knapp	Courtney Knapp	7 Fiske Terrace Brookline
Thomas M. Lally	THOMAS M. LALLY	10 ALCOTT ST ALLSTON MA.
Barbara Mahoney	Barbara Mahoney	43 Bryant St. Allston
Jane McHale	JANE McHALE	102 LITCHFIELD ST Brighton
[illegible]	KAREN SMITH	70 ATHOL ST ALLSTON
[illegible]	MH Nsangou	11 Yorktown Bkln

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

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Signature	Name	Address
[illegible]	Jennifer Smith	179 Kenrick St., Brighton
[illegible]	John [illegible]	167 Kenrick [illegible]
[illegible]	Susan Donavan	[illegible]
Lauren [illegible]	Lauren Cirino	Pearl St
Deborah Reiff	Deborah Reiff	Lake Shore Rd,
Lisa Hirsh	Lisa Hirsh	48 Lake Shore Rd.
Bob Van [illegible]	Bob Van [illegible]	2 [illegible] Hill, [illegible]
Leonard W. Kelleher	LEONARD W KELLIHER	11 ALDIE ST, ALL.
Edward [illegible]	EDWARD KOTOMORI	21 WINDOM ST ALLSTON, MASS
Brent Whelan	BRENT WHELAN	332 N Harvard St 02134
Rita Vaidya	RITA VAIDYA	15 Athol St. Allston 02134
[illegible]	MATT FULLERTON	14 [illegible] St #8

9 Sigs

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

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Signature	Name	Address
[illegible]	Abigail Furey	3 Brighton Rd Brighton MA 02135
John Mineasides	John Minesidis	37 [illegible] Brighton MA 02135
[illegible]	[illegible]	[illegible] Brighton
J P Curran	J P Curran	[illegible] Bri. MA 02135
Linda DiAgostino	Linda DiAgostino	39 Brackett St, Brighton
Larry Prince	Larry Prince	P.O. Box [illegible] Brighton, MA 02135
[illegible]	[illegible]	11 Tremont [illegible]
[illegible]	T. [illegible]	35 Bostonia Ave Brighton MA 02135
Michael Gallagher	Michael Gallagher	68 Burton St Brighton
Mary Falanga	Mary Falanga	10 Braxton Rd Brighton
[illegible]	[illegible]	63 Brock Ave Brighton
Antonia [illegible]	Antonia	63 Brock Ave
Kevin LeBlanc	Kevin LeBlanc	124 [illegible] St
[illegible]		6 [illegible] Ave
[illegible]		6 [illegible] Ave
Mary Phyllis Engl	Mary-Phyllis Engl	15 Champney St
Mary Morro	Mary Morro	[illegible]
Joel Goldman	Joel Goldman	137 Brooks St

Doc # 57

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

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Signature	Name	Address
Yisroel Markov	YISROEL MARKOV	33 BLENFORD, BRIGHTON
Rivki Soll	Rivki Soll	8 Wiltshire Rd
Sara Rodkin	Sara Rodkin	19 Portina Rd #12 Brighton MA 02135
	RABBI DAN RODKIN	19 PORTINA Rd, 02135
	ALEX Gordon	Chestnut Hill
Beal Kap. Cen	Beal Kap. Cen	289 Foster st
Sara B. Kagos	Sara Basya Kagos	15 Kirkwood
Chaya Rubin	Chaya Rubin	57R Union St
Igor Mendelev	Igor Mendelev	61 Radner Rd Brighton MA
Klaus Kinzel	Klaus Kinzel	1443 Beacon street #210
Natalia Feldman	Natalia Feldman	1925 Commwlth Av
Grig Kaidanov	Grig Kaidanov	105 Langley Rd Newton
Yosef Marenzon	Yosef Marenzon	108 Kelvinmore St
V. Ivanov	V. Ivanov	22 Like Shorte
Rachel Soll	Rachel Soll	8 Wiltshire Rd
Anna Sokolovsky	Anna Sokolovsky	33 Nottingham Rd Br
Ilya Sokolovsky	Ilya Sokolovsky	33 Nottingham Rd Br

