



Public Safety & Transportation Committee Report

City of Newton **In City Council**

Wednesday, April 3, 2019

Present: Councilors Ciccone (Chair), Cote, Downs, Grossman, Noel, Auchincloss and Markiewicz

Absent: Councilor Lipof

Also Present: Councilors Krintzman, Danberg, Schwartz and Leary

City Staff: Barney Heath, Director of Planning and Development; Nicole Freedman, Director of Transportation Planning; Jason Sobel, Director of Transportation DPW and Jonathan Yeo, Chief Operating Officer

#137-19 Request for one (1) new van license for Garden Remedies

LAZ Parking Limited, LLC requesting **one (1) new van license** for Garden Remedies, Inc.

Action: **Public Safety & Transportation Withdrawn Without Prejudice 7-0**

Note: Barney Heath, Director of Planning and Development and Jonathan Yeo, Chief Operating Officer joined the Committee for discussion on this item.

Mr. Heath stated that the Mayor is working with Garden Remedies on transportation, parking and operational issues to ensure a smooth opening process.

Mr. Yeo stated that in the beginning Garden Remedies will be open by appointment only. Moving forward if necessary, a police detail and or message boards will be implemented. Mr. Yeo then requested that this van license application be withdrawn.

Without further discussion, Councilor Auchincloss made a motion to withdraw this van license request. Committee members agreed 7-0.

#22-19 Update and discussion on the implementation of the Passport Parking Application

COUNCILORS KRINTZMAN, DOWNS, ALBRIGHT, KELLEY, AUCHINCLOSS AND NOEL, requesting an update and discussion with the Director of Transportation from the Department of Public Works on the implementation of the Passport Application for parking. The discussion should also include an analysis of potential billing discrepancies between cash payments and payments made through the Passport Application as well as possible future modifications.

Action: **Public Safety & Transportation No Action Necessary 7-0**

Note: Councilor Krintzman, Jason Sobel, Director of Transportation DPW and Jonathan Yeo, Chief Operating Officer joined the Committee for discussion on this item.

Councilor Krintzman explained that this item was docketed due to potential billing discrepancies between cash payments and payments made through the Passport Application. When coin is used at a meter the meter shows the remaining time. When the Passport Application is used at a meter, all meters do not show remaining time; but should. Is there a way to show how much time remains on a meter when using the Passport Application?

Councilor Auchincloss stated that 'zero out' is a major source of revenue in parking by tagging that same time twice on a Passport Application, this has become a major benefit of hardware and software apps. What is the possibility of the Committee speaking with the Passport Application Manager? Mr. Sobel answered that the Passport Application representative is in North Carolina and stated that the representative is a very concise person and is generally happy with their response time.

Mr. Sobel explained that the Passport Application was launched in FY2017. During that year, revenue was just under 19% for all meter revenue. In FY18 Passport Application represented just under 32% and thru February FY19 revenue increased over 40% on all meter revenues, proving that there is significant usage of the app. He then said that the current meter infrastructure does not allow for a payment made on the Passport Application to communicate back to the parking meter head whether payment was made. This is not possible to change with the current infrastructure. Plans are being made to replace the current infrastructure, but funding is necessary. If meters are going to be replaced with smart meters which have more functions including rates being set remotely, accept credit cards and if desired, a payment made on the Passport Application could be pushed to the individual meters. A second option is not to 'zero out' when a driver leaves with time left on the meter. A third option is to install vehicle sensors in addition to smart meters so that when a vehicle leaves a space no matter if they paid with cash, credit card or Passport Application it is 'zero out' at the meter when the vehicle leaves. Discrepancies will not be resolved until new meter heads are installed.

Councilors questions, comments and suggestions:

Questions:

- What other capabilities does the Passport Application have? Can it be adjusted to a shorter time than the 30-minute minimum?
- Please explain the convenience fee. Mr. Sobel answered that a driver pays .15 cents per transaction. The City pays 2.4% gross revenue and .20 cents per transaction.
- You cannot extend your time on the Passport Application if the time has expired, making a driver move the vehicle causing pollution, etc. Can this be changed? Mr. Sobel answered that the settings are to deter drivers from parking long-term.
- How many meter heads are in the City? Mr. Sobel answered approximately 1100 on street meter heads. Mr. Yeo stated that the CIP project includes the replacement of over 400 broken parking meters over the next year or two including smart meters, better technology and kiosks.
- Why are the wallets different in each City if they have the same Passport Application?

Comments:

- Strategies are available without paying the maximum to the City. Pay the minimum and if

necessary, pay to extend your stay.

- Tax payers pay for the maintenance, roads, sidewalks and meters. Meter collection does not come close to these expensive costs.

Suggestions:

- Please explore the ability to provide an overnight parking permit or longer parking times where there are no meters.
- It is hopeful, that in the future cash and the Passport Application can be uniform.

Mr. Sobel stated that the Passport Application also includes permitting, enforcement and license plate recognition functions. The City is working with the Police and Treasury Departments because the enforcement contract with the current vendor will be expiring. The City is in the process of putting together an RFP to put out to bid and perhaps change vendors. Captain Anastasia would like to put out an RFP to have digital permitting which makes sense to combine both into one RFP.

Chair Ciccone opened the discussion to members of the public who were present. Residents expressed their comments, questions and suggestions.

Comments:

- The point for paying parking meters is to encourage turnover. Once a driver leaves the meter they lost money remaining, if any.
- The City has unfunded transportation needs.
- The City sells parking spaces well below the market, the City is not recouping.
- It is not necessary to be fair with the second vehicle who parks for free.

Questions:

- How expensive are vehicle sensors?

Suggestions:

- Please review street value for better transportation choices.

