



Ruthanne Fuller
Mayor

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

Telephone
(617) 796-1120
Telefax
(617) 796-1142
TDD/TTY
(617) 796-1089
www.newtonma.gov
Barney Heath
Director

MEMORANDUM

DATE: January 3, 2020
MEETING DATE: January 6, 2020
TO: City Council
FROM: Barney Heath, Director of Planning and Development
Jennifer Caira, Deputy Director

At the request of the City Council President, and in anticipation of the Council's votes on the Northland referendum, the Planning Department is attaching the final two memos submitted to the City Council prior to the vote on the Northland development's Special Permit and Rezoning requests. The November 14, 2019 memo provides a summary of some of the main issues and the November 22, 2019 memo provides more in depth information on certain topics in response to questions raised by Councilors. Both memos provide links to the Planning Department's website for the project (link also provided below), which contains all of the planning memos as well as the final version of critical documents (site plans, initial TDM work plan, design guidelines, 3D model, etc.). Also attached is the final, approved Council Order.

<http://www.newtonma.gov/gov/planning/current/devrev/hip/northland.asp>

Attachment A: Planning Department November 14, 2019 memo to City Council
Attachment B: Planning Department November 22, 2019 memo to City Council
Attachment C: Final Northland Special Permit Council Order



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Barney Heath
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MEMORANDUM

DATE: November 14, 2019
MEETING DATE: November 18, 2019
TO: City Council
FROM: Barney Heath, Director of Planning and Development
Jennifer Caira, Chief Planner for Current Planning
Michael Gleba, Senior Planner
CC: Petitioner

PETITIONS #425-18 & #426-18

156 Oak St., 275-281 Needham St. & 55 Tower Rd.

Petition #425-18- for a change of zone to BUSINESS USE 4 for land located at 156 Oak Street (Section 51 Block 28 Lot 5A), 275-281 Needham Street (Section 51, Block 28, Lot 6) and 55 Tower Road (Section 51 Block 28 Lot 5), currently zoned MU1

Petition #426-18- for SPECIAL PERMIT/SITE PLAN APPROVAL to allow a mixed-use development.

The Council Order for the Northland Newton Development (submitted separately) represents the results of a total of 16 public hearings/working sessions with the Land Use Committee. The Planning memos for each meeting, along with the latest versions of the most important documents (including the plans, additional design elements, Design Guidelines, and Initial TDM Work Plan can be found here: <http://www.newtonma.gov/gov/planning/current/devrev/hip/northland.asp>

The Council Order contains a number of conditions unique to this project. Below is a brief summary of the Design Guidelines, Transportation, Sustainability, and Community Benefits conditions.

Design Guidelines

The Northland project is of a much larger scale than the typical Special Permit project. The Petitioner has submitted a detailed set of civil, architectural, and landscape drawings as well as additional renderings and images (see Exhibit A of the Council Order) which set in place many elements of the site

plan and design. The Design Guidelines (which can be found at the link above to the Planning Department's website for this project) have been refined to be directive and concise and were supported by the Land Use Committee at the last meeting. The project must maintain consistency with these drawings and images throughout permitting and construction. These plans define the locations of buildings, setbacks, number and location of parking stalls, heights of buildings, total floor area, open spaces, street cross sections, and a general level of detail for the building elevations. All of these things are fixed and cannot be changed. The Design Guidelines will be used to guide minor changes to the buildings as the project furthers the design while working towards building permits. The Guidelines will also allow the City to take an active role in reviewing the all-important details of the buildings, streets, wayfinding, and open spaces as the design progresses. While the plans submitted give a good sense of how the buildings will look, many details such as materials, location and treatments for loading and trash areas, areas of high ground floor transparency, the prominence of entry designs, the roof details, planting plans, and wayfinding and signage details, will all be guided by the Design Guidelines.

Conditions 7 – 10 of the Council Order prescribe the process for review of the project per the Project Master Plans and the Design Guidelines. The Petitioner will be required prior to every building permit to submit an evaluation template along with the plans which details how they are meeting the guidelines. Both the Planning Department and the Urban Design Commission will review and make a recommendation to the Commissioner of Inspectional Services regarding a consistency ruling. The Commissioner has the ability to also request the input of the Land Use Committee and the Order dictates when this must happen. The Petitioner may submit for this review at any time, but it must be done prior to a building permit. They are encouraged to undergo this review at an early stage; however, the final building permit plans must remain consistent with the plans which were reviewed. Any proposed changes to conditions of the Order, substantial changes to the design of the project, or increases to the size of the project will be required to seek an amendment to the Special Permit.

Transportation

The transportation aspects of the Project are amongst the most important details of the project and are the result of significant review and discussion by the Land Use Committee, City staff, and the City's peer reviewer, BETA Group. Prior special permits have typically required specific transportation demand management (TDM) measures be implemented and may include look back conditions with a post-occupancy traffic study. This Council Order takes a slightly different approach, in line with TDM best practices across the country, and sets a maximum number of vehicular trips in and out of the site during peak hours. The Petitioner is required to maintain compliance with this number in perpetuity but is given the flexibility in which tools are used to meet this goal. This flexibility allows the Petitioner to focus their efforts on those TDM measures which prove to be most effective and to adjust to changing technologies and behaviors over time. The Petitioner has submitted an Initial TDM Work Plan (which can be found at the link above to the Planning Department's website for this project), which outlines the phase in of TDM measures during construction and the initial TDM measures that will be instituted once half of the residential units have certificates of occupancy. The initial proposal is for a free, electric shuttle running every 10 minutes to the Newton Highlands MBTA station, 16 hours a day, 7 days a week, as well as MBTA subsidies for all residents, office and retail employees, a full time TDM Coordinator onsite, and other measures regarding car share, bike share, etc. A Mobility Hub will also be prominently featured in the project with a presence on Needham Street as well as internal to the

project.

The key aspects of the TDM conditions are setting a standard, monitoring compliance, and enforcement. The standard is focused both on the peak hour residential and office trips as well as the total number of trips coming and going from the site. The trip count requirements reflect strong commitments to reduce the residential and office trips. The total site trip count is the total of all trips, including the TDM commitments for office and residential trips. The maximum trip count for office and residential uses represents the raw trip projections for each use with the office and residential trips then reduced to reflect current modes of transportation in Newton (driving vs. transit vs. walking and biking) and then reduced further to account for internal trip capture (trips that never happen due to the mix of uses on site). The Petitioner has then committed to a 20% reduction on top of these reductions. The retail projections remain unadjusted for several reasons. While trip projections are relatively accurate for office and multi-family residential uses, retail trips are harder to predict as much depends on the specific mix of retail uses, which will change over time. TDM measures are also most effective on office and residential trips. It is very difficult to change the behavior of retail guests. Additionally, the City wants to see active, vibrant commercial uses on site, and the site contains a significant amount of public open spaces, which create additional difficulties in accurately projecting the number of vehicular trips. Counting the office/residential trips and the total trips separately allows us to not undermine what is a progressive goal for the office and residential trips, which can be influenced by TDM measures. By also counting the total site trips we can still understand the whole picture and work with the petitioner on additional TDM measures if the retail numbers are higher than predicted.

Monitoring compliance with the maximum trip counts is extremely important and the Planning Department has committed to overseeing the trip counts and surveys. Planning will hire a consultant to do this work, at the Petitioner's expense. Counts will be done several ways. There will be total trip counts done at each driveway, there will be counts of the residents and office workers entering and exiting the parking garage (through the use of transponders) and there will be intercept surveys done to capture the pick up/drop offs (such as lyft and uber), guests, and deliveries coming and going from the residential and office buildings. People will be stationed at every entry and exit in order to quickly stop people and ask how they arrived or how they plan to leave. These surveys are being successfully used in other cities across the country. TDM measures will be implementing with the first occupants. Monitoring will begin six months after issuance of certificates of occupancy for 400 residential units and will initially happen every six months until the project is complete, and the Petitioner has been compliant for two consecutive years, at which point monitoring will happen annually until five consecutive years of compliance.

If the Petitioner has exceeded the maximum trip count, they must submit a TDM Work Plan that demonstrates the changes they will make to come into compliance. In addition, they must show how they will spend a minimum TDM investment of \$1.5 million (the estimated cost of the initial TDM plan, to be adjusted per the consumer price index) plus an additional investment of a percentage equal to the percentage of trips over the maximum trip count. If they exceed the trip count by 20% they must invest \$1.5 million plus 20% of \$1.5 million for the upcoming period. There is no limit on the additional investment. If the Petitioner is out of compliance by more than 10% for four consecutive monitoring periods (a total of two years during construction), no additional certificates of occupancy will be issued. The Petitioner must comply with the maximum trip count in perpetuity, however the requirement to

continue to monitor and submit updated work plans will cease after five consecutive years of compliance, as long as the Petitioner maintains the current TDM measures. Any changes will require additional review and approval.

In addition to the TDM measures, the project represents a significant reduction in the required number of parking stalls to minimize induced demand for vehicular trips. There will be 1,350 lined parking stalls on site with the ability to increase capacity by 250 vehicles through valet parking. Parking will also be shared amongst uses. This reduction in parking sets the expectation from the beginning for residents and commercial uses that alternative modes of transportation must be utilized. Combined with the TDM measures, including first/last mile connections and incentives for transit use, this comprehensive approach will serve to reduce the number of vehicular trips that may otherwise be expected.

Community Benefits

The Petitioner has committed to significant community benefits. The Petitioner will make a payment to the City of \$1.85 million towards inflow and infiltration (I&I) fees, an amount deemed sufficient by the Commissioner of Public Works. They will also submit a payment of \$5 million towards off-site transportation improvements in the vicinity of the project site (see Exhibit B of the Council Order for the categories of projects to be funded), and \$1.5 million towards the construction of the new Countryside School. The Petitioner will also design and construct a public splash park on land near the Greenway and the proposed playground, at a cost of \$1 million, to be leased to the City for \$1. These commitments are in addition to the substantial public open spaces included in the site, the improvements to South Meadow Brook, and the commitment to reserve 10,000 square feet of ground floor space for non-formula retail.

Housing

The proposed project will provide much needed affordable housing units. Fifteen percent of the units, or 120 units, will be made available to households earning up to 80% of area median income (AMI) at an average of 65% of AMI, in perpetuity. An additional 2.5%, or 20 units, will be available to households earning up to 110% of AMI, in perpetuity. The petitioner has also agreed to make half of the fully accessible units also affordable units to address a need for both affordable and accessible housing in Newton.

Sustainability

The project represents commitments to sustainability above and beyond those seen on other large projects in Newton. Conditions 53 – 58 of the Council Order require the project obtain LEED for Neighborhood Development certification for the entire site, LEED Core and Shell certification for the renovation of the Saco-Pettee Mill Building, LEED certifiability for the remaining buildings onsite, and Passive House certification for the residential portions of three buildings. The Order also requires commitments to utilizing electric heat pumps for heating and cooling, all electric appliances (aside from domestic hot water), utilizing rooftops for solar panels, 66 electric vehicle charging stations plus an additional 66 EV ready spaces, rainwater harvesting, bicycle parking, and other low impact

development strategies. The Petitioner is also required to analyze and report on the ability to include further commitments to Passive House and LEED certification, assessing embodied carbon, increasing the number of electric vehicle charging stations, and incorporating new technology for electric domestic hot water.



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ATTACHMENT B

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Barney Heath
Director

MEMORANDUM

DATE: November 22, 2019
MEETING DATE: December 2, 2019
TO: City Council
FROM: Barney Heath, Director of Planning and Development
Jennifer Caira, Chief Planner for Current Planning
Michael Gleba, Senior Planner
CC: Petitioner

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Petition #426-18- for SPECIAL PERMIT/SITE PLAN APPROVAL to allow a mixed-use development.

This memo provides responses to questions raised at the November 18, 2019 City Council meeting regarding the Special Permit and Rezoning Petitions for the Northland Newton Development. Prior memos from the Planning Department and pertinent documents for this project can be found here: <http://www.newtonma.gov/gov/planning/current/devrev/hip/northland.asp>.

All Special Permit documents can be found here: http://www.newtonma.gov/gov/aldermen/special_permits/northland.asp.

Transportation

Questions were raised regarding how traffic predictions were generated; how proposed trip reductions were calculated; how ride share trips are factored into traffic predictions and counts; and whether the Upper Falls Greenway is identified as a project for off-site transportation mitigation.

Traffic Projections

The Traffic Impact and Access Study, prepared by VHB, dated October 2018 represents the petitioner's initial assessment of existing and future traffic conditions for the proposed project (at that time the proposal included 822 units, 180,000 square feet of leasable office space, and 237,000 square feet of retail/restaurant space). Existing analysis is based on traffic volumes and turning movements collected at various times in 2017 and early 2018. The analysis of future conditions assumes full buildout of the project in the year 2025. The build out analysis also includes the background growth that is anticipated, which includes both known projects in the vicinity and an additional growth rate of 0.5%. The trip projections for the project were calculated by utilizing the Institute of Transportation Engineers (ITE) Trip Generation Manual Mid-Rise Residential, General Office Building, and Shopping Center land use codes. These raw estimates are for stand-alone uses and are considered unadjusted as they do not consider things like the mix of uses on site, or the usage of alternative modes of transportation. The unadjusted trips were then adjusted based upon the mix of uses onsite, which is likely to reduce the number of trips as some trips can be accomplished onsite (internal capture), the reductions in trips that can be expected based on citywide census data for transit usage, walking and biking (mode share), the number of vehicles that are already driving by the project but now may make a stop on site (pass-by trips), or reductions that are anticipated as a result of the proposed transportation demand management (TDM) plan. The trip projections and adjustments were done according to industry standards and were peer-reviewed as appropriate assumptions by the City's peer reviewer. The traffic study presented these projections in a number of different ways: unadjusted trips, adjusted trips, total trips, net new trips (subtracting the trips associated with existing uses on site), and projected trips based upon a "robust shuttle service". The initial proposed robust shuttle service projected a 40% reduction in trips from the unadjusted trips (30% of trips were expected to be on transit and 10% would be walking and biking). Average daily and peak hour trip projections were included, with the peak hour calculated per the ITE Traffic Engineering Handbook (the highest hourly volume based on four consecutive 15-minute counts).

The traffic study went through several iterations based upon detailed feedback from the City's peer reviewer and subsequent revisions to the size of the project. The Planning Department and the peer reviewer also raised concerns about the ability of the proposed shuttle program to accomplish the trip reductions projected in the "robust shuttle service". There were several responses back and forth between the petitioner and the City's peer reviewer regarding the traffic study including: a traffic memorandum dated February 12, 2019 evaluated the change in traffic projections based on the revised program for the project (a reduction to 800 residential units and 115,000 square feet of retail/restaurant uses) and an expanded analysis from the petitioner dated March 28, 2019 (Expanded Revised Building Program Traffic Generation Memorandum, by VHB) which included the revised projections and expected transit and walk/bike trips. The March 28th analysis (and subsequent response by VHB to peer review comments dated April 16, 2019) provided updated unadjusted trip projections as well as projections for adjusted trips for the build condition with existing mode share and the build condition with the robust shuttle proposal. All projections were calculated through the same methodology as the original study, using the same ITE trip generation rates for the residential, office and retail land uses. At this time the petitioner was showing both the existing mode share and the robust shuttle mode share, which reduced unadjusted trips by 40%, and stated that the actual trips were likely to be somewhere in between. The petitioner had committed to a shuttle system, but not to a method of monitoring and enforcing a specified trip reduction.