Doc 8

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

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Signature	Name	Address
I Lakhman	Iosif Lakhman	30 Washington St. #6A
Inna Diakova	Inna Diakova	30 Washington St 6A
Kaganovich	Sima Kaganovich	30 Washington St. #608
[illegible]	Alexandr Kaganovich	30 Washington St #608
Fogel	Boris Fogel	30 Washington St. #4C
[illegible]	Lidiya Ganopolskaya	30 Washington St #4C
[illegible]	LEV RATMANSKI	30 Washington St. #85
[illegible]	Liubov Mounits	30 Washington St. #85
Goldshtein	Goldshtein Haida	30 Washington St. #86
[illegible]	Mixikovsky Berta	30 Washington #83
[illegible]	NATOVICH Liouba	30 Washington st #72
[illegible]	IMOIRE ZAKHAR	30 Washington st. #72
NACHUM HAINT	NACHUM HAINT	30 Washington St. #8F
[illegible]	Yuriy Shvarts	30 Washington St. #502
Larina	Larina Galina	30 Washington St. #501
[illegible]	Ilya [illegible]	30 Washington 5H
Lyubov Dayen	Lyubov Dayen	30 Washington 5A
[illegible]	Mara Usmanova	30 Washington 6D

5 Signed

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Signature	Name	Address
D. Feiman	Дора Felman	30 Washington St. apt. 603
[illegible]	Larisa Kovaler	66 Glenville #10
[illegible]	E. Mudelman	30 Washington St. 309
Semen Baranchik	Semen Baranchik	30 Washington St. apt. 415
M. Rodkina	Matlya Rodkina	30 Washington #502
[illegible]	Vlodir Yatmenko	30 Washington St. 9E
M. Rodkina	Matlya Rodkina	30 Washington St. #502
A Fridman	ALLA Fridman	30 Washington #705
Liza Vovsha	Vovsha Liza	30 Washington St. ap 418
Taisiya Barankin	Taisiya Barachik	30 Washington ap 415
[illegible]	[illegible]	30 Washing 805
[illegible]	[illegible]	30 Wash 805
[illegible]	Sofiya [illegible]	30 Washington #409
Yalanova	Yalanova Nadenda	30 Washington 805
[illegible]	Liza GRinstin	30 Washington 700
Nina Brodsky	Nina Brodsnas	30 Wash. St
[illegible]	Bogdanovskay	Bowass #310

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

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Signature	Name	Address
[signature]	Kira Nemirovskaya	145 Lake Shore Rd
[signature]	Igor Nemirovsky	— " —

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Signature	Name	Address
Anne Hughes	Anne Hughes	68 Undine rd.
Nicholina Tarum		69 Undine Rd
[illegible]		69 Undine Rd
Mary D. Blackburn	MARY BLACKBURN	77 Undine Rd.
William Yee	William Yee	21 Undine Rd.
Marisol Hernandez	Marisol Hernandez	6 Catha Rd
Ana L. Dominguez	Ana Dominguez	10 Catha Rd
Robert Yee	Robert Yee	36 Undine Rd
[illegible]	Luke Acondick	49 Undine Rd
[illegible]	James Ceberity	25 Wade St.
Judith Hanes	Judith Haroues	57 Undine Rd
Jon Breslin	Jonathan Breslin	82 Undine Rd
Meagan Grealish	Meagan Grealish	6 Lake St
[illegible]	TOM McNIFF	6 Lake St.

DERMS 12

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

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Signature	Name	Address
	Damon Soo Hoo	57 Leamington Rd
	Elaine Soo Hoo	57 Leamington Rd
	Ansel Lam	43 Broad St.
	Wei Chi Huang	8 Royce Rd
	Tony Soo Hoo	59 Leamington Rd
	May May Soo Hoo	59 Leamington Rd
	Thomas Ho	184 Washington St
	Susan Ho	184 Washington St
	Yun Huang	8 Royce Road.

