Ruthanne Fuller
Mayor

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

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

Barney S. Heath
Director

PUBLIC HEARING/WORKING SESSION MEMORANDUM

DATE: April 3, 2020

MEETING DATE: April 7, 2020

TO: Land Use Committee of the City Council

FROM: Barney Heath, Director of Planning and Development
Jennifer Caira, Deputy Director of Planning and Development
Neil Cronin, Chief Planner for Current Planning

CC: Petitioner

In response to questions raised at the City Council public hearing, the Planning Department is providing the following information for the upcoming public hearing/working session. This information is supplemental to staff analysis previously provided at the Land Use Committee public hearing.

PETITIONS #26-20 & #27-20 **355 and 399 Grove Street**

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.

The Land Use Committee (the "Committee") opened the public hearings on these petitions on January 28, 2020 and continued the public hearings on February 11, 2020, February 25, 2020, March 5, 2020, and March 24, 2020; both public hearings remain open. A tentative schedule for future Committee public hearings is included as an attachment to this report (**Attachment A)**. This memorandum is focused on the transportation aspects of the so-called "Riverside Development" proposed for the subject parcels.

Background

The petitioners are requesting a change of zone for a portion of 355 Grove Street, currently the Massachusetts Bay Transportation Authority (the "MBTA") rail yard, and all of 399 Grove Street, currently the Hotel Indigo, to the Mixed Use 3/Transit Oriented Zone (the "MU-3/TOD zone"). The petitioners are also seeking special permits to allow a ten-building development on site. The petitioners filed revised plans which result in a development of 582 dwelling units, 253,827 square feet of office space, of which 7,500 square feet will be dedicated to the MBTA, 150 hotel rooms, and 38,895 square feet of ground floor commercial space (the "Project").

Overview

The petitioners engaged Vanasse Hangen Brustlin, Inc. ("VHB") to develop the transportation related aspects of the Project and the Planning Department retained Green International Affiliates, Inc. ("Green") to peer review VHB's analysis.

The petitioners propose to create a general south-north path of travel through the site beginning with a new exit ramp from I-95 northbound. The exit ramp would terminate at the approximate location of the current hotel use at 399 Grove Street at a new traffic signal. Shortly after entering the site, driveways at the western and eastern boundaries of a new road ("Main Street") would provide access to an office building, and to the hotel, respectively. Farther north, a western driveway provides access to a structured parking garage, containing 2,041 stalls for all users, i.e. commuters, residents, employees, and patrons. The existing driveway directly opposite the garage with access to Grove Street is maintained, with a new signal at the intersection of this driveway and Grove Street. Main Street terminates at the transit station in a loop referred to as the "transit plaza". Throughout its length, Main Street is flanked on the west and east by buildings, open spaces, and by on-street, parallel parking stalls.

Council Comments

There were many questions and comments from City Councilors during the initial transportation hearing on February 25th. The petitioners compiled those questions and comments as of March 20, 2020 and provided written responses **(Attachment B)**. Green provided the attached memorandum answering the questions and comments asked of them **(Attachment C)**. Lastly, the Planning Department offers responses to the below questions.

Comment 7.18:

Does the parking for the hotel take into account events that may be held there in addition to the number of rooms?

Planning Response:
The parking calculation for a hotel is based upon the number of employees on the largest shift plus the number of sleeping rooms. There is not necessarily a parking requirement for events, but the hotel will have an associated food and beverage use along with function space and a fitness area. The Newton Zoning Ordinance (the "Ordinance") places a parking requirement for these uses within a hotel. The current parking calculation does not include these uses; however, the additional stalls are likely covered by the petitioners' waiver request. The Planning Department will produce a new Zoning Review Memorandum based on the revised program as of March 27, 2020 and will include an updated parking calculation for these uses within the hotel.

Comment 7.23:
Please describe in more detail the proposed bike lanes not only in front of project but down the full length of Grove Street and think more broadly about bike lanes on the full length of Grove Street.

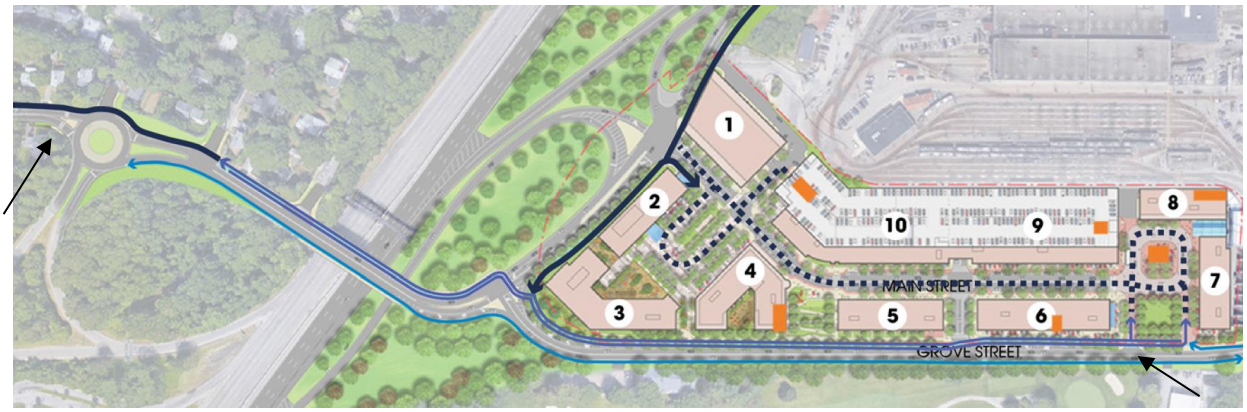
Planning Response:

This memorandum includes a section on the proposed bicycle lanes from the proposed roundabout at the Interstate 95 southbound ramp to the trestle bridge at the northern boundary of the Project. North of the site, Grove Street does not have the curb to curb width to allow for protected bicycle lanes. As such, that portion of Grove Street may transition to a sharrow which is a facility where bicyclists can use more of the travel lane width but may be passed by vehicles. Part of the wayfinding signage to be installed with these facilities would include signage south of the trestle bridge to notify bicyclists that the protected bike lane is ending, and that the facility would transition to a different configuration for the remainder of Grove Street.

The Planning Department has not investigated the width of Grove Street past the proposed roundabout. Staff will review with the Transportation Division of Public Works and provide the Committee with an update at a continued Public Hearing/Working Session.

Grove Street Bike Lanes

Graphic I: Bicycle Connections



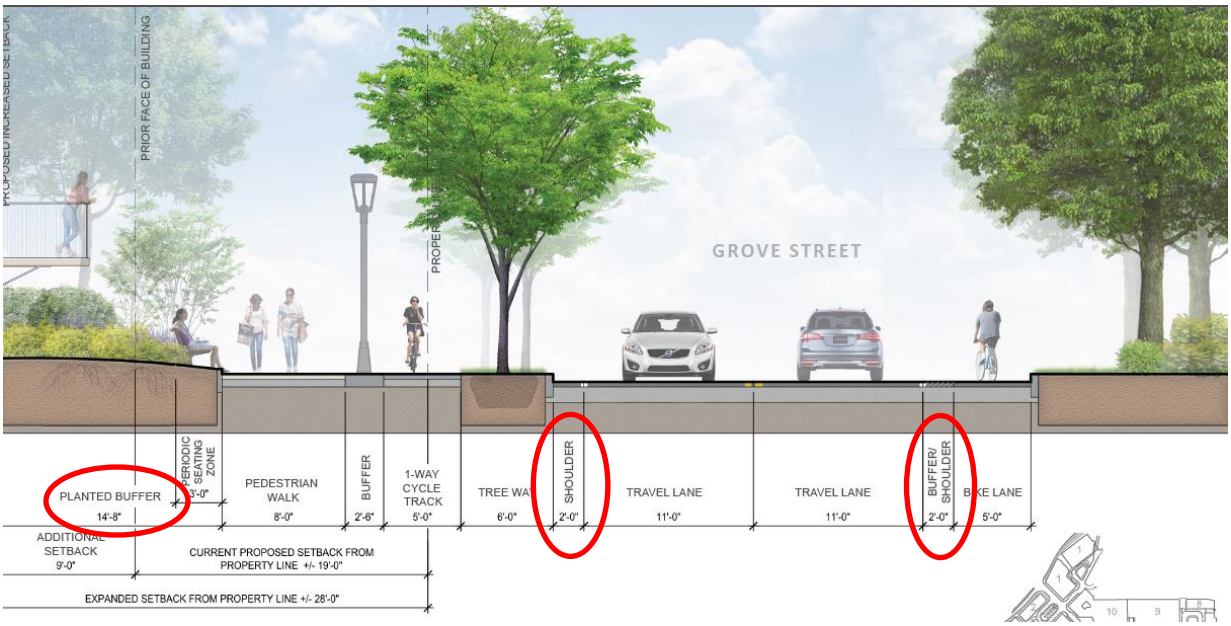
In the initial Working Session Memorandum that focused on transportation, the Planning Department supported the proposed two-way bicycle lane on the western side of Grove Street (project side) and a one-way northbound bike lane on the eastern side of Grove Street (golf course side). The Planning Department and the Transportation Division of Public Works advocated for the eastern bike lane because it plans for bicyclists traveling past the site into Auburndale and limits the number of crossings necessary while traveling between those two villages. Without the eastern (northbound) bike lane, a bicyclist would have to cross Grove Street at the proposed roundabout adjacent to Ashville Road and cross again at the proposed crosswalk between Buildings 6 and 7 before continuing north into Auburndale (both crossings are indicated with arrows in the graphic above).

Due to comments at the February 25th meeting, the petitioner provided two alternatives for the Grove Street bicycle lanes: Alternative A includes both the two-way bicycle lane and the one-way bicycle lane; Alternative B reduces the two-way cycle track on the western side of Grove Street to a one-way bicycle lane and maintains the one-way bicycle lane on the eastern side of Grove Street. Reducing the two-way bicycle lane to one-way, results in five feet of street width that can be reallocated. Reallocating that five feet, results in the following changes to Grove Street in front of Buildings 5 and 6:

Building 5:

- The area referred to as the "Planted Buffer" is increased by two feet, from twelve feet, eight inches to fourteen feet, eight inches;
- The shoulder east of the "Tree Way" is increased by one foot, from one foot to two feet; and
- The bike lane on the eastern side of Grove Street is "buffered" by two feet.

