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PUBLIC HEARING MEMORANDUM

Public Hearing Date: January 28, 2020
Land Use Action Date: April 14, 2020
City Council Action Date: April 20, 2020
90-Day Expiration Date: April 27, 2020

DATE: January 24, 2020

TO: City Council

FROM: Barney S. Heath, Director of Planning and Development
Jennifer Caira, Deputy Director of Planning and Development
Neil Cronin, Senior Planner

SUBJECT: Petition #26-20 for a change of zone to Mixed Use 3/Transit Oriented District for portions of land located at 355 Grove Street (currently zoned BU-2) and 399 Grove Street (currently zoned BU-5), also identified as Section 42, Block 11, Lots 3 and 4

Petition #27-20 for a SPECIAL PERMIT/SITE PLAN APPROVAL construct a mixed use, transit-oriented development of residential units, office, retail, personal services, restaurant, hotel, and related commercial uses not to exceed 1,025,000 square feet of gross floor area, with residential uses comprising not less than 60% of the total gross floor area with a residential density of not less than 800 square feet per unit with not less than 560 units nor more than 620 units with special permit relief and/or waivers as follows: a development of more than 20,000 square feet of gross floor area, building height of up to 170 feet, buildings up to 11 stories, Floor Area Ratio of up to 2.5, beneficial open space of not less than 15%, increase of height of certain buildings with the Grove Street Area Corridor (to the extent necessary), and reduction in setback from Grove Street for certain buildings within the Grove Street Corridor Area (to the extent necessary); waiver of the sustainable development design standards and placement of a retaining wall greater than 4 feet in height within a setback; for-profit educational use, retail sales of over 5,000 square feet, restaurant with more than 50 seats, personal service use of over 5,000 square feet, place of amusement, health club on ground floor, animal services, hotel, bank up to and over 5,000 square feet, theatre/hall, laboratory/research facility, parking facility, accessory, multi-level, parking facility, non-accessory, single level; reduction of the residential parking requirement to 1.25 stalls per unit, reduction of the overall parking requirement by 1/3, and waiver of parking stalls not to exceed 685 stall; and waivers to the requirements of parking facilities containing more than five stalls; waiver of the number, size, type, location, and design requirements, all at 355 and 399 GROVE STREET on land known as Section 42, Block 11, Lots 3, 4 and 4A, containing approximately 13.05 acres of land in districts zoned Mixed Use 3 Transit Oriented (MU3), BU2 (a portion to be rezoned to MU3), BU5 (to be rezoned to MU3). Ref: Sec. 4.2.2.B, 4.2.3, 4.2.4, 4.2.4.A.4, 4.2.4.B.3, 4.2.4.G.2, 4.4.1, 5.1.4, 5.1.4.A, 5.1.4.C, 5.1.8.B.1, 5.1.8.B.2, 5.1.8.B.4, 5.1.8.B.6, 5.1.8.D.1, 5.1.8.D.2, 5.1.9.B, 5.1.10.A.1, 5.1.10.B.3, 5.1.10.B.5, 5.1.12, 5.1.12.B.4, 5.1.13, 5.2, 5.2.13, 5.4.2.B, 5.12, 6.4.29.C.5, 7.3.3, 7.3.5, 7.4 of the City of Newton Revised Zoning Ordinance, 2017. Additionally, as to infiltration and inflow mitigation, an abatement of the infiltration/inflow mitigation fee pursuant to Section 29-170 of the City of Newton Revised Zoning Ordinance, 2017.

CC: Planning Board

The purpose of this memorandum is to provide the City Council and the public with technical information and planning analysis conducted by the Planning Department. The Planning Department's intention is to provide a balanced review of the proposed project based on information it has at the time of the public hearing. Additional information about the project may be presented at or after the public hearing that the Land Use Committee of the City Council can consider at a subsequent working session.

This memorandum will provide a brief overview of the Project, with an in-depth analysis of the site design, urban design, open space, and Grove Street frontage. The Project will be reviewed with meetings focused on certain topics. A tentative schedule for the hearing dates and topics is included as an attachment to this memorandum (Attachment A).

EXECUTIVE SUMMARY

The subject property consists of two parcels of land located at 355 and 399 Grove Street. 355 Grove Street is the terminus of the Massachusetts Bay Transportation Authority's (the "MBTA") Green Line D Branch ("Riverside"), encompassing 22 acres. This parcel is partially located within the Mixed Use 3/Transit Oriented Development (the "MU-3/TOD") zone and partially within the Business Use 2 district (the "BU-2") zone. 399 Grove Street is improved with a six-story hotel use, totaling 121,700 square feet of land and is located entirely within the BU-5 zone.

The petitioners are proposing to construct a ten-building, mixed use development incorporating 617 dwelling units, 250,887 gross square feet of office space (7,500 square feet of which is dedicated to the MBTA), 77,300 square feet of hotel space (150 keys), and 43,242 square feet of retail, personal service, and restaurant space (together, the "Project"). The Project includes 2,041 parking stalls (958 of which are dedicated to the MBTA for commuters), both structured and on-street, a new exit ramp from Interstate 95 ("I-95"), three new traffic signals, and other site improvements. To construct the Project, the petitioners are seeking to rezone a portion of 355 Grove Street and all of 399 Grove Street to the MU-3/TOD zone and to obtain special permits.

Riverside remains an important site for the City due to its access to the MBTA Green Line, to I-95 and Interstate 90, and due to its potential to connect the villages of Lower Falls and Auburndale. The Project will transform the site's relationships with Lower Falls, I-95, Grove Street, and to Auburndale. These relationships must be reviewed with consideration of City-produced reports and strategies such as the Riverside Vision, the *Comprehensive Plan*, the Housing, Transportation, and Economic Development Strategies, and the Climate Action Plan. The Planning Department has obtained a team of consultants to peer review reports submitted by the petitioner to ensure a comprehensive and cohesive review.

The Planning Department reviewed the site design, urban design, open space, and Grove Street frontage with the team of consultants and finds that the petition is consistent with many of the goals and principles stated in the Riverside Vision with respect to Newton Community Connections and Quality Design. However, additional information and detail is needed regarding certain aspects of the petition such as management and programming of the public spaces as well as the connections to off-site open spaces. The Planning Department will continue to work with the petitioner and the Peer Review Team to address these items.

I. BACKGROUND

In 2009, the MBTA issued a Request for Proposals to develop the Riverside site in the form of long-term lease. BH Normandy Riverside LLC (“Normandy”) was selected as the winning bidder and secured a lease for Riverside. In 2012, the City Council approved the MU-3/TOD text amendment to the Newton Zoning Ordinance (the “Ordinance”) to *“encourage comprehensive design within the site and its surroundings, integrate complementary uses, provide enhancements to public infrastructure, provide beneficial open spaces, protect neighborhoods from impacts of development, allow sufficient density to make development economically feasible, foster use of alternative modes of transportation, and create a vibrant destination where people can live, work, and play.”*

In 2013, Normandy obtained a special permit and a change of zone from the then Board of Aldermen to construct a mixed use development consisting of three buildings containing 290 dwelling units, 225,000 square feet of office space, 20,000 square feet of retail space, and an 8,000 square foot community center. However, the site was never developed.

II. ZONING AMENDMENT

In 2019, the City Council, amended the text of the MU-3/TOD zone to increase the size of a development at Riverside. Specifically, the City Council made the following changes:

- Increased the development size from 580,000 square feet to 1,025,000 gross floor area (the “GFA”), provided that Category C uses (dwelling units) comprise at least 60% of the GFA and that Category A uses (office) not exceed 300,000 square feet;
- Increased the maximum building height from 135 feet to 170 feet and revised the method by which to measure building height along Grove Street;
- Provided additional requirements as to Beneficial Open Space; and
- Adjusted the setback requirements from Grove Street.

III. REZONING REQUEST

The rezoning request involves two parcels that are located within the BU-5 zone. The first parcel, 399 Grove Street, consists of 101,271 square feet of land and is improved with the six-story hotel use and an associated surface parking facility. This parcel was not part of

the development proposed by Normandy. As part of the Project, this parcel will contain Building 2 (the new hotel) and a portion of Building 3. More importantly, this parcel allows for access into the site via the proposed exit ramp from I-95. The second parcel is an 89,767 square foot portion of 355 Grove Street. This parcel was part of the development proposed by Normandy, but it was intended for the MBTA's mobility hub and was therefore exempt from zoning. This parcel is currently a drive aisle for pick-up and drop-off for the transit station. As part of the Project, this parcel will contain portions of Buildings 7 and 8, as well as the open space referred to as the "transit plaza". To incorporate these parcels into the Project, the petitioners require a change of zone from the BU-5 zone to the MU-3/TOD zone.

Figure I: Zone Change Plan



IV. SIGNIFICANT ISSUES FOR CONSIDERATION

When reviewing these requests, the City Council should consider whether:

- The site is an appropriate location for the proposed mixed-use development (§7.3.3.1).
- The proposed mixed use development as developed will not adversely affect the neighborhood (§7.3.3.2).

- There will be no nuisance or serious hazard to vehicles or pedestrians (§7.3.3.3).
- Access to the site is appropriate for the types and numbers of vehicles involved (§7.3.3.4).
- The site planning, building design, construction, maintenance and/or long-term operation of the premises will contribute significantly to the efficient use and conservation of natural resources and energy (§7.3.3.5).
- Literal compliance with the parking requirements of the Newton Zoning Ordinance (Ordinance) is impracticable due to the nature of the use, or the location, size, width, depth, shape, or grade of the lot, or that such exceptions would be in the public interest or in the interest of safety or protection of environmental features. (§5.1.13.)
- The proposed exceptions to the sign ordinance should be permitted and are appropriate due to the nature of the use of the premises, the architecture of the buildings or their location with reference to the street is such that such exceptions are in the public interest. (§5.2.13)

As stated above, the administrative determinations and the relief requested by this petition assume that the entire site is zoned MU-3/TOD. The MU-3/TOD zone requires criteria above and beyond the special permit criteria above, additionally, the Council should consider whether:

- The proposal is not inconsistent with the *Comprehensive Plan* (§7.3.5.B.1).
 - The mixed-use development offers long-term public benefits to the City and nearby areas including:
 - a. improved access and enhancements to public transportation.
 - b. improvements to parking, traffic, and roadways.
 - c. on- and off-site improvements to pedestrian and bicycle facilities, particularly as they facilitate access to the site by foot or by bicycle.
 - d. public safety improvements.
 - e. on-site affordable housing opportunities.
 - f. water, sewer and stormwater infrastructure improvements that increase capacity and lower impacts on the surroundings.
- (§7.3.5.B.2)
- The proposed mixed-use development has a positive fiscal impact on the City after accounting for all new tax revenue and expenses related to, but not limited to, school capacity, public safety services, and public infrastructure maintenance (§7.3.5.B.3).
 - Pedestrian and vehicular access routes and driveway widths are appropriately designed between the proposed mixed-use development and abutting parcels and streets, with consideration given to streetscape continuity and an intent to avoid adverse impacts on nearby neighborhoods from such traffic and other activities