Annex 13

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

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Signature	Name	Address
Ernesto [illegible]	ERNESTO FIGUEROA	19 ROSE GARDEN CIRCLE BRIGHTON
L. Sergeeva	Liudmila Sergeeva	19 Rose Garden Cir. Brighton
DANNY QUYNH LAM ONG	DANNY QUYNH LAM ONG	29 GIBSON ST DORCHESTER
Aaron L. Swift	[illegible]	11 [illegible] Boston MA [illegible]
Simon P. Dominguez	Simon P. Dominguez	59 [illegible] st Boston MA 02[illegible]5

DORMS 124

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

The current plan would encroach upon a residential neighborhood, and negatively impact the community and its quality of life.

Signature	Name	Address
Eddie Chin	Eddie Chin	86 Foster St
Sally Chin	Sally Chin	86 Foster St.

Pages 15

I, the undersigned, wish to express my OPPOSITION to Boston College's plan to build dormitories and house students on the "Brighton Campus" (formerly St. John's Seminary).

Signature	Name	Address
James Lee	JAMES LEE	84 LAKE ST.
Stephen Castillo	Stephen Castillo	120 Lake st
Emily Castillo		120 Lake ST Brighton ma
Carole Weissloff	Carole Weissloff	15 Willoughby St Brighton MA
Michael Weissloff	Michael Weissloff	15 Willoughby St Brighton MA
Jean Matahrao	Jean Matahrao	80 LAKE ST Brighton ma
Dr Charles Foster	CHARLES FOSTER	54 LAKE ST 02135
David McNair	David McNair	12 Bagnal St, Allston 02134
Sara Helen Ayanian	Sara Helen Ayanian	55 Litchfield St, Brighton 021
Standley Lawton	Standley Lawton,	30 Myrick St, Allston 02134
Lloyd David	LLOYD DAVID	107 Hooker RD Newton 02[illegible]
Melissa Forbes-Nicoll	Melissa Forbes-Nicoll	5 Holman St. Allston
Paula Alexander	PAULA ALEXANDER	226 North Harvard St Allston
Brent Whelan	BRENT WHELAN	332 Allston St 02134
Margaret Kelly	MARGARET KELLY	57 Brentwood St Allston

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Signature	Name	Address
	Greg S Babbian	89 Undine Rd
	NORMAN S RUBIN	86 UNDINE RD
	GREGORY RIDEOUT	87 UNDINE ROAD
	Rebecca Spezzano	90 Undine Rd
	Theresa Connies	89 Undine Rd
	Amanda Young	96 undine rd
	Samantha Hickin	90 Undine Rd #1
	Kelly Kerr	90 Undine Rd #1
	Lawrence C Spezzano Jr.	86 Undine Rd #1

Doors 17

Letter 151

בס"ד

We, the undersigned, strongly oppose Boston College's plans to build a student-housing complex on Foster Street's conservation district behind Portina Road.

While we would welcome Boston College's using the area (with an appropriate buffer) for faculty or family use, we plead with the city to refuse the College's request to use this quiet conservation area for student housing. Although the initial plan calls for the dormitory to be used by Weston Seminary students, it can be used for any students in the future.

The Portina Road neighborhood is a unique community that took decades to build. It is densely settled with families with small children. Student housing would destroy its peaceful character, cause a flight from the community, and produce tremendous emotional upheaval and inordinate financial loss.

We plead with the city to keep Foster Street for families. We feel that the Weston Seminary dormitory planned for the area would be far more appropriate if placed adjacent to the current St. John's Seminary .