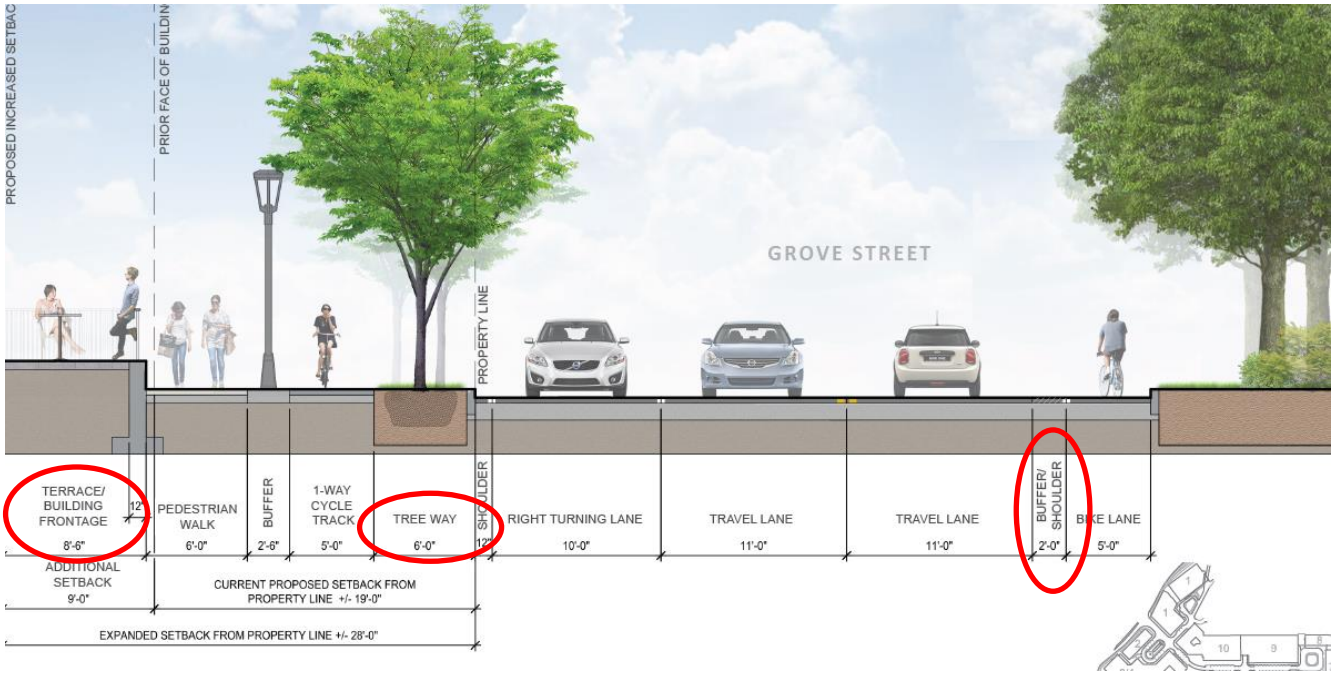
Graphic II: Building 5 Section in Alternative B



Building 6:

- The area referred to as the "Terrace/Building Frontage" adjacent to Building 6 is increased by two feet, from six feet, six inches to eight feet, six inches;
- The Tree Way is increased by one foot, from five feet to six feet; and
- The bike lane on the eastern side of Grove Street is "buffered" by two feet.

Graphic III: Building 6 Section in Alternative B



The Planning Department reviewed the two alternatives with members of the Transportation Division of Public Works and together, the group prefers Alternative A because of the reasons cited above, and because it is reasonable to expect an increase in short-term bicycle trips to the Project from the south. These trips are likely to utilize the two-way cycle track to access the site because they wouldnot have to cross Grove Street. However, staff suggests the following modifications be made to Alternative A:

- The one-way bike lane on the eastern side of Grove Street should be elevated by six inches and separated from the northbound vehicular travel lane by six-inch vertical granite curbing. Additionally, the one-foot wide shoulder currently adjacent to the southbound vehicular travel lane should be relocated to the outside of the vertical granite curbing of the one-way bicycle lane on the eastern side of Grove Street.

Transportation Demand Management

In accordance with the Ordinance, the petitioners submitted a Transportation Demand Management Plan (the "TDM Plan"), dated December 9, 2019. The goal of the plan is to limit the amount of vehicle trips generated by the Project, while increasing the number of trips taken via transit and other alternative methods of transportation. The Planning Department as well as members of the Transportation Division of Public Works, believe that a well-developed TDM Plan provides the best approach to reinforce the site's connection to transit and to achieve the goal of the TDM Plan. Below are several measures included in the TDM Plan:

- Unbundle the cost of parking for both office and residential from the cost of rent;
- Share parking among uses;
- Improve bicycle and pedestrian infrastructure, including connections to nearby open spaces;
- Provide a reimbursement for up to $200 per dwelling unit, per month, for dwelling units that do not park a car on site. For dwelling units that park one car on site, the reimbursement amounts to $75 per month. This reimbursement can be used for MBTA passes, rideshare services, and bikeshare services;
- Partner with a Transportation Management Association ("TMA") and designates an on-site Transportation Coordinator; and
- Commit to working with the Massachusetts Department of Transportation to create a wayfinding program that directs vehicles to regional roadways rather than to local roads.

The Planning Department believes this is a strong TDM Plan and suggests that the petitioners be required to submit a more refined plan prior to the issuance of a certificate of occupancy. Such refinements should include the fee structure for the parking associated with the dwelling units, the identification of the selected TMA, and the designation of the on-site Transportation Coordinator. The Planning Department believes the strongest aspect of the TDM Plan is the tiered transit reimbursement because it presents the best opportunity to limit vehicle trips and to increase alternative methods of transportation. However, the amount of this reimbursement and its structure is still under review. The Planning Department is considering several scenarios for implementation such as making the funds available as a lump sum or appropriating an amount annually to capture turnover in residents and tying

the reimbursement amount with the type of dwelling unit. For example, a studio without a vehicle may or may not be eligible for the same reimbursement as a two-bedroom unit without a vehicle.

The Planning Department will continue to work with the Transportation Division of Public Works, with Green and the petitioners, to create a reimbursement amount and structure and will provide the Committee with an update at a future Public Hearing/Working Session.

Post-Construction Mitigation

The Ordinance requires post-construction monitoring to determine consistency between the projected and actual number of weekday peak hour, Saturday peak hour, and weekday daily vehicle trips to and from the mixed-use development at all points studied in the pre-construction roadway and transportation plan. The Ordinance requires that this monitoring shall occur annually for two years; however, the petitioners have agreed to this monitoring for a period of four years.

The Ordinance states that if the actual total number of vehicle trips to and from the mixed use development exceeds the weekday evening adjusted volume by more than ten percent, the petitioners shall implement mitigation measures to reduce the trip generation to 110 percent or less of the adjusted volume. Such reduction is to be achieved within 12 months after mitigation begins.

The petitioners have included several measures that could be implemented should the measured trips exceed the 110% threshold. The Planning Department believes the most effective of such measures are the following:

- Increasing participation with T-Pass Purchases by improved marketing and/or increasing the level of subsidy.
- Expanding T-Pass subsidy participation beyond residential units, with a cap of $750,000 cost to the development.
- Adding a shuttle system to connect to other transportation hubs/points of interest, to be determined through the site-specific surveying practices.
- Increasing the cost of daily parking for non-MBTA daily or weekly users.

The Planning Department believes that the best way to reduce the number of vehicle trips to and from the mixed use development is to increase the incentive to utilize alternative methods of transportation while also increasing the cost of parking. At this stage, the petitioners do not know what the market will bear for the cost of parking associated with the residential units, and as described above, the structure of the transit reimbursement is incomplete. Outside of these two avenues, expanding the T-Pass subsidy to the office employees offers the next best opportunity to reduce vehicle trips.

In addition to the above measures, several intersections north of the site could be candidates for post-construction mitigation because they will be impacted by the Project. These intersections include the driveways associated with the Riverside Office Center, the intersection of Grove Street and Woodland Road, and the intersection of Washington and Beacon Streets. The Planning Department will continue

to work with Green and the Transportation Division of Public Works to identify mitigation measures to be implemented and provide a recommendation to the Committee.

ATTACHMENTS

Attachment A: Tentative Land Use Committee Schedule, dated April 3, 2020
Attachment B: Petitioners' Responses to Councilor Questions, dated March 20, 2020
Attachment C: Green International Memorandum, dated April 3, 2020
Attachment D: Transportation Demand Management plan, dated December 9, 2020
Attachment E: DRAFT Conditions

ATTACHMENT A

TENTATIVE LAND USE COMMITTEE SCHEDULE

As of April 3, 2020

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

355 AND 399 Grove Street "RIVERSIDE"

Land Use Committee Date	Topic	Description
4/7/2020	Transportation	Review of Traffic Impacts, Shared Parking Analysis, and Transportation Demand Management Plan
4/28/2020	Construction Management, Construction Phasing, Project Recap	Description of Construction and its Impacts; Review of Project to date

Riverside Station

Response to Councilor Comments Received through 02/28/20

March 20, 2020

DAVID M. SCHWARZ ARCHITECTS
vhb
HALVORSON Tighe&Bond STUDIO
NEW ECOLOGY Community-Based Sustainable Development
SANBORN HEAD
MARK DEVELOPMENT

Response to Comments

Number	Commenter (Alphabetical Order)
1	Councilor Albright
2	Councilor Bowman
3	Councilor Downs
4	Councilor Greenberg
5	Councilor Kelly
6	Councilor Krintzman
7	Councilor Laredo
8	Councilor Markiewicz

1. Councilor Albright

Comment 1.1

We saw how you come off 128 going north and how you get back onto 128 going north. How does one get back on to 128 going the other way from site?

Response

Access to Route 128 southbound will be via the existing ramp off Grove Street from Quinobequin Road. To get from the Site to Route 128 southbound vehicles will either turn left from the site (Main Street) onto the Recreation Road Extension and stay straight to go across the bridge over the interstate to the new roundabout or will turn right out of the existing driveway onto Grove Street and then will turn left at the new intersection of Grove Street at Recreation Road Extension to go across the bridge over the interstate to the new roundabout. At the roundabout, vehicles will use the third exit to access Quinobequin Road and the Route 128 southbound on-ramp.

Comment 1.2

I learned that there will be a database of license plates by usage. Could this system be better described?

Response

The existing MBTA surface parking lot currently uses an online registration system for collection of parking fees. We intend to use a similar system, i.e. "license plate recognition" for all users of the parking garage. The system will allow monthly and daily visitors to register their license plate through the online system in order to make payments and expedite access both in and out of the garage. An additional benefit is that this will allow us to create a user database which will help us better understand behavioral patterns in order to more efficiently manage users of the garage.

Comment 1.3

What are the highest priority intersections to address - the ones that will be directly affected by the project and what should be done about them to mitigate the effects?

Response

The highest priority intersections to address are the ones that will see the greatest impact from the project, which includes the intersections of Grove Street at the Route 128 southbound ramps, Grove Street at the Route 128 northbound ramps, and Grove Street at the "Road B" Driveway. The intersection of Grove Street at the Route 128 southbound ramps will be reconstructed to include a single-lane roundabout, which will be able to improve overall operations while also slowing down vehicles coming off Route 128. The Route 128 northbound ramp will be reconstructed and lengthened to intersect the site directly at Main Street while a new intersection at Grove Street along the Recreation Road Extension will direct vehicles heading toward the site to not use Grove Street. To improve the intersection at Grove Street and the "Road B" Driveway three will be three mitigation measures; 1) a new signal will be installed 2) a right-turn lane will be added westbound on Grove Street and 3) left-turns will be prohibited from Grove Street eastbound into the site.