Without further discussion, Councilor Cote made a motion for no action necessary. Council members agreed 7-0.

#19-19

Discussion on painting bike lanes

COUNCILORS DANBERG, DOWNS, SCHWARTZ, NORTON AND KALIS requesting discussion and possible action on painting bike lanes on certain major arterials: Beacon Street, Brookline Street and Dedham Street.

Action:

Public Safety & Transportation Held 6-0, Auchincloss not voting

Note:

Nicole Freedman, Director of Transportation Planning; Jason Sobel, Director of Transportation DPW, Jonathan Yeo, Chief Operating Officer and Councilor Danberg joined the Committee for discussion on this item.

Ms. Freedman described and explained in detail the PowerPoint presentation including a Bike Lane Master List attached to this report.

Ms. Freedman provided an update on seven roads.

Dedham Street – This project is on hold because Beacon Street and Brookline Street is being worked on and are in the same area. The public parking on both sides of the street will have to be removed to paint bike lane symbols.

Nahanton Street – Ready to install bike lanes in the spring 2019.

Brookline Street – In the design phase, the next step is to hold a public meeting.

Beacon Street – Is on the short list for FY20. The City may hire a consultant to complete the design work.

Braeland Avenue – Paint a 4.5-foot walk path, install a bump out to provide better pedestrian visibility and provide a bike corral. Braeland Avenue is in the design phase, the next step is the final design phase.

Parker Street – The City is reviewing two options for Parker Street, but it is not in the design phase yet. The City is hopeful to hire a consultant for the design.

Washington Street – In the preliminary concept. Approximately 50% of the parking would be removed. The next step is to hold a public meeting.

Council members questions, comments and suggestions.

Questions:

- Who prioritizes bike lanes and what is the criteria? Ms. Freedman answered that the Complete Streets Working Group and TAG prioritizes the bike lanes from the master list and from the bike network plan. The 2012 bike network plan is the master document to determine designs in 5-10 years. The network plan highest priority roads and what opportunities out there when repaving, etc. prioritizing existing roads

Comments:

- It is great to see the plan for Braeland Avenue and how it will become a functional road with a wide Sidewalk.

Suggestions:

- It is preferable to remove parking on a complete street, rather than block by block.

Chair Ciccone opened the discussion to members of the public who were present. Residents expressed their concerns and comments.

Concerns:

- Road paint wears out.

Comments:

- A plan is necessary for protected bike lanes, perhaps find alternate bike routes.
- Protected bike lanes are necessary to promote families and children biking to school and for day to

day activities.

- It is necessary to provide safety measures for the children.
- It is necessary to encourage biking and discourage driving.
- Short term goals are good. The City must be more aggressive to fund, design and engineer bike lanes.

Mr. Yeo stated that the City is being mindful, a priority of the Administration, DPW and Planning Departments are to hire consultants if necessary, to create a design team to be efficient to complete City projects.

Mr. Sobel stated that in order to stripe the roads, parking must be removed. Neighborhood public meetings will be held for residential input. Traffic Council would discuss and consider roads where parking would be removed in order to implement bike lanes.

Councilors and residents thanked Ms. Freedman for her PowerPoint presentation.

Without further discussion, Councilor Downs made a motion to hold this item pending the possible action on painting bike lanes. Council members agreed 6-0, Councilor Auchincloss not voting.

Referred to Public Safety & Transportation and Finance Committees

#82-19

Authorize the Director of Planning to set the fees for parking meter spaces

COUNCILORS AUCHINCLOSS, DOWNS, LEARY, KRINTZMAN, RICE, NOEL, DANBERG, GROSSMAN, MARKIEWICZ, CROSSLEY, SCHWARTZ AND THE DIRECTOR OF PLANNING & DEVELOPMENT requesting amendment to Section 19-191. **Parking meter fees.** of the City of Newton Ordinances which sets the specific fees for parking meters be deleted and replaced with the following text: The fees for parking in a parking meter space during the days and hours designated for parking meters will be set by the Director of Planning and Development, in consultation with the Commissioner of Public Works.

Action:

Public Safety & Transportation Approved as Amended 5-0-2, Councilors Cote and Ciccone abstaining

Note:

Barney Heath, Director of Planning and Development; Nicole Freedman, Director of Transportation Planning; Jason Sobel, Director of Transportation DPW; Councilors Schwartz, Krintzman and Leary joined the Committee for discussion on this item.

Mr. Heath stated that the current parking rate system is not producing ideal outcomes for village centers and the City is not employing best practices. Parking is very valuable resource in the City and needs to be treated as such. The goal is to provide parking availability and turnover. The City would like the ability to test and evaluate and reach its goal of availability. If necessary, tweaks will be made as necessary.

Ms. Freedman described and explained in detail the PowerPoint presentation, attached to this report.

Ms. Freedman stated that the meeting goal is to review proposed parking meter pricing ordinance change which would allow administrative changes to meter rates enabling demand-based (differential) priced parking. The parking goal is to increase parking availability, reduce cruising and congestions, increase safety and improve customer experience. The multi-pronged effort is to work on demand based (differential) parking, district permit plans and install kiosks which was derived from recommendations made from the Newton Centre Parking Strategy Plan.

The demand-based (differential) implementation will set a target occupancy of 85-90% on average. The City will track occupancy including tracking by manual counts, kiosk and passport data. Meters will be adjusted to achieve the target by setting rates administratively and making changes slightly as needed up to 2 times per year.