- generated by the mixed-use development, as well as to improve traffic and access in nearby neighborhoods (§7.3.5.B.4).
- Appropriate setbacks, buffering, and screening are provided from nearby residential properties and the quality and access of beneficial open space and on-site recreation opportunities is appropriate for the number of residents, employees, and customers of the proposed mixed-use development; and meaningful bicycle and pedestrian connections to open spaces, recreational areas, trails, and natural resources, including the banks of the Charles River and adjacent public property, whether or not currently available for public use, are provided and take full advantage of the unique opportunities of the site and its nearby natural features for use and enjoyment by the community at large (§7.3.5.B.5).
 - The proposed mixed-use development provides high quality architectural design and site planning that enhances the visual and civic quality of the site and overall experience for residents of and visitors to both the mixed-use development and its surroundings (§7.3.5.B.6).
 - Proposed signage is in keeping with the scale and needs for wayfinding in and around the site and is complementary to the architectural quality of the mixed-use development and the character of the streetscape (§7.3.5.B.7).
 - The proposed mixed-use development provides building footprints and articulations scaled to encourage outdoor pedestrian circulation; features buildings with appropriately-spaced street-level windows and entrances; includes appropriate crossings at all driveway entrances and internal roadways; and allows pedestrian access appropriately placed to encourage walking to and through the development parcel (§7.3.5.B.8).
 - The proposed mixed-use development creates public spaces as pedestrian-oriented destinations that accommodate a variety of uses, promote a vibrant street life, make connections to the surrounding neighborhood, as well as to the commercial and residential components of the mixed-use development, to other commercial activity and to each other (§7.3.5.B.9).
 - Whether the proposed mixed use development at least meets the energy and sustainability provisions of §7.3.3.5 regarding development in excess of 20,000 square feet (§7.3.5.B.10).
 - Parking for the site is appropriate to the intensity of development, types of uses, hours of operation, availability of alternative modes of travel and the encouragement of alternative transportation modes without over-supplying parking (§7.3.5.B.11).
 - Suitable mitigation measures have been included to eliminate negative impacts on surrounding neighborhoods with the installation of a traffic signal, roundabouts, and other alternations to the roadway (§7.3.5.B.12).
 - Consideration has been given to accessibility, adaptability, visitability, and universal design in development of the site plan (§7.3.5.B.13).

V. CHARACTERISTICS OF THE SITE AND NEIGHBORHOOD

A. Neighborhood and Zoning

The subject property is located on Grove Street in Auburndale. Immediately south is a Public Use district, while to the southwest lies a Single Residence 3 district. To the north lies a Business Use 4 zone and to the northeast lies a Multi-Residence 2 zone. Lastly to the southeast is a Single Residence 2 zone (**Attachment B**). This diversity of zones includes a commercial park to the north, while farther north and to the east lies single- and multi-family uses that comprise the village of Auburndale. To the southwest lies the Village of Lower Falls, predominantly comprised of single-family uses, and to the southeast exists a golf course (**Attachment C**).

B. Site

The site is improved with a 958-stall surface parking facility and several small structures accessory to the transit station, as well as a six-story hotel use with an accessory parking facility. The site is generally flat in the interior, but portions of the southeastern boundary lie above the grade of Grove Street. Additionally, at the northwestern portion of the site, the slope drops down towards the banks of the Charles River, while the northeastern portion of the site becomes more level with Grove Street.

VI. PROJECT DESCRIPTION AND ANALYSIS

A. Land Use

In order to ensure a vital mix of complementary uses that create a place in accordance with the purpose statement of the MU3/TOD zone, the Ordinance requires that the development contain at least one use from each of the following three categories listed below.

- Category A: Office
- Category B: Retail, personal services, restaurants, banking, health clubs, places of amusement (indoor or outdoor), theater, lodging, hotel, motel, animal services; and
- Category C: Multifamily, live/workspace, single-room occupancy, single-person occupancy, assisted living, and nursing homes.

Category B includes a range of services that support residential and office uses, while Category C is a variety of residential uses.

and by on-street parallel parking stalls. Buildings 5 through 9 contain ground floor commercial uses with dwelling units in the above stories.

C. Building Design

The buildings range in height and number of stories due to the topography of the site, due to the intended uses within the structures, and to the structures' locations within the site. At the southern and southwestern portions of the site, closest to Interstate 95, the petitioners propose to construct an 11-story, 170-foot tall office building and a six-story, 66-foot tall hotel, respectively. Traveling north, the buildings in the middle of the site contain a range of four to eight stories, while the structures at the northernmost portion of the site contain five and six stories.

Table I: Building Details

Building Number	Height (Feet)	Number of Stories	Use	Dwelling Units
1	169.3	11	Office	0
2	66.3	6	Hotel	150 Keys
3	62.8	6*	Residential	137
4	60.5	6*	Residential	107
5	45.4	4*	Residential	50
6	54.5	4*	**G.F. Commercial/Residential	57
7	64.2	5	G.F. Commercial/Residential	46
8	70	6	G.F. Commercial/Residential	76
9/10***	82.8	7	G.F. Commercial/Parking Garage/Residential	144

*Stories from Grove Street

**G.F. is ground floor commercial space

*** Buildings 9 and 10 are attached to each other and are treated as one structure when calculating building height and number of stories. Separately, Building 9 contains 100 dwelling units, while Building 10 contains 44 dwellings units.

The architecture of individual buildings has not been developed. Given the scale of the project and that construction will be phased, the petitioners submitted a master plan that seeks to define the Project's urban design down into essential elements such as streets, primary and secondary frontages, façades, materials, and styles. The Planning Department's consultant team will use the petitioner's master plan to develop guidelines that will prescribe how buildings will be designed with key features in mind such as materials, and fenestration but also how building massing is realized through ornamental features such as cornices, and building components such as balconies. The goal of the guidelines is to provide predictability for the community and flexibility for future designers.

D. Circulation

As stated above, the petitioners are proposing to create a new entrance to the site via a new exit ramp from I-95 northbound. The exit ramp would terminate at the current location of the hotel use at 399 Grove Street at a new traffic signal. The intersection would allow vehicles to continue straight (north) into the development, or to turn left (west) onto Recreation Road. For vehicles traveling to Auburndale or to Lower Falls, an exit from the off ramp, before reaching the new signal, would be created and would terminate at a different new traffic signal at the intersection of Grove Street and the bridge over I-95. From there, vehicles would turn left (north) to proceed onto Grove Street, while turning right (south) would provide access to Lower Falls. Grove Street will remain a two-lane street, but vehicles traveling northbound on Grove Street will be prohibited from taking a left turn into the site.

VII. CONSISTENCY WITH THE RIVERSIDE VISION PLAN

The Planning Department, with the help of residents and stakeholders, participated in a community engagement process that resulted in the Riverside Vision (the “Vision”). The Vision sets out principles for the future of the site and it is intended to be used as a guide to assist decision-making. The Vision identified several principles for a development at the site within six categories: Newton Community Connections (C), Housing for Newton (H), Model for Sustainability (S), Quality Design (D), Robust Newton Economy (E), and Transportation Hub (T).

To assist with the review of the petition, the Planning Department retained Horsley Witten, Utile, and Form + Place (together, the “Peer Review Team”). The Planning Department met with the Peer Review Team as well as with the petitioner to review the site design, open space, and the Grove Street frontage as they relate to the goals and principles stated in the Vision. The Peer Review Team issued a memo summarizing the group’s analysis and identified items that require further clarification (**Attachment D**). This memo incorporates the thoughts of the Peer Review Team and offers additional analysis.

Newton Community Connections (C)

Vision: The Riverside site should create social connections and physical spaces that benefit people living and working on site, as well as residents and workers of the nearby neighborhoods and all of Newton.

C1: Provide a variety of usable public open spaces

The key considerations from the Vision include providing both traditional and non-traditional

open spaces, enabling physical activity and healthy living, including spaces that benefit the larger Newton community, and providing electrical, water, and data hookups at public spaces. The site design includes several open spaces at various sizes and the Peer Review Team found this network of open spaces to be appropriately scaled, programmatically diverse, and intelligently located in relationship to retail nodes, gateways into the neighborhood, and along pedestrian desire lines. The open spaces will be open to the public and, consisting of green spaces and hardscaped areas, are intended to serve both active and passive uses. The open spaces are identified as follows: the hotel green, the amphitheater, the transit plaza, and the transit green.

The hotel green is located at the base of Buildings 2, 3, and 4, and consists of wide sidewalks, and a green island currently featuring a bocce court. This space also includes an area across Main Street at the base of Building 10 that connects both sides of Main Street. The amphitheater is located between Buildings 4 and 5 and it seeks to utilize the grade change between Main Street and Grove Street with a terraced green space that provides accessible access between the two streets in the form of switchbacks. At the base of the amphitheater is a knoll and a level open space that can be used for play and serve as a design element in the bend of Main Street. The transit plaza is located at the base of Buildings 7, 8, and 9 and is primarily hardscaped, featuring a bike shelter that will reinforce the site's multi-modal identity, but also features some soft space at the edges with plantings. Directly south of the transit plaza lies the transit green, which is envisioned as a large open space, with direct access to Grove Street. Along with these outside public spaces, the Planning Department recommends providing some interior public space related to the transit station. Such space could be used as a waiting area for either buses or trains with up to date transit information, arrival times and a public restroom, which would benefit commuters and residents. The petitioner is dedicating approximately 2,500 square feet in the ground floor of Building 8 for the MBTA, but detail as to how this space will function has not been fleshed out. Further information regarding the management and programming of the open spaces is necessary to understand their impact with respect to placemaking. Moreover, additional details as to the planting and hardscaping strategies of these spaces will be necessary as part of the Design Guidelines.

In addition to the open spaces on site, any development at this site should connect to the existing open spaces nearby such as trails, the bridges across Interstate 95, Recreation Road, and the Charles River/Riverside Park. The plans indicate that a two-way bicycle track will be constructed along the western side of Grove Street that will loop around the site and continue east before converting into a shared-use path while approaching Recreation Road. The plans also indicate that bicycle facilities will extend across Interstate 95 to the proposed roundabout at the intersection of Grove Street, Asheville Road, and Quinobequin Road, but the plans do not state what type of infrastructure, i.e. bike lane, protected bike lane, or sharrow that these connections will take. In addition to the bicycle track, the petitioner is proposing pedestrian infrastructure to make these connections. The Planning Department is supportive of these connections as both

an open space strategy and as a transportation strategy. However, the petitioner should provide plans and/or a narrative stating which connections will be made, the dimensions and types of the infrastructure envisioned to make these connections, and to whose approval.

The MU-3/TOD zone requires that 15% of the site be classified as Beneficial Open Space. The Ordinance defines this space as,

“Areas not covered by buildings or structures that are available for active or passive recreation, which shall include, but are not limited to: landscaped areas, including space located on top of a structure, gardens, playgrounds, walkways, plazas, patios, terraces and other hardscapes areas and other recreation areas, and shall not include: (i) portions of walkways intended primarily for circulation, i.e. that do not incorporate landscape features, sculpture or artwork, public benches, bicycle racks, kiosks or other public amenities, (ii) surface parking facilities or associated pedestrian circulation, (iii) areas that are accessory to a single housing unit or (iv) areas that are accessible to a single commercial unit, and controlled by the tenant thereof, and not made available to the general public.”

The plans indicate that the Beneficial Open Space totals 17.5% of the site (2.29 acres) and that 64,904 square feet (1.49 acres) is open to the public. Additionally, any portion of the Beneficial Open Space designated as open to the public must be:

1. At least 400 square feet and at least 20 feet in width and 20 feet in length;
2. Not on rooftops or other elevated portions of buildings;
3. Designed to accommodate public congregation and use, including any necessary amenities or infrastructure. Examples of such spaces include plazas, parks, playgrounds, playing fields, and community gardens.