Comment 1.4

At an earlier meeting several of us raised questions regarding the rotary by the T and the conflicts there between cars, buses, pedestrians and bikes. Please address this conflict point to let us know how safety will be addressed. A statement was made that they will be "opening up" the transit loop. What does that mean?

Response

We have heard the concerns regarding a potential conflict of users at the Transit Plaza. To mitigate this concern, we have redesigned the ground floor of the Parking Garage so that the "kiss-and-ride" users and TNCs will have a dedicated (covered) waiting area for both pick-up and drop off. We have also rerouted the local and regional shuttles so that they now travel through the garage and berth at the far side of the plaza (closest to the garage).

Under this scenario, the only vehicles that circulate the loop are the relatively infrequent MBTA bus berthing and passenger vehicles that are live and dropping off passengers. Passenger vehicles will not be allowed to stop and stand within the square. In addition to these circulation changes, two additional pedestrian crossings will be delineated to direct pedestrians to the safest crossing route and to signal to vehicles that pedestrians may be crossing in these locations. These changes reduce conflict points while also allowing additional MBTA bus berths in the event the MBTA elects to expand service at Riverside Station. Finally, we are also looking at an alternative design for the plaza that would eliminate the bicycle parking in the center of the square.

Comment 1.5

Lines of traffic at several intersections were predicted by the LFIA presentation. Do the peer reviewers agree with this? If so, what is the resolution? If not, please explain.

Response

Peer Reviewer to respond.

Comment 1.6

Problem was raised regarding the inability of a group home to load and unload a van at the roundabout. Does the peer reviewer believe this is a problem and if not why not? If so, what is the solution? Is there a driveway at the group home that can be used by the van rather than the street?

Response

Peer Reviewer to respond.

2. Councilor Bowman

Comment 2.1

Two safe pedestrian and bike crossings need to be created along Grove in front of the project. One close to condominiums at 416 Grove St. (there is a crossing there now) is essential. A second crossing close to the T entrance is also necessary. I am concerned about the planned placement of this crossing as it is immediately adjacent to a wide driveway to the maintenance facility for Woodland.

Response

It is anticipated that the existing crosswalk, located just north of the condominium complex driveway would be maintained and bolstered to tie into the new pedestrian and bicycle environment on the project side of Grove Street. On the north side of the project, near the emergency access driveway that will allow only emergency vehicle access and potentially MBTA Bus access during emergency operations, there will be a new crosswalk with rapid reflectorized flashing beacon (RRFB) installed at this location to allow pedestrian and bicycle crossings at this location and will connect to existing side walk on the east side of the Grove Street. The RRFB will have advance warning signage that is connected to the signal on the north side of the train trestle to ensure advance warning of a potential stop that could be required.

Comment 2.2

The redesign for 95 seems like it will return Grove St to more of an arterial roadway as opposed to a highway on and off ramp, including creating safer entrances and exits. Please confirm that the neighborhood will still have access to both 128S and 128N (one of the commenters said he would no longer have access to 128N).

Response

The neighborhood will still have access to both Route 128 southbound and Route 128 northbound. The access to Route 128 southbound will be in the same location as under existing conditions, but the intersection with Grove Street will be reconstructed as a single-lane roundabout. The access to Route 128 northbound will be via a new signalized intersection opposite the site at Main Street. Drivers from the neighborhood will use the new Recreation Road Extension and then will turn left at the new signal to access Route 128 northbound. The design for Grove Street will remove the direct ramp access from Route 128 northbound creating a safer roadway with fewer conflicts on Grove Street and transforming the roadway into more of a local street with slower vehicle speeds.

Comment 2.3

I support seeing a traffic simulation as suggested by Councilor Krintzman. It should include pedestrians and bike movements.

Response

Traffic simulations, using Vissim software, have been created for the proposed weekday morning and evening peak hour conditions and have been submitted to the City. In these simulation files, pedestrians are incorporated at all study area intersection locations. For off-site locations, the existing observed pedestrian

volumes were carried through to the proposed conditions; at crosswalk locations throughout the Site, projected future pedestrian volumes based on full occupancy of the Site are modeled. Additionally, in an effort to provide a conservative model, the existing bicycle movements observed throughout the study area continue to be modeled as on-street bicycle movements under the proposed condition, rather than utilizing the separated shared-use path. While additional bicycle trips are not modeled along the separated shared-use path in the simulations, any additional bicycles that travel along the shared-use path will not have any interaction with vehicles throughout the study area.

Comment 2.4

Will left turn movements from Deforest and Pierrepont be safe enough given roadway changes? Might it be faster and safer to have right out only?

Response

If it is difficult for drivers to turn left out of Deforest Road and Pierrepont Road onto Grove Street, drivers will now have the option to turn right onto Grove Street and reverse direction via the new roundabout at the intersection of Grove Street and the Route 128 southbound ramps/Asheville Road. It is not anticipated that it will be necessary to restrict left turns out of Deforest Road and Pierrepont Road as the upstream signal at the new intersection of Grove Street and Recreation Road Extension should provide gaps in traffic coming from the east. In addition, during off-peak hours there should be minimal issues turning left out of the side streets and it would be overly restrictive to prohibit left turns coming out of the side streets.

Comment 2.5

What plans are being made for the group home that currently loads their van from Grove St. I believe the address is 511 Grove. Stopping here with new road configuration will be dangerous and impact bi-directional path.

Response

To the extent possible, the southbound Grove Street travel lane, leaving the roundabout, will be widened to provide as much width as available within the roadway layout to accommodate van loading.

Comment 2.6

Would city consider a narrower lane width past site? 10' each lane and 9' for right turn lane? Will keep traffic safe steady speed and give room for landscaped buffer on east side of Grove.

Response

The proposed roadway widths are typical roadway widths that meet the MassDOT design guidelines. While narrowing certain lanes may be possible with MassDOT approval, lane widths below 10 feet are not typical and likely inappropriate for this area where there will be commercial and bus activities.

Comment 2.7

Mobility lanes (designed to be attractive to people biking, on scooters, in wheelchairs and other) should to be designed on Grove from Lower Falls Community Center past the Riverside site. On the east side of Grove, it should be a raised sidewalk level path going one direction. This will provide people coming from Washington and Quinobequin (which will be getting a multiuse path along the DCR land). If it could be created with a grass buffer that would be best. On the west side/project side, there should be a bi-directional protected path so that residents of LF have the most direct and safest way to access Riverside.

Response

The proponent is not proposing geometric or roadway section changes past the roundabout at Quinobequin Road.

Comment 2.8

The multiuse path along Recreation Road (part of Riverside Greenway) needs a protected intersection/safe connection to the MWRA path. This intersection does not have good sightlines and the intersection will have more vehicle traffic after Recreation Road is made two way. Making this connection along with the work being done as part of the Riverside Greenway will create an easy connection from Riverside to the Auburndale Commuter Rail and Auburndale businesses by walking or biking and the Brandeis Commuter Rail and the Blue Heron Trail by bike.

Response

As part of the proposed infrastructure enhancements, the existing slip ramp from Recreation Road to the Route 128/I-95 CD Road is being eliminated which will remove a critical weave section on the CD Road which is significant. As a result of the ramp being eliminated the MWRA Path that is being proposed will be a much more desirable connection with no vehicular traffic adjacent. Establishing a safe crossing between the multi-use path and the MWRA Path is a critical feature as noted in the comment. With the elimination of the slip ramp, the intersection with Recreation Park Driveway becomes a simple three-way intersection. It is anticipated that a crosswalk would be introduced in the immediate area of the driveway although final location will have to be evaluated for sight lines to ensure the most appropriate location is identified.

Comment 2.9

Completion of the Two Bridges is critical to support connectivity from Lower Falls to the site, Lower Falls to the trail network and the site to recreational and open space at Leo J Martin and beyond. How can we get the two bridges funded and built?

Response

The commitment to fund 100% of the design will be a big step forward towards moving this project along. Based on conversations with DCR, there appears to be a meaningful interest to complete the construction work, as was the case with two bridges along the Charles River.

Comment 2.10

Is there a place for TNC drop-off and other drop-off on Grove? What will prevent a car from just stopping to discharge a passenger?

Response

Based on concerns we have heard from the City and the neighborhood we have not designed a TNC drop-off location on Grove Street. Given the general circulation patterns of the area, TNC vehicles are unlikely to be traveling on the southbound side of Grove Street, where a drop-off may be possible as the predominant direction of vehicles are accessing the site in the northbound direction. The project will require TNCs to include a "geo-fence" which will limit where pick-ups can occur; however the geofence will not be able to prohibit drop-offs in unauthorized locations. If this proves to be a problem, we will need to take measures such as additional signage and / or enforcement through our 3rd party management company.

Comment 2.11

What is the plan for deliveries to residences?

Response

Specific loading locations are provided either in each building or on the adjacent street front. Certain delivery locations will be restricted to box-truck size vehicles while the loading docks for buildings 1 and 9 will accommodate larger delivery vehicles.

Comment 2.12

There is a potential conflict of bikes and cars at entrance of Main St (between bldgs. 1 and 2) and 128 N off ramp

Response

Bicycle and pedestrian activity in the area of Buildings 1 and 2 would be accommodated by the multi-use plan (along Recreation Road) and the wide sidewalks that are proposed along Main Street between buildings 1 and 2. In addition, there is a crosswalk proposed along the Main Street side of the new signalized intersection allowing for safe crossings for both pedestrians and bicycles.

Comment 2.13

What will be the connection from the Two Bridges to the site? I am concerned that a drop down to Recreation Road will involve significant switch backs to achieve ADA compliant grade change.

Response

To eliminate the need for significant switchbacks for the ramp to the Two Bridges, we have asked the MBTA to allow for a 10'-12' easement on their property. This is an ongoing discussion which involves the MBTA, DCR, and the Greenway Trail network.

Comment 2.14

What can be done to increase the ease of biking to the site from across Newton? Suggested key points that could be addressed. Comm Ave Carriage Lane; Waban, Upper Falls and Newton Highlands (either Beacon St or Quinobequin); West Newton (neighbor ways to carriage lane?)

Response

The proponent appreciates that the project improvements are part of a greater network of connections; however the locations referenced are far beyond the project scope.

Comment 2.15

Bike connections from Auburndale, Waltham, Weston, and Wellesley will be made safer and more direct with the completion of the Riverside Greenway.

Response

The Proponent strongly supports the completion of the Riverside Greenway and the project includes improvements to several key pieces of this network

Comment 2.16

Is there a planned space for bike share to access nearby transit or run errands? What about bike share for recreational use? Having bikes available for casual use may encourage people to bike more frequently.