Newton Centre was given as an implementation example. The objective is to shift parking away from 'front door spaces'. A strategy goal is 85 to 90% peak occupancy. Union Street meters are now .75 cents it is proposed to be \$1.25. Other short-term locations are now .75 cents it is proposed to be \$1.00. Long term are not .50 cents and no change is suggested. Often, employees are parking in front of businesses at the short-term spaces not allowing customers to patronize businesses.

In the future, the City will review West Newton, Newton Highlands and Newton Corner.

Council members questions, concerns, comments and suggestions.

Questions:

- Will the parking kiosks eliminate the parking meters? Ms. Freedman answered that kiosks are in three of the four parking lots designed by zone and parking space number.
- Will this item be held up in the Finance Committee due to the proposed language and be rescinded? Chair Ciccone stated that it could, but the Finance Committee is hopeful all items will go through the Public Safety & Transportation Committee.
- When will the meter rate changes proposed be implemented? Ms. Freedman answered that the public would be notified first allowing feedback. Mr. Sobel stated that the current infrastructure does not allow all meters to be changed. It is labor intensive changing each meter times and charges. It would be necessary to verify if the current parking meter heads can accept changes. A time has not been set to implement this proposed change until the infrastructure is reviewed.
- Please explain in the Memo under the implementation example: "The City would evaluate the Phase 1 changes vis manual counts and using Passport and kiosk data. After six months, staff would seek to make additional improvements such as changes to meter rates, time limits or non-meter regulations in pursuit of the target availability goal." Does this phrase mean that additional work and research are necessary before making changes? Mr. Sobel stated that the data on the Passport App and Kiosk is an ongoing process should the City make adjustments. Utilization data will be better with the smart meter heads. To change the kiosk and Passport rates is easy to adjust. Mr. Heath stated that the current infrastructure is adequate, he is fairly confident to evaluate the system. The City may update meter heads in this area in order to implement meter rate changes. Ms. Freedman stated that manual

counts and passport data will be reviewed, and it is not concerning at this time to continue to use old meters. Mr. Sobel stated that there are potential concerns using old meters in order to implement new rates in this area. Prior to implementing new rates, the City would evaluate and determine if the City can manually change the meter heads. The ordinance change allows the flexibility to change the meter rates in specific targeted areas.

- Can meter rates be lowered in lower demand areas?

Concerns:

- Regarding changing the meter rates two times per year. Data would be helpful to determine who is parking. How will drivers be notified prior to parking? Parking information would assist them when making their decision on where to park.
- It is necessary to provide appropriate signage including prices, parking availabilities and other options for parking.
- It is difficult to approve this item without knowing what can and cannot be done regarding implementing new rates using old meter heads.
- Will parking meter rates be set block by block? Ms. Freedman answered no, rates will be set by areas such as Area 1, Area 2, etc. Block by block is too difficult to message to drivers.
- How will the public be made aware? Mr. Heath answered that public meetings will be held where implementation will be made.
- Have nearby communities rolled this out? Ms. Freedman answered yes, Boston in the Seaport District and the Back Bay.
- It was mentioned to perhaps be concerned about lawsuits regarding drivers not being able to afford parking where desired due to the cost.
- The City Council should approve meter rate changes prior to implementing changes.

Comments:

- This is the first piece of a series of steps to make better parking management in the City. Flexibility must be given to the Administration. Infrastructure must be setup, parking studies must be completed to determine parking occupancy in the village centers.
- There are parts of the City with kiosks where this could first be implemented. This is the first step, challenges should not be a barrier to implement this.
- The proposed language of parking meters “will be set by the Director of Planning and Development in consultation with the Commissioner of Public Works” is appropriate.
- Please be thoughtful of the role out process.

Suggestions:

- Please provide guiding language of the intention to determine how the authority is to be exercised from the existing ordinance to the proposed language.
- Please provide anticipated meter rate fees to the Council prior to implementing meter rate changes every six months. Ms. Freedman answered that the ordinance language does not propose a fee for parking meter ranges.

Some Council members felt that it is first necessary to get the infrastructure and plan in place prior to approving the proposed ordinance language.

Mr. Sobel stated that some of the large transportation capital improvement projects include updating Meter infrastructure.

Chair Ciccone opened the discussion to members of the public who were present. Residents expressed their concerns and suggestions.

Concerns:

- Drivers should be encouraged to park in the Cypress Street, Pelham Street and Pleasant Street parking lots.
- On-street parking rates should be a premium.

Suggestions:

- Beacon Street, Centre Street and Langley Road should have the same pricing rates as Union Street. The triangle rate should be the next level of parking meter rates. The City will not see the immediate benefits of the parking meter rate increases. Parking in Newton Centre is underpriced.

Council members proposed different amendment language agreeing to the following:

AMENDMENT TO PROPOSED LANGUAGE:

Proposed Language:

Sec. 19-191. Parking meter fees. The fees for parking in a parking meter space during the days and hours designated for parking meters will be set by the Director of Planning and Development, in consultation with the Commissioner of Public Works. Consistent with a documented parking occupancy goal.

Without further discussion, Councilor Downs made a motion to approve as amended. Council members agreed 5-0-2, Councilors Cote and Ciccone abstaining.

At approximately, 9:30 p.m., Councilor Auchincloss made a motion to adjourn. Council members agreed 7-0.