The Planning Department finds the Beneficial Open Space that is open to the public complies with these criteria.

C2: Energize the site with vibrant ground floor retail, art, and activity

The Vision identified key considerations such as providing active and publicly accessible ground floor uses, welcoming community wide events and gatherings, incorporating public art and placemaking, providing spaces and facilities for recreational rentals and storage (bikes, kayaks, paddleboards, etc.), and dedicating a minimum of 1% of construction costs to public art. The Peer Review Team finds that the mix of uses, including residential, hotel, office, retail, and multi-modal transit stop – and their arrangement around several nodes in the plan - will result in an active 24/7 environment. This liveliness will make the small neighborhood a destination for people who live nearby.

As proposed, the ground floors of most buildings contain active uses such as retail, open spaces, and dwelling units with individual walk up entries. Retail has been strategically located along Main Street, creating nodes at both ends of the site. The petitioner has identified the locations that will be dedicated to retail uses, and the spaces that will be flexible based upon the market demand, but will always be active, publicly accessible spaces. The Planning Department recommends that the petitioner consider locations for incorporating art and incorporating the transit station into a placemaking strategy. More information is also needed to understand the flexibility regarding short-term and long-term approaches to retail.

C3: Include dedicated community space with active management and oversight

The Vision suggested development at Riverside provide space for programming on-site community activities, that a management structure be tasked with creating and implementing a framework for management of community spaces and programming, that community spaces be sited near the station, and that restrooms and a kitchen are provided in at least one community space on site. The petition includes a variety of public open spaces; however, no community space has been proposed. The petitioner should explore whether there is a need for community space and what sort of space would be complementary to nearby community spaces. The petitioner should also provide information as to the management and oversight the public spaces.

C4: Provide activities and businesses for all ages

The Vision suggested that some of the activity be located at areas near the transit station, providing best-fit of cross-generational activities, offering desirable activities and uses that draw a variety of populations, and designing public spaces with youth and elders in mind as well as their caregivers. The proposed open space plan includes spaces that can be used by all ages and locates retail nodes, passive and active open spaces, and bicycle parking near the transit station. In addition to the walkable site design, there are quiet spaces, spaces for residents and workers to sit and eat or hang out in small groups, and there are unstructured spaces for more active uses. There are also natural play areas for children at the base of the amphitheater. The petitioner should also consider including seating in the more active spaces for caregivers.

Quality Design (D)

Vision: The Riverside site should embody its status as a transit hub and important development site, with design and scale informed by the local context, thoughtful design principles, and the current and anticipated needs of Newton and the region.

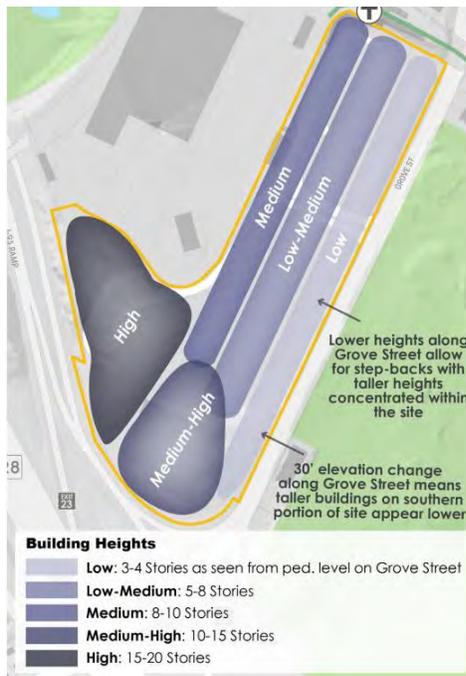
D1: Provide an appropriate mix of uses and sufficient density to support a great, vibrant place

The Vision suggests that the site density and mix of uses should be robust enough to ensure that the commercial, retail, and office uses are supported, and occupancy and the number of

customers is high enough to ensure the economic health of the community. The current petition calls for 617 dwelling units, 250,887 square feet of office space, and 43,242 square feet of retail space. As discussed above, the Peer Review Team found the mix and arrangement of uses and open spaces will result in a lively, active environment. The Peer Review Team also believes that the office square footage will provide enough of a daytime density to activate the site and to attract a diversity of retail tenants.

D2: Utilize site topography and landscaping for creative, contextual site planning

Figure III: Height Plan from Riverside Vision



As stated in the Riverside Vision, the site has unique topography such that the western portion of the site is lower than the grade of Grove Street, while site becomes almost level with Grove Street at its northeastern boundary. To utilize the site’s topography, the Vision suggested that taller structures be located at the southwest boundary to minimize perception of building height and to feature a prominent structure visible from Interstate 95. The structures should then decrease in height towards southeast boundary, but still be visible from the interstate. Along Grove Street the structures should be three to four stories as seen from the pedestrian level on Grove Street, ensuring that the Grove Street edge maintains its character.

The MU-3/TOD zone was amended to provide a different form of measurement for the structures along Grove Street. The Ordinance measures height as “the vertical distance between the elevations of the average grade plane and the highest point of the roof, while the amended MU-3/TOD zone measures height as “the

vertical distance between the lowest grade of the Grove Street right of way within the Base Measurement Area, as shown on the Grove Street Corridor Diagram, closest to the subject building at a point perpendicular to the subject building to the highest point of the roof”. The below table details the maximum height of structures within the Grove Street Corridor with the proposed heights.

Table II: Grove Street Corridor Height

Building Number	Height (Feet) per the MU-3/TOD Zone	Proposed Height (Feet)
2	70	66.3
3	74	62.8
4	64	60.5
5	50	45.4
6	55	54.5
7	76	64.2

The MU-3/TOD zone also allows for increases in height in the Grove Street Corridor Areas A through F, by special permit, of no more than four feet, if the City Council finds that the proposed buildings are consistent with and not in derogation of the size, scale, and design of other structures. The Planning Department finds that the structures comply with the height requirements; as such, the petitioner should withdraw the relief to exceed the maximum building height.

The Planning Department believes that the petition is consistent with the recommended heights identified in the Vision. Height is concentrated at the southwest of the site, adjacent to the interstate while the buildings along Grove Street comply with the standards of the MU-3/TOD zone. The Peer Review Team found that the varied heights of the buildings, from the low buildings along Grove Street to the tall office building, makes the proposal appear as if it was developed over time and that the tall office building next to the interstate is appropriate. The Peer Review Team believes the office building will add a daytime population and will attract a diversity of tenants to benefit the City and the project. The Peer Review Team also found that the presence of the buildings along the highway will serve as a gateway to the project and provide a presence critical to the success of the project, while conveying minimal visual impact on nearby neighborhoods.

The MU-3/TOD zone was also amended to change the setbacks of structures along Grove Street. The previous MU-3/TOD zone required a front setback of half the building height. The amended MU-3/TOD zone requires a front setback of 25 feet. The front setback in Areas C, D, and E in the Grove Street Corridor (containing Buildings 5, 6, and 7) may be reduced to 20 feet if the Council finds that the proposed setback is adequate to protect abutting uses. The submitted plans indicate that all structures within the Grove Street Corridor comply with the 25-foot front yard setback. As such, the petitioner should withdraw the relief to reduce the front setback along Grove Street. The amended zone does allow for balconies and canopies to project into the setback, and it appears Buildings 5, 6, and 7 will contain one or both types of these building components. The extent to which these components may project into the setback will be addressed in the Design Guidelines because they are a tool to provide open space to the

residents, but also help to activate the street and serve to articulate/add interest to the building façade. Lastly, the MU-3/TOD zone was also amended to require that any building fronting on Grove Street shall be spaced a minimum of 15 feet from any other principal building that fronts on Grove Street. The Planning Department the Project to comply with this criterion.

D3: Require high-quality architectural and urban design

The Vision suggested that the site design feature human-scale, walkable blocks. Main Street is the major thoroughfare through the site, and due to the site's restrictions, such as the transit yard, there are few cross streets to create blocks. As such, the buildings along Main Street are broken up by open spaces, buildings displaying different architectural features such as the townhouses of Building 10, and ground-floor retail uses. The articulation and use of materials will be especially important for Buildings 9 and 10 where the large parking garage is screened through active uses and architectural design. While this building is quite long, it would be difficult to break it into smaller buildings and still provide the parking necessary for the Project and the MBTA.

D4: Highlight the Riverside MBTA Station

As stated in the Vision, a development at Riverside should consider maximizing the station's visibility through site design and wayfinding, provide easy access to the MBTA station from Grove Street and create a unique station identity that works with overall site design. The proposed site design provides easy access to the station for those walking, biking or driving from either direction and from Grove Street. The Planning Department, however, recommends the petitioner make a significant effort to highlight the MBTA station and incorporate the station in the placemaking of the Project. The wayfinding program will add to the branding and placemaking aspect of the Project which will be developed in the Design Guidelines.

D5: Embody the Garden City through street-side landscape design within the site and along Grove Street

The Vision suggested that the petition include landscaping along Grove Street and throughout the site, when adding sidewalks along Grove Street, retaining or adding new landscaping/trees if setbacks exist, and providing safe pedestrian access during construction. The petitioner is proposing to provide at least five-foot-wide planting zones on both sides of all streets throughout the site, except for the western portion of Main Street adjacent to Building 10, and for the eastern side of Grove Street, which is outside the scope of the project. All landscape guidelines within the site and along Grove Street will also need to be incorporated into the Design Guidelines.

D6: Celebrate the Charles River and recreation opportunities

Key considerations identified in the Vision Plan include enhancing visibility to/from the Charles River, providing natural areas wayfinding and signage, and providing locations and funding for public art. As discussed above, the petitioner is proposing to make certain connections to off-

site facilities and Planning staff asks that the petitioner provide plans and a narrative describing these connections. The Design Guidelines will also include a wayfinding program that will inform future residents of the site as well as of adjacent neighborhoods and beyond of the site's connections to such recreation facilities.

D7: Evaluate development at human-level to understand human-scale experiences

The Vision Plan recommends evaluating building heights and visual impacts from a human-level perspective from adjacent neighborhoods and from Grove Street. The petitioner submitted multiple rendered views of the proposed project from the pedestrian level along Grove Street, from the highway, and from several points in the adjacent neighborhood. The views show the buildings to be appropriately scaled along Grove Street and to have a presence from the highway while minimizing visibility from adjacent neighborhoods. The neighborhood views (rendered on top of photos from winter) show very limited visibility of the proposed buildings; only a small portion of the office tower and/or the hotel are visible from most viewpoints.

The petitioner submitted a revised shadow study detailing the site's shadows during the spring and fall equinoxes, as well as during the winter and summer solstices. The revised study indicates that shadows will be largely contained within the site, except for during the afternoon on the winter solstice. On this day, shadows are projected to extend onto the southern side of Grove Street. The Planning Department is unconcerned with this spillover because it is limited to this time of year.

VIII. TECHNICAL REVIEW

A. Technical Considerations (Chapter 30, Newton Zoning Ordinance)

The Zoning Review Memorandum provides an analysis of the proposal regarding zoning (**Attachment E**).

B. Engineering Review

The Engineering Division of Public Works has met with the petitioners regarding utilities and stormwater. Associate City Engineer, John Daghlian, will provide a memorandum under separate cover.