On June 26, 2019 the petitioner submitted a revised TDM plan which committed to a specific, measurable reduction in the number of vehicular trips during the weekday morning and evening peak hours for the office and residential uses. The TDM plan proposes a free shuttle running every ten minutes to the Newton Highlands MBTA station, MBTA incentives for residents and workers, an onsite fulltime TDM coordinator and a number of other measures designed to incentivize alternative forms of transportation. The new adjusted trip generations with TDM were calculated based on the same unadjusted trips from the original and updated traffic studies (based upon ITE rates). The unadjusted morning and evening weekday peak hour volumes for office and residential uses were then reduced for internal capture (trips that never occur due to the mix of uses onsite), and for the existing citywide mode share. This adjusted number was then further reduced by 20%, resulting in a 37% reduction from unadjusted trips in the weekday morning peak hour (from 459 trips to 289 trips) and a 58% reduction from unadjusted trips in the weekday evening peak hour (from 525 trips to 220 trips). These numbers represent the maximum trip count that the Council Order requires the petitioner to stay below. This commitment was just for office and residential trips as retail trips are historically difficult to reduce through TDM measures and a successful development with thriving commercial spaces and popular public open spaces is desirable. The proposed Council Order also includes requirements for a total site trip count (to be measured during weekday morning and evening peak hours and the Saturday midday peak hour), which will be based upon the adjusted residential and office trips as well as the unadjusted retail trips. The petitioner must also maintain compliance with this and will be required to pursue additional TDM measures if they exceed the total trip count, even if they are in compliance with the residential and office trips.

The petitioner's traffic projections have been based upon the same industry standard ITE rates throughout the process. The primary changes have been the commitments to trip reductions and methods of reducing trips.

Ride Share

The impact of transportation network companies (TNCs), or ride share such as Lyft and Uber, has been a primary focus of the project. It has been critical that the TDM program is attractive enough to incentive residents and workers to take transit, particularly during peak hours, rather than Lyft or Uber, which result in additional trips. As data is limited and the nature of TNCs has and will continue to evolve, it is not heavily factored into accepted trip generations. However, the petitioner will be held to both a maximum number of trips for the office and residential uses and a maximum number of trips for the entire site. In both instances ride share trips will be counted. For the office and residential trip count we will use intercept surveys, where someone will be stationed at every residential and office entrance and exit to quickly ask people how they arrived or how they are leaving. These surveys are an accepted practice in other municipalities across the country. This will capture guests, any pickup/drop offs, and deliveries. For the total site count, the number of trips will be automatically counted at each driveway, which will also include any ride share use.

Greenway Improvements

Exhibit B, included in the clean version of the Council Order, provides guidance for the future expenditure of the \$5 million off-site transportation mitigation fund. It includes three categories of

priorities for the use of the funds in the vicinity of the project: bicycle and pedestrian improvements; village enhancements and traffic calming; and traffic safety and coordination. Each category includes examples of projects within that category but does not limit spending to just those examples. The examples included for bicycle and pedestrian improvements include extending the Greenway to Newton Highlands and/or Elliot Stations, as well as studying and providing access across and to/from the Christina Street bridge.

School Enrollment

A question was raised regarding a July 2018 memo from Tischler Bise, which included a proposed student generation rate, which would result in a total of 218 students for Northland, as opposed to the 138 students predicted in the February 2019 Fiscal Impact Analysis. Prior to 2018, the School Department had used a methodology for student generation rates that was largely based on data from three large, fully occupied developments (Arbor Point, Avalon – Needham Street, and Avalon – Chestnut Hill). With a number of pending developments, the School Department revisited their methodology and created an interim methodology, which was applied to the Northland project and is reflected in the February 2019 Fiscal Impact Analysis. The Tischler Bise methodology weighted the number of students projected differently based on the unit type (one-bedroom, two-bedroom, three-bedroom, etc.) based on Census data and this analysis was incorporated into the School Department's interim student generation methodology. This method of weighting unit types is incorporated into existing data from the three large, occupied developments, to provide a student generation rate that is an average of three methods (weighting unit types, taking an average based on the three large developments without consideration of unit mix, and weighting affordable vs. market rate units differently based on historical data). This methodology was an update to the prior methodology based solely on data from the three large, occupied developments. The School Department continues to refine the student generation rates based on new information and data.

Additional questions were raised regarding the cost per student. The School Department has previously presented both a total cost and a marginal cost per student. At the time of analysis, the total cost per student was around \$18,000, however this includes all fixed costs and is much higher than the actual marginal cost to add additional students. The School Department has utilized a marginal cost per student of \$14,383, which is what was incorporated into the February 2019 Fiscal Impact Analysis. This marginal cost is still conservative and does not factor in state funding. Also, given the predicted declining enrollment at Countryside School, it is expected that the marginal cost of adding students from the Northland development will be significantly less.

Inflow & Infiltration (I&I)

In addition to commitments towards community benefits, including \$5 million for off-site transportation improvements, \$1.5 million towards Countryside School, and the land and \$1 million towards a spray park, the petitioner is required to pay \$1.85 million into the sewer inflow and infiltration (I&I) fund. A memo from the Commissioner of Public Works responding to questions raised regarding the calculation of the I&I contribution and the assessment of sewer infrastructure in the area is attached.

City of Newton



DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER

1000 Commonwealth Avenue
Newton Centre, MA 02459-1449

Ruthanne Fuller
Mayor

November 22, 2019

To: City Council

From: James McGonagle, Commissioner of Public Works

Subject: Northland Development
Calculation of Sewer Infiltration/Inflow Mitigation

Councilor Gentile has asked for an explanation of the Sewer Infiltration/Inflow mitigation calculation for the Northland Development, an assessment of the sewer infrastructure in that area, and what portion of the required payment is needed to complete the work.

Sewer Improvement Program

The City of Newton embarked on a comprehensive capital improvement program to improve the city's sewer infrastructure in 2013. One of the primary goals was to decrease inflow (stormwater from direct illegal connections) and infiltration (groundwater that gets into the sewer pipes through cracks and other imperfections), otherwise known as I&I.

The City has been systematically addressing our approximately 300 miles of sewer mains and related manhole structures. The plan was designed to begin with areas that had significant inflow and infiltration problems as well as those experiencing flooding or sewer surcharging problems. The work in each project area is divided into 3 phases: Inspection and Assessment, including heavy cleaning; Design of repair work; and Construction, including post-construction flow assessment. Each project area generally is completed over a two-year period.

The Northland project is not located in an area of the City that required immediate attention. Rather, it is in Project Area 8 and 9.

By coincidence, the Northland project is before the City Council just as our strategic sewer investment plan is turning to this part of the city.

In FY2021, regardless of the vote by the City Council on the Northland project, Public Works is completing Post Construction Flow Evaluation in Project Area 6, completing Construction in Project Area 7, completing Design and starting Construction in Project Area 8, and completing Inspection and Assessment and Design for Project Area 9. (See the attached Sewer System CIP Progress Map.) The Capital Improvement Plan already includes the funding plan for this work and the rate schedule covers the anticipated costs.

Infiltration and Inflow Mitigation Ordinance

The City Council updated our ordinance on inflow and infiltration just a few weeks ago (Ordinance No. B-45, Article VII of Chapter 29). It notes the range of problems infiltration and

Telephone: 617-796-1009 • Fax: 617-796-1050 • jmcgonagle@newtonma.gov

inflow causes and the old age and capacity issues facing our sewer infrastructure. It calls for new developments to help fund the removal of infiltration and inflow. It lays out a method for the city engineer to calculate current and proposed flows and fees for new developments. It also allows the City Council, for good cause, to abate in whole or in part the infiltration/inflow mitigation fee for projects subject to a special permit.

The Northland Project

The City of Newton hired a peer reviewer to analyze the net new wastewater flows from the Northland project. The city engineer's sewer infiltration/inflow mitigation calculation is based upon the following estimated net new wastewater generation from the VHB peer review report, April 18, 2019, page 3:

Northland Sewer Infiltration/Inflow Mitigation Calculation

<u>Proposed use</u>	<u>Size</u>	<u>Title V Design Flow Basis</u>	<u>Gallons per day</u>
Residential	1200 bedrooms	110 gpd/bedroom	132,000
Retail	60,000 sf	0.05 gpd/sf	3,000
Office	180,000 sf	0.075 gpd/sf	13,500
Restaurant	1,190 seats	30 gpd/seat	35,700
Medical Offices	6 Doctor	250 gpd/Dr	1,500
Medical Offices	2 Dentist	200 gpd/Dn	400
Commercial	10,000 sf	0.075 gpd/sf	750
Community	4,000 sf	0.05 gpd/sf	200
TOTAL			<u>187,050</u>
Conversion factor (low flow fixtures) 187,050 x 0.5 =			93,525

Mitigation calculation: 93,525 gallons/day x 4:1 x \$19.77 = \$7,395,957

The mitigation calculation can be interpreted in the following way. Northland will have a new wastewater average daily flow of 93,525 gallons per day. The mitigation formula calls for a new development to fund the removal from the public sewer at a rate of four gallons for each gallon of wastewater that it generates using the current average cost for this removal. This calculation comes to \$7.4 million. This amount may be abated in part or in whole by the City Council. (As of January 1, 2020, a lower amount calculated using the net new wastewater will be used in the mitigation calculation per the updated ordinance.)

The city engineer will continue to analyze what additional work and funding is needed above and beyond the work plan for Project Areas 8 and 9 already in place. The existing sewer system in the Northland area may be sufficiently sized currently to accept the net new wastewater average daily flow from the Northland development once the work is done to address age and condition issues in the sewer system near Northland. The work to address age and condition issues is underway and the funding is available with our current water, sewer and stormwater fee schedule.

The Northland Development lies in sewer capital improvement Project Area 8, which also flows into sewer capital improvement Project Area 9. It is also adjacent to sewer Project Area 7. These sewer areas are already scheduled to undergo improvements in the upcoming fiscal years FY2021, FY2022, and FY2023.

Project Area 7 - Going out to bid (regardless of the Northland approval) within a month with Construction beginning in late Winter/early Spring 2020 at an estimated cost of \$8.5 million. It is

estimated that 267,051 gallon per day (GPD) of peak I&I will be removed. This area is primarily located north of Boylston Street and only approximately 10% of this area is contributory to the Northland Development located at the intersection of Needham & Oak Streets.

Project Area 8 – Design has just begun and is approximately 10% complete. Construction is scheduled for Spring 2021 at an estimated cost of \$9 million. It is estimated that 751,755 GPD of peak I&I will be removed. This area is 100% contributory to the Northland redevelopment at Needham and Oak Streets.

Project Area 9 – This project is in the Inspection & Assessment phase of the project (approximately 82% complete) and still needs to be designed. Construction is estimated to start Winter/Spring 2022. Cost and I&I removal quantities associated with this project has not been precisely determined at this time but is estimated in the Capital Improvement Plan at \$5 to \$10 million. This area is upstream and downstream of the Northland redevelopment at Needham at Oak Streets, and I&I removal in this project area will increase capacity downstream of this redevelopment.

We anticipate most of the sewer work to focus on cleaning and lining of sewer mains. Some sewer pipe spot repairs will also be necessary. Sewer Project Area 9 abuts the Charles River, so particular care will be made in sewer cleaning and lining to prevent flow from the Charles River into the sewer mains or visa versa.

The city has already proposed funding the removal of sewer infiltration and inflow in Project Areas 7, 8 and 9 using sewer capital improvement funds. Notably, if approved, the buildings at Northland will be constructed and occupied over several years. Meanwhile, the sewer improvements will be underway and Northland's wastewater flows will be measured regularly.

As the work in this area is already underway with the associated funding, the city engineer is recommending using mitigation funds from the developer for potential additional work in future years, if necessary. More specifically, during discussions with our consulting engineers, we anticipate, after all sewer area capital projects are completed in FY2025 through Project Area 11, another round of sewer investigation and repairs will be done in the out years. Sewer flow monitoring and further infiltration/inflow removal will be done as appropriate. We recommend setting aside approximately 25% of the \$7.4 million for this future potential use.

Sincerely,

James McGonagle
Commissioner Public Works

SEWER SYSTEM CAPITAL IMPROVEMENT PLAN PROGRESS MAP 7/15/2019

CITY OF NEWTON,
MASSACHUSETTS



Weston & Sampson

LEGEND

- Sewer Sub-basins
- Interceptor Underdrain Piping
- Cheesecake Brook Lateral Underdrain Piping
- Hyde Brook Underdrain Piping
- Laundry Brook Lateral Underdrain Piping
- Cochituate Aqueduct
- Rail

KEY:

- Work (inspection and assessment, design, and/or construction) is currently being performed in bolded areas.
- Design or construction is currently being performed in areas designated with a dot pattern.
- Construction is substantially complete in hatched areas.

*Subareas B073, B075, B076 & B077 were moved from Project 11 to Project 7.

HYDE BROOK
UNDERDRAIN SYSTEM

LAUNDRY BROOK
UNDERDRAIN SYSTEM

CHEESECAKE BROOK
UNDERDRAIN SYSTEM

● MWRA Sewer Meter

Sub Basins Capital Improvement Plan

- Area B - Phase 1
- Project 1 (FY2012) 115,092 Linear Feet
- Project 2 (FY2013) 135,730 Linear Feet
- Project 3 (FY2014) 114,165 Linear Feet
- Project 4 (FY2014) 155,040 Linear Feet
- Project 5 (FY2015) 121,383 Linear Feet
- Project 6 (FY2016) 119,549 Linear Feet
- Project 7 (FY2017) 152,013 Linear Feet
- Project 8 (FY2018) 138,354 Linear Feet
- Project 9 (FY2019) 127,261 Linear Feet
- Project 10 (FY2020) 121,682 Linear Feet
- Project 11 (FY2021) 106,380 Linear Feet

ATTACHMENT C

CITY OF NEWTON

CITY COUNCIL

December 2, 2019

#426-18

2019 DEC -4 PM 5:22

RECEIVED
Newton City Clerk

William A. Olson, CMC
Newton, MA 02459

ORDERED:

That the Council, finding that the public convenience and welfare will be substantially served by its action, that the use of the Site will be in harmony with the conditions, safeguards and limitations set forth in the Zoning Ordinance, and that said action will be without substantial detriment to the public good, and without substantially derogating from the intent or purpose of the Zoning Ordinance, grants approval of the following SPECIAL PERMIT/SITE PLAN APPROVAL for a mixed use development consisting of approximately 115,114 square feet of retail and commercial space, approximately 193,200 square feet of office space, not more than 800 residential units, and various public open spaces, all in accordance with the recommendation of the Land Use Committee and the reasons given by the Committee therefore, through its Chairman, Councilor Gregory R. Schwartz.

Procedural Background

The proposed development (the "Project") for 156 Oak Street, 55 Tower Road and 275-281 Needham Street (the "Site") was submitted by Northland Development LLC on behalf of three affiliated entities which own the Site (the "Petitioner"). The Project reflects efforts to diversify Newton's housing stock, provide affordable housing choices, encourage pedestrian-oriented development with a mix of residential and business uses, and enhance the quality of life in Newton Upper Falls, all in accordance with Newton's *Comprehensive Plan* and specifically in accordance with the Mixed Used Center Amendment and the Needham Street Area Vision Plan.

