

## Riley, Kate

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**From:** Jan Devereux <jan.devereux@gmail.com>  
**Sent:** Friday, February 28, 2020 10:18 AM  
**To:** Riley, Kate  
**Cc:** DePasquale, Louie; Peterson, Lisa  
**Subject:** Follow-up comments on Tobin VLUIS site designs

Please post these to the project webpage and share as appropriate with design team and staff:

I was unable to attend the 2/12 community meeting at which the latest conceptual design ("Crossroads") was presented.

I very much appreciate the efforts made to address questions of the program expansion's impact on public open space and traffic circulation and I do feel this design is an improvement in some respects. However, I still have questions about whether the Tobin/Callanan site is adequate for what's being proposed. I am pleased that additional discussions are planned with the state over the future of the Armory because gaining even a portion of that site would help. I noticed that the project contractor WT Rich has already set up its modular "base camp" in the portion of the Armory lot that abuts the Tobin site, using jersey barriers and fencing to create a secure area; if the National Guard can operate for four-plus years without this portion of their lot, then how essential is it?

My concerns are similar to those expressed by Doug Brown in his comments of 2/11.

Trees: I have requested through Councillor Nolan to see the Crossroads site plan superimposed over the existing site plan. There are five mature oak trees along the current driveway leading to the parking lot -- does the Crossroads design preserve all of them as well as the nine mature trees along Vassal?

Setbacks: The comparison of setbacks between Existing and Crossroads isn't apples to oranges because the measurements are from different points. All the setbacks are measured to include the street and the sidewalk on the other side of Vassal -- how close is the building to the sidewalk next to the school and to the big trees on Vassal, which have canopies that need to be protected as well?

Renderings: None of the bird's eye renderings show what a building of this size would look like from the sidewalk (human) level; the aerial views mask its scale on the sidewalk, especially since the building appears to be closer to Vassal Lane at some points. The one angle that was not rendered is the how it would look from near where Vassal and Lakeview meet, which is where the building might be up to five floors. We need to see more complete renderings.

Traffic circulation and safety: Where will cars dropping off and picking up students queue up? For people living on Lakeview (and Worthington and Lexington) our best route out of our homes, whether by car or bike, is via Vassal since at most times the parkway is a mess. If there are cars waiting to enter/exit school driveways in two places, at two different drop-off and pick-up times in both morning and afternoon, through-traffic could be stuck behind a school queue. With so many cars coming and going for extended periods, it may not even feel safe to bike past the school, and Vassal is the marked bike route from Fresh Pond Reservation to Harvard Sq.

Some of the houses on Alpine would have an active two-way driveway directly behind them -- I don't like that. True, it's no longer a "bus lane" but it will now have many more vehicles using it all hours because it's been made into a two-way car lane. The houses at the end of Standish and on Vassal near that corner would have this new driveway facing them, too. Who does that driveway serve? The preschool is on the far (northwestern) side of the site, so the Alpine driveway wouldn't serve them. Is this where the Tobin Pre K-5 students all get

dropped off and picked up? (That's the largest group of students.) Will these cars want to come down Standish? (Maybe we should look at reversing Standish's direction again.)

Access to transit: There also must be two direct bike/ped paths across the site to Concord -- that is where 74/78 bus stops are, and many of us rely on the bus to get to Harvard Sq. At least one bike/ped route through the site should be kept open during construction, too.

Construction vehicles: Most of the heavy excavation would appear to be very close to the houses on Vassal and at one end of Alpine. Trucks carrying dirty soil should exit via through Armory lot and out through the Sozio rotary -- not through the neighborhood. Construction vehicles should not use Vassal Lane and the neighborhood streets.

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