C. Newton Historical Commission Review

The petitioners are proposing to raze the hotel which is greater than fifty years old and is therefore subject to the City's Demolition Review Ordinance. As such, the petitioners are required to apply to the Newton Historical Commission to obtain approval to raze the hotel.

D. Fire Department Review

The petitioner met with the City of Newton Fire Department to review the plans. It is

expected that all structures will be equipped with fire suppression systems. The Fire Department will review the plans again prior to the issuance of any building permits, should this project be approved.

E. Commission on Disability

The petitioners appeared before the City's Commission on Disability (the "Commission") on May 27, 2019 to discuss an earlier version of the Project. The Commission suggested that the petitioners consider certain improvements regarding accessibility to the station. As such, the Planning Department suggests that the petitioners appear before the Commission again.

F. Urban Design Commission

The petitioners appeared before the Urban Design Commission (the "UDC") on May 20, 2019 to review an earlier version of the Project. The Planning Department suggests that the petitioners appear before UDC again to discuss the revised Project.

IX. PETITIONER'S RESPONSIBILITIES

The petitioner should respond to the issues raised in this memorandum and other questions raised at the public hearing as necessary. Written responses to all significant issues should be provided for analysis by the Planning Department prior to being scheduled for additional public hearings. The Planning Department will prepare an updated memo prior to any future public hearings.

ATTACHMENTS:

- Attachment A:** Tentative Public Hearing Schedule
Attachment B: Zoning Map
Attachment C: Land Use Map
Attachment D: Peer Review Memorandum, dated January 23, 2020
Attachment E: Zoning Review Memorandum, dated December 9, 2019

TENTATIVE LAND USE COMMITTEE SCHEDULE

As of January 24, 2020

#26-20 Request to Rezone and #27-20 Special Permit

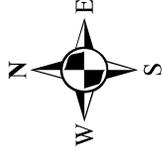
355 AND 399 Grove Street "RIVERSIDE"

Land Use Committee Date	Topic	Description
1/28/2020	Site Design, Urban Design, Open Space, Grove Street	Review of the site plan, urban design, open spaces, and Grove Street
2/11/2020	Housing and Fiscal Impact	Review of the residential and commercial programs, including affordable units (Inclusionary Housing Plan), and Fiscal Impact Analysis
2/25/2020	Transportation	Review of Traffic Impacts, Shared Parking Analysis, and Transportation Demand Management Plan
3/5/2020	Civil Engineering, Sustainability, Design Guidelines	Stormwater, Utilities, Efforts to conserve natural resources, and Guidelines that will regulate architecture of individual buildings

Attachment B Zoning Map Riverside

City of Newton,
Massachusetts

Legend	
	Single Residence 1
	Single Residence 2
	Single Residence 3
	Multi-Residence 2
	Business 2
	Business 4
	Business 5
	Mixed Use 3
	Public Use
	Building Outlines
	Surface Water
	Property Boundaries

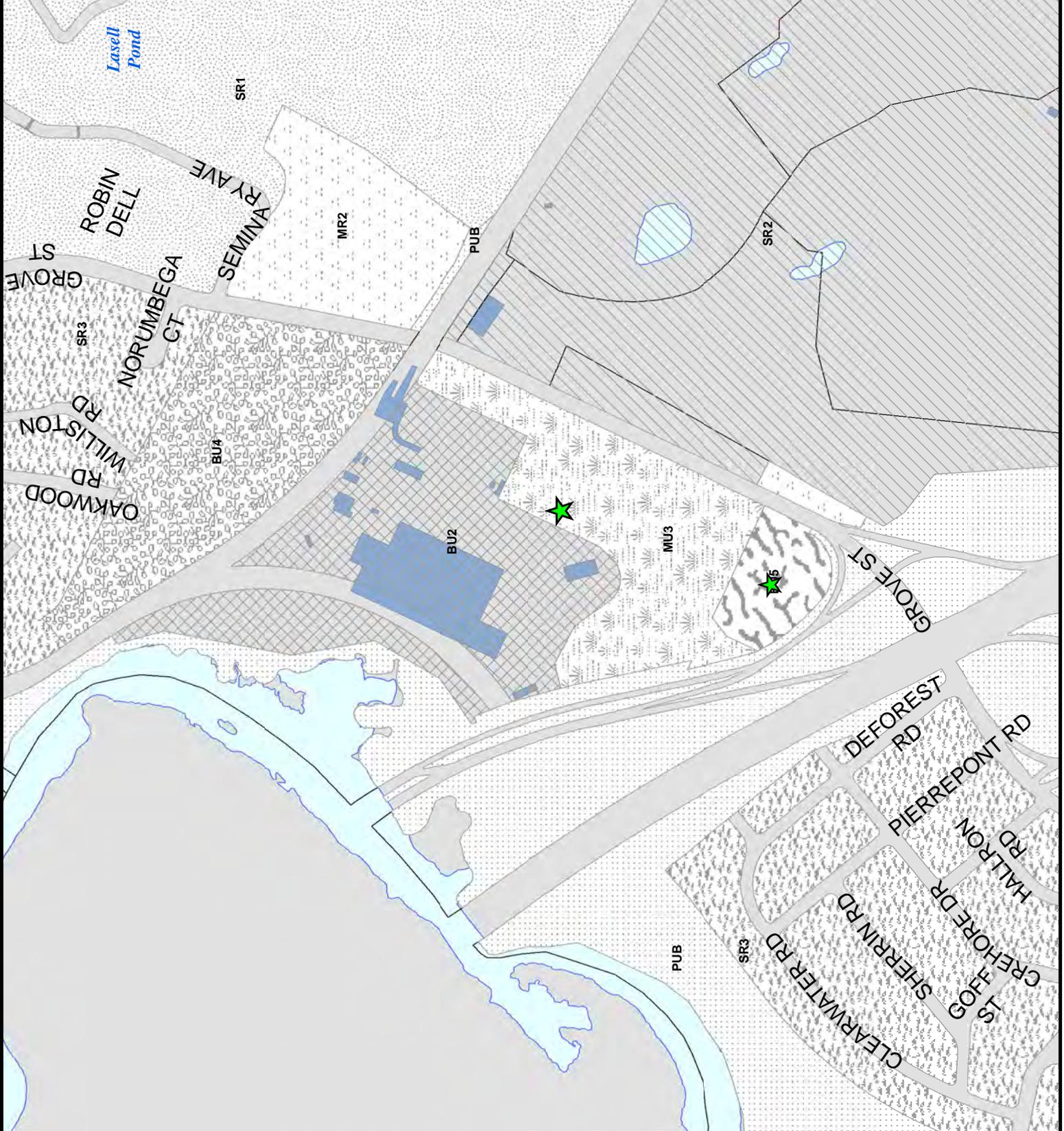


The information on this map is from the Newton Geographic Information System (GIS). The City of Newton cannot guarantee the accuracy of this information. Each user of this map is responsible for determining its suitability for his or her intended purpose. City departments will not necessarily approve applications based solely on GIS data.

CITY OF NEWTON, MASSACHUSETTS
Mayor - Ruthanne Fuller



Map Date: June 21, 2019



Attachment C Land Use Map Riverside City of Newton, Massachusetts

Legend

Land Use

Land Use

-  Single Family Residential
-  Multi-Family Residential
-  Commercial
-  Mixed Use
-  Golf Course
-  Open Space
-  Nonprofit Organizations
-  Vacant Land
-  Building Outlines
-  Surface Water
-  Property Boundaries

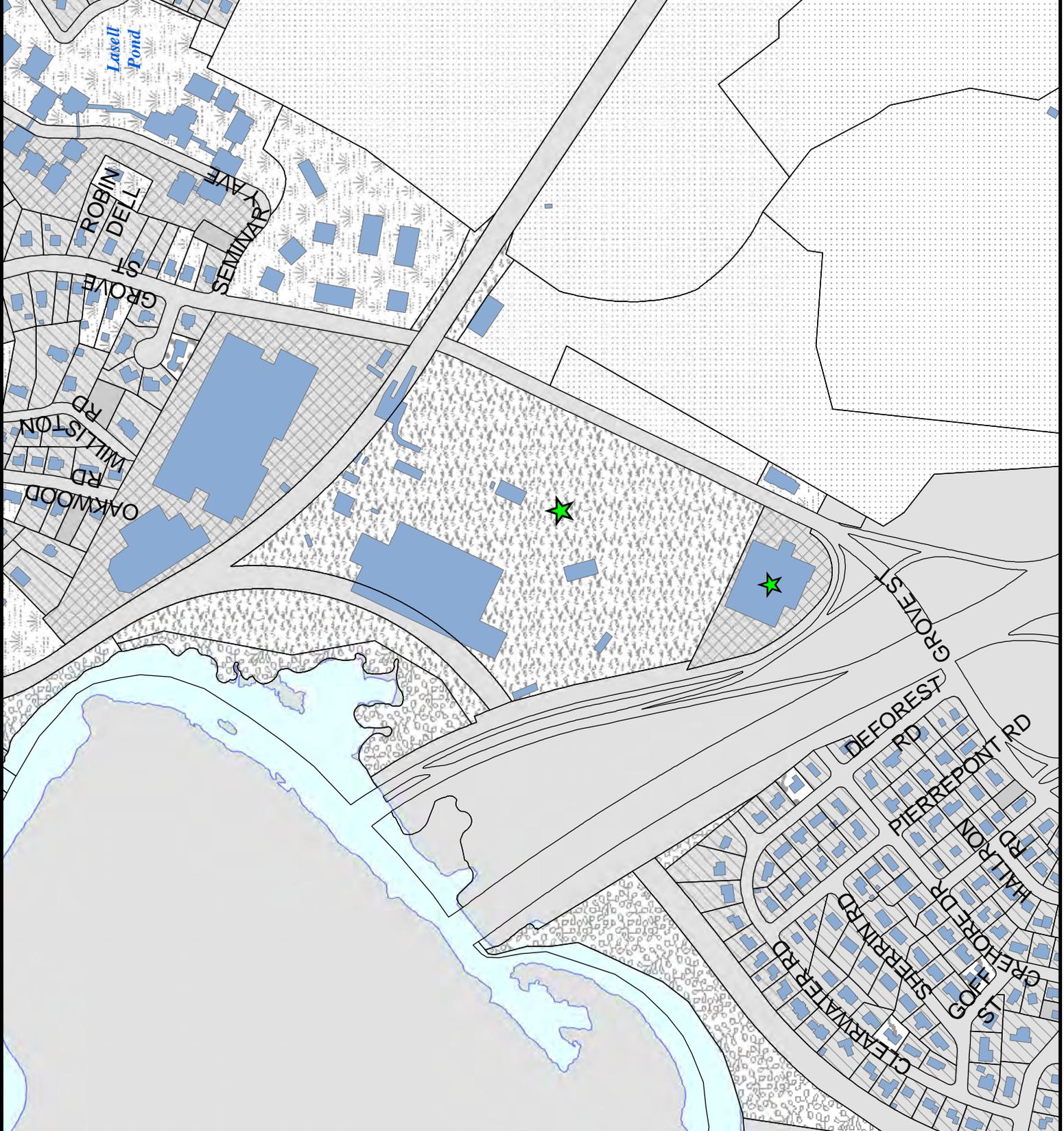


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CITY OF NEWTON, MASSACHUSETTS
Mayor - Ruthanne Fuller



Map Date: June 21, 2019



Horsley Witten Group

Sustainable Environmental Solutions

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857-263-8193 • horsleywitten.com



MEMORANDUM

To: City of Newton Planning & Development

From: Peer Review Consultant Team
(Form + Place, Horsley Witten Group, Inc., Utile)

Date: January 23, 2020

Re: Riverside Station, Newton, Massachusetts
Site Design, Open Space, and Grove Street Review Summary

SUMMARY

The purpose of this memorandum is to summarize peer review input regarding urban design, site design, open space, and Grove Street elements of the most recently updated Riverside Station design. The following documents were the focus of this review:

- Site Plans, Riverside Station, Grove Street, Newton, Massachusetts (23 sheets, prepared by VHB, dated December 9, 2019)
- Architectural Plans, Riverside Master Plan, Newton, Massachusetts (28 sheets, prepared by VHB & David M Schwarz Architects, dated December 3, 2019)
- Landscape Plans, Riverside Station, Newton, Massachusetts (2 sheets, dated December 9, 2019)
- Design Guidelines and Architectural Controls, Riverside Station Redevelopment (92 sheets, prepared by Speck & Associates & Stantec, dated January, 2020)

Our commentary is divided into sections, reflecting the main streets and public spaces that the Peer Review Team has focused on as well as the overall Site Design strategy and other related issues. In general, the proponent has continued to make favorable improvements to the site design and open space network.