The Petitioner filed a request to re-zone the Site from MU-1 to BU-4 and simultaneously filed a special permit/site plan application for the Project with the City Clerk on August 3, 2018 (the "Application"). Notice of the public hearing of the Application was published on September 11, and September 18, 2018 in *The Boston Globe* and on September 19, 2018 in the *Newton Tab*. The Application was amended on August 26, 2019 to include additional relief, and further notice of the Application as amended was published on September 10, and September 17, 2019 in *The Boston Globe* and on September 18, 2019 in the *Newton Tab*. Notices of the Application and the amended Application were mailed to all parties in interest in compliance with the Newton Zoning Ordinance and M.G.L. c. 40A, § 11. The Land Use Committee ("LUC") of the City Council opened the public hearing on the Application on September 25, 2018 and continued the public hearing on November 13, 2018, December 11, 2018, January 15, 2019, March 12, 2019, April 9, 2019, May 14, 2019, June 18, 2019, August 6, 2019, September 11, 2019 and September 24, 2019.

Over the course of the public hearings, presentations were made by the Petitioner and its Project team, including its attorney, Alan Schlesinger of Schlesinger and Buchbinder, LLP; Lawrence Gottesdiener and Peter Standish of Northland Development LLC; the Project architects, Brian O'Connor and Michelle Quinn of Cube 3 LLC, Jeff Sauser of Stantec, Inc., its transportation consultants, Randy Hart, Matthew Duranleau, Federico Tallis and Curt Quitzau of Vanasse Hangen Brustlin Inc. (VHB) and Monica Tibbits-Nutt of 128 Business Council; its sustainability consultant, Michelle Lambert of Lambert Sustainability; Keith O'Connor of Skidmore, Owings and Merrill; Robert Andrews of AHA Consulting Engineers; Mark Fougere of Fougere Planning and Development, Inc.; Jon Tremontozzi of Landwise Advisors; Josh Safdie of KMA Architects; and Dylan Martello of Steven Winter Associates. Presentations were also made by City staff including members of the Planning and Development Department and the Transportation Division of the Department of Public Works; the City's transportation consultant and peer reviewer, BETA Group; Master Plan peer reviewer Horsley Witten, Inc.; fiscal peer reviewer, RKG Inc.; and design guidelines consultant, Form + Place.

The LUC received extensive oral and written testimony from the public and written reports from the City's professional consultants and various City boards, commissions and departments, including the Planning and Development Department, the Engineering Department, the Fire Department, the Newton Council on Aging, the Commission on Disabilities, the Urban Design Commission, the Economic Development Commission, the Conservation Commission, the Newton Highlands Area Council and the Newton Upper Falls Area Council, as well as various public interest groups including the Newton Citizens Commission on Energy, the Newton Conservators, Newton-Needham Regional Chamber, Green Newton, Livable Newton and the League of Women Voters. During the review process, supplemental materials and testimony have been submitted in response to requests by the Council and public. All testimony, written reports and supplemental materials prepared by the Petitioner and its consultants, and the City and its staff, consultants, boards, commissions and departments, as well as public testimony and supplemental materials submitted by the public, are included in the record of the Council's proceedings and provide factual and technical background for the Findings and Conditions set forth within the body of this Order.

Following a final presentation by the Petitioner and City staff, as well as public testimony, the public hearing was closed on September 24, 2019. On November 12, 2019, the LUC voted to recommend approval of the Project to the Council as follows:

Finding that all applicable provisions of the Zoning Ordinance have been complied with and taking into consideration the testimony and evidence provided by all interested parties, the Council GRANTS approval of this Special Permit/Site Plan Approval based on the following findings, as recommended by the LUC of the Council.

SPECIAL PERMIT FINDINGS

The Council finds that the Project meets the requirements of §7.3.3.C.1-5 for those uses or waivers requiring special permits in that:

1. The Site is an appropriate location for the Project (§7.3.3 C.1) because:
 - a. The proposed structures and uses are consistent with the uses and dimensions provided for the BU-4 district.
 - b. The site plan benefits the Needham Street corridor and is proximate to the Newton Upper Falls Village Center.
 - c. The Project provides a pedestrian-oriented development that expands needed housing choices, offers diverse commercial options, and adds public open spaces.
 - d. The proposed structures and uses are consistent with and in furtherance of the *Newton Comprehensive Plan*, including the Mixed Use Centers Element adopted in November 2011, and the Needham Street Area 2018 Vision Plan.
2. The Project as developed and operated, will not adversely affect the neighborhood (§7.3.3.C.2) because:
 - a. The Site will be open for pedestrian and bicycle access to Newton Upper Falls, and will provide options for residential and commercial uses that will enhance the neighborhood uses.
 - b. The Project replaces a large, paved and currently underutilized site.
 - c. The Project will provide various open spaces and parks available to the public, including a public splash park to be operated by the City's Department of Parks and Recreation.
 - d. The Project will enhance the public amenity of the Upper Falls Greenway by providing connections to the Greenway, including a bike path from the Greenway to Needham Street.
 - e. There will be significant and long-term mitigation plans to lessen the traffic impacts of the Project.
 - f. The Project is outward facing and open to the public.
3. The Project will not be a nuisance or serious hazard to vehicles or pedestrians (§7.3.3.C.3) because:
 - a. The Project is pedestrian-centric, and the design promotes the safety of pedestrians.

- b. The Project, by providing land to MassDOT, facilitates MassDOT improvements to the intersection of Charlemont and Needham streets, including the addition of a new traffic light at the Charlemont Street entrance and a crosswalk for bicycles and pedestrians.
 - c. The Project relocates the current Oak Street entrance to a safer location with improved visibility.
 - d. The Project improves safety for vehicles and pedestrians through traffic calming and directional controls within the Site.
 - e. The Project reduces the number of access points to Needham Street and consolidates driveways to improve pedestrian safety, while also diffusing traffic flow to the Charlemont Street, Tower Road and Oak Street entrances to the Site.
4. Access to the Site over streets is appropriate for the types and numbers of vehicles involved (§7.3.3.C.4) because:
- a. The Project will provide four vehicular accesses to Needham Street, Tower Road and Oak Street including enhancing the existing entrance from Tower Road, and an aligned four-way intersection entrance at Charlemont Street with a new traffic light.
 - b. The parking for the Project has been limited to a ratio significantly lower than otherwise required under the Zoning Ordinance.
 - c. The Petitioner will implement and maintain a robust transportation demand management plan.
 - d. Both the Petitioner's and the City's peer review studies conclude that the mix of uses and TDM measures required by this Special Permit/Site Plan Approval will reduce the Project's impact on surrounding roadways.
5. The site planning, building design, construction, maintenance and long term operation of the Site will contribute significantly to the efficient use and conservation of natural resources and energy (§7.3.3.C.5) because:
- a. The master planning of the Project, the mix of uses, the open spaces provided and the elements of the Petitioner's sustainability plan, including site and building design, open spaces, stormwater control, and the Petitioner's transportation demand management plan all contribute significantly to the efficient use and conservation of natural resources and energy.
 - b. The Project will be constructed to achieve LEED Neighborhood Development v.3 Certification at the Silver Level.
 - c. The Saco-Petree Mill building at 156 Oak Street will be renovated to achieve LEED Core and Shell v.3 Certification at the Silver Level.

- d. All new buildings within the Site will be designed to achieve a LEED Gold certifiable standard.
- e. The Petitioner is constructing the residential portions of three buildings to achieve Passive House certification.
- f. The Petitioner has committed to a detailed Sustainability Plan that includes many elements required by this Special Permit/Site Plan Approval.
- g. The Project will redevelop a previously developed industrial/commercial parcel with no existing green spaces into a new mixed use environment with significant new publicly accessible green spaces that will enhance the adjacent Upper Falls Greenway.
- h. Water quality will be improved by installation of a new drainage system.

ADDITIONAL FINDINGS

- 6. The Council finds that the Project is consistent and in furtherance of the purposes of the *Newton Comprehensive Plan* in that:
 - a. The Project will allow the development of buildings and uses appropriate to the BU-4 District and the Needham Street corridor as described in the *Comprehensive Plan*.
 - b. The Project will better connect the Newton Upper Falls Village Center and the Upper Falls Greenway with the Needham Street corridor through permeability of the site.
 - c. The Project will allow sufficient density and intensity of uses through the mixture of housing and commercial uses to promote a vibrant pedestrian environment and streetscape throughout the day and week.
 - d. The Project will expand the quantity and diversity of housing options available in the City by providing 800 residential rental units, of which 140 will be affordable units in accordance with the City's Inclusionary Zoning Ordinance, with proximity to a variety of services.
 - e. The Project is designed to accommodate multiple modes of transportation.
- 7. The Council finds that the Project is consistent with the Newton Leads 2040 Housing Strategy 2015 which identified the Site as "Potentially suitable for medium/high density mixed-use/multifamily residential development."

8. The Council finds that the Project is consistent with the findings and vision of the Needham Street Area 2018 Vision Plan, which was adopted by the City to guide in the evaluation of Needham Street projects.
9. The Council finds that the development of several public park areas with open space comprising approximately 40% of the site will provide significant public amenities and areas for active and passive recreation; that the proposed Village Green will provide a public meeting space and a focal point of the residential, commercial and public activities, that the proposed splash park to be built by the Petitioner and operated by the City will provide a new public facility, and that all of the public benefits are contemplated with solely private funding.
10. The Council finds that all residential units will conform to the Massachusetts Architectural Access Council (MAAB) requirements for "Group 1" units and are accessible by those in a wheelchair. In addition, per MAAB guidelines, 44 of the units will conform to "Group 2A" unit requirements and will be designed for immediate use and occupancy by anyone in a wheelchair, and with the ability to adapt additional components of the units upon need, at the Petitioner's sole cost and expense. This will add to the diversity of Newton's housing stock, thereby increasing housing choices and opportunities in the City.
11. The Council finds that Building 8 will be designated as an "all age friendly" building in that the building design shall incorporate a variety of universal design elements.
12. The Council finds that the Petitioner will dedicate not less than 10,000 square feet of the commercial space for lease to "non-formula" commercial tenants.
13. The Council finds that the Project will provide 120 affordable residential units to households earning at or below 80% of Area Median Income (AMI) and 20 affordable residential units to households earning greater than 80%, but at or below 110% of AMI in accordance with the City's Inclusionary Zoning Ordinance.
14. The provision of 140 affordable units will provide needed affordable housing in Newton. By including two tiers of affordability, there will be potential for upward mobility within the Project, as residents may be afforded the option to transition from one tier to the next, where they would have otherwise been required to relocate or pay market rate rents if their income exceeded the cap on the Inclusionary Units.
15. The Council finds that to the extent allowed by the Massachusetts Department of Housing and Community Development (DHCD) the Petitioner will seek permission to set aside 70% of the Deed Restricted Units as Local Preference Units.
16. The Council finds that the renovation and preservation of the Saco-Pettee Mill building at 156 Oak Street will be undertaken in accordance with a Memorandum of Agreement between the Petitioner and the Massachusetts Historic Commission.

TRAFFIC FINDINGS

17. The Council notes that transportation planning has played a significant role in the Council's deliberations of the Project. The mix of uses proposed on the site, facilitated by the rezoning, reduces the number of parking stalls otherwise necessary. The Council notes that a development built under existing zoning could exacerbate weekday peak hour traffic conditions on Needham Street beyond what the Project anticipates. The Council recognizes the existence of significant congestion on Needham Street existing under current conditions and has reviewed studies of the Project's impact on traffic including:
- a. Traffic Impact and Access Study by Vanasse Hangen Brustlin, Inc. (VHB), dated October, 2018.
 - b. Transportation Implementation Plan by 128 Business Council, dated October 16, 2018.
 - c. Transportation Engineering Peer Review by BETA Group Inc. dated, December, 2018.
 - d. Response Memorandum by VHB, dated February 22, 2019.
 - e. Response Peer Review Memorandum as to Revised Building Program by BETA Group, dated March 6, 2019.
 - f. Additional Comments Memorandum by BETA Group, dated March 7, 2019.
 - g. Oak Street Alternatives Access Evaluation by BETA Group, dated March 15, 2019.
 - h. Transportation Demand Management Plan, dated March 28, 2019.
 - i. Response Memorandum of VHB, dated April 16, 2019.
 - j. Petitioner letter altering the proposed shuttle system, dated June 11, 2019.
 - k. Consolidated List of Councilor Questions and Responses appended at Attachment C to the Planning Department report, dated June 14, 2019.
 - l. Northland Newton Development Draft Transportation Demand Management Plan, dated July 26, 2019.
18. The Council finds that the Petitioner has proposed an array of flexible and measurable transportation demand management ("TDM") techniques and has made a significant financial commitment to TDM measures to mitigate the effect of additional traffic on Needham Street. In particular the Council finds that traffic impacts of the Project will be mitigated by:

- a. The mixed use nature of the Project will lead to integration of residential, commercial and retail uses, allowing residents to live, work and shop in the same development reducing the need for trips off-site.
 - b. The provision of connections from and through the site for pedestrian and bicycle traffic, including connections across Charlemont Street to Needham Street and connections to the Upper Falls Greenway, to encourage residents, employees and shoppers to use alternative means of transportation to the site.
 - c. Provision of over 1100 bicycle parking spaces, bicycle maintenance stations, the availability of shared bicycles and shared car services, as well as such additional transit options as may become available in the future.
 - d. The alignment of Charlemont Street and the Project entrance and the installation of a four-way traffic light and bicycle/pedestrian crossing at Charlemont Street and the closing of one curb cut from the Site onto Needham Street.
 - e. Separate unbundled charges for parking for residential tenants and limitations on parking availability for commercial and retail tenants.
 - f. Provision of a last mile connection to public transit.
 - g. Provision of a Mobility Hub for a center of information and services as to transportation services, public transportation, and a waiting area with information boards and Wi-Fi for the convenience of commuters and other passengers.
 - h. Provision of a transit coordinator to be responsible for executing the Project's TDM program.
 - i. A robust program of monitoring and reporting the effectiveness of the transportation demand management program including tracking of shuttle usage, if implemented, and the peak hour vehicle trips generated from residential and office portions of the Project.
19. The Council finds that the Petitioner has provided a projection of project-generated traffic that has been reviewed and validated by the City's peer-reviewer. The Petitioner has agreed to implement and further supplement and/or revise a traffic demand management plan that will reduce the projected amount of traffic.
20. The Council finds that the Petitioner's traffic studies and implementation plan have been appropriately prepared and have been reviewed by the City's peer reviewer and Planning Department.
21. The Council finds that in addition to the traffic demand management plan proposed by the Petitioner, the Petitioner will contribute \$5,000,000 towards a program of offsite traffic

mitigation as suggested by the Planning Department and referred to in the conditions to this Order, which program will enhance traffic planning within the area of the Project.

PARKING FINDINGS

With regard to special permits to reduce the number of required parking stalls, pursuant to §5.1.4.A and §5.1.13:

22. The Council finds that a waiver of 1,737 required parking stalls, resulting in a total of 1350 lined parking stalls for the Project with an additional capacity for 250 parking spaces available for use by valet, is in the public interest or in the interest of safety, or protection of environmental features for the following reasons:

- a. Based upon the Petitioner's proposed parking plan, shared parking capability, and the robust TDM plan, the reduction in parking to provide 1350 striped parking spaces with an additional capacity for 250 parking spaces available for use by valet is warranted and consistent with the City's goals to reduce single-occupancy vehicular trips and to incentivize alternative modes of transportation.
- b. The Petitioner's shared parking plan together with the centrality of parking within the Site and limited pedestrian access through Building 1 to the site will lead vehicles to the on-site parking facilities rather than neighborhood streets.
- c. The Petitioner has put almost all of the Project parking underground and the reduced parking requires that the Petitioner closely coordinate parking supply, parking demand and the Petitioner's transportation demand management plan.
- d. The parking for the market rate residential units will be charged separately and in addition to the rent so as to encourage reduced car ownership and parking demand while encouraging increased transit usage.
- e. Based on the mix of uses, the Project design that promotes one-car living and parking on-site, and the Petitioner's transportation demand management plan, the redevelopment of the Site will not adversely affect the future parking availability in Newton Upper Falls.
- f. The commercial and residential uses are complementary and will allow for shared usage of the garage at different times. The Petitioner has prepared a shared parking analysis to allow office, retail, and residential users to share parking on the Site. The shared parking analysis has predicted that at certain hours and days the Petitioner may require valet or tandem parking in its parking structure.