Respectfully submitted,

Allan Ciccone, Jr. Chair

Bike Lanes

PS&T Docket #19-19

April 3, 2019

Planning Department

Bike Lanes

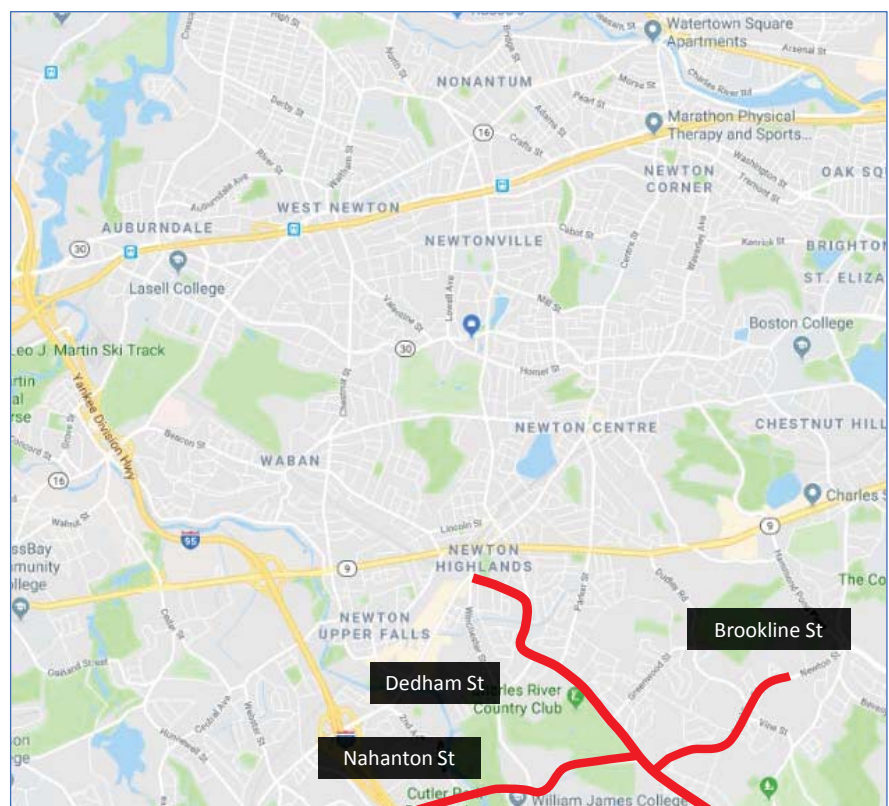
1. Dedham
2. Brookline
3. Beacon

Bike Lanes

1. Dedham
2. Brookline
3. Beacon
4. Nahanton
5. Braeland
6. Parker
7. Washington St

Bike Lanes

1. Dedham, 2. Brookline, 4. Nahanton



Dedham St

Status: Hold

Next Step: NA



Nahanton St

Status: Ready to Install

Next Step: Install, Spring '19



Typical: Dedham to Farm

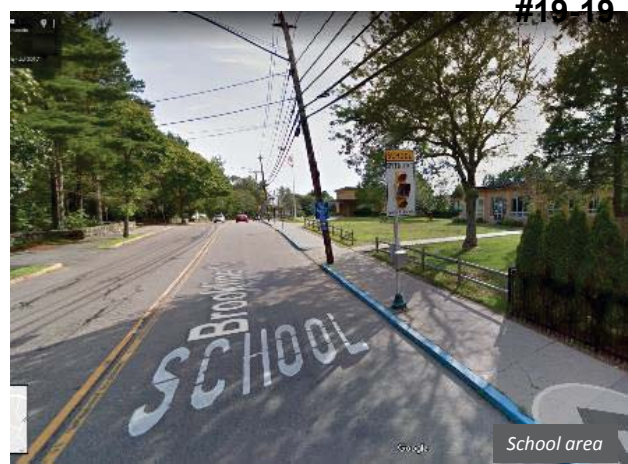


Farm to Winchester

Proposed

- Limits: Dedham Street to Charles River
- Dedham- Farm: Convert shoulder to bike lane
- Farm to Winchester: Transition bike lane to sharrows. Maintain parking
- Winchester to Charles River: Bike lanes maintained, narrow approaching Wells

Brookline Street



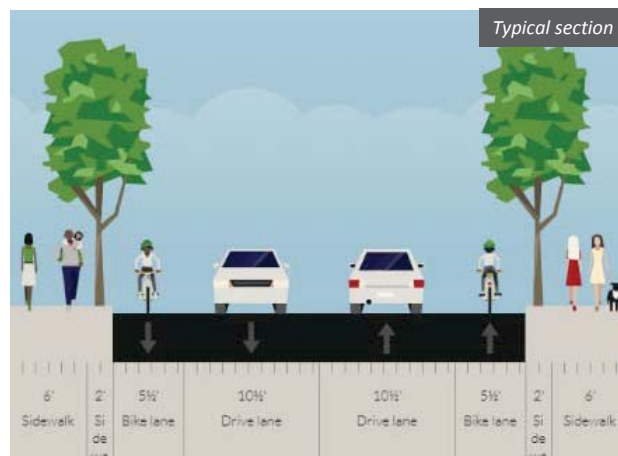
Existing

- Limits: Dedham Street to Brookline border
- Typical: 16' TL with P / 16' TL with P = 32'
- Location Specific:
 - Memorial Spaulding blue zone
 - School parking just W of Oak Hill to just E of Hartman
- Parking: Parking 2 sides