Comments listed in this memorandum are taken directly from review memoranda prepared by Form + Place and Utile as noted below. A meeting with the City, the Peer Review Team, and the Proponent's team was held on January 10, 2020 to discuss the latest peer review comments. Summary notes from this January 10 meeting are provided in **bold text** below the peer review comments where necessary to provide clarifications or updates.

Comment legend:

- (F+P) Form + Place Peer review comments dated January 3, 2020
(U) Utile design review comments dated December 6, 2019
(HW) Horsley Witten January 10, 2020 meeting summary notes

A. OVERVIEW: THE REVISED PLAN

General Comments

1. (U) In response to community feedback, the petitioner shifted the buildings with frontage on Grove Street back approximately 10-12 feet, resulting in a setback of approximately 25.6-27.5 feet. This was achieved by moving the proposed Main Street farther west toward the railyard, and reconfiguring the garage into a longer and narrower structure. Importantly, all of the parking that was formerly in garages associated with the hotel and office building has been consolidated into a single structure (see comments about the revised/consolidated parking structure below). In addition, one of the two office buildings was eliminated, helping to reduce peak hour traffic demand.
2. (F+P) Despite the considerable downsizing of the project – both programmatically and architecturally - the overall urban design intent has been maintained, including a quality Main Street corridor that ties together a network of open spaces, and the purposeful siting and scaling of buildings at the perimeter of the development so as to appropriately integrate with the surrounding context [including along Grove Street].
3. (F+P) The high-quality of site/landscape design in the major public spaces - which evolved through extensive feedback from the peer review team in 2019 - has remained largely intact, yielding an appropriate variety of well-appointed places for active and passive recreation.
4. (F+P) Even with the loss of 300,000 sf of office space, 20,000 sf of retail and 75 dwelling units, the project still has a reasonably balanced mix of uses that will support an active neighborhood environment. The resulting consolidation of parking into one central garage with multiple vehicular access points, combined with a residential / mixed-use liner that architecturally screens the full length of the garage along Main Street, reduces the impacts of parking on the pedestrian environment.
5. (F+P) Further refinement of building facades, especially at the ground floor level, will be a key aspect of the successful activation of the streetscapes and open spaces on which they front.
6. **(HW) The peer review team recommends additional consideration be given to requirements for the level of quality of the implementation of the project. Renderings submitted to date communicate a high level of quality (high percentage of brick, deep windows, balconies, special building and open space features, site materials, etc.). Required elements and features should be specifically determined before approval of the project, rather than providing open-ended language, diagrams, and guidelines. The peer review team suggests the Proponent provide more detail for review, prioritizing “required” elements in the overall context of the proposed project design and budget.**
7. **(HW) An updated Beneficial Open Space Plan dated December 9, 2019 was provided demonstrating an increase in beneficial open space from 17.2% to 17.5% compared to the previous September 9, 2019 plan. It should be noted that 65.1% of the beneficial open space provided is labeled as “open to the public” on the plan. Updates to the design of the open spaces listed below have increased their value as beneficial elements of the public realm. More detailed review of this plan will be required as part of the discussion of open spaces.**

Parking Structure

8. (U) A consolidated parking structure is a positive development from a parking utilization standpoint, because parking can be shared between a wide variety of users. It will also allow any dedicated allocation of spaces to particular users to be adjusted over time if needs change.

(HW) Parking utilization and allocation will be reviewed in more detail by Green International as part of their upcoming review.

9. (U) The consolidation of parking in a single structure may cause congestion at the entrances at peak demand times, but the two entrances/exits shown in the plan will help distribute the traffic. Peak traffic in and out of the parking garage will occur as office employees are combining with MBTA commuters; the removal of one of the previously proposed office buildings will mitigate this issue.

(HW) Parking access will be reviewed in more detail by Green International as part of their upcoming review.

10. (U) The new site plan configuration means that there is a minimal setback between the west side of the garage and the parcel line. This new setback will need to be reviewed by the MBTA from an emergency access standpoint.

(HW) The Proponent noted that the setback condition has been reviewed in detail with the MBTA relative to the stated concerns, and has been found to be acceptable. HW recommends written verification be provided.

11. (F+P) The north side of the Main Street corridor, just to the west of Transit Square, has changed significantly with the redesign of the central garage, housed in Buildings 9 and 10. The previous submission proposed a garage that was three bays wide and extended over a ground floor pedestrian arcade. The architectural quality of this mixed-use building in the previous submission was somewhat challenged by the fact that the street-front façade was masking a multi-level garage use. The revised submission now proposes a garage that is only two bays wide and is entirely lined by a single-loaded residential or mixed-use building. Building 9's ground level, which offers the two largest retail spaces, should help provide a very active streetscape as the development's open space network transitions from Transit Square to Main Street.

B. BIKE AND PEDESTRIAN ACCOMMODATIONS

12. (U) The proposed shared-use path should be extended to Recreation Road, rather than ending at the bridge over the Charles River as currently proposed. We recommend a 14'-wide shared bicycle/pedestrian path on the northeast side of the road in order to provide two-way access for all users while ensuring separation from vehicular traffic entering and exiting the highway. This would still maintain sufficient right-of-way on the existing bridge structure for two 11' vehicular lanes. See attached diagram.

(HW) The Proponent indicated that these connections will be made, but have not yet been fully designed or added to the plan. Additional information should be provided for review as soon as it is available.

13. (U) The curb cut behind Building 1 that leads to the MBTA rail yard should be narrowed to improve safety for bicyclists and pedestrians using the shared-use path. See attached diagram.

14. (U) We are pleased with the significant investments being made to provide high-quality bicycle infrastructure. However, we have a few comments to make the bicycle facilities safer and more user-friendly.
- a. A two-way bike path is proposed on the west side of Grove Street, which transitions to standard one-way on-street bike lanes near the northern limits of the project. It is also unclear how the bike path connects to Riverside Center. The petitioner should provide more detailed information on the cross-section of Grove Street at this location, and how the bike lanes will transition to the existing condition north of the rail bridge.
 - b. For northbound bicyclists using the two-way, off-street bicycle path on the west side of Grove Street, clear signage will be necessary at the curb cut between Building 6 and Building 7 to ensure that north-bound cyclists use the crosswalk to cross Grove St. and continue northbound in the on-street bicycle lane. See attached diagram.
 - c. For northbound bicyclists using the on-street bike lane, clear signage should be provided at the new signalized intersection on Grove Street to instruct bicyclists accessing the station to make a left turn at the signalized intersection, rather than the unsignalized crosswalk further north on Grove Street. If space allows, a left turn box for bicyclists should be provided at the signalized intersection to provide a safe space for cyclists to wait for an opportunity to make the left turn, and improve visibility between turning cyclists and northbound through traffic.
 - d. At the intersection of Grove St. and the I-95 exit ramp, a pedestrian crosswalk is proposed, but the two-way bicycle path does not have a dedicated space for crossing. In order to provide safe and adequate space for both bicyclists and pedestrians, the bike path should continue across both the exit ramp and the right turn lane from Grove Street parallel to the pedestrian crosswalk, with sufficient space in the refuge island for both bicyclists and pedestrians making the two-stage crossing. See attached diagram.
 - e. The two-way bicycle path on the northwest side of Grove Street is shown as continuing south/southwest over the bridge over I-95, but it terminates just on the far side of the bridge. The two-way bike path on the northwest side of Grove St. should be extended through the proposed roundabout at the Grove St./Quinobequin Rd. intersection, creating a safer connection to and from Lower Falls. See attached diagram.

(HW) The Proponent indicated that the connections and details noted in comments a-e above will be addressed, but have not yet been fully designed or added to the plan. Additional information should be provided for review as soon as it is available.

15. (U) Bike parking:
- a. Building 1 has no in-building bike room. This will encourage workers to drive to work, exacerbating traffic concerns.
 - b. Building 2 (Hotel) has no bike parking. While guests may be unlikely to bring bicycles, many hotel workers may arrive by bike.
 - c. Building 4 exterior access to bike room is from the middle of a long staircase/middle of the Amphitheater switchbacks.

- d. Buildings 5 + 6 bike rooms have been improved by making them larger and more directly accessible from street level.
- e. Building 7 + 8 bike room could be more accessible from Transit Square.
- f. Building 10 has two separate bike rooms. If one is intended to serve Building 9, please provide a diagram showing how to move from the bike room to the Building 9 residential lobby. In our opinion, this distance is too great and an additional bike room with a direct connection to the residential lobby of Building 9 should be added underneath the parking garage speed ramp, which travels up to the second level adjacent to the back of Building 9.

(HW) The bike parking concerns were discussed. The Proponent indicated additional information will be provided for review.

C. PUBLIC SPACES

Hotel Square

16. (F+P) The design of Hotel Square has not changed significantly and in some instances, the quality of the public realm has improved, due to the subtle reconfiguring of buildings. The omission of lower level parking from Building 3 will reduce vehicular traffic in the square and allow for a more pedestrian-friendly environment. The following comments regarding specific buildings on the square describe how their relationship to the public realm has evolved and what impact this will likely have on the quality of the open space:

Building 1

- 17. (F+P) The design of Building 1 – both in height and footprint configuration – has changed notably, including its relationship to Main Street and Hotel Square. Presumably, this is due to the downsizing of the overall development and the reshaping of the project boundary in the northwest corner of the site, which has eliminated a free-standing parking structure and a proposed public open space.
- 18. (F+P) The omission of a retail/restaurant space in Building 1 leaves only one ground floor retail space in Hotel Square. The architectural qualities / transparency of the office lobby in Building 1 will be important for creating an engaging pedestrian environment.
- 19. (F+P) The office building now fronts directly on Main Street in an area that had previously been occupied by open space and was an extension of Hotel Square across Main Street

Building 10

- 20. (F+P) With the omission of the open space in front of Building 1, the small plaza remaining on the northeast corner of Road A and Main Street outside Building 10 now has an asymmetrical relationship to Hotel Square to the south. This small open space should be thoughtfully designed to complement the larger square and accommodate pedestrian traffic to/from a primary lobby for the central garage.

21. (F+P) The rendering looking east on Main Street at the corner of Building 10 shows some of the architectural challenges that this building must address at the ground level in order to contribute to a well-articulated pedestrian environment at this prominent location.