With regard to special permits to allow exceptions to the various design and dimensional requirements for parking facilities in the BU4 district, pursuant to §5.1.8.B.1, §5.1.8.B.2, §5.1.8.B.6, §5.1.9.A, §5.1.9.B.1, §5.1.9.B.2, §5.1.9.B.3, §5.1.9.B.4, §5.1.10, §5.1.12, and §5.1.13:

23. The Council finds that exceptions to certain design and dimensional requirements of the Zoning Ordinance, to locate parking within five feet of a residential structure, to waive the

dimensional requirements for some parking stalls, to waive the screening requirements for parking lots, to waive the interior landscaping requirements, and to waive the off-street loading requirements, are in the public interest or in the interest of safety, or protection of environmental features for the following reasons:

- a. The location of parking within five feet of a residential structure makes for the most efficient layout of the underground parking facility and helps to maximize the number of stalls that will be available.
- b. The allowance for reduced length of parking stalls (from 19 feet to 18 feet) and or/width as shown on the Master Project Plans where the aisle widths meet or exceed standards of the Zoning Ordinance will not create a nuisance or hazard to pedestrians or vehicles and will accommodate parking spaces in the underground garage.
- c. The Petitioner will dedicate at least four stalls to Zipcar or other similar services and have covered bike storage for at least 1100 bicycles in the various convenient areas of the Project.
- d. The waiver for some parking lot interior landscape screening helps maximize the number of parking stalls, and that a sufficient number of trees and open space will be added to the Site so as to improve the streetscape, perimeter screening, and public open space areas.
- e. That provisions for on-street and off-street loading facilities are sufficient to service the buildings and related uses on the site. Adequate provision is made for deliveries through the garages, streets and laneways.
- f. The waiver to allow for reduced parking lot lighting is in the public interest and in the interest of the residential portions of the Project.
- g. The waiver for curbing, wheel stops, guard rails and bollards is appropriate given the proposed layout of the parking lot and garage facilities.

OTHER SPECIAL PERMIT CRITERIA FINDINGS

With regard to the special permit to allow residential use on the ground floor, retail sales establishments over 5,000 square feet, restaurants with more than 50 seats, schools or other educational purposes, stand-alone ATMs, , open air businesses, , accessory or non-accessory multi-level parking facilities, places of amusement, radio or TV broadcasting studios, and laboratory or research facilities, pursuant to §4.4.1:

24. The Council finds that the Site is an appropriate location for said uses as the uses are appropriate for a mixed use project and encourage an active, pedestrian-oriented streetscape throughout the day and week, the proposed uses fill a demonstrated need for

the uses within the vicinity, and the proposed uses are not inconsistent with the purposes of the BU-4 district or the City's *Comprehensive Plan*.

With regard to the special permit to allow a building in excess of 20,000 square feet of gross floor area, pursuant to §4.2.2.B.1:

25. The Council finds that the size of the Site being 22.6 acres is appropriate for several buildings in excess of that scale.

With regard to the special permit to allow a building heights up to 96 feet and up to 8 stories:

26. The Council finds that the BU-4 District allows buildings of up to 8 stories and 96' in height by special permit and that the Site and the Project are an appropriate location for such buildings because:

- a. The Project is designed to focus height at the center of the site and to step down the building heights towards the edges of the site.
- b. The buildings at the edges of the Site are compatible in height to nearby and adjacent buildings, such as the six-story Village Falls Condominiums across Oak Street and the six-story Paragon office building at 233 Needham Street.
- c. The maximum height of the Project buildings is located at the center of the Site, at the intersection of Main Street, Tower Road and the Village Green, not less than 200 feet from Needham Street and from the Upper Falls Greenway.
- d. The 8 story and 96 feet height sections of the Project comprise approximately 11% of the roof area of the buildings of the Project, and the balance of approximately 89% of the roof area is lower than 8 stories and 96 feet.
- e. The Project buildings at the east, west and south perimeter of the Site are lower in scale particularly where abutting the Upper Falls Greenway and the Upper Falls village where the buildings are 3 stories and along Needham Street where Building 7 is 5 stories and Building 2 is 2 stories.

With regard to the special permit to waive the number, size, location, and height of signs, pursuant to §5.2.13:

27. The Council finds that the nature of the use of the Site, the architecture of the buildings, and the Project's location at the intersection of Needham Street, Oak Street and Tower Road, justifies exceptions to the limitations imposed by §5.2 on the number, size, location, and height of signs. The Petitioner will submit a Comprehensive Sign Package for all signage to the Urban Design Commission for review.

SITE PLAN APPROVAL CRITERIA FINDINGS

With regard to the site plan approval criteria, pursuant to under §7.4.5.B.1-7:

28. The Project has been designed to ensure the safety of vehicular, bicycle and pedestrian movement within the Site and in relation to adjacent streets, properties, and improvements, including regulation of the number, design and location of access driveways and the location and design of handicap parking. The access driveways include a full traffic light control at Charlemont Street to be installed by the Commonwealth of Massachusetts Department of Transportation as part of its Needham Street reconstruction, an appropriate and improved sight line at Oak Street and appropriate distances and viewing lines from driveway intersections. (§7.4.5.B.1)
29. The methods for disposal of sewage, refuse and other wastes, and the methods of regulating surface water drainage are adequate because Preliminary plans have been reviewed by the City Engineering Division and the Petitioner will be making a \$1,850,000.00 contribution to the City for municipal sewer Inflow and Infiltration improvements based upon a projected daily sewer flow of 93,425 gallons. The Engineering Division will also review all final plans submitted for building permits for compliance with City of Newton Engineering Division design standards prior to the issuance of any building permits. (§7.4.5.B.2)
30. The provisions for on-street and off-street loading facilities are sufficient to service the buildings and related uses on the site. (§7.4.5.B.3)
31. The screening of parking areas and structures on the site from adjoining premises is sufficient based on the landscape plans referenced in Condition #1. (§7.4.5.B.4)
32. The Project avoids unnecessary topographical changes. (§7.4.5.B.5)
33. All utility service lines on the Site will be undergrounded. The Council finds that by its letter of June 11, 2019 the Petitioner has proposed to re-route or place underground significant utility lines in the vicinity of the Site. Petitioner's proposal will require consent of third parties including abutters, utilities, the State DOT and the City. If the Petitioner is successful in these efforts, the result will create a substantial visual enhancement to the Needham Street area and be of benefit to the entire neighborhood. (§7.4.5.B.6)
34. The Council finds that that the proposed site design and massing is appropriate in the context of the Needham Street and Newton Upper Falls location. The site plan is based upon connectivity to and permeability through the Site, that the mixed uses within the Project will serve to improve connections between Upper Falls and Needham Street through connections to the Greenway with an active pedestrian streetscape designed to invite the public into the Site from all directions and by various means. The highest massing of the buildings is appropriately located in the middle of the Site so as to limit the impact on adjacent properties. (§7.4.5.B.6)

35. The Council finds that the Project will protect and enhance the historic Saco-Pettee Mill building at 156 Oak Street, a property which is listed on the National Register of Historic Properties, while permitting the removal of buildings that have been deemed not preferably preserved by the Newton Historical Commission or that have no historic significance. (§7.4.5.B.7)
36. In light of the findings set forth above and the following conditions imposed by this Council Order, the City Council finds that the public convenience and welfare of the City will be served, and the criteria of §4.2.1.C.1-5; §4.2.2.B.1; §4.2.5.A; §4.2.5.A.1-4 and 6; §5.1.4.A; §5.1.4.C; §5.1.8.A; §5.1.8.B.1-2; §5.1.9.B; §5.1.10; §5.1.12; §5.1.13; and §7.4.5.B.1-8 for granting special permit/site plan approval will be satisfied.

PETITION NUMBER: #426-18

PETITIONERS: Northland Development LLC, Northland Oak Street, LLC, Northland Tower Road Investors, LLC, Needham Street Associates, and all their successors and assigns (collectively, the "Petitioner")

LOCATION: 156 Oak Street, Newton, on the land known as SBL 51/28/5A, containing 237,832 sq. ft.
55 Tower Road, Newton on the land known as SBL 51/28/5, containing 483,583 sq. ft.
275-281 Needham Street, Newton, on the land known as SBL 51/28/6 containing 265,232 sq. ft.

OWNER: As to 156 Oak Street: Northland Oak Street, LLC
As to 55 Tower Road: Northland Tower Road Investors, LLC
As to 275-281 Needham Street: Needham Street Associates

ADDRESS OF OWNER: c/o Northland Investment Corporation
2150 Washington Street Newton, MA 02462

TO BE USED FOR: A mixed use development containing approximately 193,200 s.f. office space, approximately 115,114 s.f. of retail or commercial or restaurant space, not more than 800 residential units, and surface and underground parking providing approximately 1,350 striped spaces and including approximately 250 additional valet/tandem spaces, and open spaces or park spaces available for public use as shown on the plans referred to herein, with uses including retail of more than 5,000 square feet, personal service of more than 5,000 square feet, restaurants over 50 seats, standalone ATMs, health club establishments at or above ground floor, animal service, and street level office.

CONSTRUCTION:	Various, steel frame, wood frame, and masonry structure, over a structural steel and concrete podium base.
EXPLANATORY NOTES:	References to the Zoning Ordinance above: Special Permit under §7.3.3 and Site Plan Approval under §7.3.4 with reference to §4.1.2.B.1 to allow a structure in excess of 20,000 s.f.; §4.1.2.B.3 for a building of more than 3 stories; §4.1.3 to allow a height in excess of 36'; §4.4.1 for uses allowed by special permit including (a) residential use on the ground floor, (b) restaurant, (c) restaurants of over 50 seats, (d) school or other educational purposes, for-profit, (e) standalone ATMs, (f) open air business, (g) parking facility- accessory multi-level, (h) parking facility-non-accessory single level, (i) parking facility-non accessory multi-level,; (j) place of amusement, (k) radio or TV broadcasting studio, and (l) laboratory and research facility; §5.1.13 for exceptions to the parking requirements to allow the Project to include 1,350 striped parking spaces in addition to approximately 250 valet/tandem spaces; §5.1.5.A to waive the requirement for a parking plan; §5.1.8.A to locate parking within 5 feet of a residential structure; §5.1.8.B to waive the dimensional requirements for parking stalls; §5.1.8.B.6 to waive certain end stall maneuvering requirements; §5.1.8.E to allow assigned and/or valet/tandem spaces; §5.1.9.A.1 to waive the screening requirements for parking lots; §5.1.9.B.1-3 to waive the interior landscaping, planting area and tree requirements for parking lots; §5.1.9.B.4 to waive of bumper overhang requirements; §5.1.10 to waive certain lighting, surfacing and maintenance requirements; §5.1.12 to waive the off-street loading requirements; all pursuant to §7.4.5. B. 1-8.; and §7.3.3. C. 1-5.
ZONING:	BU- 4

Approved Subject to the Following Conditions:

GENERAL CONDITIONS

1. All buildings, parking areas, driveways, walkways, landscaping and all other site features associated with this Special Permit/Site Plan Approval shall be located and constructed consistent with the Plan Set entitled "The Northland Newton Development" dated April 12, 2019 and as amended September 3, 2019, and the image and map set entitled "Select Design Elements from Submitted Documents and Hearing Presentations" dated October 24, 2019 (collectively the "Project Master Plans") which are more particularly identified in Exhibit A and are hereby incorporated by reference. No changes to the Project are permitted unless they are consistent with the Project Master Plans as set forth in Conditions #7 through 10.
2. All buildings, parking areas, driveways, walkways, landscaping and all other site features associated with this Special Permit/Site Plan Approval shall be located and constructed consistent with the City of Newton Design Guidelines for the Northland Newton Development, dated September 11, 2019 (the "Design Guidelines"), which are on file with the Department of Planning and Development, the Inspectional Services Department, and the City Clerk.
3. The Petitioner shall merge the three existing lots into one new lot no later than thirty (30) days after the issuance of the first building permit (other than a demolition permit or renovation permit for 156 Oak Street). Proof of recording a plan of merger with the Middlesex South District Registry of Deeds shall be submitted to the Department of Planning and Development, the Inspectional Services Department, and the City Solicitor's office.
4. This Special Permit/Site Plan Approval shall be deemed to have been vested, for the purposes of utilizing the benefits of the change of zone authorized by Council Order #425-18, upon the issuance of a building permit (other than a demolition permit) for all or any portion of the Project.
5. Pursuant to Zoning Ordinance §7.3.2.E, the time for exercise of this Special Permit/Site Plan Approval is extended to grant a period of three years for the exercise hereof without the necessity of a further public hearing. This Special Permit/Site Plan Approval shall be deemed to have been exercised upon the issuance of a building permit (other than a demolition permit) for all or any portion of the Project.
6. If within five (5) years from the date of this Special Permit/Site Plan Approval, which shall not include such time required to pursue or await the determination of an appeal pursuant M.G.L. c. 40A, § 17, the Petitioner has not applied for all building permits necessary to complete construction of the Project, then further construction under this Special Permit/Site Plan Approval is not authorized unless the Petitioner seeks and receives an amendment to this Special Permit/Site Plan Approval that extends the time for fulfilling this condition.

DESIGN REVIEW & MASTER PLAN CONSISTENCY CONDITIONS

7. Preliminary Submission Of All Building Permit Plans

- a. Prior to any application for a building permit (other than a demolition permit or renovation permit for 156 Oak Street or tenant improvement permits), the Petitioner must file the following with the Director of Planning and Development, the Commissioner of Inspectional Services, the Director of Public Works, and the City of Newton's Urban Design Commission (UDC):
 - i. a copy of all plans necessary for the permit or determination being sought ("Request Plans");
 - ii. a signed certificate from the Petitioner's architect and/or civil engineer certifying that the Request Plans are consistent and in full compliance with the Project Master Plans (the "Compliance Certificate");
 - iii. a completed Evaluation Template in accordance with and in the form required by the Design Guidelines.

8. Preliminary Review Of All Building Permit Plans

- a. Within sixty (60) days of receipt of a complete submission of the materials set forth in Condition #7, the Director of Planning and Development will review and provide an opinion as to whether the Request Plans are in full compliance with the Project Master Plans and consistent with the Design Guidelines. If the Director of Planning and Development's review requires the input or assistance from a peer review consultant, the Petitioner shall pay the reasonable fees for such peer review. The Director of Planning and Development's opinion shall be submitted in writing to the Petitioner and the Commissioner of Inspectional Services. If it is the Director's opinion that the Request Plans are not compliant with the Project Master Plans or inconsistent with the Design Guidelines, such inconsistencies shall be expressly identified.
- b. Within sixty (60) days of receipt of a complete submission of the materials set forth in Condition #7, the UDC will provide an opinion as to whether the Request Plans are in full compliance with the Project Master Plans and consistent with the Design Guidelines. The UDC's opinion shall be submitted in writing to the Petitioner and the Commissioner of Inspectional Services. If it is the UDC's opinion that the Request Plans are inconsistent with either the Project Master Plans or the Design Guidelines, such inconsistencies shall be expressly identified.
- c. Upon reception of the written opinions, the Petitioner may file a formal building permit application with the Commissioner of Inspectional Services, which shall include a copy of the opinions. Alternatively, the Petitioner may revise the Request

Plans and resubmit them for a preliminary review in accordance with Conditions #7 and 9.