Response

Our understanding is that Newton has eliminated the recent bike share program. If a program is put in place, we would welcome bike sharing and would provide accommodations. To encourage biking, in addition to providing storage spaces for the public, we will be providing a bike repair and maintenance space open to the public.

Comment 2.17

Is there a planned space for bike share to access nearby transit or run errands? What about bike share for recreational use? Having bikes available for casual use may encourage people to bike more frequently.

Response

Our understanding is that Newton has eliminated the recent bike share program. If a program is put in place, we would welcome bike sharing and would provide accommodations. To encourage biking, in addition to providing storage spaces for the public, we will be providing a bike repair and maintenance space open to the public.

Comment 2.18

The site should be easily navigable by people on bike, meaning a clear and safe route into the site and easy access to bike parking. There are four use cases: Employees, MBTA Riders, Retail Customers, Residents

Response

The project has been designed with ease of use in mind. Employees and residents will have substantial enclosed, secure bicycle parking evenly distributed throughout all buildings. MBTA riders will also have secure bicycle parking in the ground floor of Building 7 accessible from the station entrance at grade. Retail customers will have bicycle parking on street distributed and adjacent to storefront entries. Cyclists will be encouraged to use the two-way cylcetrack on Grove Street and enter the site through one of several lateral connections. Additionally Main Street is intended to be mixed traffic with slower speeds to encourage cyclists to move with traffic.

Comment 2.19

Transit signal priority is a good idea. How can it be implemented at this site? Does MBTA have a standard yet? Should be made available to all larger shared rides (shuttles).

Response

Transit signal priority can be implemented at the three proposed signalized intersections. The MBTA has a standard methodology for TSP that allows the green cycle on an approach to be extended if it senses a bus is approaching. To the extent it is possible, we would encourage expanding its use to shuttles; however at this time the proponents and its consultants are unaware of how the protocols for public transportation could be extended to private shuttles. We will explore this possibility with MassDOT as the signal design process progresses.

Comment 2.20

How is the space behind Building 1 being used? Is this for commercial trucks? MBTA?

Response

The space behind building 1 will be used for truck maneuvering, electrical transformers, building outdoor equipment and other outdoor utility equipment and meters. It may also accommodate tanks storage for materials associated with a potential lab use of the building. Beyond the project parcel boundary, the land will be used by the MBTA. The space behind Building 1 will not be used as a secondary driveway/access to the site and will not have a paved physical connection that will allow drivers to bypass the main intersection.

Comment 2.21

Are there detailed accessibility plans for MBTA access? Where is the HP parking? Where is drop-off? What is the distance from parking and drop-off? How are platforms reached?

Response

Approximately 1,000 MBTA parking spaces will be located at the northern end of the parking garage on levels 3-8. These 1,000 parking spaces require 20 accessible parking spaces. 16 of these required spaces will be located on levels 3-5 immediately adjacent to the northern pair of garage elevators, which are closest to the Green Line station. Additionally, 4 accessible spaces will be located at grade closest to the station.

For vehicles dropping off a disabled passenger including paratransit vehicles such as MBTA's "The Ride", there is a dedicated accessible drop-off location. Additionally, the remaining drop-off area will be designed as accessible even though they are not designated as such.

The station itself will be accessible via a pair of elevators that bring passengers to the platform level.

Comment 2.22

Is there a plan to deal with spillover parking in the neighborhood?

Response

Given the mixed-use nature of the project, we have demonstrated through our shared parking analysis that the garage will provide more than adequate parking for the site. To manage parking volumes, we also have the option of implementing a valet system when needed that will allow for increased capacity. On Red Sox weekday gamedays, we also will be providing additional staffing to manage the flow of cars through the property and in and out of the parking garage.

Comment 2.23

How can additional bike parking be accommodated if need be?

Response

The project will include an ample amount of bike parking throughout the site. The residential units will include bike parking at a quantity equivalent to 110% of the total unit count. The quantity of MBTA bike parking spaces will be doubled from what exists currently. For short-term commercial bike parking, individual bike parking spaces will be distributed throughout the site in the sidewalk furnishing zone. We do not anticipate that additional bike parking is warranted, but if it is necessary building and site areas could be converted and reallocated as necessary to accommodate additional demand.

Comment 2.24

Will there be bike parking specifically for hotel workers?

Response

Yes, the hotel will provide bike parking for its workers.

Comment 2.25

Should there be bike parking directly in the office building including access to showers?

Response

Yes, we intend to provide bike parking in the office building. If tenants show an interest in having a locker room with showers we would be willing to consider that as part of the design of the building. The quantity and location of bike parking for the office building will ultimately be determined once a tenant or tenants are identified.

Comment 2.26

Bike parking in buildings should have direct access to outside if possible, rather than going through building lobbies.

Response

Generally, bike parking is located adjacent to building lobbies for convenience and security. Due to the layout of the buildings and factors such as topography, direct access to the bike rooms from the exterior may not be feasible. Presently, the bike rooms in buildings 4, 6, 7, 9 and 10 have direct exterior access and through design we will aim to create more bike rooms with direct access if possible.

Comment 2.27

Bike parking should also have easy access to charging facilities as some bikes have internal batteries or person biking may not have access to charging while at the site (eg. They stopped for lunch or don't have a safe place at work to charge)

Response

As bicycle charging becomes more ubiquitous and standardized, the design of bike parking facilities may evolve to accommodate this. Presently, because there is no standardization of this technology and therefore a firm commitment to accommodating this technology cannot be made. Accommodations including providing circuits and conduits to bike parking locations will be made at this time to future-proof these facilities as the technology evolves.

Comment 2.28

A multiuse path along Quinobequin is being designed by DCR. Connecting from there to Grove will create another important Newton and regional connection.

Response

We agree.

Comment 2.29

Multi-use path along the Green Line Eliot to Riverside could provide much needed regional connectivity

Response

We agree.

Comment 2.30

The Green Line improvements and expected dates of improvement to service levels and capacity is important to the project. Green International's report showed a chart detailing ridership vs. capacity currently vs. policy changes vs. implementing supercars. Without the purchase of supercars capacity at peak periods will be an issue. What is the demonstrated commitment to fully fund super cars?

Response

The ridership vs. capacity chart does not necessarily identify a capacity issue. At the very shoulder of the peak hour, the policy capacity shifts sharply while the actual ridership declines at a more gradual rate. This does not mean that the trains do not have the capacity to accommodate the riders; it means that the trains will be operating at a rush-hour level capacity past what is defined as the "rush hour". This chart is conservative as it assumes that all added riders boarding at Riverside Station will have destinations beyond the most constrained points in the system. In other words, the analysis assumes that all the Riverside riders remain on the Green Line through its peak passenger load point, whereas in reality, some or many will alight at stations prior to that peak load point.

Regarding the MBTA's commitment to the increased capacity, further details are available at www.mbta.com/projects/green-line-transformation. Even without the Supercar Type 10 train cars, the MBTA is making investments to increase service/capacity. For e.g., the MBTA is adding to its existing fleet today (Type 9 cars), while it's also replacing track and upgrading signals that will allow for some elimination of today's speed restrictions. For the D Line, these improvements are expected by December 2020.

Comment 2.31

What is the expected impact on Riverside and Green Line usage during I-90 improvements? How does the timing of that align with the project timeline for Riverside?

Response

It is our understanding that MassDOT and the MBTA have been in coordination regarding the long-term Allston Multi-modal project and bridge reconstruction projects along I-90 and Greenline expansion plans. As has been stated, the MBTA has significant plans for expansion of Greenline services along the corridor. Planning to include increase of ridership due to general growth and the long-term construction activities have been factored into planning. The Allston Multi-modal plans are expected to begin later this year while the construction of the proposed project likely would not begin until 2021. Green line expansion activities continue to progress in parallel to the projects.

Comment 2.32

What is the vision for inner core rail at this site? Per advocates? What commitments has the MBTA Control Board made on this?

Response

To date, we have not seen plans that lay out what the MBTA envisions for the inner core rail. We have had preliminary discussions identifying two locations for a platform, one within the MBTA's service yard and one at an adjacent property. Our understanding is that there has been no design work done on either scenario. There have been no commitments by the MBTA Control Board to further this discussion at this time.

3. Councilor Downs

Comment 3.1

Want to hear about regional rail and how it meshes with this plan. The T is comfortable with GLT, but what about spur. How many real time transit displays?

Response

MBTA to respond.

Comment 3.2

Wants a Bike Simulation.

Response

Bike activity is generally built into the VISSIM model that has been prepared for the project. However, the VISSIM platform does not provide for specific bicycle simulation activities

4. Councilor Greenberg

Comment 4.1

How does geofencing work?

Response

With geofencing, when a passenger opens up the app to order a Lyft or Uber they are directed to pick a specified point where the driver will pick them up. The passenger is not allowed to pick any point within the geo-fenced area, only one of the designated points. Geofence systems are in place at Logan Airport and in the Fenway neighborhood of Boston. This prevents drivers from idling wherever they want when waiting for a passenger to arrive.

Comment 4.2

Bike parking in square not safe.

Response

The idea of bike parking in the square was presented by the peer review team. We like the concept and to address the safety concern, we have provided additional crosswalks into the square so that bicyclists feel safe entering and exiting the site. However, in light of further feedback from the community and City Council we are preparing an alternative design for consideration.

Comment 4.3

Flexibility in use of 1,000 spots for overflow

Response

In our agreement with the MBTA, if the MBTA determines that their 1,000 spaces are not being utilized as envisioned, they have the right to put the parking back into the overall queue which we will manage on their behalf.

5. Councilor Kelly

Comment 5.1

Station is not in direct line of visibility. Site planning and wayfinding.

Response

Wayfinding, specifically for the MBTA Station and Platform, are critical to their success. The MBTA is spending a lot of time thinking through what they would like to see in both these locations in addition to the wayfinding. We are more than happy to share those plans once they are formalized with the MBTA.

Comment 5.2

1 way 2 way recreation road effects people who live there now.

Response

The creation of a 2-way Recreation Road presents a benefit for the residents of Lower Falls and Auburndale. Presently, any vehicle traveling from Route 30 in Weston to Riverside Station will either need to cut through Park Road and Concord Street in Lower Falls or Comm Ave and Auburn Street in Auburndale. The reconfiguration of Recreation Road as 2-way provides a direct route for these trips to access Riverside Station directly without impact to the neighborhoods. Furthermore, residents will have easy, convenient and safe access to Riverside Park via car, bike or on foot in both directions by the 2-way road or the multi-use path that this work will also include. This will unlock easy access to this underutilized resource for residents both in the local neighborhood and areas of Newton beyond.

Comment 5.3

Red Sox games, weekday, weeknight? What is it.

Response

The nature of the shared parking will provide additional buffer parking on gamedays and evenings to further address Red Sox parking concerns. On weeknights, the office portion of the garage will empty out, providing hundreds of spaces in addition to the MBTA 1,000 parking spaces – the same is true on weekends. For the six weekday games we will be providing additional onsite management and valet parking if necessary.