Building 2

22. (F+P) The relationship of Building 2 [the hotel] to Hotel Square has not changed significantly since the previous submission.
23. (F+P) The placement of the breakfast room and lounge on the ground floor at the Main Street end of the building will help enliven these streetscapes.

Building 3

24. (U) Adding exterior entrances to the ground floor units in Building 3 will help to further activate the Hotel Green, improve the quality of the units themselves, and improve the pedestrian experience and sense of community.
25. (F+P) The design of Building 3, its use - residential instead of office and parking - and its relationship to the Hotel Square, has changed significantly since the previous submission.
26. (F+P) A tower element is proposed in the southeast corner of the square – an evolution from the symmetrical disposition the office building previously presented. If developed thoughtfully, the tower can visually anchor the occupiable open space in front of Building 4 and become a landmark element that works in conjunction with the grand stair connecting down from Grove Street.
27. (F+P) The introduction of a lower, two-story section of building fronting on the park, provides the opportunity for outdoor amenity / green space on the low roof overlooking the square and reduces the potential shadow impacts on the pedestrian area [and residential entry] adjacent to the hotel building.
28. (F+P) The omission of parking from the three lower levels of Building 3, in favor of residential uses, should provide a more pleasant facade to serve as a wrapper at the head of the square.
29. (F+P) Architecturally, the two-story façade might want to be developed in a way that addresses its prominent location [i.e. a bay, or other feature, centered on the green space in the middle of the square].
30. (F+P) Special design consideration – architectural detail, lighting, site elements, etc. – should be incorporated into the pedestrian mews between Buildings 2 and 3 in order to make this a pleasant space.
31. (F+P) In addition, with the garage entry omitted, pedestrian / vehicular interfaces in the square should be simplified.
32. **(HW) Building 3's architecture was discussed at length, including the above comments. The Proponent agreed to study alternative approaches to resolve the geometry of the tower element, two-story section of the Building fronting the hotel green, and 8-story residential massing.**

33. **(HW) HW recommends additional clarification be provided regarding loading requirements for Buildings 2, 3, and 4. The intent for service and passenger loading appears to be from loading zones marked on-street within Hotel Square. Will additional provision for service loading be required, especially for the hotel (i.e. larger trucks, varying time of day, etc.) so as to not disrupt the character of Hotel Square?**
34. **(HW) Safe pedestrian crossing from the center of Hotel Square to the north side of Main Street in front of Building 1 should be reviewed in conjunction with pedestrian desire lines and vehicle queuing from the intersection of Recreation Road and Main Street. A crosswalk from the green to the Building 1 corner and/or special paving or striping of the entire intersection of Main Street with Hotel Square may help vehicular and pedestrian circulation as well as help define sense of place at the west end of the site.**
35. **(HW) What is the intent for ADA access from Grove Street to the Hotel Square via the stair between Buildings 3 and 4?**

Building 4

36. (F+P) Building 4 is similar in scale and articulation to the design included in the previous submission, with the exception that the geometry of the footprint on the south side of the building has been adjusted to better align with the Grove Street frontage
37. (F+P) The resulting realignment of the grand stair to be perpendicular to Grove Street should improve visual connections and enhance the arrival experience of pedestrians entering the square.
38. (F+P) The lower level ground floor of Building 4 contains the one remaining retail/restaurant space fronting on Hotel Square, and it is positioned well to enliven the expanded open space on the east side of the square with outdoor dining or activities. The rendering provided in this submission package does not depict the ground floor of Building 4 as having active, transparent storefronts and should be updated to reflect the revised plans.
39. (F+P) The integration of a Go Bus lease on the ground floor plan raises the question as to whether regional buses are planned to be incorporated into the square, which would not seemingly be complimentary to the proposed outdoor dining and amenity space.

(HW) The Proponent clarified that Go Bus loading will take place within the Building 10 garage.
40. (F+P) While the three-level loggia element on the Main Street façade does provide some visual interest for the streetscape, pinching down the street section before opening it back up into Hotel Square, it does have the impact of screening sight lines to the retail space. Perhaps signage and lighting can be integrated into the loggia to help with visibility.

41. (U) Hotel Green appears to be designed to accommodate turning radius of GO Buses. This will make the space more vehicular-oriented and less pedestrian-friendly.

(HW) The Proponent clarified that Go Bus loading will take place within the Building 10 garage. The Site Layout and Materials Plan and the Building 4 Level 1 Plan should be revised accordingly.

42. (U) Remove the parallel parking wrapping Hotel Green, thus creating a larger and more inviting open space that can be shared by residents, hotel guests, and office workers. On-street parking is appropriate along the building edges, but the spaces along the open space in the center will be less heavily used, and will therefore serve only to make the vehicle travel lanes seem wider and occupy space that could otherwise be devoted to usable open space. See attached diagram.

(HW) The Proponent agreed to study removal of the parallel parking from the center of Hotel Square in order to widen the usable public space.

43. (U) Moving the GO Bus station to Hotel Green will make the service inconvenient for transit connections and could limit the use of the space and have a detrimental effect on its character (see above). If it must stay, the sidewalk area there seems insufficient and poorly designed for inter-city bus loading and unloading.

(HW) The Proponent clarified that Go Bus loading will take place within the Building 10 garage. The Site Layout and Materials Plan and the Building 4 Level 1 Plan should be revised accordingly.

Amphitheater Green

44. (F+P) The design of Amphitheatre Green has remained essentially unchanged from the previous submission. In reviewing the revised landscape plans and renderings, it is a little unclear whether the "Jack and Jill" hill is still incorporated into the design. Regardless, the sloping green remains a very desirable, and accessible, place that can be used to enjoy both contemplative moments and intimate performances. The mix of shaded and open lawn areas feels appropriate for the surrounding residential uses and will be one of many unique open spaces that provide visual connectivity to [and from] Grove Street. The green also functions like an urban pocket park, providing visual relief to the street wall at a key location where the geometry shifts along the development's Main Street corridor.
45. (U) Please clarify whether the knoll is proposed to be on the west or east side of the Amphitheater (shown both ways in different drawings).

Transit Square & Green

46. (F+P) The evolution of the open space design of Transit Square & Green during peer review discussions of the previous submission were transformative, and it appears as though the best qualities of these spaces have been maintained or enhanced. The addition of an open one-story loggia element and a landscaped terrace on the east end of Building 6 should help create a very positive synergy with Transit Green. One of the largest ground floor retail spaces is provided in

this location and would be ideal for a restaurant use with outdoor dining overlooking the green. In addition to the flexible green space provided by Transit Green, Transit Square has been further articulated through the integration of additional street [and plaza] trees and specialty paving. Attention to better defining bicycle and pedestrian access to the center of Transit Square should be given as the landscape plans continue to develop. The variety of ground floor retail spaces provided in Buildings 6, 7, 8 and 9 surrounding the square should make for a very lively pedestrian environment, as residents, employees and commuters interface with the MBTA station.

47. (U) The Transit Square is the most appropriate location for the GO Bus station. If this is impossible, consider placing the GO Bus station in Building 1. Buses could enter the site by traveling north on the on-ramp and using the curb cut for the MBTA railyard, thus avoiding the need to turn around within the site. There is a proposed amenity space on the ground floor of Building 1 adjacent to the proposed MBTA office space, this could be repurposed as the GO Bus stop. See attached diagram.

D. ADDITIONAL BUILDING REVIEW

General Scale and Character

48. (U) The scale, massing, and articulation of the buildings feels more comfortable and less repetitive.
49. (U) The reduction in building heights has resulted in a more varied set of forms that better respond to variations in the terrain, creating a pleasantly gradual rise from low buildings in the project's northeast corner to higher ones in the southwest.
50. (U) The replacement of the proposed arcade with a more typical street condition will create more open and accessible retail and residential access, and a better lit public realm.

Building 6

51. (U) Addition of retail to the ground floor of Building 6 at Transit Square is a positive development because it will activate the public realm on Grove Street at an important gateway.
52. (U) Consider swapping the position of the residential amenity and three residential units on the ground floor of Building 6 and providing these units with direct entries from the exterior. Currently these units are the only ground floor units facing Grove St. on this half of the site. As a result, they feel isolated.

E. MAIN STREET CORRIDOR

53. (F+P) Building 6, on the south side of Main Street across from Building 9, accommodates active ground floor uses as well – retail space and residential amenity space – and should complete the experience of a double-loaded shopping street. The integration of canopies, balconies, signage and a high

degree of storefront transparency, as well as other architectural elements should provide a nicely articulated pedestrian experience.

54. (F+P) Further down the corridor to the west, Main Street transitions to a more residential feel, with Buildings 5 and 10 incorporating stoops and individual porticos that provide direct access to ground floor units. Although Building 10, in particular, is rendered to appear like row houses, this building, as well as the other multi-family structures, consists largely of flats that are accessed by elevator cores and corridors.

F. GROVE STREET

55. (F+P) The continued evolution of the design of the Grove Street frontage, both in terms of the scale of buildings and the integration of open spaces that provide visual connectivity into the development, indicates that the petitioner is intent on providing a context-appropriate design for the most public frontage of the project. Buildings along Grove Street are lower in scale than elsewhere in the project and step appropriately to follow the sloping topography. They are also sited relative to Grove Street in such a way as to provide strong definition to the street edge, while allowing adequate space for the accommodation of pedestrian and bicycle movements. As with the Main Street corridor side, the buildings engage the ground plane by incorporating stoops and terraces for point access to residential units and retail space.
56. (F+P) While the Grove Street renderings show a degree of architectural articulation provided by elements such as balconies [i.e. Building 5], the design of these buildings should continue to be refined to incorporate larger organizational strategies such as a well-defined a base, middle and top, or other similar devices that provide an appropriate scale and degree of articulation. The City of Newton's Design Guidelines should help clarify a range of acceptable approaches.
57. (F+P) The experience of walking along Grove Street at the edge of the development should be quite enjoyable, with numerous opportunities to engage in thoughtfully designed public open spaces and amenities.
58. (U) The sidewalk along Grove St. should be made continuous along the site's frontage. The proposed small segment of sidewalk along Building 3 should be extended to connect with the rest of the sidewalk along this half of the site, and with the nearby reconfigured intersection. See attached diagram.

II.A) Continue shared path to Recreation Road

II.B) Reduce width of curb cut, improving bike/ped safety.

Suggested GO Bus site access

III.C) Suggested alternative GO Bus stop location.