9. Formal Submission Of Building Permit Application

- a. Upon receipt of a complete building permit application, the Commissioner of Inspectional Services shall make a final determination, with due consideration given to the written opinions of the Director of Planning and Development and the UDC, as to whether the plans filed with such application are in full compliance with the Project Master Plans and consistent with the Design Guidelines.
 - b. In making the final consistency determination, the Commissioner of Inspectional Services may elect to refer the matter to the Land Use Committee for the Committee's review and recommendation, provided however that referral to the Land Use Committee is required for any modifications or changes to the Project Master Plans concerning the following: (i) building locations; (ii) building massing or relative heights of building elements; (iii) footprints of buildings and other structures; (iv) program; (v) driveway and parking stall locations; (vi) interior road network; (vii) open space; (viii) increase in floor area; and (ix) significant changes to design elements. The Land Use Committee shall not be required to vote or to approve any matter referred to it in accordance with this condition.
 - c. If the Commissioner determines that the application plans are inconsistent with either the Project Master Plans or the Design Guidelines, no building permit will be issued, and the Petitioner must either: (i) submit revised plans which the Commissioner deems to be consistent, or (ii) seek an amendment to this Special Permit/Site Plan Approval.
 - d. Any increase to the maximum building heights, number of units, total floor area of the Project, total floor area of any building greater than ten (10) percent, any increase or decrease to the number of parking stalls, or any material decrease to the amount of open space of the Project from what is shown on the Project Master Plans shall not be eligible for a consistency determination and such modification can only be done through amendment of this Special Permit/Site Plan Approval.
10. The procedure for preliminary review of building permit plans set forth in Conditions #7-8 may be utilized by the Petitioner earlier in the design process for one (1) or more buildings or public spaces in order to receive initial opinions on the consistency of schematic/architectural drawings. If the opinions of both the Director of Planning and Development and the UDC after such an initial schematic review are that the schematic drawings are in full compliance with the Project Master Plans and consistent with the Design Guidelines, the Commissioner of Inspectional Services may accept final building permit plans without further preliminary review so long as they do not include any additional design elements or change any design elements governed by the Design Guidelines as confirmed by the Director of Planning and Development.

CONDITIONS REQUIRING COMMUNITY BENEFITS

11. The Petitioner shall make payments in the aggregate amount of \$1,850,000.00 to the City for municipal infrastructure improvements, which amount shall be deemed to be in satisfaction of the request of the Engineering Division for funding for infrastructure improvements for inflow and infiltration (I&I). The amount is calculated based on a projected 93,425 gallons of daily sewer flow with a charge of \$19.77 per gallon for a transportation and treatment cost in accordance with the City's I&I Mitigation Policy, dated March 7, 2019, rounded up to \$1,850,000.00. Payments shall be made as follows:
 - a. \$925,000.00 at the first building permit for a residential building in the Project.
 - b. \$925,000.00 at the first residential unit occupancy permit (temporary or final) in the Project.
12. The Petitioner shall, within sixty days after the Project reaches 95% residential occupancy, undertake a post-occupancy measurement of the sewer flow from the Project (excluding any sewer flow associated with the spray park), at its sole expense, to compare the actual sewer flow to the flow estimated in Condition #11. The post-occupancy measurement shall be taken at a time and in a manner approved by the City Engineer to provide for typical conditions. In the event the sewer flow from the Project exceeds 93,425 gallons under typical conditions, then the Petitioner shall pay to the City an amount equal to the excess sewer flow beyond 93,425 gallons, multiplied by 4 and by \$19.77 per gallon. Such payment shall be made within sixty (60) days from the date the City provides the Petitioner with written notification of the excess sewer flow amount.
13. The Petitioner shall make payments in the aggregate of \$5,000,000.00 to the City for offsite traffic mitigation and improvements. A description of categories for possible projects for offsite mitigation is attached hereto as Exhibit B, and the Director of Planning and Development, after consultation with the Commissioner of Public Works and the Petitioner, shall recommend projects for funding to the Mayor and the City Council. The Petitioner's payments shall be made as follows:
 - a. \$2,500,000.00 at the first building permit for a residential building in the Project.
 - b. \$2,500,000.00 at the first residential unit occupancy permit (temporary or final) in the Project.
14. The Petitioner shall make payments in the aggregate amount of \$1,500,000.00 to the City for improvements to or replacement of the Countryside School. The Petitioner's payments shall be made to a municipal account designated for improvements to the Countryside School as follows:
 - a. \$1,000,000.00 at the first building permit for a residential building in the Project.

- b. \$500,000.00 at the first residential unit occupancy permit (temporary or final) in the Project.

15. The Petitioner shall design and construct, at a cost to the Petitioner not to exceed \$1,000,000.00 (except as provided below), a public splash park located on a 7,000 - 8,000 square foot portion of the Project located in the southwest corner of the Site adjacent to the Upper Falls Greenway and the Depot building, as shown on the Plan Sheet C-5.4 dated September 3, 2019 and labeled "Approximate Location of Splash Park."

- a. The Petitioner shall provide sewer, water, and electricity lines to the public splash park at its own cost.
- b. The Petitioner shall submit final design plans for review and approval by the City's Department of Parks and Recreation prior to the Petitioner's first application for a building permit (other than a demolition permit or renovation permit for 156 Oak Street). Final design plans must include a minimum of ten (10) water features and seating elements. Prior to submission of final design plans for review and approval, the Petitioner shall periodically meet with, update, and solicit input and feedback from the City of Newton during the feasibility, schematic, design, design development, and construct document phases. The Petitioner shall not spend more than \$120,000.00 on the design of the splash park, which amount shall be applied against the \$1,000,000.00 contribution of the Petitioner.
- c. The Petitioner shall perform the construction of the splash park in accordance with the approved final design plans. The Petitioner shall be responsible for any cost overruns in constructing the splash park as approved, which may require the Petitioner to pay more than the \$1,000,000.00 contribution required by this condition. The City shall pay the costs of any change orders it requests after approval of the plans. The Petitioner shall assign to the City any warranties or guaranties of construction or of equipment installed in the splash park.
- d. The Petitioner shall license the Splash Park Area to the City for \$1.00, subject to a license agreement mutually agreed upon by Petitioner and the City. The license agreement shall provide the following terms: the City shall operate the splash park, maintain the license area and all splash park facilities in good and safe condition, bear responsibility and pay for all operating, water, sewer and utility costs, future improvements, and user safety, provided however that the City shall not be required to provide insurance coverage or an indemnification agreement and the Petitioner shall have the benefit of M.G.L. c. 21, § 17C as to its liability.
- e. Construction of the splash park shall be completed, the license agreement shall be executed, and custody and control of the splash park shall be turned over to City prior to the issuance of the first residential unit occupancy permit (temporary or final) in the Project, provided that the Commissioner of Inspectional Services

may determine that delivery should be deferred to a later date due to the construction and safety conditions on the Site.

16. All open spaces shown in the Project Master Plans shall be open to the public, at no cost to the public or the City, from at least dawn to dusk every day. The Petitioner's obligation to maintain the open spaces and to allow public access as required by this condition shall continue for so long as the Project authorized by this Special Permit/Site Plan Approval or any amendment thereto is in effect.
 - a. The construction of the Village Green and Mill Park open spaces, as shown and labeled on the Plan Sheet L1.2, shall be substantially completed and fit for use before the issuance of the occupancy permit (temporary or final) for the 400th residential unit. The construction of all remaining open spaces shall be completed before the issuance of an occupancy permit (temporary or final) for the first unit in the final residential building.
 - b. All open spaces must be accessible to persons with disabilities.
 - c. The Petitioner shall provide appropriate/adequate lighting of the open spaces and shall provide electricity lines/connections to the Village Green and Mill Park.
 - d. The Petitioner shall maintain the landscape, lawns and plantings on the open spaces in good, healthy condition.
 - e. The Petitioner and the City shall work together for programming for the open spaces for public events. The City shall be responsible for the cost to set-up, clean up and operate such public events, but will not be charged rent for use of the open spaces.
 - f. The Petitioner may promulgate reasonable rules and regulations that govern use of the open spaces, which must be reviewed and approved by the Commissioner of Parks, Recreation and Culture Department. The open spaces may be closed by the Petitioner, at periodic and reasonable times, for private events or for the minimum extent necessary to prevent the establishment of prescriptive easements.
17. The Petitioner shall ensure the availability of a public bathroom facility at the Mobility Hub for public users of the open spaces and splash park at reasonable times.
18. The Petitioner is required to reserve (i.e., whether leased or vacant and available for lease) at least 10,000 rentable square feet of space within the ground floor only, to non-formula retail, restaurant, or personal service use tenants.
 - a. For the purposes of this condition, formula retail, restaurant, and personal service use is defined as "Any establishment, which along with nine or more other businesses regardless of ownership or location worldwide, does or is required as a franchise, by contractual agreement, or by other agreement to maintain two (2) of the following features:
 - i. A standardized menu;

- ii. A standardized facade;
 - iii. A standardized décor and/or color scheme;
 - iv. A standardized uniform;
 - v. A standardized sign or signage; or
 - vi. A standardized trademark or service mark.
- b. In the event that a non-formula tenant disqualifies itself in accordance with the criteria referenced in this condition, thereby decreasing the total rentable square feet reserved for non-formula tenants to below 10,000 square feet, the tenant may remain and the Petitioner shall dedicate the next available tenant space or spaces (unless such space is deemed inappropriate for a non-formula tenant by the Director of Planning and Development) to other non-formula tenants until the Project is compliant with this condition.
- c. Prior to the issuance of any Building Permit for the ground floor of each building, the Petitioner shall provide documentation indicating whether the proposed retail, restaurant, or personal service use is a non-formula use in accordance with this condition. The Petitioner is not entitled to a building permit if such permit would prevent the Project from complying with this condition.

CONDITIONS RELATED TO AFFORDABILITY

19. In accordance with the City's Inclusionary Zoning Ordinance, §5.11.4, the Project shall include 140 affordable housing units (the "Inclusionary Units"), as follows:
- a. 120 of the residential units in the Project shall be made available to households earning at or below 80% of Area Median Income (AMI), as designated by the U.S. Department of Housing and Urban Development, adjusted for household size for the Boston-Cambridge-Quincy, MA-NH HMFA ("Tier 1 Units"). The AMI used for establishing rent and income limits for the Tier 1 Units must average no more than 65% AMI. Alternatively, at least 50% of the Tier 1 Units may be priced for households having incomes at 50% of AMI and the remaining Tier 1 Units priced for households at 80% of AMI.
 - b. 20 of the residential units in the Project shall be affordable to households earning greater than 80%, but at or below 110% of AMI, as designated by the U.S. Department of Housing and Urban Development, adjusted for household size for the Boston-Cambridge-Quincy, MA-NH HMFA ("Tier 2 Units").
20. The Petitioner, the Project, and the Inclusionary Units shall comply with all applicable provisions of the City's Inclusionary Zoning Ordinance, §5.11, in effect as of the date of this Special Permit/Site Plan Approval, regardless of whether such requirements are set forth herein. The Project is not required to comply with the City's Inclusionary Zoning Ordinance provision, effective January 1, 2021, changing the requirements for projects with 100 or more residential units.

21. The bedroom mix of the Inclusionary Units shall be equal to the bedroom mix of the market-rate units in the Project. The proposed mix of the Inclusionary Units is:

	Studio	1BR	2BR	3BR
Tier 1 Units Inclusionary Units	12	54	48	6
Tier 2 Inclusionary Units	2	9	8	1

The final bedroom mix shall be reviewed and approved by the Director of Planning and Development prior to the issuance of a building permit for the Project.

22. Monthly housing costs (inclusive of rent, utility costs for heat, water, hot water and electricity, 1 parking space and access to all amenities offered to tenants in the building), must not exceed 30% of the applicable household income limit for that Inclusionary Unit and shall be consistent with Inclusionary Zoning Ordinance, § 5.11.4.D.1.
23. For the initial lottery, 70% of the Inclusionary Units shall be designated as Local Preference units, as permitted and defined by the Massachusetts Department of Housing and Community Development (DHCD).
24. Prior to the issuance of any building permits for the vertical construction of the Project, the Petitioner shall provide an updated Inclusionary Housing Plan and Affirmative Fair Marketing and Resident Selection Plan (AFHMP) for review and approval by the Director of Planning and Development in accordance with §5.11.8 of the Inclusionary Zoning Ordinance. The Inclusionary Housing Plan and Affirmative Fair Housing Marketing and Resident Selection Plan must meet the requirements of DHCD's guidelines for Affirmative Fair Housing Marketing and Resident Selection and be consistent with §5.11.8. of the Inclusionary Zoning Ordinance. In accordance with DHCD's current guidelines, the units will be affirmatively marketed and leased through a lottery.
25. Prior to the issuance of any temporary or final occupancy certificates for the Project, the Petitioner, the City, and DHCD will enter into a Regulatory Agreement and Declaration of Restrictive Covenants, in a form approved by the City of Newton Law Department, which will establish the affordability restriction for the Tier 1 Inclusionary Units in perpetuity.
26. Prior to the issuance of any temporary or final occupancy certificates for the Project, the Petitioner and the City will enter into a Regulatory Agreement and Declaration of Restrictive Covenants, in a form approved by the City of Newton Law Department, which will establish the affordability restriction for the Tier 2 Inclusionary Units in perpetuity.
27. To the extent permitted by applicable regulations of DHCD, the Tier 1 Inclusionary Units shall be eligible for inclusion on the State's Subsidized Housing Inventory (SHI) as Local Action Units through DHCD's Local Initiative Program.
28. The Inclusionary Units shall be designed and constructed subject to the provisions of the Inclusionary Zoning Ordinance, §5.11.7.

29. Inclusionary Units, and their associated parking spaces, shall be proportionally distributed throughout the Project and be sited in no less desirable locations than the market-rate units, and the locations of such units and parking spaces shall be reviewed and approved by the Director of Planning and Development prior to the issuance of a building permit for the Project.
30. No residential unit or building shall be constructed to contain or be marketed and/or sold as containing more bedrooms than the number of bedrooms indicated for said unit in the Project Master Plans referenced in Condition #1.
31. Any room that meets the minimum dimensional and egress requirements to be considered a bedroom under the state building code and Title 5 regulations shall be counted as a bedroom for purposes of determining the required bedroom mix of the Inclusionary Units in accordance with the Inclusionary Zoning Ordinance.
32. Any guest suites or temporary housing that meet the definition of a Dwelling Unit under the Zoning Ordinance shall be counted as a bedroom for purposes of calculating the Project's inclusionary zoning requirement.