Brookline Street

Status: In Design, 2019/2020

Next Step: Public Meeting

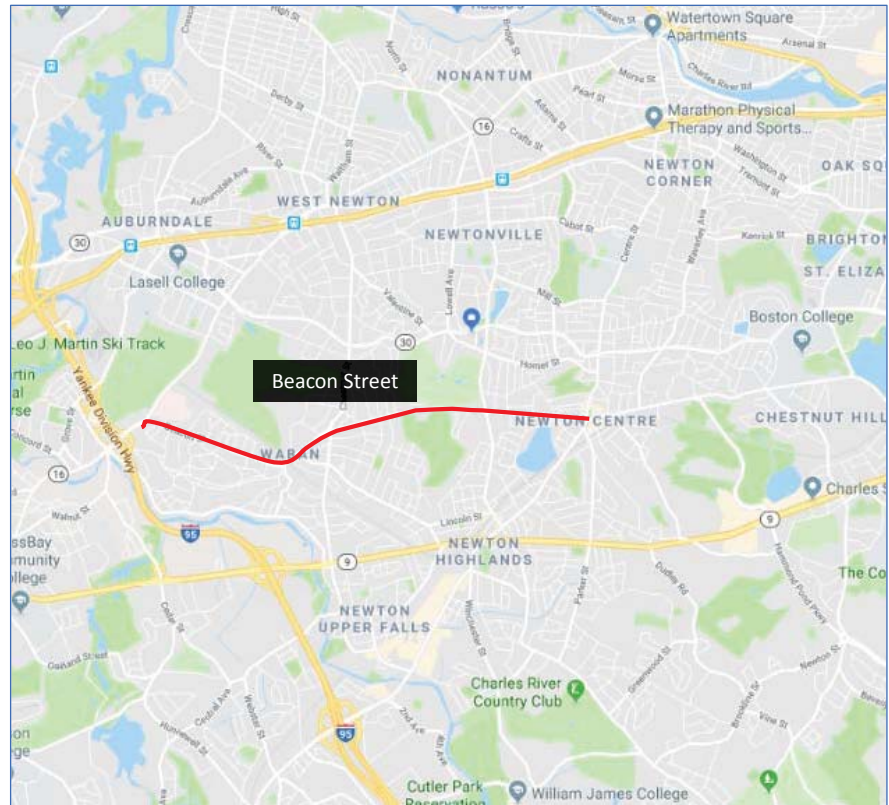


Proposed

- Limits: Dedham St to border
- Typical: 2x 5-5.5' BL, 2x 10.5-11' TL = 32'
- Location Specific: Maintain parking in school zone. Transition to sharrows.
- Parking: Eliminate P except school area

Bike Lanes

3. Beacon Street



Beacon St



Existing

- Limits: Washington St to Centre St
- Typical: 32-34' curb-curb w/ 2 side parking
- Location Specific:
 - On-street parking required Angier and commercial areas
 - Turn lanes at major intersections
- Parking: Parking on both sides of street

Beacon St

Status: Short List, FY'20

Next Step: Design

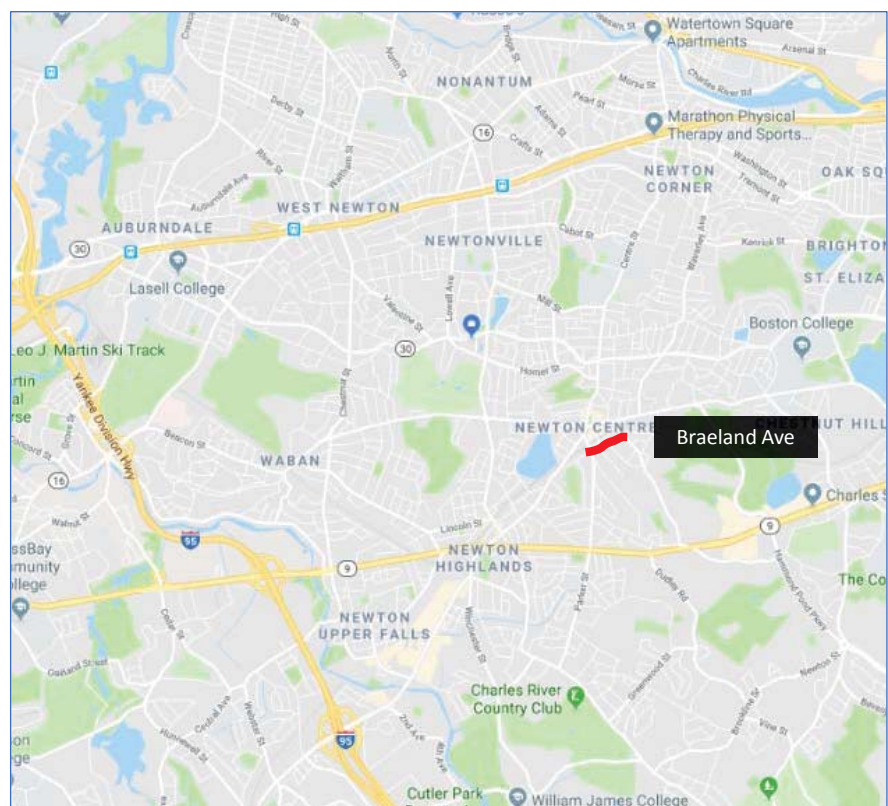
Proposed

- Limits: Washington St to Centre St
- Proposed:
 - Convert shoulder to bike lane
 - Maintain parking @ Angier, commercial areas
 - Maintain turn lanes
- Parking: Eliminate parking except at Angier, commercial areas