	Signature	Name	Address
1.		Alex Gordon	7 Washburn, Brookline
2.	B Kaplan	Beri Kaplan	289 Foster st Brighton
3.	Rabbi Dan Rodkin	Rabbi Dan Rodkin	19 Portina Rd., Brighton
4.	Sara Rodkin	Sara Rodkin	19 Portina Rd, Brighton
5.	Polina Duchovny	Polina Duchovny	Ferry st. 205 Everett MA
6.	Sara B. Rogot	Sara Basya Rogot	15 Kirkwood rd.
7.	Chandel	Chandel Shafer	50 para st.
8.	Chaya Rubin	Chaya Rubin	57R Union St.
9.	Albert Kurland	ALBERT KURLAND	50 UNDINE RD #2
10.	Igor Stolarov	Igor Stolarov	20 Cricket Ln, W. Roxbury, MA
11.		Luba Aronchik	49 Undine Rd #1
12.	Igor Mendelev	Igor Mendelev	61 Radnor Rd Brighton
13.	Lisa Marshall	LISA MARSHALL	22 Embassy Rd Brighton
14.		Michael Yoshpe	41 Whitemore Rd Newton
15.		Len Gelod	24 Lake Shore Dr. Wayland
16.		Charles Mael	1200 Lagrange St Ch. Hill
17.	Irina Gelman	Irina Y. Gelman	142 Kenrick St., Brighton
18.	Valentina Kirsanova	Kirsanova	112 Centre st #5A Brookline
19.	Boris Kirsanov	Kirsanov	677 Winchester st. #504 Newton

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	Signature	Name	Address
1.	Semen Baranchik	Semen Baranchik	30 Washington St. apt 415
2.	Liliya Vaks	Liliya Vaks	30 Washington apt 317
3.	Semen Vaks	Semen Vaks	30 Washington St apt 317
4.	[illegible]	Izr. Nidelman	30 Washington St. apt. 308
5.	[illegible]	Vladik Yachkind	30 Washington St. ap. 9E
6.	N. Rodkina	Natalya Rodkina	30 Washington St. # 502
7.	A Fridman	Alla Fridman	30 Washington St # 705
8.	Vovsha Liza	Liza Vovsha	30 Washington St apt [illegible]
9.	Taisija Baranchik	Taisiya Baranchik	30 Washington apt 415
10.	Lukatsky	Asya Lukatskay	30 Washington St # [illegible]
11.	Orechnis	[illegible]	30 Washington 805
12.	Orechnis	Oezha Orech	30 Wash 805
13.	[illegible]	Polina Zaydova	30 Washington # 411
14.	[illegible]	Sofiya [illegible]	30 Washington # 409
15.	Yalamova	Nadezhda Yalamova	30 Washington St. 65
16.	Pyatkin	Lily Pyatkin	30 Washington, 30, ap. 702
17.	[illegible]	Miron Konevsky	30 Washington St # 209
18.	[illegible]	Emma Dadashyan	30 Washington # 5G
19.	Rogaya	Rousa	30 Washington 905

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	Signature	Name	Address
1.	[signature]	Samuel Brosgen	135 Country Shore Dr ...
2.	[signature]	Hyn Nirch	188 Ridge Lane, Watch
3.	K. Marleen Carey	K. Merlyn Carey	11 Rogers St. Newton MA 024
4.	Natalia Feldman	Natalia Feldman	1925 Commonwealth Av
5.	Pauline E. Bill	Pauline Kell	9 Gray View
6.	[signature]	Angela Lagramanyan	95 Washington #47
7.	L. Lugovye	Lyudmila Lugovye	31 Harris St Broo 02446
8.	Julia Fein	Julia Fein	99 Marion St Brookline
9.	[signature]	Iosif Marmzon	108 Kilmarnock st #502
10.	[signature]	V. Ivanov	22 Lake Shore #4
11.	Nuta Paren	Nuta Paren	10 Camelot Ct #22
12.	[signature]		
13.	M M Z	Miriam	49 embassy Rd. Brighton
14.	[signature]	Anna Sokolinsky	33 Wolthrylit Rd Br
15.	Ilia Sokol	Ilia Sokolinsky	73 Nolthylit Rd Br
16.	[signature]	Kira Nemirovskaya	145 Lake Shore Rd
17.	[signature]	Shlomo Nemirovskiy	145 Lake Shore Rd, BR
18.	L. Reznik	LARISA REZNIKOVA	14 Heron st #304. W.R.
19.			