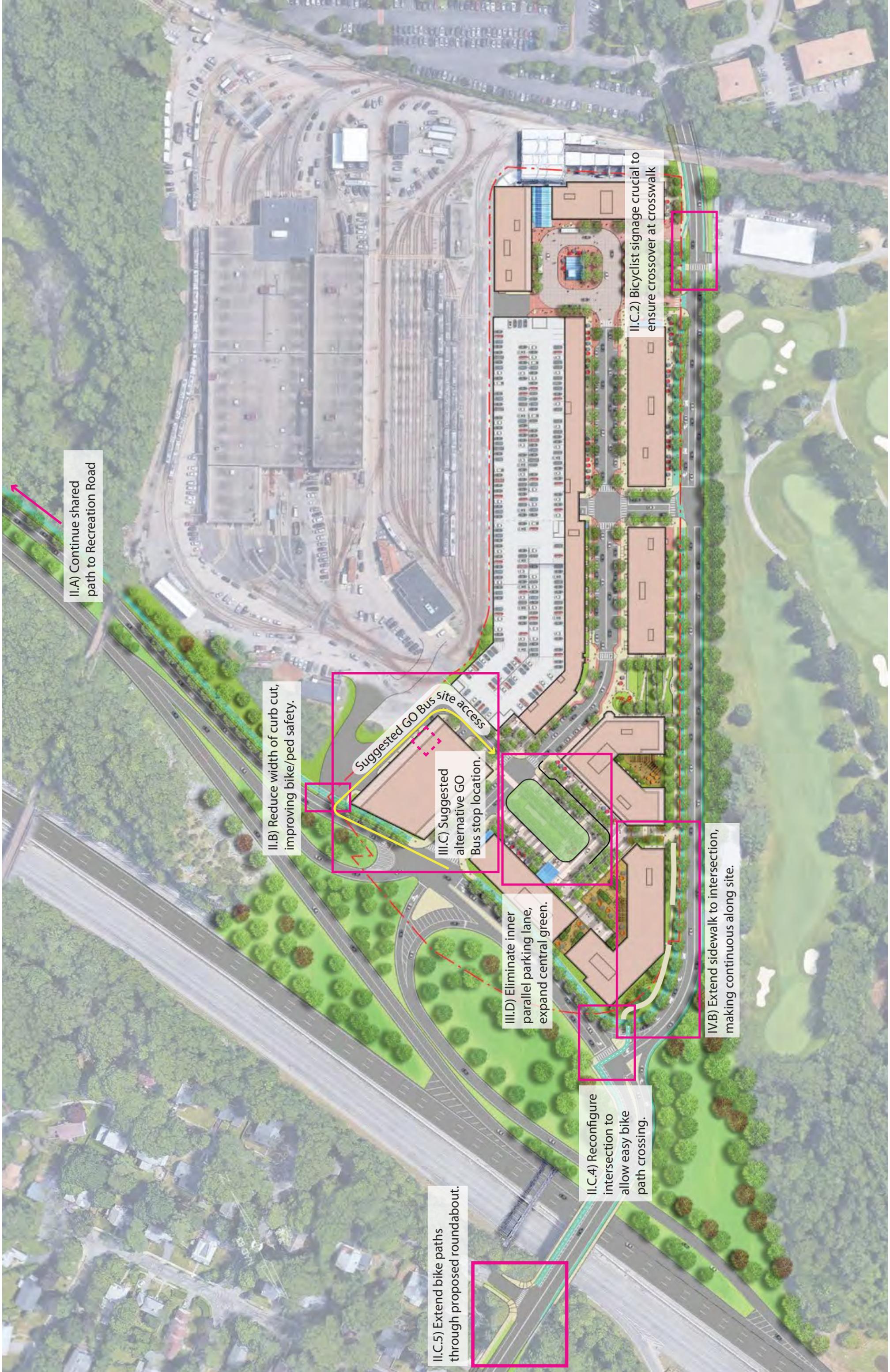
III.D) Eliminate inner parallel parking lane, expand central green.

IV.B) Extend sidewalk to intersection, making continuous along site.

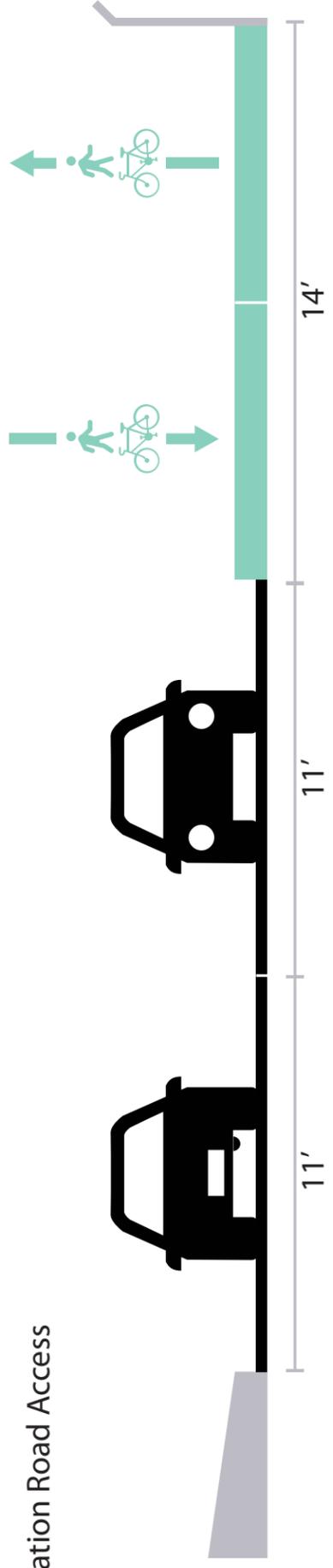
II.C.4) Reconfigure intersection to allow easy bike path crossing.

II.C.2) Bicyclist signage crucial to ensure crossover at crosswalk

II.C.5) Extend bike paths through proposed roundabout.



2.a) Suggested Recreation Road Access





Ruthanne Fuller
Mayor

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Barney S. Heath
Director

ZONING REVIEW MEMORANDUM

Date: December 9, 2019

To: John Lojek, Commissioner of Inspectional Services

From: Jane Santosuosso, Chief Zoning Code Official
Jennifer Caira, Chief Planner for Current Planning

Cc: Stephen J Buchbinder, Attorney
BH Normandy Riverside LLC, Applicant
Barney S. Heath, Director of Planning and Development
Jonah Temple, City Solicitor

RE: Request to rezone 4.5 acres to MU3 to construct a mixed-use development consisting of 617 residential units, mixed commercial, parking and public open space.

Applicants: BH Normandy Riverside LLC	
Site: 355 and 399 Grove Street	SBL: 42011 0004, 42011 0004 A and 42011 0003
Zoning: MU3	Lot Area: 13.05 acres
Current use: Hotel and MBTA site	Proposed use: Mixed use with commercial, residential, parking and public open space

BACKGROUND:

The development site known as "Riverside" is comprised of land on two lots: 355 Grove Street and 399 Grove Street. 355 Grove Street is an approximately 22-acre lot owned by the Massachusetts Bay Transportation Authority (MBTA) and is the current site of the Riverside T station. 399 Grove Street is a 121,700 square foot parcel in the BU-5 and MU3 zoning districts and is the current site of the Hotel Indigo. The development parcel would encompass a portion of the 355 Grove Street parcel and 399 Grove Street, a total of 13.05 acres.

The MBTA Board of Directors authorized an 88-year lease of a 9.4 acre portion of 355 Grove Street to BH Normandy Riverside LLC ("Normandy") in 2009. In 2013, the then Board of Aldermen granted Normandy a special permit to construct a mixed-use development on that site consisting of office space, residential, retail and community space. A portion of the MBTA parcel was rezoned from Public Use to MU3 in connection with the 2013 special permit. A portion of the Hotel Indigo parcel at 399 Grove street was also rezoned to MU3 at that time. The remainder of the Hotel Indigo parcel is

currently zoned BU5, and the remaining portion of the MBTA parcel is zoned BU2. The petitioners propose a rezoning of the balance of the 399 Grove Street parcel and an additional portion of the MBTA parcel to MU3. For the purposes of this memo, the MU3 provisions will be applied.

The Petitioners are proposing to construct a ten-building mixed use development incorporating 617 residential units and 250,888 square feet of office space, 43,242 square feet of retail, personal service and restaurants, and a hotel with up to 150 keys (i.e. sleeping rooms). The proposal includes 2,030 on-site parking stalls within garages and surface parking, as well as accommodations for bicycles. The petitioners intend to construct this project by seeking a zone change for the remaining portion of 399 Grove Street, and another portion of the MBTA site not previously rezoned by the last special permit. The new development parcel incorporates that land and the land previously changed to MU3, for a total of 13.05 acres.

The following review is based on plans and materials submitted to date as noted below.

- Zoning Review Application, prepared by Stephen J. Buchbinder, attorney, dated 11/25/2019
- Project Narrative, submitted 11/25/2019
- List of Required Special Permit Relief and Proposed Waivers, submitted 11/25/2019
- Parking Calculation, submitted 11/25/2019
- Site Plans, prepared by VHB, engineer; David M. Schwarz Architects; Speck and Associates, LLC, urban designer, dated 11/15/2019, revised 11/21/2019
- Architectural plans, prepared by VHB, engineer; David M. Schwarz Architects; Speck and Associates, LLC, urban designer, dated 11/15/2019, revised 11/21/2019

ADMINISTRATIVE DETERMINATIONS:

1. A portion of the MBTA parcel was rezoned from Public Use to MU3 in connection with the 2013 special permit. A portion of the Hotel Indigo parcel at 399 Grove street was also rezoned to MU3 at that time. The remainder of the Hotel Indigo parcel is currently zoned BU5, and the remaining portion of the MBTA parcel is zoned BU2. The petitioners propose a rezoning of the balance of the 399 Grove Street parcel and an additional portion of the MBTA parcel to MU3. For the purposes of this memo, the MU3 provisions will be applied.
2. The petitioners are proposing approximately 1,025,000 square feet of gross floor area (excluding parking garages) within ten proposed structures. Section 4.2.2.B.1 requires a special permit for any development in a mixed-use district of 20,000 square feet or more of gross floor area.
3. Per section 4.2.2.A.2 the required minimum lot area per unit is 800 square feet. The project proposes 617 dwelling units on the 13.05-acre parcel, creating a lot area per unit of 921 square feet, which meets the proposed zoning.
4. Per section 4.2.3, there is no by right minimum beneficial open space, however not less than 15% is allowed by special permit. The petitioner seeks a special permit to allow for not less than 15% open space. Per section 4.2.4.C, at least 42,450 square feet of beneficial open space required by section 4.2.3 must be freely open to the public, and any portion of that space which is open to the public must be at least 400 square feet and at least 20 feet in width and length. Such public space

may not be on rooftops or other elevated portions of buildings and must be designed to accommodate public congregation and use.

5. The ten proposed buildings range in height from 45.4 feet to a maximum of 170 feet. Section 4.2.3 requires a special permit for buildings exceeding 36 feet in height. All ten of the proposed buildings require a special permit per section 4.2.3.

Further, section 4.2.4 provides additional standards for the MU3 district regarding the height of buildings in the Grove Street Corridor, consisting of Areas A, B, C, D, E and F when such buildings exceed the by-right height of 36 feet. Per section 4.2.4.A.1.a, the building height for those buildings in Areas A through E is measured as the vertical distance between the lowest grade of the Grove Street right of way within the Base Grade Measurement Area, as shown in the Grove Street Corridor Diagram, closest to the subject building at a point perpendicular to the subject building to the highest point of the roof. Per section 4.2.4.A.1.b, the following maximum building heights apply within the different areas as shown in the Grove Street Corridor Diagram:

- Section 4.2.4.A.1.b.i – Area A allows a maximum height of 74 feet, provided that the top story is set back a minimum of 10 feet from the building façade along Grove Street
- Section 4.2.4.A.1.b.ii – Area B allows a maximum height of 64 feet, provided that the top story is set back a minimum of 10 feet from the building façade along Grove Street
- Section 4.2.4.A.1.b.iii – Area C allows a maximum height of 50 feet
- Section 4.2.4.A.1.b.iv – Area D allows a maximum height of 55 feet
- Section 4.2.4.A.1.b.v – Area E allows a maximum height of 76 feet, provided that the top story is set back a minimum of 10 feet from the building façade along Grove Street

Per section 4.2.4.A.2, the maximum height in Area F is measured per section 1.5.4.A, and may not exceed 70 feet.