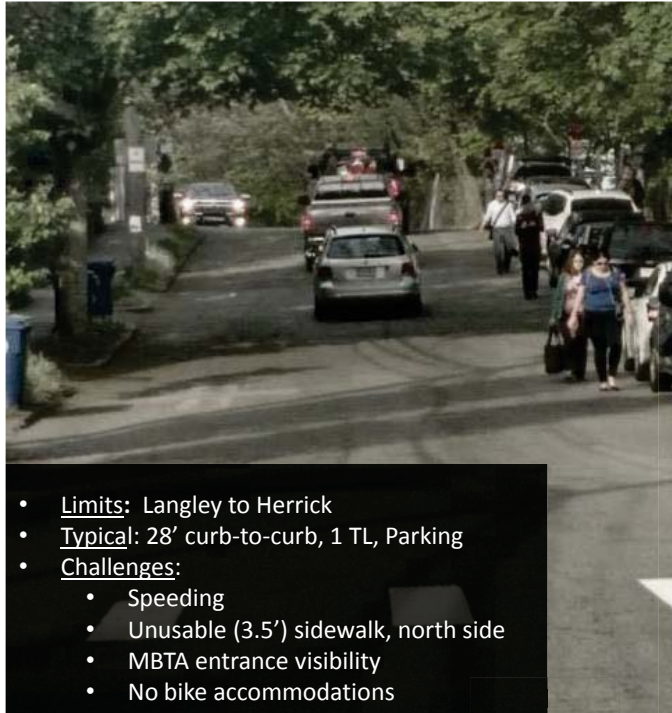


Bike Lanes

5. Braeland Ave



Braeland Ave, *Existing*



- Limits: Langley to Herrick
- Typical: 28' curb-to-curb, 1 TL, Parking
- Challenges:
 - Speeding
 - Unusable (3.5') sidewalk, north side
 - MBTA entrance visibility
 - No bike accommodations

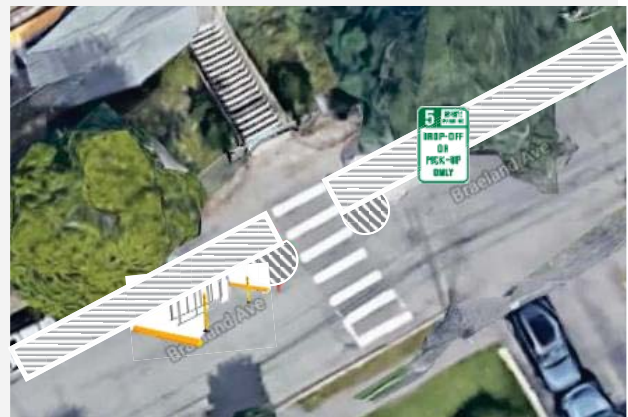


Braeland Ave, *Proposed*

Limits: Langley to Herrick

Status: In Design, 2019/2020

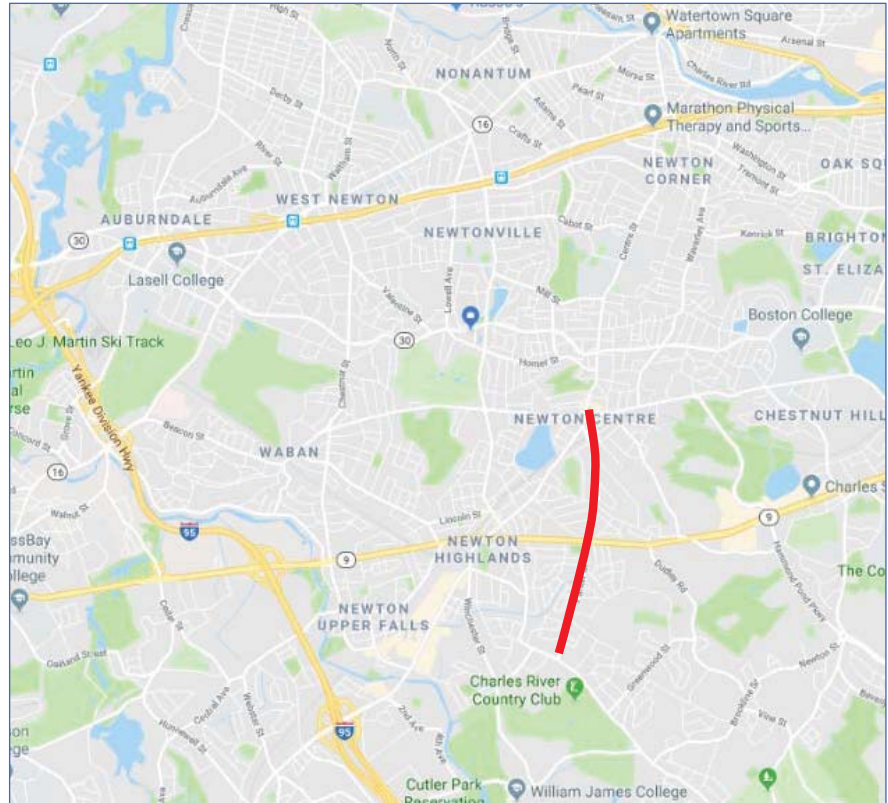
Next Step: Final Design



4.5' walking path
7' parking
5.5' bike lane
11' travel lane

Bike Lanes

6. Parker Street



Parker Street



Existing

- Limits: Dedham to Cypress/Centre
- Typical: 30-33' curb-curb w/ 2 side parking
- Location Specific:
 - Access to NSHS
 - Rt 9 Crossing
 - Cypress intersection
- Parking: Parking on both sides of street