בס"ד

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	Signature	Name	Address
1.	I Lakhman	Iosif Lakhman	30 Washington St. #6A
2.	Inna Diakova	Inna Diakova	30 Washington St. #6A
3.	Kaganovich	Sima Kaganovich	30 Washington St. #608
4.	Каганович	Alexsandr Kaganovich	30 Washington St. # 608
5.	Fogel	Boris Fogel	30 Washington st. #4C
6.	[signature]	Lidiya Gaudpolskaya	30 Washington st. #4C
7.	[signature]	LEV RATMANSKI	30 Washington St. #85
8.	Mounits	Lioubov Mounits	30 Washington St. #85
9.	Goldshtein	Goldshtein Haida	30 Washington st # 86
10.	[signature]	Mikikovckaj Berta	30 Washington str. # 83
11.	[signature]	NATOVITCH LIOUBA	30 Washington st # 72
12.	[signature]	ZMOIRE ZAKHAR	30 Washington st # 72
13.	NACHUM HAIUT	NACHUM HAIUT	30 Washington St. # 812
14.	Shvarts	YuRiy ShvARtS	30 Washington St. # 502
15.	Larina	Larina Galina	30 Washington St. #501
16.	[signature]	Ilya Dayen	30 Washington 5A.
17.	[signature]	Lyubov Dayen	30 Washington 5A.
18.	[signature]	Mara Usmanova	30 Washington 6D
19.	D. Feiman	Дора Feiman	30 washington st ap 603

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	Signature	Name	Address
1.	[illegible]	Anna Johnson	5 [illegible]
2.	[illegible]	Yakov Glauberman	NH 03076
3.	[illegible]	Yakov Glauberman	16 Newhall St #? Lynn, MA 01902
4.	[illegible]	Roman Shulman	10 Gennaro Cr Wayland, MA 01778
5.	Blank/Bomshteyn	Blank/Bomshteyn	16 Emerson Ct N Andover MA 01845
6.	Mikhail Viner-Bykov	Mikhail Viner-Bykovskiy	19 Chase Ave., Lexington
7.	~~Simon Hawkin~~		
8.	Hawkin	Simon Hawkin	55 Folly Pond Rd #24 Beverly, MA 01915
9.	[illegible]	Alexey Sorkin	231 Hillside Ave Needham MA 02494
10.	[illegible]	Irina Bigman	109 Pine Hill Rd Bedford MA 01730
11.	G Khmyrov	Grigori Khmyrov	168 Farrwood Dr Haverhill, MA 01835
12.	Dmitry Filonov	Dmitry Filonov	50 Stevens St, 01810
13.	Olga Orlova	Olga Orlova	70 Kenoza St Haverhill
14.	Yelena Yakirevich	Yelena Yakirevich	20 Village Green Dr N Andover
15.	[illegible]	Evgeniy Tolkhvid	11 Drummer Rd. Acton, MA
16.	Borushteyn	Galina Borushteyn	16 Emerson ct. N. Andover
17.	[illegible]	Eugene Zuser	47 Whitman St, Somerville
18.	Yuriy Orlov	Yuriy ORLOV	70 Kenoza St., Haverhill, MA
19.	[illegible]	[illegible]	17 Beach Rd #42 [illegible] MA

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	Signature	Name	Address
1.	[signature]	Bronya Bogdanovskaya	30 Washington St 316
2.	[signature]	Kopelman Semen	30 Wash. St #307
3.	[signature]	Tatiana Tsukraya	30 Wash. #1308
4.	[signature]	Mark Isakson	30 Washington #809
5.	[signature]	Ella Kozhushnaya	30 — " — Ap 3C
6.	[signature]	Khaim Bratslavskiy	30 Washington St Ap 409
7.	[signature]	Klavdiya Badova	30 Washing. # 809
8.	[signature]	Nina Gorelik	30 — " — # 42
9.	[signature]	Yevgeniy Yelyashkevich	30 Washington #506
10.	[signature]	Emiliya Yorish	28 Walling Rd #27
11.	[signature]	Iosif Niven	30 Washington St # 907
12.			
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17.			
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