CONDITIONS RELATED TO CONSTRUCTION

33. The Petitioner shall pay the reasonable fees of the City's consultants for review of the building permit plans or documents described herein or for inspections required herein during the construction phase.
34. All construction activity shall be limited to 7:00AM-7:00PM Monday through Friday and 8:00AM-7:00PM on Saturdays, excluding holidays, unless waived by the Mayor in accordance with Newton Ordinances, §20-13. Interior work may occur at times outside of the hours specified above, but only after the building is fully enclosed.
35. The Petitioner shall comply in all material respects with the final Construction Management Plan to be submitted for review and approval to the Commissioner of Inspectional Services, in consultation with the Director of Planning and Development, the Fire Department, the Commissioner of Public Works, and the City Engineer. The Final Construction Management Plan shall include, but not be limited to, the following provisions:
 - a. The proposed schedule of the Project, including the general sequencing of the construction activities.
 - b. Site plans showing the proposed location of contractor and subcontractor parking, on-site material storage areas, on-site staging areas for delivery vehicles, and location of any security fencing.
 - c. Proposed truck routes that minimize travel on local streets.
 - d. Proposed methods for dust control including, but not limited to: covering trucks for transportation of excavated material; minimizing storage of debris on-site by

using dumpsters and regularly emptying them; using tarps to cover piles of bulk building materials and soil; hosing during demolition and earth work where appropriate; and locating a truck washing station to clean muddy wheels on all truck and construction vehicles before exiting the Site.

- e. Proposed methods of noise control, in accordance with the City of Newton's Ordinances. Staging activities should be conducted in a manner that will minimize off-site impacts of noise. Noise producing staging activities should be located as far as practicable from noise sensitive locations.
 - f. Proposed methods of vibration control.
 - g. A plan for rodent control during construction.
 - h. 24-hour contact information for the general contractor of the Project. This contact information shall be provided to the Commissioner of Inspectional Services and to the Newton Police Department, shall be posted on a construction activity website to be established by the Petitioner, and shall be posted on the job site.
 - i. Offer to provide a pre-construction survey at no charge to the owners of the properties abutting the Site.
36. The Petitioner shall submit final engineering, utility, and drainage plans, and an Operations and Maintenance plan for Stormwater Management, for review and approval by the City Engineer for consistency with the Memorandum of Curtis Quitzau P.E., dated June 6, 2019, on file with the Engineering Department and the Planning Department.
37. The Petitioner shall be responsible for securing and paying police details that may be necessary for traffic control throughout the construction process as required by the Police Chief.
38. The Petitioner shall be responsible for repairing any damage to public ways and public property caused by any construction vehicles traveling to or from the Site. All repair work shall be done prior to the issuance of final Certificate of Occupancy, unless the Commissioner of Public Works determines either: (a) that the damage to the public way is so extensive that it limits the use of the public way; (b) that the damage interferes with traffic flow; or (c) that the damage poses a threat to public safety. In such cases, the repair work must be initiated within one month of the Commissioner making such determination and shall be conducted consistent with City Construction Standards, and shall be completed within an appropriate time frame, as determined by the Commissioner.
39. The Petitioner shall implement a Community Engagement Plan during the construction period of the Project in order to predict, preempt and address issues which may arise affecting the general community. The Community Engagement Plan shall provide, without limitation, a communication plan and schedule for regular construction updates and

advisories, point contacts for Petitioner and Petitioner's primary contractors, engagement plan with the Upper Falls and Newton Highlands Area Councils and local businesses, and communications with Ward councilors and any other interested councilors. The Petitioner shall designate a single individual to communicate with the neighbors, the Ward 5 and Ward 8 City Councilors, and the Newton Upper Falls and Newton Highlands Neighborhood Area Councils via email. The designated individual shall send updates of any changes of the construction schedule to the established distribution list.

40. Not less than two (2) months prior to the commencement of any Site work and/or other construction activities related to the work approved through this Special Permit/Site Plan Approval, a Construction Liaison Committee shall be established consisting of two (2) designees of the Petitioner, four (4) residents from the neighborhood surrounding the Project, one (1) representative of the Needham Street commercial community or the Newton-Needham Regional Chamber, one (1) Ward 5 City Councilor and one (1) Ward 8 City Councilor. The President of the City Council shall appoint the resident neighborhood members and the City Councilors. Meetings of the Liaison Committee will be open to the public, and the Liaison Committee will establish such agenda and procedures as it shall see fit.

- a. The purposes of the Liaison Committee shall be:
 - i. To enhance and ensure communication as to the status and progress of the construction of the Project by the Petitioner.
 - ii. To provide a forum for initial presentation of a construction schedule and any significant changes to schedule or changes of plans for which public review is appropriate.
 - iii. To receive and deal with construction-specific issues including, without limitation, noise, dust, parking and traffic; to monitor implementation of the final Construction Management Plan; and to receive notices and communications from the Department of Inspectional Services and the Planning and Development Department.
- b. The Liaison Committee shall meet regularly (monthly for the first six (6) months of the construction period, and thereafter, every three (3) months, unless there is consensus within the Liaison Committee that no meeting is necessary, until at least six (6) months after the initial occupancy of the final building to be completed). The first meeting shall be convened jointly by the Petitioner and the Ward 5 and 8 City Councilors. The Liaison Committee shall work by consensus, but nothing in the establishment of the Liaison Committee shall inhibit any member, including the Petitioner, from engaging in any lawful activities.
- c. The Liaison Committee shall, at a minimum, give written notice to the City Clerk, the Commissioner of Inspectional Services, and the Director of Planning and

Development of its meetings, and such notice shall be posted on the construction activity website that the Petitioner shall be required to establish pursuant to its Construction Management Plan.

41. Any portions of the Site subject to the jurisdiction of Conservation Commission must receive an Order of Conditions from the Conservation Commission prior to the issuance of any building permit for work on the Project subject to such jurisdiction.
42. The Petitioner shall comply with the terms of the Petitioner's Memorandum of Agreement with the Massachusetts Historical Commission, dated September 21, 2018.
43. Building 8 shall be designated as an "all age friendly" building in that the building design shall incorporate a variety of universal design elements, including intentional color schemes, contrasting materials for visibility, supplemental corridor and common space lighting and all-age friendly amenities and common spaces. The Petitioner has submitted a memorandum dated October 9, 2019, prepared by Project architect Michele Quinn of Cube 3 LLC, that sets forth a series of "all age friendly" design elements which the Petitioner has agreed to incorporate into Building 8, and which must be provided.
44. All residential units will conform to the Massachusetts Architectural Access Board (MAAB) requirements for "Group 1" units. In addition, per MAAB guidelines, 44 units shall be designed as "Group 2A" units, which are designed spatially for immediate wheelchair use and with the ability to adapt additional components of the units upon need, at the Petitioner's sole cost and expense. 22 of the Group 2A units shall be Inclusionary Units.
45. All internal roadways shall be designed as shown on the Project Master Plans and, except as otherwise provided for herein, shall be open to the public. The Petitioner is responsible for maintaining and plowing all internal roadways and sidewalks, ensuring they are clean, well-kept and in good and safe working order.
46. All sidewalks and handicapped ramps shall be ADA compliant unless a variance for noncompliance is granted. A letter of compliance prepared by a professional engineer registered in the state of Massachusetts shall be submitted prior to issuance of an occupancy permit (temporary or final).
47. The Petitioner shall locate all utility service lines on the Site underground.
48. The Petitioner shall make best efforts to diligently obtain all necessary municipal, utility and private party approvals to relocate all overhead utility service lines along the Project's frontage on Needham Street and Oak Street, Christina Street, Tower Road and Charlemont Street underground as shown on the Utility Infrastructure Undergrounding Plan, dated June 10, 2019 and on file with the City Clerk and the Planning Department. If such approvals are received, the Petitioner shall relocate the utility service lines at its own expense as soon as practically feasible and in no event later than the issuance of the last temporary residential unit occupancy permit in the Project. In the event approvals for any sections cannot be

obtained or are obtained on conditions that are not commercially reasonable, as confirmed by the Director of Planning & Development, the Petitioner may complete only such portions of the underground as may be approved on conditions that are commercially reasonable.

49. The Petitioner shall daylight a portion of the South Meadow Brook between Buildings #1 and #2 as shown on the Project Master Plans, subject to any required Order of Conditions by the Conservation Commission. The Petitioner shall not be required to undertake such "daylighting" if an Order of Conditions is denied. The Petitioner shall make all reasonable efforts to visually represent the South Meadow Brook where located underground as shown in the Project Master Plans.
50. The Petitioner shall construct a bike path through the Site from the Greenway to Needham Street as shown on the Project Master Plans.
51. The Site shall be open to the Greenway without fencing or screening, with the exception of fencing if necessary to enclose the splash park and low hedges behind the townhouse units. Such fencing and hedging shall be subject to review and approval by the Director of Planning and Development.
52. The Petitioner shall prepare and submit a final Site circulation plan for review by the Fire Department that confirms the Fire Department will have sufficient access to all buildings, confirms that a bus 45 template for fire access will function safely, and shows all hydrants and fire connections, and other features as may be required for Fire Department approval.

CONDITIONS RELATED TO SUSTAINABILITY

53. The Petitioner shall design and construct high R-value, durable, environmentally sensitive buildings. All new buildings shall be designed for modern energy and resource conservation. Mechanical, electrical and plumbing systems shall be chosen and sized to meet reduced heating and cooling loads and to ensure occupant comfort. Proper commissioning, optimization, and education for building management and tenants shall be conducted to operate the building at the designed level of performance. The Petitioner shall make diligent efforts to utilize durable building materials, high performance building envelopes and energy-efficient appliances.
54. The Project shall be constructed to achieve, and the Petitioner shall pursue LEED Certification for Neighborhood Development v3 at the Silver Level. The Saco-Pettee Mill building at 156 Oak Street shall be renovated to achieve and pursue LEED Core and Shell (CS) v3 Certification at the Silver Level.
55. All new buildings within the Site shall be designed to achieve either: (i) a LEED v.3 Gold certifiable standard, or (ii) a LEED v.4 Gold for Building Design and Construction Multifamily Midrise certifiable standard. Because buildings #9, 10, 11 and 14 are smaller scale residential buildings, such buildings may utilize either: (i) LEED for Homes, (ii) LEED v.4 for Multifamily

Low-rise, or (iii) subject to approval by the Director of Planning and Development, an alternative recognized green building standard appropriate for such building types.

56. The Petitioner shall construct the residential portions of Buildings #3, 4 and 8 to achieve Passive House certification in accordance with the requirements of the Passive House Institute US (PHIUS), the Passive House Institute (PHI) or other recognized passive house certification organization. The commercial portions of such buildings shall not be obligated to meet such standards and shall be excluded from the certification.

57. The Petitioner has committed to achieve and/or implement the following sustainability strategies which shall be incorporated into the Project:

- a. The Petitioner will conduct Passive House feasibility studies, incorporating energy modeling, for buildings #5a/b, 6a, 6b/c, 7 and 12.
- b. The Petitioner will utilize electric heat pumps for heating and cooling in all buildings in order to reduce fossil fuel use unless another technology becomes available that is at least as equally efficient and environmentally sustainable.
- c. For all residential units, and in all other spaces where applicable, the Petitioner will utilize electric "Energy Star" appliances (or functional equivalent), except that domestic hot water equipment may utilize natural gas as an energy source.
- d. All building roofs that are not essential locations for mechanical systems (which Petitioner will make every effort to consolidate) and not desirable for residential outdoor space shall be solar ready. To the greatest extent feasible, the Petitioner will utilize such building roofs for actual installation and implementation of sustainable strategies including photovoltaic panels, green roofs and/or reflective roof materials. A final roof mapping plan for the Project shall be submitted to the Director of Planning and Development for review and approval prior to the issuance of the first building permit for any new vertical construction.
- e. Bicycle parking/storage will be provided for at least 1,100 bicycles.
- f. Electric car charging stations will be provided for 5% (66 spaces) of the striped parking with expansion built in to double the amount (to 10%, 132 spaces) of charging stations.
- g. A rain harvesting system will be utilized to capture some roof rainwater for irrigation.
- h. Drought tolerant and indigenous plants will be the predominant species installed in the landscape.

- i. Low Impact Design (LID) strategies will be employed in the design of the stormwater management system.
- j. Permeable pavement and pavers will be utilized as part of the LID strategy.

58. The Petitioner has committed to analyze, review and discuss with the Director of Planning and Development the following sustainability strategies, prior to the issuance of any building permit for the Project, in order to determine their feasibility and the possible return on investment if they were to be implemented:

- a. Depending on the results of the Passive House feasibility studies for Buildings 5a/b, 6a, 6b/c, 7 and 12 noted in Condition #57(a) above and Petitioner's return on investment analysis, the Petitioner will seek to achieve Passive House Certification similar to those contemplated in Condition #56 for the residential portions of some or all of these buildings to the fullest extent feasible.
- b. The Petitioner's design teams will utilize the best available information to assess embodied carbon in building materials and incorporate that information into the design process so that low embodied carbon materials can be incorporated when cost, availability and performance is feasible.
- c. The Petitioner will seek to achieve LEED Gold Certification (LEED ND v3 and LEED CS v3) for the buildings in Condition #54 above.
- d. Depending on the future utilization of the electric car charging stations and the level of future potential demand, the Petitioner will explore the feasibility of securing increased electrical service to provide charging stations for up to 90% (1,215) of the striped parking spaces as the market demand for charging stations increases.
- e. The Petitioner will monitor and evaluate the feasibility of incorporating new technologies for electric domestic hot water equipment and either incorporate such technologies into the Project or make provisions to facilitate their installation in the future.

CONDITIONS RELATED TO TRAFFIC

59. Petitioner's Trip Reduction Obligation

- a. The Petitioner is required to reduce the number of the projected residential and office trips that will be generated by the Project, as set forth herein as the Maximum Trip Count, in order to mitigate the traffic impacts of the Project.

- b. The Petitioner shall not exceed the **Maximum Trip Count** as follows:
 - i. The total Maximum Trip Count for all office and residential uses within the Project is 289 vehicles during the weekday morning peak hour and 220 vehicles during the weekday evening peak hour.
- c. The Petitioner shall prepare, submit and implement a **Transportation Demand Management Work Plan** (the "TDM Work Plan"), in accordance with Condition #64, that includes strategies and measures necessary to comply with the Maximum Trip Count.
- d. The Department of Planning and Development shall be responsible for verifying compliance with the Maximum Trip Count. Trip counts shall be conducted by a qualified professional in accordance with the Trip Count Methodology set forth in Condition #63. The Petitioner shall be responsible for the cost of all trip counts, surveys, and required analysis.
- e. If the Petitioner fails to achieve the Maximum Trip Count, the Petitioner will be required to revise its TDM Work Plan and invest the **TDM Investment Amount** of \$1,500,000, plus additional funds in accordance with the **Additional Investment Amount** set forth in Condition #65, in implementing its TDM Work Plan.
- f. The Petitioner shall pay the reasonable fees of any consultants/peer reviews as necessary for the Director of Planning and Development or the Commissioner of Public Works to review and analyze any submitted TDM Work Plans or TDM Monitoring Reports.

60. Commencement of Petitioner's Trip Reduction Obligation

- a. The Petitioner must comply with the Maximum Trip Count beginning on the date of the issuance of a Certificate of Occupancy (temporary or final) for the 400th residential unit.
- b. Prior to full occupancy of the Project, the Maximum Trip Count shall be proportionally adjusted to reflect current occupancy levels, subject to reasonable allowances for internal capture and mode split and consideration of the current mix of uses and construction on Site as determined by the Director of Planning and Development.

61. Monitoring

- a. Initial Trip Count
 - i. The first trip count shall be conducted within six (6) months after the issuance of a Certificate of Occupancy (temporary or final) for the 400th residential unit.