Parker Street

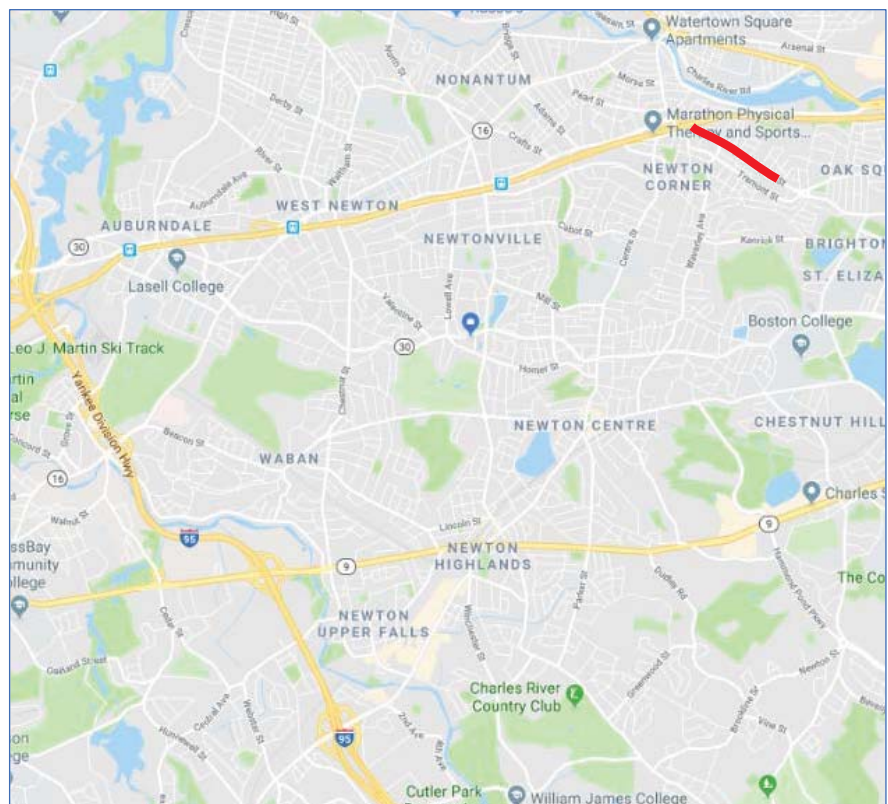


Proposed

- Limits: Dedham to Cypress/Centre
- Typical:
 - Option 1: 2x 5-6'BL, 2x 10-11' TL OR
 - Option 2: 8' 2-way PBL w/ 2-3' buffer, 2x10-11'TL
- Location Specific- TBD
 - Access to NSHS
 - Rt 9 Crossing
 - Cypress intersection
- Parking: Parking on both sides of street

Bike Lanes

7. Washington Street



Washington Street,

Limits: Newton Corner to Boston border

Status: In Design, 2019/2020

Next Step: Public Meeting



Existing
Speeding
Challenging crossings
No bike accommodations



Bike Lane Master List

Street	Limit 1	Limit 2	Status	Constr Yr
Centre St	Commonwealth Ave	Washington St	Installed	2017
Commonwealth Ave	Lowell Ave	Washington St	Installed	2018
Waltham	Waltham border	Crafts Street	Installed	2018
Washington St	Chestnut Street	Shaw Street	Ready to install	2020
Nahanton St	Dedham St	Needham border	Ready to Install	2019
Walnut St	Elm St	Commonwealth	Ready to Install	2019
Hammond Pond Pky	Beacon St	Rt 9	In Design, DCR	2021
Crafts	Waltham St	Washington St	In Design, DPW	2019
Washington St	St James	Boston Border	In Design, DPW	2019/2020
Braeland	Herrick	Langley	In Design, DPW	2019/2020
Brookline St	Dedham St	Brookline Border	In Design, DPW	2019/2020
Needham Street	Needham border	Winchester Street	In Design, MassDOT	2021
Parker St	Dedham St	Cypress	Short List FY'20	
Beacon Street	Wellesley Border	Centre Street	Short List FY'20	
California St	Crafts St	Town Line	RoadsList, hold	
Pearl			RoadsList, hold	
Waverly Ave			RoadsList, hold	
Eliot Street	Chestnut Street	Town Line	RoadsList, hold	
Dedham St	Boston border	Walnut St	RoadsList, hold	
Watertown	Washington St	Watertown brdr	RoadsList, hold	
Lexington Street	Mass Pike	Moody Street	RoadsList, hold	

Thank you

“Differential” Priced Parking

PS&T Docket #504-2018
March 6, 2019
Barney Heath

Meeting Goal

Review proposed parking meter pricing ordinance change

Allows administrative changes to meter rates

Enables demand-based (differential) priced parking

Parking Goal

- Increase parking availability
- Reduce cruising & congestion
- Increase safety
- Improve customer experience



Multi- Pronged Effort

- Demand-Based (Differential) Parking
- District Permit Plans
- Kiosk



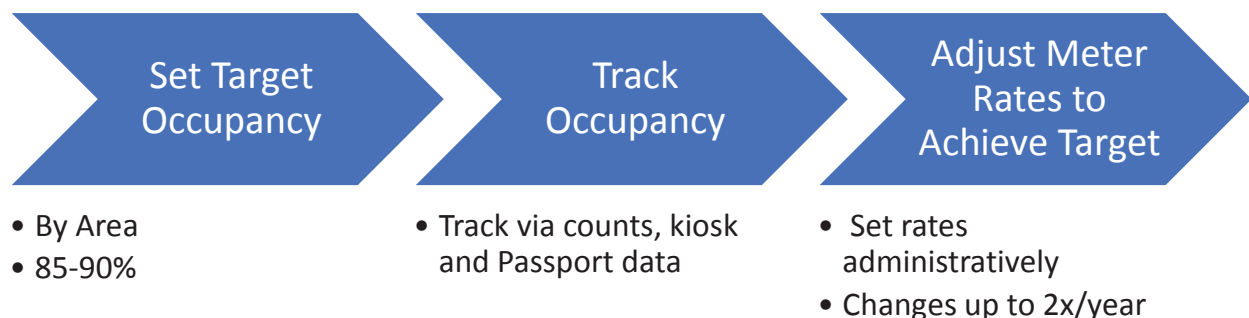
Graphic: ZHAI HAIJUN/CHINA DAILY



Demand-Based (Differential) Pricing

1. Cities historically have charged below market rate for parking
2. Supply and demand imbalance causes problems
 - a. Cruising, congested traffic, wasted time and fuel, and polluted air
 - b. “shortages” of close-in front-door spaces leading to frustration, discouraged businesses
3. Demand- based pricing corrects imbalance
 1. Establishes target availability goal
 2. Varies meter rates by location and and/or time in pursuit of the goal

Demand-Based (Differential) Implementation



An Implementation Example...