6. Per section 4.2.4.A.4 a special permit may be granted to allow for increases in building height in the Grove Street Corridor Areas A through F of no more than 4 feet. To the extent necessary, the petitioner seeks this relief.
7. While there is no special permit requirement for the number of stories directly, section 4.2.3 ties the allowable height to the number of stories. The section allows 36 feet in height and two stories by right, and up to 170 feet by special permit. This same section allows up to 11 stories. As the proposed heights of each of the ten buildings exceed the allowable 36 feet, and that height is associated with a maximum of two stories, a special permit is required to allow the maximum of 11 stories per section 4.2.3.
8. Section 4.2.3 limits the maximum FAR in the MU3 zoning district to 2.5 for a building up to 170 feet. The petitioners propose buildings up to 170 feet, and an FAR of 1.8 (excluding parking structures). As written, the Ordinance does not require a special permit specifically for FAR; however FAR is connected to the number of stories and height, which may require a special permit. To the extent necessary, the petitioners seek a special permit for an FAR that, relative to a height or number of stories which require special permit, exceeds that which is permitted by right.

9. Per section 4.2.4.B.3, the setback in Areas C, D and E as shown in the Grove Street Corridor Diagram, may be reduced to 20 feet by special permit if it is determined that the proposed setback is adequate to protect abutting uses. To the extent that this reduction is necessary, the petitioner requests such relief.
10. The project site is proposed as one locus, with internal driveways. This review uses the perimeter lot lines of the whole site to determine setback requirements. To the extent that any later addition of land or division of the site takes place, utilizing the internal drives as accepted or private roadways, the proposed structures will require further review for compliance with all of the dimensional requirements for the district.
11. Section 5.4.2.B requires a special permit to allow a retaining wall four feet or higher within the setback. To the extent that any retaining walls locate within any setback, the petitioners seek a special permit.
12. Multiple uses are allowed in the district by right and by special permit. The petitioners propose several by right uses, including office, residential, health club etc. Per section 4.4.1, the following special permit uses are requested:
 - For-profit educational use;
 - Retail sales use over 5,000 square feet;
 - Restaurant with over 50 seats;
 - Restaurant with more than 5,000 square feet (per section 6.4.29.C.5)
 - Personal service use over 5,000 square feet;
 - Place of amusement;
 - Open air business;
 - Hotel;
 - Bank, up to and over 5,000 square feet;
 - Theater/hall;
 - Laboratory/research facility;
 - Office;
 - Health club on ground floor;
 - Animal services
 - Parking facility, non-accessory, single level
 - Parking facility, accessory, multi-level
 - Parking facility, non-accessory, multi level
13. The project proposes a mix of uses on the site, including 617 residential units, office, retail, restaurant etc. The exact mix of commercial tenants and the space each tenant will occupy is not yet established. To ensure that an adequate parking demand is established per section 5.1.4, the parking calculation for the commercial uses at the site is based on a projection of a mix of uses designed to provide a high intensity use of the site (with regard to parking demand). The petitioners contemplate the following uses and projected square footages of spaces for each:

Proposed Use	Parking Requirement	Stall Required
Commercial Uses		
Office – 250,588 sf	1/250 sf for 20,000 sf plus 1/333 sf remaining	774
Retail and Personal Service 13,500 sf 30 employees	1/300 sf 1/3 employees	55
Restaurant – 815 seats 79 employees	1/3 seats 1/3 employees	299
Health Club – 10,000 sf 40 employees	1/150 sf 1/3 employees	81
Hotel – up to 150 sleeping rooms 18 employees	1/sleeping room 1/3 employees	156
Residential Uses		
617 units	2/unit by right	1234
TOTAL REQUIRED BY RIGHT		2,599
BY SPECIAL PERMIT		
Commercial Uses	1/3 reduction	910
Residential Uses	1.25/dwelling unit	772
TOTAL REQUIRED BY SPECIAL PERMIT		1,682

While the petitioners propose to construct 2,030 parking stalls (1,990 within parking garages and 40 at surface), 1,000 of those stalls are reserved for MBTA use, leaving 1,030 available for the proposed commercial and residential uses. The by right parking requirement is 2,597 stalls per section 5.1.4. This same section allows, by special permit, a one-third reduction in the required parking for mixed use commercial, and a reduction to 1.25 stalls per unit for residential uses. By special permit, the reduced parking requirement is 1,682 stalls. With 1,030 stalls available (excluding the 1,000 MBTA stalls), there is a deficit of 652 stalls. The petitioner seeks a waiver of 725 stalls to allow for flexibility on the tenant mix, per section 5.1.13.

14. The minimum dimensional requirement for parking stalls is 9 feet wide by 19 feet deep for angle parking and 21 feet long for parallel parking per Sections 5.1.8.B.1 and 5.1.8.B.2. To the extent that any of the proposed parking stalls are deficient in width or depth, a waiver per section 5.1.13 is required.
15. Section 5.1.8.B.4 requires a minimum depth of 19 feet for a handicapped parking stall. This requirement is particular to the Newton Zoning Ordinance and not a requirement of Massachusetts Architectural Access Board. To the extent that any of the proposed handicapped parking stalls are deficient in depth, a waiver per section 5.1.13 is required.

16. Section 5.1.8.B.6 states that end stalls restricted on one or both sides by curbs, walls, fences or other obstructions require maneuvering space at the aisle end of at least five feet in depth and nine feet in width. The petitioners seek a waiver from this provision per Section 5.1.13.
17. Section 5.1.8.D.2 requires that entrance and exit driveways may have a maximum width of 25 feet, except in conjunction with loading facilities. The central drive within the parcel, Main Street, is not an accepted public or private way, and is thus an internal driveway. There are two entrances to the property with widths greater than 25 feet (the entrance to Main Street at the Route 95/128 ramp and Recreation Road, and Main Street off of Grove Street). Additionally, a third access drive is available for construction at the Transportation Plaza intended for emergency access. To the extent that these entrance and exit driveways exceed 25 feet, a special permit per section 5.1.8.D.2 is required.
18. Section 5.1.9.B requires interior landscaping for surface parking containing at least twenty stalls. This section requires planting areas within outdoor parking facilities, and landscaped bumper overhangs. All of the surface parking is located along the internal drives. To the extent necessary, the petitioners request a waiver from this section in its entirety pursuant to Section 5.1.13.
19. All outdoor parking facilities which are used at night are required to have security lighting maintaining a minimum intensity of one-foot candle on the entire surface of the parking facility per Section 5.1.10.A.1. The petitioners request a waiver from this provision per Section 5.1.13.
20. Section 5.1.10.B.3 requires that paved surfaces be marked with four-inch painted lines or some other marking system. To the extent necessary, the petitioners request a waiver from this section.
21. Section 5.1.10.B.5 requires curbing, wheel stops, guard rails, or bollards be placed at the edges of surfaced areas, except driveways, to protect landscaped areas. The bulk of the surface parking is located along the Main Street and other internal drives. To the extent necessary, the petitioners seek a waiver from section 5.1.10.B.5.
22. Section 5.1.12 provides the requirements for off-street loading facilities. Section 5.1.12.B.3 and 4 state a site with multiple uses may utilize the aggregate sum of those uses to determine the number of loading bays required for a project in its entirety. Per the Table of Off-Street Loading Requirements, within the ten buildings the 250,888 square feet of office space requires three bays, and three are provided. The 43,242 square feet of retail require one bay, and three are provided. The 77,300 square foot hotel use requires one bay however none is to be provided. Per sections 5.1.12.B.4 and 5.1.13, a special permit may be granted to waive the loading bay requirement for the proposed hotel use.
23. The petitioners have planned for way-finding signs throughout the site but have not finalized tenant signage. A comprehensive sign package for the entire site will be submitted at a later date. To the extent that any proposed signage does not meet the by-right requirements of section 5.2 relative to number, size, location or design, a special permit is requested.

24. Section 5.11.4 requires that a residential or mixed-use development including residential development with seven or more dwelling units is subject to the inclusionary housing provisions. The ordinance requires that the project provide no fewer than 15% inclusionary units of the total number of dwelling units proposed to be added by the development at 50%-80% of the Area Median Income in a rental project. Additionally, the project must provide 2.5% of the total units at 110% of Area Median Income. The petitioners must provide a total of 108 affordable units out of the 617 units, with 93 units at 50%-80% AMI and 15 units at 110% AMI, in accordance with the Ordinance.

Zoning Relief Required		
<i>Ordinance</i>	<i>Proposed Amendment</i>	
	Rezone parcels to MU3	
§4.2.2.B.1	To allow a building in excess of 20,000 square feet of gross floor area	S.P. per §7.3.3
§4.2.3 §4.2.4	To allow building height of 170 feet and 11 stories	S.P. per §7.3.3
§4.2.4.A.4	To allow a height increase of up to 4 feet in the Grove Street Corridor Areas A through F	S.P. per §7.3.3
§4.2.3	To allow an FAR of up to 2.5	S.P. per §7.3.3
§4.2.3	To allow not less than 15% beneficial open space	S.P. per §7.3.3
§4.2.4.B.3	To allow a reduction of setbacks in the Grove Street Corridor in Areas C, D and E to 20 feet	
§5.4.2.B	To allow a retaining wall in excess of 4 feet within the setback	S.P. per §7.3.3
§4.4.1 §6.4.29.C.5	To allow retail sales over 5,000 square feet, personal service use over 5,000 square feet, restaurants with more than 50 seats, restaurant with more than 5,000 square feet, for-profit schools and educational uses, place of amusement, open air business, hotel, bank up to and over 5,000 square feet, theater/hall, laboratory/research facility, animal services, offices, health club on the ground floor, accessory single-level parking facilities, accessory multi-level parking facilities, non-accessory single-level parking facilities and non-accessory multi-level parking facilities.	S.P. per §7.3.3
§5.1.4, §5.1.13	To allow a one-third reduction in required parking for commercial uses, and to allow 1.25 stalls per each residential dwelling unit	S.P. per §7.3.3
§5.1.4, §5.1.13	To allow a waiver of 720 parking stalls	S.P. per §7.3.3
§5.1.8.B.1, §5.1.8.B.2, §5.1.13	To waive the dimensional requirements for parking stalls	S.P. per §7.3.3
§5.1.8.B.4 §5.1.13	To waive the minimum depth requirement for handicapped parking stalls	S.P. per §7.3.3
§5.1.8.B.6, §5.1.13	To waive end stall maneuvering space requirements	S.P. per §7.3.3
§5.1.8.D.2 §5.1.13	To allow driveway entrances and exits in excess of 25 feet	S.P. per §7.3.3
§5.1.9.B, §5.1.13	To waive the interior landscaping requirements	S.P. per §7.3.3
§5.1.10.A.1, §5.1.13	To waive the lighting requirements for parking lots	S.P. per §7.3.3
§5.1.10.B.3	Waive the parking stall striping requirements	S.P. per §7.3.3

§5.1.13		
§5.1.10.B.5 §5.1.13	Waive the curbing, wheel stop, guard rail or bollard requirements	S.P. per §7.3.3
§5.1.12.B.4 §5.1.13	To waive the off-street loading facilities requirements for the hotel use	S.P. per §7.3.3
§5.2 §5.2.13	To waive sign requirements relative to number, size, location or design	S.P. per §7.3.3