- ii. The trip count must be conducted in accordance with the Trip Count Methodology set forth in Condition #63.
- iii. The Department of Planning and Development shall share the results of the initial trip count with the Petitioner as soon as is feasible.

b. Subsequent Monitoring

- i. Following the initial trip count, the Department of Planning and Development shall perform additional trip counts every six (6) months from the date of the initial trip count.
- ii. The monitoring period shall change to once per year only after the Petitioner/Project has been fully compliant with the Maximum Trip Count for two (2) consecutive six (6) month reporting periods following 80% occupancy of the residential units and office building. Once the Petitioner/Project has been in full compliance with the Maximum Trip Count for five (5) consecutive years following full residential occupancy, the reporting and monitoring requirements will cease, provided that any changes to the TDM Work Plan after such full compliance must be approved by the Director of Planning and Development in accordance with Condition #64(c), who may require the submission of additional monitoring reports. The Director of Planning and Development shall also have authority to require trip counts after the Petitioner's reporting and monitoring requirements have ceased if the Director determines that there have been significant changes to the regional or local transportation landscape that impact the Project.

62. Results of TDM Monitoring

- a. The Department of Planning and Development shall share the results of trip counts with the Petitioner as soon as is feasible.
- b. The timing of trip counts may be adjusted slightly at the discretion of the Director of Planning and Development to accommodate counts and surveys being conducted during a typical week.
- c. The results of the trip counts shall contain the results of the required trip counts and surveys, a description of methodology, and the qualifications of the consultant(s) performing the counts and surveys.
- d. Upon receipt of the trip count results, the Petitioner has thirty (30) days to submit an updated TDM Work Plan to the Director of Planning and development for the upcoming monitoring period. The TDM Work Plan must include a comprehensive

list of the measures proposed for the upcoming reporting period and, if required by Condition #65, proposed expenditures.

- e. In the event the Petitioner fails to comply with the Maximum Trip Count, pursuant to Condition #65, subsequent TDM Work Plans must include a certified financial accounting of how the TDM Investment Amount and the Additional Investment Amount were allocated and spent on implementing the approved TDM Work Plan during the prior monitoring period.

63. Trip Count Methodology

- a. Trip counts shall be done by a qualified professional firm, to be hired and overseen by the Director of Planning and Development and to be paid for by the Petitioner.
- b. Trip counts shall measure residential and office trips during the weekday morning and evening peak hours.
- c. Trip counts shall include the following:
 - i. A count of the resident and office vehicles entering and exiting at all residential and office garage entries during the weekday and evening peak hours.
 - ii. Intercept surveys taken at every residential and office building entry/exit point to capture residential and office visitors, deliveries, and pick-up and drop-off trips. The Director of Planning has discretion to require additional surveys as necessary.
 - iii. Sitewide Total Trip Counts shall be taken at every driveway.
- d. Trip counts and surveys shall be conducted over three (3) consecutive weekdays (Tuesday through Thursday) during a typical week with no holidays or school vacations.
- e. The time period for all trip counts, the peak hours, methodology and intercept survey questions shall be determined by the Director of Planning in advance.
- f. The Petitioner shall utilize technology to track real time counts of residential and office vehicles entering and exiting at all garage entries. This data shall be included in every TDM Monitoring Report and shall at all times be made available to the Director of Planning and Development upon request.

64. Approval of the TDM Work Plan

- a. Prior to the issuance of the first building permit for any new vertical construction, the Petitioner shall submit any changes or updates to its initial TDM Work Plan,

dated October 24, 2019 and on file with the Planning and Development Department, the Inspectional Services Department, and the City Clerk, to the Director of Planning and Development and Commissioner of Public Works for review and approval.

- i. The Initial TDM Work Plan shall include a detailed plan for the phase-in of TDM measures.
 - ii. Public transit subsidies and incentives shall begin with initial occupancy permits.
 - iii. The full-time TDM Coordinator shall start no later than the issuance of a Certificate of Occupancy for 25,000 square feet of office space, or twelve (12) months after the issuance of the first residential building permit, whichever comes first.
 - iv. Full implementation of the TDM Work Plan shall begin no later than the issuance for a Certificate of Occupancy for 400 residential units.
 - v. The Initial TDM Work Plan shall also include an analysis of locating a shuttle stop along Needham Street.
- b. The TDM Work Plan shall set forth sufficient Transportation Demand Management (TDM) strategies and measures necessary to comply with the Maximum Trip Count, including, but not limited to, last-mile connections to mass transit, subsidies for transit passes for employees and residents, a full-time TDM coordinator, on-site support facilities and information, marketing and awareness programs, financial incentives, and car and bike share programs.
- c. The TDM Work Plan may change over time to respond to changing transportation needs and circumstances, with the objective of meeting the trip reduction goal through compliance with the Maximum Trip Count. All changes must be reviewed and approved by the Director of Planning and Development prior to implementation.
- d. A TDM Work Plan shall be submitted within thirty (30) days of the Petitioner receiving the results of the trip count monitoring from the Department of Planning and Development. The TDM Work Plan must include a comprehensive list of the measures proposed for the upcoming reporting period, and shall be based on best practices, results of prior counts and surveys, and additional data collected by the Petitioner.

65. Enforcement

- a. If a TDM Monitoring Report shows that the Petitioner/Project exceeded the Maximum Trip Count, the Petitioner shall be required to invest funds into implementation of its TDM Work Plan as follows:
 - i. The Petitioner shall spend the **TDM Investment Amount** of \$1,500,000.00 in implementing its TDM Work Plan during the twelve (12) month period following submission of the TDM Work Plan where the Maximum Trip Count was exceeded. The TDM Investment Amount shall be adjusted annually from the date of commencement of Petitioner's trip reduction obligation based upon the Consumer Price Index.
 - ii. In addition to the TDM Investment Amount, during the same time period the Petitioner shall also expend an **Additional Investment Amount** which shall be calculated as a percentage of the TDM Investment Amount (adjusted per the CPI) equal to the percentage of trips reported over the Maximum Trip Count.

Example: if the number of actual trips was 20% more than the Maximum Trip Count, the Petitioner shall create a TDM Work Plan for the upcoming reporting period that costs at a minimum \$1.5 million + 20% of \$1.5 million, for a total investment of \$1.8 million (prior to CPI adjustment).
 - iii. There is no maximum cap on the Petitioner's additional investment.
 - iv. The TDM Investment Amount and the Additional Investment Amount shall be expended annually until the Director of Planning and Development verifies compliance with the Maximum Trip Count.
- b. If the Maximum Trip Count is exceeded, the Petitioner must submit a revised TDM Work Plan for the next Reporting Period that shall include a narrative of how the changes to the TDM Work Plan for the upcoming reporting period will reduce the number of vehicular trips during peak hours and a detailed proposal of how the TDM Investment Amount and the Additional Investment Amount will be spent. The TDM Work Plan and the proposal for TDM expenditures shall be reviewed and approved by the Director of Planning and Development. The TDM Work Plan shall set forth a plan to spend the TDM Investment Amount and Additional Investment Amount over a twelve (12) month period. If the monitoring period is six (6) months, the TDM expenditures at the end of the six month period shall be pro-rated.
- c. The Petitioner agrees to and shall embody these financial commitments in a contractual agreement with the City to be entered into prior to the issuance of the

first building permit for a residential building in the Project, which agreement shall allow for the remedy of specific performance.

- d. Failure to comply with the Maximum Trip Count by more than ten (10) percent for four (4) consecutive Reporting Periods will constitute a violation of this Special Permit/Site Plan Approval and no further occupancy permits of any kind will be issued until the Petitioner submits a TDM Monitoring Report demonstrating compliance with the Maximum Trip Count.
- e. So long as the Petitioner complies with the Maximum Trip Count, there is no minimum TDM Investment Amount required.

66. In addition to the Maximum Trip Count Obligation, the Petitioner shall monitor, count and report a Sitewide Total Trip Count in accordance with Conditions #61-64 herein. The Sitewide Total Trip Count for weekday peak hours shall be the total of the Maximum Trip Count plus the unadjusted retail trips set forth in the Expanded Revised Building Program Traffic Generation Memorandum submitted by VHB on behalf of the Petitioner, dated March 28, 2019. The Sitewide Total Trip Count for the Saturday midday peak hour shall be the total of the unadjusted trips for office, residential, and retail from the March 28, 2019 Memorandum. If any Monitoring Report submitted determines that the Sitewide Trip Count exceeds either of these maximums by more than 20 percent (to account for variations in commercial uses and trips generated by public spaces), the Petitioner shall meet with the Director of Planning and Development and make reasonable good faith efforts to jointly develop and implement modified TDM measures in order to reduce the Sitewide Total Trip Count.

PARKING CONDITIONS

- 67. All lined parking stalls must be a minimum of eight feet, six inches (8'6") in width. In addition, 60% of all lined parking stalls must be a minimum of nine (9) feet in width. All parking stalls that have a width of 8'6" must not be located immediately adjacent to any vertical obstruction.
- 68. The cost of residential tenant parking for market-rate units shall be charged separately from residential tenant rents, with the same rental period for both the units and the parking. One (1) parking stall shall be provided for the household of each Inclusionary Unit without charge to the tenant of such unit.
- 69. Managed or valet parking is permitted pursuant to a professionally-prepared Parking Management Plan, which shall be maintained on file and available for review upon request by the Director of Planning and Development or the Director of the Transportation Division of Public Works. Valet parking must be located within the Site.
- 70. The Petitioner shall provide a minimum of five (5) percent of all parking as EV parking with car charging stations, with expansion built in to double the amount of charging stations to ten (10) percent.

71. The Petitioner is prohibited from utilizing offsite locations for parking for any uses within the Site. The Petitioner cannot establish any non-accessory parking on any parcel that is not included within the Site.

OTHER CONDITIONS

72. All landscaping associated with this Special Permit/Site Plan Approval shall be installed and maintained in good condition. Any plant material that becomes diseased or dies shall be replaced on an annual basis with similar material.
73. The Petitioner shall be responsible at its sole cost for trash and recycling disposal for the Project.
74. A Comprehensive Sign Package including all tenant signage shall be submitted for review by the Urban Design Commission.
75. Petitioner may store snow on the Site to the extent that it does not impede parking and circulation and pedestrian movements. To the extent snow removal is necessary, such removal will be conducted pursuant to a Snow Removal Plan, which shall be maintained on file at the Project and be available for review upon request by the Director of Planning and Development. The Petitioner shall remove snow along the sidewalks abutting the Site in accordance with the City's snow removal ordinance. Petitioner shall not use salt as part of its removal of snow or maintenance of roadways or sidewalks.
76. Nothing in this Special Permit/Site Plan approval shall prevent the Petitioner from submitting a building(s) to a condominium property regime, provided that the land on which such condominium is located shall not be subdivided. In no event shall the submission of the buildings to a condominium property regime relieve the Petitioner of any applicable requirements of this Special Permit/Site Plan Approval. The violation of the conditions of this Special Permit/Site Plan Approval by an owner or occupant of a single condominium unit within the Project shall not be deemed to be a violation by any other owner or occupant within the Project, but shall be deemed to be a violation by the owner or occupant of the condominium unit(s)/premises violating the conditions of this Special Permit/Site Plan Approval. The City may, at the election of the Commissioner of Inspectional Services, look to the applicable condominium association, or in the event of a lease-hold condominium, the applicable lessor, in connection with such violation. Nothing herein shall limit the rights of a condominium association against a violating owner or occupant.
77. In the event the Petitioner subjects the Site to a condominium form of ownership under G.L. c. 183A, prior to the exercise of this Special Permit as defined in Condition #5, an organization of all owners of land within the Site shall be formed. The Organization of Owners will be governed by this Special Permit/Site Plan Approval, with the authority and obligation to act on behalf of all such owners in contact with the City or its representatives regarding compliance with the Zoning Ordinance. The Organization shall serve as the liaison between the City and any owner, lessee, or licensee within the Site. Such Organization shall be the

primary contact for the City in connection with any dispute regarding violations of the Zoning Ordinance and, in addition to any liability of individual owners (with regard to matters specifically related to the individual owners' parcels and not those related to the overall Project or Site), shall have legal responsibility for compliance of the Project with the terms of this Special Permit/Site Plan Approval and/or other applicable provisions of the Zoning Ordinance.

CONDITIONS PRECEDENT TO THE ISSUANCE OF ANY BUILDING PERMITS

78. No building permit shall be issued pursuant to this Special Permit/Site Plan Approval (other than a renovation permit for 156 Oak Street or tenant improvement permits) until the Petitioner has:
- a. Recorded a certified copy of this Council Order with the Registry of Deeds for the Southern District of Middlesex County.
 - b. Filed a copy of such recorded Council Order with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development.
 - c. Complied with all applicable sections of the Design Review and Master Plan consistency procedure set forth in Conditions #7 through 10 and obtained a written statement from the Department of Inspectional Services that confirms the final building permit plans and façade elevations are consistent with the Master Project Plans and Design Guidelines approved in Conditions #1 and 2.
 - d. Submitted a final Inclusionary Housing Plan for review and approval by the Director of Planning and Development that is certified as compliant by the Director of Planning and Development with the information required to be included in such Plan pursuant to §5.11.8. of the Zoning Ordinance.
 - e. Submitted engineering, utility and drainage plans, and an Operations and Maintenance plan for Stormwater Management (O&M), for review and approval by the City Engineer. Once approved, the O&M must be adopted by the petitioner and recorded at the Middlesex South District Registry of Deeds. A copy of the recorded O&M shall be filed with the Engineering Division of Public Works, the City Clerk, the Commissioner of Inspectional Services, and the Director of Planning and Development.
 - f. Submitted a final Construction Management Plan (CMP) for review and approval by the Commissioner of Inspectional Services in consultation with the Director of Planning and Development, the Fire Department, the Commissioner of Public Works, and the City Engineer in accordance with Condition #35.
 - g. Submitted sample building facade materials as provided in Conditions #7 and 8.

- h. Submitted a final Community Engagement Plan for review and approval by the Director of Planning and Development in accordance with Condition #39.
- i. Submitted a final Site circulation plan for review and approval by the Fire Department in accordance with Condition #52.
- j. Submitted any payments required under Conditions #11, 13 and 14.
- k. With respect to the splash park and in accordance with Condition #15, submitted (i) plans for construction of the splash park approved by the Commissioner of Parks and Recreation and (ii) a mutually agreed upon form of license vesting rights in the splash park to the City.
- l. Obtained a written statement from the Newton Historical Commission that confirms the final building permit plans are consistent with the Petitioner's Memorandum of Agreement in accordance with Condition #42.
- m. Submitted a narrative and plans prepared and certified by a licensed architect to the Director of Planning and Development demonstrating the universal design elements in units and common areas and all-age friendly amenities to be included in Building 8 in accordance with Condition #43.
- n. Submitted a LEED Checklist prepared and certified by a LEED Accredited Professional to the Director of Planning and Development, indicating which points the Project intends to realize in order to achieve LEED certification in accordance with Conditions #54-55.
- o. Submitted a Passive House narrative and/or checklist prepared and certified by a licensed architect to the Director of Planning and Development, indicating standards that will be achieved for Buildings 3, 4 and 8 in order to achieve Passive House certification in accordance with Condition #56.
- p. Submitted an analysis of sustainability strategies, in accordance with Condition #58, for review and approval by the Director of Planning and Development.
- q. Prior to a building permit for a residential building, entered into a contractual agreement with the City embodying its TDM commitments and the City's enforcement rights in accordance with Condition #65.