Comment 5.4

Bike Parking how do you get it off the top rack?

Response

Rack systems such as the Dero Decker include a lift system to extend the upper-tier bicycle to the ground level to allow users to place their bicycle on the rack without having to lift the bicycle up. A system such as this will be implemented to address this concern.

Comment 5.5

Increased bus options

Response

Presently, only one MBTA bus route and several regional shuttles use the site a s a destination. The Proponent will work with the MBTA and other transit agencies to encourage increased service. To be successful we ask that City Councilors engage in the same exercise with the MBTA.

6. Councilor Krintzman

Comment 6.1

Please demonstrate how/where the traffic estimates for TNCs was included in traffic projections as well as parking analysis

Response

Since the popularity of TNCs as a mode of transportation is a relatively new phenomenon, the Institute of Transportation Engineers (ITE) does not provide any hard data on the effects of TNCs on trip generation. While TNC operators are required to report activity to MassDOT, the information that is currently presented is for the general number of trips that start and end in Newton each year and is not useful in deriving potential usage to any given site. However, the mode shares used to estimate the trip generation are very conservative and result in a higher percentage of site-generated vehicle trips than is likely to occur. Part of the reason for the conservative vehicular mode share is to consider the presence of TNCs, as some of the vehicles entering and exiting the Site included in the vehicular mode share will be TNCs. In addition, in the build year 2029 it is unknown what share of trips will be done via TNCs. Ten years prior there were no TNCs and today they are a regular feature on the roadway. As such, it would be challenging to forecast the share of TNC trips ten years into the future due to changing travel patterns and technology. Therefore, a separate TNC mode share percentage has not been developed and instead is included in the highly conservative vehicle mode share.

TNCs were not factored into the parking analysis as it is not expected that the TNCs will occupy any of the parking spaces. There will be designated curbsides where TNCs can pick-up and drop-off passengers without occupying parking spaces.

Comment 6.2

Is it possible to restrict parking spaces within the garage to certain uses during certain hours of the day? If so - will enforcement be possible?

Response

Restricting parking to certain times of the day and uses within the garage we believe negates the benefit of a shared parking garage. We do intend to patrol the garage and if we determine MBTA users are not parking in their nested location (or vice-versa) we will be implementing a ticket and tow system.

Comment 6.3

Is the developer willing to include the city and or the neighbors in the selection of the TDM manager or association?

Response

Yes

Comment 6.4

The developers described a 4 year period for monitoring of traffic. Four years seems insufficient to ensure adequate implementation. How about 7 years, with counts every 3 months, or any period with 36 consecutive months (12 consecutive counts) with counts demonstrating counts below 110% of projection?

Response

The 4-year period was agreed to in the previous Riverside approval and we feel it is more than adequate to understand traffic patterns and implement further mitigation if necessary.

Comment 6.5

Will the developer please provide a simulation of the traffic upon full build out (including how the roundabouts will function)?

Response

Yes, this has been submitted to the City and we would propose a separate viewing session open to the public to walk through this simulation.

Comment 6.6

Will the peer reviewer please provide a complete analysis of the proposal to remove the bike lane on the South Side of Grove Street and any benefits / drawbacks that would result?

Response

Peer Reviewer to respond.

7. Councilor Laredo

Comment 7.1

On a general note, can we get a copy of the agreement between the developer and the MBTA. Has the Planning Department reviewed this agreement and, if so, what comments does it have on it?

Response

The original Ground Lease is the document that we are currently operating under while we work through the Amendment. It conflicts with MBTA protocol to release a draft document prior to the finalization, which we intend to do once we complete our work with the City Council.

Comment 7.2

How will we measure the amount of traffic going into and leaving the site? Please provide specifics.

Response

Formal traffic counts will be conducted at the site entrances. Pole mounted cameras are the primary source of traffic data collection and will very likely be used in this case at both site driveways.

Comment 7.3

Will those measures include counting vehicles used for delivery services and ride sharing?

Response

The counts can distinguish between motor vehicles and larger commercial vehicles. However, at this point in time, there is no way to distinguish ridesharing operator from normal motor vehicle activity. Perhaps by the time that the project is constructed and operational, technology may allow for collection of data for ridesharing but that technology does not currently exist.

Comment 7.4

What specific TDM measures will be in place if the amount of traffic is greater than expected?

Response

Per the original approval, in the event the traffic exceeds 110% of the projections, we would propose the following additional TDM measures:

- Increasing participation with T-Pass Purchases by improved marketing and/or increasing the level of subsidy.
- Expanding T-Pass subsidy participation beyond residential units, with a cap of $750,000 cost to the development.

- Adding a shuttle system to connect to other transportation hubs/points of interest, to be determined through the site-specific surveying practices described above.
- Incentivizing office operators to vary employee work schedules (including telework) by publicizing the research demonstrating the correlation between increased productivity and flexible work schedules, by setting up an explicit system for rotating employees through shared parking spaces, or by other means.
- Expanding bicycle sharing opportunities onsite and in the area.
- Working with the MBTA to assess the potential for expanding bus operations to and from the site.
- Increasing the cost of daily parking for non-MBTA daily or weekly users.

Comment 7.5

Who will be responsible for determining the need for added TDM measures and subsequent enforcement?

Response

Our thought is that this will be coordinated through the City of Newton's Planning and Transportation Departments.

Comment 7.6

The time for oversight of traffic should continue for several years after the site is fully built and occupied.

Response

As outlined in the proposed Traffic Demand Management (TDM) Plan, traffic monitoring will be conducted for at least four years after full occupancy of the buildings. If the TDM Plan is found to be complete and ongoing as outlined in the TDM Plan and the submittal of Ongoing Monitoring and Reporting Plans have been found satisfactory over four consecutive year, i.e. minimum of three consecutive plan submissions-then the Projects' Ongoing Monitoring and Reporting Plan requirement will shift to one submittal every three years. At that point, the City will conduct a site visit of the project once every three years, to confirm all approved physical measures in the project's TDM Plan continue to be implemented and/or intstalled.

Comment 7.7

Who will be doing the work for the exterior roadway improvements and, if not the City, who will have oversight of this work?

Response

The Proponent and its contractors will conduct this work under the supervision and oversight of MassDOT.

Comment 7.8

The developer stated that it intends to take down trees and bushes in the area where a car enters the roundabout. Who will be paying for this work and who will be doing it in the future?

Response

In coordination with requests from MassDOT, the offsite improvements will include some brush clearing and grading adjustments to improve site lines. This brush area will be replaced with grass. These areas will be maintained as part of MassDOT's ongoing lawn maintenance program.

Comment 7.9

Please have the peer reviewer comment on putting the ramp under the bridge.

Response

Peer Reviewer to respond.

Comment 7.10

When were the counts for the total of existing trips done?

Response

The counts of the existing MBTA Driveways were conducted in June 2018 and the counts of the Hotel Indigo were conducted in September 2018. Both of these counts were conducted when local schools were still in session and regional seasonal adjustment factors were reviewed to confirm that both June and September represent months with above average traffic volumes.

Comment 7.11

What limits will there be on deliveries to the site?

Response

Currently, no specific delivery limitations are proposed related to time of deliveries or frequency. Specific loading locations are provided either in each building or on the adjacent street front. Certain delivery locations will be restricted to box-truck size vehicles while the loading docks for buildings 1 and 9 will accommodate larger delivery vehicles.

Comment 7.12

Who will pay for attendants and other extra personnel on game days? What assurance do we have that those extra employees will be in place?

Response

The proponent will cover the cost of any necessary personnel. Through the ongoing monitoring of the TDM measures, additional staffing will be documented as required and verified by the City.

Comment 7.13

Who will pay for attendants and other extra personnel on game days?

Response

The proponent will cover the cost of additional personnel and/or attendants during game days.

Comment 7.14

Who will pay for maintenance of the parking structures?

Response

The Proponent is responsible for all maintenance of the garage including the MBTA's portion of the parking spaces.

Comment 7.15

Please provide more information on handicap parking.

Response

Accessible parking is provided and distributed throughout the garage and site in excess of the requirements of the Americans with Disabilities Act (ADA) and the Massachusetts Architectural Access Board (MAAB) as well as the City's Zoning Ordinance. These spaces will be provided at the ground level of garages 9 and 10 as well as within the MBTA's reserved portion of the garage to serve their customers. Please note that based on feedback from the Community we have located four (4) handicap spaces in Garage 9 at the ground level closest to the MBTA point of entry. Additionally, there will be spaces provided within the on-street parallel parking as shown on the plans.

Comment 7.16

Please provide more information about parking during construction.

Response

During Construction, 450 MBTA customer parking spaces will be provided within the existing parking area. Generally, this is sufficient parking to handle the demand of the lot. At peak occupancy, the lot sees approximately 630 cars. To handle and buffer against this peak demand, the MBTA will direct customers to the Woodland Station garage, which has 559 spaces, and per the MBTA has an average availability of greater than 200 spaces.

Comment 7.17

Please explain what, if any, ability there will be to expand parking if ridership on the T increases.

Response

Typically, the current MBTA surface parking lot sees a peak utilization of about 63% (+/- 630 spaces). The proposed garage includes 1,000 spaces dedicated to MBTA users which has been demonstrated to be more than adequate in the event additional parking is needed.

Additionally, the proponent made a substantial concession to support future expansion of service by the MBTA by returning a large portion of the original leased premises to the MBTA. This portion of the property may allow for several expansion opportunities by the MBTA including additional train storage, an additional commuter parking garage or both.

Comment 7.18

Does the parking for the hotel take into account events that may be held there in addition to the number of rooms.

Response

Yes, the calculation is based on a ratio that includes events and business usage of the hotel.

Comment 7.19

Please have the peer reviewer comment on potential traffic back-ups within the parking garages.

Response

Peer Reviewer to respond.

Comment 7.20

What limitations will there be on parking on neighboring streets adjacent to the site?

Response

Anecdotally, the project team has heard from neighbors that parking in the neighborhood becomes problematic during extreme-case scenarios such as the Boston Marathon or sports victory parades. The shift from a 958-space surface lot to a 1990-space parking garage affords additional flexibility in these events. It can be expected that office user demand will be decreased by some amount on these days and provide additional buffer space beyond the already-increased number of MBTA spaces. This should help to alleviate the desire to park off-site to some degree. Ultimately, parking restrictions on neighboring streets is under the control of the City. If the neighbors desire to include parking restrictions in their neighborhood, the proponent would support this.

Comment 7.21

Please provide more detailed information about future access to urban rail.

Response

At this time, there are no further details about future urban rail at this site of which we are aware. The MBTA has been asked on multiple occasions by the City Council in a public forum whether the project design would preclude the option of urban rail in the future, and the answer has been unequivocally no. We are not aware of any plans that exist for this concept.

Comment 7.22

Please provide more information about future access to bike trail networks.