Newton Centre

Phase I

Objective

Shift parking away from
"front door spaces"

Strategy

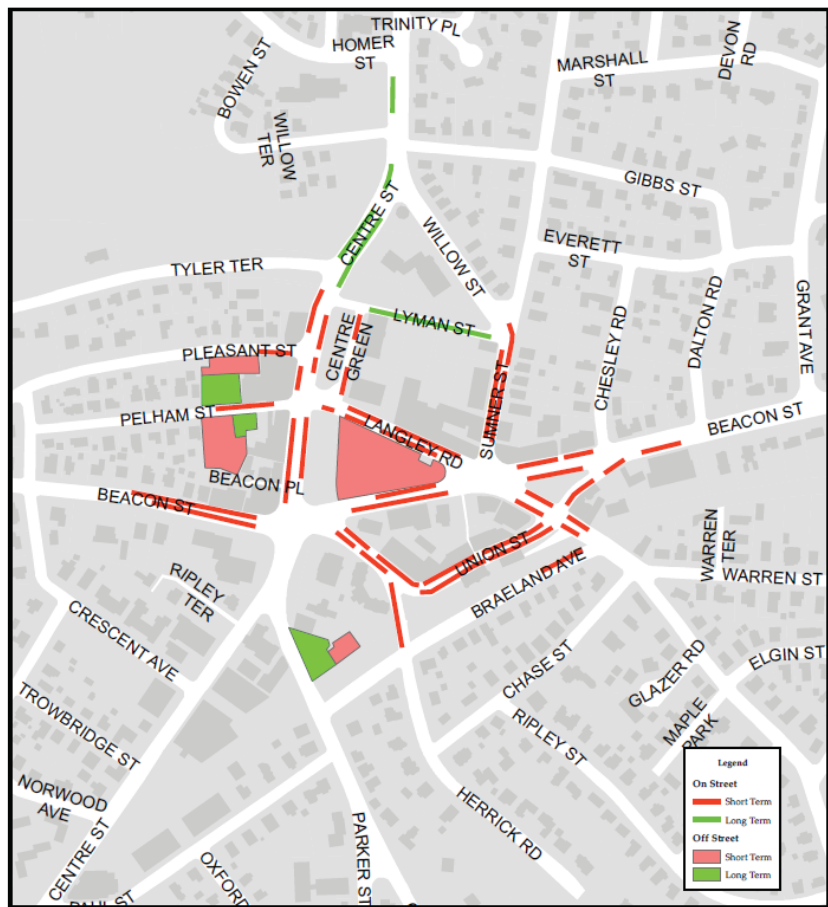
Goal: 85-90% peak occupancy

Union Street: \$1.25 (now \$.75)

Other short term: \$1.00 (now \$.75)

Long term : \$.50 (no change)

Newton Centre Metered Spaces



Existing Ordinance

Sec. 19-191. Parking meter fees. The fees for parking in a parking meter space during the days and hours designated for parking meter zones shall be as follows: (a) For parking meter zones with a time limit of four hours or less, the fee shall be five cents (\$0.05) for each four (4) minute period or part thereof; and (b) For parking meter zones with a time limit of greater than four hours, including those parking meter zones that have no time limit, the fee shall be five cents (\$0.05) for each six (6) minute period or part thereof. (Rev. Ords. 1973, § 13-157; Ord. No. 53, 2-18-75; Ord. No. 70, 5-5-75; Ord. No. 318, 3-5-79; Ord. No. R-28, 3-16-81; Ord. No. S-29, 12-5-83; Ord. No. W-44, 5-29-01; Ord. No. X-207, 4-18-06; Ord. No. Z-58, 12-21-09)

Proposed Ordinance

Sec. 19-191. Parking meter fees. The fees for parking in a parking meter space during the days and hours designated for parking meters will be set by the Director of Planning and Development in consultation with the Commissioner of Public Works.

Existing Ordinance

Sec. 19-191. Parking meter fees. The fees for parking in a parking meter space during the days and hours designated for parking meter zones shall be as follows: (a) For parking meter zones with a time limit of four hours or less, the fee shall be five cents (\$0.05) for each four (4) minute period or part thereof; and (b) For parking meter zones with a time limit of greater than four hours, including those parking meter zones that have no time limit, the fee shall be five cents (\$0.05) for each six (6) minute period or part thereof. (Rev. Ords. 1973, § 13-157; Ord. No. 53, 2-18-75; Ord. No. 70, 5-5-75; Ord. No. 318, 3-5-79; Ord. No. R-28, 3-16-81; Ord. No. S-29, 12-5-83; Ord. No. W-44, 5-29-01; Ord. No. X-207, 4-18-06; Ord. No. Z-58, 12-21-09)

-

Proposed Ordinance

Sec. 19-191. Parking meter fees. The fees for parking in a parking meter space during the days and hours designated for parking meters **will be set by the Director of Planning and Development in consultation with the Commissioner of Public Works.**

Process

- ✓ PST meeting I (11/17/18)
 - Solicit initial feedback
- ✓ PST Meeting II (3/6/18)
 - Review proposed ordinance change
- TBD based on input



Thank you

Barney Heath
Director of Planning
Bheath@newtonma.gov