CONDITIONS PRECEDENT TO THE ISSUANCE OF ANY OCCUPANCY PERMITS

79. No occupancy permit of any kind for the use covered by this Special Permit/Site Plan Approval shall be issued until the Petitioner has:

- a. Filed with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development a statement by a registered architect and engineer certifying compliance with Conditions #1 and 2.
- b. Submitted to the Department of Inspectional Services, and the Department of Planning and Development, and the Engineering Division, final as-built survey plans in digital format for the portion of the Project for which an occupancy permit is requested.
- c. Submitted any payments required under Conditions #11, 13 and 14.
- d. Filed with the Department of Inspectional Services and the Department of Planning and Development a statement by the City Engineer certifying that all engineering details for the portion of the Project for which an occupancy permit is requested have been constructed to standards of the City of Newton Public Works Department.
- e. Filed with the Department of Inspectional Services and the Department of Planning and Development a plan recorded with the Middlesex South Registry of Deeds showing the merger of the three existing lots on the Site in accordance with Condition #3.
- f. Submitted to the Law Department copies of fully executed Regulatory Agreements and Affordable Housing Restriction for all Inclusionary Units, in accordance with Conditions #25-26.
- g. Provided evidence satisfactory to the Law Department that the Regulatory Agreements for all Inclusionary Units have been recorded at the Southern Middlesex District Registry of Deeds, as appropriate.
- h. Inclusionary Units shall be completed and occupied no later than the completion and occupancy of the Project's market-rate units. If the Inclusionary Units are not completed as required within that time, temporary and final occupancy permits may not be granted for the number of market-rate units equal to the number of Inclusionary Units that have not been completed.
- i. Completed all landscaping in compliance with Conditions #1-2 related to or for the portion of the project for which an occupancy permit is requested.
- j. Filed with the Department of Inspectional Services a statement by the Director of Planning and Development approving final location, number and type of plant materials, landscape features, fencing and parking areas related to or for the portion of the project for which an occupancy permit is requested.

- k. Completed the construction of the Village Green and Mill Park open spaces prior to the issuance of an occupancy permit (temporary or final) for the 400th residential unit, in accordance with Condition #16.
- l. Filed with the Department of Planning and Development and the Newton Historical Commission, for review and approval, a written statement that confirms compliance with the Memorandum of Agreement with MHC and provides evidence that the four stipulations have been completed in accordance with the terms outlined in the Memorandum of Agreement: (1) Photography; (2) Interpretive Program; (3) Daylighting the Mill Rock Feature; and (4) Site Plan.
- m. Prior to a Certificate of Occupancy for Building 8, filed with the Department of Inspectional Services and the Department of Planning and Development a certificate from a licensed architect certifying that the all-age friendly design elements have been constructed in Building 8 in accordance with Condition #43.
- n. Filed with the Department of Inspectional Services and the Department of Planning and Development a certificate from a licensed architect certifying that all residential units have been constructed to conform to the MAAB requirements for "Group 1" units and that 44 additional units meet the requirements for "Group 2A" in accordance with Condition #44.
- o. Filed with the Department of Inspectional Services and the Department of Planning and Development a letter of compliance prepared by a professional engineer certifying that all sidewalks and handicapped ramps are ADA compliant in accordance with Condition #46.
- p. Filed with the Department of Inspectional Services and the Department of Planning and Development evidence that the undergrounding of utilities has been completed to the extent required by Conditions #47-48.
- q. Filed with the Department of Inspectional Services and the Department of Planning and Development evidence that LEED certification has been achieved for the Site and 156 Oak Street, and that the criteria for further certifiability of other buildings have been satisfied in accordance with Conditions #54-55. The Petitioner shall have twelve (12) months from the issuance of the Project's final certificate of occupancy to receive its final LEED certificate.
- r. Filed with the Department of Inspectional Services and the Department of Planning and Development evidence that the Passive House standards have been achieved in accordance with Condition #56.
- s. The Commissioner of Inspectional Services may issue one or more certificates of temporary occupancy for all or portions of the buildings to be constructed subject to this Special Permit/Site Plan Approval and may issue final certificates of

occupancy for portions of the Project prior to installation of landscaping or exterior hardscape improvements of the entire Project as required by the Master Project Plans, provided that the Commissioner of Inspectional Services, in consultation with the Director of Planning and Development and the Commissioner of Public Works, concludes that the level of completion of the improvements is sufficient to permit temporary occupancy of the buildings without harm to public safety or convenience. Prior, however, to issuance of any temporary certificate of occupancy pursuant to this condition, the Commissioner of Inspectional Services shall require that the Petitioner first file a bond, letter of credit, cash or other security in the form satisfactory to the City Solicitor's Office in an amount not less than 135% of the value of the aforementioned remaining Site improvements to ensure their completion. As the Project contains multiple buildings built in sequences the Commissioner shall have the authority to segment the requirements of this section to allow certificates of occupancy for various buildings upon receipt of security for the areas adjacent to or appurtenant to each such building.

80. Notwithstanding any of the above conditions, the by-right renovation of the building located 156 Oak Street (the Mill Building), may be issued an occupancy permit upon completion of construction so long as all applicable parking requirements of the Newton Zoning Ordinance are met.

Under Suspension of Rules

Readings Waived and Approved

17 Yeas 7 Nays (Councilors Baker, Ciccone, Gentile, Kalis, Markiewicz, Norton, Schwartz)

The undersigned hereby certifies that the foregoing copy of the decision of the Newton City Council granting a SPECIAL PERMIT/SITE PLAN APPROVAL is a true accurate copy of said decision, the original of which having been filed with the City Clerk on December 4, 2019. The undersigned further certifies that all statutory requirements for the issuance of such SPECIAL PERMIT/SITE PLAN APPROVAL have been complied with and that all plans referred to in the decision have been filed with the City Clerk.

ATTEST:

A handwritten signature in blue ink, appearing to read 'DAVID A. OLSON', with a long horizontal flourish extending to the right.

(SGD) DAVID A. OLSON, City Clerk
Clerk of the City Council

I, David A. Olson, as the Clerk of the City Council and keeper of its records and as the City Clerk and official keeper of the records of the CITY OF NEWTON, hereby certify that twenty days have elapsed since the filing of the foregoing decision of the Newton City Council in the Office of the City Clerk on December 4, 2019 and that NO APPEAL of said decision pursuant to G.L. c. 40A, §17 has been filed thereto.

ATTEST:



Patricia A. Schiavoni, Assistant City Clerk
(SGD) DAVID A. OLSON, City Clerk
Clerk of the Council
Assistant City Clerk

EXHIBIT A

PROJECT MASTER PLANS

1. Site Plans Issued for Zone Change/Special Permit Issued August 6, 2018, amended April 12, 2019 and further amended September 3, 2019 containing:

<u>No.</u>	<u>Drawing Title</u>	<u>Latest Issue</u>
C-1	Legend	April 12, 2019
C-2	Area Plan	April 12, 2019
C-3	Zoning Change Plan	April 12, 2019
C-4	Overall Site Plan	September 3, 2019
C-5.1	Zoning Assessment Plan (Building 1)	April 12, 2019
C-5.2	Zoning Assessment Plan (Building 2, 3, & 7)	April 12, 2019
C-5.3	Zoning Assessment Plan (Building 4 & 14)	April 12, 2019
C-5.4	Zoning Assessment Plan (Building 5a, 5b, & 12)	September 3, 2019
C-5.5	Zoning Assessment Plan (Building 6a & 6b)	April 12, 2019
C-5.6	Zoning Assessment Plan (Building 8 & 9)	April 12, 2019
C-6.1-6.3	Layout and Materials Plan	April 12, 2019
C-7.1-7.3	Grading and Drainage Plan	April 12, 2019
C-8.1-8.3	Utility Plan	April 12, 2019
C-9	Erosion and Sediment Control Plan	April 12, 2019
C-10.1-10.2	Site Details	April 12, 2019
Sv-1	Existing Conditions Plan of Land	June 4, 2018
Sv-2	Existing Conditions Plan of Land	June 4, 2018
Sv-3	Existing Conditions Plan of Land	June 4, 2018
L-1.1	Layout and Materials Plan Enlargement 1	April 12, 2019
L-1.2	Layout and Materials Plan Enlargement 2	April 12, 2019
L-1.3	Layout and Materials Plan Enlargement 3	April 12, 2019
L-2.1	Grading Plan Enlargement 1	April 12, 2019
L-2.2	Grading Plan Enlargement 2	April 12, 2019
L-2.3	Grading Plan Enlargement 3	April 12, 2019
L-3.1	Planting Plan Enlargement 1	April 12, 2019
L-3.2	Planting Plan Enlargement 2	April 12, 2019
L-3.3	Planting Plan Enlargement 3	April 12, 2019
L-4.1	Landscape Details 1	April 12, 2019
L-4.2	Landscape Details 2	April 12, 2019
L-4.3	Landscape Details 3	April 12, 2019
L-4.4	Landscape Details 4	April 12, 2019
A-2.01	Building 2 – Basement & First Floor Plans	April 12, 2019
A-2.02	Building 2 – Conceptual Elevations	April 12, 2019
A-3.01	Building 3 – P1 Parking Level Plan	April 12, 2019
A-3.02	Building 3 – First Floor Plan	April 12, 2019

A-3.03	Building 3 – Second Floor Plan	April 12, 2019
A-3.04	Building 3 – Third Floor Plan	April 12, 2019
A-3.05	Building 3 – Fourth Floor Plan	April 12, 2019
A-3.06	Building 3 – Fifth Floor Plan	April 12, 2019
A-3.07	Building 3 – Sixth Floor Plan	April 12, 2019
A-3.08	Building 3 – Conceptual Elevations	April 12, 2019
A-4.01	Building 4 – Parking Level 2 Plan	April 12, 2019
A-4.02	Building 4 – Parking Level 1 Plan	April 12, 2019
A-4.03	Building 4 – First Floor Plan	April 12, 2019
A-4.04	Building 4 – Second Floor Plan	April 12, 2019
A-4.05	Building 4 – Third Floor Plan	April 12, 2019
A-4.06	Building 4 – Fourth Floor Plan	April 12, 2019
A-4.07	Building 4 – Fifth Floor Plan	April 12, 2019
A-4.08	Building 4 – Sixth Floor Plan	April 12, 2019
A-4.09	Building 4 – Conceptual Elevations	April 12, 2019
A-4.10	Building 4 – Conceptual Elevations	April 12, 2019
A-5.01	Building 5 – Parking Level 2 Plan	April 12, 2019
A-5.02	Building 5 – Parking Level 1 Plan	April 12, 2019
A-5.03	Building 5 – First Floor Plan	April 12, 2019
A-5.04	Building 5 – Second Floor Plan	April 12, 2019
A-5.05	Building 5 – Third Floor Plan	
A-5.06	Building 5 – Fourth Floor Plan	April 12, 2019
A-5.07	Building 5 – Fifth Floor Plan	April 12, 2019
A-5.08	Building 5 – Sixth Floor Plan	April 12, 2019
A-5.09	Building 5 – Seventh Floor Plan	April 12, 2019
A-5.10	Building 5 – Conceptual Elevations	April 12, 2019
A-5.11	Building 5 – Conceptual Elevations	April 12, 2019
A-6.01	Building 6A/6B – P2 Parking Level Plan	April 12, 2019
A-6.02	Building 6A/6B – P1 Parking Level Plan	April 12, 2019
A-6.03	Building 6A/6B – First Floor Plan	April 12, 2019
A-6.04	Building 6A/6B – Second Floor Plan	April 12, 2019
A-6.05	Building 6A/6B – Third Floor Plan	April 12, 2019
A-6.06	Building 6A/6B – Fourth Floor Plan	April 12, 2019
A-6.07	Building 6A/6B – Fifth Floor Plan	April 12, 2019
A-6.08	Building 6A/6B – Sixth Floor Plan	April 12, 2019
A-6.09	Building 6A/6B – Seventh Floor Plan	April 12, 2019
A-6.10	Building 6A/6B – Conceptual Elevations	April 12, 2019
A-6.11	Building 6A/6B – Conceptual Elevations	April 12, 2019
A-7.01	Building 7 – First Floor Plan	April 12, 2019
A-7.02	Building 7 – Second Floor Plan	April 12, 2019
A-7.03	Building 7 – Third Floor Plan	April 12, 2019
A-7.04	Building 7 – Fourth Floor Plan	April 12, 2019
A-7.05	Building 7 – Conceptual Elevations	April 12, 2019
A-8.01	Building 8 – Floor Plans	April 12, 2019

A-8.02	Building 8 – Floor Plans	April 12, 2019
A-8.03	Building 8 – Floor Plans	April 12, 2019
A-8.04	Building 8 – Floor Plans	April 12, 2019
A-8.05	Building 8 – Conceptual Elevations	April 12, 2019
A-8.06	Building 8 – Conceptual Elevations	April 12, 2019
A-9.01	Building 9 – Floor Plans	April 12, 2019
A-9.02	Building 9 – Conceptual Elevations	April 12, 2019
A-10.01	Building 10 – Floor Plans	April 12, 2019
A-10.02	Building 10 – Floor Plans	April 12, 2019
A-10.03	Building 10 – Conceptual Elevations	April 12, 2019
A-11.01	Building 11 – Floor Plans	April 12, 2019
A-11.02	Building 11 – Conceptual Elevations	April 12, 2019
A-12.01	Building 12 – First and Second Floor Plans	April 12, 2019
A-12.02	Building 12 – Third and Fourth Floor Plans	April 12, 2019
A-12.03	Building 12 – Conceptual Elevations	April 12, 2019
A-14.01	Building 14 – Floor Plans	April 12, 2019
A-14.01	Building 14 – Conceptual Elevations	April 12, 2019
A-15.01	Shadow Studies	April 12, 2019
G1	Circulation and Decision Points	April 10, 2019
G2	Wayfinding Signage	April 10, 2019

2. Select Design Elements from Submitted Documents and Hearing Presentations, October 24, 2019 (31 pages)

EXHIBIT B

OFF-SITE TRANSPORTATION MITIGATION FUND

The Petitioner shall pay \$5,000,000 to the City of Newton to be placed in a fund for off-site transportation mitigation improvements designed to address traffic/transportation issues in the vicinity of the project, as set forth in Condition 13. Improvements shall be consistent with the City's Complete Streets policy.

1st Priority:

- Transportation Alternatives Analysis – an overarching transit improvement study. This feasibility analysis will evaluate options for improved and faster public transportation along with potential costs and allow the City to prioritize funding and advocacy work with the MBTA.

Categories for Improvements:

- Bicycle and Pedestrian Improvements – the goal for these improvements shall be to improve and expand bicycle and pedestrian connections in the vicinity of the project site. Examples include but are not limited to extending the Greenway to Newton Highlands and/or Elliot Stations, and studying and providing access across and to/from the Christina Street bridge.
- Village Enhancements and Traffic Calming – the goal for these improvements shall be to study the effects of the project and provide traffic calming as necessary in nearby neighborhoods and to provide streetscape enhancements and beautification in the Upper Falls and Newton Highlands villages.
- Traffic Safety and Coordination Improvements – the goal for these improvements shall be to address safety issues in the vicinity of the project and to improve efficiency on existing roadways where possible. Examples include but are not limited to installing new traffic signals, providing signal coordination and the technology to control signals along Needham Street remotely, and studying traffic operations at the Newton Highlands MBTA Station.