Response

The Charles River park improvements that are proposed as part of this project would create a great bike trail network from Lower Falls and Auburndale around the Riverside Station Development site and up to Commonwealth Avenue through the reopening of the MBTA Depot Tunnel. There have been further discussions about connections in both Lower Falls, near the Leo J. Martin Golf Course, and by Lyons Field that would further enhance this network.

Comment 7.23

Please describe in more detail the proposed bike lanes not only in front of project but down the full length of Grove Street and think more broadly about bike lanes on the full length of Grove Street

Response

We are currently working with City staff to develop a solution not only for the project but also to improve connections between Auburndale and Lower Newton Falls.

Comment 7.24

I have concerns about unprotected bike lanes - they are not safe enough for cyclists and more difficult for drivers.

Response

Similar response to 8.16 above but with the additional comment that the team is striving to provide at least one protected means of access along a majority of Grove Street in both directions.

Comment 7.25

Please comment on the current number of cyclists versus drivers in this area and anticipated changes with bike lanes.

Response

The team and the City of Newton believe that multimodal transportation is the best solution for our neighborhoods, cities, and towns. Please refer to the transportation analysis regarding increase or decrease vehicular demands. In regard to changes due to new bike lanes, this connection will be a valuable link to providing a more robust multimodal network and will increase the opportunity for cyclists and pedestrians to easily connect to different locations within Newton and neighboring communities.

8. Councilor Markiewicz

Comment 8.1

Maximum queue length difference of opinion. Concerned about T's response on the expansion adequacy.

Response

Comment Noted.

GREEN INTERNATIONAL AFFILIATES, INC.
239 LITTLETON ROAD, SUITE 3 WESTFORD, MA 01886
T: (978) 923-0400 | F: (978) 399-0033 | WWW.GREENINTL.COM

To:	Jennifer Caira and Neil Cronin, Planning and Development Department, City of Newton
From:	Green International Affiliates, Inc. (Green)
Date:	April 3, 2020
Project Name:	Riverside Station
Project Number:	Green No. 18078
Subject:	Responses to City Council Questions

On behalf of the City of Newton (the City), Green International Affiliates, Inc. (Green) is submitting these responses to the City Council Questions received on March 13, 2020.

1. Will the peer reviewer please provide a complete analysis of the proposal to remove the bike lane on the South Side of Grove Street and any benefits / drawbacks that would result?

   **Please note for all responses regarding the bike lane on Grove Street within this memorandum, the project side is the western boundary, while the golf course side is the eastern boundary.*

   Response: Removing the bike lane on the eastside of Grove St would provide additional landscape/hardscape opportunities on the east side of Grove St or additional open space and setback of the western side of Grove St between Grove St and the project site. This additional open space would provide a larger visual buffer between the Riverside project and Grove Street, while providing a larger gathering space for residents at Riverside.

   The bike lane does provide benefits for northbound bicyclists traveling on Grove St through the project area (from the proposed roundabout at Asheville Rd / I-95 SB Ramps south of the project site). Without the bike lane on the east side of Grove St, a northbound bicyclist would have to demount from their bike at the proposed roundabout at Asheville Rd / I-95 SB Ramps and cross over to the proposed shared use path on the west side of Grove St. Once on the shared-use path, the bike would then have to demount again to cross across Grove St at the proposed Grove St / Grove St Ext. signalized intersection to continue on the proposed shared use path on the western side of Grove St. If the bicyclist is continuing northbound on Grove St past the project site, they would need to cross across Grove St one final time at the end of the proposed shared-use path at the bridge for the MBTA railroad overpass. For bicyclists commuting through Newton on Grove Street these three crossings would add substantial delay to the trip at this location and push commuting bicyclists into the roadway if they wish to avoid the crossings. Grove Street has enough curb to curb width to provide the additional lane on the east side of Grove Street and still maintain a comfortable setback from the roadway to the Riverside buildings. The sidewalk and the shared-use path will also contribute to a buffer zone from the through traffic on Grove Street.

2. Would city consider a narrower lane width past site? 10' each lane and 9' for right turn lane? Will keep traffic safe steady speed and give room for landscaped buffer on east side of Grove.

   Response: Grove Street is classified as an urban minor arterial with a weekday ADT of approximately 14,000 vehicles per day (vpd). MassDOT Project Development and Design Guide has guidelines on lane widths:

"Travel lanes narrower than 10 feet are only appropriate for local roadways and some minor collectors with very low traffic volumes and speeds."

Given Grove St is classified as an arterial roadway, providing direct access to a major interstate, and has relatively high traffic volumes, including buses, heavy vehicles, and emergency vehicles, we would recommend keeping the 11' travel lanes with a 10' right-turn lane.

3. Please have the peer reviewer comment on putting the ramp under the bridge.

   <u>Response:</u> *At this stage of design there is limited information regarding the geometric configuration of the ramp under the bridge. The design of the ramp requires a comprehensive MassDOT and FHWA approval process, where they will address potential issues with the design such as vertical clearance and the structural integrity of the bridge. At this time there are no major red flags associated with the schematic design, however a more thorough review of the final design should be provided when the design is complete. Minimum vertical clearances of 16.5 feet should be maintained at all times.*

4. Please have the peer reviewer comment on the extra bike lane proposed for the far side of Grove Street.

   <u>Response:</u> *The bike lane on the east side of Grove St provides a direct and protected travel route for a northbound bicyclist traveling on Grove St starting at the proposed roundabout at Asheville Rd / I-95 SB Ramps past the proposed project site. This option eliminates the need for a northbound bicyclist to cross across Grove St multiple times as would exist under the option of only providing the shared-use path on the west side of Grove St or riding in the roadway with traffic in order to eliminate those crossings.*

5. When were the counts for the total of existing trips done?

   <u>Response:</u> *The counts were conducted over multiple dates listed below. According to the MassDOT count station data provided in the traffic study, the months of June, September, and October produce higher than average traffic volumes.*

   Grove St / Riverside MBTA Driveway:
   - *Wed. June 13, 2018 (7-9AM, 4-6PM)*
   - *Thurs. Sept. 13, 2018 (4-6PM, Red Sox game)*
   - *Sat. Sept. 7, 2019 (11AM-2PM)*

   Grove St / Condo Driveway / Hotel Indigo:
   - *Thurs. Oct. 4, 2018 (7-9AM, 4-6PM)*
   - *Sat. Sept. 7, 2019 (11AM-2PM)*

6. Please have the peer reviewer comment on the plan for central storage of bikes.

   <u>Response:</u> *The central storage of bicycles requires bicyclists to cross the transit plaza at least twice in order to reach the MBTA. Given the location of the parking garage exit onto the transit plaza and the fact that there will be passenger pick-up/drop-off provided, this presents a hazard to bicyclists reaching the MBTA platform. While this location does utilize the open space efficiently, the additional risks posed to bicyclists are not desirable. The shared-use path and bicycle connection to recreation road is designed*

for bicyclists who are more casual riders and less comfortable riding with traffic. These riders should have a safe route to the MBTA bicycle storage facilities, outside of the center of the transit plaza.

7. Please have the peer reviewer plot the actual queuing locations for buses, shuttles and other common carriers.

   Response: The final locations for bus facilities are still under discussion with the MBTA and have not been provided yet for review. As a result, we can not provide the actual queueing locations at this time. This will be prepared when the locations are finalized and approved by the MBTA.

8. Please have the peer reviewer comment on potential traffic back-ups within the parking garages.

   Response: The City's Peer Review Team has discussed this potential issue with the Development Team. Some measures that have been discussed to reduce potential vehicle queueing within the parking garage include installing wayfinding signage within the parking garage encouraging exiting vehicles to exit via the parking garage entrance/exit on Road A (near the Office Building), especially vehicles who are exiting the site going to I-95 an I-90 (which is expected to be the majority of vehicles).

   The Development Team has also stated they are going to have staff controlling operations within the parking garage during special events and potentially weekday peak hours, if needed. Staff would direct vehicles to use the exit onto Road A rather than the main entrance/exit on Site Main Street.

   At this time the Vissim traffic model provided by the developer does not extend far enough into the garage to provide an accurate reflection of the potential queues outside of the roadway. A revised analysis has been requested which will provide more information.

   In general, queues inside the garage are generally preferable to queues on the roadway because queues within the garage won't block access to the transit station at the northern end of Main Street. With multiple exits provided, staff within the garage will be able to address excessive queues that may arise during peaks. Unfortunately, staffing levels can't be shown within the traffic models. As a condition of approval, the city could request a staffing plan for the garage.

9. What are the highest priority intersections to address - the ones that will be directly effected by the project and what should be done about them to mitigate the effects?

   Response: The highest priority intersections are generally the ones that will receive the most additional traffic from the Riverside site. The high-priority intersections are listed below in order of priority, with a description of proposed mitigation:

   - *Grove St / Asheville Rd / I-95 SB Ramps*
     - *The Applicant is proposing a new roundabout at this location. The proposed mitigation was coordinated closely with MassDOT. The roundabout was MassDOT's preferred alternative, and the intersection is under MassDOT jurisdiction. Roundabouts generally reduce speeds while providing substantial capacity. This roundabout will improve safe driving conditions along Grove St, along the I-95 SB ramp onto Grove St, provide a safe crossing for pedestrians and bicyclists, while maintaining efficiency for vehicles exiting the I-95.*
     - *The Roundabout will increase delays along Grove St compared to existing conditions because existing Grove St traffic flows freely through the intersection.*

- *Queues will increase relative to existing operations; however, it is noted that roundabout queueing is typically a rolling queue as opposed to queueing at a traffic signal, which is a standing still queue.*

- *Grove St / I-95 NB Ramps*
  - *This intersection is eliminated as a result of the proposed mitigation and realignment of the I-95 NB Off-Ramp.*
  - *Mitigation includes direct access to the site from I-95 NB via the proposed signalized intersection of Grove St Ext. / Recreation Rd Ext. / Site Main St / I-95 NB Ramps.*
  - *This mitigation improves operations for vehicles exiting I-95 and reduces through traffic on Grove Street.*

- *Grove St / MBTA Riverside Driveway*
  - *Mitigation includes a new signalized intersection, with restrictons on left-turns from Grove St into the site, and adding a right-turn lane for right-turns from Grove St southbound into the site.*
  - *The introduction of a traffic signal and restriction of left-turning traffic should provide safer access into the MBTA parking area and improve the safety of operations along Grove Street. The right-turn lane adds efficiency to the signal system by allowing an overlap phase with the exiting left-turns from the MBTA garage.*

- *Grove St / Riverside Office Building South Driveway / Apartment Driveway*
  - *This intersection is located directly north of the proposed site, and the intersection currently experiences a crash rate that is higher than the statewide average.*
  - *The project will be adding a substantial number of trips to this intersection including over 200 vehicles during the morning peak hour.*
  - *The existing grading of a landscaped pedestrian path provides a visual obstruction for vehicles exiting the office building, significantly reducing site distance.*
  - *Mitigation may include a study or funding for regrading the pedestrian path to provide increased site distance at this location. This may need to be coordinated with the property owner(s) of the Riverside Office Center.*

- *Grove St / Riverside Office Building Center Driveway / Apartment Driveway*
  - *This intersection is located north of the proposed site and will see an increase in delay during the AM and PM peak hour along Grove Street as a result of the proposed development.*
  - *The developer should commit to signal retiming after a brief period of traffic monitoring in order to manage the increase in traffic along Grove Street.*

- *Grove St / Woodland Rd (All-Way Stop)*
  - *This intersection does experience some increase in delay as a result of the proposed project in the northbound direction.*
  - *The intersection currently functions as an All-Way Stop, and the traffic volumes have been shown to not meet the traffic signal warrants necessary to implement a traffic signal at this location.*
  - *There is no existing safety issue.*
  - *Traffic monitoring should be conducted at this location to determine whether the volumes exceed projections and whether a traffic signal warrant is met after the development is constructed.*

- *Beacon at Washington Street*
  - *While the project impacts along Washington Street are reduced due to the limited traffic that will utilize the corridor to access the Riverside site, there are some new trips that will be assigned to the already congested intersections along this corridor.*
  - *The Beacon Street at Washington Street intersection was shown to benefit from some signal retiming during the Road Safety Audit already conducted by the developer.*
  - *The signal retiming should be implemented to improve the flow of traffic through the intersection and reduce the impacts from the increase in traffic as a result of the proposed development at Riverside.*

10. Signal Lines of traffic at several intersections were predicted by the LFIA presentation. Do the peer reviewers agree with this? If so what is the resolution? If not, please explain.

    <u>Response:</u> There were two queue conditions that were discussed in the LFIA presentation, the first is the queue exiting the garage towards the southern end of the site to the 128 ramps. This queue has been significantly reduced as a result of the reduction in office space. Our initial concerns with the queueing at this location have been similarly reduced. Likewise, while queueing will occur at this location during the PM peak hour, there is room to queue outside of the garage where traffic within the site will not be obstructed. While queues within the garage cannot be accurately modeled to reflect staffing, the queues shown at the intersection do not appear to extend far inside the garage. Queues within the garage are generally preferable to queues on the roadway that may block access to incoming traffic during the PM peak hour when queues are at their longest.

    The second queue was the Grove Street southbound (EB) and northbound (WB) approaches to the roundabout. The study shows that the Grove St NB 95th percentile queues estimated from December 2019 TIAS are 332 ft. during AM peak hour, which were revised under the 2/6/2020 Revised Trip Gen Memo to be 321 ft. The Grove St SB 95th percentile queues from the December 2019 TIAS were 251 ft. during PM peak hour, revised to 239 feet in the 2/6/2020 Revised Trip Gen Memo. It was noted in the memo that the existing queue on Grove Street is 1-2 vehicles. This is due to the free-flow condition of traffic on Grove Street today. However, that free-flow condition also presents an issue with speeding on Grove Street and congestion for vehicles exiting I-95, along with very limited facilities for pedestrians and bicyclists. A roundabout at this location will require vehicles to yield to traffic at a location where they previously had the right of way. That will increase queues. However, it should be noted that Roundabout queueing is typically a rolling queue as opposed to queueing at a traffic signal, which is a standing still queue. Operations along the approaches are still expected to be at acceptable levels of service (LOS C) during weekday peak hours with delays of approximately 20 seconds.

11. The Problem was raised regarding the inability of a group home to load and unload a van at the roundabout. Does the peer reviewer believe this is a problem and if not why not? If so what is the solution? Is there a driveway at the group home that can be used by the van rather than the street?

    <u>Response:</u> The group home has been identified as 511 Grove Street. Unfortunately, due to the limited traffic operations occurring due to the Covid-19 pandemic we were not able to observe the pick-up/drop-off operations directly. However, a review of the site shows that there is a driveway which provides the only accessible path onto the property. The van could potentially use the driveway, however a turnaround is not provided and would likely require the van to back out onto Grove Street. While it is not clear exactly how the current loading operations take place, there is an existing shoulder along that section of Grove Street that allows for vehicles to pull aside, leaving space for a vehicle to maneuver around them. The

proposed schematic design of the roundabout shows the widening required ends prior to the 511 Grove Street property. As a result, it should be possible to maintain the existing shoulder in front of that property. We recommend that the final design of the roundabout maintain the shoulder at that location so that the operations can continue as they are unimpeded.

Please let us know if there are any additional questions or comments that Green can assist with.

Riverside Project | TDM Plan | 9 December 2019
created by 128 Business Council | on behalf of Mark Development

1 WHAT IS TDM?

The purpose of Transportation Demand Management (TDM) is to guide, distribute, and even reduce travel demand in both space and time. It focuses on a particular population's interaction with the in-place transit infrastructure, as well as ride-sharing, walking, biking, and teleworking. When done well, TDM should be cost-effective in guiding the continued design of transportation and physical infrastructure, so that alternatives to driving alone are naturally encouraged and relevant systems are better integrated and balanced.

TDM is an intentional program of information-plus-incentives, which are provided by local or regional organizations to help the constituents of those organizations become aware of and become confident users of all their transportation options, across all modes in the system. To be successful, this program of information-plus-incentives should effectively counterbalance the incentives to drive that preexist thanks to the subsidies of parking and roads.

2 BENEFITS OF TDM

There are many important and interrelated benefits to reducing the number of cars on the road and the number of miles driven.

Transportation System Benefits
A. Reduced congestion and resulting commute time savings
B. Multiple options for commuting for work, education, and pleasure

Environmental Benefits
A. Improved air quality
B. Reduced greenhouse gas emissions
C. Reduced need for paved surfaces
D. Improved water quality
E. Reduced polluting emissions and fluid leaks
F. Reduced dependence on fossil fuels

Health and Safety Benefits
A. Enhanced quality of life in walkable and bikeable communities
B. Fitness benefits of active transportation, e.g. biking and walking
C. Health benefits of improved air quality
D. Stress reduction

Financial Benefits
A. Reduced costs of vehicle ownership and maintenance
B. Reduced cost of parking
C. Reduced cost of housing

3 TDM PLAN COMPONENTS

A TDM Plan should define program goals and then strategies for achieving those goals appropriate to the project's proposed use, projected new trips generated, and baseline transportation impacts.

In order to identify baseline numbers for trip generation and parking generation, the Project will provide:

- Traffic Impact Assessment and Study (TIAS) data
- Employee trip origin data
- Parking usage and count data

This TDM plan then details methods by which to achieve SOV mode reduction, and a schedule by which to capture that reduction and track it over time. The initial method for achieving this SOV mode reduction will be by implementing a number of measures, detailed below.

4 POTENTIAL TDM MEASURES FOR MODAL SHIFTS

4.1 PARKING MANAGEMENT

Shared Parking: Sharing parking across residential, office, hotel, retail, and other users — rather than reserving spaces for each using — resulting in a significantly reduced total demand estimate and avoiding parking surplus.

Reduce Parking Surplus: The Project has reduced projected parking surplus, as estimated by a contextualized shared parking model, well below typical market expectations, which assume a minimum of 10-15% surplus. Having too little parking creates air and noise pollution due to circling and idling cars, and can create a nuisance for surrounding neighborhoods. To minimize these risks while still reducing parking surplus, the Project will rely on an appropriate form of dynamic signage and/or automated parking system.

Unbundle Parking: Separation of the cost of residential and office parking from the cost of rent. Similarly, hotel users will pay for parking separately from the cost of room reservations.

Parking Pricing: Using parking pricing to manage demand can include: offering hourly, daily, monthly, and annual rates to encourage choice; setting day-by-day parking rates the same, whether tended in the form of a daily, monthly, or annual pass.

4.2 TRAFFIC MANAGEMENT

Adaptive Signal Control: All suggested signals as part of the Project's site mitigation are proposed to be equipped with adaptive signal control technology.

Regional Roads: Project will work with MassDOT to determine the feasibility of implementing a signage program to direct drivers to regional networks rather than local roadways.

Idling Limit: A 5–minute vehicle idling limit will be acknowledged in conformance with state law.

4.3 BIKE/PEDESTRIAN

Improve Walking and Biking Conditions: Streetscape and crosswalk improvements to encourage walking and biking.

Improve Bicycle Network and Site Access: Project will examine possibilities for mitigating gaps in the bicycling network along major routes approaching and within the development, as feasible and in coordination/agreement with the City.

Bicycle Parking: Secure and (where possible) covered bicycle parking in excess of Zoning. Separate bike facilities will be provided in MBTA parking area for commuters and tenants.

Showers and Lockers: On-site showers and lockers so commuters can travel by active modes.

Bicycle Repair Station: On-site tools and space for bicycle repair.

4.4 SITE DESIGN/LAND USE

Choices made by the Project that demonstrate cross-site connectivity and location-efficient residential and commercial development include:

- Mixed-use elements, all within a 1/4 mile walk (5 minutes), which include housing (both apartment and condominium), office, retail and entertainment, and a hotel. These uses are sized and organized to be mutually supportive.
- All buildings on Site are within a 1/4 mile walk (5 minutes) of the Riverside MBTA Station entrance.
- The Site is also located within a mile of the Woodland MBTA Green Line Station and the Auburndale Commuter Rail Station on the MBTA Worcester Line.
- Public spaces lined principally with retail establishments. Where these retail spaces interface with the sidewalk, ground floor façade design incorporates transparent materials and architectural and furnishing elements that help foster an inviting, dynamic, and varied pedestrian experience.
- An aesthetically pleasing environment for pedestrians with widened and improved sidewalk.
- A compact grid of walkable streets and short blocks with off-street, multi-use connections to regional recreational corridors.
- A connected and improved network of open spaces for residents and visitors.
- Buildings sited to the street.
- Passenger drop-off locations near building entrances.
- Limited driveway curb cuts. Buildings are serviced through drives intentionally located to minimize their impact on the public realm.
- Parking primarily contained within structured garages, hidden from public view.
- Integrated transit with improved access.
- Opportunities for recreational and cultural activities.

4.5 CAR SHARE

Car-Share Parking: Project will reach out to car-share vendors to offer them spaces within the garage reserved for car-share parking. Implementation dependent upon car-share

vendor interest. *Specific number of spaces to be determined following discussions with City.*

4.6 SUPPORT FOR ELECTRIC CAR USAGE

Electric Car Charging: Charging stations (EVSE) located prominently within the main parking garage. *Specific number of stations to be determined following discussions with City. The exact EVSE locations will be determined once the quantity is finalized and will be, in part, subject to the review and approval of the MBTA.*

Electric Car Parking: Preferential parking for electric vehicles, located near the charging stations, totaling 10% of non-MBTA parking spaces.

4.7 FAMILY-FOCUSED INITIATIVES

Car Seat Storage: Storage for car seats and strollers near car-share parking.

Emergency Ride Home: Guaranteed or reimbursed transportation home for those using alternative forms of transportation in the event of an emergency, such as discount taxi vouchers or rideshare credits. Emergency Ride Home program to be offered through and dependent upon TMA membership (see below).

4.8 HIGH-OCCUPANCY VEHICLES

Incentives for Sustainable Transportation: Reimbursements for reliance upon sustainable modes of transportation, with maximum reimbursement thresholds dependent upon parking spot usage. Residents who entirely forgo the use of a residential parking spot would be eligible for reimbursements of up to $200/month. Residents who lease a single parking spot would be eligible for reimbursements of up to $75/month.
(A similar program will be instituted for office users, the specific details of which to be determined by the needs determined by ongoing traffic monitoring.)
Expenses qualifying for reimbursement would include:

- MBTA subway passes (currently $85/month)
- MBTA bus passes (currently $130-$170/month)
- MBTA commuter rail passes (currently $200/month)
- bikeshare passes/memberships
- rideshare passes/memberships

Improve Bus and Shuttle Amenities: Currently the MBTA bus stop serving Bus #558 does not have a shelter or any other amenities. In the future, this stop will be located adjacent to convenience retail and the adjacent building will have a canopy to shelter those waiting for the bus. This is also the case for those waiting for shuttle services or passenger vehicle pickups. Regional buses (Go Bus) will have a retail presence with a waiting area in the ground floor of one of the buildings to replace the existing regional bus facility.

Vanpool/Carpool Program: Vanpool/carpool program available to employees on-site, including preferential parking as provided for car-share members (4.4) and electric vehicles

(4.5) Vanpool/carpool program would be managed through the TMA membership or managed by the site-specific TDM Coordinator.

4.9 TMA MEMBERSHIP OR SITE-SPECIFIC TDM COORDINATOR

Project will depend upon either **membership in a Transportation Management Association (TMA)** or upon a **site-specific TDM Coordinator** to guarantee the execution of many of these measures. The TMA or TDM Coordinator would be have duties including:

- Coordinate with ride share vendor, as described above
- Connect employees with carpool/vanpool program, as described above
- Administer preferential parking, as described above
- Coordinate emergency ride home program, as described above
- Develop informational packet for residents and employees on TDM programs
- Create and administer TDM promotions and incentives
- Conduct surveys of residents and employees
- Gather and maintain long-term program data
- Conduct annual review of TDM program for effectiveness and modification

4.10 MARKETING

Multimodal Wayfinding Signage: Directional signage for locating:

- Nearby MBTA services, e.g. MBTA Bus #558, which connects the Project area to the Auburndale Commuter Rail Station
- Other on-site or nearby transit/shuttle stops
- On-site electric car charging stations and preferential parking
- On-site dedicated carshare parking
- On-site stroller and carseat storage for alternative transportation users
- On-site bicycle amenities, including parking, showers, lockers, and repair station
- Regional bicycle routes, and pedestrian walkways

Easy Access to Transportation Information: Information about and schedules for public transportation and other alternative transportation options will be provided at all appropriate locations throughout the development.

Real-Time Transportation Information Displays: Large screen or monitor that displays, at a minimum, transit arrival and departure information.

Tailored Transportation Marketing Services: Provide residents and employees with information about travel options. Marketing services shall be provided by either the TDM coordinator or through a TMA membership, and readiness to develop and promote development-specific marketing materials will be a qualification for selecting a specific TMA for membership or for identifying a qualified TDM coordinator. Marketing services could include:

Welcome Packets: New residents and employees could be provided with tailored marketing information about sustainable transportation options associated with the Project site (e.g., specific transit routes and schedules; bicycle routes; carpooling programs, etc.) as part of a welcome packet. For employees, the packet should reflect options for major commute origins. New residents and employees could also be

offered the opportunity for a one-on-one consultation about their transportation options.

Promotions: Development and deployment of promotions to encourage use of sustainable transportation modes. This could includes targeted messaging and communications campaigns, incentives and contests, and other creative strategies. These campaigns may target existing and new residents, employees, and tenants. Promotions could be conducted via social media, email outreach, website, municipal listservs, municipal groups, and via on-site events. The frequency and specific content of these promotions will be dependent upon the established needs and interests of the site's residents and employees, within the boundaries of the budget established by the site's yearly membership fees.

Ongoing Education: Preexisting Project residents and employees could be periodically reconnected with the materials included in the welcome packet, as well as additional materials on, for example, safe practices for commuters of all modes (including bicycle and pedestrian) and changes to adjoining public transportation services.

4.11 OTHER

Flexible Work Schedule: On behalf of the Project, the TDM Coordinator or TMA will develop informational materials and encourage tenant companies to incentive alternatives to the traditional 9-to-5, 40-hour work week, allowing employees to vary their arrival/departure.

Telecommuting: Similar to the above, the TDM Coordinator or TMA will encourage tenant companies to provide the option for employees to work from home, making use of the Internet, e-mail, and telephone. Incentives for telework can be structural (such as reduced parking spots available for on-site employees) or promotional. Promotional incentives can include development-wide alternative transportation usage competitions, gift card raffles, free transit passes, etc.

Employee Incentive Program: As mentioned in 4.8, the TDM Coordinator or TMA could coordinate annual or semi-annual programming to raise awareness of and incentivize theuse of modes that reduce vehicle trips, e.g. free meals, transit vouchers, movie passes, raffles for gift certificates to retailers, free bicycles, etc.

5 TDM PLAN MONITORING AND REPORTING

5.1 Pre-Occupancy Site Visit

Facilitate a site inspection by City staff to confirm that all approved physical measures in the project's TDM Plan have been implemented and/or installed.

5.2 Ongoing Monitoring and Reporting Plan

Once the building is occupied, an Ongoing Monitoring and Reporting Plan will be submitted to the City to review and to ensure compliance with the final approved TDM Plan, and conduct a site visit to ensure that the Ongoing Monitoring and Reporting Plan's contents reflect on-site TDM measures.

The first Ongoing Monitoring and Reporting Plan will be submitted within 30 calendar days of the 18-month anniversary of the issuance of the First Certificate of Occupancy, i.e. 18-19 months after that issuance. Subsequent Ongoing Monitoring and Reporting Plans shall similarly be submitted in 18-month increments with the addition of a 30-day grace period for each submission. Each subsequent Plan will be submitted 18-19 months after the previous form.

If the TDM Plan is found to be complete and ongoing as outlined in the TDM Plan and the submittals of the Ongoing Monitoring and Reporting Plans have been found satisfactory over four consecutive years, i.e. a minimum of three consecutive successful plan submissions – then the Project's Ongoing Monitoring and Reporting Plan requirement will shift to one submittal every three years. At that point, the City will conduct a site visit of the project once every three years, rather than every 18-19 months, to confirm all approved physical measures in the project's TDM Plan continue to be implemented and/or installed.

If, at any later time, the project fails to demonstrate satisfactory ongoing monitoring and reporting, the project can be required to revert back to submitting forms on the 18-month schedule until the project again demonstrates four consecutive years of satisfactory monitoring and reporting.

The Ongoing Monitoring and Reporting Plan should include all measures in the project's TDM Plan, their current status, and any updates to those measures. All additional voluntary measures added between Ongoing Monitoring and Reporting Plans should also be listed, along with their current status and any updates to those voluntary measures.

Additionally, a TDM Monitoring Plan may be required to monitor onsite and offsite parking, show the ratio of employees to the number of parking spaces used, and take additional steps to reduce trips if the target is not met, pursuant to **Section 7.3.5.A.5.c.iii** of the zoning code, which specifies mitigation if trips counted exceed the projected adjusted volume by 10 percent or more. These additional steps include, but are not limited to implementing or adjusting TDM Measures as appropriate, and/or exploring technological options available at that point.

5.3 TDM Plan Update

At any time after the project's approval, the Project may voluntarily initiate review of the TDM Plan by filing a TDM Plan Update. The TDM Plan Update shall include all of the items previously listed in the TDM Plan and provide what new or additional measures the Project would like to include in the TDM Plan.

Draft Transportation Conditions

1. Prior to the issuance of any Building Permits, the Massachusetts Department of Transportation must issue a Section 61 Finding (Mitigation Commitment Document required as part of the Massachusetts Environmental Protection Act (MEPA) process), comments to the MassDOT Highway Access Permit 25% Design Submission, and a favorable response from the Federal Highway Administration related to the proposed exit ramp from Interstate 95 northbound. The mitigation obligations in the Section 61 Finding, comments on the 25% Design review, and comments on the Project Framework document must support the underlying design improvements and permit the plan review process to proceed to the next level.

2. The Petitioners shall design and construct, at its sole cost, all roadway improvements as shown on the approved plans and as further approved by the Public Facilities Committee of the City Council and the Traffic Council, and subject to the provisions hereof and receipt of all necessary state, federal and local permits and/or approvals, including Massachusetts Department of Transportation and Federal Highway Administration review, revision, and approval. Any material modification(s) of the preferred design by either the Public Facilities Committee or Traffic Council will be considered consistent with the preferred design(s) if, in the opinion of the Commissioner of Public Works or his designee, the modified design(s) achieves the same performance objectives as the preferred design. In making a consistency determination, the Commissioner of Public Works shall consult with the Land Use Committee prior to making such determination.

3. Any material modification(s) of the preferred design by either the Massachusetts Department of Transportation or the Federal Highway Administration will be considered consistent with the preferred design if, in the opinion of the Commissioner of Public Works or his designee, the modified design achieves the same performance objectives as the preferred design, provided, however, that no modification of the exit ramp from Interstate 95 northbound prevents direct access into the Site. Any modification of the preferred design of the exit ramp from Interstate 95 northbound which prevents direct access into the site shall require that the Petitioners to seek an amendment to this Special Permit/Site Plan Approval prior to receiving a Building Permit for any portion of the Project. In making a consistency determination, the Commissioner of Public Works or his designee shall consult with the Land Use Committee prior to making such determination.

4. The Petitioners shall receive an Occupancy Certificate/Final Inspection for the garage within Buildings 9 and 10 before receiving an Occupancy Certificate for any other building authorized by this Special Permit/Site Plan Approval.

5. Prior to the issuance of any Occupancy Permit for any building except the garage, the Petitioners shall submit a plan detailing the staffing level of the garage during the weekday evening peak hour and during events where increased inbound transit ridership may conflict with the weekday evening peak hour, such as Boston Red Sox games.

6. Prior to the issuance of any Occupancy Certificate, the Petitioners shall submit a final Transportation Demand Management Plan (the "TDM Plan"), consistent with the submitted TDM Plan, dated December 9, 2019, which is on file with the City Clerk. The Plan shall be amended to include, but not be limited to:

    a. The fee structure of parking stalls associated with the dwelling units;

    b. Documentation that funds have been allocated to reimburse residents in accordance with the TDM Plan

    c. Proof of membership in a Transportation Management Association; and

    d. Designation of an on-site Transportation Coordinator.

7. The petitioner is prohibited from denying any shuttle or transit service seeking to establish a stop at the Site.